



Council Business Meeting Agenda

ASHLAND CITY COUNCIL BUSINESS MEETING AGENDA

Tuesday, August 19, 2025

Council Chambers, 1175 E Main Street

Live stream via RVTV Prime at rvtv.sou.edu or broadcast on Spectrum 180 & 181.

Public comment is welcome on public forum topics and agenda items.

To **speak electronically** during the meeting or to submit **written comments** in advance, please complete the online [Public Comment Form](#) by 10 a.m. the day of the meeting.

6:00 p.m. Regular Business Meeting

I. CALL TO ORDER

- a. Land Acknowledgement**

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. MAYOR'S / CHAIR OF THE COUNCIL ANNOUNCEMENT

V. APPROVAL OF MINUTES

- a. Minutes of the August 4, 2025 – Study Session Meeting
- b. Minutes of August 5, 2025 - Business Meeting

VI. CONSENT AGENDA

- a. OLCC Permit Approval
- b. Resolution 2025-25 Supporting the Submission of an Application for a Housing Planning Assistance Grant by the Rogue Valley Council of Governments
- c. 2200 Ashland St. Facility Ad Hoc, Historic Preservation, and Housing and Human Services Advisory Committee Appointments

VII. SPECIAL PRESENTATIONS

- a. Mayor Graham's Visit to Sister City Sviatohirsk, Ukraine

VIII. PUBLIC FORUM

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

IX. PUBLIC HEARING

- a. Public Hearing and First Reading of Ordinance 3272: "An ordinance annexing property and withdrawing an annexed area from Jackson County Fire District no. 5., and also repealing ordinances 3215 and 3194 which were the previous annexation approvals in Casita 1 and Casita 2." (1511 Highway 99 - Planning Action #PA-T3—2024-00011)

X. ORDINANCES, RESOLUTIONS AND CONTRACTS

- a. Second Reading and Adoption of Findings for a Legislative Amendment to the Southern Oregon University Facilities Masterplan and Implementing Ordinances #3267, #3268, and #3269 (#PA-L-2025-00016)
- b. Emergency Shelter Contract Amendment – Phase 2 Guaranteed Maximum Construction Price

XI. UNFINISHED BUSINESS

XII. NEW BUSINESS

- a. 2025 Ashland Community Wildfire Protection Plan (CWPP)





Council Business Meeting Agenda

XIII. CITY MANAGER REPORT

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

XV. ADJOURNMENT

If you need special assistance to participate in this meeting, please contact Alissa Kolodzinski at recorder@ashlandoregon.gov or 541.488.5307 (TTY phone number 1.800.735.2900). Notification at least three business days before the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting in compliance with the Americans with Disabilities Act.

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

** LAND ACKNOWLEDGEMENT

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

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



**ASHLAND CITY COUNCIL
STUDY SESSION MINUTES
Monday, August 4, 2025**

Mayor Graham called the meeting to order at 5:32 p.m.

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

Council Absent: none

Staff Present:

Sabrina Cotta	City Manager
Johan Pietila	City Attorney
Alissa Kolodzinski	City Recorder
Tighe O'Meara	Chief of Police
Molly Taylor	Human Resources Director

- I. Call to Order**
- II. Reports and Presentations**
 - a. ELEA Ordinance**

O'Meara presented information on proposed changes to the Enhanced Law Enforcement Area (ELEA) ordinance (presentation attached). Proposed changes would not create new ELEAs but would streamline the process for civil exclusions in existing ELEAs. The evolution of the proposed ordinance was outlined, and it was explained it would require 3+ qualifying violations, 2+ non-person crimes, and 1+ person crime, felony, or unauthorized burning before an officer could apply to a judge for an exclusion order.

O'Meara emphasized:

- Officers would provide documentation and literature at every step
- Defendants would be invited to appear alongside officers to present their case
- Necessary variances would be allowed for passage through excluded areas and accessing essential services
- A 10-day appeal period during which the exclusion would be stayed
- Examples of individuals who, if excluded after arrests in 2024, could have prevented 6-10 additional incidents throughout the year.

Councilors asked about the variance process and whether individuals could request new variances if their circumstances changed, such as moving into an ELEA. Pietila confirmed that a judge could offer new variances based on compelling circumstances at any time. Councilors inquired about the appeal process costs and communication between courts and police. O'Meara and Pietila spoke of a no-cost appeal process and robust communication systems between the municipal court and police department. Councilors suggested including language in handout materials stating there is no fee to appeal. Council discussed the basis for the ordinance and if it would address problems or simply move people elsewhere. O'Meara spoke that his department couldn't provide data on where excluded

individuals go but maintained that addressing negative behavior in specific geographic areas was valuable.

During public comment, several citizens spoke in opposition of the ordinance with concerns that it contradicts principles of belonging and would damage trust between police and homeless individuals. That the ordinance criminalizes homelessness rather than addressing root cause, and it merely moves people around rather than solving problems. Suggested an ombudsman program for the homeless and better inter-agency coordination

Graham polled Councilors to determine if there is interest in bringing the ordinance forward to a business meeting. Council agreed the ordinance will come forward within the next two business meetings.

b. Ratification of 3- Year Labor Agreements between IBEW Electrical Union Local 659, IBEW Clerical Union Local 659, LiUNA Local 737, and Resolution No 2025-22. Clarifying Certain Employment Conditions for Management, Confidential and Non-Represented Employees

Cotta and Taylor presented information on the labor agreements and non-represented employee resolution coming before the Council for a vote at the next day's business meeting (presentation attached). Taylor provided background on the collective bargaining process and reviewed the timeline of union negotiations.

Taylor noted that staff turnover had decreased from 17% in 2022 to 8% in 2023/24 and was at 9% for the current year through July. Comparative wage data was reviewed showing Ashland's position relative to nearby and similar municipalities, and Jackson County. Taylor clarified that all the agreements provide no COLAs (cost of living adjustment) for 2025. The 2025 wage adjustments are designed to bring employees to mid-market rates based on the compensation and classification study, followed by COLAs in 2026 and 2027. Changes to benefits were outlined including HRA increases, deferred compensation increases, and the inclusion of three personal days and Christmas Eve as a holiday.

The average wage adjustments by group were summarized as:

- Electric: 5% for 2025, 3% for 2026 and 2027
- Laborers: 3.9% for 2025, 2% for 2026 and 2027
- Clerical: 4% for 2025, 2% for 2026 and 2027
- Unrepresented: 5% for 2025, 2% for 2026 and 2027

Cotta addressed how the city would pay for these agreements through funding and cost-saving measures, including:

- Delaying hiring certain positions and eliminating the finance manager position
- Evaluating personnel vacancies before recruitment

- Health care premium savings due to lower than anticipated costs
- Switched from fully funding the Paid Leave Oregon plan to an insured plan
- Reducing the professional services budget in Human Resources
- Clean fuel credit sales (for the electric fund)
- Delaying a generator replacement at the water treatment plan
- Delaying vehicle replacement and capital expenditures
- Possible future rate adjustments for electric, water, and wastewater for future personnel costs

Council discussed concerns about the long-term financial impacts of this decision and requested more comprehensive five-year financial modeling. Council would like to have the unrepresented resolution separated out from the union contracts for voting and considered if they had enough information to make a decision at the next business meeting. Cotta acknowledged the need for long-term planning and spoke of strategies to offset costs including appropriate utility rates, right-sized staffing, fleet evaluation, building fund adjustments, and consideration of contractual services.

During public comment, a resident spoke in support of the compensation adjustments, stating they represented a necessary investment in the city's operational capacity and would help address issues created over a decade without a comprehensive review of the classification and compensation framework.

After further discussion and polling by Graham, Council spoke of having enough information to vote at the next business meeting. Staff was directed to schedule a financial retreat by October 1st (2025) to occur by the end of the calendar year. The retreat will allow council to explore the financial stabilization topics as written in the council communication, and review a two-year, five-year, and long-term financial plan to address financial stability moving forward.

III. Adjournment of Study Session

The meeting was adjourned at 7:31 p.m.

City Recorder Alissa Kolodzinski

Mayor Tonya Graham



Possible ELEA Process Change

Chief Tighe O'Meara
August 4, 2025

From 2/19/25

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

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





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

- **Examples**

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



City of Medford Model

Officer based for a single qualifying violation with an appeal to the Judge if wanted

This has been challenged in federal court and upheld





Next round of discussions–more restrictive than Medford

3 or more qualifying violations or 1 or more crimes of any severity



5



Current proposal–even yet more restrictive

3 or more qualifying violations
2 or more non-person crimes
1 or more person crime, felony or unauth. burning
Officer's application to the Judge

Would not impact passage thru the area, or visiting a needed service (grocery, DR etc.) Defendant would be provided info throughout the process and given ample time to participate and appeal.



6



QUESTIONS?





City Council Review of CBAs & Non-Represented Resolution

8/4/2025

At the 8/5/2025 City Council Business Meeting Council we will be asked to approve three collective bargaining agreements and a Resolution outlining employment conditions for unrepresented employees.

Last Approval on this topic: August 16th, 2022

STAFF RECOMMENDATION

Staff recommends that the City Council authorize the City Manager and Mayor to sign the three-year contracts, ratifying the tentative agreements reached in negotiations with the IBEW Technical/ Clerical Union and IBEW Lineman Union as well as repeal and replace Resolution 2021-18 with Resolution 2022-26.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

I move to approve the three-year labor agreement with the IBEW Clerical/Technical union, the IBEW Electrical Union, and Resolution 2022-26 and repeal and replace Resolution 2021-18 of the same title and authorize the City Manager to sign the three-year agreements.

Timeline of Council Discussion / Action

- August 16, 2022, Council approved prior agreements covering the past three fiscal years FY 2022–FY2025
- Council funded a Compensation and Classification Study during the 23/25 biennial budget process.
- May 6, 2025, Executive Session: To conduct deliberation with persons designated by the governing body to carry on labor negotiations pursuant to ORS 192.660(2)(d).
- May 20, 2025, Executive Session: To conduct deliberation with persons designated by the governing body to carry on labor negotiations pursuant to ORS 192.660(2)(d).
- May 20, 2025, Compensation and Classification study presented to City Council
- June 17, 2025, Council tabled a decision on the Resolution clarifying certain employment conditions for non-represented employees.



Collective Bargaining Agreement Process

- Near end of current Collective Bargaining Agreement Term, City receive a letter from union requesting to open negotiations
- Union typically presents contract changes and compensation requests based on union produced comps and requests.
- Over several months City and Union meet to discuss and negotiate terms for updated agreement
- Once a tentative agreement is reached between the City and Union, Union returns to the members to hold a vote to uphold or return to the bargaining table.
- Once Union vote affirmative, Collective bargaining agreement goes to Council for consideration and vote.
- Based on union negotiations updates to the Non-represented Resolution are drafted to ensure pay equity throughout the City.

Background Information:

Year	Turnover Rate
2022	17%
2023	8%
2024	8%
2025 through July	9%

Median Wage for 4-person household

Jackson County	\$103, 083
Ashland, OR	\$142,857
Unrepresented Ashland Staff	\$92, 706

City of Medford Range-Non-Rep.	City of Ashland Range- Non-Rep
\$60,000 - \$168,000	\$51,000- \$136,000
City of Medford Executive Staff	City of Ashland Executive Staff
\$148,000- \$233,000	\$131,000- \$208,000

Summary of Average Wage Increases

- 2025- No COLA, NO Raises- wage adjustment to place employees at mid-market range for each respective position per comp and class study
- 2026- COLA 2%
- 2027- COLA 2%

	Average % increase	Average increase per hour	Average Annual \$ Difference
2025	5%	\$2.87	\$5,960.30
2026	3%	\$1.78	\$3,708.39
2027	3%	\$1.59	\$3,297.24

IBEW Clerical

	Average % increase	Average increase per hour	Average Annual \$ Difference
2025	4.0%	\$1.31	\$2,732.89
2026	2.0%	\$0.70	\$1,424.94
2027	2.0%	\$0.72	\$1,453.44

	Average % increase	Average increase per hour	Average Annual \$ Difference
2025	3.9%	\$1.21	\$2,521.48
2026	2.0%	\$0.65	\$1,359.46
2027	2.0%	\$0.67	\$1,386.06

Unrepresented

	Average % increase	Average increase per hour	Average Annual \$ Difference
2025	5.0%	\$2.18	\$4,533.84
2026	2.0%	\$0.95	\$1,981.87
2027	2.0%	\$0.97	\$2,021.52



By position detail can be found in the Council packet

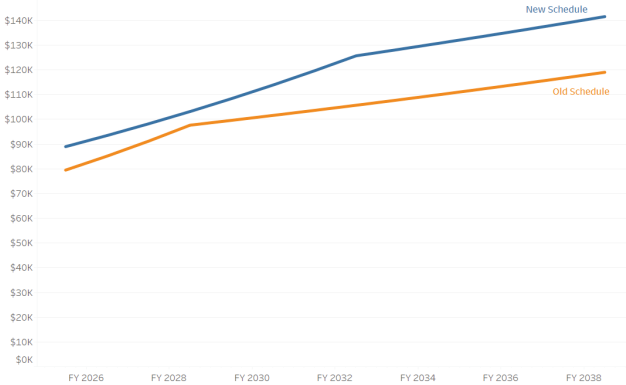
Compensation package comparison last contract period versus current proposal

2022-2025	2025-2028
Total COLAs: 11% (CPI Increase 15.7%)	Total COLAs: 4% plus wage adjustment (Average wage adjust 4.475% for an average total of 8.475%)
HRA VEBA increase: 1%	HRA VEBA increase: 0.5%
Deferred Compensation: No change	Increase of \$50 per month
Longevity Pay: 5 - 9 years: \$1000 annual 10-14 years: \$1250 annual 15+ years: \$1500 annual	No change
	Personal days (3)* In recognition of SERJAC recommendation to allow for flexibility around various religious holidays beyond mainstream
	Christmas Eve Holiday
Step Increase: Average of 5%	Step Increase: 3% (uniform across the board)



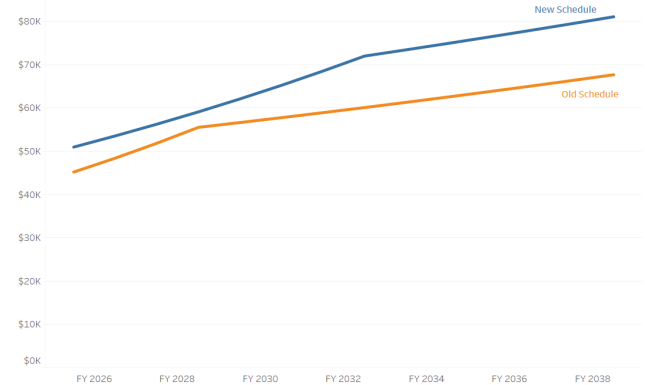
Wastewater Collections Supervisor: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



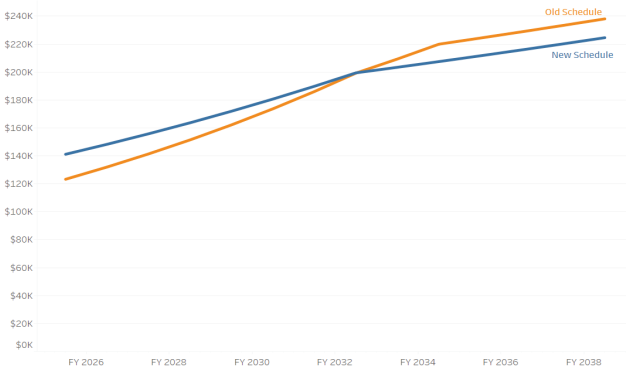
Parks Technician I: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



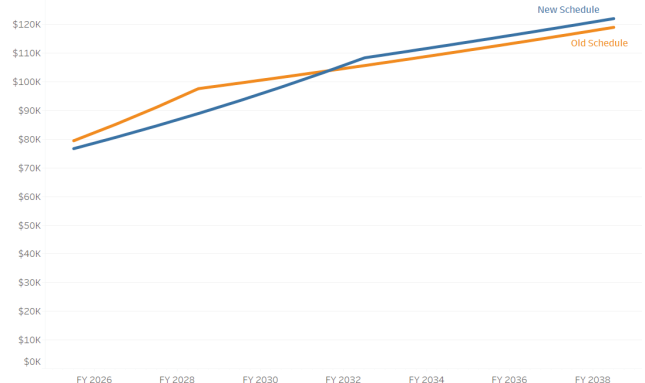
Department Director: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



Accounting Analyst: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



Impact by fund- total compensation (wage and benefits)

Fund	Cost Difference from Budget (BN)	Identified Savings to Offset Impact (BN)
General Fund	\$881,500	\$1,001,275
Electric Fund	\$448,635	\$570,000
Water Fund	\$185,000	\$200,000
Wastewater Fund	\$92,700	\$100,500
Stormwater Fund	\$25,700	\$25,575
Street Fund	\$76,200	\$78,000
Telecommunication Fund	\$101,700	\$105,000

General Fund	FY26	FY27	Total
Eliminate Finance Manager Position*	\$148,306	\$159,915	
Delay hiring Park Tech I	\$100,000		
Healthcare Premium Savings	\$49,000	\$49,000	
Shift to fully insured PLO Plan*	\$455,000		
Reduction in HR Professional Services	\$40,000		
			\$1,001,221
Electric Fund			
Clean Fuel Credit Sale	\$570,000		
			\$570,000
Water Fund			
Eliminate Generator Replacement	\$200,000		
			\$200,000
Wastewater Fund			
Healthcare Premium Savings	\$9,500		
Reduction in Professional Services	\$70,000		
1% Vacancy Rate Savings	\$21,000		
			\$100,500
Stormwater Fund			
Healthcare Premium Savings	\$1,575		
Reduction in Professional Services	\$24,000		
			\$25,575
Street Fund			
Delay in Vehicle Replacement	\$78,000		
			\$78,000
Telecommunication Fund			
Delay in Vehicle Replacement	\$75,000		
Bandwidth Contract Renegotiation	\$30,000		
			\$105,000

* on-going savings



Financial Stabilization

- Appropriate utility rates (on-going)
 - Forthcoming- Electric, Wastewater & Stormwater.
 - Regular rate adjustments ensure proper funding of enterprise funds
- Right size staffing (on-going)
 - Balance of technology and manual processes
 - Payroll software, utility billing software, AML, pesticides
- Ratio of manager to front line staff (on-going)
 - Finance and Parks department are currently adjusting
- Fleet Evaluation (on-going)
 - Right size fleet/ right size replacement schedule
- Contract evaluation (limited on-going)
 - Reviewing vendor contracts to ensure necessity and discussion with vendors for price adjustments
- Building Department Fund (on-going but details and impact TBD)
- Consideration of contractual services (on-going)
- Building Consolidation and Divestment (on-going (maintenance)/ one-time (divestment))
- Single Role Program/Fire staffing levels/ Regional Fire Study (on-going)
- Long-term financial planning
 - Essential versus non-essential/ community service level desire



QUESTIONS?



**ASHLAND CITY COUNCIL
BUSINESS MEETING MINUTES
Tuesday, August 5, 2025**

I. City Council Training Session and Informational Meeting 5:30 – 6:00 pm

Pursuant to ORS 192.360(1)(m) the City Council will receive training on Public Records, Public Meetings Law, and Government Ethics by the City Attorney. Pietila conducted the training.

II. 6:00 PM Business Meeting

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

Council Absent: None

Staff Present:

Sabrina Cotta	City Manager
Johan Pietila	City Attorney
Alissa Kolodzinski	City Recorder
Marianne Berry	Finance Director
Molly Taylor	Human Resources Director
Brandon Goldman	Community Development Director

III. CALL TO ORDER

Graham called the meeting to order at 6:06 p.m.

- a. Land Acknowledgement**

Bloom read the land acknowledgement.

IV. PLEDGE OF ALLEGIANCE

Sherrell led the pledge of allegiance.

V. ROLL CALL

VI. MAYOR'S/ CHAIR OF THE COUNCIL ANNOUNCEMENT

- a. *Hiroshima Nagasaki Proclamation*

Graham presented a proclamation for Hiroshima and Nagasaki Day. Graham declared August 6 as Hiroshima Day and August 9 as Nagasaki Day, inviting citizens to the vigil at Lithia Park on August 6 at 8:00 AM.

VII. APPROVAL OF MINUTES

- a. Minutes of the July 14, 2025 – Study Session Meeting
- b. Minutes of the July 15, 2025 – Business Meeting
- c. Corrected minutes of the June 17, 2025 Business Meeting

Hansen moved to approve the minutes of July 14, July 15, and the corrected minutes of June 17, 2025. Bloom seconded the motion.

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

VIII. CONSENT AGENDA

- a. *Requesting approval to purchase a van mounted sewer inspection camera system.*
- b. *Award of Design Contract – Phase 2 & 3 of the Wastewater Treatment Plant*

Headworks Upgrade Project

- c. *Requesting approval to purchase chemicals for the water and wastewater treatment plants from the lowest bidder.*
- d. *2200 Ashland St. Facility Ad Hoc Committee Appointments*

Graham asked if any councilor wanted to remove any items from the consent agenda. No requests were made.

Dahle moved to approve the consent agenda as listed. Sherrell seconded the motion.

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

A question was asked about the not-to-exceed dollar amount for items to be placed on the consent agenda. Graham spoke that this was addressed as part of the procurement update process and requested that staff send the updated resolution or procedure to the council.

IX. PUBLIC FORUM –

Citizens addressed the council with various concerns. A citizen proposed a charter amendment requiring voter approval for non-utility fees to ensure public consent. Another opposed this, fearing it might delay city responses and spread misinformation. There were criticisms of the council's handling of a budget vote and the alleged misrepresentation of childcare grant fund changes. Another urged the council to prioritize current challenges over past priorities, especially given potential impacts of federal funding cuts.

X. PUBLIC HEARING

XI. SPECIAL PRESENTATIONS

XII. ORDINANCES, RESOLUTIONS AND CONTRACTS

- a. *Second Reading of ORD 3270 – Removing AMC 4.32 Alarm Systems*

Cotta explained that this was a follow-up to the first reading to remove the alarm system code as it's no longer applicable. Berry was present to answer questions.

Bloom moved to approve the second reading of Ordinance 3270, which removes Chapter 4.32 Alarm Systems from the Ashland Municipal Code. DuQuenne seconded the motion.

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

- b. *Second Reading of and adoption of Findings for Ordinance 3261: "An ordinance amending the officially adopted physical and environmental constraints map removing the locally adopted Ashland modified floodplain from Hamilton Creek" (Planning Action #PA-T3-2025-000012).*

Cotta explained that this was the second reading of the ordinance amending a map, which had been approved at a previous meeting. Goldman was present for questions.

Bloom moved to approve the second Reading of Ordinance #3261 Amending the officially adopted Physical and Environmental Constraints Map removing the locally adopted Ashland Modified Floodplain from Hamilton Creek, and adopt the attached City Council findings and conclusions of law. Hansen seconded the motion.

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

XIII. UNFINISHED BUSINESS

- c. *Ratification of 3- Year Labor Agreements between IBEW Electrical Union Local 659, IBEW Clerical Union Local 659, LiUNA Local 737, and Resolution No 2025-22. Clarifying Certain Employment Conditions for Management, Confidential and Non-Represented Employees*

Bloom moved to divide the topic so as to consider separately the three labor union contracts and then Resolution 2025-22, in that order. DuQuenne seconded the motion.

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

Taylor provided follow-up information from the previous day's study session, including information from McGrath Human Resources Group explaining how the salary schedule adjustment was developed (presentation attached). Market data was analyzed with outliers eliminated to develop an average market rate. The salary adjustment was designed so that the midpoint represents the average market rate for a position which an employee should reach within 3-5 years once fully capable and competent in performing their duties. The study also reviewed and suggested adjustments to benefits, job descriptions, and the scope and responsibility of every position in the city. Additional information on comparable cities' non-represented salary ranges was also reviewed.

Cotta explained that wage increases had been expected at around 2% across the board, but the compensation and classification study showed some positions had fallen significantly behind market rates. The last study was conducted in 2008. This study has been important to ensure internal pay equity and to recognize that the city's positions are often different given the scale of services provided. Taylor noted that none of the positions evaluated came back as frozen or overpaid.

Council discussed and asked how to consider these agreements relative to the recently adopted budget and potential for additional employee unionization. They were advised to only consider the unions that currently exist, clarifying that any future negotiations would come before the Council. Council discussed the difference between the Cost-of-Living Adjustments (COLA) and the wage adjustment recommended by the Comp and Class study. The purpose of the Compensation and Class Study approved by the Council during the 2023/25 biennium was to address the difficulty in recruiting and retaining certain positions that had fallen behind market rate. It was also needed to provide solid market data for the City to use in negotiations moving forward. Council clarified that the wage adjustments reflected in these agreements and resolution aimed for mid-market compensation and discussed how to remain competitive as an employer of choice.

Public Comment. Several citizens spoke against increased non-represented salaries after recent fee increases and reductions in service and expressed concern with the City's spending. Other citizens spoke of the suggested wage adjustments as a necessary investment in Ashland's future and to remain a competitive employer for crucial roles.

Council spoke of the labor negotiations as undertaken in good faith and in support of the appropriate compensation for staff. Concern was expressed about Ashland residents bearing the cost of these increases.

Kaplan moved to approve the three-year labor agreement with IBEW Electric Union. Seconded by Bloom.

Roll Call Vote: Kaplan, Sherrell, Bloom, and Hansen, YES. Dahle and DuQuenne, No. Motion passed.

Council praised the collective bargaining process and the efforts of staff, stressing the significance of maintaining unity instead of division. They dismissed concerns that a "no" vote reflected mistrust in staff and rejected direct comparisons with other cities due to differing structures. Concerns were noted about the budget's reliance on fee increases and service cuts, questioning the long-term viability.

Hansen moved to approve the three-year labor agreement with IBEW Clerical/Technical Union. Seconded by Bloom.

Roll Call Vote: Bloom, Kaplan, Sherrell and Hansen. YES. Dahle, and DuQuenne No. Motion passed.

Council reiterated support for the negotiated agreement, emphasizing that it was grounded in sound financial considerations. Expressed strong backing, underscoring the critical role these workers play in managing essential city services like water, sewer, and power.

Kaplan moved to approve the three-year labor agreement with LIUNA Laborer Union. Seconded by Sherrell.

Roll Call Vote: Kaplan, Sherrell, Hansen and Bloom. YES. Dahle, and DuQuenne No. Motion passed.

Recess taken 7:37- 7:45

The reflection on previous budgeting processes highlighted the need to compete in the labor market, noting that Ashland is complex for its size by managing its own utilities and systems. The comp and class study revealed the city had fallen behind despite previous COLAs. The unfortunate timing amid national chaos was acknowledged, but it was argued that this was why experienced leadership was important, viewing this as both a short-term and long-term investment in the health, stability, and resilience of the city.

It was noted that the city's healthy financial condition with increased fund balances, reserves, and a double A3 credit rating, make the agreements within financial capability. Additional concerns were voiced over a fragile budget balanced with increased fees, service reductions, and other modifications that might have unforeseen impacts. The importance of solid leadership was highlighted and staffs' ability to navigate anticipated changes in workforce and financial contexts in the coming years. Concern was expressed on raising management salaries without first completing financial and strategic planning.

Hansen moved to approve Resolution 2025-22 and repeal and replace the resolution of the same title. Kaplan seconded.

Roll Call Vote: Kaplan, Sherrell, and Hansen, YES. Bloom, Dahle, and DuQuenne, No. *In the case of tie, the Mayor votes.* **Graham, Yes. Motion passed.**

Bloom moved to adjourn. Seconded by DuQuenne

Roll Call Vote: Dahle, Bloom, and DuQuenne, YES. Sherrell, Kaplan, and Hansen, No. Graham, No. Motion failed.

XIV. NEW BUSINESS

XV. CITY MANAGER REPORT

Cotta reported that:

- The City Recorder's office successfully shredded over 400 boxes of records that were no longer needed and cleared out a storage unit, eliminating that expense.
- The City is in the process of distributing the Affordable Child Care Grant Program funding: \$50,000 to the YMCA, \$30,000 to Avery Street, and \$20,000 to Mountain Star.
- Cotta reminded the community to sign up for Jackson Alerts and noted an agreement was in place with the Methodist Church to run a cooling shelter if needed and thanked them for their partnership.

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

Hansen reported that Parks would be bringing up the subject of East Main Park, and neighbors should pay attention to any public notice meetings happening shortly.

XVII. ADJOURNMENT

Bloom moved to adjourn. Seconded by DuQuenne

All Ayes. Motion passed.

The meeting was adjourned at 8:06 p.m.

City Recorder Alissa Kolodzinski

Mayor Tonya Graham



City Council Business Meeting

8/5/2025

At the 8/5/2025 City Council Business Meeting Council we will be asked to approve three collective bargaining agreements and a Resolution outlining employment conditions for unrepresented employees.

Last Approval on this topic: August 16th, 2022

STAFF RECOMMENDATION

Staff recommends that the City Council authorize the City Manager and Mayor to sign the three-year contracts, ratifying the tentative agreements reached in negotiations with the IBEW Technical/ Clerical Union and IBEW Lineman Union as well as repeal and replace Resolution 2021-18 with Resolution 2022-26.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

I move to approve the three-year labor agreement with the IBEW Clerical/Technical union, the IBEW Electrical Union, and Resolution 2022-26 and repeal and replace Resolution 2021-18 of the same title and authorize the City Manager to sign the three-year agreements.



Timeline of Council Discussion / Action

- August 16, 2022, Council approved prior agreements covering the past three fiscal years FY 2022–FY2025
- Council funded a Compensation and Classification Study during the 23/25 biennial budget process.
- May 6, 2025, Executive Session: To conduct deliberation with persons designated by the governing body to carry on labor negotiations pursuant to ORS 192.660(2)(d).
- May 20, 2025, Executive Session: To conduct deliberation with persons designated by the governing body to carry on labor negotiations pursuant to ORS 192.660(2)(d).
- May 20, 2025, Compensation and Classification study presented to City Council
- June 17, 2025, Council tabled a decision on the Resolution clarifying certain employment conditions for non-represented employees.



Collective Bargaining Agreement Process

- Near end of current Collective Bargaining Agreement Term, City receive a letter from union requesting to open negotiations
- Union typically presents contract changes and compensation requests based on union produced comps and requests.
- Over several months City and Union meet to discuss and negotiate terms for updated agreement
- Once a tentative agreement is reached between the City and Union, Union returns to the members to hold a vote to uphold or return to the bargaining table.
- Once Union vote affirmative, Collective bargaining agreement goes to Council for consideration and vote.
- Based on union negotiations updates to the Non-represented Resolution are drafted to ensure pay equity throughout the City.

Background Information:

Year	Turnover Rate
2022	17%
2023	8%
2024	8%
2025 through July	9%

City of Medford Range-Non-Rep.	City of Ashland Range- Non-Rep
\$60,000 - \$168,000	\$51,000- \$136,000
City of Medford Executive Staff	City of Ashland Executive Staff
\$148,000- \$233,000	\$131,000- \$208,000

Summary of Average Wage Increases

- 2025- No COLA, NO Raises- wage adjustment to place employees at mid-market range for each respective position per comp and class study
- 2026- COLA 2%
- 2027- COLA 2%

	Average % increase	Average increase per hour	Average Annual \$ Difference
2025	5%	\$2.87	\$5,960.30
2026	3%	\$1.78	\$3,708.39
2027	3%	\$1.59	\$3,297.24

IBEW Clerical

	Average % increase	Average increase per hour	Average Annual Difference
2025	4.0%	\$1.31	\$2,732.89
2026	2.0%	\$0.70	\$1,424.94
2027	2.0%	\$0.72	\$1,453.44

	Average % increase	Average increase per hour	Average Annual Difference
2025	3.9%	\$1.21	\$2,521.48
2026	2.0%	\$0.65	\$1,359.46
2027	2.0%	\$0.67	\$1,386.06

Unrepresented

	Average % increase	Average increase per hour	Average Annual Difference
2025	5.0%	\$2.18	\$4,533.84
2026	2.0%	\$0.95	\$1,981.87
2027	2.0%	\$0.97	\$2,021.52



By position detail can be found in the Council packet

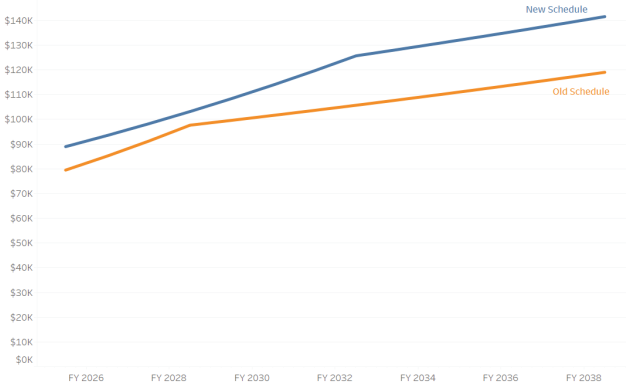
Compensation package comparison last contract period versus current proposal

2022-2025	2025-2028
Total COLAs: 11% (CPI Increase 15.7%)	Total COLAs: 4% plus wage adjustment (Average wage adjust 4.475% for an average total of 8.475%)
HRA VEBA increase: 1%	HRA VEBA increase: 0.5%
Deferred Compensation: No change	Increase of \$50 per month
Longevity Pay: 5 - 9 years: \$1000 annual 10-14 years: \$1250 annual 15+ years: \$1500 annual	No change
	Personal days (3)* In recognition of SERJAC recommendation to allow for flexibility around various religious holidays beyond mainstream
	Christmas Eve Holiday
Step Increase: Average of 5%	Step Increase: 3% (uniform across the board)



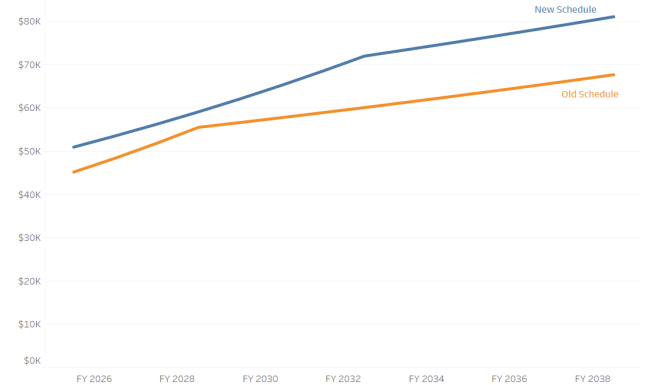
Wastewater Collections Supervisor: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



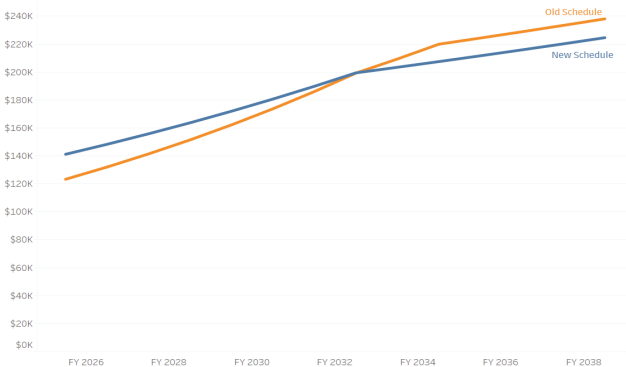
Parks Technician I: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



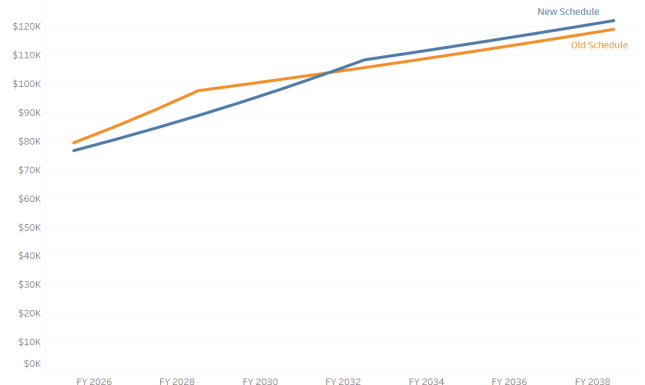
Department Director: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



Accounting Analyst: Annual Salary by Salary Schedule Type

*Starting at Step 1 in FY26, a 2% COLA is applied annually starting in FY27.



Impact by fund- total compensation (wage and benefits)

Fund	Cost Difference from Budget (BN)	Identified Savings to Offset Impact (BN)
General Fund	\$881,500	\$1,001,275
Electric Fund	\$448,635	\$570,000
Water Fund	\$185,000	\$200,000
Wastewater Fund	\$92,700	\$100,500
Stormwater Fund	\$25,700	\$25,575
Street Fund	\$76,200	\$78,000
Telecommunication Fund	\$101,700	\$105,000

General Fund	FY26	FY27	Total
Eliminate Finance Manager Position*	\$148,306	\$159,915	
Delay hiring Park Tech I	\$100,000		
Healthcare Premium Savings	\$49,000	\$49,000	
Shift to fully insured PLO Plan*	\$455,000		
Reduction in HR Professional Services	\$40,000		
			\$1,001,221
Electric Fund			
Clean Fuel Credit Sale	\$570,000		
			\$570,000
Water Fund			
Eliminate Generator Replacement	\$200,000		
			\$200,000
Wastewater Fund			
Healthcare Premium Savings	\$9,500		
Reduction in Professional Services	\$70,000		
1% Vacancy Rate Savings	\$21,000		
			\$100,500
Stormwater Fund			
Healthcare Premium Savings	\$1,575		
Reduction in Professional Services	\$24,000		
			\$25,575
Street Fund			
Delay in Vehicle Replacement	\$78,000		
			\$78,000
Telecommunication Fund			
Delay in Vehicle Replacement	\$75,000		
Bandwidth Contract Renegotiation	\$30,000		
			\$105,000

* on-going savings



Financial Stabilization

- Appropriate utility rates (on-going)
 - Forthcoming- Electric, Wastewater & Stormwater.
 - Regular rate adjustments ensure proper funding of enterprise funds
- Right size staffing (on-going)
 - Balance of technology and manual processes
 - Payroll software, utility billing software, AML, pesticides
- Ratio of manager to front line staff (on-going)
 - Finance and Parks department are currently adjusting
- Fleet Evaluation (on-going)
 - Right size fleet/ right size replacement schedule
- Contract evaluation (limited on-going)
 - Reviewing vendor contracts to ensure necessity and discussion with vendors for price adjustments
- Building Department Fund (on-going but details and impact TBD)
- Consideration of contractual services (on-going)
- Building Consolidation and Divestment (on-going (maintenance)/ one-time (divestment))
- Single Role Program/Fire staffing levels/ Reginal Fire Study (on-going)
- Long-term financial planning
 - Essential versus non-essential/ community service level desire



Additional Information:

[EXTERNAL SENDER]

The market data, once gathered, is analyzed by each position. With a proprietary formula, outliers are eliminated (either high or low) to develop an average market rate. The salary schedule is developed so that the midpoint, or Step 5, represents the average market rate of the position. An employee should reach the average market rate, within three to five years – once they are fully capable and competent of performing the duties of the position. Step 1 aligns with the average market minimum – representing what the market has determined to be the minimum salary for the position.

Position placement is accomplished through four different data points: The point factor system, the market, compression and internal equity. Thus, there is not one factor when placing the position within the salary ranges.

Please let me know if there is any further information I can provide.


Victoria J. McGrath, SPHR, Ph.D
CEO
Corporate Office:
PO Box 865
Jamestown, TN 38556
(815) 728-9111 Ext. 102
<https://www.mcgrathhumanresources.com/>



Additional Information:

Non-Represented Salary Range – Comparables	
City of Roseburg	\$52,000 – \$187,000
City of Klamath Falls	\$62,000 – \$222,000
City of Milwaukie	\$56,000 – \$207,000
CITY OF ASHLAND	\$51,000 – \$208,000
City of Lebanon	\$44,000 – \$202,000
City of Sherwood	\$64,000 – \$202,000
City of Central Point	\$48,000 – \$190,000
Non-Represented Salary Range – Competitor	
City of Medford	\$60,000 – \$233,000



Suggested Actions, Motions, and/or Options:

- I move to approve the three-year labor agreement with IBEW Electric Union.
- I move to approve the three-year labor agreement with IBEW Clerical/Technical Union.
- I move to approve the three-year labor agreement with LiUNA Laborer Union.
- I move to approve Resolution No. 2025-22 and repeal and replace the Resolution of the same title.



QUESTIONS?





Council Business Meeting

Date: August 19, 2025

Agenda Item	OLCC Permit Approval
Department	City Recorder
From	Alissa Kolodzinski, City Recorder

TIME ESTIMATE

CATEGORY

Action Needed - Motion to approve an action

SUMMARY

This is a request for approval of a liquor license application for Thisledome Hospitality Corp., DBA The Columbia Hotel located at 262 E Main St.

POLICIES, PLANS & GOALS SUPPORTED

AMC Chapter 6.32 Liquor License Review

BACKGROUND AND ADDITIONAL INFORMATION

The application is for a New License – Limited On-Premises Sales

The Planning, Police, and Fire departments have reviewed the applications and recommended approval of the liquor licenses. The businesses comply with the City's land use requirements and have a Business License.

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. OLCC New License - Columbia Hotel_Redacted



Local Government Recommendation – Liquor License

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

The local government is as follows:

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

INSTRUCTIONS:

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

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

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

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

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

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

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

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



Local Government Recommendation – Liquor License

Annual Liquor License Types

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

Section 1 – Submission – To be completed by Applicant:

License Information

Legal Entity/Individual Applicant Name(s): Thisledome Hospitality Corp

Proposed Trade Name: The Columbia Hotel

Premises Address: 262 E Main Street

Unit:

City: Ashland

County: Jackson

Zip: 97520

Application Type: ☒ New License Application ☐ Change of Ownership ☐ Change of LocationLicense Type: Limited On-Premises Sales ☐ Additional Location for an Existing License

Application Contact Information

Contact Name: Jehanne Bowen

Phone: [REDACTED]

Mailing Address: [REDACTED]

City: Ashland

State: Oregon

Zip: 97520

Email Address: [REDACTED]

Business Details

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

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

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

☒ Indoor Consumption☐ Outdoor Consumption☐ Proposing to Allow Minors

Section 1 continued on next page



Local Government Recommendation – Liquor License

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

Legal Entity/Individual Applicant Name(s): Thisledome Hospitality Corp

Proposed Trade Name: The Columbia Hotel

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

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

Local Government Recommendation Proof of Acceptance

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

City or County Name: Ashland

Optional Date Received Stamp

Date Application Received: 07.15.2025

Received by: Kerrick Gooden

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

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

Name of Reviewing Official:

Title:

Date:

Signature:

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



Council Business Meeting

Date: August 19, 2025

Agenda Item	Resolution 2025-25 Supporting the Submission of an Application for a Housing Planning Assistance Grant by the Rogue Valley Council of Governments
Department	Community Development
From	Brandon Goldman, Director of Community Development

TIME ESTIMATE

0 minutes

CATEGORY

Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY

A resolution supporting the submission of an application for a Housing Planning Assistance Grant by the Rogue Valley Council of Governments.

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

The Housing Accountability and Production Office (HAPO) of the Department of Land Conservation and Development (DLCD) has invited councils of governments to submit grant applications on behalf of their jurisdictions to produce adoption-ready comprehensive and development code amendments.

The Rogue Valley Council of Governments (RVCOG) has submitted a grant application for auditing development codes of member jurisdictions to help ensure they align with HB 3395, a bill that primarily focuses on increasing housing density and streamlining the development process for affordable housing. If awarded the grant, RVCOG will review the City of Ashland's development code and, if needed, offer recommendations for changes.

Application decisions will be made in early September, and contracts will be executed in October or November. All grant work will need to be completed by June 2027.

By passing this resolution, the City of Ashland is showing its support for RVCOG's grant application. If approved, the resolution will be included in RVCOG's application materials.

FISCAL IMPACTS

None

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve Resolution 2025-25.

REFERENCES & ATTACHMENTS

1. RES 2025_25_RVCOG Grant Application Support



RESOLUTION NO. 2025-25

A RESOLUTION SUPPORTING THE SUBMISSION OF AN APPLICATION FOR A HOUSING PLANNING ASSISTANCE GRANT BY THE ROGUE VALLEY COUNCIL OF GOVERNMENTS.

RECITALS:

- A. House Bill 3395 and other legislation have amended applicable statutes and Administrative Rules (ORS Chapters 92, 197, 197A, 215 (if applicable), and 227 (if applicable)) and OAR 660.
- B. Local comprehensive plans and development codes must be amended to be consistent with state law.
- C. The Housing Accountability and Production Office of the Department of Land Conservation and Development has invited councils of governments to submit grant applications on behalf of their jurisdictions to produce adoption-ready comprehensive plan and development code amendments.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The City of Ashland City Council supports submission of an application for a Housing Planning Assistance Grant by the Rogue Valley Council of Governments.

The resolution was duly PASSED and ADOPTED this ____ day of _____, 2025.

Tonya Graham, Mayor

ATTEST:

City Recorder



Council Business Meeting

Date: August 19, 2025

Agenda Item	2200 Ashland St. Facility Ad Hoc, Historic Preservation, and Housing and Human Services Advisory Committee Appointments
Department	Mayor and Council
From	Tonya Graham

TIME ESTIMATE

CATEGORY

Action Needed - Motion to approve an action

SUMMARY

Approval of Mayor Graham's recommendation for the appointment of Kristin Beers, Haywood Norton, and Paul West to the 2200 Ashland St. Facility Ad Hoc Committee.

Other committee members were appointed at the August 5, 2025, Business Meeting.

Approval of Mayor Graham's recommendation for the appointment of Julie Gillis to Position 3 of the HHSC with a term ending 12/31/26 and Jed Prest to Position 7 of the Historic Preservation Advisory Committee with a term ending 12/31/2027.

POLICIES, PLANS & GOALS SUPPORTED

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

BACKGROUND AND ADDITIONAL INFORMATION

The 2200 Ashland Street Facility Plan Ad Hoc Committee will propose management processes and documents to the City regarding this site, consider and provide recommendations to Council regarding uses at the site, assist city staff and council with public engagement regarding site planning, and provide a final recommendation to Council regarding site planning. The intent is to establish a committee comprising representatives from neighborhood groups, local businesses, individuals with lived experience of homelessness, advocacy organizations, and service providers.

The appointments to the Housing and Human Services and Historic Preservation Advisory Committees are routine.

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the appointments.

REFERENCES & ATTACHMENTS

None



Council Business Meeting

Date: August 19, 2025

Agenda Item	Public Hearing and First Reading of Ordinance 3272: "An ordinance annexing property and withdrawing an annexed area from Jackson County Fire District no. 5., and also repealing ordinances 3215 and 3194 which were the previous annexation approvals in Casita 1 and Casita 2." (1511 Highway 99 - Planning Action #PA-T3—2024-00011)
Department	Community Development
From	Brandon Goldman, Director of Community Development, Aaron Anderson

TIME ESTIMATE

45 minutes

CATEGORY

Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY

A request for annexation approval and zone change of an 8.53-acre property and adjacent right-of-way and railroad property. The application also includes concurrent Outline and Final Plan approval for a Performance Standards Option (PSO) subdivision and Site Design Review for ten apartment buildings and associated site improvements which have been approved by the Planning Commission contingent upon the approval of the annexation.

POLICIES, PLANS & GOALS SUPPORTED

The Adopted Housing Production Strategy
The Ashland Land Use Ordinance: Annexation 18.5.8

The Ashland Comprehensive Plan Section VI: Housing

- Goal - Ensure a range of different dwelling types that provide living opportunities for the total cross section of Ashland's population.
- Policies - Provide for a mix of housing types that are attractive and affordable to a diversity of ages, incomes, household sizes, and household types.

The Ashland Comprehensive Plan Section XII: Urbanization

- Goal - It is the City of Ashland's goal to maintain a compact urban form and to include an adequate supply of vacant land in the City so as not to hinder natural market forces within the City, and to ensure an orderly and sequential development of land in the City limits.

BACKGROUND AND ADDITIONAL INFORMATION

A request for annexation of 8.53-acres of land for the property located at 1511 Highway 99 North, along with the adjacent Rights-of-Way (ROW) and railroad property. The application also includes a request for concurrent outline plan and final plan approval for a Performance Standards Option (PSO) subdivision consisting of nine lots for residential apartment buildings, and one common open space area. Finally, the application also includes a request for a Site Design Review approval for ten apartment buildings and associated site improvements. Each building is proposed to have 21 one-bedroom apartments across three floors for 210 apartments in total.

The Planning Commission, following proper public notice, held a public hearing on May 13, 2025. The Planning





Council Business Meeting

Commission reconvened on July 22 and adopted findings addressing each of the approval criteria for Outline Plan and Final Plan Subdivision, annexation, and Site Design Review. The Planning Commission conditionally approved the subdivision and recommends approval to the City Council of the annexation request.

Affordable Housing Requirement

Annexations require that at least 25-percent of the base density be affordable housing. In the present application there are 24 proposed affordable housing units proposed at 80-percent area median income (AMI) to meet this requirement. The calculations are as follows: As discussed above the base density is 115.155. That calculates as follows: $115.15 \times 0.25 = 28.8 \sim 29$. As mentioned above, the proposal is for units targeted to households earning 80-percent area median income (AMI) or less. Affordable units at 80-percent AMI units have an 'equivalent value' of 1.25. The calculations are as follows: $28.8 \text{ affordable units} / 1.25 \text{ the 80-percent equivalent value} = 23.02 \sim 24$. Therefore, a total of 24 affordable units targeted to households earning 80-percent AMI or less satisfies the requirement for 29 affordable units. Pursuant to AMC 18.5.8.050.G.3, one-bedroom affordable housing units must be at least 500 square feet in size. The proposed development demonstrates that each affordable unit proposed will meet or exceed this minimum square footage standard.

Exception Request

The affordable housing units are proposed to be spread throughout the development so that each building has at least two. One of the phasing standards requires that: "Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy." Because the applicant intends to have at least two affordable units in each building this standard is unworkable, and an exception is needed. The code provides that The city Council may grant an exception to this standard if it is found "That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion." The applicant has signed an agreement to ensure that the property develops in accordance with the approved plan including the affordability requirements. The Planning Commission reviewed the exception request and found the proposed timing of the affordable housing units acceptable, and accordingly approved the phasing exception.

Attachments and Application Materials

In addition to the proposed Ordinance to annex the subject property into the City, the packet also includes the Planning Department Staff report, the Planning Commission findings, and the application materials, all of which fully explain the details of the application and criteria of approval.

FISCAL IMPACTS

The proposed annexation has no immediate fiscal impact, but the inclusion of the property within city limits will require police, fire, and city utility services. As the property develops, it will add the ten proposed apartment buildings to the property tax revenue.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Planning Commission Recommendation

The Planning Commission forwarded a recommendation to the City Council to approve the annexation and approved the Subdivision and Site Design Review contingent on the annexation approval. The Planning Commission adopted findings addressing all applicable approval criteria and concluded that, with the included conditions of approval, each criterion was satisfied.

Staff's Recommendation

In staff's assessment, with full consideration of the application materials, that all the applicable approval criteria are satisfied and that there is substantial evidence in the record to support the approval of the annexation including the exception to the phasing standard.

Potential Motion

"I move to approve Ordinance no. 3272, an ordinance annexing property and withdrawing an annexed area from Jackson County Fire District no. 5 and direct staff to prepare findings approving planning action #PA-T3-2024-



Council Business Meeting

00011, reflecting the approval of the exception to the standard for affordable housing phasing at AMC 18.5.8.050.G4 and return for second reading on September 16, 2025.

REFERENCES & ATTACHMENTS

1. attach 1 ORD3272 w exhibit A and B
2. attach 2 T3-2024-00011_PC_Fin_072225
3. attach 3 T3-2024-00011_PC_SR_051325
4. attach 4 T3-2024-00011_ApplicationMaterials
5. attach 5 T3-2024-00011 Public Comment-Inquiry



ORDINANCE NO. 3272

AN ORDINANCE ANNEXING PROPERTY AND WITHDRAWING AN ANNEXED AREA FROM JACKSON COUNTY FIRE DISTRICT NO. 5. AND ALSO REPEALING ORDINANCES 3215 AND 3194 WHICH WERE THE PREVIOUS ANNEXATION APPROVALS IN CASITA 1 AND CASITA 2.

(GRAND TERRACE ANNEXATION - PLANNING ACTION #PA-T3-2024-00011)

WHEREAS, the owners of the property described in the attached Exhibits "A" & "B" have consented to the annexation of this property into the City of Ashland. With the exception of the subject property there are no electors residing in the tract to be annexed; and

WHEREAS, the City Council has twice approved similar annexations which were appealed to the Land Use Board of Appeals (LUBA) and that those Ordinances approving the annexation were never repealed. These approvals are referred to by LUBA as *Casita I* (reversed) and *Casita II* (remanded and withdrawn); and

WHEREAS, AMC 18.5.8.060 provides that "*When an annexation is initiated by an applicant other than the City, the Staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical, to address the effective extension of public facilities, or to avoid an area of land which is not incorporated but is partially or wholly surrounded by the City. The Staff Advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any land other than the land for which the annexation is filed.*"; and

WHEREAS, the Staff Advisor has included both the adjacent railroad property and the adjacent Oregon Department of Transportation (ODOT) state highway right-of-way for Highway 99N in the requested annexation as illustrated in the attached Exhibit "A" to provide a more logical boundary extension and address the effective extension of public facilities, noting that if the railroad property were to remain outside the city limits it would effectively prevent annexation of all of the property within the Urban Growth Boundary (UGB) to the north of the current city limits because the railroad completely separates the current city limits from the UGB, and that inclusion of the ODOT state highway right-of-way is necessary so that the extension of city facilities to the subject properties can occur within the city limits as required by state law.

WHEREAS, the Planning Commission, following proper public notice, held a public hearing on May 13, 2025, on the questions of annexation and outline plan approval for a Performance Standard Option (PSO) Subdivision. The Planning Commission reconvened on July 22, 2025, and adopted findings addressing each of the approval criteria; and

WHEREAS, pursuant to ORS 222.120 and ORS 222.524 the City Council, following proper public notice, held a public hearing on August 19, 2025, on the questions of annexation and withdrawal of the property from Jackson County Fire District No. 5. The City Council, following

the close of the public hearing, voted to approve the annexation and adopted the Planning Commission Findings as their own;

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

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

SECTION 2. The land shown in the attached Map of Survey as Exhibit “A” and whose legal description is attached as Exhibit “B” is declared to be annexed to the City of Ashland.

SECTION 3. The land shown in the attached Map of Survey as Exhibit “A” and whose legal description is attached as Exhibit “B” is declared to be withdrawn from Jackson County Fire District No 5, pursuant to the provisions of ORS 222.111.

SECTION 4. Severability. Each section of this ordinance, and any part thereof, is severable, and if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

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

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

ATTEST:

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, City Attorney

MAP OF SURVEY

LYING SITUATE WITHIN

THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Casita Developments LLC

716 North Laurel Street
Ashland, Oregon 97520

LEGEND

---	ANNEXATION LINE
---	PROJECT PROPERTY LINE
---	BOUNDARY LINE
---	CENTERLINE
---	PREVIOUS DEED LINE
+	2 1/2" BRASS CAPPED IRON PIPE SECTION CORNER PER SURVEY NO. 11551 AND JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
+	2 1/2" BRASS CAPPED IRON PIPE QUARTER SECTION CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
+	2 1/2" BRASS CAPPED IRON PIPE DONATION LAND CLAIM CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
+	5/8" IRON PIN - NO OTHER MARKINGS - PER O.S.H.D. 1952 RIGHT-OF-WAY SURVEY & S/N 7020, 11551 & 18445 (RECOVERED)
+	5/8" IRON PIN w/ 2" ALUMINUM CAP STAMPED "SWAIN LS 759 1990" PER S/N 12047 (RECOVERED)
+	1/2" IRON PIPE w/ YELLOW PLASTIC PLUG STAMPED "SWAIN LS 759" PER S/N 11259, 11551, 12814 (RECOVERED)
+	5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "D. HUCK LS 2023" PER S/N 17105 & 20250 (RECOVERED)
+	5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "R. ROBERTS LS 1656" PER S/N 13704 (RECOVERED)
+	5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "RPLS-2339" PER S/N 12439 (RECOVERED)
+	1/2" IRON PIPE - NO OTHER MARKINGS - PER BURRELL S/N 4084 (RECOVERED)
+	5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" PER S/N 16579 & 18445 (RECOVERED)
+	5/8" x 24" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" (ESTABLISHED)
O.R.	OFFICIAL RECORDS, JACKSON COUNTY CLERK
D.R.	DEED RECORD VOLUME / PAGE, JACKSON COUNTY CLERK
S/N	SURVEY FILE NUMBER, JACKSON COUNTY SURVEYOR
D.L.C.	DONATION LAND CLAIM, AS DESCRIBED
O.S.H.D.	OREGON STATE HIGHWAY DEPARTMENT (O.D.O.T.)
STA.	OREGON DEPT. OF TRANSPORTATION HIGHWAY STATION
[]	DEED RECORD DATA PER 2013-035734
()	SURVEY RECORD DATA PER S/N 11551, 12047, 12814 (SWAIN)
< >	SURVEY RECORD DATA PER S/N 12439 & 13704 (EDWARDS)
{ }	SURVEY RECORD DATA PER OREGON STATE HIGHWAY DEPT.

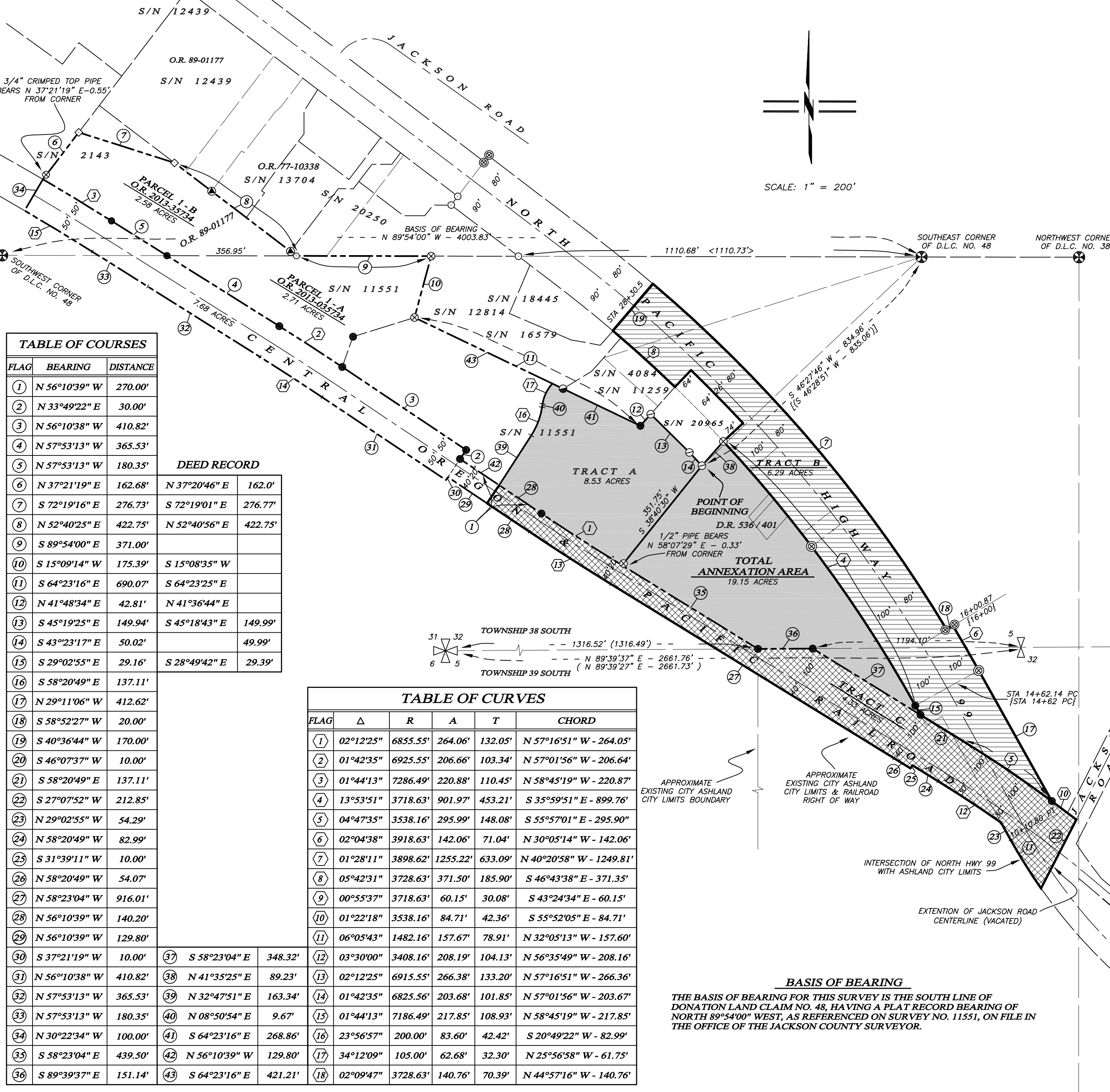
REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2027

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: JULY 24, 2025
PROJECT NO. 855-14



Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

POLARIS LAND SURVEYING

EXHIBIT "B"

LEGAL DESCRIPTION – LINDA ZARE ANNEXATION TRACT
CITY OF ASHLAND NORTH MAIN STREET ANNEXATION
ASSESSOR'S MAP NO. 38 1E 32, TAX LOTS 1700 & 1702

A portion those tracts of land described within Instrument No. 2013-035734 of the Official Records in Jackson County, Oregon, lying situate within the Southeast Quarter of Section 31 and the Southwest Quarter of Section 32 in Township 38 South, Range 1 East, and the Northwest Quarter of Section 5 in Township 39 South, Range 1 East of the Willamette Meridian in Jackson County, Oregon, being more particularly described and bounded as follows, to wit;

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence South 46°27'46" West, 834.96 feet [Deed Record South 46° 28' 51" West, 835.06 feet] to a 1/2 inch iron pipe at the TRUE POINT OF BEGINNING; thence North 41°35'25" East, 89.23 feet to a 1/2 inch iron pipe situated on the southwesterly line of relocated North Pacific Highway No. 99; thence along said southwesterly line the following survey courses: North 47°03'14" East, 74.00 feet to a point on the centerline of North Pacific Highway No. 99 being 26.00 feet at right angles to said described centerline of said Highway 99; thence 204.53 feet along the arc of a 3792.63 radius curve to the left, having a delta angle of 03°05'23" (Chord bearing North 44°29'28" West, 204.51 feet; thence South 43°57'51" West, 64.00 feet to the southwesterly line of said Highway; thence 230.76 feet along the arc of a 03°32'44" foot radius curve to the left, having a delta angle of 03°32'44" (Chord bearing South 47°48'32" West, 230.70 feet) to OSHD Sta 28+30.5, 90.00 left; thence North 40°36'44" East, along Sta 28+30.5', 170.00 feet to intersect the northeasterly line of Highway 99 of Highway 99; thence along said northeasterly line the following survey courses: 1255.22 feet along the arc of a 3898.62 foot radius curve to the right, having a central angle of 01°28'11" (long chord bears South 40°20'58" East, 1249.81 feet); thence North 58°52'27" East, 20.00; thence 142.06 feet along the arc of a 3918.63 foot radius curve to the right, having a central angle of 02°04'38" (long chord bearing South 30°05'14" East, 142.06 feet) to a 5/8 iron pin; thence South 29°11'06" East, 412.62 feet to a 5/8 inch iron pin on the northeasterly line of Central Oregon & Pacific Railroad; thence along said northeasterly line, 84.71 feet along the arc of a 3538.16 foot radius curve to the right, having a central angle of 01°22'18" (long chord bearing South 55°52'05" East, 84.71 feet) to a point on the centerline of Jackson Road; thence South 27°07'52" West along an extension of the centerline of Jackson Road, a distance of 212.85 feet to a point on the southwesterly line of relocated Pacific Highway No. 99; thence along said southwesterly line 157.67 feet along the arc of a 1482.16 foot radius curve to the right, having a central angle of 06°05'43" (long chord bearing North 32°05'13" West, 157.60 feet); thence North 29°02'55" West, 54.29 feet to a point on the southerly line of Central Oregon & Pacific Railroad; thence 208.19 feet along the arc of a 3408.16 foot radius curve to the right, having a central angle of 03°30'00" (long chord bearing North 56°35'49" West, 208.16 feet); thence North 58°20'49" West, 82.99 feet; thence South 31°39'11" West, 10.00 feet; thence North 58°20'49" West, 54.07 feet; thence North 58°23'02" West, 916.01 feet; thence 266.38 foot along the arc of a 6915.55 foot curve to the right, having a central angle of 02°12'25" (long chord bearing North 57°16'51" West, 266.36 feet); thence North 56°10'39" West, 140.20 feet; thence North 33°49'21" East, 60.00 feet to a point on the northeasterly line of said right of way; thence North 32°47'51" East, 163.34 feet; thence 83.60 feet along the arc of a 200.00 foot radius curve to the left, having a central angle of 23°38'52" (long chord bears North 20°49'22" East, 82.99 feet); thence North 8°50'54" East, 9.67 feet; thence 62.68 feet along the curve of a 105.00 foot radius curve to the right, having a central angle of 34°12'10" (long chord bearing North 25°56'59" East, 61.75 feet); thence South 64°23'16" East, 268.86 feet; thence North 41°43'34" East, 42.81 feet to a 1/2 inch iron pipe; thence South 45°19'25" East, 149.94 feet to a 1/2 inch iron pipe; thence South 43°21'12" East, 50.02 feet to THE POINT OF BEGINNING.

Containing 19.46 acres, more or less.

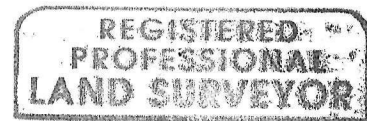
Prepared by:

Shawn Kampmann
Professional Land Surveyor

Polaris Land Surveying LLC
P.O. Box 459
Ashland, Oregon 97520

Date: January 15, 2025

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RENEWAL DATE: 6/30/27

THE CITY OF ASHLAND
BEFORE THE PLANNING COMMISSION

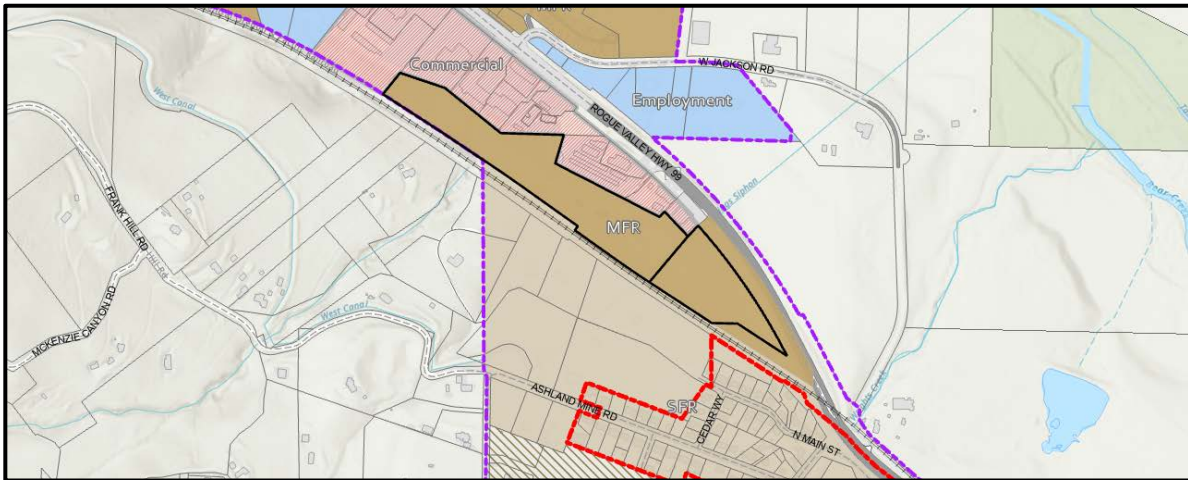
July 22, 2025

IN THE MATTER OF PLANNING ACTION #PA-T3-2024-00011 A	)	
REQUEST FOR ANNEXATION AND ZONE CHANGE FOR 8.53-ACRES	)	
OF PRIVATE PROPERTY, RAILROAD PROPERTY, AND ADJACENT	)	
RIGHTS-OF-WAY (ROW), FOR THE PROPERTY LOCATED AT 1511	)	
HIGHWAY 99 N. THE APPLICATION ALSO INCLUDES CONCURRENT	)	
OUTLINE PLAN AND FINAL PLAN APPROVAL FOR A	)	
PERFORMANCE STANDARDS OPTION (PSO) SUBDIVISION AND	)	FINDINGS,
SITE DESIGN REVIEW APPROVAL FOR TEN APARTMENT	)	CONCLUSIONS,
BUILDINGS AND ASSOCIATED SITE IMPROVMENTS.	)	AND ORDERS.
	)	
OWNER: LINDA ZARE	)	
APPLICANT: KENDRICK ENTERPRISE LLC	)	
CASITA DEVELOPMENTS LLC	)	
	)	
	)	

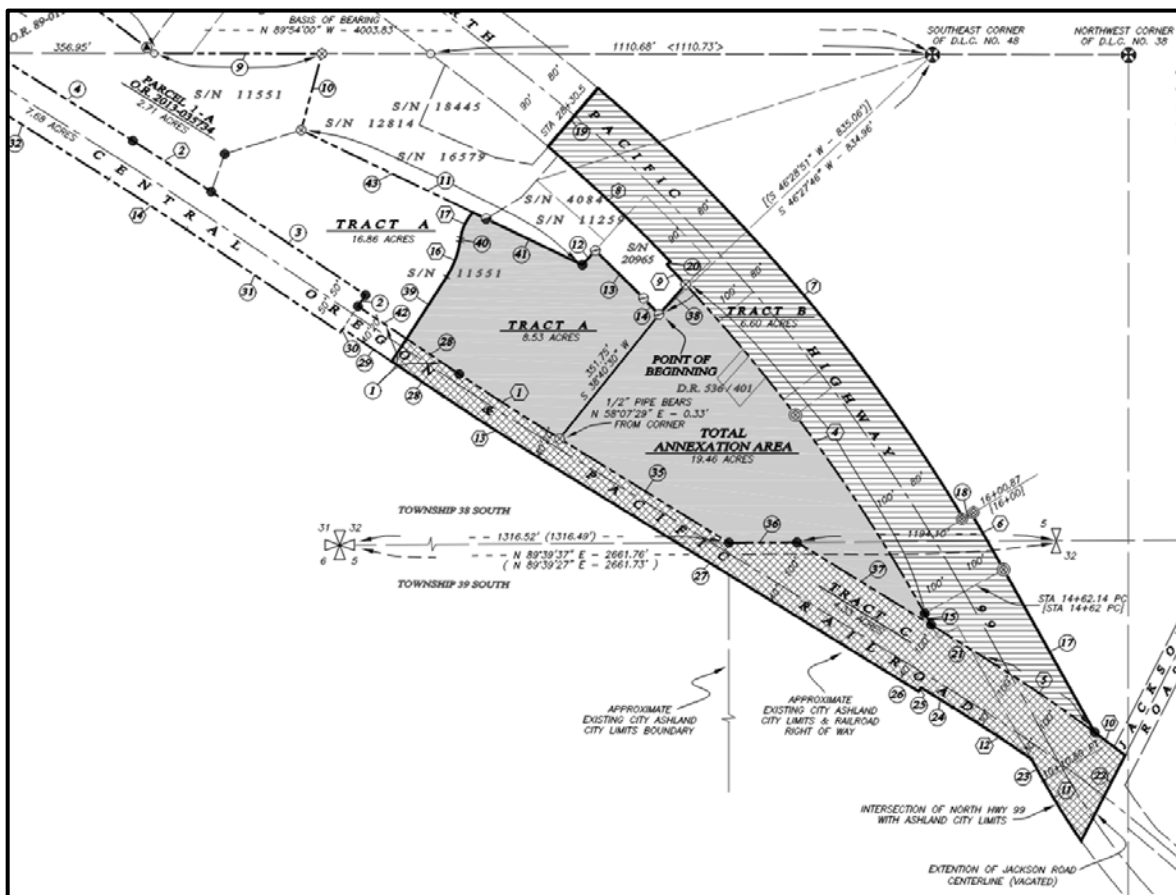
RECITALS:

- 1) The subject property is Tax lot #1702 of Assessor Map 38-1E-32 and is addressed as 1151 Highway 99 N. The property will be 8.53 acres following approval of a pending Property Line Adjustment that is being processed with Jackson County (File #439-25-00027-SUB – application submitted May 15, 2025).
- 2) The property is situated between Highway 99 to the north and the Central Oregon & Pacific Railroad to the south. The property has approximately 900 feet of frontage along the highway. The property slopes to the north at roughly 6 percent dropping approximately 35 feet from the railroad down to the highway. The property is mostly vacant with the exception of a small residence that the County Assessor indicates was built in 1948
- 3) The application is a request for annexation and concurrent outline plan and final plan approval for a Performance Standard Option (PSO) subdivision and Site Design Review approval. The applicant provided detailed responses to all applicable approval criteria in the form of findings of fact, traffic impact analysis, legal description and survey of the property, landscaping and civil engineering plans, and architectural plans. These materials are on file at the Department of Community Development and by their reference are incorporated herein as if set out in full.
 - a. The proposed PSO subdivision includes a total of 9-lots for residential development, and a single common area.
 - b. Each building is proposed to have 21 one-bedroom apartments across three floors for 210 apartments in total.
 - c. Annexations require that at least 25% of the base density be deed-restricted affordable housing.

- 4) The subject properties are shown outlined in black on the map below. The map is from the City of Ashland Geographic Information System (GIS). The purple dashed line is the UGB, and the red line is the existing city limits.



- 5) The total area to be annexed includes 8.53 acres of private property in a single tract of land that is the result of a recently approved but not yet recorded property line adjustment. The proposed annexation also includes 4.33 acres of railroad right-of-way (ROW), and 6.60 acres of ODOT ROW. The total area proposed to be annexed is 19.46 acres and is shown below:



- 6) The Planning Commission Staff Report (dated May 13, 2025), incorporated by reference herein as if set out in full, includes an extensive background discussion on land use approval history of this project. For succinctness it is not repeated here. In brief, twice substantially similar proposals have been approved by the City of Ashland each time being appealed to the Land Use Board of Appeals (LUBA). These decisions are referred to as *Casita I* & *Casita II* in LUBA documents, for that reason we do the same here when necessary to refer to the previous approvals.
 - a. Rogue Advocates v. City of Ashland, *Reversed* (LUBA No. 2021-009, May 12, 2021)
 - b. Rogue Advocates v. City of Ashland, *Remanded* (LUBA No. 2023-007, May 9, 2023)
- 7) The approval of the PSO subdivision, and Site Design Review approval are Type II Procedures which are Quasi-Judicial. Type II decisions are made by the Planning Commission after a public hearing, with an opportunity for appeal to the City Council.
- 8) The approval of the annexation is a Type III procedure. Type III planning actions are legislative decisions by definition. Type III reviews are considered by the Planning Commission, who makes a recommendation to City Council. The Council makes the final decision on a legislative proposal through the enactment of an ordinance.
- 9) The application is for 210 apartments; however, the calculated regulatory density is 170 for purposes of administering the Land Use Ordinance (LUO).
 - a. AMC 18.2.5.080.B.2 allows units *less than 500 square feet* are counted as 0.75 dwellings units for the purposes of density calculations.
 - b. One-bedroom affordable housing units *must be at least 500 square feet*.
 - c. Within each apartment building five apartments are proposed to be greater than 500 square feet and therefore count as a whole dwelling. The other 16 apartments are to be less than 500 square feet and therefore count as 0.75 dwellings.
 - d. This calculates to a density of 170 dwellings: $(50 + (160 * 0.75) = 170)$.
- 10) The property is located in Jackson County within the city's Urban Growth Boundary (UGB). The current zoning within the County is RR-5 (Rural Residential, with a five-acre minimum lot size) and the city Comprehensive Plan designation is Multi-Family Residential. The applicant proposes to annex the properties as R-2, a Low-Density Multi-Family Residential zoning which allows for a base density of 13.5 dwelling units per acre.
- 11) The proposed zoning for the property is R-2, which allows for a density of 13.5 dwelling unit per acre. The subject property is 8.53 acres and therefore has a calculated base density of 115.15 dwelling units ($8.53 \times 13.5 = 115.15$).
 - a. The proposed density of 170 exceeds the base density but this is allowed through a leveraging of density bonuses as discussed in detail below in the first and sixth approval criteria for outline plan approval below.
- 12) The affordable housing requirement is 25-percent of the base density and is calculated as follows: $115.15 \times 0.25 = 28.8$. In the present application, the affordable housing is proposed

to be restricted to households earning at or below 80 percent of the area median income (AMI). Affordable units that are restricted to households earning at or below 80 percent of the AMI have an 'equivalent value' of 1.25 units. Therefore, the affordability requirement is calculated as follows: $28.8 / 1.25 = 23.02$, with fractional answers rounded up to the nearest whole number, thus 24 affordable housing units are required.

13) The adopted Wetland Resource Protection Zone (WRPZ) maps the presence of a small 'possible wetland.' The application includes a wetland report, however the official concurrence by the Department of State Lands (DSL) is still pending.

14) The criteria of approval for Annexation are described in **AMC 18.5.8.050** as follows:

An application for an annexation may be approved if the proposal meets the applicable criteria in subsections [A](#) through [H](#) below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection [I](#).

A. The annexed area is within the City's Urban Growth Boundary.

B. The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area, including any applicable adopted neighborhood, master, or area plan, and is an allowed use within the proposed zoning.

C. The annexed area is contiguous with the City limits.

D. Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area. Unless the City has declared a moratorium based upon a shortage of water, sewer, or electricity, it is recognized that adequate capacity exists system-wide for these facilities. All required public facility improvements shall be constructed and installed in accordance with subsection [18.4.6.030.A](#).

E. Adequate transportation can and will be provided to serve the annexed area. For the purposes of this section, "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian, and transit transportation meeting the following standards:

1. For vehicular transportation a minimum 22-foot-wide paved access exists, or can and will be constructed, providing access to the annexed area from the nearest fully improved collector or arterial street. All streets bordering on the annexed area shall be improved, at a minimum, to an applicable City half-street standard. The approval authority may, after assessing the impact of the development, require the full improvement of streets bordering on the annexed area. All streets located within annexed areas shall be fully improved to City standards unless exception criteria apply. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.

2. For bicycle transportation, safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or

street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Should the annexed area border an arterial street, bike lanes shall be constructed along the arterial street frontage of the annexed area. Likely bicycle destinations within a quarter of a mile from the annexed area shall be determined and the approval authority may require the construction of bicycle lanes or multiuse paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

3. For pedestrian transportation, safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multiuse paths to be constructed and connect to either or both the existing system and locations with significant pedestrian activity.

4. For transit transportation, should transit service be available to the annexed area, or be likely to be extended to the annexed area in the future based on information from the local public transit provider, the approval authority may require construction of transit facilities, such as bus shelters and bus turnout lanes.

5. Timing of Transportation Improvements. All required transportation improvements shall be constructed and installed in accordance with subsection [18.4.6.030.A](#).

F. For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone, unless reductions in the total number of units are necessary to accommodate significant natural features, topography, access limitations, or similar physical constraints. The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan. For purposes of computing maximum density, portions of the annexed area containing unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, slopes greater than 35 percent, or land area dedicated as a public park, shall not be included.

G. Except as provided in subsection [18.5.8.050.G.7](#), below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements:

1. The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein. The base density of the annexed area for the purpose of calculating the total number of affordable

units in this section shall exclude any unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, water resource areas, slopes greater than 35 percent, or land area dedicated as a public park.

- a. Ownership units restricted to households earning at or below 120 percent of the area median income shall have an equivalency value of 0.75 unit.
- b. Ownership units restricted to households earning at or below 100 percent of the area median income shall have an equivalency value of 1.0 unit.
- c. Ownership or rental units restricted to households earning at or below 80 percent of the area median income shall have an equivalency value of 1.25 unit.

2. As an alternative to providing affordable units per section [18.5.8.050.G.1](#), above, the applicant may provide title to a sufficient amount of buildable land for development complying with subsection [18.5.8.050.G.1.b](#), above, through transfer to a non-profit (IRC 501(3)(c)) affordable housing developer or public corporation created under ORS [456.055](#) to [456.235](#).

- a. The land to be transferred shall be located within the project meeting the standards set forth in sections [18.5.8.050.G.5](#) and [18.5.8.050.G.6](#).
- b. All needed public facilities shall be extended to the area or areas proposed for transfer.
- c. Prior to commencement of the project, title to the land shall be transferred to the City, an affordable housing developer which must either be a unit of government, a non-profit 501(c)(3) organization, or a public corporation created under ORS [456.055](#) to [456.235](#).
- d. The land to be transferred shall be deed restricted to comply with Ashland's affordable housing program requirements.
- e. Transfer of title of buildable land in accordance with this subsection shall exempt the project from the development schedule requirements set forth in subsection [18.5.8.050.G.4](#).

3. The affordable units shall be comparable in bedroom mix with the market rate units in the development.

- a. The number of bedrooms per dwelling unit in the affordable units within the residential development shall be in equal proportion to the number of bedrooms per dwelling unit in the market rate units within the residential development. This provision is not intended to require the same floor area in affordable units as compared to market rate units. The minimum square footage of each affordable unit shall comply with the minimum required floor area based as set forth in Table [18.5.8.050.G.3](#), or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.

4. A development schedule shall be provided that demonstrates that the affordable housing units per subsection [18.5.8.050.G](#) shall be developed, and made available for occupancy, as follows:

- a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units.
- b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.

5. That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units.

- a. The exterior appearance of the affordable units in any residential development shall be visually compatible with the market rate units in the development. External building materials and finishes shall be substantially the same in type and quality for affordable units as for market rate units.
- b. Affordable units may differ from market rate units with regard to floor area, interior finishes and materials, and housing type; provided, that the affordable housing units are provided with comparable features to the market rate units, and shall have generally comparable improvements related to energy efficiency, including plumbing, insulation, windows, appliances, and heating and cooling systems.

6. Exceptions to the requirements of subsections [18.5.8.050.G.2](#) through [18.5.8.050.G.5](#), above, may be approved by the City Council upon consideration of one or more of the following:

- a. That an alternative land dedication as proposed would accomplish additional benefits for the City, consistent with the purposes of this chapter, than would development meeting the on-site dedication requirement of subsection [18.5.8.050.G.2](#).
- b. That the alternative phasing proposal not meeting subsection [18.5.8.050.G.4](#) provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion.
- c. That the materials and amenities applied to the affordable units within the development, that are not equivalent to the market rate units per subsection [18.5.8.050.G.5](#), are necessary due to local, state, or federal affordable housing standards or financing limitations.

7. The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.

H. One or more of the following standards are met:

1. The annexation proposal shall meet the requirements of subsection [18.5.8.050.B](#), above.
2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter [222](#) or successor state statute.
3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.
4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.
5. The proposed area for annexation is an island surrounded by lands within the City limits.

I. Exceptions and Variances to the Annexation Approval Criteria and Standards. The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section [18.4.6.020.B.1](#), Exceptions to the Street Design Standards, or chapter [18.5.5](#), Variances.

15) The criteria of approval for the Outline Plan of a PSO subdivision are described in **AMC 18.3.9.040.A.3** as follows:

3. Approval Criteria for Outline Plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met:
 - A. the development meets all applicable ordinance requirements of the city.
 - B. adequate key city facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a city facility to operate beyond capacity.
 - C. the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the common open space, common areas, and unbuildable areas.
 - D. the development of the land will not prevent adjacent land from being developed for the uses shown in the comprehensive plan.
 - E. there are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
 - F. the proposed density meets the base and bonus density standards established under this chapter.
 - G. the development complies with the street standards.
 - H. the proposed development meets the common open space standards established under section 18.4.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the city of Ashland.

16) The criteria of approval for an Exception to Street Standards are described in **AMC 18.4.6.020.B.1** as follows:

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the street design standards in section [18.4.6.040](#) if the circumstances in either subsection [B.1.a](#) or [b](#), below, are found to exist.

a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection [18.4.6.040.A](#); and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:

- i. For transit facilities and related improvements, access, wait time, and ride experience.
- ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
- iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safely and efficiently cross roadway; or

b. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purposes, intent, and background of the street design standards in subsection [18.4.6.040.A](#).

17) The criteria of approval for the Final Plan of a PSO subdivision are described in **AMC 18.3.9.040.B.5** as follows:

5. Approval Criteria for Final Plan. Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:

- a. The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.
- b. The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this ordinance.
- c. The common open spaces vary no more than ten percent of that provided on the outline plan.
- d. The building size does not exceed the building size shown on the outline plan by more than ten percent.
- e. The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.

f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.

g. The development complies with the street standards.

h. Nothing in this section shall limit reduction in the number of dwelling units or increased open space; provided, that if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the common open space reduced below that permitted in the outline plan.

18) The criteria of approval for Site Design Review are described in **AMC 18.5.2.050** as follows:

An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.

A. Underlying Zone. The proposal complies with all of the applicable provisions of the underlying zone (part [18.2](#)), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part [18.3](#)).

C. Site Development and Design Standards. The proposal complies with the applicable Site Development and Design Standards of part [18.4](#), except as provided by subsection E, below.

D. City Facilities. The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.

E. Exception to the Site Development and Design Standards. The approval authority may approve exceptions to the Site Development and Design Standards of part [18.4](#) if the circumstances in either subsection 1, 2, or 3, below, are found to exist.

1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty;
2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards; or
3. There is no demonstrable difficulty in meeting the specific requirements for a cottage housing development, but granting the

exception will result in a design that equally or better achieves the stated purpose of section [18.2.3.090](#).

- 19) Notice was filed online with the DLCD on April 7, 2025, which meets the required statutory deadline of 35 days prior to the first hearing. Notice was also posted on the property frontage and mailed to all properties of record within 200' of the subject property on April 22, 2025.
- 20) The Planning Commission, following proper public notice, held a public hearing on May 13, 2025.
- 21) Testimony was received, and exhibits were presented. The Planning Commission deliberated and made a recommendation to the City Council to approval the Annexation and related exceptions outlined above. The Planning Commission also conditionally approved, concurrent outline and final plan approval for the proposed PSO subdivision and Site Design Review including the required exceptions predicated on the City Council's approval of the annexation.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes, and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS OF FACT

2.1 The Planning Commission notes that chapter 18 of the Ashland Municipal Code (AMC) is the City's Land Use Ordinance (LUO). The LUO regulates the development pattern envisioned by the Comprehensive Plan and encourages efficient use of land resources among other goals. The Planning Commission notes that when considering the decision to approve or deny an application the Planning Commission considers the application materials against the relevant approval criteria in the LUO.

2.2 The Planning Commission finds that it has received all information necessary to render a decision based on the application itself, the May 13th Staff Report, the applicant's testimony, the exhibits received, and public testimony received at the public hearing.

2.3 The Planning Commission notes that the application was deemed complete and that the notice for the public hearing was posted on April 22 (21 days prior to the May 13 Meeting) at the frontage of the subject property. Notice was also mailed to all property owners within 200-feet of the subject property.

2.4 Annexation

2.4 **AMC 18.5.8.050** provides the following: “An application for an annexation may be approved if the proposal meets the applicable criteria in subsections A through H below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection I.” The Planning Commission finds that the proposal for Annexation meets all applicable approval criteria described in AMC 18.5.8.050 and detailed below.

2.4.1 The first approval criterion for annexation is that “*The annexed area is within the City’s Urban Growth Boundary (UGB).*” The Planning Commission notes that the subject property showing the City Limits and UGB was included above. The Planning Commission notes that the UGB runs along the North side of Highway 99 North and also along the western side of the subject properties demonstrating that the property is entirely within the UGB (as shown in the fourth recital above on page 2). The Planning Commission concludes that the property is within the UGB and finds that this approval criterion has been met.

2.4.2 The second approval criterion for annexation is that “*The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area.*” The Planning Commission notes that the comprehensive plan designation of the property is multi-family, and the property does not yet have an assigned zone. The application requests a zone change to R-2 which is appropriate for the comprehensive plan designation of multi-family residential. The Planning Commission notes that AMC 18.3.9.050 provides the residential density for a PSO subdivision. For the R-2 zone it specifies a residential density of 13.5 dwelling unit per acre and requires that the property develop to at least 90-percent of the allowed density.

The Planning Commission notes that the property is 8.53 acres, which provides a base density of 115.15 dwelling units ($8.53 \times 13.5 = 115.15$). The Planning Commission notes that the proposal leverages affordable housing, Earth Advantage, and open space density bonuses which are discussed further below, to exceed the base density for a total of 210 dwellings. The Planning Commission conclude that the proposed density of residential development that the application is consistent with the Comprehensive Plan Designation and concludes that based on the proposed number of dwellings, the size of the property, and the requested zoning, that this approval criterion has been met.

2.4.3. The third approval criterion for annexation is that “*The annexed area is contiguous with the City limits.*” The Planning Commission notes that the proposed area of annexation was included above (as shown in the fifth recital above on page 2). The Planning Commission notes that the area of annexation includes the railroad property and ODOT right of way. The Planning Commission notes that the City limits run along the south side of the railroad property and therefore it is contiguous with the city limits and finds that this approval criterion has been met.

2.4.4 The fourth approval criterion for annexation is that “*Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as*

determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area.” The Planning Commission notes that the Public Works Department has confirmed that there are no concerns regarding the capacity of any City facilities. Additionally, both ODOT and RVSS have provided letters indicating that there are no concerns with regard to capacity. While there are outstanding items that need to be resolved for final engineering between the applicant and ODOT these are addressed through conditions of approval to ensure that those items are addressed.

What follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II*.

Water: The Water Division has noted that the property is not currently served by a water main, and a new water main will need to be installed to connect to the existing city water system. The nearest point of connection is near the intersection of North Main Street and Highway 99 North. The civil engineering plans show a proposed 12” water main is to be installed. The water main terminates at a master water meter and PRV assembly. The plans show that the water main extends through the property connecting to each building and to each fire hydrant. The Water Division of the Public Works Department has indicated that, with the extension of a new main and other proposed facilities, that there will be an adequate supply of potable water available to the site.

Sanitary Sewer & Storm Drainage: City code requirements typically necessitate that all utilities transition to city services with annexation, however in this instance the property is well outside and downhill of the city’s sanitary and storm sewer systems, and a significant extension of new services would be needed and all sewage and stormwater would need to be pumped. However, there is a “Cooperative Agreement/Urban Services Agreement” in place between the City of Ashland, Jackson County and the Bear Creek Valley Sanitary Authority - now Rogue Valley Sewer Service (RVSS) - which dates to November 8, 1995 and which provided that with annexation, the sewer district shall continue to provide an urban level of sanitary sewer and/or storm water services that it has historically provided to territory within the district’s existing limits and that the City and the sewer district may agree to joint provision of service to areas within the City or its UGB by contract, mutual agreement or other method. As proposed by the applicant here, RVSS will continue to provide these services to the subject properties after annexation, per the 1995 agreement.

RVSS has indicated that their sanitary sewer system has adequate capacity for the proposed development, and there is an eight-inch main in the right-of-way due north of the project site. On-site storm water drains to a roadside ditch that is within the state highway right-of-way and maintained by the Oregon Department of Transportation (ODOT). The proposed development’s physical improvements have been engineered to comply with the RVSS Stormwater Quality Design Manual, which is used by the City of Ashland, Jackson County and RVSS. The project Civil Engineer has determined the sizes and locations for on-site detention and treatment facilities.

Electric: The application explains that the property is currently served by Pacific Power, but that with the development the property will be served by the City of Ashland Electric Department with the installation of new electrical infrastructure by the applicant. The application explains

that there is presently low-voltage city electric service in place to power street and landscape lighting in and around the central median at the railroad trestle overpass. With the proposal, electric facilities are to be provided in or adjacent to the highway right-of-way to provide adequate infrastructure to the proposed development and future development in the vicinity, and an electric service plan has been provided with the application materials.

The Planning Commission conclude that based on the proposed facilities, the civil engineering drawings, and communication with both ODOT and RVSS that adequate capacity exists. The Planning Commission concludes that based on the existing and proposed improvements that this approval criterion is met.

2.4.5 The fifth approval criterion for annexation is that “*Adequate transportation can and will be provided to serve the annexed area. For the purposes of this section, “adequate transportation” for annexations consists of vehicular, bicycle, pedestrian, and transit transportation.*” The Planning Commission notes that the LUO requires a minimum of 22-foot-wide paved access for vehicles, and that for both bicycle and pedestrian facilities to be safe and accessible pursuant to the governing jurisdiction. The Planning Commission notes that in *Casita II* the second and third assignment of error addressed the improvements proposed along the Highway 99 N frontage and if the application provided “safe and accessible bicycle and pedestrian facilities” and the feasibility to install them. LUBA held that the findings were supported by substantial evidence. As this has already been litigated what follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II* regarding this approval criterion. The Planning Commission has determined that these prior findings also pertain to the adequacy of the current applications transportation facilities as proposed.

The application materials explain that the subject properties abut Highway 99 N, which is under the jurisdiction of Oregon Department of Transportation (ODOT). Highway 99 N is designated by ODOT as an ‘Urban Fringe Highway’ and ODOT’s specific standards call for an eight-foot curbside sidewalk and a six-foot bike lane. City of Ashland Street Standards call for a six-foot bike lane, seven to eight-foot landscaped park row planting strip with irrigated street trees and a six-foot sidewalk. ODOT accepts the sidewalk buffered by a park row as required by the city standards as an alternative which exceeds the ODOT-standard eight-foot curbside sidewalk minimum standard. In addition to a Traffic Impact Analysis the application materials also include a “Technical Memo, Grand Terrace Development – Access Safety Evaluation” which provides detailed safety findings from the project’s Transportation Engineer.

The application explains that a 22-foot-wide paved access exists along the full frontage of the project site to the nearest fully improved collector or arterial street. The full improvement of the highway frontage adjacent to the development and in the annexed area is proposed to be improved to ODOT and city standards. The full frontage of the project site is proposed to be improved with bike lane, curb, gutter, seven-and-a-half-foot park row and a six-foot sidewalk, except for the portion of the frontage where the bus pull out and transit-oriented plaza are to be installed.

There are some areas where Exceptions to the Street Standards are requested due to topographical difficulties, utility encroachments, and physical encumbrances in the form of the railroad trestle, a drainage ditch, private driveway approaches and other private property

encroachments. The proposal seeks Exceptions to the Street Design Standards for the sidewalk and bike lane under the overpass of the railroad trestle where a shared sidewalk will be installed, and where city standard sidewalks are not possible due to physical constraints, ODOT-compliant frontage improvements are proposed. In addition, on-street parking is not proposed.

The ODOT does not permit on-street parking on Highway-99 N, and as such none is proposed, nor is it a requirement as AMC 18.3.9.060.A.2 specifically exempts the requirements for on-street parking on Streets outside the City of Ashland's jurisdiction as is the case here. Therefore, no exception to on-street parking is necessary as was the case in *Casita II*.

With regard to bicycle transportation, the application materials explain that Highway 99N which is an arterial street and state highway, currently has bicycle lanes buffered by striping along the frontage of the property, with bicycle lanes on both sides of the highway extending north of Valley View Road and south into downtown Ashland. The bike lanes are of typical width and the striped buffer along the frontage provides an additional measure of safety. The proposal maintains these bicycle lanes in accordance with City standards along the frontage with two multi-use path connections into the site. A crossing will be installed on Highway 99N at Schofield Street with pedestrian- or cyclist-activated rectangular rapid flash beacons (RRFBs) to support crossing Highway 99N near RVTD's northbound flag stop. The bicycle facilities that exist or will be provided as part of the annexation comply with the design and safety criteria for ODOT as the governing jurisdiction, and the applicant thus asserts that this criterion is satisfied.

In responding to the safe and accessible pedestrian facilities criterion, the applicant explains that there are currently no sidewalks along Highway 99N on either side of the street between the subject properties' frontage and Schofield Street to the south which limits pedestrian access and safety for north Ashland residents. The applicant proposes street frontage improvements including sidewalk improvements which comply with the design and safety criteria of ODOT as the governing jurisdiction, and as such asserts that this criterion is satisfied.

There are no interior streets proposed within the development; however, the site circulation system includes pedestrian connections between the public sidewalks along the highway, the apartments, parking areas and other areas of the site. These include two ADA-compliant multi-use paths through the landscape open spaces into the site from the north and the south along the highway frontage for pedestrians and bicycles, including the main entrance driveway with adjacent sidewalks that are also ADA-compliant.

To the south of the project, towards Ashland, the width of the highway is restricted to the single travel lane, bike lane and shoulder by the railroad overpass. The railroad overpass currently lacks any sidewalk or lighting, but a shared bicycle and pedestrian path with overhead lighting are proposed with final designs to be approved by ODOT. As an extra measure of caution, a vertical barrier to be provided at the curb has been proposed (although this is not a city requirement). This will provide a safer, well-lit area, increasing the comfort and safety for cyclists and pedestrians over what currently exists. The applicant continues to work with ODOT Engineering staff on the details of the pedestrian crossing, and a condition of approval has been included to ensure that all improvements meet ODOT safety standards.

The application materials further explain that the applicant will be providing a high-visibility crosswalk across Highway 99N with Rectangular Rapid Flashing Beacons (RRFBs). The application further notes that mid-block crosswalks are dangerous, and RRFBs increase the safety of pedestrians and cyclists crossing when compared to a traffic signal. The application materials go on to indicate that studies have shown that RRFBs increase motorist yielding rates because the lights are controlled by the pedestrian's presence and will not go off until they are safely out of the crosswalk. The proposed RRFB crossing is to be placed between North Main Street at Schofield Street, between the north- and south-bound bus stops. The RRFB crossing will provide a safe pedestrian and bicyclist crossing for all the residents in north Ashland where none existed before, both to access Grand Terrace and to cross the highway to access these bus stops safely. The applicant notes that local ODOT authorities have given preliminary approval to install a crossing with RRFBs in this location, and that final approval will be subject to review of the final engineered designs by the regional office in Salem. The developer will be responsible for the design, cost, and installation of the crosswalk and RRFBs.

Since the previous approval, the applicant has done additional updates to the traffic analysis. The applicant has provided a letter dated December 11, 2024, from Sandow Engineering which states that "the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes." The letter concludes that since the traffic volumes have not increased there is no need for additional traffic analysis.

The Planning Commission notes that staff have been in contact with ODOT and understand that there are outstanding items as it relates to storm drain calculations, the technical details of the RRFB, and the proposed vertical barrier underneath the railroad crossing. A condition of approval has been included below that requires the applicant to receive ODOT approval and permits prior to any work being done in their right-of-way.

The Planning Commission concludes that based on the previous approved findings, proposed facilities, letters from RVSS and ODOT, the civil engineering drawings, and the conditions of approval included below, that this approval criterion is met.

2.4.6 The sixth approval criteria for annexation is that *"For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone, unless reductions in the total number of units are necessary to accommodate significant natural features, topography, access limitations, or similar physical constraints."* The Planning Commission notes, as stated above, that the subject property is 8.53 acres which provides a base density of 115.15 dwelling units ($8.53 \times 13.5 = 115.15$). The Planning Commission notes that 90% of the base density is ~104 dwelling units. ($115.15 \times 0.9 = 103.6$). The Planning Commission notes that the proposed density for the proposal is 210 dwellings which exceeds the minimum requirement of 104 dwellings and therefore finds that this approval criterion is met. The code also requires that *"The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan"*. A condition of approval has been included below requiring such an agreement to be completed prior to first reading of the Ordinance approving the annexation.

2.4.7 The seventh approval criteria for annexation are the provisions governing the affordable housing requirements. This section is at AMC 18.5.8.050.G and states the following: *“Except as provided in subsection 18.5.8.050.G.7, below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements:”* The Planning Commission notes that AMC 18.5.8.050.G. has seven subsections each of which are addressed in turn below.

2.4.7.1 The first standard is at AMC 18.5.8.050.G.1 and specifies the number of affordable units required. It states that *“The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein.”* The Planning Commission notes that the applicant proposes affordable housing restricted to households earning at or below 80 percent of the area median income (AMI), and that such units each have an equivalent value of 1.25/unit. The Planning Commission notes that AMC 18.5.8.050.G.1 provides that *“The base density of the annexed area for the purpose of calculating the total number of affordable units in this section shall exclude any unbuildable area including wetlands.”* Additionally, AMC 18.5.8.050.G.7 provides that *“The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit.”*

The Planning Commission notes that the applicant has proposed providing 24 apartments to be deed-restricted to households that earn at, or below, 80-percent of the AMI. The calculations are as follows: As discussed above the base density is 115.155. That calculates as follows: $115.15 \times 0.25 = 28.8 \sim 29$. The application materials propose 24 units targeted at households earning 80-percent AMI or less. Affordable units at 80-percent AMI units have an ‘equivalent value’ of 1.25. To determine how many 80-percent AMI units are required to meet the calculated number of affordable units the calculated value, in this case 28.8 dwelling units, is divided by 1.25, which is the ‘equivalent value’ for units restricted to 80-percent AMI. The quotient provides the number of 80-percent AMI units required to meet that value which is then rounded up to the nearest whole number ($28.8 \text{ affordable units} / 1.25 \text{ the 80-percent equivalent value} = 23.02 \sim 24$). Therefore, a total of 24 - 80-percent AMI units satisfy the 29 affordable units required. The Planning Commission concludes that this standard is met.

2.4.7.2 The second standard is at AMC 18.5.8.050.G.2 and provides *“As an alternative to providing affordable units per section 18.5.8.050.G.1, above, the applicant may provide title to a sufficient amount of buildable land for development complying with subsection 18.5.8.050.G.1.b, above, through transfer to a non-profit (IRC 501(3)(c)) affordable housing developer or public corporation created under ORS 456.055 to 456.235.”* The Planning Commission notes that the applicant here proposes building the affordable housing units throughout each of the ten buildings and for that reason there is no need to further address this standard. The Planning Commission concludes that this standard is met.

2.4.7.3 The third standard is at AMC 18.5.8.050.G.3 states *“The affordable units shall be comparable in bedroom mix with the market rate units in the development.”* The Planning Commission notes that in the proposed application all of the 210 proposed apartments are to be one bedroom. The Planning Commission concludes that because all of the apartments are one-bedroom it is axiomatic that the bedroom-mix between the market rate and affordable units is

‘comparable.’ The third standard also has a subsection at AMC 18.5.8.050.G.3.a which provides a minimum square footage for affordable units based on the number of bedrooms. The table at 18.5.8.050.G.3 requires a minimum square footage of 500 square feet for one-bedroom units. The only units that exceed 500 square feet are the ground floor units (30) and 2 other units in each building (20) for a total of 50 units that are large enough for affordable housing. The application and record contain a spread sheet detailing the specifics of each of the 24 affordable units, showing that all buildings have at least two affordable units. A condition of approval has been added to memorialize the applicant’s spread sheet detailing exactly how many units are to be deed-restricted as affordable housing in each building. The Planning Commission concludes that based on the fact that all apartments are one bedroom, and with the spread sheet memorialized in the record of how many units will be in each building that this standard is met.

2.4.7.4 The fourth standard is at AMC 18.5.8.050.G.4 requires a development schedule be provided to meet the following two requirements:

- a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units.
- b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.

The Planning Commission notes that the application states that there are no requested exceptions to the affordable housing standards, however based on the applicants intent to spread the affordable housing units throughout each of the ten buildings it is clear that the second phasing standard is unable to be met and that an exception to this standard will be required. The Planning Commission notes that this exception is addressed in section 2.4.7.6 below.

2.4.7.5 The fifth standard is at AMC 18.5.8.050.G.5 and states: *“That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units.”* The Planning Commission note that because the affordable units are spread throughout the buildings which are being built to a single standard the Planning Commission finds that both market rate and affordable housing units will all be constructed using the same materials as it relates to the construction of the buildings and related furnishing. The Planning Commission concludes that this standard is met.

2.4.7.6 The sixth standard is at AMC 18.5.8.050.G.6 and allows the City Council to grant exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5 upon consideration of certain circumstances. The second of these is that *“That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion.”* The Planning Commission finds that the benefit of allowing construction of all buildings simultaneously is sufficient justification for the exception and also acknowledges that this allows having the affordable housing spread throughout the development which benefits the timely development of the affordable units. The Planning Commission notes that the City Council will ultimately make a decision with regard to the Annexation criteria, including this Exception request, and will rely on the Planning Commission’s recommendation.

2.4.7.7 The seventh standard is at AMC 18.5.8.050.G.7 and provides the following: “*The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.*” The Planning Commission notes that a condition of approval has been included below requiring such an agreement to be completed prior to council approval and first reading of the ordinance approving the annexation. The Planning Commission finds that, with the condition of approval included below, this standard is met.

2.4.7.8 Finally, the Planning Commission concludes that each of the seven standards that relate to affordable housing are met, that the bedroom mix is identical to the market rate units, that the units meet the square footage requirements, and that by providing 24 units at 80% AMI fulfills the requirement for 29 affordable units. Based on the foregoing, the Planning Commission finds that this approval criterion is met.

2.4.8 The eighth approval criterion for annexation requires at least one of five standards to be met. The first of these standards is * that “*The annexation proposal shall meet the requirements of subsection 18.5.8.050.B, above.*” The referenced section is the second approval criteria which states, “*that the proposal is consistent with the Comprehensive Plan designations*” and was discussed in section 2.4.2 above. The Planning Commission notes again that the proposal is consistent with the Comprehensive Plan and finds that since the second approval criterion was satisfied that this approval criterion has also been met.

2.4.9 The ninth, and final, approval criteria for annexation states that “*The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section 18.4.6.020.B.1, Exceptions to the Street Design Standards, or chapter 18.5.5, Variances*†.” The Planning Commission notes that the application included a total of three exceptions: 1) an exception to the phasing requirements for the affordable housing, 2) an exception to certain street standards, and 3) an exception to the Site Design Review standard that prohibits parking to be located between the building and the street.

* The other four options are for the situations where the annexation would be allowed even if the development is not consistent with the Comprehensive plan:

2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter 222 or successor state statute.
3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.
4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.
5. The proposed area for annexation is an island surrounded by lands within the City limits.

†Amended by Ordinance 3204 § 3, 12/21/2021 in response to LUBA’s holding in *Casita I* where they found that “that the city may not rely on the exception standards to approve an annexation application that fails to comply with the applicable approval criteria.” This was because at that time the approval criteria for annexation did not allow exceptions or variances.

The Planning Commission notes that the ultimate decision maker regarding the exception to the affordable housing phasing is the City Council, however the Planning Commission endorses the exception and recommends to the City Council that it be approved. The Planning Commission notes that the exception to street standards have been addressed above, and that the exception to site design standards is addressed in findings further below. The Planning Commission concludes that, presuming that the City Council approve of the affordable housing phasing standard that this standard will be met.

2.4.10 Finally, the Land Use Ordinance requires that “*the applicant for the annexation shall also declare which procedure under ORS chapter 222 the applicant proposes that the Council use, and supply evidence that the approval through this procedure is likely*” (AMC 18.5.8.070). The application states that the annexation procedure outlined in ORS 222.125 should be utilized for the annexation and goes on to say that “*This procedure allows for annexation without the need for an election when all landowners in the proposed territory, as well as a majority of the electors, consent in writing. The applicant is the sole owner and can provide written consent within the annexation territory.*” Based on the fact that there is a single property proposed for annexation, the Planning Commission finds that this standard is met.

The Planning Commission concludes based on the above that all applicable approval criteria for annexation approval have been satisfied.

2.5 Outline Plan – Performance Standards Option (PSO) Subdivision

2.5 **AMC 18.3.9.040.A.3** provides the following: “The Planning Commission *shall approve the outline plan when it finds all of the following criteria have been met:*” The Planning Commission finds that the proposal for Outline Plan of a Performance Standard Option (PSO) subdivision meets all applicable criteria for described in AMC 18.3.9.040.A.3 and detailed below.

2.5.1 The first approval criterion for Outline Plan approval is that “*The development meets all applicable ordinance requirements of the City.*” The Planning Commission notes that this is an all-encompassing criterion and that it has considered which City Ordinances are applicable. The Planning Commission notes that for the purposes of resolving this criterion we rely on the entirety of the record including the applicant’s submittal, the Staff Report, and testimony provided. The Planning Commission notes that the application proposes to use the Performance Standards Option Chapter 18.3.9, and that the development demonstrates compliance with the standards from AMC 18.3.9.050 – 18.3.9.070. The Planning Commission notes that as a Performance Standards Options proposal, the application is not required to meet the minimum lot size, lot width, lot depth or setback standards of part 18.2.

First, the Planning Commission address AMC 18.3.9.050 which provides the base density and density bonuses for a PSO subdivision. This is also covered below in the sixth approval criterion but is repeated here as well. The R-2 zone has a density of 13.5 dwelling unit per acre, and the subject property is 8.53 acres for a base density of 115 ($8.53 \times 13.5 = 115.155$). The standards at AMC 18.3.9.050.B allow for density bonuses up to 60-percent. The bonuses can be earned for Conservation Housing (15 percent), additional common open space (10 percent), and for affordable housing (up to 35 percent).

The affordable housing shall receive a density bonus of two units for each affordable housing unit provided but not to exceed the maximum of 35 percent. In the present application there are 24 affordable units which in theory would allow for 48 units of density bonus, however that would exceed the 35-percent allowed which calculates to 40 dwelling units ($115.16 \times 0.35 = 40.3$). The conservation housing shall receive a maximum 15 percent bonus is allowed. As is the present case, one hundred percent of the homes or residential units approved are proposed to be certified as an Earth Advantage home, as approved by the Ashland Conservation Division under the City's Earth Advantage program as adopted by Resolution 2006-06. This allows for 17 additional dwelling units in terms of bonus density ($115.16 \times 0.15 = 17.3$).

As was discussed above, the residential density of the project is 170 based on the number of units that are below 500 square feet. To determine the amount of density bonus required we divide the proposed density by the base density ($170 / 115.15 = 1.48$). Therefore, the project requires a 48-percent density bonus. While there is obviously density bonus from the surplus open-space the combination Earth Advantage, and affordability total 50-percent which exceeds the 48-percent required, for this reason we do not address potential open-space density bonus. The Planning Commission concludes based on the above that this standard is met.

Next, AMC 18.3.9.060 provides the requirements for parking standards and requires that "all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided" with certain exceptions. In the present application the subdivision is not creating any city streets. While the highway does have proposed street improvements, it is outside of the City of Ashland's Jurisdiction and is therefore exempt pursuant to AMC 18.3.9.060.A.2.

Finally, AMC 18.3.9.070 provides for the setback standards and building separation for a PSO subdivision. The Code requires that "Front yard setbacks shall follow the requirements of the underlying district." The R-2 zone, which is the underlying zone requires a front yard setback of 15.' Each lot for the buildings measure 69' x 116.5,' the proposed building footprints are 42' x 112.5.' This provides a 'front yard' setback of 19' exceeding the required 15', and also an 8' setback to the rear for porch areas. The Code also requires that "minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet." An examination of the site plan shows that the closest any building is to each other is 20-feet which exceeds that required maximum required separation of 12-feet. The Code requires that "Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone." In the present application the front yard is along the highway frontage. Building five is the closest to the 'front yard' and it is measured to be over sixty feet away where a 15-foot setback would be required. Buildings seven and eight are the closest to what would be considered the rear yard, and they are shown to be over forty feet away. The remaining yards would be considered side yards and require a six-foot setback. It is clear from the site plan that there is more than a six-foot setback along the entire perimeter meeting this standard.

The Planning Commission notes that with the application materials fully considered, the findings that are set out below, and the adopted conditions of approval that the proposal will meet all applicable ordinance requirements and finds that this criterion of approval is satisfied.

2.5.2 The second approval criterion for Outline Plan approval is that *“Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.”* The Planning Commission notes that city facilities were discussed at length in the fourth approval criterion for annexation, and do not restate them here. The Planning Commission concludes that based on the findings above, the civil plans, and the existing and proposed improvements, this approval criterion is met.

2.5.3 The third criterion for approval of an Outline Plan is that *“The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.”* The Planning Commission notes that the only other natural feature to address is the delineated wetland. The Planning Commission notes that the wetland along with a twenty-foot buffer is proposed to be in a lot dedicated to open space. The Planning Commission notes that there are no other natural features to address and find that this approval criteria is met.

2.5.4 The fourth criterion for approval of an Outline Plan is that *“The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.”* The Planning Commission notes that the subject property is bordered on the western side by railroad property which prevents any further development. On the eastern side the property is either adjacent to the highway frontage or fully developed parcels. To the north is the vacant remnant of land that will retain its county zone and is able to be developed in a limited manner under county regulations, however due to the steep topography it is unlikely that it will develop to urban levels. The Planning Commission conclude that the proposal does not prevent any adjacent land from being developed and find that this approval criterion is met

2.5.5 The fifth criterion for approval of an Outline Plan is that is that *“There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.”* The Planning Commission notes that the draft HOA governing instruments have obligations for the maintenance of the open space and other common amenities. The Planning Commission finds that there are adequate provisions for the maintenance of the open space and common areas and finds that this criterion of approval is met.

2.5.6 The sixth criterion for approval of an Outline Plan is that is that *“The proposed density meets the base and bonus density standards established under this chapter.”* The Planning Commission notes that density was discussed in the second approval criterion of annexation and the first approval criterion of outline plan which provided detail regarding the calculated density and earned bonuses do not restate restate those findings again here. The Planning Commission concludes that based on the findings above that this approval criterion is met.

2.5.7 The seventh Outline Plan approval criterion is that *“The development complies with the Street Standards.”* The Planning Commission notes that transportation facilities were discussed at length in the fifth approval criterion for annexation and restate them here. The Planning Commission finds based on the findings above and with the included conditions of approval

below that all proposed transportation facilities are to be built to the City Standards that this approval criterion is met.

2.5.8 The final criterion for approval of an Outline Plan is that is that *“The proposed development meets the common open space standards established under section 18.4.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the City of Ashland.”* The Performance Standards Option Chapter requires that at least eight percent of the total lot area be provided in common open space for developments with a base density of ten units or greater. The proposed subdivision includes a single open space lot that is 6.67 acres. The subject property is 8.53 acres. This means that 78-percent of the subject property is being set aside as common open space lot not all of which is functional open space. The tabulation sheets indicate that 58-percent (214,277 square feet) of the total site will be dedicated to open space amenities including kid-only play areas, tennis courts, basketball courts, and a significant area of landscaped open space. These dedicated functional open-space areas exceed the requirement of 5-percent. The Planning Commission concludes that the proposed 78-percent of common open area exceeds the required 8-percent and finds that this criterion of approval is met.

The Planning Commission concludes based on the above and finds that all applicable approval criteria for Outline Plan subdivision approval have been satisfied.

2.6 Exception to street standards

2.6 As discussed above in the fifth approval criterion for annexation the project required certain exceptions to street standards. The Planning Commission again notes that *Casita II* litigated the safety of the proposed street improvements including the required exceptions. The Planning Commission notes that LUBA held that the proposed improvements provided “safe and accessible bicycle and pedestrian facilities” and that it was feasible to install them. The Planning Commission finds that since LUBA held that those findings set out above showed that the approval criteria were satisfied and that they were supported by substantial evidence. The current application is supported by the same findings and conclusions previously affirmed, based on the application materials and the proposed street improvements. The Planning Commission concludes that approval criteria for an exception to street standards have been satisfied.

2.7 Final Plan – Performance Standards Option (PSO) Subdivision

2.7 **AMC 18.3.9.040.B.5** provides the following: *“Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:”* The Planning Commission finds that the approval criteria for Final Plan are intended to insure substantial conformance between Outline Plan approval and Final Plan approval when the two are requested as separate procedural steps. The Planning Commission finds that where the two are allowed to be filed concurrently, as is the case here, there is no procedural separation between the two and the concurrent Final Plan proposal is identical to the Outline Plan in terms of number of dwelling units, yard depths, distances between buildings, common open spaces, building sizes, building elevations and exterior

materials, standards resulting in density bonuses, and street standards. The Planning Commission concludes that the final plan approval criteria are satisfied.

2.8 Site Design Review

2.7 **AMC 18.5.2.050** provides the following: “An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.” The Planning Commission finds that the proposal for Site Design Review approval meets all applicable approval criteria described in AMC 18.5.2.050 and detailed below.

2.8.1 The first approval criterion for Site Design Review approval is with regard to the “**Underlying Zone**” and provides: “The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.” The Planning Commission notes that in terms of the underlying zone, multi-family residential is a permitted use outright, and the application, as has been discussed above exceeds the required minimum density, but also does not exceed the maximum density through the use of bonuses and the development of apartments that are under 500 square feet. AMC 18.2.5.030 provides the “unified standards for residential zones” including setbacks, and the maximum allowed lot coverage. In the R-2 zone the maximum lot coverage of impervious area allowed is 65-percent. In terms of total impervious area, the landscape plans on sheet L1.0 indicate that all impervious area including driveways, parking areas, bike paths and buildings totals to 201,169 square feet (the total proposed area for annexation is 375,792 square feet), so the total lot coverage is 53.5-percent of the total project area and is less than the allowed limit of 65-percent. The Planning Commission concludes that based on the foregoing that this approval criterion is met.

2.8.2 The second approval criterion for Site Design Review approval is with regard to the “**Overlay Zones**” and provides: “The proposal complies with applicable overlay zone requirements (part 18.3).” The Planning Commission notes that the overlay zones that relate to the subject property includes chapter 18.3.9 the “Performance Standards Option And PSO Overlay” and chapter 18.3.11 which is the “Water Resources Protection Zones (WRPZ)” The PSO overlay was covered in detail above with the responses to the approval criteria for outline and final plan. Similarly, WRPZ regulations were addressed in the third approval criteria for outline plan above as it addressed the identified wetland and its required buffer zone. The Planning Commission concludes that based on the foregoing that this approval criterion is met.

2.8.3 The third approval criterion for Site Design Review approval is with regard to the “**Site Development and Design Standards**” and provides: “The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.” The Planning Commission notes that as relevant to the Site Design Review approval the following chapters of Part 18.4 apply and are addressed below:

- 18.4.2 Building Placement, Orientation, And Design
- 18.4.3 Parking, Access, And Circulation
- 18.4.4 Landscaping, Lighting, And Screening

The application findings and other exhibits include detailed responses to each of the Site Development and Design Standards as well as comprehensive landscape, civil and architectural plans. The building orientation, proposed building materials, landscape plan and open space standards are all shown to be met. The Planning Commission concludes that with the foregoing, as well as the application materials fully considered, it can be found that this approval criterion is met.

2.8.4 The fourth approval criterion for Site Design Review approval is with regard to the **“City Facilities”** and provides: *“The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.”* The Planning Commission notes that this was discussed in great detail above in the fourth approval criteria for annexation above the development has considered all city facilities. The Planning Commission concludes that, based on the proposed facilities in the engineering plan and discussion above that this approval criterion is met.

2.8.5 The fifth approval criterion provides *“The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4.”* if certain circumstances are found to exist. The Planning Commission notes that in the present application they address a single exception to these standards to allow parking between the face of the building and the highway. The application explains that due to the site layout and the location of the wetland to provide vehicle access to the building necessitates locating the parking between the road and the building. The application findings explain that the building is over 200’ from the road, and the parking will ultimately be screened by both the parking lot trees and landscaping associated with the wetland. The Planning Commission notes that the shape and topography of the property, along with the resulting site layout, provide a sound basis for granting the exception. The Planning Commission conclude that based on the distance from the road, and the landscape and other screening elements that granting the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design. The Planning Commission concludes that based on the foregoing that this approval criterion is met.

The Planning Commission finds that it has addressed each of the five of the approval criteria for Site Design Review approval and finds that each have been satisfied.

2.9 The Planning Commission notes that following proper public notice, a public hearing was held on May 13, 2025, where testimony was received, and exhibits were presented. The Planning Commission deliberated, and a motion was made to recommend approval to the City Council. The recommendation to approve the application was subject to the conditions of approval in the Staff Report along with the following additional conditions of approval:

- Prior to any work within the right-of-way the civils plans shall be updated to show the actual property line of the property occupied by Anderson Auto Body and Paint (1383 Hwy 99, Map #39 1E 32 tax lot 1900) and how the proposed frontage improvements do not conflict with the existing parking area.

- Prior to any site work the final construction drawings shall show fire drives C and D as proposed to be 26ft-wide instead of 24ft.
- Prior to the City Council public hearing and first reading of the annexation Ordinance the applicant shall demonstrate that the Property Line Adjustment has been approved by Jackson County.
- That condition of approval #6 identified in the Planning Staff Report dated 5/13/2025 be amended to include the specific details presented by the applicant regarding the number of affordable units in each building.

2.9.2 The Planning Commission notes that the record includes the applicant's submittal, the Staff Report, as well as the testimony received at the public hearing, each of these by their reference are incorporated herein

2.9.3 The Planning Commission finds that there is substantial evidence in the record to make findings that each of the criteria of **approval** for annexation, Outline and Final Plan, and Site Design Review have been met.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearings on this matter, The Planning Commission concludes that the request Annexation, Outline & Final Plan Approval and Site Design Review is supported by evidence contained within the whole record.

3.2 The Planning Commission hereby recommend approval to the City Council approval of the annexation. The Planning Commission conditionally approve both Outline and final plan for the subdivision, grants the exception to street standards, and also conditionally approve the request for Site Design Review, including the exception to allow parking between the road and the buildings, predicated on the ultimate approval of the annexation by City Council.

3.3 The Planning Commission additionally recommends including the following conditions of approval below:

- 1) That all proposals of the applicants shall be conditions of approval unless otherwise modified herein.
- 2) That any new addresses shall be assigned by the City of Ashland. Street and subdivision names shall be subject to City of Ashland review for compliance with applicable naming policies.

Prior to City Council approval and first reading of the ordinance for annexation of the property, the applicant shall provide:

- 3) A legal description of the properties to be included in the annexation prepared by a registered Professional Land Surveyor. The boundary shall be surveyed and monumented as required by statute subsequent to City Council approval of the proposed annexation.

- 4) A final, signed irrevocable consent to annexation as required in AMC 18.5.8.020.A.
- 5) A final, signed agreement to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510 as required in AMC 18.5.8.020.B.
- 6) A deed restriction agreement ensuring that any future development will occur in accord with the minimum required 90 percent of the subject properties' base density and to ensure that the development is in keeping with the approved development plan, as required in AMC 18.5.8.050.F and that development of the property shall comply with the affordability requirements for annexations in AMC 18.5.8.050.G including specific details on which units in which buildings will be reserved for affordable housing units reserved for those at or below 80-percent AMI
- 7) A deed restriction agreement that the required utility infrastructure and street frontage improvements required of annexation and approved herein shall be completed prior to issuance of any building permits.
- 8) The applicant shall demonstrate that the Property Line Adjustment submitted to Jackson County (File #439-25-00027-SUB) has been approved.

Prior to any work within the right-of-way, the applicant shall:

- 9) The applicant shall obtain required federal, state or regional approvals including but not limited to approvals from the Bureau of Reclamation (BOR), Talent Irrigation District (TID), Oregon Department of State Lands (DSL), Oregon Department of Transportation (ODOT & ODOT Rail), Rogue Valley Sewer Services (RVSS), Rogue Valley Transportation District (RVTD), or Central Oregon & Pacific Railroad (CORP) prior the commencement of site work on the property or within the rights-of-way.
- 10) The applicants shall provide evidence of permit approval to the city, including copies of all approved plans, for all work to be done within ODOT right-of-way prior to the commencement of work. Approved plans will need to correspond to the approval granted here, or modifications shall be requested.
- 11) The applicants shall also obtain any necessary plan and permit approvals from the City of Ashland Public Works Department/Engineering Division. The applicants shall obtain all required Public Works inspection approvals for work completed within City ROW.
- 12) The applicant shall obtain and provide evidence of any necessary permits or approvals from the Bureau of Reclamation (BOR) and/or Talent Irrigation District (TID) for any work within the "Billings Siphon" irrigation easement.
- 13) The applicant shall obtain and provide evidence of any necessary permits or approvals from Rogue Valley Sewer Services (RVSS) for the sanitary sewer connections to the RVSS system
- 14) The requirements of the Ashland Fire Department relating to approved addressing; fire apparatus access, fire apparatus access approach, aerial ladder access, firefighter access pathways, and fire apparatus turn-around; fire hydrant distance, spacing and clearance; fire department work area; fire sprinklers; limitations on gates, fences or other access

obstructions; and addressing standards for wildfire hazard areas including vegetation standards and limits on work during fire season shall be satisfactorily addressed in final civil drawings provided for permit review.

- 15) The applicant shall provide final electric service, utility and civil plans including but not limited to the water, sewer, storm drainage, electric, street and driveway improvements shall be submitted for the review and approval of the Planning, Building, Electric, and Public Works/Engineering Departments, Rogue Valley Sewer Services and Oregon Department of Transportation for approval prior to permit issuance. The street improvement plan shall include full designs with cross-sections consistent with city standards, except where exceptions have been approved herein. Street lights shall be included in keeping with city street light standards. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes; fire hydrant; sanitary sewer lines, manholes and clean-out's; storm drain lines and catch basins; and locations of all primary and secondary electric services including line locations, transformers, cabinets, meters and all other necessary equipment. Transformers, cabinets and vaults shall be located in areas least visible from streets, while considering the access needs of the utility departments. Any required private or public utility easements shall be delineated in the civil plans. All civil infrastructure shall be installed by the applicants, inspected and approved prior to the signature of the final survey plat.
- 16) The applicant shall submit a final electric plan including any necessary load calculations and locations of all primary and secondary services including transformers, cabinets, streetlights and all other necessary equipment. Transformers and cabinets shall be located in areas least visible from streets and outside of the sidewalk corridor and vision clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all lots prior to signing the final survey plat. With annexation, the property will no longer be served by Pacific Power and Light; service will be provided by the City's municipal electric utility and the necessary services to make this transition will need to be installed at the applicant's expense. This plan shall be reviewed and approved by the Planning, Engineering and Electric Departments prior installation.
- 17) A final storm drainage plan detailing the location and final engineering for all storm drainage improvements associated with the project shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions. The applicant shall provide evidence that this plan has been reviewed and approved by the Oregon Department of Transportation and Rogue Valley Sewer Services as well. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
- 18) Engineered construction drawings for the required street improvements from the existing terminus of the sidewalk south of the site near Schofield Street to the existing terminus of the sidewalk north of the site near El Tapatio shall be provided for review and approval by the Oregon Department of Transportation and the City of Ashland's Planning and Engineering Departments prior to any work within the street right-of-way or pedestrian

corridor. The property line of Anderson Auto Body and Paint located at 1383 Hwy 99, Map #39 1E 32 taxlot 1900) shall be clearly indicated on the civil drawings to demonstrate the proposed frontage improvements do not conflict with the existing parking. The required improvements shall be as described herein and illustrated in the applicant's civil drawings submitted with the application.

- 19) The final engineered designs shall include details of the transition from the existing sidewalks, and any additional right-of-way necessary to accommodate these improvements shall be provided through a right-of-way dedication if deemed necessary by the Public Works/Engineering Department or Oregon Department of Transportation.

Prior to any Site Work / Excavation, the applicant shall:

- 20) The tree protection plan (Sheet L1.1 of the landscaping set) shall be modified to include fencing around the entire wetland to ensure protection during construction and site work.
- 21) The Civil Engineering drawings shall be modified to show fire drives C and D be increased in width to 26ft-wide instead of 24ft.
- 22) The applicant shall provide evidence of concurrence from the Division of State Lands (DSL) for the wetland delineation including any wetland area in the ODOT right-of-way
- 23) The final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
- 24) Final construction drawings for the grading and erosion control plan shall be approved by Public Works which includes the location of all erosion control measures and silt fencing placement to protect the wetland and its protection zones during construction.
- 25) Permit submittals for common area and excavation permits shall include final lot coverage calculations demonstrating that lot coverage is to comply with the applicable 65 percent lot coverage allowance of the R-2. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.
- 26) The tree protection fencing and fencing to delineate and protect the wetland water resource protection zone shall be installed according to the approved plan, inspected and approved by the Staff Advisor prior to any site work, storage of materials, staging or issuance of a building or excavation permit. The tree protection fencing shall consist of chain link fencing six feet tall and installed in accordance with 18.4.5.030.C. No construction activity, including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles, shall occur within the tree protection zones.

Prior to final plat approval, the applicant shall:

- 27) The final survey plat shall be submitted within 12 months of this Final Plan approval and approved by the City of Ashland within 18 months of this approval.

- 28) The final CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plat. The CC&R's shall describe responsibility for the maintenance of all common use improvements including driveway, open space, landscaping, utilities, and stormwater detention and drainage system, and shall include an operations and maintenance plan for the stormwater detention and drainage system.
- 29) The approved Tree Protection Plan, Water Resource Protection Zone, and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the approved Tree Preservation and Protection Plan or disturbance of the Water Resource Protection Zones shall be considered violations of the Planning approval and subject to penalties described in the Ashland Municipal Code.
- 30) If fencing is proposed, a fencing plan which demonstrates that all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060, and that fencing around common open space, except for deer fencing, shall not exceed four feet in height. Fencing limitations shall be noted in the subdivision CC&R's. The location and height of fencing shall be identified at the time of building permit submittals, and fence permits shall be obtained prior to installation.
- 31) The final subdivision plat shall include the following:
- a. All easements including but not limited to public and private utilities, mutual access and parking, public pedestrian and public bicycle access, drainage, irrigation and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.
 - b. Any necessary easements for transit amenities shall be identified in the final plat submittal to allow for the placement of the Rogue Valley Transportation District (RVTD) bus stop, transit-supportive plaza and bus pull-out lane. The final easement details shall be mutually agreed upon with RVTD.
 - c. That the final subdivision name shall be approved by the City of Ashland.
 - d. That all infrastructure improvements associated with the annexation and subdivision including but not limited to utilities, driveways, street improvements including but not limited to all street lighting, and common area improvements shall be completed according to approved plans, inspected and approved.
 - e. That irrigated street trees selected from the Recommended Street Tree Guide and planted according to city planting and spaces standards shall be planted where park row planting strips have been approved, inspected and approved by the Staff Advisor.
 - f. That electric services shall be installed underground to serve all lots, inspected and approved. The final electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.
 - g. That the sanitary sewer laterals and water services, including connection with meters at the street shall be installed to serve all lots within the applicable phase,

inspected and approved. The applicant shall provide evidence from Rogue Valley Sewer Services (RVSS) that the sewer laterals have been installed and paid for with the plat submittal.

Prior to the issuance of any building permits, the applicant shall:

- 32) The building permit submittals shall include:
- a. Evidence that the Earth Advantage® certifications described in the application materials and necessary to satisfy the requirements for the conservation housing density bonus are being pursued.
 - b. Evidence that storm water from all new impervious surfaces and run-off associated with peak rainfalls will be collected on site and channeled to the storm water collection system or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.
 - c. The building permit submittals for each lot shall demonstrate compliance with the outdoor lighting standards in AMC 18.4.4.050.C including but not limited to directing outdoor fixtures downward and with full shielding to minimize excessive light spillover onto adjacent properties.
- 33) As required in AMC 18.3.9.040.A.4.b, if the development is completed in phases, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished (*i.e. prior to the issuance of the seventh certificate of occupancy*).

Prior to issuing a Certificate of Occupancy, the applicant shall:

- 34) Demonstrate that the bicycle parking facilities shall be installed according to the approved plan, inspected and approved. Inverted u-racks shall be used for bicycle parking. All bicycle parking shall be installed in accordance with design and rack standards in 18.4.3.070 prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing, and coverage requirements are met in accordance with 18.4.3.070.
- 35) Prior to the issuance of a final Certificate of Occupancy, the applicant shall provide evidence of having received the required Earth Advantage® certification for each unit/building.
- 36) That all exterior lighting shall be selected, installed and or shrouded to avoid directly illuminating adjacent residential properties. All lighting shall be verified to comply with this requirement prior to issuance of a certificate of occupancy.

Planning Commission Approval

Date

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT**

Before the Planning Commission – May 13, 2025

PLANNING ACTION: PA-T3-2024-00011
OWNER: Linda Zare
APPLICANT: Kendrick Enterprise LLC & Casita Developments LLC

LOCATION: 1151 Highway 99 N
38-1E-32 Tax Lot 1700 & 1702

ZONE DESIGNATION: County RR-5 (R-2 requested)
COMP. PLAN DESIGNATION: Multi-Family Residential

ORDINANCE REFERENCES:

18.2.2	Zoning Regulations and General Provisions
18.2.4	General Regulations for Base Zones
18.2.5	Standards for Residential Zones
18.3.9	Performance Standards Overlay
18.3.11	Water Resource Protection Zones
18.4.2	Building Placement, Orientation, and Design
18.4.3	Parking, Access, and Circulation
18.4.4	Landscaping, Lighting, and Screening
18.4.6	Public Facilities
18.5.1	General Review Procedures
18.5.2	Site Design Review
18.5.3	Land Divisions & Property Line Adjustments
18.5.8	Annexations
18.5.9	Comp Plan, Zoning & LUO Amendments
18.6.1	Definitions

APPLICATION DATE: October 4, 2024
APPLICATION COMPLETE: April 1, 2025
DLCD NOTICE: April 7, 2025 *36 days in advance*
PUBLIC MEETING NOTICE: April 22, 2025 *21 days in advance*
MEETING DATE: May 13, 2025

120-DAY DEADLINE: (*Type III applications are not subject to 120-day limits)

PROPOSAL: A request for annexation of 8.53-acres of land for the property located at 1511 Highway 99 North, along with the adjacent Rights-of-Way (ROW) and railroad property. The application also includes a request for concurrent outline plan and final plan approval for a Performance Standards Option (PSO) subdivision consisting of nine lots for residential apartment buildings, and one common open space area. The Ashland Municipal Code (AMC) requires a two-step process for subdivision: first outline plan followed by final plan. For developments of fewer than ten lots, the outline plan may be filed concurrently with the final plan, which is the case in the present application.

The application also includes a request for a Site Design Review approval for ten apartment buildings and associated site improvements. Each building is proposed to have 21 one-bedroom apartments across three floors for 210 apartments in total. Annexations require that at least 25-percent of the base density be affordable housing. In the present application there are 24 proposed affordable housing units proposed at 80-percent area median income (AMI) to meet this requirement. This is discussed in great detail below in the seventh approval criterion of annexation. The affordable housing units are proposed to be spread throughout the development and will be constructed using identical materials and have an identical bedroom mix as the market rates units (all units are proposed to be one-bedroom).

I. Introduction

1) Background

In December of 2020, the City Council approved PA-T3-2019-00001 which was a request for annexation of 16.87 acres of land (Ord. 3194 12/15/2020). The application did not include Site Design Review or a subdivision proposal and instead included a conceptual future development plan. The approval of the annexation was appealed to the Land Use Board of Appeals (LUBA) where they sustained the first assignment of error and reversed the city's decision *Rogue Advocates v. City of Ashland*, __ Or LUBA __ (LUBA No. 2021-009, May 12, 2021)(*Casita I*).

In the *Casita I* final opinion LUBA held that “the city's decision improperly construed the relevant provisions of the AMC, and that the city may not rely on the exception standards to approve an annexation application that fails to comply with the applicable approval criteria.” Because LUBA held that the city's decision was prohibited as a matter of law, they did not resolve the second and third assignments of error. In response to this holding the City Council amended the Land Use Ordinance (LUO) to specifically allow variances and exceptions with an annexation (Ord. 3204 § 3, amended, 12/21/2021).

Following the amendment of the LUO another application was submitted. This application was PA-T3-2022-00004 and was a request for annexation of the same land but this time included a request for outline plan approval for a Performance Standard Option (PSO) Subdivision and Site Design Review for 230 apartments in ten buildings with a mix of studio and one bedroom units. The application received final city approval in December of 2022 (Ord. 3215 12/20/2022). Following the City's approval, the application was again appealed to LUBA where it was remanded back to the City. *Rogue Advocates v. City of Ashland*, __ Or LUBA __ (LUBA No. 2023-007, May 9, 2023) (*Casita II*).

In the *Casita II* final opinion LUBA found in favor of the city on the second and third assignments of error. The second assignment of error addressed the improvements proposed along the Highway 99 N frontage and if the application provided “safe and accessible bicycle and pedestrian facilities.” and if the findings were supported by substantial evidence. The third assignment of error raised concerns with the feasibility of installing the proposed frontage improvements. LUBA found that there was substantial evidence in the record to support the findings and denied the second and third assignments of error. However, LUBA sustained the second sub assignment of the first assignment of error, agreeing that the City's interpretation of

its provisions for allowing exceptions to on-street parking was inconsistent with the express language of the code*. LUBA also sustained the second sub assignment of the fourth assignment of error, which had to do with arguments regarding compliance with AMC 18.5.8.050(G)(3) which are the affordable housing standards for bedroom mix between the affordable and market rate housing and required minimum square footage†.

Following proper public notice on October 3, 2023, the City Council held a remand hearing to address the issues that were sustained on appeal. Because the application was subject to the ‘goal post’ rule (which has since been amended by SB5703) the applicant considered it impossible to proceed with remand proceedings as the application needed substantial modification. As a result, at the start of the hearing the applicant stated that based on legal advice from his attorney he requested to withdraw the application.

As it relates to the LUO and the regulations governing annexation, it should be noted that since the *Casita II* remand the Ordinance has again been amended to be compliant with Oregon’s Climate-Friendly and Equitable Communities (CFEC)‡ regulations which, among other things, removed the requirements for off street parking requirements city wide, and removed the requirement of on-street parking for Streets outside the City of Ashland’s jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT)(Ord. 3229 § 7, amended, 12/19/2023).

2) Present Application

The present application is for annexation of 8.53 acres of land and includes concurrent outline and final plan approval for a PSO Subdivision and Site Design Review for ten identical apartment buildings. Despite the fact that this application is for substantially less acreage to annex, fewer apartments, different bedroom mix, and includes final plan approval the applicant states that the application is “*the same as the ones approved before except for updating to the new Climate Friendly Act of the State of Oregon.*”§

While the specific details of the planning action are clearly different, it is true that a substantial portion of the project is identical or nearly identical in terms of street frontage and civil improvements as it relates to required capacity and the provisioning of “adequate transportation” for bicycle, pedestrian, and transit transportation. Because these have already been litigated in *Casita II* where LUBA held that the previous findings support the conclusion that “safe and

* At issue was that 18.4.6.020.B only authorizes exceptions to standards only within 18.4.6.040 et. seq., and the standard that the exception was being granted was within the PSO chapter at 18.3.9 which required on-street parking. The code has since been amended allowing exceptions to this standard.

† LUBA “agree[ed] with petitioner that the city council’s interpretation of AMC 18.5.8.050(G)(3) as being satisfied where the proposed square footages are “comparable” or “similar” to those set forth in AMC Table 18.5.8.050(G)(3) is inconsistent with the express language of AMC 18.5.8.050(G)(3), which provides that the proposed square footages “shall” comply with those set forth in AMC Table 18.5.8.050(G)(3).”

‡ the Climate-Friendly and Equitable Communities (CFEC) rules were developed by the Land Conservation and Development Commission (LCDC) in response to the March 2020 executive Order 20-04 directing state agencies to reduce greenhouse gas emissions. These were litigated and in March of 2024 the Oregon Court of appeals upheld 87 of the 89 rules. This was subsequently appealed to the Oregon Supreme Court where they denied review without explanation leaving the lower court’s decision in place.

§ Staff understand this to be a reference to the CFEC rules.

accessible bicycle and pedestrian facilities” could be provided and that those findings were supported by substantial evidence many portions from the previous findings will be repeated here.

The application was received on October 4, 2024. Because of the previous planning applications, the applicant included a request for an application fee waiver, which requires City Council approval. This essentially put the application on hold at the applicant’s request until the fee waiver could be put on the City Council agenda. In addition to the application fee upon review of the application materials it was determined there were other missing items as well. A formal notification was sent to the applicant on December 24, 2024, detailing the missing items and other deficiencies.

On February 4, 2025, the City Council reviewed the request for a fee waiver and partially approved the waiver of most of the application fees. Following the City Council meeting the applicant returned the ‘statement of completeness’ indicating that all of the missing information had now been provided, including the outstanding fees.

The application includes 83 pages of written findings and a number of additional exhibits including civil, landscaping, and architectural plans, and by their reference are incorporated herein as if set out in full. Also included with the application is a ‘tabulation spreadsheet’ addressing density, density bonuses, and affordable housing requirements. The application also includes:

- Surveys of both the proposed property line adjustment and subdivision plat
- Traffic Impact analysis and engineering memos.
- Letters regarding service capacity for all utilities
- Proposed CC&R’s for the Grand Terrace HOA
- Consent to annexation forms

All of these materials are on file in the office of Community Development and by their reference are incorporated herein.

3) Property Description

The subject properties are Tax lot #1700 & 1702 of Assessor Map 38-1E-32 and is addressed as 1151 Highway 99 North. The two lots combined are 16.86 acres; however, the application indicates that a Property Line Adjustment (PLA) has been proposed to increase the size of tax lot #1702 and that tax lot 1700 will not be part of the application (It is presumed that the PLA will be processed separately with Jackson County, because the properties are outside of the City of Ashland, we would be unable to approve such an application). With the approval of the PLA the proposed annexation would be for 8.53 acres not including the ROW. Staff have advised the applicant that if it is their intent to plat the subdivision and PLA concurrently, they should be sure to coordinate closely with Jackson County.

The subject property is located in Jackson County within the city’s Urban Growth Boundary (UGB). The current zoning within the County is RR-5 (Rural Residential, with a five-acre minimum lot size) and the city Comprehensive Plan designation is Multi-Family Residential.

The applicant proposes to annex the properties as R-2, a Low-Density Multi-Family Residential zoning which allows for a base density of 13.5 dwelling units per acre.

The property is situated between Highway 99 to the north and the Central Oregon & Pacific Railroad to the south. The property has approximately 900 feet of frontage along the highway. The property slopes to the north at roughly 6-percent dropping approximately 35-feet from the railroad down to the highway. The property is mostly vacant with the exception of a small residence that the County Assessor indicates was built in 1948. The residence is listed as 1,182 square feet and is indicated to be in poor condition. Following the completion of the proposed PLA the residence will remain in Jackson County.

In terms of natural features on the site the application materials explain that there is a delineated wetland that is approximately 0.1 acres. The application includes a detailed wetland delineation from 2018 and a 2021 update as well however these have not received concurrence from the Department of State Lands (DSL) which will be required as a condition of approval. The landscape and civil engineering plans show a 20' buffer around the wetland and no construction is proposed to encroach in the buffered area.

4) Details of the Proposed Development

The application is a proposal for annexation and concurrent outline and final plan for a Performance Standard Option (PSO) subdivision. The subdivision includes a total of nine-lots for residential development and a tenth lot of common area space. Because the proposal is an annexation there is also a requirement for affordable housing which is discussed further below. The application also includes Site Design Review for ten apartment buildings.

Each of the proposed apartment buildings has 21 apartments. The three apartments on the first floor are 587 square feet and are numbered units #1 - 3. The second and third floor each have nine apartments with units #4 – 12 on the second floor, and units #13 – 21 on the third floor. All units on the second and third floors are proposed to be 499 square feet with the exception of units #5 & #14 which are proposed to be greater than 500 square feet. While the notes are specific of which units are to be greater than 500 square feet, rather than show the actual location of the walls and where they would offset there is a dimensional notation in each porch area that says: “5’-10” or 6’-0”” and references a table called the “owner building unit number list” for the contractor to understand which units are meant to be slightly larger.

Note: The description above is with regard to the architectural plans originally submitted with the application. In review of the application Staff determined that with either of the proposed entry depths of either 5’-10” or 6’-0” result in apartments that are less than 500 square feet. Staff believe that this is the result of a rounding error: i.e. $5.833 \sim 5.8$, $4.333 \sim 4.3$; $5.8 \times 4.3 = 24.94$; $525 - 24.94 = 500.06$ square feet, when in fact the measurement is 499.72 square feet when using three significant digits.

On May 6th, as the staff report was being prepared for the packet deadline, the applicant responded to correspondence from staff and

provided, among other things, revised architectural drawings for buildings #1 and #5 (it is presumed that the other eight buildings are still proposed to be identical). These plans no longer include the owners building list or the variable dimensional notation, and instead shows unit #8 & 17 with an entry porch of 5'-8" (making them over the 500 square feet), and the remaining units with an entry porch of 5'-10" (which makes them just under 500 square feet). These drawings are included at the end of the application materials.

5) Residential Density

While the project is for 210 apartments for the sake of density with regard to the LUO the calculated density is less because of the size of the apartments. As stated above AMC 18.2.5.080.B.2 allows for units less than 500 square feet are counted as 0.75 dwellings units for the purposes of density calculations.

Within each apartment building five apartments are proposed to be greater than 500 square feet and therefore count as a whole dwelling. The other 16 apartments are to be less than 500 square feet and therefore count as 0.75 dwellings. When accounting for all ten buildings, there is a total of 50 units greater than 500 square feet, and 160 that are less than 500 square feet. This calculates to a density of 170 dwellings ($50 + (160 * 0.75) = 170$).

The proposed zoning for the property is R-2, which allows for a density of 13.5 dwelling unit per acre. The subject property is 8.53 acres and therefore has a calculated base density of 115.15 dwelling units ($8.53 \times 13.5 = 115.15$). The proposed density of 170 exceeds the base density but this is allowed through a leveraging of density bonuses as discussed in detail below in the first and sixth approval criteria for outline plan approval below.

6) Affordable Housing

As mentioned at the outset all annexations with a density of four residential units or greater are required to provide at least 25-percent of the base density as affordable housing. Affordable housing units are required to have a equal proportion to the number of bedrooms per dwelling unit in the market rate units and provides a table for the minimum square footage based on bedrooms. For one-bedroom units (as are all of the proposed units in this proposal) the affordable units must be at least 500 square feet.

As discussed above, the base density is 115.15. Therefore, the calculations are as follows: $115.15 \times 0.25 = 28.8$. Next, affordable units that that are restricted to households earning at or below 80 percent of the area median income have an equivalency value of 1.25 unit. Here the applicant is proposing to restrict the affordable housing to 80-percent AMI, therefore the affordable housing requirement calculates as follows ($28.8 / 1.25 = 23.02 \sim 24$). Therefore, the calculated 29 affordable unit requirement is satisfied by the provision of 24 units targeted to households earning 80-percent AMI or less.

Affordable housing is also required to be provided in accordance with the following phasing schedule. AMC 18.5.8.030.G4 requires that the applicant to provide a development schedule that

demonstrates that the affordable housing units shall be developed, and made available for occupancy, as follows:

- a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units
- b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.

Because the applicant intends to have at least two affordable units in each building the standard that requires all affordable units to have C of O prior to the issuance of the last 10-percent of market rate an exception to this standard is required and is addressed further below.

7) The 500-square foot threshold

Based on the discussion above regarding residential density and affordable housing it should be clear that the exact details of the apartments size* is very important for those two reasons:

1. AMC 18.2.5.080.B.2 provides that “Units less than 500 square feet of gross habitable area shall count as 0.75 units for the purposes of density calculations.”
2. AMC 18.5.8.050(G)(3) requires that “the minimum square footage of each affordable unit shall comply with the minimum required floor area based as set forth in Table 18.5.8.050.G.3, or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.” The table at 18.5.8.050.G.3 requires at least 500 square feet for one-bedroom units.

Based on the revised architectural drawings unit #8 & #17 are now shown to have a decreased entry porch to 5’-8” which calculates to a square footage of 500.44 which would then meet the standard at AMC 18.5.8.050.G.3 to be utilized as affordable housing.

With the apartments on the first floor exceeding 500 square feet this means that each of the identical buildings will contain five apartments that qualify for affordable housing, for a total of 50 units within the development.

II. Project Proposal – Annexation and PSO Subdivision

1) Annexation

The Purpose of the Annexations chapter is set out at AMC 18.5.8.010 and states: “The purpose of this chapter is to establish procedures and approval criteria for the annexation of land to provide for the orderly expansion of the City and public facilities and services, consistent with the

* AMC 18.6.1.030 provides the following definition for “Floor Area” – The area of an enclosed floor measured from the exterior faces of exterior walls or from the center line of walls separating two buildings.

provisions of the Oregon Revised Statutes (ORS) including ORS chapter 222 or successor state statute.”

AMC 18.5.8.030 provides that: “*all annexations shall be processed under the Type III procedure.*” A type III planning action is a legislative decision by definition. Legislative requests are not subject to the 120-day review period under subsection 18.5.1.090.B (ORS 227.178). Type III actions are reviewed by the Planning Commission, which makes a recommendation to the City Council. The Council makes final decisions on legislative proposals through the enactment of an ordinance.

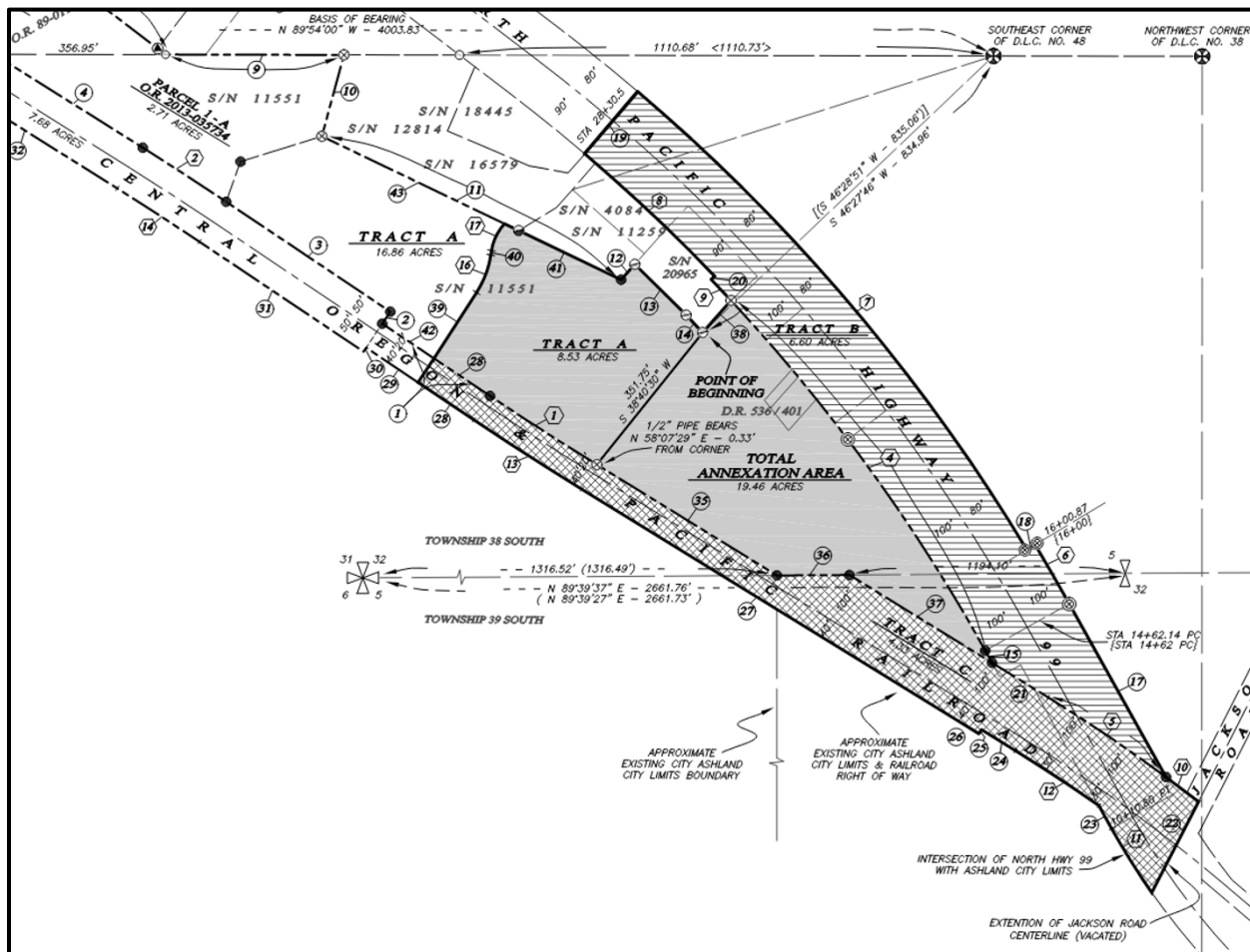
The approval criteria for annexation can be summarized as follows:

- A.** That the annexed area is within the City’s Urban Growth Boundary (UGB).
- B.** That the annexation proposal is consistent with the Comprehensive Plan designations.
- C.** That the annexed area is contiguous with the city limits.
- D.** That adequate City facilities are available as determined by Public Works.
- E.** That adequate transportation can and will be provided to serve the annexed area.
- F.** That the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone.
- G.** The total number of affordable units shall be equal to or exceed 25 percent of the base density as calculated and meet all the other requirements for affordable units.
- H.** This is a provision to allow certain properties to annex even if their development is not consistent with the Comprehensive Plan. *(Not applicable in the present case as the application is consistent with the Comprehensive Plan.)*
- I.** Exceptions and Variances to the Annexation Approval Criteria and Standards

The first criteria of approval for annexation are that the “*That the annexed area is within the City’s Urban Growth Boundary (UGB).*” The property is within the UGB as shown in the City geographic information system (GIS) and shown on the following page. The UGB runs along the North side of Highway 99 North and also along the western side of the subject properties demonstrating that the property is entirely within the UGB. This satisfies the first approval criteria.

The second criteria of approval for annexation are that the “*proposal is consistent with the Comprehensive Plan designations.*” As mentioned above, the comprehensive plan designation of the property is multifamily residential, and the property does not yet have an assigned zone. The application requests a zone change to R-2 which would be appropriate for the comprehensive plan designation of multifamily. AMC 18.3.9.050 which provides the residential density for a PSO subdivision. For the R-2 zone it specifies a residential density of 13.5 dwelling unit per acre which provides a base density of 115.15 dwelling units ($8.53 \times 13.5 = 115.15$). The present proposal leverages affordable housing, Earth Advantage, and open space density bonuses which are discussed further below, to exceed the base density for a total of 210 dwellings. Based on the allowed density bonus findings can be made that the proposed density of residential development, including the proposed affordable housing, is consistent with the Comprehensive Plan Designation. Staff conclude that based on the proposed number of dwellings, the size of the

property, and the requested zoning, that findings can be made that this approval criterion will be met.



The third approval criteria requires that “the annexed area is contiguous with the city limits.” In the present application it is proposed that the adjacent Rights-of-way along both the railroad and Highway 99 be included. With these rights-of-way included the annexed area is contiguous with the present city limits as shown on the previous page. The application submission requirements for annexation requires that it includes a “Boundary description and map prepared in accordance with ORS 308.225. Such description and map shall be prepared by a registered land surveyor...” (AMC 18.5.8.02). The application includes preliminary maps of both the property line adjustment and the subdivision as well as an ALTA / ACSM land title survey, however there is no map specifically of the land to be annexed along with the associated rights of way. Additionally, there is no explanation of the proposed platting process with the county, and if it is the intent to plat the subdivision and PLA concurrently or as separate actions, nor is there any mention of the land use approval for the PLA. Conditions of approval have been included below addressing these issues to be addressed prior to hearings before the City Council as the Ordinance would be incomplete without the map and legal description of the land to be annexed. Staff conclude that with the inclusion of the condition of approval below that findings can be made that this approval criterion will be met.

The fourth approval criterion for annexation is that “*Adequate City facilities as determined by the Public Works Department.*” The Public Works Department has confirmed that there are no concerns regarding the capacity of any City facilities. Additionally, both ODOT and RVSS have provided letters indicating that there are no concerns with regard to capacity. While there are outstanding items that need to be resolved for final engineering between the applicant and ODOT these are addressed through conditions of approval to ensure that those items are addressed.

What follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II*.

Water: The Water Division has noted that the property is not currently served by a water main, and a new main will need to be installed to connect to the existing city water system. The nearest point of connection is near the intersection of North Main Street and Highway 99 North. The civil engineering plans show a proposed 12” water main is to be installed. The water main terminates at a master water meter and PRV assembly. The plans show that the water main extends through the property connecting to each building and to each fire hydrant. The Water Division of the Public Works Department has indicated that with extension of a new main, and other proposed facilities there will be an adequate supply of potable water available to the site.

Sanitary Sewer & Storm Drainage: City code requirements typically necessitate that all utilities transition to city services with annexation, however in this instance the property is well outside and downhill of the city’s sanitary and storm sewer systems, and a significant extension of new services would be needed and all sewage and stormwater would need to be pumped. However, there is a “Cooperative Agreement/Urban Services Agreement” in place between the City of Ashland, Jackson County and the Bear Creek Valley Sanitary Authority - now Rogue Valley Sewer Service (RVSS) - which dates to November 8, 1995 and which provided that with annexation, the sewer district *shall* continue to provide an urban level of sanitary sewer and/or storm water services that it has historically provided to territory within the district’s existing limits and that the City and the sewer district may agree to joint provision of service to areas within the City or its UGB by contract, mutual agreement or other method. As proposed by the applicant here, RVSS will continue to provide these services to the subject properties after annexation, per the 1995 agreement.

RVSS has indicated that their sanitary sewer system has adequate capacity for the proposed development, and there is an eight-inch main in the right-of-way due north of the project site. On-site storm water drains to a roadside ditch that is within the state highway right-of-way and maintained by the Oregon Department of Transportation (ODOT). The proposed development’s physical improvements have been engineered to comply with the RVSS Stormwater Quality Design Manual, which is used by the City of Ashland, Jackson County and RVSS. The project Civil Engineer has determined the sizes and locations for on-site detention and treatment facilities.

Electric: The application explains that the property is currently served by Pacific Power, but that with the development the property will be served by the City of Ashland Electric Department with the installation of new electrical infrastructure by the applicant. The application explains that there is presently low-voltage city electric service in place to power street and landscape lighting in and around the central median at the railroad trestle overpass. With the proposal,

electric facilities are to be provided in or adjacent to the highway right-of-way to provide adequate infrastructure to the proposed development and future development in the vicinity, and an electric service plan has been provided with the application materials.

Staff conclude that based on the proposed facilities, the civil engineering drawings, and communication with both ODOT and RVSS that findings can be made that this approval criterion will be met.

The fifth approval criterion for annexation is that “*Adequate transportation can and will be provided to serve the annexed area*” for “*vehicular, bicycle, pedestrian, and transit transportation.*” As discussed above in *Casita II* the second and third assignment of error addressed the improvements proposed along the Highway 99 N frontage and if the application provided “safe and accessible bicycle and pedestrian facilities” and the feasibility to install them. LUBA held that the findings were supported by substantial evidence. As this has already been litigated what follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II* regarding this approval criterion.

The application materials explain that the subject properties abut Highway 99 N, which is under the jurisdiction of Oregon Department of Transportation (ODOT). Highway 99 N is designated by ODOT as an ‘Urban Fringe Highway’ and ODOT’s specific standards call for an eight-foot curbside sidewalk and a six-foot bike lane. City of Ashland Street Standards call for a six-foot bike lane, seven to eight-foot landscaped park row planting strip with irrigated street trees and a six-foot sidewalk. ODOT accepts the sidewalk buffered by a park row as required by the city standards as an alternative which exceeds the ODOT-standard eight-foot curbside sidewalk minimum standard. In addition to a Traffic Impact Analysis the application materials also include a “Technical Memo, Grand Terrace Development – Access Safety Evaluation” which provides detailed safety findings from the project’s Transportation Engineer.

The application explains that a 22-foot-wide paved access exists along the full frontage of the project site to the nearest fully improved collector or arterial street. The full improvement of the highway frontage adjacent to the development and in the annexed area is proposed to be improved to ODOT and city standards. The full frontage of the project site is proposed to be improved with bike lane, curb, gutter, seven-and-a-half-foot park row and a six-foot sidewalk, except for the portion of the frontage where the bus pull out and transit-oriented plaza are to be installed.

There are some areas where Exceptions to the Street Standards are requested due to topographical difficulties, utility encroachments, and physical encumbrances in the form of the railroad trestle, a drainage ditch, private driveway approaches and other private property encroachments. The proposal seeks Exceptions to the Street Design Standards for the sidewalk and bike lane under the overpass of the railroad trestle where a shared sidewalk will be installed, and where city standard sidewalks are not possible due to physical constraints, ODOT-compliant frontage improvements are proposed. In addition, on-street parking is not proposed.

The ODOT does not permit on-street parking on Highway-99 N, and as such none is proposed, nor is it a requirement as AMC 18.3.9.060.A.2 specifically exempts the requirements for on-

street parking on Streets outside the City of Ashland's jurisdiction as is the case here. Therefore, no exception to on-street parking is necessary as was the case in *Casita II*.

With regard to bicycle transportation, the application materials explain that Highway 99N which is an arterial street and state highway, currently has bicycle lanes buffered by striping along the frontage of the property, with bicycle lanes on both sides of the highway extending north of Valley View Road and south into downtown Ashland. The bike lanes are of typical width and the striped buffer along the frontage provides an additional measure of safety. The proposal maintains these bicycle lanes in accordance with City standards along the frontage with two multi-use path connections into the site. A crossing will be installed on Highway 99N at Schofield Street with pedestrian- or cyclist-activated rectangular rapid flash beacons (RRFBs) to support crossing Highway 99N near RVTD's northbound flag stop. The bicycle facilities that exist or will be provided as part of the annexation comply with the design and safety criteria for ODOT as the governing jurisdiction, and the applicant thus asserts that this criterion is satisfied.

In responding to the safe and accessible pedestrian facilities criterion, the applicant explains that there are currently no sidewalks along Highway 99N on either side of the street between the subject properties' frontage and Schofield Street to the south which limits pedestrian access and safety for north Ashland residents. The applicant proposes street frontage improvements including sidewalk improvements which comply with the design and safety criteria of ODOT as the governing jurisdiction, and as such asserts that this criterion is satisfied.

There are no interior streets proposed within the development; however, the site circulation system includes pedestrian connections between the public sidewalks along the highway, the apartments, parking areas and other areas of the site. These include two ADA-compliant multi-use paths through the landscape open spaces into the site from the north and the south along the highway frontage for pedestrians and bicycles, including the main entrance driveway with adjacent sidewalks that are also ADA-compliant.

To the south of the project, towards Ashland, the width of the highway is restricted to the single travel lane, bike lane and shoulder by the railroad overpass. The railroad overpass currently lacks any sidewalk or lighting, but a shared bicycle and pedestrian path with overhead lighting are proposed with final designs to be approved by ODOT. As an extra measure of caution, a vertical barrier will be provided at the curb has been proposed (although this is not a city requirement). This will provide a safer, well-lit area, increasing the comfort and safety over what currently exists. The applicant continues to work with ODOT Engineering staff on the details of the pedestrian crossing, and a condition of approval has been included to ensure that all improvements meet ODOT safety standards.

The application materials further explain that the applicant will be providing a high-visibility crosswalk across Highway 99N with Rectangular Rapid Flashing Beacons (RRFBs). The application further notes that mid-block crosswalks are dangerous, and RRFBs increase the safety of pedestrians and cyclists crossing when compared to a traffic signal. The application materials go on to indicate that studies have shown that RRFBs increase motorist yielding rates because the lights are controlled by the pedestrian's presence and will not go off until they are safely out of the crosswalk. The proposed RRFB crossing is to be placed between North Main

Street at Schofield Street, between the north- and south-bound bus stops. The RRFB crossing will provide a safe pedestrian and bicyclist crossing for all the residents in north Ashland where none existed before, both to access to Grand Terrace and to cross the highway to access these bus stops safely. The applicant notes that local ODOT authorities have given preliminary approval to install a crossing with RRFBs in this location, and that final approval will be subject to review of the final engineered designs by the regional office in Salem. The developer will be responsible for the design, cost and installation of the crosswalk and RRFBs.

Since the previous approval the applicant has done additional updates to the traffic analysis. The applicant has provided a letter dated December 11, 2024, from Sandow Engineering which states that “the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes.” The letter concludes that since the traffic volumes have not increased there is no need for additional traffic analysis.

Staff have been in contact with ODOT and understand that there are outstanding items as it relates to storm drain calculations, the technical details of the RRFB, and the proposed vertical barrier underneath the railroad crossing. A condition of approval has been included below that requires the applicant to receive ODOT approval and permits prior to any work being done in their right-of-way.

Staff conclude that based on the previous approved findings, proposed facilities, letters from RVSS and ODOT, the civil engineering drawings, and the conditions of approval included below, that findings can be made that this approval criterion will be met.

The sixth approval criteria for annexation is that *“the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone.”* As was discussed above, the application requests a zoning as R-2 multi-family. For the R-2 zone it specifies a residential density of 13.5 dwelling unit per acre. The proposed annexation is for 8.53 acres for a base density of 115.155. To ensure that the development occurs at least 90-percent the calculations are as follows: $8.53 \times 13.5 = 115.155 \times 0.9 \sim 103.6$ dwelling units. The application is for 210 apartments, which as discussed above, based on the number of units that are less than 500 square feet, the proposal is for a calculated density of 170. The density of 170 is greater than the requirement of 104. Therefore, Staff conclude that based on these calculations that findings can be made that this approval criterion will be met.

The seventh approval criteria for annexation is that *“The total number of affordable units shall be equal to or exceed 25 percent of the base density as calculated.”* Here the applicant has proposed to provide 24 apartments deed restricted to households earning at or below 80-percent of the area median income. The calculations are as follows: As discussed above the base density is 115.155. That calculates as follows: $115.15 \times 0.25 = 28.8 \sim 29$. The application materials propose 24 units targeted to households earning 80-percent area median income (AMI) or less. Affordable units at 80-percent AMI units have an ‘equivalent value’ of 1.25. To determine how many 80-percent AMI units are required to meet the calculated number of affordable units you take the calculated value, in this case 28.8 dwelling units, and divide by 1.25 which is the ‘equivalent value’ for units restricted to 80-percent AMI. The quotient provides the number of 80-percent AMI units required to meet that value which is then rounded up (28.8 affordable units / 1.25 the 80-percent

equivalent value = 23.02 ~ 24). Therefore, a total of 24 - 80-percent AMI units satisfy the 29 affordable units required.

Affordable units are required to be comparable in the mix of the number of bedrooms with the market rate units in the development. In the proposed application all 210 units are one bedroom satisfying this requirement. Affordable units are also required to meet the minimum required floor area based as set forth in Table 18.5.8.050.G.3 which requires a minimum square footage of 500 square feet for one-bedroom units. The only units that exceed 500 square feet are the ground floor units (30) and 2 other units in each building (20) for a total of 50 units that are large enough for affordable housing. The applicant is providing 24 affordable units, but it is unclear which specific units. A condition of approval has been added that the applicant will clarify exactly what units are to be utilities and deed restricted as affordable housing so that findings can be made clearly detailing which of the 24 units will be affordable.

The application states that there are no requested exceptions to the affordable housing standards, however based on the applicants intent to spread the affordable housing units throughout each of the ten buildings it is clear that the phasing standard are unable to be easily met and staff has determined that an exception to this standard will be required. Affordable units are required to be constructed so that *“Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.”*

The phasing standard above did not contemplate the development of apartment buildings that contain both market rate and affordable housing units. Because the applicant proposes to have the 24 affordable units spread throughout each of the ten buildings making compliance with this phasing requirement unworkable, and instead an exception will be required. AMC 18.5.8.050.G.6 provides that *“Exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5, above, may be approved by the City Council upon consideration”* of three different situations. The second of those is that *“That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion.”* Staff contend that the benefit of allowing construction of all buildings simultaneously is sufficient justification for the exception and also acknowledges that this allows having the affordable housing spread throughout the development.

Finally, there is a requirement that affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units. The proposal indicates that both market rate and affordable housing units will all be constructed using the same materials as it relates to the construction of the buildings and related furnishing.

Staff conclude based on the above that findings can be made that this approval criterion will be met.

The eighth approval criterion for annexation is a provision to allow properties to annex even if their development is not consistent with the Comprehensive Plan in particular circumstances and requires at least one of five standards to be met. The first of these is that *“The annexation*

proposal shall meet the requirements of subsection 18.5.8.050.B, above.” * The citation to AMC 18.5.8.050.B is the second approval criterion. As discussed above, the second approval criterion provides that the *“proposal is consistent with the Comprehensive Plan designations.”* Since the second criterion of approval was satisfied above then it follows that this eighth approval criterion is also satisfied.

The ninth and final approval criterion for annexation relates to requested exceptions. The present application includes certain exceptions to street standards that are discussed in detail below. If the exceptions are found to meet the relevant approval criteria and are approved, as is anticipated, then staff conclude that findings can be made that this approval criterion will be met.

Finally, the LUO requires that *“the applicant for the annexation shall also declare which procedure under ORS chapter 222 the applicant proposes that the Council use, and supply evidence that the approval through this procedure is likely”* (AMC 18.5.8.070). The application states that the annexation procedure outlined in ORS 222.125 should be utilized for the annexation and goes on to say that *“This procedure allows for annexation without the need for an election when all landowners in the proposed territory, as well as a majority of the electors, consent in writing. The applicant is the sole owner and can provide written consent within the annexation territory.”* Based on the fact that there is a single property being proposed to annex Staff conclude that findings can be made that this standard is met.

2) Performance Standards Option (PSO) Subdivision – Outline & final plan Approval

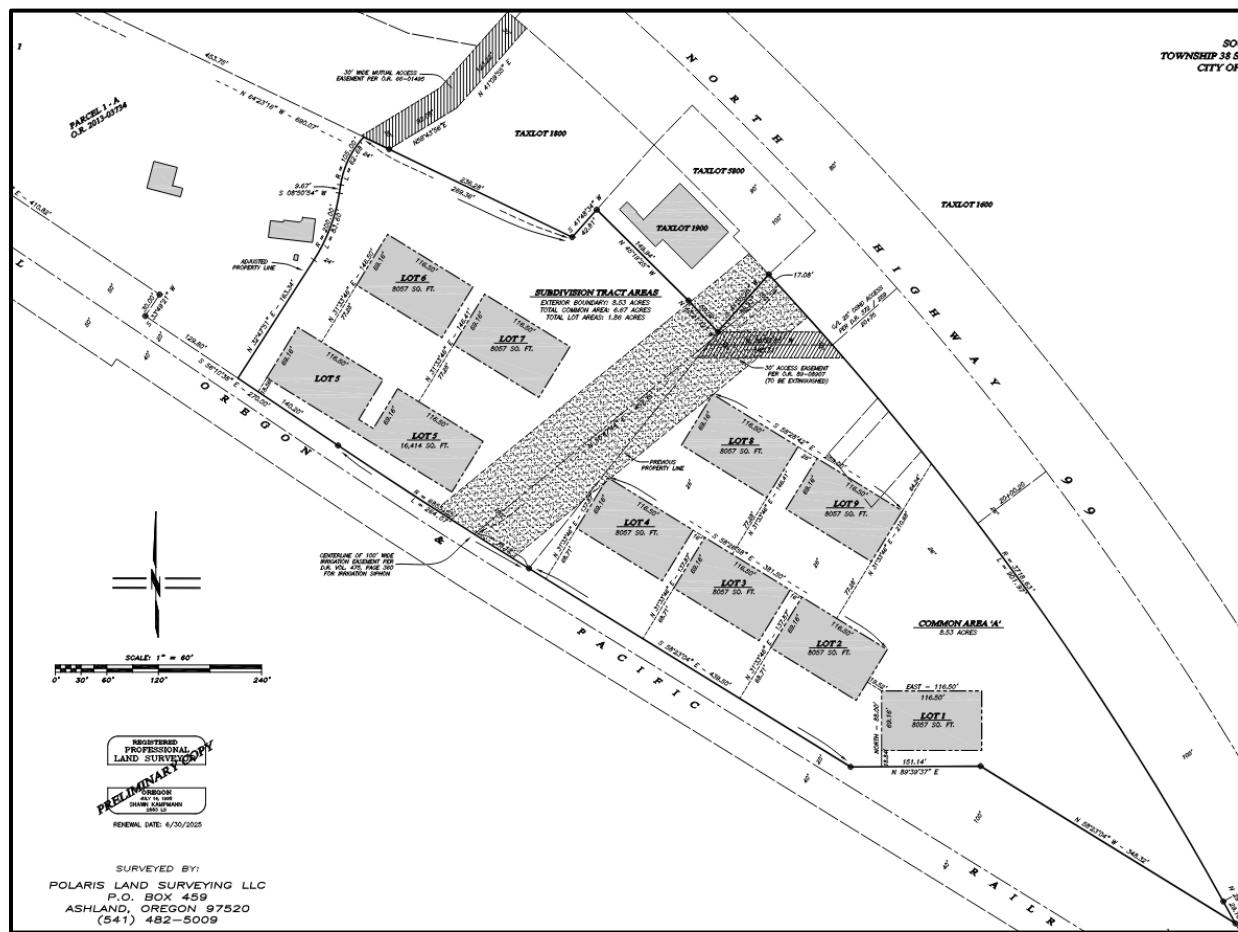
The Purpose of the Performance Standards Option is set out at AMC 18.3.9.010 and states: *“The purpose of this chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood.”*

The property is not within the PSO overlay however the code provides at AMC 18.3.9.030.D four situations where the use of the Performance standard are allowed. The first of these is that the property is greater than 2 acres and also greater than 200’ in average width. The subject property meets both of these requirements to utilize the PSO standards outside of the overlay.

* The other four options are for the situations where the annexation would be allowed even if the development is not consistent with the Comprehensive plan:

2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter 222 or successor state statute.
3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.
4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.
5. The proposed area for annexation is an island surrounded by lands within the City limits.

The proposal includes nine lots for the proposed apartment buildings (one lot has two buildings) and a common open space area. The preliminary subdivision plat is shown below:



The approval criteria for outline plan include eight items which are summarized as follows:

- 1) The development meets all applicable ordinance requirements of the city.
- 2) Adequate key City facilities can be provided including water, sewer, paved access, electricity, storm drainage, police & fire protection, and adequate transportation
- 3) The natural features, such as wetlands, floodplain corridors, ponds, large trees, are included in unbuildable areas.
- 4) The development of the land will not prevent adjacent land from being developed.
- 5) There are adequate provisions for the maintenance of common open space.
- 6) The proposed density meets the base and bonus density standards.
- 7) The development complies with the street standards.
- 8) The proposed development meets the common open space standards.

Next, we briefly address each of the approval criteria, and any needed conditions of approval to demonstrate compliance with the applicable standards.

The first approval criterion is that “*the development meets all applicable ordinance requirements of the city.*” This is an all-encompassing criterion that allows the Planning Commission to make findings that it has considered which City Ordinances are applicable and how their requirements have been met. The application materials explain that the proposal utilizes the Performance Standards Option Chapter 18.3.9, and that the development demonstrates compliance with the standards from AMC 18.3.9.050 – 18.3.9.070. The Staff notes that as a Performance Standards Options proposal, the application is not required to meet the minimum lot size, lot width, lot depth or setback standards of part 18.2.

First, we address AMC 18.3.9.050 which provides the base density and density bonuses for a PSO subdivision. This is also covered below in the sixth approval criterion but is repeated here as well. The R-2 zone has a density of 13.5 dwelling unit per acre, and the subject property is 8.53 acres for a base density of 115 ($8.53 \times 13.5 = 115.155$). The standards at AMC 18.3.9.050.B allow for density bonuses up to 60-percent. The bonuses can be earned for Conservation Housing (15-percent), additional common open space (10-percent), and for affordable housing (up to 35-percent).

The affordable housing shall receive a density bonus of two units for each affordable housing unit provided but not to exceed the maximum of 35-percent. In the present application there are 24 affordable units which in theory allows for 48 units of density bonus, however that would exceed the 35-percent allowed which calculates to 40 dwelling units ($115.16 \times 0.35 = 40.3$). The conservation housing shall receive a maximum 15 percent bonus is allowed. As is the present case one hundred percent of the homes or residential units approved are proposed to be certified as an Earth Advantage home, as approved by the Ashland Conservation Division under the City’s Earth Advantage program as adopted by Resolution 2006-06. This allows for 17 additional dwelling units in terms of bonus density ($115.16 \times 0.15 = 17.3$).

As was discussed above, the residential density of the project is 170 based on the number of units that are below 500 square feet. To determine the amount of density bonus required we divide the proposed density by the base density ($170 / 115.15 = 1.48$). Therefore, the project requires a 48-percent density bonus. While there is obviously density bonus from the surplus open-space the combination Earth Advantage, and affordability total 50-percent which exceeds the 48-percent required, for this reason we do not address potential open-space density bonus. Staff conclude based on the above that findings can be made that this standard will be met.

Next, AMC 18.3.9.060 provides the requirements for parking standards and requires that “*all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided*” with certain exceptions. In the present application the subdivision is not creating any city streets. While the highway does have proposed street improvements, it is outside of the City of Ashland’s Jurisdiction and is therefore exempt pursuant to AMC 18.3.9.060.A.2.

Finally, AMC 18.3.9.070 provides for the setback standards and building separation for a PSO subdivision. The Code requires that “*Front yard setbacks shall follow the requirements of the underlying district.*” The R-2 zone, which is the underlying zone requires a front yard setback of 15.’ Each lot for the buildings measure 69’ x 116.5,’ the proposed building footprints are 42’x

112.5.’ This provides a ‘front yard’ setback of 19’ exceeding the required 15’, and also an 8’ setback to the rear for porch areas.

The Code also requires that “*minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet.*” An examination of the site plan shows that the closest any building is to each other is 20-feet which exceeds that required maximum separation of 12-feet.

The Code requires that “*Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone.*” In the present application the front yard is along the highway frontage. Building five is the closest to the ‘front yard’ and it is measured to be over sixty feet away where a 15-foot setback would be required. Building seven and eight are the closest to what would be considered the rear yard and they are shown to be over forty feet away. The remaining yards would be considered side yards and require a six-foot setback. It is clear from the site plan that there is more than a six foot setback along the entire perimeter meeting this standard.

With the application materials fully considered staff concluded that findings can be made that all applicable ordinance requirements have been met, and that findings can be made that the first criterion of approval will be met.

The second approval criterion is that “*adequate key City facilities can be provided including water, sewer, paved access.*” As discussed in great detail above in the fourth approval criteria for annexation above the development has considered all city facilities. Staff conclude that, based on the proposed facilities, that findings can be made that this approval criterion will be met.

The third approval criterion is that “*the natural features, such as wetlands and large trees, are included in unbuildable areas.*” The primary natural feature on the site is a small wetland. The entire wetland is protected in the open space area, and it is shown that no development is proposed to encroach on the wetland. A condition of approval has been added below to modify the tree protection plan (Sheet L1.1 of the landscaping set) to include fencing around the entire wetland to ensure it protection during construction and site work. Staff conclude that with the inclusion of the condition of approval that findings can be made that this approval criterion will be met.

The fourth approval criterion is that “*the development of the land will not prevent adjacent land from being developed.*” The subject property is bordered on the western side by railroad property which prevents any further development. On the eastern side the property is either adjacent to the highway frontage or fully developed parcels. To the north is the vacant remnant of land that will retain its county zoning and is able to be developed in a limited manner under county regulations, however due to the steep topography it is unlikely that it will develop to urban levels. Staff conclude that findings can be made that this approval criterion is met

The fifth approval criterion is that “*there are adequate provisions for the maintenance of common open space.*” The application includes a Declaration of Covenants, Conditions, and Restrictions (CC&R’s) for the Grand Terrace Apartments which will be recorded concurrently

with the subdivision plat. The CC&R includes provisions for architectural control, landscape maintenance and other use restrictions. Staff conclude that with the creation of the HOA with binding CC&R's findings can be made that this approval criterion has been met.

The sixth approval criterion is that *"the proposed density meets the base and bonus density standards."* As discussed in detail in the first approval criteria above, the application is leveraging density bonuses for conservation housing, and affordable housing. As set about above the project has a base density of 115.15 and a proposed calculated density of 170 when considering the units below 500 square feet. This requires a 48-percent density bonus. As was explained above, the conservation housing and affordable housing bonuses total a 50-percent bonus which exceeds the bonus required. Staff conclude that the proposed 210 dwellings (regulated density of 170) are within the allowed base and bonus density standards and that findings can be made that this approval criterion will be met.

The seventh approval criterion is that *"the development complies with the street standards."* As was discussed in detail above in the fifth approval criterion for annexation, with the exception to the street standards being granted Staff conclude that findings can be made that this approval criterion will be met.

The eighth and final approval criterion is that *"the proposed development meets the common open space standards."* The proposed subdivision includes a single open space lot that is 6.67 acres. The subject property is 8.53 acres. This means that 78-percent of the subject property is being set aside as common open space lot not all of which is functional open space. The tabulation sheets indicate that 58-percent (214,277 square feet) of the total site will be dedicated to open space amenities including 'kid only play areas,' tennis courts, basketball courts, and a significant area of landscaped open space. These dedications obviously exceed the requirement of 5-percent. Staff conclude that findings can be made that this approval criterion will be met.

Lastly, the approval criteria for final plan are intended to ensure substantial conformance between outline plan approval and final plan approval when the two are requested as separate procedural steps. Where the two are allowed to be filed concurrently, as is the case here, there is no procedural separation between the two and the concurrent final plan proposal is identical to the outline plan in terms of number of dwelling units, yard depths, distances between buildings, common open spaces, building sizes, building elevations and exterior materials, standards resulting in density bonuses, and street standards. Staff conclude that findings can be made that this approval criteria for final plan are met.

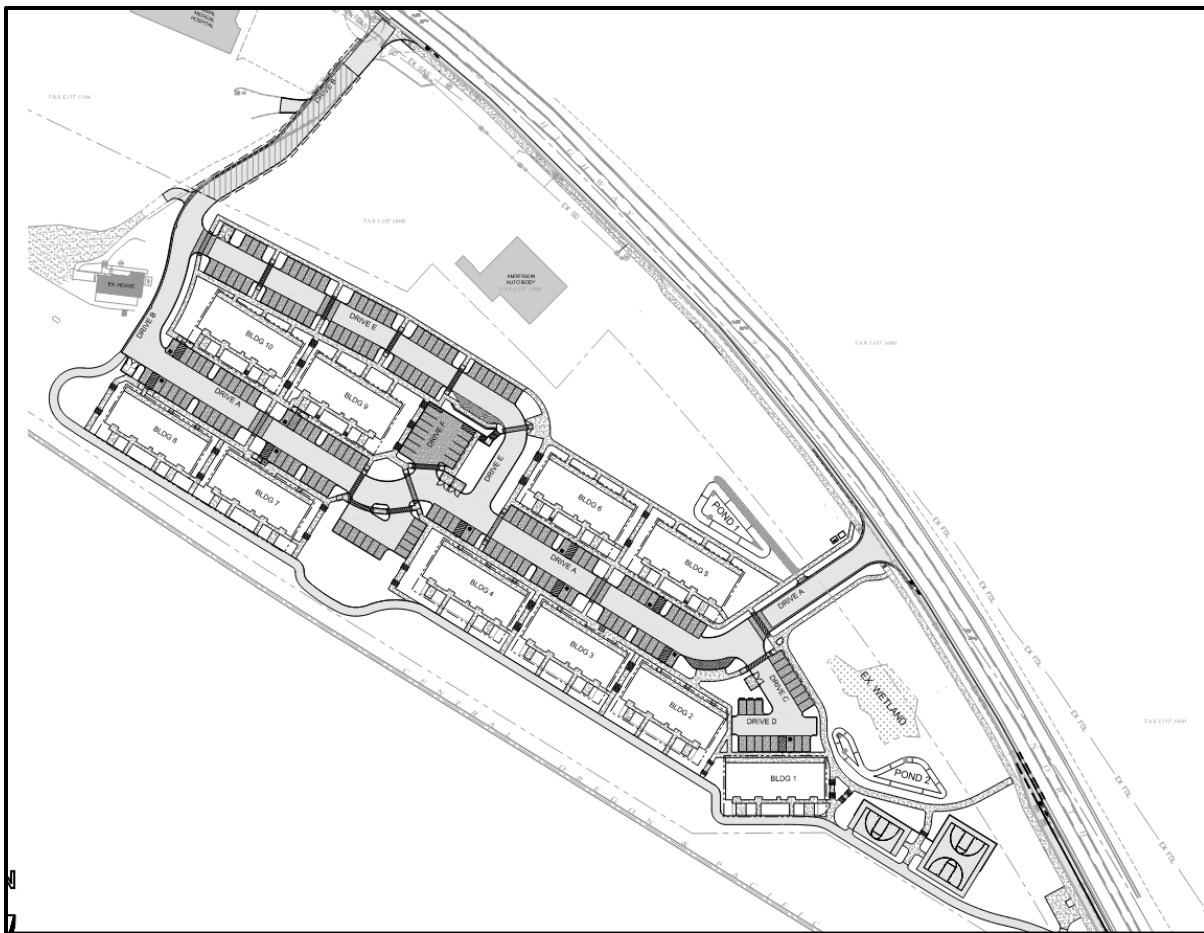
3) Site Design Review

Multi-Family housing requires Site Design Review. The purpose of Site Design Review at AMC 18.5.2.010 provides the following: *"The purpose and intent of this chapter is to regulate the manner in which land in the City is used and developed, to reduce adverse effects on surrounding property owners and the general public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout the City".*

The approval criteria for Site Design Review include five items which are summarized as follows:

- 1) The proposal complies with the underlying zone (part 18.2).
- 2) The proposal complies with applicable overlay zone (part 18.3)
- 3) The proposal complies with Site Development and Design Standards (part 18.4)
- 4) The proposal complies with the requirements for City Facilities in section 18.4.6
- 5) Addresses any required Exception to the Site Development and Design Standards.

The project site plan is shown on the following page. It shows the entire subject property area, proposed buildings, walkways, parking area, vehicle access & parking areas, and open space amenities.



The first approval criterion is that “*The proposal complies with all of the applicable provisions of the underlying zone (part 18.2).*” In terms of the underlying zone, multi-family residential is a permitted use outright, and the application, as has been discussed above exceeds the required minimum density, but also does not exceed the maximum density through the use of bonuses and the development of apartments that are under 500 square feet. AMC 18.2.5.030 provides the “unified standards for residential zones” including setbacks, and the maximum allowed lot coverage. In the R-2 zone the maximum lot coverage of impervious area allowed is 65-percent. In terms of total impervious area, the landscape plans on sheet L1.0 indicate that all impervious

area including driveways, parking areas, bike paths and buildings totals to 201,169 square feet (the total proposed area for annexation is 375,792 square feet), so the total lot coverage is 53.5-percent of the total project area and is less than the allowed limit of 65-percent. Staff conclude that with the forgoing findings can be made that this approval criteria will be met.

The second approval criterion is that “*The proposal complies with applicable overlay zone requirements (part 18.3).*” The overlay zones that relate to the subject property includes chapter 18.3.9 the “Performance Standards Option And PSO Overlay” and chapter 18.3.11 which is the “Water Resources Protection Zones (WRPZ)” The PSO overlay was covered in detail above with the responses to the approval criteria for outline and final plan. Similarly, WRPZ regulations were addressed in the third approval criteria for outline plan above as it addressed the identified wetland and its required buffer zone. Staff conclude that findings can be made that this approval criterion is met

The third approval criterion is that “*The proposal complies with the applicable Site Development and Design Standards of part 18.4.*” As relevant to the Site Design Review approval the following chapters of Part 18.4 apply and are addressed below:

- 18.4.2 Building Placement, Orientation, And Design
- 18.4.3 Parking, Access, And Circulation
- 18.4.4 Landscaping, Lighting, And Screening

The application findings and other exhibits includes detailed responses to each of the Site Development and Design Standards as well as comprehensive landscape, civil and architectural plans. The building orientation, proposed building materials, landscape plan and open space standards are all shown to be met, and staff conclude that with the foregoing, as well as the application materials fully considered, findings can be made that this approval criterion will be met.

The fourth approval criterion is that “*The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage.*” As discussed in great detail above in the fourth approval criteria for annexation above the development has considered all city facilities. Staff conclude that, based on the proposed facilities, that findings can be made that this approval criterion will be met.

The fifth approval criterion provides “*The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4.*” if certain circumstances are found to exist. In the present application they address a single exception to these standards to allow parking between the face of the building and the highway. The application explains that due to the site layout and the location of the wetland to provide vehicle access to the building necessitates locating the parking between the road and the building. The application findings explain that the building is over 200’ from the road, and the parking will ultimately be screened by both the parking lot trees and landscaping associated with the wetland. Staff believe that when considering the shape of the property and how the site layout relates to the topography and shape of the property that the reason for the exception is sound. Staff conclude that based on the distance from the road, and the landscape and other screening elements that granting the

exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design.

4) Public Input

Notice was filed online with the DLCD on April 7, 2025, which meets the required statutory deadline of 35 days prior to the first hearing. Notice was also posted on the property frontage and mailed to all properties of record within 200' of the subject property on April 22, 2025.

At the time of this writing a single written comment was received. The letter is general in nature and while it does have “grand terrace” written near the ‘regarding’ line there are no specific issues raised with the project other than the fact that it involves an annexation.

III. Procedural – Approval Criteria

1) Annexation

AMC 18.5.8.050 provides the approval criteria and standards for annexation:

An application for an annexation may be approved if the proposal meets the applicable criteria in subsections [A](#) through [H](#) below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection [I](#).

A. The annexed area is within the City’s Urban Growth Boundary.

B. The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area, including any applicable adopted neighborhood, master, or area plan, and is an allowed use within the proposed zoning.

C. The annexed area is contiguous with the City limits.

D. Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area. Unless the City has declared a moratorium based upon a shortage of water, sewer, or electricity, it is recognized that adequate capacity exists system-wide for these facilities. All required public facility improvements shall be constructed and installed in accordance with subsection [18.4.6.030.A](#).

E. Adequate transportation can and will be provided to serve the annexed area. For the purposes of this section, “adequate transportation” for annexations consists of vehicular, bicycle, pedestrian, and transit transportation meeting the following standards:

1. For vehicular transportation a minimum 22-foot-wide paved access exists, or can and will be constructed, providing access to the annexed area from the nearest fully improved collector or arterial street. All streets bordering on the annexed area shall be improved, at a minimum, to an applicable City half-street standard. The approval authority may, after assessing the impact of the development, require the full improvement of streets bordering on the annexed area. All streets located within annexed areas shall be fully improved to City standards unless exception criteria apply. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.

2. For bicycle transportation, safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Should the annexed area border an arterial street, bike lanes shall be constructed along the arterial street frontage of the annexed area. Likely bicycle destinations within a quarter of a mile from the annexed area shall be determined and the approval authority may require the construction of bicycle lanes or multiuse paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

3. For pedestrian transportation, safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multiuse paths to be constructed and connect to either or both the existing system and locations with significant pedestrian activity.

4. For transit transportation, should transit service be available to the annexed area, or be likely to be extended to the annexed area in the future based on information from the local public transit provider, the approval authority may require construction of transit facilities, such as bus shelters and bus turnout lanes.

5. Timing of Transportation Improvements. All required transportation improvements shall be constructed and installed in accordance with subsection [18.4.6.030.A](#).

F. For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone, unless reductions in the total number of units are necessary to accommodate significant natural features, topography, access limitations, or similar physical constraints. The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan. For purposes of computing maximum density, portions of the annexed area containing unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, slopes greater than 35 percent, or land area dedicated as a public park, shall not be included.

G. Except as provided in subsection [18.5.8.050.G.7](#), below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements:

1. The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein. The base density of the annexed area for the purpose of calculating the total number of affordable units in this section shall exclude any unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, water resource areas, slopes greater than 35 percent, or land area dedicated as a public park.

a. Ownership units restricted to households earning at or below 120 percent of the area median income shall have an equivalency value of 0.75 unit.

b. Ownership units restricted to households earning at or below 100 percent of the area median income shall have an equivalency value of 1.0 unit.

c. Ownership or rental units restricted to households earning at or below 80 percent of the area median income shall have an equivalency value of 1.25 unit.

2. As an alternative to providing affordable units per section [18.5.8.050.G.1](#), above, the applicant may provide title to a sufficient amount of buildable land for development complying with subsection [18.5.8.050.G.1.b](#), above, through transfer to a non-profit (IRC 501(c)(3)) affordable housing developer or public corporation created under ORS [456.055](#) to [456.235](#).
 - a. The land to be transferred shall be located within the project meeting the standards set forth in sections [18.5.8.050.G.5](#) and [18.5.8.050.G.6](#).
 - b. All needed public facilities shall be extended to the area or areas proposed for transfer.
 - c. Prior to commencement of the project, title to the land shall be transferred to the City, an affordable housing developer which must either be a unit of government, a non-profit 501(c)(3) organization, or a public corporation created under ORS [456.055](#) to [456.235](#).
 - d. The land to be transferred shall be deed restricted to comply with Ashland's affordable housing program requirements.
 - e. Transfer of title of buildable land in accordance with this subsection shall exempt the project from the development schedule requirements set forth in subsection [18.5.8.050.G.4](#).
3. The affordable units shall be comparable in bedroom mix with the market rate units in the development.
 - a. The number of bedrooms per dwelling unit in the affordable units within the residential development shall be in equal proportion to the number of bedrooms per dwelling unit in the market rate units within the residential development. This provision is not intended to require the same floor area in affordable units as compared to market rate units. The minimum square footage of each affordable unit shall comply with the minimum required floor area based as set forth in Table [18.5.8.050.G.3](#), or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.
4. A development schedule shall be provided that demonstrates that the affordable housing units per subsection [18.5.8.050.G](#) shall be developed, and made available for occupancy, as follows:
 - a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units.
 - b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.
5. That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units.
 - a. The exterior appearance of the affordable units in any residential development shall be visually compatible with the market rate units in the development. External building materials and finishes shall be substantially the same in type and quality for affordable units as for market rate units.
 - b. Affordable units may differ from market rate units with regard to floor area, interior finishes and materials, and housing type; provided, that the affordable housing units are provided with comparable features to the market rate units, and shall have generally comparable improvements related to energy efficiency, including plumbing, insulation, windows, appliances, and heating and cooling systems.

6. Exceptions to the requirements of subsections [18.5.8.050.G.2](#) through [18.5.8.050.G.5](#), above, may be approved by the City Council upon consideration of one or more of the following:

- a. That an alternative land dedication as proposed would accomplish additional benefits for the City, consistent with the purposes of this chapter, than would development meeting the on-site dedication requirement of subsection [18.5.8.050.G.2](#).
- b. That the alternative phasing proposal not meeting subsection [18.5.8.050.G.4](#) provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion.
- c. That the materials and amenities applied to the affordable units within the development, that are not equivalent to the market rate units per subsection [18.5.8.050.G.5](#), are necessary due to local, state, or federal affordable housing standards or financing limitations.

7. The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.

H. One or more of the following standards are met:

1. The annexation proposal shall meet the requirements of subsection [18.5.8.050.B](#), above.
2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter [222](#) or successor state statute.
3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.
4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.
5. The proposed area for annexation is an island surrounded by lands within the City limits.

I. Exceptions and Variances to the Annexation Approval Criteria and Standards. The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section [18.4.6.020.B.1](#), Exceptions to the Street Design Standards, or chapter [18.5.5](#), Variances.

2) Outline Plan

AMC 18.3.9.040.A.3 provides the approval criteria and standards for outline plan approval.

3. Approval Criteria for outline plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met:

- a. The development meets all applicable ordinance requirements of the City.
- b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and

significant features have been included in the common open space, common areas, and unbuildable areas.

- d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. There are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. The proposed density meets the base and bonus density standards established under this chapter.
- g. The development complies with the street standards.
- h. The proposed development meets the common open space standards established under section [18.4.4.070](#). Common open space requirements may be satisfied by public open space in accordance with section [18.4.4.070](#) if approved by the City of Ashland.

3) Final Plan

AMC 18.3.9.040.B.5 provides the approval criteria and standards for final plan Approval.

18.3.9.040.B.5. Approval Criteria for final plan. Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:

- a. The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.
- b. The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this ordinance.
- c. The common open spaces vary no more than ten percent of that provided on the outline plan.
- d. The building size does not exceed the building size shown on the outline plan by more than ten percent.
- e. The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.
- f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.
- g. The development complies with the street standards.
- h. Nothing in this section shall limit reduction in the number of dwelling units or increased open space; provided, that if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the common open space reduced below that permitted in the outline plan.

4) Exception to Street Standards

AMC 18.4.6.020.B provides the approval criteria for exceptions to the street design standards.

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the street design standards in section 18.4.6.040 if the circumstances in either subsection B.1.a or b, below, are found to exist.

- a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the

minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A; and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:

- i. For transit facilities and related improvements, access, wait time, and ride experience.
 - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
 - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safely and efficiently cross roadway; or
- b. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purposes, intent, and background of the street design standards in subsection 18.4.6.040.A.

5) Site Design Review

AMC 18.5.2.050 provides the approval criteria for Site Design Review approval.

An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.

- A. Underlying Zone. The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.
- B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part 18.3).
- C. Site Development and Design Standards. The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.
- D. City Facilities. The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.
- E. Exception to the Site Development and Design Standards. The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1, 2, or 3, below, are found to exist.
 1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty;
 2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards; or
 3. There is no demonstrable difficulty in meeting the specific requirements for a cottage housing development, but granting the exception will result in a design that equally or better achieves the stated purpose of section 18.2.3.090.

IV. Conclusion and Recommendations

Staff recommend that the Planning Commission recommend to the City Council approval of the annexation. Staff further recommend that the Planning Commission conditionally approve both Outline and final plan for the subdivision, grant the exception to street standards, and also conditionally approve the request for Site Design Review for the proposed buildings.

If the Planning Commission recommends approval of the application, staff recommends including the following conditions of approval below:

- 1) That all proposals of the applicants shall be conditions of approval unless otherwise modified herein.
- 2) That any new addresses shall be assigned by the City of Ashland. Street and subdivision names shall be subject to City of Ashland review for compliance with applicable naming policies.

That prior to City Council approval and first reading of the ordinance for annexation of the property, the applicant shall provide:

- 3) A legal description (*we have the map, but no legal description*) of the properties to be included in the annexation prepared by a registered Professional Land Surveyor. The boundary shall be surveyed and monumented as required by statute subsequent to City Council approval of the proposed annexation.
- 4) A final, signed irrevocable consent to annexation as required in AMC 18.5.8.020.A (*we have scans, need the original document*).
- 5) A final, signed agreement to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510 as required in AMC 18.5.8.020.B (*we have scans, need the original document*).
- 6) A deed restriction agreement ensuring that any future development will occur in accord with the minimum required 90 percent of the subject properties' base density and to ensure that the development is in keeping with the approved development plan, as required in AMC 18.5.8.050.F and that development of the property shall comply with the affordability requirements for annexations in AMC 18.5.8.050.G including specific details on which units in which buildings will be reserved for affordable housing units reserved for those at or below 80-percent AMI
- 7) A deed restriction agreement that the required utility infrastructure and street frontage improvements required of annexation and approved herein shall be completed prior to issuance of any building permits

That prior to any work within the right-of-way, the applicant shall:

- 8) The applicant shall obtain required federal, state or regional approvals including but not limited to approvals from the Bureau of Reclamation (BOR), Talent Irrigation District (TID), Oregon Department of State Lands (DSL), Oregon Department of Transportation (ODOT & ODOT Rail), Rogue Valley Sewer Services (RVSS), Rogue Valley

Transportation District (RVTD), or Central Oregon & Pacific Railroad (CORP) prior the commencement of site work on the property or within the rights-of-way.

- 9) The applicants shall provide evidence of permit approval to the city, including copies of all approved plans, for all work to be done within ODOT right-of-way prior to the commencement of work. Approved plans will need to correspond to the land use approval granted here, or modifications shall be requested.
- 10) The applicants shall also obtain any necessary plan and permit approvals from the City of Ashland Public Works Department/Engineering Division. The applicants shall obtain all required Public Works inspection approvals for work completed within City ROW.
- 11) That the applicant shall obtain and provide evidence of any necessary permits or approvals from the Bureau of Reclamation (BOR) and/or Talent Irrigation District (TID) for any work within the “Billings Siphon” irrigation easement.
- 12) That the applicant shall obtain and provide evidence of any necessary permits or approvals from Rogue Valley Sewer Services (RVSS) for the sanitary sewer connections to the RVSS system
- 13) That the requirements of the Ashland Fire Department relating to approved addressing; fire apparatus access, fire apparatus access approach, aerial ladder access, firefighter access pathways, and fire apparatus turn-around; fire hydrant distance, spacing and clearance; fire department work area; fire sprinklers; limitations on gates, fences or other access obstructions; and addressing standards for wildfire hazard areas including vegetation standards and limits on work during fire season shall be satisfactorily addressed in final civil drawings provided for permit review.
- 14) The applicant shall provide final electric service, utility and civil plans including but not limited to the water, sewer, storm drainage, electric, street and driveway improvements shall be submitted for the review and approval of the Planning, Building, Electric, and Public Works/Engineering Departments, Rogue Valley Sewer Services and Oregon Department of Transportation for approval prior to permit issuance. The street improvement plan shall include full designs with cross-sections consistent with city standards, except where exceptions have been approved herein. Street lights shall be included in keeping with city street light standards. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes; fire hydrant; sanitary sewer lines, manholes and clean-out’s; storm drain lines and catch basins; and locations of all primary and secondary electric services including line locations, transformers, cabinets, meters and all other necessary equipment. Transformers, cabinets and vaults shall be located in areas least visible from streets, while considering the access needs of the utility departments. Any required private or public utility easements shall be delineated in the civil plans. All civil infrastructure shall be installed by the applicants, inspected and approved prior to the signature of the final survey plat.
- 15) The applicant shall submit a final electric plan including any necessary load calculations and locations of all primary and secondary services including transformers, cabinets, streetlights and all other necessary equipment. Transformers and cabinets shall be located in areas least visible from streets and outside of the sidewalk corridor and vision

clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all lots prior to signature of the final survey plat. With annexation, the property will no longer be served by Pacific Power and Light; service will be provided by the City's municipal electric utility and the necessary services to make this transition will need to be installed at the applicant's expense. This plan shall be reviewed and approved by the Planning, Engineering and Electric Departments prior installation.

- 16) A final storm drainage plan detailing the location and final engineering for all storm drainage improvements associated with the project shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions. The applicant shall provide evidence that this plan has been reviewed and approved by the Oregon Department of Transportation and Rogue Valley Sewer Services as well. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
- 17) Engineered construction drawings for the required street improvements from the existing terminus of the sidewalk south of the site near Schofield Street to the existing terminus of the sidewalk north of the site near El Tapatio shall be provided for review and approval by the Oregon Department of Transportation and the City of Ashland's Planning and Engineering Departments prior to any work within the street right-of-way or pedestrian corridor. The required improvements shall be as described herein and illustrated in the applicant's civil drawings submitted with the application.
- 18) The final engineered designs shall include details of the transition from the existing sidewalks, and any additional right-of-way necessary to accommodate these improvements shall be provided through a right-of-way dedication if deemed necessary by the Public Works/Engineering Department or Oregon Department of Transportation.

That prior to any Site Work / Excavation, the applicant shall:

- 19) That the tree protection plan (Sheet L1.1 of the landscaping set) shall be modified to include fencing around the entire wetland to ensure its protection during construction and site work.
- 20) The applicant shall provide evidence of concurrence from the Division of State Lands (DSL) for the wetland delineation including any wetland area in the ODOT right-of-way
- 21) That a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
- 22) Final construction drawings for the grading and erosion control plan shall be approved by Public Works which includes the location of all erosion control measures and silt fencing placement to protect the wetland and its protection zones during construction.
- 23) Permit submittals for common area and excavation permits shall include final lot coverage calculations demonstrating that lot coverage is to comply with the applicable 65

percent lot coverage allowance of the R-2. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.

- 24) That the tree protection fencing and fencing to delineate and protect the wetland water resource protection zone shall be installed according to the approved plan, inspected and approved by the Staff Advisor prior to any site work, storage of materials, staging or issuance of a building or excavation permit. The tree protection fencing shall consist of chain link fencing six feet tall and installed in accordance with 18.4.5.030.C. No construction activity, including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles, shall occur within the tree protection zones.

That prior to final plat, the applicant shall:

- 25) That a final survey plat shall be submitted within 12 months of this Final Plan approval and approved by the City of Ashland within 18 months of this approval.
- 26) That final CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plat. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including driveway, open space, landscaping, utilities, and stormwater detention and drainage system, and shall include an operations and maintenance plan for the stormwater detention and drainage system.
- 27) The approved Tree Protection Plan, Water Resource Protection Zone, and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the approved Tree Preservation and Protection Plan or disturbance of the Water Resource Protection Zones shall be considered violations of the Planning approval and subject to penalties described in the Ashland Municipal Code.
- 28) If fencing is proposed, a fencing plan which demonstrates that all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060, and that fencing around common open space, except for deer fencing, shall not exceed four feet in height. Fencing limitations shall be noted in the subdivision CC&R's. The location and height of fencing shall be identified at the time of building permit submittals, and fence permits shall be obtained prior to installation.
- 29) The final subdivision plat shall include the following:
 - a. All easements including but not limited to public and private utilities, mutual access and parking, public pedestrian and public bicycle access, drainage, irrigation and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.
 - b. Any necessary easements for transit amenities shall be identified in the final plat submittal to allow for the placement of the Rogue Valley Transportation District (RVTD) bus stop, transit-supportive plaza and bus pull-out lane. The final easement details shall be mutually agreed upon with RVTD.

- c. That the final subdivision name shall be approved by the City of Ashland.
- d. That all infrastructure improvements associated with the annexation and subdivision including but not limited to utilities, driveways, street improvements including but not limited to all street lighting, and common area improvements shall be completed according to approved plans, inspected and approved.
- e. That irrigated street trees selected from the Recommended Street Tree Guide and planted according to city planting and spaces standards shall be planted where park row planting strips have been approved, inspected and approved by the Staff Advisor.
- f. That electric services shall be installed underground to serve all lots, inspected and approved. The final electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.
- g. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within the applicable phase, inspected and approved. The applicant shall provide evidence from Rogue Valley Sewer Services (RVSS) that the sewer laterals have been installed and paid for with the plat submittal.

That prior to the issuance of any building permits, the applicant shall:

30) That building permit submittals shall include:

- a. Evidence that the Earth Advantage® certifications described in the application materials and necessary to satisfy the requirements for the conservation housing density bonus are being pursued.
- b. Evidence that storm water from all new impervious surfaces and run-off associated with peak rainfalls will be collected on site and channeled to the storm water collection system or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.
- c. The building permit submittals for each lot shall demonstrate compliance with the outdoor lighting standards in AMC 18.4.4.050.C including but not limited to directing outdoor fixtures downward and with full shielding to minimize excessive light spillover onto adjacent properties.

31) As required in AMC 18.3.9.040.A.4.b, if the development is completed in phases, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished (*i.e. prior to the issuance of the seventhth certificate of occupancy*).

That prior to issuing a Certificate of Occupancy, the applicant shall:

32) Demonstrate that the bicycle parking facilities shall be installed according to the approved plan, inspected and approved. Inverted u-racks shall be used for the bicycle parking. All bicycle parking shall be installed in accordance with design and rack

standards in 18.4.3.070 prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing, and coverage requirements are met in accordance with 18.4.3.070.

- 33) Prior to the issuance of a final Certificate of Occupancy, the applicant shall provide evidence of having received the required Earth Advantage® certification for each unit/building.
- 34) That all exterior lighting shall be selected, installed and or shrouded to avoid directly illuminating adjacent residential properties. All lighting shall be verified to comply with this requirement prior to issuance of a certificate of occupancy.

To The City of Ashland Oregon

January 5, 2025

Proposal for 210 Rental Apartments and Request for the following:
Annexation Tax Lot 1702, Site Design Review, Exception to Site Design Standards, Street
Standards Exception, Performance Standards Option Subdivision, Preliminary Plat Approval

Applicant:	Kendrick Enterprise LLC Robert Kendrick Casita Developments LLC, member
Property Owner:	Linda Zare Casita Developments LLC, member
Project Name:	Grand Terrace
Property Address:	1151 HWY 99 N
Map & Tax Lots:	39S 1E 32 Tax Lots: 1700 & 1702
Comprehensive Plan Designation:	Multi-Family Residential
Zoning:	Jackson County Rural Residential (RR-5)
Adjacent Zones:	Ashland R-1-5; Jackson County RR-5, Jackson County General Commercial (JCGC) Exclusive Farm Use (EFU)
Project Owner:	Casita Developments 716 N Laurel St Ashland, OR 97520
Developer:	Kendrick Enterprise LLC 716 N Laurel St Ashland, OR 97520
Architect / Site Planning:	Design: Gary Caperna & Jenny Kueck

Architect Engineer:	Brian Mockridge, PE Mockridge Engineering PO Box 1395 Merlin, Or 97532
Civil Engineering:	Powell Engineering and Consulting Todd Powell 100 E Main Street, Suite O Medford, OR 97501
Landscape Architecture:	KenCairn Landscape Architecture 146 Central Avenue Ashland, OR 97520
Survey:	Polaris Surveying Pacific Crest Surveying
Building:	Taylor Elements Kyle Taylor

INCLUSIONS

COMPLIANCE LETTER COMPLIANCE LETTER

- A. PROPERTY INFORMATION
- B. APPLICATION HISTORY
- C. PROPOSAL SUMMARY

SUMMARY of ORDINANCE COMPLIANCE

- No 1 ANNEXATION 18.5.8
- No 2 SITE DESIGN REVIEW CHAPTER 18.5.2
- No 3 EXCEPTION TO SITE DESIGN STANDARDS
- No 4 PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6
- No 5 EXCEPTION TO STREET STANDARD CHAPTER 18.4.6.020.B
- No 6 PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3
- No 7 PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.
- No 8 BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2
- NO 9 PRE LIM-PLAT APPROVAL 18.5.3.030
- No 10 LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4
- No 11 18.4.4.070 OPEN SPACE
- No 12 18.4.5 TREE PROTECTION

ORDINANCE CRITERIA FINDINGS

- No 1 ANNEXATION 18.5.8
- No 2 SITE DESIGN REVIEW CHAPTER 18.5.2
- No 3 EXCEPTION TO SITE DESIGN STANDARDS
- No 4 PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6
- No 5 EXCEPTION TO STREET STANDARD CHAPTER 18.4.6.020.B
- No 6 PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3
- No 7 PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.
- No 8 BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2
- NO 9 PRE LIM-PLAT APPROVAL 18.5.3.030
- No 10 LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4
- No 11 18.4.4.070 OPEN SPACE
- No 12 18.4.5 TREE PROTECTION

END

EXHIBITS ATTACHED

Waiver Fee Request

CCR's Grand Terrace HOA

CONSENT TO ANNEX

LINDA ZARE

GENNESSEE & WYOMIN RAILROAD SERVICES

OREGON DEPARTMENT OF TRANSPORTATION

Grand Terrace Land Use Sets

Civil Engineering Powell Engineering

Architectural Engineering Mockridge Engineering

Landscape Architectural Kencaring Landscape Architectural

Landscape ANSI 300 Tree Design Compliance Letter

Landscape Parking Lot Tree Type

Oregon Department of Transportation

ODOT Letter Agree to Annex

ODOT Require Street Improvements Letter

ODOT RR Bridge Easement

ODOT TIA Approval

ODOT Traffic Study

Polaris Survey

Preliminary Property Line Adjustment Polaris

Preliminary Subdivision Map Polaris

Survey ALTA S-1, S-2, S-3

Rogue Valley Sewer Capacity Letter

Solar Equations Report

Criteria Letter Reference Site Tabulation "Density-Bonus Points"

Tabulation Bonus Points Analysis Report

Tabulations of Site Analysis Report

Traffic Engineer Sandow Engineering & Sage Fire Engineering

TIA Grand Terrace 8-5-19 w License Update

TIA Tech Memo Update Grand Terrace Access Safety Evaluation Signature Update

TIA Traffic Volumes Update 12-11-24

TIA Trip Evaluation Update 11-6-24 Signature

Transportation Meeting Committee Report Copy

Sage Fire Project Report

Environmental
Wetlands Delineation Report
Wetland Map
Wetlands Update Verification Report

*Please be advised that numerical data presented in the tabulation spreadsheet is deemed correct. In the event of any discrepancies between the figures in this narrative letter application and those in the tabulation spreadsheet table that the numbers in the spreadsheet should be considered the accurate representation of the data.

GRAND TERRACE APARTMENTS COMPLIANCE NARRATIVE LETTER

PROPERTY INFORMATION

The development proposal request is for approvals to Annexation, Site Plan Review, Performance Standard Subdivision, Outline Plan, Final Plan and Preliminary Plat Map, for the development of Grand Terrace a 210-apartment community.

The annexed property consists of parcel Lot 1702 on the south side of OR HWY 99, at 1511 Hwy. 99 N. It's served by the RVSS for sanitary and storm water services and electric service is currently from Pacific Power. The lot development area consists of 8.53 acres and abuts OR Hwy 99 property at the entrance of the City of Ashland. The lot's land area frontage is separated from the Hwy drive lanes for a depth of approximately 100 feet. The applicants parcel sits behind this separation and is approximately 900 feet along this frontage area. Behind the frontage, the applicant's development lot area slopes gently upland at about 5 degrees to the Central-Oregon Pacific Railroad (CORP) above.

The land separating the frontage from the highway consists of an earth berm that stands nearly 7' above the Hwy 99 street grade for the entire length of the applicant's property. Upon annexation the applicant will improve the ODOT land, and the high berms will be flattened and level with the applicant's land. The area will be improved with public facilities and landscaped. A Transit Plaza and bus pull out lane will be built in the area too.

The property has a current access easement that will serve as a secondary access point and a new main entrance driveway will be built along the frontage of lot 1702, 1,000 feet away from the existing easement driveway. The property is served by the Rogue Valley Sanitary Sewer Service (RVSS) District. The adjacent tax lots has a residential dwelling awaiting demolition. The development lot has a wetland of 4,606 square feet near and along the Hwy with a few trees and a delineation report is attached. The Bureau of Reclamation has an irrigation easement on the property that is 100-foot wide. No buildings are planned on the easement but only allowed parking and driveways.

The property is within the city of Ashland Urban Growth Boundary (UGB) and zoned Jackson County Rural Residential (RR-5), Low Density, Multi-Family Residential on the city of Ashland Comprehensive Plan. Adjacent properties to the east and north are within the UGB and zoned Jackson County General Commercial (GC). The properties to the south, include the railroad and Single Family Residential (R-1-5) properties immediate to the other side of the railroad up the hill side in the city boundary.

APPLICATION HISTORY

This proposal was last brought before this commission 12 months ago on a LUBA Remand Hearing and approved by the Planning Commission. It went to the City Council and was withdrawn and suspended by the applicant, after the applicant's attorney advised a remand item that applied to application dates and another post date law, or the Goal Post rule, would be overturned in another appeal causing more time and damages.

The commission and council first approved this application in 2020 and again in 2022 and 2023. The remand item by LUBA was based on a law that was not in effect at the time of the applicant's application. The new state law eliminated required parking. The law came into effect after the application was submitted in 2023. The new State law was created to reduce barriers to housing and improve the environment through the elimination of redundant parking. This is the Climate Friendly Equitable Communities Act CFEC. Consequently, another state statute on application dates and post application dates, the Goal Post rule, sunk the development.

Months later with the help of Pam Marsh the state legislature passed SB 5703 which amended the Goal Post rule and stipulates that an applicant can "opt in" if an application made before any land use laws are later made. The basis for their decision was the was that another application was "redundant and caused additional duplicate fees" and it wasn't fair.

The application has been approved by Ashland three previous times and this application is the same as the ones approved before except for updating to the new Climate Friendly Act of the State of Oregon. This is the same as "opting in" except we had to work redundantly and paying the same fees again. Another application and paying fees again is unjust.

Under 18.5.8.030 annexation require an accompanying planning application for the development of the entirety. The prior application included portions of tax lot 1700 that accounted for more acres than the development area of only 8.53 acres. The development size and area has not changed and is still the same. Tax Lot 1700 will be set aside for another separate application. With the adjustment from 13.75 acres to 8.53, twenty 24 affordable units are being provided at this time and the remainder of other 15 affordable units will be under a separate application with Tax Lot 1700.

PROPOSAL SUMMARY

This letter demonstrates the application complies to the criteria for the Grand Terrace development of 210 apartments located in Ashland's Urban Growth boundary at the north gateway of the city.

The following is a general summary of the ordinances criteria and how the application complies. Followed by a detailed list of each applicable ordinance and the applicants' findings complying with the various items in the applicable Ordinances. All development documents including a Traffic Impact Analysis, Land Survey's, Architectural Drawings of the Site and Building Plans and Civil Engineering drawings for the site and all offsite public utilities and pedestrian transportation plans are attached supporting the criteria. These plans are all final and construction ready.

The first item in the application is the Annexation and its criteria. The application for the annexed area is the acreage of the project. For annexation a dedication of 25% of the base density must be affordable rated. For renting units, they must be up to HUD standard of 80% of the area medium income. The units will be built and owned by the developer and dedicated affordable for 60 years. The units will be evenly distributed on a pro basis between all ten buildings.

Annexations require a Site Review. The development has not changed the site plan from the last application, buildings or any on and off-site work. The Climate Friendly Act changed the parking amount. Covering the parking area to reduce heat required larger trees and the area for the roots expanded and caused the loss of 44 parking spaces. Covered bike areas were in the act, but the application already had this in earlier applications. The Act also ask for the consideration of Multiple modes of pedestrian transportation which was already in the previous application. Pooled parking was required so 13 parking spaces were removed to make room for two van parking spots.

The Public Facilities Street Design Standards are included as before. There are multiple transportation options of sidewalks, crosswalks, bus stops, plaza, bike lanes, an RFB for pedestrians and bikes to cross the street and enter the development. These are still all the same as the last submittal, including the request for the exception to the standards due to the numerous natural and man-made physical impediments that prevent the standard street

improvements. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation and the Climate Friendly Act.

Of the few changes under the Climate Act parking standards, Units smaller than 750 square feet, or affordable housing where not subject to the requirement to providing on-street parking. The application includes the same Performance Standards Subdivision that included all small units below that level and all units are 500 sq ft units and less.

Another change is where parking is voluntarily provided the maximum number of voluntarily provided off-street automobile parking spaces for a multifamily development can be no more than two spaces per unit and this development has less than one space per unit. And no street parking.

Another is the requirement for bicycle parking. The number of spaces, how the spaces are constructed, protected and their location. There is no change to the application because bikes are in the same location as the new rule. The bike parking is sheltered and there is more than required. Electrical charging isn't required but it is included.

Next under the climate act is how the parking lot is treated for heat. To minimize the adverse environmental and microclimatic impacts over 50% of the areas is built with a lighter colored concrete with 40% shaded by trees. The areas include landscaped mediums and swales to divert the water toward capture areas, so storm water systems are not overburdened the water is released at nonpeak times. Captured water is treated before being released in a containment system built under the parking lots, and in open area retention ponds. There are 176 parking spaces and 75 have EV stations and two dedicated van pool parking spaces. Solar panels are added to the building rooftops for resident units' electric utilities.

Parking access and circulation is unchanged, and it still includes access at the main entrance and an additional access point several hundred feet to the north. The circulation criteria are the same and meet for the fire department requirements. Also, we made ADA parking greater than the federal standards and development includes 2 spaces per building.

Under our Performance Standards Subdivision submittal, we have nine lots under the apartment buildings.

There are two required steps to Performance Standards Options which include the approval of an outline plan and then later approval of a final plan. Under the PSO ordinance these can be completed individually or combined for concurrent review. This application is a combined proposal with a concurrent review of an outline plan and final plan. In conclusion the plans presented are full construction drawings for the entire development, "Final plan approval shall be granted upon finding of substantial conformance with the outline plan".

For purposes of calculation density of the development the City Ordinance uses an equivalent factor. For a unit that is 500 sq ft the equivalent factor is one 1. Where units are less than 500

square feet they are considered a three quarters .75 dwelling unit. The base density is 115.155 units, the development has 210 units one-bedroom units, and equivalent is 170 units. The density criteria is outlined clearly in the Tabulation Table.

The buildings are clad with a fire-resistant Nichia Vintage Blackwood & Poplar plank siding with white windows and doors. The main exterior elevation will have patios and dividers finished in cedar planks. Mesh stainless steel will join them all together with over 80% transparency allowing for full clear views, light and air.

An Exception to the Site Development and Design Standards is requested for parking spaces that are located between the building and the street of building No 1. The Wetland setback lines, and dedicated open space restricts the efficient layout for the building and parking area as designed through the rest of the site. The parking is 200 feet from the street with trees and wetland vegetation blocking their view and not visible from the street. They are also over 800 feet from the neighbors parking lot of Anderson Auto Body and does not affect them. The exception doesn't conflict with the intent city land use laws.

The proposed open space is 58%. Private Open Space is nearly 6% and required is 4%.

SUMMARY of ORDINACE COMPLIANCE

NO 1

ANNEXATION

The annexation approval criteria is to provide an orderly expansion of the City and public facilities and services. This application includes all the submission requirements including a consent to annex, an agreement to deposit amount to retire special districts debts, boundary description, written findings, the property owners' requests to annexation and a concurrent filing of a planning action. The annexation is in the UGB zoned R-2.

"The application requires an accompanying planning action for the development of the entirety of the annexed area". This application includes the Site Plan Review/Outline & Final Plan, Performance Standard Subdivision, Exceptions to Street Design, Lot Line Adjustment and Preliminary Plat Approval for proposed developed acreage in the annexed area.

As required adequate public facilities of water, electric, sewage, stormwater be available or can be installed as well adequate transportation facilities and the plans demonstrate that adequate public facilities are available and can be installed as well as adequate transportation facilities. Contiguity to the city boundary is made through the state procedure ORS 222.170 whose use will formulate compliance to approval criteria standards of chapter 18.5.8. 050 subsection C. where "The annexed area is contiguous with the City Limits."

Under AMC 18.5.060 “When an annexation is initiated by an applicant other than the city, the staff Advisor may include other land in the proposed annexation to make a boundary extension more logical. Along with the applicant’s property the staff advisor can include adjacent properties. This is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City’s Comprehensive Plan. Through its extension needed housing for the city is achieved through the use of the Urban Growth Boundary lands.

As prescribed by ORS 222.170 letters seeking consent for annexation by the applicant and property owners in the adjacent area have been sent to ODOT, the Genesee-Wyoming Railroad and the applicant. When more than half of the owners in the annexed area consent and they represent more than half of the land to be annexed and more than half of the assessed value to be annexed the requirement for annexation is satisfied. The annexation has been satisfied on all previous applications in 2020 and 2023 and again now in 2024.

Accompanying an annexation request is a Site design whose standards under chapter 18.4 are complied with as are building placement, parking access, circulation, landscaping, public facilities, solar access and trees. For city facilities the development will be using City Water and Electric and all improvements in the design documents will be dedicated to the city where requested. Sewer and Storm water is provided by RVSS through an interagency agreement and dedications will be in conformance with the terms of the agreement. The application includes a letter from the facility districts affirming there is sufficient water to meet the development’s needs. Storm and sewer are adequate through approval in writing from the RVSS district that the storm and sewer systems are adequate for the development.

For residential applications a plan must be provided demonstrating that the development of the annexed area will occur at the minimum base density of the development area. Twenty five percent 25% of that density is for affordable units to qualifying renting households earning at or below 80% percent the area median income.

The prior application included 13.75 acres of Tax Lots 1700 and 1702. This application is for 8.53 acres from Lot 1702. Tax Lot 1700 is not included in the annexation request or is it part of the development.

The total affordable units are derived from the zoning density. The area is zoned R-2 and density is 13.5 du/acre the development acreage 8.53 acres x 13.5 du/pa = 115.155 base density. Base density of 115.155 x 25% = 28.78units. For Affordable unit at 80% the equivalent factor is 1.25. The 28.78 units are divided by 1.25, $28.78 / 1.25 = 23.031$. These are rounded up to 24.

The applicant has the option to transfer land sufficient to build these units to a nonprofit but will instead build the units themselves. Retaining the units will result in a calculated subsidy at an estimated monthly cost of \$12,000, (in first year 2024). The cost of construction is over four million dollars. The units will be dedicated as affordable per the criteria for a term of 60 years.

The affordable are one bedroom 500 square foot units. All the units in the development are one-bedroom units measuring from < > 500 sq ft. The development consists of 10 buildings holding 21 unit each. Subject to financing and the Debt Coverage Ratio the affordable units will be equally distributed to all the buildings with the first affordable units starting in the first building. On average there will be 2.4 units per building or two to three units per building respectively. Neither market units or affordable units will be discernable or built any different than each other. The criteria for affordable units meet the HUD standards outlined in the ordinance.

NO 2

SITE DESIGN REVIEW CHAPTER 18.5.2

The proposed development will beautify the entryway of Ashland, and greatly benefit the local businesses and the environment. The purpose of site review is to regulate the manner land is developed, reduce adverse effects on surrounding property owners and the public and create an environment that is safe and comfortable, further energy conservation and enhance the environment for walking, cycling, and mass transit use, increase business activity and to ensure high quality development in the City.

The proposed development includes nearly a mile of pedestrian improvements including overhead lighting and sidewalks greatly enhancing the entry to the city. The development will be facilitating nearly 400 occupants. With pedestrian and mass transit opportunities of a bus transit plaza and two other improved bus stops, safe crosswalks, bike lanes, RFB at crosswalks for biking and walking safely across the highway to Grand Terrace will encourage the use of less carbon polluting transit means. This is a great benefit to our environment, neighbors the economy, Ashland and the public and finally the beautification of the gateway to the city of Ashland.

The development area is at the entrance to the city and is mostly avoided because its unsafe and at nighttime it's more dangerous. There are no safe Pedestrian or bike facilities that equal the standards of the city but only a ditch, a roadside strip on the highway shoulder with dirt and rocks with an exposed earth berm seven feet tall towering over the road and vehicles. For nearly a mile this condition continues with no sidewalks, driveways, curbs or pedestrian street lighting. This is the entryway of the city. The proposed development exceeds city standards, beautifies the entryway of Ashland, benefits the local businesses, protects the environment encourages multiple transit options that have no impact on the environment through walking, cycling, walking and mass transit.

The development acreage is 8.53 acres with onsite EV charging stations powering vehicles, bikes and solar panel rooftops powering 210 apartments. Ten Buildings are spread out over the site each covering an area of 6,251 sq ft, with 21 units in each.

The building areas and other impervious areas covers slightly over 52% of the site and includes 176 parking spaces, parkways, crosswalks, sidewalks and bike paths. The minimum coverage is

65% so the development is extremely more open than required. There are 20 dedicated spaces for ADA parking and 75 EV charging stations equaling 42% of the spaces. Driveways and parking surfaces are 49% asphalt, at 37,569 sq ft, and 38,112 sq ft, 50.3% of light-colored concrete that reflects heat making it cooler.

A Bus Stop, Pull Out Lane and Transit Plaza with overhead cover, lighting, seating and bike racks will be installed adjacent to the entryway.

The Building Height of the proposed buildings are two-story and ½ story apartments with walkout basement units. The buildings are less than 30' feet tall with orientation to the Hwy 99. The Architecture is compatible with the terraced site which has a 5% slope. The building lines are simple, clean, neat and functionally shaped with an orientation to capture the light. Exterior color tones are reflective making the air cooler. The design is a classical/contemporary with a design that is a traditional garden style apartment building. All siding is cement composite fire-resistant material and all units are fire sprinklered with mini split HVAC systems.

Site design review is required for residential uses and a plan is attached demonstrating how the improvements fit on the site and conforms to the criteria and standards. The basic plan, analysis, boundaries, drawings, grading and landscape plans are included with the application. The zone is R-2, it complies with development and design standards. Public facilities are included, and construction drawings demonstrate the feasibility. Because of the unusual aspects of the area the applicant is requesting an exception to the street standards an exception to street design standards.

No 3 **EXCEPTION TO SITE DESIGN STANDARDS**

“The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 under Chapter 18.5.2.050.E.1.”

Chapter 18.4 Building Placement, Orientation & Design

Part 18.4.2.030 Residential development

2. Limitation on Parking Between Primary Entrance and Street

“Parking areas shall be located behind buildings, or on one or both sides”.

An exception to the site design standards is needed for parking between building No 1 and the street. The Wetland setbacks lines, and dedicated open space restrict the layout for the building and the parking area can't be placed anywhere else.

The parking exception is over 200 feet from the street and not seen because it is screened by trees and the wetland vegetation that blocks the view of the parking from the street. There is only one neighbor Anderson Auto Body Paint shop. It's over 600 feet away and within this expanse are trees and multiple other landscape items obscuring the parking. There is no visual impact on this neighbor, or any other neighbors or the public. Furthermore, the development has nearly 53% of the site open and landscaped including the dedicated preserved wetlands. The exception is consistent with the intent of the standards.

NO 4
PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6

This chapter applies to all new development where public facility improvements are required consisting of pedestrian transportation facilities and utilities. The application includes all public improvements of electric, storm, sewer and water plans. The application includes a letter from the facility districts affirming there is sufficient water to meet the development's needs. The development will be using city water and electric while sewer and Storm water service is provided by RVSS through an interagency agreement.

Multiple pedestrian transportation options of new sidewalks, crosswalks, curbs and bus stops are being proposed. No new streets are being added but the applicant will be improving streets. Two driveways are included in the development with concrete aprons and a full commercial grade apron at the main entry where ODOT's safety standards are met for the ingress and egress to the highway.

The right of way where much of the improvements will go have hillsides outcroppings and wetlands which are being retained with block walls. Street trees, where possible, are within the landscape plan along the highway. Vertical six-inch curbs are included along with approved streetlights in accordance with the jurisdictional authority ODOT. The application plans also include a full bus stop, pull out lane, transit plaza, and all items requested by RVTd. For storm water surface runoff, a capture system of landscape islands and curbed with swales directing runoff to retention ponds and underground tanks are included in the plans. These are designed to release storm water after peak hours.

NO 5
EXCEPTION TO STREET STANDARD CHAPTER 5 CHAPTER 18.4.6.020.B.1

The approval authority may approve exceptions to the street design standards if there is a demonstrable difficulty in meeting the specific requirements due to a unique or unusual aspect of the site or proposed use of the site and the exception is the minimum necessary to alleviate the difficulty, and the exception is consistent with the purpose intent and background of the the standard and result in equal or superior transportation facilities and connectivity .

There are numerous natural and man-made physical impediments that prevent the standard street improvements. Currently the area is dangerous, and the proposed development area, and the surrounding area for almost a mile have no pedestrian transit facilities of crosswalks, sidewalks, curbs, bus stops and street lighting. The area is very unsafe and hazardous to pedestrians, bicyclist and motorist.

The applicant is installing new transit facilities that provide much more access to all areas in the area than before and other improvements that will reduce wait time and safety substantially. New crosswalks with RFB's will diminish the time waiting to cross the highway. Closer bus stops will reduce wait and street lighting added the area pedestrians will feel safer and be safer.

Sidewalks will provide access to the new transit plaza and the other adds bus stop. They will be closer and reduce time and increase safety and comfort. These new additions will create more opportunities for all forms of transit via the opportunity to access areas. The quality of the experience will increase by 100% and the approval of the exception will result in superior transportation facilities and connectivity.

PROPOSED IMPROVEMENT WITH EXCEPTIONS

An exception is requested where the exiting sidewalk terminates near El Tapatio Restaurant where private property squeezes into the right of way area leaving little room for full improvements. There is room to continue the 8-foot sidewalk, bike lane and buffer lane in approval with ODOT the jurisdictional authority for about 300' and for about the next 400', up to the Grand Terrace development property line abutting Anderson Auto Body.

From this point for over 300' a park row, sidewalks, bike lane and buffer lane will be built up to the main driveway entry of the development then another 320' will be added beyond the driveway. Here it will meet a bus pull out lane that narrows the width area again. The pull-out lane is needed for the safety of the bus entering the traffic. Because of the topography a pull-out lane and park row together won't fit. Standard sidewalks, curbs, bus lane, bike lane, buffer lane and drive lane will be built here. Along the pull-out lane a 6' retaining wall is needed in this area to accommodate these improvements and retain the outcroppings. The total area from the beginning of the pull-out lane, including the retaining wall is about 400' to the bridge.

From the bridge railroad trestle tunnel ODOT has proposed a state facility raised 6-foot sidewalk and curb. The curb has a mounted 3-foot concrete barrier providing safety to pedestrians and cyclist walking to the Grand Terrace development. Beyond the tunnel, an 8' foot sidewalk and curb will continue to N. Main Street for about 840' where another six-foot retaining wall will be added to maintain and protect city infrastructure facilities. Going to Schofield Ave., a full standard improvement will be built for about another 300'. Here a new crosswalk with a RFB to get safely across the street to catch the North and South Bound Bus will be installed. RVTB and ODOT have designed new hardscape surface areas on the North Bound side to safely and comfortably get on and off the bus. This should be very helpful for handicapped pedestrians and wheelchairs.

Pedestrians will have control of the crossing the beacon. By activating the Rapid Flashing Beacon all pedestrians can notify vehicles to stop to safely cross the street and access Grand Terrace by foot, bike and wheelchair.

The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza. The public will have opportunities for multiple forms of transit. The improvements will also change the roadside culture and

induce cars to lower their speed limit. The multiple transit options make for a safer environment by increasing the feeling of safety and security for pedestrians, cyclist and bus users. The proposed improvement which are an exception to the city standard comply with the standards of the jurisdictional authority, the Oregon Department of Transportation.

For Water, Storm Water and Electric the development will be using city water and electric. All these improvements are noted in the design documents. The utilities will be dedicated to the city where requested.

Sewer and Storm water services are provided by RVSS through an interagency agreement and any required dedications of improvements will be in conformance with the terms of the agreement. The application includes all public improvements including sewer and water plans and are submitted to the city engineer for review and approval. Any sizing requirements will be accommodated if needed in the existing application after the engineer's review.

The application includes a letter from the facility districts affirming the there is sufficient water to meet the development's needs. Adequate storm and sewer facilities are here and approved in writing from the RVSS district stipulating that the storm and sewer systems are adequate for the development. Storm and drainage plans are attached to the application for both the City Engineer and the RVSS District Engineer. All engineered utility plans are supplied to providers during the application permit process, most are reviewed concurrently during the design process.

NO 6

PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3

Where parking is voluntarily provided in the development it must meet the conditions of this chapter. Requirements include parking, vehicular and pedestrian access, circulation, and connectivity. The plans demonstrate the criteria are met including the added items from the developer. All ADA parking, emergency vehicle lanes, loading areas, dedicated van pool parking, a Bus Stop with a pull-out land, a transit plaza, sidewalks, curbs, trees, lighting, bicycle parking, EV charging stations and infrastructure, both pedestrian and multi modal paths throughout the site including paths from the public area to the development buildings.

For auto parking requirements a maximum of 2 spaces per unit are allowed and the development has less than one parking space per unit. For Bicycle Quantity Standards, one sheltered space per studio/bedroom is required and the development has 250 including electric charging out lets for safe charging bikes outside the building area. All are within 50 feet of the entrance of the building.

The amount of ADA parking exceeds the standards. They are immediately accessible to the entrance of the building and in most cases located nearest the dedicated handicap apartments whose total exceed the federal requirement. Predominantly flat, smooth and hard, ADA access roll up is made better from the parking area to the unit itself that has flat entrance areas. The

American with Disability Act requires 6 parking spaces for lots over 150 spaces. Grand Terrace has 186 parking spaces with 20 ADA spaces.

Bike parking is provided by separate sheltered parking booths on concrete or asphalt base. They are immediate to and visible from the unit front door and easily accessible. The location from the unit to the bike parking is under 50 ft distance from the building and not further than the closest vehicle parking space. Lighting is provided in the shelters along with electric for charging.

Auto parking is not located in front and side yard setbacks abutting a public street and no parking is in front yards or on the streets except as outlined in the exception because parking spaces are between the building and street and an exception is being requested for building No 1 where the vegetated wetlands constrains the design parameters.

Voluntarily provided parking areas and parking spaces meet all the minimum and maximums sizes. The back up distance of 22 feet is met. Pedestrians walking from their cars at long distances will walk by a variety of designs of buildings, landscape islands, breezeways, raised walkways, parkways and other street like features.

Sidewalks are safe with five feet and greater in width and curbs are six inches high. Curb ramps are located at all crossings with hash marked lines. Street trees are along the walkways, and pedestrian oriented lighting is in all pedestrian areas.

Parking lot areas include all parking spaces, driveways, circulation and maneuvering areas. They are designed to minimize the adverse environmental and microclimatic impacts with over 50% of the areas built with a lighter colored concrete with 40% shaded by trees. The areas include landscaped medians and swales to divert the water toward capture areas. Storm water systems are not overburdened during a storm and the runoff is released at non-peak times. The captured water is treated in a containment system before being released. These are built under the parking lots and in open area retention ponds. There's approximately 12,000 sq ft of containment tanks under the parking area.

A list of Parking Lot Trees is attached to the landscape plan that include trees from the City of Ashland Recommended Street Trees Guide.

A circulation system map for pedestrians and bicycles consisting of sidewalks, ADA pathway, multi-use paths, bike paths, bike parking, bus stop and pull-out lane, transit center with seating and bike parking, secured pathways under the bridge, a crosswalk with RFB, pooling and van parking areas are included in the application.

For all vehicles and emergency vehicles a circular system is designed in the plans to rotate vehicles around the development in a forward position without turning around. There are two dedicated pool van areas. Emergency vehicle access is made from two access points. The driveways meet the requirements for heavy equipped fire engines both in weight capacity and

in turn around standards. FD personnel have approved safe and unobstructed access to all buildings from streets, driveways, and walkways at the sides, front and rear of all buildings. For driveways and areas, the distance between the applicants' driveways is over 100 feet and none are as close as 24 feet, and over 100 feet from any intersection.

The subdivision meets the controlled access standards which can be made from two points. Separate egress and ingress is included with a turn lane in the street for safety and the lanes marked with center line paint. The street is already fully marked for left and right and turns along the frontage. The driveway design is clearly marked in all areas per code with clearly defined traffic areas and drive areas. The driveway accommodates two-way circulation, and the driveway meets the 20-foot width standard for two-way traffic and 22 feet back up distance.

Only one approach is at the developments frontage while the secondary one is over 800 feet away. The development frontage entry is safe and clear of other traffic from nearby driveways and there are no vertical clearance issues or Vision clearance obstructions from the driveways.

Because the residential development would be creating traffic onto the Highway, the city, by order of the ODOT the jurisdiction authority, was required to conduct a study from a detailed list of items by ODOT about the impact on the highway and its safety. This report is called the Traffic Impact Analysis or "TIA" and it's over 200 pages long replying and responding to all ODOT's points of authority. The city approved Sandow Engineering to conduct the study at the expense of the developer. ODOT reviewed the study, and several times required verifications and inspected the site themselves to verify. After a normal back and forth analysis the report was finalized and approved by ODOT. The report is attached to the application. It includes an analysis of the driveway safety. An approval letter is on file from ODOT to the City. The entrance criteria were exceeded, and it meets the safety standard for a clear line of sight, the ability to stop within a measured distance at a posted speed and time to react at the posted speed. All these measurements were met and approved by ODOT.

UPDATED TIA TRAFFIC COUNT: Since the TIA was done in 2019 three different traffic analysis were conducted in November and December of this year 2024. After adjusting for commuter traffic per ODOT's Seasonal Adjustment Methodology and the study being conducted at the peak season of the year they were compared to the volumes in 2019 and showed traffic at the major intersection of Hwy 99 and Valley View where 20% lower now than in 2019. The year over year reports show the predemic, pandemic and postdemic traffic for the highway also and projected growth of traffic is not as great as projected in 2019.

The main driveway grade is 5 percent far beneath the maximum standard and the secondary access driveway is 15% at the highest point for a short distance and is approved by the fire department for access and safety standards.

Driveways are designed to City standards. Lots and parcels conform to the lot standards of the applicable zoning district and the developments lots have been created through the Performance Standard Option and its criteria have been met through the PSO standards.

Driveway approaches are designed with concrete. All parking areas are designed for permanent marking of driveways and parking spots that are handicap and compact. All parking spots are designed for wheel stops to the specifications.

EVC infrastructure is included in the engineering plans. There are 76 car charging stations included in the design documents meeting the 40% criteria. The plans have site lighting throughout the development and all lighting is designed to be directed downward so not to glow into any neighbor property or night sky.

The development pedestrian plan demonstrates that a Continuous Walkway System extends throughout the development site, and to existing or planned off-site adjacent sidewalks, trails, common open space areas, bus stops and transit plazas. Walkways that cross a parking area or driveway are clearly marked with contrasting paving materials and is a raised/hump crossing area. All units have direct access to the exterior and sidewalks to other buildings, units, trash, parking and open space areas. Parking, units, buildings, trash, open spaces, bus stops, transit plaza all have direct safe avenues that are solid and well-lit at nighttime. All sidewalk walkways in the parking areas are built with curbs that have a raised 6-inch curb.

NO 7

PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.

The applicant is exercising the option to apply under the Performance Standards Option, Properties not located in the Performance Standards Overlay but meeting the requirements of section 18.3.9.030 may be processed under chapter 18.3.9. Performance Standards Option whose purpose is to allow an option for more flexible design, stress energy efficiency, architectural creativity, and innovation; use the natural features, provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood.

Grand Terrace development design meets this in the design of small flexible household units with open spaces, views, air, and multiple various transportation options that reduces energy and carbon generators. Using multiple buildings of apartments with individuality provides private entrances located directly to the exterior in lieu of corridors and halls, with private decks at opposing ends of the entrance with panoramic views of the surrounding areas. The high ceilings, more windows, solar panels, collecting power for the residents' electric utilities. This lowers cost, provides clean energy and reduces the environmental impact.

Geographically, the building utilizes the open terrace preserving natural features of the area leaving an abundant amount of open space for the occupants, neighborhood and city at large.

When placed at the entryway of the city, preserving the natural features of the area is significant. For neighbors the low profile of the buildings and large open areas preserve the

views of the open fields and the valley for everyone. For transportation and safety, the development provides all this and more especially where none existed before.

The goals of the chapter in using natural landscape, energy conservation and features to the greatest advantage is achieved.

The proposed development area is immediate to the entryway of the city in the UGB along Hwy 99 where Anderson Auto Body Paint and Paradise buildings are located. In the daylight the area is very distinguishable by the high dirt berms in the ODOT right of way along the drive lane. The development sets back about 100 feet from these berms and its frontage is 900 feet long. it includes the vegetated wetland with trees and is perpendicular to the berms. Upland from the berms and wetlands are visible open fields gently terraced to the Railroad tracks. From here it wraps northeast behind the paint shop and Paradise supply. An old farmhouse and barn sit up here. From here northerly another eight acres of forest and a Gulch are the backdrop for all the car lots along Hwy 99. This is all in the UGB and the forest is being preserved and maintained by the owners. Most is constrained and unbuildable.

Currently, at nighttime this entryway of the city along the highway is remarkably dark with no public facilities. For security the area is spotted with tall bright security lights glaring back on the commercial buildings and car lots. The light spills onto the north Ashland hillside neighborhood. The night sky is gone, and pedestrians are not visible, creating a dangerous situation.

While the frontage of the development is 900 feet, the improvements area is 3 times larger. It includes the restoration of standard public facilities and safe and multiple transportation opportunities. With the addition of critically needed rental housing it will put more eyes on the street.

The application is a combined proposal and follows the subdivision process for bonding, public improvements, and common areas creation. There are two required steps to Performance Standards Options and PSO Overlay approval, which may be completed individually or combined for concurrent review. 1. An application for an outline plan approval and 2. application for a final plan approval. An application with fewer than 10 lots may file a Final Plan concurrently as defined in 18.3.9.040.B.4 An outline plan is submitted here for subdivision approval, and it consist of less than 10 lots. Accordingly, the Outline Plan/ Final Plan are submitted here concurrently.

The development area contains 210 residential units. The units are spread among 10 buildings each consisting of 21 one-bedroom units per building. All units have HVAC systems mini split systems. There is no phasing, and the final plan are the construction ready plans for immediate development of the annexed area acreage. Financing is a combination of private equity and bank financing for construction and permanent loans after completion. A request for Preliminary Plat approval is for financial underwriting. Development is contemplated to begin shortly after all approval, jurisdictional and financing approval.

The site plan delineates more accurately the driveways walkways, parking, pedestrian and bike plan, public bus stop and plaza with seating and overhead cover with lighting. In combination, they demonstrate connectivity. The attached final Landscape Plan includes all trees existing and to be included in the construction of the landscaping.

Final plans for the development of offsite and onsite work are in the civil engineering plans and include water, sewer, drainage, electric, cable, and street improvements.

A full construction set of public facilities including water, electric, sewer and storm water facilities are on the plans conforming to the code. Required open space is indicated on the plan and the total area is double the required amount. The proposed utilities extensions to the subject property from the various public utility providers are through existing and proposed easements and street rights-of way surrounding the site. Written statements verifying capacity from the various service providers were already provided stating there is adequate capacity to serve the development.

The chapter stresses innovation, architectural creativity and efficiency. Breaking the multi units into individual buildings kept the development non imposing or monolithic and giving it a sense of intimacy and human scale achieves these goals. Geographically, its set on a terrace and spread out with abundant open space preserving and utilizing the natural features of the area. Occupant's view from the living space is oriented toward the valley and wide-open spaces.

The minimum base density required is met and the proposal conforms to the requirement. For open space the minimum amount required is 8% and the plan demonstrates the open space is greater than 50%. The goals of the chapter in using natural landscape and features to the greatest advantage and the wetlands along with an abundance of open fields are kept and protected, meeting the criteria. The plan outlines the site's significant natural features such as the wetland area in the development acreage. Large open spaces are included throughout the Grand Terrace site. Trees and landscape islands within the parking area and pedestrian walkways connect the apartment units to the site open spaces, the parking areas, the site sidewalks and the public pedestrian and transit improvements.

The Method of maintaining common and open space is with CC&Rs to regulate the use, appearance, and maintenance of the development which commonly include the buildings, common area spaces, driveways and parking lots.

The subject property development provides the opportunity for adjacent property to be developed for uses as shown in the Comprehensive Plan. Without this annexation, the north Ashland Urban Growth Boundary is prevented from future expansion and growth because the applicant is bringing utilities and transportation to the area that didn't exist before. This promotes the City's Comprehensive Plan, including existing residential subdivisions to the south, and commercial areas to the north.

Submitted with the application are final civil plans with street improvement plans with changes to the city street standards that includes a request for an exception to the Street Standards. The approval authority may approve exceptions to the street design standards of Chapter 18.4.6.040 “if there is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty”, see Section in 18.4.6.020.B.1.

The findings of the applicant showing that the development meets the criteria set forth in this ordinance and the Comprehensive Plan and this narrative along with all the plans and exhibits demonstrate the application meets the ordinance requirements. The design documents attached, and this letter are the findings demonstrating the development meets the criteria set forth in the ordinance and the Comprehensive Plan

These are the approval criteria for outline plan and the planning commission shall approve the outline plan when it finds all the above submissions have been met. The submittal meets all applicable ordinance requirements.

When an outline plan and final plan are filed concurrently, the criteria for approval of an outline plan shall also be applied. All application requirements for the final plan have been submitted and attached to this application and letter

The Approval Criteria for Final Plan shall be granted upon finding substantial conformance with the outline plan which means the outline plan meets the final plan criteria and doesn't change any more than 10%.

The density of the development conforms to the Chapter 18.3.9.050. The zone is R 2, and the density allowed is 13.5 du/acre based on the acreage of the project. The density cannot exceed this. The acreage of the project is 8.53 acres x 13.5 du/acre = 115.155 units.

Density Bonus and permitted density. The permitted base density shall be increased by the percentage gained through density bonus points. The maximum density bonus permitted shall be 60 percent (base density x 1.6).

Residential Density Calculations in R-2 zones is covered under Chapter 18.2.5.080.B.2. A unit that is 500 sq ft. the equivalent factor is 1 one. Where units that are less than 500 square feet they are considered as .75 of a dwelling unit.

Proposed unit mix and density is

50 >500 sq ft units, $50 \times 1 = 50$, and 160 <500 sq ft units, $160 \times .75 = 120$. $50 + 120 = 170$

The minimum allowed density is 90% of the base density.

Minimum Base density = $115.155 \times 90\% = 104$

Maximum Allowed Density is $115.155 \times 1.60 = 184$

Base Density with Bonus is $115.155 + 69 = 184$

Proposed Density is 170
(see tabulation table for calculations)

18.3.9.060 Parking Standards On-Street Parking Required

The proposed development is improving streets controlled by Oregon Department of Transportation on Hwy 99 and parking is prohibited. In accordance with 18.3.9.060. A.2. Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.

For setbacks: The proposal setbacks comply with the underlying zone, and it exceeds the front setback of 20 feet for the underlying district. The minimum separation between two buildings must be half of the height of the tallest building. Half the height of the building in the development is 15 feet and the distance between the building is 20 feet meeting the criteria. The Side yard of 6 ft and the Rear Multi Story 10 ft per story and 5 for half story setbacks meet the parent zoning criteria. The perimeter setbacks meet the standards for the zone.

Solar: Solar measurements are attached to the application and meet the criteria where applicable.

NO 8

BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4

A. 18.4.2 applies to residential development subject to 18.5.2 Site Design Review

The purpose is to enhance the environment to encourage alternative modes of transportation, such as walking, bicycling, and transit, an environment that is safe and comfortable, and natural surveillance of public spaces, or "eyes on the street," for crime prevention and security. Reduce dependency on the automobile for short trips, thereby conserving energy and reducing unwanted congestion. Support resource conservation and reusable energy generation, through solar, wind, and other renewable energy sources; and require high quality development that makes a positive contribution to the streetscape and maintains a sense of place that is distinctly Ashland.

-The colors of the building will be consistent with the earth tones of the area light colored to reduce heat.

-All parking is visible and a close walking distance to units, and no parking abuts a unit, and all ADA parking is immediately available to ADA units.

-All parking areas are adjacent to walkways and paths located for immediate access to residential units by paths, sidewalks and breezeways. Windows are plentiful to all residential units allowing the units to be surveyed if needed.

-Laundry rooms are centrally located at each building directly accessible to all units and have windows for light and safety.

- High standard installed hardware is included in all areas used and lived in along with well lit walkways and entry ways, common areas paths and walkways leading to cars and entryways will have security cameras. Assessable by residents and security companies.
- All lights will be installed for the safety of the residential occupants and oriented downward and not in any way to effect adjacent neighbors and the night sky.
- Light will be sufficient to monitor for safety of the residents and viewing of security systems.
- Concurrently all inclusion of larger trees will be to accommodate carbon reduction in the shading of driveways and parking areas and will be man size height.
- The buildings primary orientation is toward the street and driveways and are connected to the right of way via multiple approved walkways and meandering paths from units through the common area open space for both pedestrians and bicycle riders.
- Parking areas are located behind buildings, or on one or both sides. No parking is proposed between the buildings and the street, but due to the open space buffer around the wetland area it constricted the design of Building No 1 one where spaces are between the street and building because it could not be adjusted, but it is 200 feet back from the street and screened by the wetlands and trees. An acceptance is requested for this building.
- The proposed siding material are fire resistant fiber cement cladding with colors reflective of the area in Poplar and Blackwood plank siding. Six by eight patio doors at the end of the unit, with dividers between patios of a Polar slat wood and woven stainless-steel screens. The woven steel is strong, long lasting and allows over 80% transparency. Along the base of the buildings are poured concrete foundation base lines. The roof will be a "standing seam" metal roof to accommodate solar panels that power the units.
- There is one street tree selected from the street tree list placed every 30-feet of frontage for the portion of the property fronting the street.
- The landscape plan complies with landscape area coverage and is 52% of the area. The proposed is greater than the minimum required and preserving all the trees except one dead near the wetland buffer area.
- The site plan attached provides details of the common refuse areas compliant with AMC 18.4.4.040.A.1.b. and screened in accordance with AMC 18.4.4.030.G.1 and to meet the access needs of Recology.
- A Wetland Delineation Report was drafted by Pacific Habitat Services, Inc and the site plan demonstrates that the minimum required wetland buffer of 20-feet will be provided.

The common open space is nearly double the minimum required per 18.4.4.070 with a variety of landscape spaces and recreational open spaces. With the inclusion of the excess ODOT property the total sum of open space will increase by nearly another acre.

No 9 **Preliminary Plat Approval 18.5.3.030**

A final plat is required if lots are to be sold. Under 18.3.9 Performance Standards Option, 18.3.9.040 Review Procedures "o." stipulate that if lots are to be sold, a final plat is required similar to that required for of a subdivision, per chapter 15.5.3 Land Division.

Preliminary Plat Approval is a Type I procedure under Chapter 18.5.3. The Applicant has participating interest that will require individual Deeds, and the plat is required since lots will be segregated for security interest much like the requirements of a sale. The application for Performance Standards Subdivision is being requested and it complies with the Type II procedure.

NOTE 18.3.9.020 The Performance Standards option may be used to divide residential and non-residential zoned land.

The preliminary plat submissions under this section are submitted with the plans and all other criteria are under the PSO application. The proposal is submitting under the Performance Standards criteria and “developments subject to this chapter 18.3.9.020 are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

NO 10

LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4

This chapter applies to residential developments subject to chapter 18.5.2 Site Design Review. The minimum landscape area in the zone (R-2) is 8% of the developed area and the plan for the development is 16%. The standards of the chapter are met for all landscape areas, planting. A tree preservation plan is attached to the plans. An irrigation plan is included with the drawings. Water conservation plans are designed into the plans. Areas for recycling and refuge are included in the architectural, engineering and landscape plans. Outdoor lighting is throughout the development and all focused downward shown in the plan. Screening with any hedges and fencing is in the plan.

No 11

OPEN SPACE 18.4.4.070.

Section 18.4.4.070 establishes standards for open space and applies to residential developments that are subject to chapter 18.5.0, Site Design Review, and/or 18.3.9, Performance Standards Option and PSO Overlay. Density bonus Available for common and open area is one percentage point times the density for every additional point exceeding the base requirement of 8%. The common landscaped area and other open space is 58%. In the R 2 zone the landscape area minimum is 35% the proposed is 59%

Private Open Space minimum is 4% and the development has 6% and is not counted in the Open Space calculation.

No 12

18.4.5 TREE PROTECTION PLAN

A tree protection plan is included with plans for review by staff advisor concurrent with applications for Type I, Type II, and Type III planning actions. There are 23 trees greater than six inches in diameter at breast height (DBH) on or directly adjacent to the property.

ORDINANCE CRITERIA FINDINGS

No 1 ANNEXATION **ANNEXATION 18.5.8**

The Grand Terrace development is a 210-apartment community planned in the City of Ashland Urban Growth Boundary. Annexation is subject to meeting the following criteria.

1. Annexation 18.5.8.010 The purpose of this chapter is to establish procedures and approval criteria for the annexation of land to provide for the orderly expansion of the City and public facilities and services, consistent with the provisions of the Oregon Revised Statutes (ORS) including ORS chapter 222 or successor state statute. (Ord. 3204 § 3, amended, 12/21/2021)

Applicant: The following information is supplied to demonstrate the development complies with the criteria.

18.5.8.020 Application Submission Requirements

Except for annexations initiated pursuant to section 18.5.8.040, application for annexation shall include the following information.

A. Consent to annexation, which is non-revocable for a period of one year from its date.

Applicant: A non-revocable consent to annex has been provided by the property owner/applicant.

B. Agreement to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510.

Applicant: An amount sufficient to retire any special district debt will be deposited if determined necessary. The property is within the Rogue Valley Sanitary Services (RVSS) District

Boundaries. RVSS is a special district as defined by ORS 222.510. The property is served by an existing perpetual services agreement that was created in 1995 between the City of Ashland and the RVSS. This perpetual services agreement dictates that the subject property and properties in the vicinity be served by RVSS.

To the applicant's knowledge, there are no other special districts as defined in ORS 222.510.

C. Boundary description and map prepared in accordance with ORS 308.225. Such description and map shall be prepared by a registered land surveyor. The boundaries shall be surveyed and monumented as required by statute subsequent to City Council approval of the proposed annexation.

Applicant: A boundary description and map prepared by an Oregon Licensed Land Surveyor and in accordance with ORS 308.225 is provided with the application.

D. Written findings addressing the criteria and standards in section 18.5.8.050.

Applicant: All criteria to 18.5.8.050 is included with this filing and all attachments and exhibits referenced and submitted upon the application is part of the written findings.

E. Written request by the property owner for a zone change. Provided, however, no written request shall be necessary if the annexation has been approved by a majority vote in an election meeting the requirements of Section 11g of Article XI of the Oregon Constitution (Ballot Measure No. 47).

Applicant: The property owners under this proposal requests an annexation in conformance with the city of Ashland's zoning designation as noted in the Ashland Comprehensive Plan designation for the property, Low Density, Multi-Family Residential (R-2).

F. For annexation applications not initiated by the City, a concurrent filing of a planning application (e.g., Site Design Review, Subdivision, or Land Division) for the development of the annexed area.

Applicant: A concurrent filing for a planning action is included and they consist of the Site Plan Review/Outline & Final Plan, Performance Standard Subdivision, Exceptions to Street Design, Site Design standards, Lot Line Adjustment and Preliminary Plat approval.

18.5.8.030 Applicability and Review Procedure All annexations shall be processed under the Type III procedure. Except for City-initiated annexations, annexation applications require an accompanying planning application for the development of the entirety of the annexed area in accordance with applicable procedure and approval criteria in chapter 18.5.1. General Review Procedures concurrent with the annexation application.

Applicant: Type III reviews are considered by the Planning Commission, who makes a recommendation to City Council. The application includes the Site Plan Review/Outline & Final Plan review and approval, Performance Standard Subdivision, Exceptions to Street Design & Site Design standards, Lot Line Adjustment and Preliminary Plat approval for the entire annexed area including all required off site improvements. The documents include complete civil engineering and construction drawings for public utilities, connectivity infrastructure and transit facilities for bicycle, pedestrian, parking, driveways, and building plans for the development of the Multi Family development. These facilities include utilities and street improvements.

18.5.8.040 Initiation by City Council or Planning Commission the City Council or Planning Commission on its own motion may initiate a proposal for annexation. The applicable approval criteria and standards in section 18.5.8.050 shall apply to City-initiated annexation applications. Annexations initiated to address dangers to public health shall follow the process and be subject to the criteria in ORS Chapter 222 or successor state statute.

Applicant: The request for annexation is voted on by a majority of the landowner in the area including the applicants and is not being initiated by the City Council or Planning Commission.

18.5.8.050 - Annexation Approval Criteria and Standards An application for an annexation may be approved if the proposal meets the applicable criteria in subsections A through H below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection 18.5.8.050.I.

APPLICANT: Criteria and standards are addressed in this letter and the applicant agrees to abide to the conditions of approval imposed being the criteria and standards missed by the applicant.

A. The annexed area is within the City's Urban Growth Boundary.

Applicant: The annexed area is currently within the city of Ashland, Urban Growth Boundary as designated on the 1982, adopted Ashland Comprehensive Plan.

B. The annexation proposal is consistent with the Comprehensive Plan plan designations applicable to the annexed area, including any applicable adopted neighborhood, master, or area plan, and is an allowed use within the propose zoning.

Applicant: The annexation proposal is consistent with the Comprehensive Plan designation applicable to the area. The proposed zoning of the property is Low-Density, Multi-Family Residential (R-2) and is consistent with the designation indicated on the Comprehensive Plan Map. The proposed application is for the multi-family residential complex development project an allowed use within the R-2 zoning.

C. The annexed area is contiguous with the city limits.

Applicant: Consistent with Chapter 18.5.8.060 when and annexation is initiated by an applicant other than the city the Staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical". "The staff advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any other land other than the land for which the. Annexation is filed." The inclusion of the applicant's property, the railroad property, and the ODOT property (Hwy 99) is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan. An election by landowners in the area as prescribed by ORS 222.170 qualifies for the justification by staff advisors and is a legal annexation under state law.

ORS 222.170 The legislative body of the city need not call an election in any contiguous territory proposed to be annexed if more than half of the owners of land who own more than half of the

land in the contiguous territory and representing more than half of the assessed value of real property in the contiguous territory consent in writing to the annexation

ORS 222.170.4 Real property that is publicly owned, is a right of way, or railroad shall not be considered when determining the number of owners, the area of land or the assessed valuation required to grant consent to annexation under this section unless the owner of such property files a statement consenting to or opposing annexation with the legislative body. As noted, It can be found that the contiguity is created through the allowed Annexation procedure found ORS 222.170, and the application of AMC 18.5. 060..

D. Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area. Unless the City has declared a moratorium based upon a shortage of water, sewer, or electricity, it is recognized that adequate capacity exists system-wide for these facilities. All required public facility improvements shall be constructed and installed in accordance with 18.4.6.030.A

Applicant: The Comprehensive Plan, Urban Services, Chapter 9, states that the goal of the city is “To provide public utilities, services and facilities in an orderly, efficient and environmentally sensitive way and in sufficient quantity to meet city needs now and in the future.” (9.01.03) The application includes infrastructure plans for all utilities under this chapter which have previously been found to comply with this requirement. There is an existing approved service district facilities in the area and there are agreements between the jurisdictions to service the area. The Comprehensive Plan, Urban Services, Chapter 9, states that the goal of the city is “To provide public utilities, services and facilities in an orderly, efficient and environmentally sensitive way and in sufficient quantity to meet city needs now and in the future.” (9.01.03) The Water Supply and Services section states the goal of the City of Ashland is “To provide sufficient water supply for Ashland citizens” (9.03.04). Through the annexation of the subject property and the proposal to extend the water main to the proposed driveway where the meters are proposed achieves the Comprehensive Plan Goals of the City of Ashland.

PUBLIC UTILITIES:

Water: The proposal is to extend the City of Ashland, eight-inch water main within the Hwy. 99 N, ODOT right-of-way to the property. Presently, a 12-inch water main terminates in the Hwy. 99 right-of-way, approximately 766-feet south of the subject property frontage. The proposal requests extension of the city of Ashland water main as a public facility within the ODOT Highway right-of-way to the property under the railroad property through easement and connecting to the ODOT right-of-way where a private line will be extended through the site. In addition to the domestic services, an irrigation service meter will be installed. Adequate fire hydrants are proposed. The fire hydrant locations are provided on the civil engineering plan set (Overall Site Utility Plan, Pg. C5.0). There are substantial water pressures in the area and according to the Water Division Supervisor, pressure reduction valves (PRV) will be necessary.

The city of Ashland Public Works Department requires that the municipal water system be engineered by the current, contracted public utility water system engineers of record for Ashland. This is understood by the property owner, and the project civil engineer is working with this company. The proposed landscape plan provides for water conservation planting techniques wherever possible.

Sanitary Sewer: The property is within the Rogue Valley Sanitary Sewer Service District boundary. The existing site is connected to the RVSS system. Within Hwy 99N right-of-way, due north of the subject property, the end of the 8-inch RVSS main line is located within the Hwy. According to the Engineers with the RVSS, the property is required to connect to RVSS due to its location within their district boundaries. Additionally, an urban services agreement was made in 1995 which required that this property (and others in the area) be served by the Rogue Valley Sanitary Sewer Service District.

Urban Storm Sewer: The proposed development of the site with physical improvements are engineered and demonstrate compliance with the Rogue Valley Sanitary Sewer Services, Stormwater Quality Design Manual. The project Civil Engineer has determined the approximate size and locations for on-site detention and treatment facilities. The property is served by RVSS Storm Sewer Services, and the storm water management plan has been designed in accordance with the most current Rogue Valley Stormwater Quality Design Manual standards at the time of building permit submittal. RVSS has formally confirmed there is more than adequate capacity for the proposed development.

Electric: The property is presently served by Pacific Power. With the proposed development, the property will be served by city of Ashland Electric infrastructure. The City of Ashland electric service lines will extend along the highway to provide adequate infrastructure to serve the proposed development and future development in the vicinity. An electric service distribution plan, both offsite and onsite, has been created with the oversight of the city of Ashland Electric Division and is included with the construction documents.

E. Adequate transportation can and will be provided to and through to serve the subject annexed area. For the purposes of this section "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian, and transit transportation meeting the following standards.

Applicant: The property abuts Hwy 99 N under the jurisdiction of Oregon Department of Transportation (ODOT). The proposed street improvements are located here and they comply with the ODOT standards for the entirety of the highway frontage. The Oregon Department of Transportation required a Transportation Impact Analysis (TIA) under the State Transportation Planning Rule (TPR) for the traffic generated from the entrance of the development and it was found to meet the mobility standards. The main access driveway when measured for ingress and egress traffic safety met the standards.

1. For vehicular transportation: A minimum 22-foot-wide paved access exists, or can and will be constructed, along the full frontage of the project site providing access to the annexed area to

from the nearest fully improved collector or arterial street. All streets adjacent to bordering on the annexed area shall be improved, at a minimum, to an applicable City half-street standard with a minimum 20-foot-wide driving surface. The City approval authority may, after assessing the impact of the development, require the full improvement of streets adjacent to bordering on the annexed area. All streets located within annexed areas shall be fully improved to City standards unless exception criteria apply. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.

Applicant: A 22-foot-wide paved access exists along the full frontage of the project site to the nearest fully improved collector or arterial street. The full improvement of the highway frontage adjacent to the development and in the annexed area is proposed to be improved. The improvement area includes not only the development but adjoining lands. These new improvements consist of bike lane, curb, gutter, some park row and a bus stop and pull-out lane with a transit-oriented plaza.

At the Development entrance ODOT required the Traffic Impact Analysis to study the following items of Site Distance, Stopping Distance and Reaction Sight Distance and they were found to meet their criteria.

ODOT CRITERIA MET

SIGHT DISTANCE: Clear line of sight, or sight distance for vehicles at the driveway access connection allows for drivers entering and existing the access to make safe turning movements and allow vehicle traveling on the roadway time to react to turning vehicles in a safe manner. The proposed location has the clear line of sight required for all conditions.

STOPPING SIGHT DISTANCE: Safe Stopping sight distance (SSD) is based on the speed of the roadway being traveled on Hwy 99 with a posted speed of 45 MPH and the required distance to see and stop. Based on AASHTO (The American Association of State Highways) this distance needed exceeds the amount required in either direction. Grand Terrace Development – Access Safety Evaluation Kelly Sandow, P.E., Sandow Engineering.

INTERSECTION SIGHT DISTANCE: Safe reaction time to turn meets the criteria. The Intersection Sight Distance (ISD) is a measure of the length of visibility of the roadway give to a stopped driveway on a minor road approach. The distance provides time to perceive and react to gaps in traffic and allow a driver to safely turn into the roadway. The recommended ISD is calculated for a vehicle turning from the access onto Hwy 99 for both left and right turn maneuvers. The ISD calculations are based on the AASHTO manual and the speed of 45 mph and ISD of 500 feet for this approach. The available ISD to the north was measured at 569 feet, and the available ISD to the south was measured at 577 feet both exceeding the required safe distance.

2. For bicycle transportation: Safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Should the annexation be adjacent to annexed area border an arterial street, bike lanes shall be

provided or-adjacent to the arterial street-constructed along the arterial street frontage of the annexed area. Likely bicycle destinations within a quarter of a mile from the annexed area shall be determined the approval authority may require the construction of bicycle lanes or multi-use paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

Applicant: Hwy 99 currently has buffered bicycle lane (striping) along the frontage of the property. There are bike lanes on both sides of Hwy 99 that extend to the north of Valley View Road and south, into downtown Ashland. The bike lanes are ODOT width and striped with a buffer along the frontage and most of the improvement area. The development proposal includes two path connections into the site and bike racks at the Transit Plaza. The bicycle facilities that exist and designed in the plan are in compliance with the design and safety criteria of the governing jurisdiction, ODOT and the destinations designed are for over a half mile connecting areas that had no improvements for accessibility. These include coffee shops, two restaurants including El Tapatio, Evergreen Financial a newly built financial institution, retail on the north side including Bear Creek Bicycle, a bike store a popular destination for cyclists. The site is also less than one half of a mile from the connection to the Bear Creek Greenway. The bike lanes continue 1.25 miles from the development site to downtown Ashland.

3. For pedestrian transportation:

Safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation), exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multi-use paths, to be constructed and connect to either or both the existing system and locations with significant pedestrian activity.

Applicant: There are currently no sidewalks along Hwy. 99 in the UGB for nearly a mile where the development is located. This severely limits pedestrian access and safety for north Ashland residents. For Pedestrian Transportation the applicant has developed construction plans and is proposing new street frontage improvements in this area which includes full sidewalk improvements for safer pedestrian travel. All these improvements will be connecting the area in the UGB where the sidewalks stop and to where the sidewalks begin in Ashland. Hwy 99 is the only street that borders the development site. There are currently no sidewalks on either side of Hwy 99 along the frontage and there will be several pedestrian connections between sidewalks along the Hwy here, the apartment buildings, parking areas, transit plaza, and other areas within the site. These are all ADA compliant.

Safe crossing to enter Grand Terrace is provided by a pedestrian activated beacon and crosswalk "RRFB" crossing will provide a safe pedestrian and bicyclist crossing for all the residents to access to Grand Terrace development when crossing Hwy 99. RVTD and ODOT have been involved with the planning for the new improved area where facilities for pedestrian and wheelchairs will be available.

As noted, a High Visibility Flashing Beacon with a crosswalk for crossing Hwy 99. The (RRFB) is planned and approved by ODOT. The RRFB crossing will be placed between N Main St at Schofield St between the North and South bound bus stops. The RRFB crossing will provide a safe pedestrian and bicyclist crossing for all the residents in north Ashland where none existed before and providing safe access to Grand Terrace when crossing Hwy 99. RVTD and ODOT have been involved with the planning for the new improved bus stops that will give safe access to North & Southbound bus travel.

The public sidewalks connect to the onsite sidewalk system and together enhance connectivity that is safe with multiple accessible routes to the public areas. Pedestrian connections within the development connect the apartments to the parking areas, open spaces and other apartments and to the public sidewalks along the frontage.

The RR underpass it is presently dark and lacks improvements but the applicant in conjunction with ODOT has developed construction plans for a raised pedestrian sidewalk, overhead lighting, and a bike lane. An extra measure of caution is added by including a vertical barrier or a separation wall atop the curb. This will provide a safer, well-lit area increasing the comfort and safety than currently exists.

. Stop Monday 345 pg 32

4. For transit transportation: Should transit service be available to the annexed area or be likely to be extended to the annexed area in the future based on information from the local public-transit provider, for the approval authority may require construction of transit facilities, such as bus shelters and bus turn-out lanes.

Applicant: Currently, the nearest transit stop is located south of the site between Main Street and Schofield St (approximately 950 feet to the south) and difficult and unsafe to get across the street. The applicant has designed a high visibility pedestrian crossing in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be placed between N Main St at Schofield St near the transit stops. With the help of RVTD and ODOT the crossing at Scofield is being improved for pedestrians crossing Hwy 99 and waiting for the bus. Plans have been made by both entities for hard surface staging and waiting areas at the bus stop for pedestrians on foot, bike and wheelchair. The RRFB crossing is pedestrian activated making it much safer because the operator has control over the traffic. This will provide a safe crossing for pedestrian, bicycle and wheelchairs crossing to entry Grand Terrace and for north Ashland neighborhoods to cross Hwy 99 to access the transit stop.

There are Two transit stops providing north and south bound trips and are approximately 2,100-feet (.39 mile) and 1,767-feet (.33 mile). The other north bound stop is in front of Bear Creek Cycle. The south bound stop is in front of Butler Automotive. There are no bus shelters or bus turn-out lanes presently provided at these stops.

The applicant has worked with RVTD Programs Manager and ODOT for a new stop directly in front of the development. The proposed stop has adequate bus pull out area and meets the

dimensional requirements for the Transit Supportive Plaza area that will also be installed in the area. There are paths for pedestrians and bicyclist that are ADA accessible leading directly to the site from the public sidewalk and the transit stop.

The applicant will be constructing a bus lane and a covered transit-oriented pedestrian plaza for an enhanced transit stop with bicycle facilities along the eastern side of the driveway. The design will allow buses to stop outside the travel lane and have a dedicated lane to accelerate prior to merging into the travel lane safely.

On the Development site there are two dedicated pedestrian loading area for vans and buses that are located for easy access. This area will also serve those with disabilities using the Valley Lift service and can be scheduled through the Paratransit Coordinator and can access the users from their front door, bus plaza or the dedicated van pool spots.

5. Timing of Transportation Improvements. All required transportation improvements shall be constructed and installed in accordance with 18.4.6.030.A.

Applicant: All required public facility improvements will be installed in accordance with this section.

F. For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone. The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan.

APPLICANT: The property owner will sign a recorded agreement after approval of the annexation, ensuring that future development will occur in accord with the minimum density as indicated on the development plan.

G. Except as provided in 18.5.8.050.G.7, below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements.

APPLICANT: The proposed annexation proposal consists of a multi-family residential community with a potential density of more than four residential units and its overlay zone is R-2. Residential Low Density Multi Family Residential.

G.1. The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein. The base density of the annexed area for the purposes of calculating the total number of affordable units in this section shall exclude any unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, water resource areas, slopes greater than 35 percent, or land area dedicated as a public park.

g.1.a. Ownership units restricted to households earning at or below 120 percent of the area median income shall have an equivalency value of 0.75 unit.

g.1.b. Ownership units restricted to households earning at or below 100 percent of the area median income shall have an equivalency value of 1.0 unit.

g.1.c. Ownership or rental units restricted to households earning at or below 80 percent the area median income shall have an equivalency value of 1.25 unit.

Ownership or rental units at 80% AMI is $29 / 1.25 = 23.031$ units rounded up equals 24 units.

Applicant: The proposal consists of 24 affordable units. Under the criteria the development is a rental development and will provide 24 affordable units meeting the criteria of G.1.g.c “rental units restricted to households earning at or below 80 percent and the area median income shall have an equivalency value of 1.25 unit.” For Rental $29 / 1.25 = 24$ units rounded up.

G.2. As an alternative to providing affordable units per section 18.5.8.050.G.1 above, the applicant may provide title to a sufficient amount of buildable land for development complying with subsection 18.5.8.050.G.1.b above, through transfer to a non-profit (IRC 501(3)(c)) affordable housing developer or public corporation created under ORS 456.055 to 456.235.

Applicant:

The applicant is not transferring land to a nonprofit but will be developing and owning the affordable units.

G.3. The affordable units shall be comparable in bedroom mix with the market rate units in the development.

a. The number of bedrooms per dwelling unit in the affordable units within the residential development shall be in equal proportion to the number of bedrooms per dwelling unit in the market rate units within the residential development. This provision is not intended to require the same floor area in affordable units as compared to market rate units. The minimum square footage of each affordable unit shall comply with the minimum required floor based as set forth in Table 18.5.8.050.G.3, or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.

Applicant: Table 18.5.8.050.G.3, states that One Bedroom units shall be 500 square feet and the application plans demonstrate size of the affordable units are compliant with Table 18.5.8.050.G.3, for one-bedroom units, and equal in proportion to market units and no dissimilarities between affordable units and market units exist.

G. 4. A development schedule shall be provided that demonstrates that the affordable housing units per subsection 18.5.8.050.G shall be developed, and made available for occupancy, as follows.

a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units.

b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.

Applicant:

A development schedule will be provided demonstrating that prior to a certificate of occupancy for the last of the first 50 percent of market rate units 50 % of the affordable units will have been issued building permits. The final 50% of the affordable units will have been issued certificates of occupancy before a building permit is issued for the final ten percent of the market rate units.

G. 5. That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units. The exterior appearance of the affordable units in any residential development shall be visually compatible with the market rate units in the development. External building materials and finishes shall be substantially the same in type and quality for affordable units as for market rate units.

Applicant:

The affordable units will be constructed in the same buildings, mixed throughout all the buildings and adjacent to the market units and therefor will not be using any dissimilar materials. External building materials and finishes shall be the same in type and quality for affordable units as for market rate units.

5.b. Affordable units may differ from market rate units with regard to floor area, interior finishes and materials, and housing type; provided, that the affordable housing units are provided with comparable features to the market rate units and shall have generally comparable improvements related to energy efficiency, including plumbing, insulation, windows, appliances, and heating and cooling systems.

Applicant:

The affordable units will not differ in either floor area, interior finish, materials or type. All affordable units will have the same features as the market units and improvements as they relate to efficiency, plumbing, insulation, window, appliances and HVAC systems.

G.6. Exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5, above, may be approved by the City Council upon consideration of one or more of the following:

Applicant:

No exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5 are proposed. G.6. a-c is not applicable.

7. The total number of affordable units described in this subsection 18.5.8.050.G shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.

Applicant:

The affordable units are rounded up and a legal instrument satisfactory to the City will be used to guarantee compliance with affordable criteria for a period of 60 years.

H. One or more of the following standards are met.

1. The annexation proposal shall meet the requirements of subsection 18.5.8.050.B.

Applicant:

The annexation proposal meets the requirements of subsection 18.5.8.050.B. “The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area and is an allowed use under R-2 zoning for the area.” The annexation proposal development is for 210 Low Rise Residential units, and which meets the subsection in that it is consistent with the Comprehensive Plan of Low-Density, Multi-Family Residential (R-2).

I. Exceptions and Variances to the Annexation Approval Criteria and Standards. The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section 18.4.6.020.B.1 Exceptions to the Street Design Standards or chapter 18.5.5. Variances.

Applicant: The application contains a request for an Exception to the Street Design Standards and is included in this application.

18.5.8.060 Boundaries

When an annexation is initiated by an applicant other than the City, the Staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical, to address the effective extension of public facilities, or to avoid an area of land which is not incorporated but is partially or wholly surrounded by the City. The Staff Advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any land other than the land for which the annexation is filed. (Ord. 3204 § 3, amended, 12/21/2021)

Applicant:

The applicant initiated this annexation, and the Staff Advisor included other properties to make the boundary extension more logical and to address the effective extension of public utilities to the annexed area and importantly to achieve necessary contiguity of the Urban Growth boundary beyond the annexed area. This meets the goals of the City’s Comprehensive Plan. The staff advisor, in a report to the Planning Commission and City Council, can justify the inclusion of any other land other than the land for which the Annexation is filed to make the boundary extension more logical.

18.5.8.070 Statutory Procedures

The applicant for the annexation shall also declare which procedure under ORS chapter 222 the applicant proposes that the Council use, and supply evidence that the approval through this procedure is likely.

Applicant: The Applicant declares the use of procedure ORS 222.170 whose use will formulate compliance to approval criteria standards of chapter 18.5.8. 050 subsection C. “The annexed area is contiguous with the City Limits.”

It can be found that the contiguity is created through the Annexation procedure found in ORS 222.170 and AMC 18.5.060 “When an annexation is initiated by an applicant other than the city, the staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical.

Along with the applicant's property the staff advisor can include adjacent properties of the railroad and ODOT (Hwy 99). This is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan. Through its extension needed housing for the city is achieved through the use of the Urban Growth Boundary lands.

As prescribed by ORS 222.170 letters seeking consent for annexation by the property owners in the adjacent area have been sent to ODOT, the Genesee-Wyoming Railroad and the applicant. When more than half of the owners in the annexed area consent and they represent more than half of the land to be annexed and represents more than half of the assessed value to be annexed satisfies the requirements for annexation.

ORS 222.170 The legislative body of the city need not call an election in any contiguous territory proposed to be annexed if more than half of the owners of land who own more than half of the land in the contiguous territory and representing more than half of the assessed value of real property in the contiguous territory consent in writing to the annexation

ORS 222.170(4) Real property that is publicly owned, is a right of way, or railroad shall not be considered when determining the number of owners, the area of land or the assessed valuation required to grant consent to annexation under this section unless the owner of such property files a statement consenting to or opposing annexation with the legislative body.

END ANNEXATION

No 2

SITE DESIGN REVIEW CHAPTER 18.5.2

18.5.2.010 Purpose

A. The purpose and intent of this chapter is to regulate the manner in which land in the City is used and developed, to reduce adverse effects on surrounding property owners and the general public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout the City

APPLICANT:

The annexed area is blighted and it's the entry to the city and it's a focal point but there are no public sidewalks, lighting or infrastructure or public facilities. The area is synonymous with strip development where uncontrolled uses lack the basic public facilities if sidewalks, driveways, curbs or pedestrian street lighting. The area is always unsafe and especially at nighttime in the dark. This area isn't used because of the lack of adequate and safe transit opportunities.

The proposed development meets the purpose of Site Design Review because the development enhances the city and the property in the area with public facilities and adequate transportation.

It greatly benefits the local business and the environment. Energy conservation is achieved by the multiple transit option of cycling, walking and mass transit. EV charging stations reduce gas driving cars. Roof mounted solar panels reduces the need of gas and electricity generation. Sunlight powers the tenants housing and reduces energy consumption and eliminates the carbon that would have been produced and put in the atmosphere.

By creating nearly, a mile of pedestrian improvements including overhead lighting and sidewalks is facilitating nearly 400 occupants who mostly work in this and other communities will generate less carbon by using the multiple options of bus, bike and walking vs driving to work and school.

Transit facilities including bus stops, safe crosswalks and transit plaza, bike lanes, bike stands, together will encourage the use of less carbon polluting transit means. This is a great benefit to our environment, neighbors the economy of Ashland and the public. The beauty of Grand Terrace is a compliment to the city for its beautiful entry way threshold, carbon saver, economic engine and needed housing.

18.5.2.020 Site Design Review is required for the following types of project proposals.

B.1Residential Uses. Site design review applies to the following types of residential uses and project proposals, pursuant to section 18.5.2.030, Review Procedures:

1. Three or more dwelling units on a lot in a residential zone, and one or more dwelling units on a lot in any other nonresidential zone.

Applicant: This chapter applies to the proposal because it is a residential project of more than three dwelling units, and they reside in a residential zone. Chapter 18.5.8.020.F. annexation applications require a concurrent filing of a planning application, and the site design review is required for the annexed area.

18.5.2.030. Review Procedures

E. Residential Site Review are subject to a Type II procedure

APPLICANT: The proposal is residential structure.

18.5.2.040 Application Submission Requirements

A. General Submission Requirements Information required for Type I or Type II review, as applicable (see section 18.5.1.050 and 18.5.1.060, including but not limited to a written statement or letter explaining how the application satisfies each and all of the relevant criteria and standards.

APPLICANT: forms and fees and general submittal information have been submitted. Under Chapter 18.5.1.060 all forms, fees as provided are complete. Other information of plans exhibits, are all completed in writing as noted herein, and information demonstrating compliances to relevant criteria and standards.

B. Site Design Review Information.

1. & 2. & 3. Basic Plan Information - Site Analysis Map – Proposed Site Plan

1. Plans and drawings shall include the project name, date, north arrow, scale, and names and addresses of all persons listed as owners.
2. Site Analysis map of area.
3. Proposed Site Plan of the development and boundaries.
4. Architectural Drawings
5. Preliminary Grading and Drainage Plans
6. Erosion Control Plan
7. Landscape and Irrigation Plans

APPLICANT: Site Plan information is on the attached plans. The project name and owners is in the introduction summary of this application Full construction drawing with underlying site plan analysis, proposed plan and boundaries, architectural drawings, grading and drainage plans, erosion control, landscape and irrigation plans, civil for site and offsite are provided as required with all the information of buildings, infrastructure, driveways, parking site features and natural impediments, including all trees location and species and all other items request under this chapter are attached with the plans..

8. b. square footage, number of units, lot coverage.

APPLICANT: this information is in the introduction summary.

AMC 18.5.2.050 Approval Criteria

An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.

A. Underlying Zone.

The proposal complies with all the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density, lot coverage, building height, building orientation, architecture, and other applicable standards.

APPLICANT

The underlying zone is R-2 and the application complies with its provisions under R-2 zone for Low Density residential. Building and yard Setback exceeds the 15-foot front yard setback minimum under the zone, the minimum lot area of 5,000 square feet is exceeded as are the dimensions. Lot Area and Dimensions: The minimum lot area in the zone is 5,000 square feet. The lot exceeds minimum lot areas in the zone.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part 18.3).

APPLICANT The application includes Performance Standards option, and the area complies with the criteria under the PSO standards. Property not in a PSO overlay may only be approved if one or more of the following conditions exist. 18.3.9.030.D. 1. When the parcel is larger than two acres and is greater than 200 feet in average width. This site development exceeds these sizes and therefore complies with this exception.

C. Site Development and Design Standards.

The proposal complies with the applicable Site Development and Design Standards of part 18.4, including Buildings and Placement, Parking Access & Circulation, Landscaping, Public Facilities,

Solar Access, and Trees, except as provided by subsection E, below where an exception is requested.

APPLICANT: The application complies with the applicable Site Development and Design Standards of 18.4, as outlined under the chapter criteria in this application, for Building Placement, Parking Access & Circulation, Landscaping, Public Facilities, Solar Access and Trees as noted in the applicable sections of this application. The application does contain a request to deviate from the street standards and site design standards.

D. City Facilities

The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.

APPLICANT: The development will be using city water and all improvements in the design documents will be dedicated to the city where requested. Sewer and Storm water is provided by RVSS through an interagency agreement and dedications will be in conformance with the terms of the agreement. The application included letter from the facility districts affirming there is sufficient water to meet the development's needs. Storm and sewer are adequate through approval in writing from the RVSS district that the storm and sewer systems are adequate for the development.

The application includes all public improvements including sewer and water plans and are submitted to the city engineer for review and approval. Any sizing requirements will be accommodated if needed in the existing application after the engineer's review. The proposed development area presently has no pedestrian transit facilities of crosswalks, sidewalks, curbs, bus stops and street lighting. The area is very unsafe and hazardous to pedestrians, bicyclist and motorist. The applicant will install public facilities and transit facilities that will increase safety, the feeling of safety and security for the pedestrians where none existed before. The development will reduce carbon generators by creating more opportunities for forms of transit that include biking, walking and mass transit. For vehicles EV stations will be installed for future electric vehicle power. The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza and carbon production will be reduced.

E. Exception to the Site Development and Design Standards. The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in 1, 2 or 3 are found to exist.

APPLICANT: An exception to Site Design Standards is included in the application under No 1 of this section.

1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty;

AMC 18.5.2.060 Public Improvement Guarantee

Public improvements required as part of a Site Design Review approval shall be subject to the performance guarantee and warrant bond provisioning of chapter 18.4.6 Public Facilities, as applicable.

APPLICANT: The applicant addresses the improvement guarantee in this writing under the Public Facilities section. 18.4.6.030 General Requirement No building permit may be issued until all required public facility improvements are installed in accordance with the approved design, approved by the City Engineer, or financial guarantee is provided.

18.5.2.070 Expiration and Extensions

Site Design Review approvals are subject to sections 18.1.6.030 Permit Expiration and 18.1.6.040 Permit Extension.

APPLICANT: The chapter outlines the time period that an approval action or permit is revoked which is 18 months from the time of approval. The permit is not deemed used until the building has commenced. A one-time extension of 24 months is allowed under Chapter 18.1.6.040 if the applicant was not responsible for completing the development in the original time limitation. An extension may be granted too if land Use Ordinance requirements applicable have changed. If requirements have changed and there is no material effect upon the original approval, and the applicant agrees to comply with any new requirements, as a condition of the extension.

18.5.2.080 POWER TO AMEND PLANS

When approving an application to modify a Site Design Review approval pursuant to chapter 18.5.6 the Planning Commission or Staff Advisor may include any or all of the following conditions as they find necessary to meet the intent and purpose and the criteria for approval.

APPLICANT: No amended is requested at application.

END SITE DESIGN REVIEW

No 3

EXCEPTION TO SITE DESIGN STANDARDS

Building Placement, Orientation & Design Chapter 18.4.2

Residential development 18.4.2.030

2. Limitation on Parking Between Primary Entrance and Street

“Parking areas shall be located behind buildings, or on one or both sides”.

An exception to the site design standards is needed for parking between building No 1 and the street. The Wetland setbacks lines, and dedicated open space restrict the layout for the building and parking area.

The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 under Chapter 18.5.2.050.E.1. if there is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.

The purpose of the chapter is to reduce adverse effects on surrounding property owners and the public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout the City.

The parking exception is over 200 feet from the street and not seen because it is screened by trees and the wetland vegetation that blocks the view of the parking from the street. There is only one neighbor Anderson Auto Body Paint shop. It's over 600 feet away and within this expanse are trees and multiple other landscape items obscuring the parking. There is no visual impact on this neighbor, or any other neighbors or the public. Furthermore, the development has nearly 53% of the site open and landscaped including the dedicated preserved wetlands.

With the multiple alternative forms of transportations being provided by the developer all public spaces are now fully assessable. This encourages other transportation uses instead of the auto. The multiple buildings units have direct access to bus stops, parking areas and open spaces. There's lighting on the streets and public spaces. The development is safe, and the community is safer where it wasn't before in this area.

The commercial businesses in the location will only be improved by more business that will come from the disposable income of the development's residents adding substantial value to the area and its future. A public transit plaza, busing and EV charging stations, bike parking, dedicated van pool parking areas are all added to the development. This combined reduces the demand of the auto and reduces energy demand and improves the environment. Solar panels on all rooftops generating the residential appliances, HVAC mini split systems with a 100% SEER rating equates to a lower demand on the supply side of energy production where the greater climate damages originate.

All units have concrete flooring for sound damping, walls are doubled with one inch air separation. Sound transmission between units is minimized but also airtight. Combined with the clean HVAC systems the units have clean air and efficient ventilation. This conserves energy and making reusable energy with solar panels makes the development a model and complement to the goals of Ashland at the entry way of the city.

With all these added improvements a minor exception for a few cars parking where they will not be seen between the street and the building makes the approval of the exception consistent with the stated purpose of the chapter, and the exception requested is the minimum which would alleviate the difficulty.

END EXCEPTION TO PARKING

No 4

PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6

18.4.6.020 Applicability

A. Applicability. This chapter applies to all new development and planning actions requiring a Type I, Type II, or Type III review procedure where public facility improvements are required. All public facility improvements within the City shall occur in accordance with the standards and procedures of this chapter.

APPLICANT: The proposal includes a new development that includes the construction of new public facility improvements of utilities, pedestrian and street improvements.

B. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to chapter 18.5.5 Variances, except those deviations from section 18.4.040 Street Design Standards, are subject to subsection B.1 Exception to the Street Design Standards, below.

APPLICANT: The proposal includes a request for an exception to the street standards and design standards, outlined in this letter due to the demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A. & 18.4.2 and the exception will result in equal or superior facilities.

18.4.6.030 GENERAL REQUIREMENTS

A. Public Improvement Requirement

APPLICANT: The applicant understands no permits will be granted until improvement are installed and will remonstrate and consent to participate in an improvement district if conducted by the authority. No improvements by the applicant will proceed until the plans are approved. The applicant will provide a guarantee sufficient to the city. Easement arrangement will be met if needed with the jurisdictional authority.

B. Waiver of Right to Remonstrate and Consent to Participate in Costs of improvements.

APPLICANT: The applicant agrees to participate with improvements and remonstrate.

C. Permit Approval

APPLICANT: No work will proceed without first obtaining necessary permits.

D. Easements.

APPLICANT: All public improvements made by the applicant for facilities will be granted an easement to the appropriate jurisdiction or authority.

E. Performance Guarantee Required

APPLICANT: The applicant shall provide a bond issued by a surety or other credit approved by the jurisdiction guaranteeing the completion of the public work.

F. Determination of Sum

APPLICANT: It's understood the sum of cost is determined by the city engineer for the public improvements.

G. Agreement

APPLICANT: The applicant will sign and execute an agreement for the improvements.

H. Failure to Perform

APPLICANT: The applicant understands the if they fail to perform on the agreement the city has unpaid cost the city can call the bond or letter of credit for reimbursement.

18.4.6.040 STREET DESIGN STANDARDS

A. Purpose Intent and Background

1. The Purpose of the standards are intended to provide multiple transportation options, focus on a safe environment for all users, design streets as public spaces, and enhance the livability
2. The intent of the standards is to be used in the development of new streets, and reconstruction of existing streets or portions thereof.
3. The standards are intended to provide multiple transportation options, focus on a safe environment for all users, design streets as public spaces, and enhance the livability of neighborhoods, consistent with the Comprehensive Plan. Encourage pedestrian and bicycle travel, all have vertical non mountable curbs, gutters, bike lanes, park rows on both sides but exception should be allowed when physical condition exit that preclude development of the street.

APPLICANT: The application demonstrates that multiple transportation options are planed with the addition of new sidewalks, crosswalks, curbs and bus stops. The street is improved with curbs and sidewalks to make the pedestrian safer, and the transportation options and improvements meet the goal of a safe environment for the user, they create public places and with the bus plaza the area is greatly enhanced and is much more livable. The applicant will not be creating any new streets but will be improving them.

B. APPLICABILITY The following standards apply to all street improvements, including new streets, alleys and pathways, and the extension or widening of existing streets. The street connectivity and design standards are part of the Ashland Land Use Ordinance and are approval standards that will be used in land use decisions and for street construction projects.

APPLICANT: This proposal includes street improvements, but no new streets.

C. General Requirements. New and reconstructed streets, alleys, and pathways shall conform to the following requirements.

1. dedicated public street.

APPLICANT: There are no new streets developed in this proposal.

2. Location. Locate transportation facilities, such as streets, pedestrian and bicycle ways, and transit facilities, within public rights-of-way, except that the approval authority may approve transportation facilities outside a public right-of-way where a public access easement is provided

APPLICANT: The completed Engineering Plans include specific details for the Offsite improvements that are installed in the public right of way. For any parts on the applicant property an easement will be granted if applicable.

3. NA

4. NA

5. Street Grade. a. & b. Drives in developments subject to chapter 18.3.9 PSO do not exceed a maximum grade of 15 %.

APPLICANT: No driveways exceed 15% in the development. As noted on the civil engineering plans all grade levels conform to this chapter and are noted on the plans.

D. Required Street Layout and Design Principles.

1. NA

APPLICANT: no new streets are in the proposal

5. Streetscape. Consider the entire area from building face to building face, or the streetscape in street design. The streetscape begins at the front of a vertical element, such as a building or fence on one side of a street and runs to the front of a building on the other side of the street. It is a three-dimensional area running the length of the street

APPLICANT: The proposal includes particular attention to the face of the buildings, the vertical elements, and the streetscape in scale and including the offsite improvements.

6. no new streets are in the proposal

7. no new streets are in the proposal

8. Pedestrians, Bicyclists, and Public Transportation Users. Pedestrians, bicyclists, and bus riders are considered primary users of all streets. Design streets to meet the needs of pedestrians and bicyclists, thus encouraging walking, bicycling, and riding the bus as transportation modes. Integrate pedestrian, bicycle, and public transportation considerations from the beginning of the design process.

APPLICANT: The street improvement engineer plans include Bus Stops, Covered Transit Plaza, bike racks, ADA pathway access, sidewalks, lighting, bike lanes and vertical curbs, for the encouragement of all pedestrians uses and safety.

9. Driveway Aprons and Curb Cuts. Minimize the number of driveway aprons and curb cuts to enhance the pedestrian environment and maintain vehicular, pedestrian, and bicycle capacity. See subsection [18.4.3.080.D Driveways and Turn-Around Design](#).

APPLICANT: Only one driveway is being built for the main entry of the development and has a full commercial grade apron. The main driveway meets ODOT's ingress and egress standards for safety on the highway.

13. Peak Run-Off. Where appropriate, use the local street system and its infrastructure to reduce peak storm water run-off into the city's storm drain system and natural water systems downstream, and provide biological and mechanical treatment of storm water runoff.

APPLICANT: The construction plans have both surface and subsurface catch basins for storm water. Mechanical Retention structures are built under the parking lots to catch hard surface runoff and designed to release storm water after peak hours for the public system to better accommodate the runoff. Above surface basin are designed to catch the open common and landscape areas. Here biological control is incorporated into the landscape design.

14. Preservation of Natural Features. Design neighborhood streets to be responsive to physical features, and to avoid or minimize impacts to natural features and water-related resources

APPLICANT: Along the right of way hillsides outcroppings are being retained with block walls and wetlands are saved and protected.

17. Street Trees. Plant street trees on neighborhood streets to buffer pedestrians and adjacent land uses from traffic, enhance street image and neighborhood character, calm motor vehicle traffic speeds, and enhance neighborhood identity or sense of place. Trees planted in the park row, along the sidewalk, or anywhere in the public right-of-way must be from the Ashland Recommended Street Tree Guide.

APPLICANT: Street trees, where possible, are within the landscape plan along the highway.

18. Streetlights. Install or relocate streetlights with street improvement projects.

APPLICANT: The plans include approved streetlights in accordance with the jurisdiction authority.

19. Street Furniture

APPLICANT: A Bus Stop and a transit supportive plaza will be included in the street plan and include lighting, seating and bike racks in accordance with the jurisdiction authority and RVTD.

20. Curbs. Use a standard, vertical six-inch high curb on improved streets.

APPLICANT: Vertical six-inch curbs are included and in the plan.

21. Transit Routes and Stops. Design streets identified as future transit routes to safely and efficiently accommodate transit vehicles. Transit stops should include amenities, such as but not limited to a bench, shelter from the elements, a posted schedule, bicycle parking, and water fountains. Such amenities encourage combination trips such as walking or bicycling to the bus stop and vice-versa at the destination.

APPLICANT: The application plans include a full bus stop, pull out lane, transit plaza, and all items requested by RVTD.

E. Connectivity Standards. New and reconstructed streets,

APPLICANT: There are no new streets developed in this proposal

F. Design Standards. A description of street design standards for each street classification follows in Table 18.4.6.040.F and subsection 18.4.6.040.G. All elements listed are required unless specifically noted, and dimensions and ranges represent minimum standard or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes,

APPLICANT The applicant is requesting an exception to deviate from the design standards as provided under Chapter 18.4.6.020B. Exception and Variances. deviations from section 18.4.6.040, Street Design Standards are subject to subsection B.1, The approval authority may approve exceptions to the street design standards if There is demonstrable difficulty in meeting the specific requirements of this chapter

No 5

EXCEPTION TO STREET STANDARD CHAPTER 18.4.6 PUBLIC FACILITIES

Chapter 18.4.6.020.B Exceptions and Variances.

Chapter 18.4.6.040 Requests to depart from the requirements of this chapter are subject to Chapter 18.4.6.020.B.1. **Exception to Street Design Standards**, as follows:

1. **Exception to the Street Design Standards.** The approval authority may approve exceptions to the street design standards in 18.4.040 if the circumstances in either subsection B.1.a. or b.

Below are found to exist.

a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A; and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:

APPLICANT: B..1.a applies in this case. There are numerous natural and man-made physical impediments that prevent the standard street improvements. The proposed development area has no pedestrian transit facilities of crosswalks, sidewalks, curbs, bus stops and street lighting. The area is very unsafe and hazardous to pedestrians, bicyclist and motorist. The applicant will install new transit facilities, and they will increase safety, the feeling of safety and security for the pedestrians, and create more opportunities for transit. The exception will result in equal or superior transportation facilities and connectivity.

The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be

connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza. The public will have opportunities for multiple forms of transit. The improvements will also change the roadside culture and induce cars to lower their speed limit. The multiple transit options make for a safer environment by increasing the feeling of safety and security for pedestrians, cyclist and bus users. The proposed improvement which are an exception to the city standard comply with the standards of the jurisdictional authority, the Oregon Department of Transportation.

For transit facilities and related improvements, access, wait time, and ride experience. Sidewalks will provide safe access to neighborhoods and bus stops. Adding a bus stop and transit supportive plaza area will reduce wait time when north and south bound bus stops are closer. They also increase better ride experience, overhead street lighting will make the transit experience safe, a pedestrian activated flashing light crossing near the site entry and near the intersection of Schofield will give citizens control over the traffic, safer increased access and reduce wait times to cross HWY 99. and will greatly improve pedestrian and bicycle safety where non of these conditions presently exist.

For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.

Improvements will make the bicycle more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, bike racks and overhead lighting along the whole area change the transit environment for the bicyclist. Pedestrian walking on sidewalks creates a culture of calming the traffic. Bicyclist activated beacons make crossing the street safer and the user will be seen and the wait time to cross is reduced. A Transit Plaza with bike racks and benches make the user more comfortable. Combined the transit user feels safer, and their experience is of greater quality.

For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.

Improvements will make the pedestrians more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, and overhead lighting along the whole area change the transit environment for the pedestrian and visibly walking in the area will calm the traffic. Pedestrian activated beacons make crossing the street safer because the user will be seen and the wait time to cross is reduced. The Transit Plaza with bike racks and benches make the user more comfortable. Combined, the transit user feels safer and their experience is of greater quality.

List:

List of Unique and unusual aspects of the development areas making it difficult to meet the specific requirements of the Street Design Standards of 18.4.6 site and proposed exceptions.

Typical standards for Bike Lanes are 6', Park rows are 5'8" and Sidewalks are 6' to 10'
The proposed improvements requesting an exception are all on Hwy 99 and are approximately 3,088 lineal feet long. The improvements begin to the north where El Tapatio is and where the

sidewalks along the Highway dead end at a wide and deep 260-foot-long drainage ditch. The ditch width extends into much of the public right of way as the rest of the following improvements do. The ditch location is along the front of the Land of Paws and As U Store It storage facilities. At the south end of the ditch, it meets a 60-foot-long private driveway. This driveway meets an island that is 30-foot-long with fixed business signs and a fire hydrant.

Similar private driveway improvements continue to the south for another 266 feet across the front of Paradise Supply and Anderson Auto-body where it meets the start of a private 158-foot-long curb running south. The curb face is at the edge of the public right of way, and it terminates at the applicant's property line and ODOT owned land. The applicant's frontage sits to the southwest or behind ODOT's land which is mostly backfilled with residual soils from the highway forming a vertical berm that rises above the applicant's land that is relatively flat. The applicants land runs parallel to the highway for over 1,000 lineal feet and alongside the ODOT property that appears as a berm along the frontage of the highway and is approximately 100 feet wide. The berm is 5 to 7 feet higher than the street and the applicant's property, whose grade is lower and lies behind the berm and is upland from ODOT property. The applicant property is flat here and dives into the backside the berm. The berm continues to the concrete Railroad Trestle which is a physical barrier that prevents standard street improvements. South of the railroad trestle are steep hillsides underpinning North Main Street and at the bottom is a drainage culvert and then City owned utility cabinets. From North Main Street to Schofield St no barriers are found.

PROPOSED IMPROVEMENT WITH "EXCEPTIONS"

An exception is requested where the exiting sidewalk terminates near El Tapatio Restaurant where private property limits room in the public right of way area leaving little room for full improvements and only room to continue the 8-foot sidewalk, bike lane and buffer lane in approval with ODOT the jurisdictional authority for about 300'.

This condition continues for 400' until Grand Terrace development property line next to Anderson Auto Body another. Here we have room to meet the standards for over 300' and add a park row, sidewalks, bike lane and buffer lane up to the main driveway entry and after the driveway for another 320'. At this point a safety pull out lane for the bus has to be built. There is only room for an ODOT approved sidewalks. This narrow area is caused by the pull-out lane and the topography. Only sidewalks, curbs, bus lane, bike lane, buffer lane and drive lane will fit.

Along the sidewalk where the pull-out lane is a 6' retaining wall is needed to retain the outcropping land mass. This area is about 400' long and goes up to the bridge walls.

From the bridge railroad trestle tunnel ODOT has proposed a state facility "raised 6-foot sidewalk and curb. The curb is mounted with a 3-foot concrete barrier on top.

Beyond the tunnel an 8' foot sidewalk and curb will continue up to N. Main Street for about 840' where another six-foot retaining wall will be added to create room for the sidewalk and

curb while protecting city infrastructure facilities in the area. Onto Schofield Ave full standard improvements will be built for about 300’.

The area will include a new crosswalk with a pedestrian activated RFB to get safely across the street to catch the North and South Bound Bus. RVTB and ODOT have designed new hardscape surface areas on the North Bound side to safely and comfortably get on and off the bus. A refuge area is planned in the area too.

A Rapid Flashing Beacon is placed here so all pedestrians can safely cross the street and access Grand Terrace by foot, bike and wheelchair.

18.4.6.050 Street and Greenway Dedications

APPLICANT: The development is land locked and cannot provide connections to any other neighborhoods. The development bordered by the Railroad to the Southeast and to the Northeast and the Oregon Department Of Transportation Highway to the Northwest and Southwest. There are no opportunities for neighborhood connectivity through any portion of the development and there is no opportunity for dedication of accessible streets or greenways. to the is surrounded by

118.4.6.060 Public Uses

Dedication of Public Use Area

Where a proposed park, playground, trail, or other public use shown in a plan adopted by the city is located in whole or in part in a subdivision, the city may require the dedication of this area to the city.

APPLICANT: None exist.

18.4.6.070 Sanitary Sewer and Water Service Improvements

A. Sewers and Water Mains Required. All new development is required to connect to city water and sanitary sewer systems

APPLICANT: The development will be using city water and all improvements in the design documents will be dedicated to the city where requested. Sewer and Storm water is provided by RVSS through an interagency agreement and dedications will be in conformance with the terms of the agreement.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements in the public right-of-way or public easements must be approved by the City Engineer.

APPLICANT: The application includes all public improvements including sewer and water plans and are submitted to the city engineer for review and approval. Any sizing requirements will be accommodated if needed in the existing application after the engineer's review.

D. Inadequate Facilities. Development permits may be restricted or rationed by the City where a deficiency exists in the existing water or sewer system

APPLICANT: The application includes a letter from the facility districts affirming the there is sufficient water to meet the development's needs. Storm and sewer are adequacy are approved

in writing from the RVSS district that the storm and sewer systems are adequate for the development.

18.4.6.080 Storm Drainage and Surface Water Management Facilities

The following standards apply to new development where extension of electric power or communication lines is required.

A. Storm Drainage Plan Approval. Development permits for storm drainage and surface water management plans must be approved by the City Engineer and Building Official.

APPLICANT: Storm and drainage plans are attached to the application for both the City Engineer and the RVSS District Engineer

C. Effect on Downstream Drainage.

APPLICANT: Runoff overload is measured in the plans and the engineer has addressed them.

D. Over-Sizing.

APPLICANT: the plans are completed for the inspection and review of the engineer in both jurisdictions for comment.

E. Existing Watercourse. Where a watercourse, drainage way, channel, or stream traverses a proposed development site, there shall be provided a storm water easement or drainage right-of-way

APPLICANT: Any drainage through the development from other sources have been addressed in the civil plans.

18.4.6.090 Utilities

A. General Provision. The developer is responsible for coordinating his or her development plan with the applicable utility providers and paying for the extension/installation of utilities not otherwise available to the subject property.

APPLICANT: All engineered utility plans are supplied to providers during the application permit process, most are reviewed concurrently during the design process.

B. Height. Utility transmission and distribution lines, poles, and towers may exceed the height limits otherwise provided for in this title, except for wireless communication systems as provided in chapter 18.4.10 and in the Airport Overlay as provided in chapter 18.3.7

APPLICANT: No overhead utility plans have been designed for the development.

C. Underground Utilities.

1. General Requirement. The requirements of the utility service provider must be met. All utility lines in new developments, partitions, and subdivisions, including but not limited to those required for electric, communication, lighting, and related facilities, must be placed underground, except as provided for in 18.4.6.090.D below.

2. Partitions and Subdivisions. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities.

- a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic, per section 18.2.4.040
- b. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.
- c. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
- D. Exception to Under-grounding Requirement. The City may waive the under-grounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.

APPLICANT: For items A-B above. Utility providers and facilities designed by the applicants' engineers are in compliance with all of the above.

END PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6

No 6

PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3

18.4.3.10 Purpose, where parking is voluntarily provided it must meet this chapter. to provide safe and effective access and circulation for pedestrians, bicyclists, and vehicles. While off-street parking is not required, access for emergency vehicles must be retained, and adequate accessible parking spaces, loading areas, delivery areas, and pick-up/drop-off areas should be considered.

APPLICANT: Parking is voluntarily provided in the development with emergency vehicle lanes, loading areas, two dedicated van pool parking areas, Bus Stop with transit plaza, sidewalks and curbs, trees, lighting, bicycle parking, EV charging stations, pedestrian paths throughout the site from the public area to the development.

18.4.3.020

A. & B. The requirements of this chapter apply to parking, access, and circulation facilities in all zones deviations from the standards are subject to section 18.5.2.050 Exception to the Site Development and Design Standards.

APPLICANT: The application will show the parking, access, circulation facilities criteria under this Chapter is applied to the development on the Site Plan, Outline and Final Plan of the development along with plans submitted concurrently with this application. A request to deviate from the street and design standards are included in the application.

18.4.3.030 General Auto Parking Requirements

A. Maximum number voluntarily provided off-street automobile parking spaces. Voluntarily provided off-street automobile parking spaces shall not exceed the maximum number of spaces listed in Table 18.4.3.040

APPLICANT Under the table 18.4.3.040 for For Multifamily Zones a MAXIMUM of 2 spaces per unit is allowed and the application has less than one parking space per unit.

1. Automobile spaces provided on-street, or within the footprint of structures, such as in rooftop parking or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.

APPLICANT: Parking on the street, in the footprint of the structure, rooftops, underground or multi level is not provided in the proposal.

2. Construction of additional off-street parking spaces in excess of the maximum parking spaces established by use, as specified in Table 18.4.3 requires approval of a conditional use permit under chapter 18.5.4 (Ord. 3229 § 1, amended, 12/19/2023; Ord. 3167 § 11, amended, 12/18/2018)

APPLICANT: No excessive parking is included.

18.4.3.040 Vehicle and Bicycle Quantity Standards. Except as provided by section 18.4.3.030 the standard ratios required for parking are as follows, as are the maximum allowances for voluntarily provided off-street automobile spaces. Fractional spaces shall be rounded up to the next whole number.

See also accessible parking space requirements in section 18.4.3.050

Multifamily Dwellings a maximum of 2 spaces per Multifamily dwelling unit for cars, and 1 sheltered bike space per studio/1 bedroom unit

APPLICANT: The application submittal will show there is less than 2 car parking spaces per unit and there is 1 bike parking space sheltered for each 1-bedroom unit. Only one-bedroom units are in the developments. 18.3.9 PSO units smaller than 750 square feet, or affordable housing are not subject to the requirement of providing on-street parking in performance standards subdivisions.

18.4.3.050 Accessible Parking Spaces

Where off-street vehicle parking is voluntarily provided, it must include the required number of accessible vehicle parking spaces as specified by the state building code and federal standards. multifamily developments with three or more dwelling units, it is mandatory to provide at least one accessible parking space.

APPLICANT: The required number of accessible parking is included and identified on the planning application submittals in conformance with state and federal standards. All ADA compliant units have immediate accessible access to ADA parking. The size is conforming, spaces are signed and marked in all areas. There are dedicated van-accessible spaces in two locations conveniently located, the ADA parking spaces are located closest to the unit in the building and unit entrances, the routes between parking areas and building entrances are easily assessable and well lit. The Accessible parking is included and identified on the planning application submittals

18.4.3.070 Bicycle Parking Standards

A. Applicability and Maximum Requirement All uses, with the exception of single-family residences, accessory residential units and duplexes and uses in the C-1-D zone, are required to provide the minimum bike parking spaces required in Table 18.4.3.040. The required bicycle

parking shall be constructed when an existing residential building or dwelling is altered or enlarged by the addition or creation of dwelling units, or when a non-residential use is intensified by the addition of floor space, seating capacity, or change in use.

APPLICANT: The development is newly constructed 210 one-bedroom development and the plan provides one bike sheltered parking space for each one bedroom unit.

B. Bicycle Parking Design Standards.NO 1-12

APPLICANT: Bike parking is immediate to and visible from the unit front door and easily assessable. The bike parking are in special bike racks and they are sheltered. The location from the unit to the bike parking is under 50 ft distance from the building and not further than the closest vehicle parking space. There are multiple buildings on the site and parking racks are made for each building with one bike parking spot per unit in the building. Direct access to parking is provided from the public access avenue and the residential units. The parking spots are sheltered and lit for safety. Parking spots are also viewable from the units and building. All parking is paved with smooth hard surface. The plans will demonstrate that all these amenities are compliant with the standards, and the maneuvering dimensions per the standards, including oversize areas for cargo bike spaces. Bike rack standards are compliant to the chapter and designed in the site plan and building documents. While parking or moving bike other bikes don't have to be moved because there is sufficient room. The minimum overhead coverage of 44" for clearance from rain is incorporated on the drawings. Bike parking spaces will be marked and reserved for bike parking only. Available too will be electric for the charging of electric bikes to keep the building safe from battery fire accidents.

C. Bicycle Parking Rack Standards. The intent of the following standards is to ensure that required bicycle racks are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

APPLICANT: Parking racks will be 30" W & 35" High U shaped 12.5OASTM A120 Grade B Steel with an anchored steel base plate holding a 1.5" steel pipe, or if different in accordance with the specifications of the ordinance

18.4.3.080 VEHICLE AREA DESIGN

A. Parking Location

APPLICANT:

1. Auto parking is not located in front and side yard setbacks abutting a public street.
2. There is no parking in front yards by off street parked cars on the development site.

B. Parking Area Design Voluntarily provided parking areas and parking spaces shall be designed in accordance with the following standards and dimensions as illustrated in Figure 18.4.3.080.B

1. Parking spaces shall be a minimum of nine feet by 18 feet.
2. compact spaces shall be eight feet by 16 feet
3. back-up maneuvering space not less than 22 feet

4. Parking lots with 50 or more parking spaces, and parking lots where pedestrians must traverse more than 150 feet of parking area

APPLICANT: The site plan includes a tabulation of the various parking spaces complying with 14.4.3.080B.parking dimensions. Included are compact cars at 8x16 and standard 9x18. Compact spots will be signed for public view as Compact Car Only. The back-up maneuvering space is not less than 22 feet. The back up space dimension is 22 feet. The Parking lot has more than 50 parking spaces. Parking spaces are spread over 150 feet, but the distance is broken up by buildings, landscape islands, raised walkways and street like features. Sidewalks are five feet and greater in width and curbs that are six inch high. Curb ramps are located at all crossings with hash marked lines. Street trees are along the walkways, and pedestrian oriented lighting lines all pedestrian areas.

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking. Use one or more of the following strategies for the surface parking area which are paving color, porous paving, 50% shade from trees or solar solar energy generating carport.

APPLICANT The construction plan for the parking area uses light colored concrete for over 50% of the parking area. The areas are designed to divert runoff by the use of landscape mediums and swales to capture it in areas for treatment.

i.light colored paving materials with a high solar reflectance is designed into the parking plan to reduce heat absorption for over 50 percent of the parking area surface, And b. Hard surface areas are designed to captures and treats runoff with landscaped medians and swales.

6. Parking lot designs shall incorporate the strategies identified in subsections 18.4.3.080.B.5.a (light color pavement) and 18.4.3.080.B.5.b (treat runoff) above, and further incorporate the following:

a. NA

b, New or redeveloped parking areas greater than one-half acre in area shall provide one of the following:

i. a tree canopy covering 40 percent of the new parking lot area at maturity, but no more than 15 years after planting is included in the landscape plan.

APPLICANT: The landscape plans will demonstrate that 40% of parking area is covered with shade producing trees. While meeting the conditions of subsection B.5.a&b. of using light colored paving and treating runoff, the applicant is also installing solar panels with a generation capacity that exceeds one-half kilowatt per new parking space. The panels will be placed on the roofs of the apartment buildings. Solar power will accrue to the benefit of the tenant's electrical cost and the environment pollution.

c. Parking lot trees shall be selected from the Parking Lot Trees list found in the City of Ashland Recommended Street Trees Guide. Parking lot trees shall be planted and maintained to maximize their root health and chances for survival and maintained to 2021 American National Standards Institute (ANSI) A300 standards including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species, or as amended by ANSI.

APPLICANT: The landscaping plans are attached and completed with all the requirement under this section and are for construction designed by a Licensed Certified Landscape Architect showing the parking lot tree canopy plan for the parking lot.

SUMMARY: The applicant meets the requirement of minimizing the adverse environmental and microclimatic impacts of surface parking by using Light colored concrete for 50.3% of the parking area, 40% of the parking area is shaded with trees, and the areas are designed with landscaped medians and swales for drainage to captures and treat runoff. Solar panels are in addition and added to the rooftops of the buildings.

C. Vehicular Access and Circulation. The intent of this subsection is to manage access to land uses and on-site circulation and maintain transportation system safety and operations.

1. **Applicability.** This section applies to all public streets within the City and to all properties that abut these streets

APPLICANT: The development abuts a public street.

2. **Site Circulation.** New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in subsection 18.4.3.080.B4. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section 18.4.3.090

APPLICANT: A circulation system of sidewalks, paths, driveways, for cars and pedestrians is included in the engineering and landscape plan indicating all the sidewalks paths and crosswalks. For vehicles a circular system is designed in the plans to rotate around the development while traveling in a forward position and go anywhere in the site without turning around. For emergency equipment the access drive for the engines meets the required distance between building for large trucks. The plan includes street like features and connections to buildings, parking, open spaces, playgrounds, residential units, public sidewalks, bus stop and transit plaza.

3. **Intersection and Driveway Separation.** The distance from a street intersection to a driveway, or from a driveway to another driveway, shall meet the minimum spacing requirements for the street's classification in the Ashland Transportation System Plan (TSP).

APPLICANT: The distance between the applicants' driveways is well over 100 feet.

a. No driveways are 24 feet close.

APPLICANT: No driveways are as close as 24 feet

b. Partitions and subdivisions of property located in an R-2, shall meet the controlled access standards so that access to all properties created by the land division can be made from one or more points.

i. Distance between driveways on boulevard streets are 100 feet.

ii. Distance from intersections on boulevards are over 100 feet.

APPLICANT: The application includes a subdivision, and access can be made from two points, and the plans demonstrate the distance between driveways are over 100 feet and the distance from any intersection is greater than 100 feet.

c. Street and driveway access points in an R-2 zone shall meet distance between driveways of 100 feet on boulevards and the distance from a intersection must be over 100 feet.

APPLICANT: The development is in an R 2 zone and the application site plan demonstrates the distance between driveways are over 100 feet and the distance from any intersection is greater than 100 feet.

D. Access Requirements for Multifamily Developments. All multifamily developments which will have automobile trip generation more than 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.

APPLICANT: The application is a Multifamily Development, and it has more than 250 vehicle car trips per day and the development has two access points. The trip measurement was conducted by a certified traffic engineer under the methods of the Institute of Transporting Engineers.

4. Shared Use of Driveways and Curb Cuts.

a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and all necessary access easements. Where necessary from traffic safety and access management purposes, the city may require joint access and/or shared driveways in the following situations:

APPLICANT: The development is a Multifamily development, and the plans demonstrate the driveway at the main entrance stands alone without other driveways nearby. Access reviews with the jurisdictional authority ODOT found it a safe access meeting view distance criterion. No other access driveways are added therefore limiting and minimizing the impact of additional access areas to the development while maintain greater separations.

b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary

APPLICANT: No preexisting curb cuts or driveways exist that require removal.

c. 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.

APPLICANT: The development is generating more than 250 vehicle trips per day and two access points are required by code and the new main access point is added to meet the criteria and it was reviewed and approved for safety by ODOT.

D. Driveways and Turn-Around Design. Driveways and turn-arounds providing access to parking areas shall conform to the following provisions:

3. Parking areas of more than seven parking spaces shall be served by a driveway constructed to: facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety; be clearly and permanently marked and defined; provide adequate aisles or turn-around

areas so that all vehicles may enter the street in a forward manner; and a driveway width as follows:

a. A driveway accommodating two-way vehicular circulation on site shall be 20 feet in width.

APPLICANT: The development has more than seven parking spaces, for pedestrian and vehicle safety the access driveway meets ODOT standards. The areas will be clearly marked per code and clearly defined all the traffic areas and drive areas. The driveways have adequate space for turning around by driving in one direction without having to back up and can enter street in a forward manner. The driveway accommodates two-way circulation, and the driveway meets the 20-foot width standard.

b. A driveway configured for one-way vehicular circulation on site, which provides separated ingress and egress access onto the public street, may be reduced to 15 feet in width upon demonstration that adequate fire apparatus access is provided.

APPLICANT: The driveways are over 20 feet in width for two-way traffic. It provides separate egress and ingress features with a turn lane in the street for safety. The lanes will be marked with center line paint. The street is already fully marked for left and right and turns.

4. The width of driveways and curb cuts in the park row and sidewalk area shall be minimized.

APPLICANT: No cuts in these areas were made.

5. For single-family lots and multifamily developments, the number of driveway approaches and curb cuts shall not exceed one approach/curb cut per street frontage. For large multifamily developments and other uses, the number of approaches and curb cuts shall be minimized where feasible to address traffic safety or operations concerns.

APPLICANT: There is only one approach at the development's frontage.

6. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13.5 feet for their entire length and width.

APPLICANT: There are no vertical clearance issues at the development site.

7. Vision Clearance. No obstructions may be placed in the vision clearance area except as set forth in section

APPLICANT: Vision sight distance meets ODOT's criteria and there are no Vision clearance obstructions at the driveway under the jurisdictional authority criteria.

8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the driveway.

APPLICANT: The driveway grades in the development do not have 20 percent grades.

9. All driveways shall be installed pursuant to City standards prior to issuance of a certificate of occupancy for new construction.

APPLICANT: Driveways are designed to City standards.

10. Driveways for lots created or modified through a land division or property line adjustment, including those for flag lots, shall conform to the requirements of chapter 18.5.3, Land Divisions and Property Line Adjustments.

APPLICANT Lots and parcels conform to the lot standards of the applicable zoning district and the developments lots have been created through the Performance Standard Option and its criteria have been met through the PSO standards and Lands Divisions Chapter.

E. Parking and Access Construction. The development and maintenance as provided below shall apply in all cases, except single-family dwellings, accessory residential units, and duplexes:

1. Paving. All parking areas, aisles, turn-arounds, and driveways shall be paved with concrete, asphaltic, porous solid surface, or comparable surfacing, constructed to standards on file in the office of the City Engineer.

APPLICANT The area is being built with concrete and asphalt to city and fire apparatus standards.

2. Drainage. All parking areas, aisles, and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.

APPLICANT Drainage swales, catch basins, subsurface retaining tanks to control the drainage onto public areas are included in the design. Water is retained and release at times the offsite storm system can adequately handle the volume.

3. Driveway Approaches. Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer

APPLICANT: Driveway approaches are designed with concrete.

4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.

APPLICANT: All parking areas are designed for permanent marking of driveways and parking spots that are handicap and compact in the engineered construction documents.

5. Wheel Stops. Wheel stops shall be a minimum of four inches in height and width and six feet in length.

APPLICANT: All parking spots are designed for wheel stops to the specification of code and in the build plans.

6. Walls and Hedges.

a. NA parking areas are not near the street with walls and hedges.

b. NA parking isn't adjacent

7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not less than seven percent of the area devoted to outdoor parking facilities,

APPLICANT The landscape plan includes landscaping for the parking area equaling 14% of the parking area. This is two times the requirement.

8. Electric Vehicle Charging. Mixed-use or multifamily residential developments with five or more dwelling units shall provide electrical service capacity by extending conduit to support future electric vehicle charging infrastructure to at least 40 percent of the off-street parking spaces provided.

APPLICANT EVC infrastructure is included in the engineering plans for the future use of 75 car charging stations in the design documents meeting the 40% of the parking space criteria.

9. Employee parking, NA

10. Lighting. Lighting of parking areas within 100 feet of property in residential zones shall be directed into or on the site and away from property lines such that the light element shall not be directly visible from abutting residential property.

APPLICANT: The plans have site lighting throughout the development and all lighting is designed to be directed downward so not to glow into any neighbor property or night sky.

18.4.3.090 Pedestrian Access and Circulation

A. Purpose. The purpose of this section is to provide for safe, direct, and convenient pedestrian access and circulation.

B. Standards. Development subject to this chapter shall conform to the following standards for pedestrian access and circulation:

1. Continuous Walkway System. Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, parks, and common open space areas to the greatest extent practicable.

APPLICANT: The development plan demonstrates that a Continuous Walkway System extends throughout the development site, and to existing or planned off-site adjacent sidewalks, trails, common open space areas, bus stops and transit plazas and adjacent lands.

2. Safe, Direct, and Convenient. Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets

a. Reasonably Direct. Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

APPLICANT: Routes are direct with access routes that do not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. Walkways that cross a parking area or driveway are clearly marked with contrasting paving materials and they are all raised/hump crossing areas.

b. Safe and Convenient. Reasonably free from hazards and provides a reasonably direct means of walking between destinations.

APPLICANT The routes do not deviate unnecessarily, and they are safe built with solid materials with safety lighting

c. Primary Entrance. For a non-residential building, NA

d. **Primary Entrance.** For a residential building, the front door (i.e., facing the street). For multifamily buildings and mixed-use buildings where not all dwelling units have an individual exterior entrance, the “primary entrance” may be a lobby, courtyard, or breezeway serving as a common entrance for more than one dwelling.

APPLICANT All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

3. **Connections within Development.** Walkways within developments shall provide connections meeting all of the following requirements as illustrated in Figures 18.4.3.090.B.3. and 18.4.3.090.B.3.b.

a. Connect all building entrances to one another to the extent practicable

APPLICANT: All units have direct access from their exterior to the courtyards primary entrance and breezeway from sidewalks to other buildings, units, trash, parking and open space areas.

b. Connect on-site parking areas, common and public open spaces, and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections

APPLICANT All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

c. Install a protected raised walkway through parking areas of 50 or more spaces, and where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth.

APPLICANT The plan demonstrates that all parking lot crossings are marked and raised under these criteria.

4. **Walkway Design and Construction.** Walkways shall conform to all of the following standards.

a. Walkways shall be raised six inches and curbed along the edge of the driveway

APPLICANT All sidewalk walkways in the driveway areas are built with curbs that have a raise 6-inch curb.

b. **Crosswalks.** Where walkways cross a parking area or driveway, clearly mark crosswalks with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks not exceeding 24 feet in length.

APPLICANT The plans demonstrate that the crosswalks are designed to these specifications.

c. **Walkway Surface and Width.** Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide

Walkways are both asphalt and concrete, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or

asphalt, and at least ten feet wide, in accordance with section 18.4.6.040, Street Design Standards.

APPLICANT Walkways are both either concrete or asphalt and at least five feet wide. All surfaces are hard and smooth.

d. **Accessible Routes**. Walkways shall comply with applicable Americans with Disabilities Act (ADA) and State of Oregon requirements. The ends of all raised walkways, where the walkway intersects a driveway or street, shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.

APPLICANT: All walkway termination points have ADA compliant ramps as noted on the site plan.

e. **Lighting**. Lighting shall comply with section 18.4.4.050 (Ord. 3229 § 1, amended, 12/19/2023; Ord. 3229 § 1, amended, 12/19/2023; Ord. 3199 § 24, amended, 06/15/2021; Ord. 3191 § 24, amended, 11/17/2020).

APPLICANT: Lighting is incorporated in the attached plan for illumination of the walkway and parkway areas. The intent is to have no spillover light into the adjacent neighborhood.

END PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3

No 7

PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.

The application includes a Performance Standards Subdivision of 9 Lots. The lots include apartment buildings, common open space driveways and parking.

The applicant is exercising the option to apply under the Performance Standards Option, under Land Division Chapter 18.5.3, part 18.5.020.A.4. properties located in the Performance Standards Overlay, all land divisions, other than partitions and development of individual dwelling units, shall be processed under chapter 18.3.9 Performance Standards Option and PSO Overlay. Properties not located in the Performance Standards Overlay but meeting the requirements of section 19.3.9.030 may be processed under chapter 18.3.9 Performance Standards Option and PSO Overlay.

18.3.9.010 The purpose of the PSO chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood.

APPLICANT: The innovation and architectural creativity and efficiency of the Gand Terrace design is market and socio/economic driving with the goal of tenant sustainability over the longer occupancy periods. Existing target markets are unmet, and this development meets them.

Efficient space drive creative design and meet that larger segment market of end users. Small spaces are less costly and when compensated with greater open spaces, views, air, or the multiple and various transportation options end users get better value. As a medium density development, the design breaks monolithic inclination apart by using multiple buildings of apartments with individuality. The units have private entrances located directly to the exterior in lieu of using corridors and halls that are noisy and public, while also including private decks at opposing ends of the entrance with panoramic open view corridors to the surrounding areas. The roof area design provides higher ceilings, more windows and is exposed to the dominant direction of the sun for use in collecting the solar power for the residents' electric utilities. This provides low cost, clean energy and reduces the environmental impact. The orientation and building separation with breezeways allow prevailing winds to sweep the development unobstructed and cools the buildings and grounds.

High density residential development can be difficult in providing privacy and a sense of intimacy to the environment, but these are achieved in the Grand Terrace design. Geographically, the building utilizes the open terrace preserving natural features of the area leaving an abundant amount of open space for the occupants, neighborhood and city at large when placed at the entryway of the city preserving natural features of the area. For neighbors the low profile of the buildings and large open areas preserve the views of the open fields and the valley. The goals of the chapter in using natural landscape, energy conservation and features to the greatest advantage is achieved.

18.3.9.020 Applicability Developments shall meet the provisions of this chapter and all other applicable sections of this ordinance; except that developments subject to this chapter are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2 and other standards as specifically provided by this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

18.3.9.030

A. Purpose of the PSO is for areas not largely developed under subdivision code, and due to undeveloped nature of property, sloping topography or natural hazards, its more suitable for development under the PSO standards.

APPLICANT: The proposed development area is in the UGB and is undeveloped and vacant. It lacks all public facilities including transportation and utilities. It's at the entrance of Ashland and very distinguishable by the sloping topography and roadside ditches and high berms of earth along the roadway, vegetated wetlands including a number of various trees, open unirrigated fields on sloping lands along the roadway and forested hillsides adjacent. The area has remarkably dark streets unfit for pedestrians and wraps around unimproved commercial storefronts with unimproved parking lots, or safe driveways. The use is mixed with a body paint shop, storage facilities, animal hospital and car lots. For safety the area is spotted with bright blinding security lights on 30-foot poles for their own property protection due to the lack of secure sidewalks, lighting and pedestrian presence.

B. Applicability of this chapter is for properties within the overlay map. The minimum number of dwelling units for a Performance Standards Subdivision within residential zoning districts is three

Applicant: The development is not for individual dwelling units and is not a partition. Is will have more than three units and is in a residential zone R-2 Low Density Multi Family Residential.

C. Permitted Uses, the granting of the application shall be considered an outright permitted use.

APPLICANT: The applicant is exercising the option to apply under the Performance Standards Option.

D. **Development Outside PSO-Overlay.** If a parcel is not in a PSO overlay, then development under this chapter may only be approved if one or more of the following conditions exist.

1. The parcel is larger than two acres and is greater than 200 feet in average width.
3. The property is zoned R-2, R-3 or CM

APPLICANT: The application meets two of the criteria number of this chapter. The average is Larger than 200 feet and the property is zoned R-2.

AMC 18.3.9.040 Review Procedures and Criteria

Review Steps. There are two required steps to Performance Standards Options and PSO Overlay approval, which may be completed individually or combined for concurrent review pursuant to subsection 18.3.9.040.A.

1. Application for outline plan approval
2. Application for final plan approval.

Permitting and guarantees for public improvements, including bonding, and the creation of common areas shall follow the same procedures as for a subdivision.

APPLICANT: The application is a combined proposal with a concurrent review of an outline plan and final plan. The proposal follows the subdivision process and it's PSO standards of that section.

A. Outline Plan A proposed outline plan shall accompany applications for subdivision approval under this chapter. For developments of fewer than ten lots, the outline plan may be filed concurrently with the final plan, as that term is defined in subsection 18.3.9.040.B.4. For developments of ten or more lots, prior outline plan approval is mandatory.

APPLICANT: An outline plan is submitted here for subdivision approval under 18.3.9.040 and the subdivision consist of 9 lots. In accordance with the section an application with fewer than 10 lots may file a Final Plan concurrently as defined in 18.3.9.040.B.4. Accordingly, the Outline Plan/ Final Plan are submitted in this application following the procedure of Section A & B of 18.3.9.040. and all the application submission requirements are attached to the application, for the list of items in A. 2. Including Topo maps and survey maps. The current land use is R-2 and the proposed use is Multi Family Residential units. The development area is displayed in the accompanying plan which consist of 210 residential unit. The units are spread among 10 buildings each consisting of 21 one-bedroom units per building. The property lines are depicted

more accurately on the site plan. An easement with the Bureau of Reclamation is on the property. Trees adjacent to the site are on the landscape plan and accounted for by type and size. The site plan delineates more accurately the driveways walkways and parking areas. A public bus stop and plaza will be developed by the owner along with seating and overhead cover and lighting. A bike parking area will be installed in the bus plaza. Adjacent buildings within 160 feet of the development are delineated on the plans. A full construction set of public facilities including water, electric, sewer and storm water facilities are on the plans conforming to the code. A full construction set of excavation and fill plans are included with the submittal. The landscape plan outlines the areas of significant features such as marshes, wooded area, and preservable trees. The drawing submitted indicate direction of watercourses and any known flooding areas. No flooding areas are known. Required open space is indicated on the plan and the total area. Required open area is significantly greater and exceeds the standard. Private spaces are indicated and are not part of the common open area but are separate and greater than the requirement. The site plan includes all building envelopes for each lot, with height, solar access and view protection if any. All elevations on the site plan are to scale, included are dimensions and exterior facade material type treatment.

The chapter stresses innovation, architectural creativity and efficiency. Breaking the totality of multi units into individual buildings kept the development non imposing or monolithic and giving it a sense of intimacy and human scale. Geographically, its set on a terrace and spread out with abundant open space preserving and utilizing the natural features of the area. Occupant's view from the living space is oriented toward the valley and wide-open spaces. The goals of the chapter in using natural landscape and features to the greatest advantage and the application plans reflect this. Proposed financing for the proposed subdivision development construction cost is a financial stack of Institutional Financing and Equity. Present ownership is Linda Zare, and a Member to Casita Development LLC together with Robert Kendrick, Member, Casita Development LLC.

The Method of maintaining common and open space is with CC&Rs to regulate the use, appearance, and maintenance of the development which commonly include the buildings, common area spaces, driveways and parking lots.

Time schedule of the development is largely dependent upon the Annexation application procedure.

The findings of the applicant showing that the development meets the criteria set forth in this ordinance and the Comprehensive Plan are the narrative herein by the applicant and the attached submittals noted herein. Again, the narrative along with all the plans and exhibits demonstrate the application meets the ordinance requirements. And exhibits and attachments are further findings demonstrating the development meets the criteria set forth in the ordinance and the Comprehensive Plan

3. Approval Criteria for Outline Plan: The Planning Commission shall approve the outline plan when it finds all of the following criteria of items a. -g. have been met.

a. The development meets all applicable ordinance requirements of the City. Unless otherwise noted herein, the applicants find the proposed subdivision meets all applicable ordinance requirements of the City of Ashland.

APPLICANT: The submitted documents, letter and exhibits are in compliance with the ordinance standards and criteria including an allowed exception to the street standards are requested and allowed under the ordinance. The submittal meets all applicable ordinance requirements.

b. Adequate key facilities can be provided.

APPLICANT: the proposed utilities extensions to the subject property from the various public utility providers are through existing and proposed easements and street rights-of way surrounding the site. It has been determined that the extension of city facilities to service the development area will not cause a facility to operate beyond the city's capacity including written statements verifying capacity from the various service providers. RVSS already provides services, and they state there is adequate capacity to serve the development. All utilities will extend to and through the property as identified on the Utility Plans that are part of the application plans. All Civil Engineered drawings are submitted identifying specific utility details for final construction of the development. The proposed development with the Street Standards, and requested exceptions, attached street cross-sections are all included under the civil plan.

c. The existing and natural features of the land, such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.

APPLICANT: The ALTA Survey Documents detail each and all of the site's significant natural features such as the small wetland areas.

d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

APPLICANT: The subject property development provides the opportunity for adjacent property to be developed for uses as shown in the Comprehensive Plan. Without this annexation, the north Ashland Urban Growth Boundary is prevented from future expansion and growth because the applicant is creating contiguity to the UGB that would not otherwise be possible and the city unable to expand and draw on the economic component benefits it would bring. The development is also bringing utilities that presently do not exist. Also, importantly safe pedestrian transportation systems are being installed connecting the communities together including important transportation of a bus stop with a transit plaza and bike parking. This promotes the City's Comprehensive Plan.

e. There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

APPLICANT: The development items on the plans will be built at the same time so common and open spaces are finished at the same time and therefore no building area will be left without the same amenities as shown in the plans.

f. The proposed density meets the base and bonus density standards established under this chapter

APPLICANT: The proposed density meets the standard and bonus density standards. The proposed density is greater than the minimum and less than the maximum amount allowed.

g. The development complies with the street standards.

APPLICANT: Submitted with the application are final civil plans with a street improvement plan with changes to the city street standards and the application includes a request for an exception to the Street Standards. The approval authority may approve exceptions to the street design standards of Chapter 18.4.6.040 if there is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty, see Section in 18.4.6.020.B.1.

h. The proposed development meets the common open space standards established under section 18.4.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the City of Ashland.

APPLICANT: The Site and Landscape plans demonstrate the proposed development exceeds the minimum common landscaped space of 8% and private open space. Private space requirements are 48 sq ft per unit and the development has 72 sq ft per unit and in 30 of the units are over 150 sq ft. Section 18.4.4.070 minimum common open requirement is nearly double.

4.Approval of the Outline Plan.

a. After the City approves an outline plan and adopts any zone change necessary for the development, the developer may then file a final plan in phases or in its entirety.

b. If an outline plan is phased, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished

APPLICANT: a. The application for the PSO includes nine lots, with a concurrent application of an outline plan and final plan, “for developments of fewer than ten lots, the outline plan may be filed concurrently with the final plan” subsection 18.3.9.040.A.

b. There is no phasing, and the final plan is the construction plan for the development of the annexed area acreage.

B. FINAL PLAN.

1. Review Procedure. The Type I procedure shall be used for approval of final plans, unless an outline plan has been filed concurrently, in which case Type II procedure shall be used, and the criteria for approval of an outline plan shall also be applied.

APPLICANT: An outline plan and final plan are filed concurrently and follow the Type II hearing.

2. Phasing. The final plan may be filed in phases as approved on the outline plan

APPLICANT: The application of the Outline and Final Plan are processed concurrent and not phased.

3. Expiration. If the final plan or the first phase of the outline plan is not approved within 18 months from the date of the approval of the outline plan, then the approval of the plan is terminated and void and of no effect whatsoever.

APPLICANT: The outline plan and final plan are filed concurrent for approval concurrently.

4. Application Submission Requirements. The following information is required for a performance standards subdivision final plan application submittal listed as item a.-q., itemized in the response below and are specific in the design documents that are submitted to the authority and are all complete.

Subsection "a. – q" of this part are Below:

APPLICANT: Items under this part are answered specifically

- a. Topography maps are attached
- b. A Connectivity plan is attached.
- c. Cross section, size, cuts and fills are attached.
- d. All streets are identified
- e. Boundary lines are included in architectural drawings (construction documents) attached and included in this application.
- f. Plat map is final
- g. Easements are on civil drawings and survey
- h. Landscaping plan, civil and survey identify all easements and future utility's locations
- i. Common and private spaces are noted on the plans
- j. NA
- K. Proposed building location
 - i. location is noted on plat
 - ii. use is noted
 - iii. number of units are noted on plans
 - iv. building envelopes, lots, height is on plans
- l. elevations are to scale
- m. financing is institutional and private
- n. time schedule is planned after city approvals
- o. a final plat approval is requested for financing
- p. all utilities are on civil drawings
- q. all trees over 6 inches are noted on plans

The site plan indicates all building locations, use, number of units, building height. Solar access calculation is on a separate exhibit document demonstrating the location of buildings, sun and shadows. The development consists of 10 identical building with 21 units in each one.

Construction drawings are attached and included with the application and their dimensions are all to scale. As noted earlier all HVAC systems are mini split systems, and the exterior component is located on the exterior of each unit out of site. Financing is a combination of private equity and bank financing for construction and permanent loans after completion.

Development time schedule is contemplated to begin shortly after approval and financing both private and institutional approval. A final plat is required similar to that required for of a subdivision, per chapter 15.5.3 Land Division. The applicant is submitting a request for Preliminary Plat approval for underwriting feasibility to securitize individual lots for construction financing of the buildings. Final plans for the development of offsite and onsite work are in the civil engineering plans and include water, sewer, drainage, electric, cable, and street improvements. The attached final Landscape Plan includes all trees existing and to be included in the construction of the landscaping.

5. Approval Criteria for Final Plan. Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all the following criteria:

APPLICANT: Subsection “a. – h” of this part are Below:

a.-e. number of dwelling units varying no more than 10% or exceed the submittal, including yard depths and distance between buildings. Distance may not be reduced less than the minimum standard, and units can’t exceed what’s in the outline plan. Common open spaces cannot vary more than 10% and building size cannot exceed the size shown on the outline plan by more than 10%.

e.-f. Elevations and exterior materials are in accordance with the standards and approved outline plan,

g.-and the development complies with the street standards and there is an exception to the standards requested.

h.-Nothing in this section shall limit reduction in the number of dwelling units or increased open space; provided, that if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the common open space reduced below that permitted in the outline plan.

APPLICANT: The outline plan and final plan are submitted concurrently and changes to the final could occur from conditions applied by the approval authority, planning commission, city council and normal corrections from consulting agents.

6. Any substantial amendment to an approved final plan shall follow a Type I procedure in section 18.5.1.050 and be reviewed in accordance with the above criteria.

APPLICANT: The applicant understands amendments are to be approved under a Type I procedure if there are any.

18.3.9.050 Performance Standards for Residential Developments

A. Base Densities. The density of the development shall not exceed the density established by this section. The density shall be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public.

1. The base density, for purposes of determining density bonuses allowed under this section, for developments other than cottage housing, is as provided in Table 18.3.9.050.A.1.

APPLICANT: The acreage of the project is 8.53 acres. In accordance with Table 18.3.9.050.A.1 the zone is R-2 with an allowance of 13.5 du/acre.

B. Density Bonus Point Calculations. The permitted base density shall be increased by the percentage gained through density bonus points. In no case shall the density exceed that allowed under the Comprehensive Plan. The maximum density bonus permitted shall be 60 percent (base density x 1.6), pursuant to the following criteria:

APPLICANT: The base density is 115.155 and the bonus points used satisfies the minimum and maximum density criteria using the unit equivalency of ordinance.

Bonus Points For Conservation Housing

1. Conservation Housing. A maximum 15 percent bonus is allowed. One hundred percent of the homes or residential units approved for development, after bonus point calculations, shall meet the minimum requirements for certification as an Earth Advantage home, as approved by the Ashland Conservation Division under the City's Earth Advantage program as adopted by Resolution 2006-06.

APPLICANT: In accordance with 18.3.9.050 B.1. Conservation Housing a maximum 15% bonus for 100% of units shall meet minimum Earth Advantage program. The development will meet the Earth Advantage criteria for all the units in the development, and the points attained are 17.

Base Density = 115.16 x 15% = 17 points.

Bonus Point for Common Open Space

2. Common Open Space. A maximum ten percent bonus is allowed, pursuant to the following:

APPLICANT:

18.3.9.050B.2.a. Common open spaces may be provided in the form of natural areas, wetlands, playgrounds, active or passive recreational areas, and similar areas in common ownership. However, for the purposes of awarding density bonus points, the Planning Commission shall consider whether or not the common open space is a significant amenity to project residents, and whether project residents will use or enjoy the common open space on a day-to-day basis.

18.3.9.050B.2.b Standard. Developments with fewer than ten units that provide more than two percent of the project area for common open space, or for developments of ten units or greater that provide more than five percent common open space, a one percent bonus shall be awarded for each one percent of the total project area in common open space in excess of any common open space required by section [18.4.4.070](#) and this chapter. The common open space shall meet the standards in section [18.4.4.070](#).

APPLICANT: 18.4.4.070 stipulates two different percentages that confuse the applicant. It stipulates that an application under a PSO receives a bonus after 5% is met and it goes on to say that a PSO and Site Review combined application receives a bonus after 8% requirement of the total lot area is met under 18.5.2 Site Design Review and 18.3.9 PSO overlay. The applicant is using the 8% criteria and not the 5%. The area also consists of more than 10 units.

APPLICANT: The Common Area Open Space is a significant amenity to project residents, and residents will enjoy the common open space on a day-to-day basis. They include preserved

wetlands of 4606 sq ft with seating, landscaped common area of 59,417 sq ft which is 16% of the area and in excess of 8% required amount, 4 basketball courts, 1 tennis courts, 10 areas that include spaces of meditation, zen gardens, private gardens all with seating and lighting, kids play area of 2100 sq ft, and a multi bike & pedestrian path for 19,148 sq ft. This area totals 214,277 sq ft equaling 58% of the development area.

Open Space = 58% - Base Requirement is 8% equals, Calculation is 58% - 8% = 50%. The maximum allowed is 10% so the calculation is

Base Density = 115.16 x 10% = 12 units.

3. Affordable Housing. A maximum bonus of 35 percent is allowed. Developments shall receive a density bonus of two units for each affordable housing unit provided. Affordable housing bonus shall be for residential units that are guaranteed affordable in accordance with the standards of section 18.2.5.050, Affordable Housing Standards

APPLICANT: The affordable units provided is 24 units. The bonus is 2 point per unit and can't exceed 35%. The base density is 115.15 and the bonus points used satisfies the minimum and maximum density criteria using the unit equivalency of ordinance.

Base Density is 115.15 x 35% = 40. The minimum amount allowed is 40 bonus point.

Affordable Units Provided = 24 x 2 = 48. Eight bonus points can't be used.

Bonus amount allowed is 40.

Bonus Density is = 40 units

APPLICANT: Bonus Point calculation recap.

Base Density 115.115

+ 17 (Conservation Housing)

+ 12 (Open Space)

+ 40 (Affordable Housing)

= Revised Based Density of 184 units

Density Standards

Revised Base Density with Bonus is 184

Minimum 104

Maximum 1.6 x 115.15 = 184

Proposed Density 170

See tabulation Table

18.3.9.060 Parking Standards

All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3

A. On-Street Parking Required

For all performance standards subdivisions in R-1 zones, and for all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions.

2. Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a

development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.

APPLICANT: The proposed development is improving streets controlled by Oregon Department of Transportation on Hwy 99 and parking is prohibited so the development is not required to provide on street parking. In accordance with 18.3.9.060. A.2.

B. NA

C. Signing of Streets

APPLICANT: Any signage is under the control of ODOT, and applicant will follow the rules of ODOT.

18.3.9.070 Setbacks

A. Front Yard Setback. Front yard setbacks shall follow the requirements of the underlying district.

APPLICANT:

The proposal setbacks comply with the underlying zone, and it exceeds the front setback of 20 feet for the underlying district,

B. Building Separation. The minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet.

APPLICANT: For building separation, the maximum required is 12 feet between buildings. The buildings are under 30 feet tall. Half the height of the building is 15 feet and the distance between the building is 20 feet meeting the criteria.

C. **Solar Setback.** Solar setbacks shall meet the requirements of section

APPLICANT: Solar measurements are attached to the application and meet the criteria where applicable.

D. **Perimeter Setback.** Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone.

APPLICANT: The Side yard of 6 ft and the Rear Multi Story 10 ft per story and 5 for half story setbacks meet the parent zoning criteria. The perimeter setbacks meet the standards for the zone.

END PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.

No 8

BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2

18.4.2.010 Purpose regulates the placement, orientation, and design of buildings.

A. Enhance the environment to encourage alternative modes of transportation, such as walking, bicycling, and transit.

B. Provide a business environment that is safe and comfortable, and natural surveillance of public spaces, or “eyes on the street,” for crime prevention and security.

- C. Reduce dependency on the automobile for short trips, thereby conserving energy and reducing unwanted congestion.
- D. Support resource conservation and reusable energy generation, through solar, wind, and other renewable energy sources; and
- E. Require high quality development that makes a positive contribution to the streetscape and maintains a sense of place that is distinctly Ashland.

APPLICANT: The plans and this letter demonstrate the purpose of this chapter are met. Nearly 58% of the site has open area, and protect wetland, purposefully maintaining a number of the State Goals of land use laws in the state and city. The multiple alternative forms of transportations are diverse but assessable and encouraging protection of the environment. The application of multiple building with units that have direct access to other units, bus stops, parking areas and open spaces. Well lite areas on site and not toward neighbors, added light to the streets, sidewalks and public spaces makes the community safer where it wasn't before. With several commercial businesses in the location only improved business should be expected from the disposable income added and the safe streets and offsite improvements. This adds substantial value through its improvements to the area along with a public transit plaza. Busing and EV charging stations, bike parking with charging, dedicated van pool parking areas reduces vehicle use and is good for the environment and combined reduces the demand of the auto and reduces energy demand and improves the environment. Solar panels on all rooftops generate the residential appliances, low voltage lighting and split HVAC systems with a 100% SEER rating are all positives to the environment. Additionally, units have concrete flooring for sound damping and the walls are doubled with one inch air separation not allowing transmission of sound between unit. The rating on these systems is greater than the code and they increase the energy efficiency too since they are tight. The energy conservation and reusable energy generation of solar panel and all the other environment components makes the development a model and complement to the goals of Ashland at the entry way of the city.

18.4.2.020 Applicability A. 18.4.2 applies to residential development subject to 18.5.2 Site Design Review

APPLICANT:

Chapter 18.5.8.020.F. A concurrent filing of Site Design Review is required for annexations, so this chapter is applicable because a site design review is required.

18.4.2.030 Residential development

A. **Purpose and Intent.** For new multifamily residential developments, careful design considerations must be made to assure that the development is compatible with the surrounding neighborhood. For example, the use of earth tone colors and wood siding will blend a development into an area rather than causing contrast through the use of overwhelming colors and concrete block walls.

APPLICANT: The colors of the building will use earth tones of horizontal Blackwood siding and Poplar plank siding alternating along the larger building exterior of the sides along the breezeways. Vertical plank poplar will be used to separate the patios. The separation panels on the patios are open for ventilation. The Polar siding will be used again as a band across the primary orientation of the building below the patios.

1. Crime Prevention and Defensible Space.

a. Parking Layout. Parking for residents should be located so that distances to dwellings are minimized. However, avoid designs where parking areas are immediately abutting dwelling units because there is little or no transition from public to private areas. Parking areas should be easily visible from adjacent areas and windows.

APPLICANT

All parking is visible from units. Parking is a close walking distance to units, and no parking abuts a unit. All ADA parking is immediately available to ADA units. All parking areas are adjacent to walkways to building entrances and breezeways.

b. Orientation of Windows. Windows should be located so that vulnerable areas can be easily surveyed by residents.

APPLICANT:

Windows are plentiful to all residential units allowing the units to be surveyed if needed.

c. Service and Laundry Areas. Service and laundry areas should be located so that they can be easily observed by others. Windows and lighting should be incorporated to assure surveillance opportunities. Mailboxes should not be located in dark alcoves out of sight. Barriers to police surveillance such as tall shrubs and fences should be avoided.

APPLICANT:

Laundry rooms are centrally located at each building directly accessible to all units and have windows for light and safety with immediate viewing from outside. Mailboxes are located on these building visibly viewable and assessable outsides near the parking lot. This is assessable for delivery and pickup. The boxes are easily viewable by all units and pedestrian areas.

d. Hardware. Reliance solely upon security hardware in lieu of other alternatives is discouraged.

APPLICANT:

Security cameras are visible and for record keeping. This is a deterrent. Site lighting and neighbors' full viewable areas are the eyes on the street.

e. Lighting. Site development should utilize lighting prudently. More lighting does not necessarily mean better security. Lighting should be oriented so that areas vulnerable to crime are accented.

APPLICANT:

All lights will be installed for the safety of the residential occupants and oriented downward where the feet land, buildings start up and all other possible obstructions. No light is wasted on open skies that could cloud out the stars, and neighbors' property too.

f. Landscaping. Plant materials such as high shrubs should be placed so that surveillance of semi-public and semi-private areas is not blocked. Thorny shrubs will discourage crime activity. Low shrubs and canopy trees will allow surveillance, hence, reduce the potential for crime.

APPLICANT:

Landscaping will be applied in accordance with the ordinance but in a minimalist mode to accent building architectural, fire prevention nor block views between residential units and traffic in the driveways. Concurrently inclusion of larger trees is tall to shade the hard surface streets and limit heat and taller than a man height and above the eyes.

B. Applicability. Except as otherwise required by an overlay zone or plan district, the following standards apply to residential development pursuant to section 18.5.2.020. See conceptual site plan of multifamily development in Figure 18.4.2.030.

APPLICANT: 18.5.2.050 is addressed fully and separately in this application.

C. Building Orientation. Residential buildings that are subject to the provisions of this chapter shall conform to all of the following standards. See also solar orientation standards in section 18.4.8.050.

1. **Building Orientation to Street.** Dwelling units shall have their primary orientation toward a street. Where residential buildings are located within 20 feet of a street, they shall have a primary entrance opening toward the street and connected to the right-of-way via an approved walkway.

APPLICANT: The buildings primary orientation is toward the street and driveways. Units entrance ways access to parking is from the building entrance onto sidewalks that go to parking space via the sidewalk and the breezeway. No buildings are located within 20 feet of the street. All units are connected to walkways that go to the public right of way. There are multiple approved walkways and meandering paths from units through the common area open space for both pedestrians and bicycle riders.

2. **Limitation on Parking Between Primary Entrance and Street.** Automobile circulation or off-street parking is not allowed between the building and the street. Parking areas shall be located behind buildings, or on one or both sides.

APPLICANT: A request for an exception for some parking is included in this application. There are 176 parking spaces in the development and due to the topography and the preservation of wetlands one building is constrained and not able to meet 100% of the standard. There are 8 parking spaces that would meet the definition of coming between the building and the street and the applicant is requesting an exception to allow the cars. See request for the exception under a separate paragraph below.

3. **Build-to Line.** Where a new building is proposed in a zone that requires a build-to line or maximum front setback yard, except as otherwise required for clear vision at intersections, the building shall comply with the build-to line standard.

APPLICANT: There is not a build-to line or maximum front setback yard.

D. Garages.

APPLICANT: Not applicable.

E. Building Materials. Building materials and paint colors should be compatible with the surrounding area. Very bright primary or neon-type paint colors, which attract attention to the building or use, are unacceptable.

APPLICANT: The proposed siding material are fire resistant fiber cement cladding, and the colors of the building will use earth tones of horizontal Blackwood siding and Poplar plank siding alternating along the larger building exterior of the sides along the breezeways. Vertical plank cedar will be used to separate the patios. Six by eight patio doors at the end of the unit facing the street, with poplar plank dividers and tied together with woven stainless-steel screens. The woven steel is strong and safe, long lasting and allows over 80% transparency which is important for light, views and air flow. Along the base of the buildings are poured concrete foundation base lines. The roof will be a “standing seam” metal roof to accommodate solar panels that power the units, the standing seam is best in deterring water leaks.

F. Streetscape. 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 pursuant to subsection 18.4.4.030.E.

APPLICANT:

There is one street tree selected from the street tree list placed every 30-feet of frontage for the portion of the property fronting the street.

G. Landscaping and Recycle/Refuse Disposal Areas. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.

APPLICANT:

The landscape plan complies with landscape area coverage and is covered in the landscape portion of this letter.

H. Open Space. Common and/or private open space is required to be provided pursuant to section 18.4.4.070.

APPLICANT: The site area for private and common open space greatly exceed the minimum required per 18.4.4.070 with a variety of landscape spaces and recreational open spaces. The chapter for landscape is covered in the letter.

END BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2

No 9

Preliminary Plat Approval 18.5.3.030

Preliminary Plat Submissions 18.5.3.040

A final plat is required if lots are to be sold. Under 18.3.9 Performance Standards Option, Review Procedures 18.3.9.040.B.4.o stipulate that if lots are to be sold, a final plat is required similar to that required for of a subdivision, per chapter 15.5.3 Land Division.

APPLICANT: Preliminary Plat Approval is a Type I procedure under Chapter 18.5.3. The Applicant has multiple participating security interest that will require individual Deeds, and a plat with separate parcels is required for securitization of divided interest.

18.5.3.030 Preliminary Plat Approval Process

A. Review of Preliminary Plat.

2. Subdivisions. Preliminary plat for subdivisions is subject to the approval criteria in section 18.5.3.050 and are reviewed through the Type II procedure, pursuant to section 18.5.1.060.

APPLICANT: The application for Performance Standards Subdivision is being requested and complies with the Type II procedure.

NOTE 18.3.9.020 The Performance Standards option may be used to divide residential and non-residential zoned land.

18.5.3.070 Preliminary Subdivision Plat Criteria

A. Approval Criteria. The approval authority, pursuant to subsection 18.5.3.030.A may approve, approve with conditions or deny a preliminary subdivision plat on findings of compliance with all of the following approval criteria.

1. The subdivision plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.

APPLICANT: The plan complies with the zoning of R 2 of the underlying zoning.

2. Proposed lots conform to the requirements of the underlying zone, per part 18.2, any applicable overlay zone requirements, per part 18.3, and any applicable development standards, per part 18.4 (e.g., parking and access, tree preservation, solar access and orientation).

APPLICANT: The proposal is submitting under the Performance Standards criteria and “developments subject to this chapter 18.3.9.020 are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2 and other standards as specifically provided by this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

3. Access to individual lots necessary to serve the development shall conform to the standards contained in section 18.4.3.080 Vehicle Area Design.

APPLICANT: The application meets the criteria of 18.4.3.080 as demonstrated in this letter and the explanations of how these criteria are met under the specific Chapter 18.4.3 submitted herein.

4. The proposed streets, utilities, and surface water drainage facilities conform to the standards in chapter 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.

APPLICANT: The application meets the criteria of 18.4.6 as demonstrated in this letter and the explanations of how these criteria are met under the specific Chapter 18.4.6 submitted herein

5. All proposed private common areas and improvements, if any, are identified on the preliminary plat and maintenance of such areas (e.g., landscaping, tree preservation, common areas, access, parking, etc.) is ensured through appropriate legal instrument (e.g., Covenants, Conditions and Restrictions (CC&Rs).

APPLICANT: All common and private areas are noted on the plan and CC&R's are attached specifying the responsibility of each lot share of cost as they relate to the common area including open spaces, parking and walkways, and everything outside the lot line of the individual lot.

6. Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.

APPLICANT: The Jurisdictional Authority for the highway has preliminary approved all plans and designs for the work within its jurisdiction. There is an easement with the Bureau of Reclamation and Talent Irrigation District for an irrigation easement. Approvals under the easement agreement restrictions are designed into the development as far as setback and non-Buildable areas.

B. Conditions of Approval. The approval authority may attach such conditions as are necessary to carry out provisions of this ordinance, and other applicable ordinances and regulations.

END LAND DIVISION AND PROPERTY LINE ADJUSTMENTS CHAPTER 18.5.3

No 10

LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4

CHAPTER 18.4.4

Includes design standards for landscaping and screening in residential projects that are subject to Site Design Review. Recycling and refuse disposal areas are subject to Site Design Review too. Design standards for lighting outdoors, and fences and walls are included in this section. Open space applies to residential development subject to Site Design Review and Performance Standards Option. The chapter establishes standards for common open space.

18.4.4 LANDSCAPING,

Section 18.4.4.070 establishes standards for open space and applies to residential developments that are subject to chapter 18.5.2 Site Design Review, and/or 18.3.9 Performance Standards Option and PSO Overlay. Certain sections of this ordinance require common and/or private open space as part of review under chapter 18.5.2 Site Design Review, or chapter 18.3.9 Performance Standards Option and PSO Overlay. Certain other sections allow common open space to be provided in order to obtain density bonuses. All those sections reference section 18.4.4.070 which establishes standards for common and private open space.

APPLICANT: The completed landscape and irrigation plan are attached to the application. The Open Space, Common Area, and private space are covered earlier and are included in the Landscape plans and conform to its standards.

18.4.4.030 LANDSCAPING LIGHTING AND SCREENING

A. General Landscape Standard. All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, parking, or other approved hardscape shall be landscaped pursuant to this chapter.

APPLICANT: The minimum required is 8% and the plan demonstrates that 16% exceeding the criteria.

B. Minimum Landscape Area and Coverage. All lots shall conform to the minimum landscape area standards of the applicable zoning district (see Tables 18.2.5.030.A through C for residential zones and Table 18.2.6.030 for non-residential zones). Except as otherwise provided by this chapter, areas proposed to be covered with plant materials shall have plant coverage of not less than 50 percent coverage within one year and 90 percent coverage within five years of planting.

APPLICANT: The proposed landscape coverage is 59.7% and 90% will be covered in five years. The application Plans demonstrates the landscape area propose meets the minimum and exceeds it substantially. The plan is designed to provide the 50% coverage within one year and 90 % in five years.

C. Landscape Design and Plant Selection. The landscape design and selection of plants shall be based on all of the following standards:

D. Tree Preservation, Protection, and Removal. See chapter 18.4.5 for tree protection and preservation and chapter 18.5.7 for tree removal permit requirements.

E. Street Trees. The purpose of street trees is to form a deciduous canopy over the street. The same effect is also desired in parking lots and internal circulation streets; rows of street trees should be included in these areas where feasible. All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.

18.4.4.040 Recycling and Refuse Disposal Areas

APPLICANT: Landscape Design and plants selection is outlined in the Landscaped Architect and Civil Engineer Plan including tree preservation, street trees, protection and removal plans. The site plan demonstrates the new residential development has common refuse areas that include recycling areas. All areas are well screened and easily assessable to residents and truck pick up.

18.4.4.050 Outdoor Lightning

A. Purpose. This section contains regulations requiring adequate levels of outdoor lighting while minimizing light spillover onto adjacent properties

B. Applicability. All outdoor lighting is subject to the requirements of this section. Where a proposed development is subject to Type I, Type II, or Type III review, the approval authority may require specific lighting levels or limit lighting as a condition of approval to protect the public health, safety, and welfare.

APPLICANT: Adequate lighting is demonstrated in the site plans and the landscape plans by a certified landscape architect.

END LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4

No 11

18.4.4.070 OPEN SPACE

A. Required Area. Table 18.4.4.070.A. contains the minimum areas when common or private open space is required by this ordinance. See definition of open space in part 18.6. From Table 18.5.2 Site Design Review, and 18.3.9. Performance Standards Option and PSO Overlay Minimum Total Area Required for Open Space is 8% of total lot area. Minimum Common is 4% of total lot area for development with a base density of 10 units or more. Maximum Area Allowed in Private Open Space is 4% of total lot area for developments with a base density of 10 or more units or more. /Density bonus Available for common and open area in excess of base requirement is after 8% of total lot area is met

APPLICANT The application meets the standards under this chapter and table as demonstrated in the attached Landscape Plan and Site Plans. A tabulation chart is attached for explanation of area quantities.

B. General Standards.

1. Common and Private Open Space. For developments that are subject to chapter 18.5.2, Site Design Review, the required open space area may be met by combining common and private open spaces meeting the requirements of this section.

APPLICANT: The application is subject to site design review and the required open space area is met without using the private space portion in the calculation.

5. Ownership and Maintenance. Common open space shall be set aside as common area for the use of residents of the development. Maintenance of common open space shall be the responsibility of the property owner(s) or by an association of owners (i.e., homeowners' association).

APPLICANT: CC&R will be controlling the maintenance of the common areas through budgets and assessments to the individual lots/building and all the criteria in this section complies.

C. Common Open Space. Common open space that is provided to meet the minimum required open space area in subsection 18.4.4.070.A shall meet the following standards. See definition of common open space in part 18.6.

APPLICANT: The open space requirement in common area is met and nearly double the requirement and includes many of the features allowed in this section items 1-5 below.

1. Dimensional Standards. Common open space shall have no dimension that is less than 20 feet and a minimum area of 400 square feet, except as described below.

a. Pedestrian Connections. Walkways and multi-use paths shall contribute toward meeting the required common open space area when at least one common open space is provided that meets the dimensional standards in subsection 18.4.4.070.C.1, above. Pedestrian connections may be located within a required buffer or perimeter yard area. Sidewalks in the public right-of-way (i.e., public street) and walkways providing access to individual units may not be counted towards this requirement.

b. Natural Features. Common open space may include areas that provide for the preservation or enhancement of natural features that meet the requirements of this section and the definition of common open space. See definition of common open space in part 18.6. Natural features located in common open space shall be counted toward meeting common open space requirements. Natural features may be located within a required buffer or perimeter yard area.

2. Location. Common open space shall not be located within a required yard abutting a street, except for pedestrian connections and natural features as provided in subsection 18.4.4.070. above.

3. Slope. Common open space designed for active use, such as lawn and picnic areas, shall be located on slopes less than five percent, except for areas regulated by the Building Code (e.g., walkways). Natural features designed for passive use, such as riparian corridors and wetlands, may be located on slopes greater than five percent.

4. Improvements.

a. Structures. Common open space may include structures and outdoor furniture typically associated with outdoor recreation such as decks, gazebos, arbors, benches, and tables. Structures located in common open space shall be unenclosed and uninhabitable. Unenclosed for the purpose of this subsection means 50 percent or more of the walls are 42 inches in height or less, but the structure may be covered.

b. Fences and Walls. Fences, walls, hedges, and screen planting that are located on the perimeter of common open space shall not exceed four feet in height, except that fences in front yards and on the perimeter of the development shall meet the fence height requirements of the section. This requirement shall not apply to fences located on properties adjoining but not located within a proposed development.

c. Landscaping. Common open space shall be landscaped in accordance with section 18.4.4.030, Landscaping and Screening, except for natural features as provided in subsection 18.4.4.070.C.1 above.

5. R-2 and R-3 Zones. In addition to the standards in subsection 18.4.4.070.C, above, common open space in the R-2 and R-3 zones shall meet the following requirements:

a. Surfacing. A minimum of 50 percent of the common open space must be covered in suitable surfaces for human use, such as lawn areas, durable lawn alternatives, recreational fields, or courts. Up to 50 percent of the common open space may be covered by shrubs, mulch, and other groundcovers that do not provide suitable surfaces for human use if the area is usable for the intended residents, such as community gardens or a natural feature with benches and walking paths.

b. Play Areas. Play areas for children are required for projects of greater than 20 units that are designed to include families. Play areas are eligible for common open space.

D. Private Open Space. Private open space that is provided to meet the minimum required open space area in subsection 18.4.4.070.A shall meet the following standards. See definition of private open space in part 18.6.

1. Eligible Spaces. Decks, patios, porches, balconies, side and rear yards, and similar areas are eligible for private open space.

a. Access. Private open space shall be directly accessible by a door from the interior of the individual dwelling unit served by the space.

b. Walkways and Storage Space. The minimum area required for private open space shall not include area for ingress and egress to a ground-floor dwelling unit (e.g., walkway to dwelling

unit door) or storage space (storage or bicycle rack). The ingress and egress area shall be measured as 36 inches in width and the length of the pedestrian route.

2. Ground-Floor Dwelling Units. Decks, patios, porches, or yards shall be at least six feet deep and measuring at least 48 square feet. Ground-floor private open space shall not be located within 12 feet of recycling and refuse disposal areas. See definition of ground-floor dwelling unit in part 18.6.

3. Upper-Floor Dwelling Units. Balconies shall be at least six feet deep and measuring at least 48 square feet. See definition of upper-floor dwelling unit in part 18.6.

APPLICANT: Private space for individual units is not open to any others or near trash and recycling areas but are only adjacent immediate to the residential unit. The size is 6 'x 12 ' which is 50% greater than the criteria on all upper floors. Ground floor units are 228 sq feet and 6 feet deep. This section is me.

END 18.4.4.070 OPEN SPACE

No 12

18.4.5 Tree Protection Plan

A. Tree Protection Plan. A tree protection plan shall be approved by the Staff Advisor concurrent with applications for Type I, Type II, and Type III planning actions.

APPLICANT: Protection plans are within the Landscape and Engineering Plan designs and in accordance with the protection measures outlined in this chapter.

END

THANK YOU

ROBERT J KENDRICK
KENDRICK ENTERPRISE LLC
CASITA DEVELOPMENTS LLC

GRAND TERRACE APARTMENTS

Robert J Kendrick
Casita Developments/Grand Terrace Apartments
716 N Laurel St
Ashland Or 97520

January 5, 2024

Ashland City Council
c/o Brandon Goldman
Director of Community Development
City of Ashland Oregon
Community Development
51 Winburn Way, Ashland, Oregon 97520

Dear Ashland City Council,

Re: Request to City Council to waive any fee that is a Duplication Fee for the Grand Terrace Apartments Application No 3.

An application fee of \$26,876.00 was previously paid for the Grand Terrace Apartment by Casita Developments LLC. The city is requesting another \$30,000 to resubmit the same application.

This is a request to waive a duplicative fee based on an already complied review. This is punitive. Current state law concurs also because repeating the application process is redundant and includes months of hearings and there is no change in standards or criteria for which the project was already approved under. The applicant will be going through this long arduous process again so paying a fee in addition is excessive.

The application has been approved by Ashland two previous times and approved upon Remand by the Planning Commission in September of 2023. The application was withdrawn at the following City Council Hearing the next month in October 2023 because the applicant was advised by their legal counsel any approval would likely be appealed.

LUBA had remanded the City's approval on two counts. One, the application date was preceding the new parking mandate date, the Goal Post Rule, which the application was submitted upon. Second, the architect did not label 500 sq ft on the plans and LUBA found the application didn't comply because the units were noted at 499.98 sq ft and 265 sq ft and not 500.

At the mandate hearing, the applicant was able to prove the units were 500 sq ft and did comply. For the application date Staff supported approval because the applicant would have to resubmit the same application under the same criteria, and it would be a waste of time. Before the City Council could vote on the Planning Commission recommendation the applicant withdrew the application because his attorney noted that a city approval would be very likely overturned upon an appeal on the Oregon State Goal Post Rule.

In accordance with new legislation SB 1537 an application for residential development that was made under the existing standards and criteria, the applicant can request to use the new standards that came into effect during the application period if the application is pending, this is “opt in”. The city may not require the applicant to pay a duplicative fee based on the complied review, resubmit a new application or duplicative information, or repeat redundant processes or hearing that are inapplicable to the change in standards or criteria.

New legislation also requires anyone that appeals a project like Grand Terrace to pay the applicant’s legal fees and other associated costs if they should lose their appeal. Grand Terrace apartment development project is defined in ORS 197.303 as “needed housing in the urban growth boundary that meet the need at price ranges and rent levels that are affordable to the households within the county with a variety of incomes”. This makes it eligible for redress.

If this legislation came into effect during the applicant’s appeal, the city would have abided by the new legislation by not requiring another fee or for the developer to go through another redundant hearing process and the applicant would have sued the appellant.

Background and history.

Application No 1. The developer began the application process in 2014. Ten years ago, It went through a couple Site Plan Reviews and Planning Commission hearings where it was approved and forwarded to the City Council who then approved the application in 2020. Craig Anderson the Staff Director of Rogue Advocates argued against its approval and appealed it to LUBA in 2021. LUBA rescinded the City’s approval because the annexation code did not allow for exceptions to street standards along Highway 99.

Application No 2. The applicant waited for the city to update the ordinance so they could reapply. The new application was resubmitted with the new revisions to the annexation code in 2022. The Planning Commission heard the revised application, and at the first public hearing, Steve Rouse President of Rogue Advocates ask for a delay of the hearing for time to submit their comments. The request was granted. The following month a hearing was held for Rogue Advocates to submit their comments, but they didn’t appear or submit their comments but did cause another delay. This was their intent. The Planning Commission finally finished their hearings and forwarded a recommendation to the City Council to approve the application.

The City Council then held public meetings on the commissions findings and again it was argued against by Craig Anderson of Rogue Advocates. Their argument was mostly innuendo with the implications of corruption between the city and the applicant, but nothing of material substance to the development but this gave them standing so they could appeal later. After a couple of months of hearings, the City Council approved the application in December 2022. Rogue Advocated appealed the decision the following month on 11 counts of error, nine of

which were farcical and denied by LUBA. Two 2 counts were sustained and sent back to the city to address. This was a Remand.

Remand Application Hearing. The first remand item addressed the affordable unit size of 500 sq ft which was required under the annexation criteria. The application plans had 30 affordable 265 sq ft studio units and 190 one-bedroom units at 499.98 sq ft. On an omission by the applicant's architects floor plans they failed to write the number 500 sq ft in place of 499.98 sq ft and the architect corrected the notes to show the 500 sq ft for the Planning Commission to review at the remand hearing.

The second remand item was on parking mandates. The State had removed parking mandates in 2022 before the application was submitted but the law wasn't to take effect until January 2023. LUBA denied the application because the application was made before the law was in effect. This is known as the Goal Post rule.

It was staff recommendation and understanding that the application would comply with the new law and recommended approval because it was needed housing and having the applicant make another duplicate application was time consuming and a burden to the applicant. At the Remand hearing the Planning Commission approved the corrected remanded items and forwarded their approval to the City Council in October of 2023.

Application Withdrawn. On the day of the City Council hearing and upon the advice of the applicant's attorney the applicant withdrew their application. The applicant's attorney noted that a city approval would be very likely overturned upon an appeal. Because the Goal Post rule argument had no precedent to argue upon, the attorney felt there was no winnable argument. Another appeal would cause more time and damages, and it was to the best interest for everyone to withdraw the application.

Legislation "Opt In". With the help of the State Legislature Representative Pam Marsh introduced legislation to amend the goal post law. SB 5703 was passed by the state in June 2024 and amended the Goal Post so that an applicant can "opt in" if an application was made before any land use laws are later made. The basis for their decision was another application was "redundant and caused additional duplicate fees" and it wasn't fair. This is the same argument the City Staff made.

The current law stipulates that any "pending applications can Opt In". Allows a housing developer with a "pending application" to opt in to amended local land use regulations and expands eligibility for attorney fees for the appeal of a residential development proposal to include local governments and all needed housing

Not only has Grand Terrace incurred years of time and hundreds of thousands of dollars in attorney fees, Rogue Advocates and their Staff Director Craig Anderson would use social media to slander the applicant personally until the applicant's attorney served Rogue Advocates and

Craig Anderson with cease and desist papers and a request for an apology. Steve Rouse the president of Rouge Advocates and Craig Anderson both apologized.

This has got to stop. The State Legislature has stepped up and is starting to put the brakes on these delays that hurt needed housing. We can get the housing our community needs, and with your help in waiving another duplicative fee the council will be making the statement that this needs to stop so we can move forward.

Your acceptance of this request is the right thing to do. The applicant will submit another application for the development again the day after your approval to waive the duplicative fee.

Fee's Paid

No 1	\$8,397.25
No 2	\$18,478.75
Total	\$26,876.00

Sincerely

Robert Kendrick
Grand Terrace
Casita Developments LLC

DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS
GRAND TERRACE APARTMENTS

A. PLANNED UNIT DEVELOPMENT

Casita Developments LLC, an Oregon limited liability company, is the Owner in fee simple of real property commonly referred to as Casita Developments Subdivision Grand Terrace Apartments (hereinafter referred to as "GTD" located in the City of Ashland, County of Jackson, State of Oregon, more particularly described in Exhibit "A," Parcel

RECITALS, INTENT, AND PURPOSE

A. The Grand Terrace Apartments is a Class II Planned Community and is subject to the Planned Community Act (ORS 94.550-94.783)

B. The Grand Terrace Apartments Bylaws have been adopted under ORS 94.625 and shall be recorded herewith.

C. It is the desire and intention of Declarant to subject the Grand Terrace Apartments to the covenants, conditions and restrictions set forth in this Declaration.

DECLARATION

Now, therefore, Declarant hereby declares that Grand Terrace Apartments shall be held, conveyed, hypothecated, encumbered, leased, rented, used, occupied and improved, subject to the following covenants, conditions and restrictions, all of which are in furtherance of a plan for the subdivision, of said improvement and to sell, transfer, collateralize, make partial assignments, subordinations, blanket mortgages with right to release portions thereof, encumber lots independently of the other lots as an interrelated development, and which are established for the purpose of enhancing and perfecting the value, desirability and attractiveness of the Grand Terrace Apartments. All of the covenants, conditions and restrictions herein set forth shall run with the Grand Terrace Apartments and shall be binding on all parties having or acquiring any right, title or interest in the Grand Terrace Apartments or any part thereof, and shall be for the benefit of each Owner of any portion of the Grand Terrace Apartments, or any interest therein, and shall inure to the benefit of and be binding upon each successor in interest of such Owners.

NAME

The name by which the subdivision shall be known as is Grand Terrace Apartments

ARTICLE 1 DEFINITIONS

In addition to the terms defined in ORS Chapter 94 and elsewhere defined herein, the following terms shall have the following meanings whenever used in this declaration.

1.1 Articles; Bylaws. The Bylaws are recorded herewith in the Official Records of Jackson County, attached as Exhibit "D", and incorporated herein by reference and made a part thereof.

1.2 Association. Grand Terrace Homeowners' Association.

1.3 Board. The Board of Directors of the Association.

1.4 City Code. The code and any other relevant ordinances, laws, or regulations of the City of Ashland, Oregon.

1.5 Common Area/Open Space. All of the property described in Exhibit "A" TRACT MAP less the Lots as defined in Section 1.10 below, as depicted in the site plan at "Exhibit "C" incorporated herein by reference, and which includes open space.

1.6 Declarant. Casita Developments LLC, its successors and assigns.

1.7 Declaration. This Declaration as from time to time amended or supplemented.

1.8 Building. A two-story multifamily residential structure consisting of 21 apartments with a walk out basement, including patio's, walkways, exterior stairways, 25 sheltered bike parking areas, laundry room, electrical room, fire riser room constructed on a Lot by the Declarant or by a successor Owner. Building is also referred to as a "Multi-Family Apartment Building" or "Building".

1.9 Apartment. A residential living unit within a building.

1.10 Lot. That portion of the property described in Exhibit "A" conveyed or to be conveyed by the Declarant to an individual Owner in fee simple.

1.11 Lot Declaration. A Lot shall exist from and after the date of recording an instrument making such Lot subject to this Declaration.

1.9 Fiscal Year. The fiscal year shall run from January 1 through December 31

1.11 Rental Unit. A unit of a building that is occupied by a tenant.

1.11 Mortgage. Mortgage or a deed of trust of record encumbering a Lot. The term "mortgagee" shall include the beneficiary under a deed of trust and the vendor under a recorded land-sale contract or recorded memorandum of a land-sale contract.

1.12 Owner. The record Owner or Owners, if more than one of a Lot, including Declarant and including a vendee under a recorded land-sale contract or recorded memorandum of land-sale contract.

1.13 Private Outdoor Area. The portion of a Lot not occupied by the Building, subject to maintenance by the Lot owner including it's garden areas if any, patio's, porch's, walkways, stairs, sheltered bike parking areas, bike parking fixtures, laundry rooms, electrical rooms, fire riser room, mail boxes, or other physical appurtenance to such structure, constructed on a Lot by the Declarant or by a successor Owner

1.14 PUD. All of that real property constituting the Casita Development LLC Subdivision as described on Exhibits "A" and "B" attached hereto.

1.15 PUE. An easement for utilities being a Public Utility Easement and Bureau of Reclamation easements, as shown on the final plat of this Subdivision.

1.16 Grand Terrace Apartments. The real property described on Exhibit "B" attached hereto which has been developed as a Planned Unit subdivision of Multi Family residential apartment buildings.

1.17 Wetland Reserve Area. A wetland is a biological area consisting of protected plants and other organic species. The GTD includes a protected area wetland where entry is prohibited for the protection of the environment.

1.18 Successor Owner. The owner of a Lot purchased from Declarant or purchased from another Successor Owner.

1.20 Maintenance Agreement. That Maintenance Agreement recorded in the official records of Jackson County on December, _____, 2024, as Document No. _____ 00000000 setting forth the shared obligations for maintenance of the PUD common area.

1.21 Affordable Units. An apartment with a restricted rent level in accordance with Housing and Urban Department standards and overseen by the City of Ashland, Oregon.

1.22 Restricted Rent. The level of rent an affordable unit in any building can ask from a tenant or tenants in monthly rent for an apartment.

1.23 Rent Restriction Period. The number of years a unit is required to be affordable is 60 years from the date the unit is first rented and becomes available to rent by owner at market rent level.

ARTICLE 2

2.1. Organization. The Association is a nonprofit corporation charged with the duties and vested with the powers prescribed by law and set forth in the Articles, the Bylaws, and this Declaration. Neither the Articles nor Bylaws shall, for any reason, be amended or otherwise changed or interpreted so as to be inconsistent with the Declaration. In the event of any such inconsistency, the provisions of this Declaration shall prevail. The Board, and such officers as the Board may elect or appoint, shall conduct the affairs of the Association in accordance with the Articles and Bylaws as from time to time amended.

2.2 Membership. Each Building Owner shall be a Member of the Association and shall be entitled to one membership for each BUILDING owned on a LOT. Each Member shall have the rights, duties, and obligations set forth in this Declaration, the Articles, the Bylaws, and the Association Rules as the same may from time to time be amended and such membership shall not be assigned, transferred, pledged, conveyed, or alienated in any way except upon the transfer of title to such Lot and then only to the transferee of title thereto. Any transfer of title to a Lot shall operate automatically to transfer the membership or memberships in the Association appurtenant thereto to the new Owner thereof. For purposes of membership, the recording of a land-sale contract shall constitute a transfer of the title to a Lot.

2.3 Voting.

(a) Members Entitled to Vote. Only Members of the Association shall be entitled to vote. The voting privileges of Members shall be as provided herein. Any action by the Association which must have the approval of the Association membership before being undertaken shall expressly require the vote or written assent of a prescribed percentage of the total voting power of the Association as more particularly stated within the Declaration. The Association shall have two classes of voting:

(1) Class A Members. Class A Members shall have one (1) vote for each building built on his or her Lot. When more than one person owns a single Lot, all Owners shall be Members of the Association. However, the vote allocated for each building on the Lot must be cast as a unit, and fractional votes shall not be allowed. In the event that joint Owners are unable to agree among themselves as to how their vote or votes shall be cast, they shall lose their right to vote on the matter in question. If any Owner (or Owners) casts a vote representing a certain building on a Lot, it will thereafter be conclusively presumed for all purposes that such Owner(s) was acting with the authority and consent of any other Owners of said building on the Lot. The right to vote may not be severed or separated from the Lot ownership to which it is appurtenant, and any sale, transfer, or conveyance of such Lot to a new Owner(s) shall operate to transfer the appurtenant vote or votes, in the case of multiple buildings, without the requirement of any expressed reference thereto.

(2) Class B Members. The Class B Member shall be the Declarant, its successors and assigns. The Class B Member shall be entitled to three (3) votes for each Building on a Lot in which it holds the interest required for membership as provided in Section 2.3(a) above. Class B membership shall be converted to Class A membership and shall forever cease to exist when one- hundred percent (100%) of the lots are conveyed to retail Owners other than Declarant.

(b) Voting Procedures. Any vote may be cast in person or by proxy. All proxies shall be in writing, dated, and signed by the Owner giving the proxy and filed with the Secretary before the commencement of any meeting. The proxy shall terminate eleven (11) months after its date, unless the proxy specifies a shorter term. Every proxy shall automatically cease upon the sale of the Lot by the Owner and upon the death or incapacity of the Member who executed the proxy

(c) Declarant's Right to Vote. Notwithstanding any other provision of this Declaration, and except as provided in Section 10.1, any provision of this Declaration that provides for approval by a prescribed percentage of Members' votes, other than the Declarant, shall be effective and construed also to require the affirmative vote of a majority of the total votes of all Members, including the Declarant.

(d) Suspension of Voting Rights. The voting rights of an Owner shall be suspended during any period in which an assessment due hereunder from such Owner remains unpaid; provided, however, that the Board shall give any such Owner at least fifteen (15) days' notice prior to such suspension and such Owner shall be entitled to a hearing before the Board in accord with Section 3.4 of the Bylaws.

2.4 Initial Board of Directors. The initial Board shall be appointed by Declarant. Thereafter, the Board shall be elected as provided in the Bylaws.

2.5 Duties of the Association. The Association shall have the obligation and duties subject to and in accordance with this Declaration to do and perform the following acts for the benefit of its Members and for the maintenance and improvement as follows:

(a) Common Area Maintenance and Operation. To maintain and otherwise manage the Common Area, after such property is conveyed or otherwise transferred to it, all improvements located thereon, all easements for operation and maintenance purposes over the Common Area, and all easements for the benefit of Members and the Association within the Common Area. The Common Area includes but is not limited to the following amenities within the GTD: landscaped open space, hardscape, internal walkways, trash & recycling enclosure area, parking area,

retaining walls, wetlands and bio-swales, recreation and private area's such as meditation gardens and similar area and including basketball courts and tennis courts where such duties in the common area shall consist of:

- (1) Removal of any debris deposited by winter storms.
- (2) Annual (spring) inspection and startup of irrigation system.
- (3) Annual (fall) maintenance of the irrigation system, including inspection of heads, winterization and coverage; and
- (4) Semi-annual maintenance of all porous concrete areas in parking area.
- (5) Maintenance of all landscape areas within parking areas and sidewalks
- (6) Maintenance & repairs of all systems and structures noted as amenities herein or on exhibits.
- (7) Maintenance and repairs of all offsite landscaping and walks along the frontage of the development that is not maintained by the City or ODOT.
- (8) Maintenance of landscape retaining walls.
- (9) Maintenance of all Common Area fencing.
- (10) Maintenance of all adjacent lands not maintained by the Southern Pacific Railroad to such level that GTD is protected from economic loss due from vegetation, fire and any other work required by the Association Board.
- (11) Utilities. To acquire, provide and/or pay for water, sewer, garbage disposal and pickup, electrical, telephone, gas and other necessary utility services for the Common Area.
- (12) Walkways, Mailboxes, Etc. The Association shall, after construction thereof by Declarant as a part of the initial development of the GTD, maintain, repair, replace, reconstruct and relocate pathways, lighting, street signs, any mail and post boxes, as initially designated on the plans filed with the Association or as initially constructed by Declarant.
- (13) Other. To perform such other acts whether or not expressly authorized by this Declaration as may be reasonably necessary to enforce any of the provisions of this Declaration, the Bylaws, and the Association Rules.

2.6 Powers and Authority of the Association. The Association shall have all of the powers of a nonprofit corporation organized under the general nonprofit corporation laws of the State of Oregon subject only to such limitations upon the exercise of such powers as are expressly set forth in the Articles, Bylaws, or this Declaration. The Association shall have the power to do any and all lawful things which may be authorized, required, or permitted to be done by the Association under this Declaration, the Articles, and the Bylaws and to do and to perform any and all acts which may be necessary and proper for or incidental to the exercise of any of the express powers of the Association, including without limitation:

- (a) Assessments. To levy assessments on the Owners and enforce payment of such assessments all in accordance with the provisions of Sections 3 and 4 of this Declaration.
- (b) Right of Entry and Enforcement. To enter upon any Lot for the purpose of performing the duties of the Association set forth in Section 2.5 of this Declaration, in enforcing by peaceful means any of the provisions of this Declaration, or maintaining or repairing any area on each Lot in a neat and attractive manner required to be maintained by an Owner if for any reason such Owner fails to maintain or repair such area. Such entrance upon a Lot shall be after seventy-two (72) hours' prior written notice to the Owner; provided, however, that such entrance shall be permitted upon consent of at least one Board Member without any prior notice in the event of an emergency. An emergency shall be deemed to exist when there is a condition causing peril or threat to persons or property. The Association shall also have the power and authority from time to time in its own name, on its own behalf, or on behalf of any Owner or Owners who consent thereto to commence and maintain actions and suits to restrain and enjoin any breach or

threatened breach of this Declaration and to enforce by mandatory injunction or otherwise all the provisions hereof. These rights will be exercised in such a manner as reasonable to minimize any adverse impact upon the Owner's right of enjoyment of his/her Lot.

(c) Easements and Rights-of-Way. To grant and convey to any third party easements and rights-of-way in, on, over, and under the GTD for the purpose of constructing, erecting, operating, or maintaining thereon, therein or thereunder, overhead, or underground lines, cables, wires, conduits, or other devices for the transmission of electricity for lighting, heating, power, telephone, and other purposes; public sewers; storm water drains and pipes; water systems; sprinkling systems; water and gas lines or pipes; cable T.V. lines; security system lines; and any similar public or quasi-public improvements or facilities.

(d) Employment of Manager. To employ the services of a person or firm to manage The GTD and the affairs of the Association (the "Manager") to the extent deemed advisable by the Board, as well as other such personnel as the Board shall deem to be necessary or proper for the operation of the GTD, whether such personnel are employed directly by the Association or are furnished by the Manager.

(e) Services. To contract for materials and/or services for the GTD or the Association. Any such service contract or management contract pursuant to Section 2.6(d) of the Declaration shall be subject to termination by either party without cause upon thirty (30) days' notice in writing to the other party.

(f) Rules. By majority vote of the Board and from time to time to adopt, amend, enforce, and repeal such rules and regulations as the Board shall determine to be necessary or proper to the operation of GTD (the "Association Rules"). The Association Rules shall govern the use of the GTD by any Owner, by the family of such Owner, or by any invitee, licensee, or tenant of such Owner; provided, however, that the Association Rules may not discriminate among Owners and shall not be inconsistent with this Declaration, the Articles, or Bylaws. A copy of the Association Rules, as they may from time to time be adopted, amended, or repealed, shall be mailed or otherwise delivered to each Owner. Upon such mailing or delivery, the Association Rules shall have the same force and effect as if set forth in and a part of this Declaration. The Association Rules shall not materially change the rights or privileges of any person or the restrictions on any Lot as herein set forth.

ARTICLE 3

FUNDS AND ASSESSMENTS

3.1 Operating Fund. The Association shall establish and maintain an operating fund into which shall be deposited all moneys paid to the Association as regular, special, and emergency assessments and miscellaneous fees and from which fund the Association shall make disbursements in the performance of its rights and duties as provided for in this Declaration.

3.2 Reserve Fund. The Association shall also establish and maintain a reserve fund for replacement of all items of Common Area which will normally require replacement in whole or in part in more than three (3) and less than thirty (30) years including but not limited to: exterior painting, of the Common Area that includes exterior painted surfaces; repaving/resurfacing of parking area and drive aisles, walkways, and for such other items as may be required by this Declaration or the Bylaws. Declarant may defer payment of accrued reserve assessments for a Lot until the Lot is conveyed but not the upkeep. The books and records of the Association shall reflect the amount owing from Declarant for all reserve assessments. The Board annually shall review and, if necessary, update the reserve study and existing maintenance responsibilities for the Common Area to determine the reserve account requirements as

provided in ORS 94.595 as it may be amended from time to time. The operating fund and the reserve fund shall be kept in separate accounts.

3.3 Regular Assessments. Within forty-five (45) days prior to the beginning of each fiscal year, the Board shall estimate the costs and expenses to be incurred by the Association during such fiscal year in performing its rights and duties under this Declaration, including a reasonable provision for unanticipated expenses and replacements and less any anticipated surplus from a prior year's fund provided that the Board may not, without the vote or written assent of the majority of the voting power of the Association residing in Members other than the Declarant, impose a regular annual assessment per Lot which is more than twenty percent (20%) greater than the Regular Assessment for the immediately preceding fiscal year. Such estimated amount shall be assessed equally to the Owners. The amount per Lot so assessed to each Owner is called the "Regular Assessment." The Regular Assessment shall include the Association's share of maintenance for the PUD, as provided in the Maintenance Agreement.

3.4 Special or Emergency Assessments. In addition to the Regular Assessments, the Board may levy during any fiscal year a special or emergency assessment applicable to that year only for the purpose of defraying in whole or in part the cost of any construction, reconstruction (including reconstruction costs in excess of insurance proceeds), repair of any common watered areas or utilities, unexpected repair or replacement of a capital improvement, including the necessary fixtures and personal property related thereto, or any extraordinary expenses not contemplated by this Declaration of whatsoever nature provided that in any fiscal year the Board may not, without the vote or written assent of a majority of the voting power of the Association residing in Members other than the Declarant, levy special or emergency assessments to defray the costs of any action or undertaking on behalf of the Association which in the aggregate exceeds five percent (5%) of the budgeted gross expenses of the Association for that fiscal year. No special or emergency assessment shall be levied with respect to the initial construction of the GTD, it being understood that all such construction shall be at the sole cost and expense of the Declarant. Except as otherwise provided herein, special and emergency assessments shall be assessed to the Owners equally and shall be paid as the Board shall determine. The provisions herein with respect to special and emergency assessments do not apply in the case where the special assessment against a member is a remedy utilized by the Board to reimburse the Association for costs incurred in bringing the Member and his/her Lot into compliance with the provisions of this Declaration or the Bylaws.

3.5 Reimbursement Assessment. The Board shall levy an assessment against any Owner who has failed to comply with or has breached this Declaration or the Association Rules or Bylaws for whom moneys or expenses were expended or incurred by the Association from the operating fund in performing its functions or enforcing the provisions of this Declaration, the Association Rules, or Bylaws. Such assessment shall be for the purpose of reimbursing the Association and shall be limited to the amounts expended or incurred, along with any penalties or interest, and shall be due and payable to the Association when levied.

3.6 Payment of Assessments. Each Owner shall be obligated to pay Regular Assessments made pursuant to this Article 3 to the Association in equal monthly installments on or before the first day of each month in advance or in such other manner as the Board shall designate. The Board shall provide each Owner with a statement of the annual assessment within ten (10) days prior to the beginning of each fiscal year but shall not be obligated to provide monthly statements to any Owner thereafter. Special assessments shall be payable in such manner as the Board shall designate.

3.7 Commencement of Assessments. The Regular Assessments shall commence as to each respective Lot upon the close of the sale of the Lot to someone other than the Declarant, or such later date as Declarant may determine. The first Regular Assessment shall be adjusted according to the number of months remaining in the fiscal year, and the initial payment due with respect to a partial month from an Owner, other than the Declarant, shall be prorated as of the close of escrow for the purchase of such Owner's Lot. Notwithstanding any other provisions herein, in the event that assessments benefit fewer than all of the Lots such costs may be assessed exclusively against those benefitted Lots.

4.1 Covenant to Pay Assessments. Declarant covenants for each Lot owned and each Owner, other than Declarant, by acceptance of a deed to a Lot, shall be deemed to covenant to pay assessments levied in accordance with Article 3.

4.2 Enforcement. Each assessment levied hereunder shall be a separate, distinct, and personal debt and obligation of the person who is the Owner of such Lot at the time such assessment became due and payable. In the event of a default in payment of any such assessment, the Association may enforce each such obligation by any and all remedies provided by law. In the event the Association brings an action to enforce each such assessment obligation, any judgment rendered in any such action shall include a sum for reasonable attorney fees in such amount as the court may adjudge against the defaulting Owner, including reasonable attorney fees on appeal.

At any time when an assessment of any type provided for by this Declaration or an installment thereof is delinquent, the Association, by and through its Board or designated agent, may file a notice of lien in the deed records of Jackson County, Oregon, against the Owner and Lot to which the assessment pertains as provided by ORS 94.709.

Notwithstanding any other provision of this document, any general, special or other assessment levied under the authority of this document against a lot in the GTD shall at all times be second, inferior and subordinate to the lien of a mortgage or deed of trust and other related loan or security instrument in favor of a bank, lending institution, or any private entity, and this provision may not be altered or amended without.

ARTICLE 5

ARCHITECTURAL AND LANDSCAPE CONTROL.

5.1 Board Review of Landscape and Architectural Plans. All buildings are to be built in accordance with the approved GRAND TERRACE Planned Unit Development Building Plans. It shall be the duty of the Board to consider and act upon all proposals or plans submitted to it pursuant to the terms hereof to ensure that overall building designs, and exterior finishes by anyone other than Declarant shall conform to the uniform plans of all buildings designed by the Declarant, Casita Developments LLC, and approved by the City of Ashland. Exhibits "B & C". All approvals given under this Article 5 shall be in writing.

5.2 No lot owner shall make any alterations to the exterior, interior, landscape areas, sidewalks, breezeways, laundry rooms, electrical rooms, bike parking, covered bike improvements, stairs or any

other lot improvements that do not conform to the plans by Casita Developments LLC, the Declarant, and approved by the City of Ashland in Exhibit "C & D".

5.2 Architectural Rules. The Board may, from time to time, in its sole and absolute discretion, adopt, amend, and repeal rules and regulations to be known as "Architectural Rules" only where they conflict with the Special Limitations in Section 5.3. Said rules shall interpret and implement this Declaration by setting forth the standards and procedures for any Board review and the design guidelines for architectural design, placement of buildings, landscaping, exterior finishes, and materials, and similar features which are to be used within the GTD. These rules shall not conflict with the special limitations set forth in this Declaration.

5.3 Special Limitations. It shall be the duty of the Board to consider and act upon all proposals submitted to it pursuant to the terms hereof to ensure that overall building, conform to the same design and improvements by anyone other than Declarant and that they conform to the uniform plans of all buildings designed by the Declarant Casita Developments LLC, as approved by the City of Ashland.

(a) All building built on any lot within the GTD site shall use the Boards approved contractor and the same set of plans approved by the City of Ashland.

(b) Insurance. All work must contain a course of construction insurance policy for the value of the building and the GTD HOA and Board are to be named as additional insured, indemnified and held harmless

(c) Plans of all buildings designed by the Declarant Casita Developments LLC, and as approved by the City of Ashland must be used on any Lot.

(d) Both interior floor plans and exterior design and associated improvements on said lot shall remain the same and consistent with the approved plan.

(f) No building lot owner shall change the design or density of the building.

(d) No unit can be changed in size, or any building be changed in mix of unit type, style or size.

(h) No interior walls or dividers can be moved and all floors, ceilings, lighting, HVAC systems, plumbing, kitchens, bathrooms or patios must remain the same.

(i) Dedicated Affordable Units approved for the building on the lot must remain affordable for the term of the agreement with the City of Ashland.

(j) No lot owner shall make any alterations to the exterior, interior, landscape areas, sidewalks, breezeway.

(k) The laundry rooms, electrical rooms, bike parking, covered bike improvements, stairs or any other lot improvements are to be built according to the plan by the Declarant, Casita Developments LLC, and approved by the City of Ashland.

(l) Landscaping on each Lot shall comply with the GTD approved landscape plan.

(m) Prior to construction the owner shall ensure all contractors are licensed and bonded.

(n) Require lien waivers, keep detailed records of payments and contracts and provide such to the Board on demand.

5.4 Application for Approval of Improvements. Any Owner, except the Declarant and its designated agents, proposing to perform any work of any kind which requires the prior approval of the Board pursuant to any provision in this Declaration, shall apply to the Board for approval by notifying the Board of the nature of the proposed work in writing and furnishing such information as the Board may require.

5. 5. Completion of Work. An Owner other than Declarant and it's agents, shall complete the construction, reconstruction, refinishing, or alteration of any such improvement approved by the board within twelve (12) months of ownership except for so long as such completion is rendered impossible or

will result in great hardship to the Owner due to strikes, fires, national emergencies, natural calamities, or other supervening forces beyond the control of the Owner or his/her agents.

5. 6. Inspection of Work. Inspection of work and correction of defects therein shall proceed as follows:

- (a.) All construction timelines shall be provided to the Board prior to the start of construction and approved by the Board.
- (b) lot owners' or their consultants shall provide the Board with progress reports.
- (c) The Board shall be given all lender payoffs and lien releases.
- (d) Names and address and contact information of construction lenders, bridge and take out lenders and all lien holders.
- (e) Upon the completion and provide the Notice of City Occupancy Permit.
- (f) Copies of permits
- (g) Notice of Completion and report to the Board that such improvement where constructed, reconstructed, altered, or refinished to substantial compliance with the approved plans.
- (h.) If for any reason the Board fails to notify the Owner of any noncompliance within forty-five (45) days after receipt of said notice of completion from the Owner, the improvement shall be deemed to be in accordance with the said approved plans.

5.7 Compliance. If the Board finds that such construction, reconstruction, alteration, or refinishing was not done in substantial compliance with the approved plans, it shall notify the Owner in writing of such noncompliance specifying particulars of noncompliance and shall require the Owner to remedy such noncompliance.

- (a) If the Owner fails to comply with this Section 5. the Board shall proceed in accordance with the provisions of Section 5. as though the failure to complete improvement were noncompliance with approved plans.
- (b) Landscaping on each Lot shall comply with the GTD approved landscape plan.
- (c) If upon the expiration of thirty (30) days from the date of such notification, the Owner shall have failed to remedy such noncompliance, the Board shall set a date on which a hearing before the Board shall be held regarding the alleged noncompliance. The hearing date shall be not more than thirty (30) days nor less than fifteen (15) days after notice thereof by the Board to the Owner, and in the discretion of the Board, to any other interested party. The hearing procedure shall conform to those adopted by the Board pursuant to the Bylaws.
- (d) At the hearing, the Owner, and in the Board's discretion, any other interested person, may present information relevant to the question of the alleged noncompliance. After considering all such information, the Board shall determine whether there is a noncompliance, and if so, the nature thereof and the estimated costs of remedying the noncompliance shall be provided by the Lot Owner and any independent consultant retained by the Board.
- (e) Noncompliance. If noncompliance exists, the Board shall require the Owner to remedy or remove the same within a period of not more than forty-five (45) days from the date of the Board ruling. If the Owner does not comply with the Board ruling within such a period or within any extension of such period the Board, in its discretion, may either remove the noncompliant improvement or remedy the noncompliance and the Owner shall reimburse the Association for all expenses incurred in connection therewith upon demand. If such expenses are not promptly repaid by the Owner to the Association, the Board shall levy an assessment against such Owner pursuant to Section 3.5 hereof.

5.8 Liability. Neither the Board nor any member thereof or their delegates shall be liable to the Association or to any Owner for any damage, loss, or prejudice suffered or claimed on account of (a) the approval or disapproval of plans, drawings, and specifications whether or not defective; (b) the

construction or performance of any work whether or not pursuant to approved plans, drawings, and specifications; (c) the development of any property within the GTD; or (d) the execution and filing of an estoppel certificate whether or not the facts therein are correct, provided, however, that such member has acted in good faith on the basis of such information as may be possessed by said Board member. Without in any way limiting the generality of the foregoing, the Board or any member thereof may, but is not required to, consult with or hear the views of the Association or any Owner with respect to any plans, drawings, specifications, or any other proposal submitted to the Board. Approval by the Board does not mean the Board is warranting or incurring any liability for the structural adequacy of the plans, drawings, and specifications submitted to and approved by said Board. Plans, specifications, and drawings may require building permits and other entitlements from the appropriate governmental agencies.

ARTICLE 6 PROPERTY RIGHTS AND EASEMENTS

6.1 Conveyance of Common Area. The Declarant hereby covenants for itself, successors, and assigns that prior to or at the turnover meeting provided for in the Bylaws, it will convey fee simple title to any common area to the Association free and clear of all liens and encumbrances except the covenants, conditions, and restrictions herein set forth, easements, and utility rights-of-way then of record. All said facilities shall be for the use and benefit of the Owners, tenants, guests and licensees in the GTD.

6.2 Easements in Common Area. Every Owner shall have a right and nonexclusive easement of enjoyment in and to the Common Area and any easements shown on the final plat, a nonexclusive easement for ingress and egress over and through the Common Area, and a nonexclusive easement for vehicular ingress and egress over and through those portions of the Common Area which shall be designated as a driveway or parking area as depicted on the Plat. Such easements shall be appurtenant to the right of the Association to sell, transfer, or encumber all or any portion of the Common Area to a person, firm, or entity, whether public or private, and the right of the Association to dedicate or transfer all or any part of the Common Area to any public agency, authority, or utility for such purposes and subject to such conditions as may be agreed to by the Owners. No such sale, transfer, encumbrance, or dedication shall be effective except upon compliance with the City's Land Use Ordinance and current final order of approval for the GTD, and the prior vote or written consent of Members representing sixty-six and two-thirds percent (66 and 2/3%) of the total voting power of Members without any weighted vote; provided, however, that a dedication required by a governmental agency as a condition to recording a final plat covering any portion of the real property shall require no such prior vote or written consent.

6.3 Utility Easements. Each Lot shall be conveyed to Owners, other than Declarant, subject to any and all easements of record for the use and benefit of several authorized public and/or other utilities, including Bureau of Reclamation, Talent Irrigation District, cable T.V., internet, sanitary sewer, water, gas, electrical, and drainage easements, and no Owner shall damage or interfere with the installation or maintenance of such utilities or in any manner change the direction or flow of drainage channels in any such easements or in any manner construct or retard the flow of water through drainage channels in any such easement.

6.4 Blanket Easements for Private Utilities, Internal Sidewalks and Walkways, and Retaining Walls. Each Owner has an easement for reasonable access and use of, in, and through each other Lot, Dwelling Unit and the Common Area, for private utility easements, wiring, heat, plumbing and other service elements,

internal sidewalks and walkways, and retaining walls and for reasonable access required to effectuate and continue proper operation of the Dwelling Units and Common Area. Each Lot and all the Common Area are specifically subject to the foregoing easement for access and use as required for the private utility lines and services for each Unit, as well as for access and maintenance of internal walkways and retaining walls. The rights described in this Section may be exercised only upon reasonable notice to the other Owner, at such time or times reasonably convenient to the other Owner, and in a manner that minimizes any interference with the other Owner's use and enjoyment of his/her Lot. Each Owner shall have an easement over the Common Area for reasonable ingress to and egress from the Owner's Lot. Such easement shall be perpetual and appurtenant to the Lot ownership. Each Owner hereby further grants to each other Owner, by accepting title to a Lot, a non-exclusive right of passage on and over such pathways or sidewalks that traverse over its Lot to an adjoining access-way, Lot or Lots for the further purpose of access to and from any Common Area or Lot.

6.5 Easements Granted by Owners of Lots.

Declarant hereby declares a non-exclusive easement of ingress and egress to the Association, on behalf of Owners accepting title to Lots, their successors and assigns, to that portion of an Owner's Lot in the subdivision as may be reasonably acquired by the Association to exercise and otherwise perform its rights under Section 2.5 Duties of the Association.

6.6 Delegation. Any Owner may delegate his right of use and enjoyment to the Common Area to the Members of his family or tenants who reside on his Lot. Tenants shall not have the right to further delegate the Owner's right to use and enjoy the Common Area. As to tenants, such Owner shall notify the Association in writing of such delegation and their names. The rights and privileges of any delegate shall be in accordance with and subject to this Declaration; provided, however, that the Owner making such delegation (and his Lot) shall remain liable for the assessments herein provided for and subject to all of the terms and conditions of this Declaration.

ARTICLE 7

USE RESTRICTIONS

The use of the Lots and the Common Area shall be restricted in accordance with the following provisions in addition to all other covenants, conditions, and restrictions herein contained.

7.1 Residential Use. The Lots and Dwelling Units shall be used for residential purposes only.

7.2 Lithium-ion batteries. Lithium-ion batteries are allowed only in areas that are Posted and are strictly prohibited in any building, patios, it's walkways or any structure. Prohibited too are any items holding or under the operation of same battery or any item using and or that contains such batteries, including chargers, cords, plugs and attachments. Batteries used for the operation of flashlights, remote controllers, computers, cellphones and other items similar are permitted.

7.3 For EV (electrical vehicles), Electric Bicycles, Scooters, or PMVs (personal mobility vehicles). Electric charging for all item under Article 7.3 is to be performed in specified posted designated areas only.

7.4 Water containers. Water beds, clothes washers or storage tanks are prohibited in all buildings.

7.5 Maintenance by Owners. Each Owner shall maintain and keep Buildings and improvements (including exterior paint, siding, and roof) and Lot in a clean, sanitary, and attractive condition. If the Owner fails to maintain his/her Building and improvement on his or her lot as required herein, the Association shall have the right to go upon the Owner's Lot and perform such maintenance pursuant to the Association's authority. The costs incurred by the Association shall be assessed against the Lot. Landscaping within Lot Areas shall be maintained per the approved landscape plan. Landscaping of unenclosed areas of Lots shall be maintained by the Association. In addition, solar panels, located on a building, shall be maintained by the Owner of the Lot's buildings.

7.6 Commercial or Agricultural Use. No industry, business, trade, occupation, or profession of any kind shall be conducted, maintained, or permitted on any part of the GTD, unless specifically allowed by this Declaration. No agricultural barns are permitted.

7.7 Animals. Household pets, in a reasonable number, may be kept if they are solely household pets for private use and not for commercial purposes. No animal shall be allowed to make an unreasonable amount of noise or otherwise to become a nuisance. No dog shall be permitted outside unless it is under the control of a responsible person. Upon request of any Owner, the Board shall determine, in its sole discretion, whether for the purpose of this Section, a particular animal shall be considered a house pet or a nuisance. The Owner of any pet shall be responsible for cleaning up after said pet on any property.

7.8 Outside Storage. Storage of any materials or equipment on porches, patios, walkways or garden areas is prohibited. Nothing herein is intended to prohibit placement of patio furniture in patio areas only.

7.9 Trash Receptacles. All trash shall be placed in the Trash bin area within the designated enclosure. Trash and recycling service for the GTD is provided by the Association

7.10 Pesticide/Herbicide Restrictions. Synthetic pesticides and/or herbicides are prohibited anywhere within the GTD.

7.11 Growing of Marijuana Prohibited. The Association desires to ensure the peace and enjoyment of property owners within their Lots and to reduce nuisance created from odors as a result of growing, cultivating and/or producing marijuana, and to protect the safety, welfare and benefit of existing and future Owners of the Lots within the GTD. To that end, all outdoor and indoor growth, cultivation and production of marijuana is prohibited within the GTD.

7.12 Fire Protection Plan. The Association and the Members shall comply with the Fire Prevention and Control Plan requirements of City Code. Specifically, landscaping shall comply with these standards and plants listed on the Prohibited Flammable Plant List maintained by the City shall be prohibited anywhere within the GTD.

7.13 Firearms. No firearms or archery equipment shall be used or discharged on any Lot or Common Area.

7.14 Lighting. Disturbing glare from exterior or interior luminaries within the GTD is prohibited.

7.15 Fencing. Fences shall be constructed by Declarant at initial development pursuant to the approved fencing plan and maintained by the Association pursuant to Ashland Municipal Code, Section 18.4.4.060.

7.16 Tree Protection Plan. Any deviation from the Tree Protection Plan for the PUD, is deemed a violation of the planning application approval and may be subject to penalties under City Code. Any proposed deviation to the plan must receive prior written approval from the Board and the City of Ashland's Planning Department.

7.17 Nuisances. No machinery or equipment of any kind shall be placed, operated, or maintained upon or adjacent to any Lot. Gas operated leaf blowers are not permitted. No noxious or offensive condition, including activity causing excessive smoke, dust, noise, or debris, shall be permitted upon any part of the GTD. Motorized bikes and all- terrain vehicles may not be operated on any Lot or the Common Area. Motorized transportation may be operated on a Lot solely for the purpose of transporting it from a residence to a public roadway for off-site use but recreational use of such machinery within the GTD is not allowed.

7.18 Diseases and Insects. No Owner shall permit anything or condition to exist upon his Lot which shall induce, breed, or harbor infectious plant diseases or noxious insects.

7.19 Mineral Exploration. No property shall be used in any manner to explore for or to remove any water, oil, or other hydrocarbons, minerals of any kind, gravel, earth, or any other such substance or other mineral of any kind except for any excavation that may be done in connection with the construction in the GTD.

7.20 Restrictions on Further Subdivision. No Lot shall be further subdivided. No Owner, except Declarant, may grant an easement or other interest in a Lot without the prior written approval of the Board.

7.21 Tenant Leases. All Owners shall supply tenants with a copy of this Declaration, as well any adopted rules and regulations that are provided with each Lot at the time of sale.

7.22 Construction Debris. The Owner of each Lot is responsible for the temporary containment and permanent removal of all construction debris on the Lot and any debris which is windblown or in any way displaced from the construction site to adjoining property. The Owner is also responsible for the cleanup of any dirt or mud tracked into public streets and common area driveways and parking lots during the course of construction of improvements on said property on a daily basis. Any damages to these areas are to be repaired by lot owner. The Owner shall not allow the accumulation of large quantities of debris, on or off site, during the course of construction.

7.23 Common Area Maintenance. No Lot Owner shall do any alteration, work, or maintenance within the Common Area, without the approval of the Board.

7.24 Solar Protection. Each Buildings Solar Reserve Area shall remain free from shading by any plantings or other items in the GTD. No person owning or in control of a property within the GTD shall allow vegetation or any other item to be placed on property or in any manner shade the a neighbor's Solar Reserve Area, window openings, patios or private open space.

7.25 Earth Advantage. At the point of initial construction, the GTD will be an Earth Advantage development, or a higher rating.

7.26 Solar Panels. Solar panels in any area other than the building roof are not permitted. Roof mounted solar panels will be installed by the Declarant upon the construction of any building. Solar Reserve Area with the approval of the Board.

7.27 Assignment of Parking Spaces. The Declarant shall assign each Lot parking spaces. Owners may elect to exchange parking spaces after approval from the Board.

7.28 Smoking in Common Area Prohibited. Smoking is prohibited in common open space areas, including a prohibition against e-cigarettes or other vaping devices.

7.29 Right of Inspection. Upon seventy-two (72) hours' written notice (emergencies excepted) and during reasonable hours, any authorized Member of the Board, or any authorized representative of any Board Member, shall have the right to enter upon and inspect the Lot and the exterior of the building or any of the improvements thereon for the purpose of ascertaining whether or not the provisions of these covenants, conditions and restrictions, the Bylaws and the rules and regulations adopted by the Board, have been or are being complied with, and such persons shall not be deemed guilty of trespass by reason of such entry or inspection. These rights shall be exercised in such a manner as to reasonably minimize any adverse impact upon the Owner's right to enjoyment of his/her Lot. Any unimproved Lot or common area is not subject to the seventy-two (72) hours' written notice provision referenced above. A report shall be made to the full Board, and the Board shall determine the appropriate action to be taken.

ARTICLE 8 DEVELOPMENT RIGHTS

8.1 Limitations of Restrictions. Declarant is undertaking the work of constructing improvements identified in Exhibit B. The completion of that work and the sale, rental, and other disposal of Lots is essential to the establishment and welfare of said property as a residential community. In order that said work may be completed and said property be established as a fully occupied residential community as rapidly as possible, nothing in these restrictions shall be understood or construed to:

- (a) Prevent Declarant, its contractors, subcontractors, or permittees from obtaining reasonable access over and across the Common Area of the GTD or from doing, on any Lot or any portion of the GTD whatever is reasonably necessary or advisable in connection with the completion of said work; or
- (b) Prevent Declarant from maintaining such signs within the GTD, as may be necessary for the leasing, sale or disposition of the building and Lots therein.

8.2 Declarant's Development Rights. Notwithstanding any other provision herein contained, Declarant expressly retains unalterable rights to develop the GTD subject to this Declaration. Nothing in the Declaration shall limit the right of Declarant to commence and complete construction of improvements to the GTD or to alter the foregoing or to construct such additional improvements as Declarant deems appropriate prior to the sale of all of all the real property described in Exhibit A.

ARTICLE 9 AMENDMENTS

9.1 Amendment. Except as otherwise provided in ORS 94.590, and the restrictions set forth elsewhere herein, this Declaration may be amended at any time by an instrument approved by not less than 75% of the total votes of each class of members that are eligible to vote. Any amendment must be executed, recorded, and certified as provided by law; provided, however, that no amendment of this Declaration

shall effect an amendment of the Bylaws or Articles without compliance with the provisions of such documents, and the Oregon Nonprofit Corporation Act and that no amendment affecting the general plan of development or any other right of Declarant herein contained may be effected without the express written consent of Declarant or its successors and assigns, including, without limitation, amendment of this Section 9.1.

9.2 Unilateral Amendment by Declarant. In addition to all other special rights of Declarant provided in this Declaration, Declarant may amend this Declaration in order to comply with the requirements of the Federal Housing Administration of the United States, the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Home Mortgage Loan Corporation, any department, bureau, board, commission, or agency of the United States or the State of Oregon, or any other state in which the Lots are marketed and sold, or any corporation wholly owned, directly or indirectly, by the United States or the State of Oregon, or such other state, the approval of which entity is required in order for it to insure, guarantee, or provide financing in connection with development of the Property the sale of Lots and leasing of buildings. Before the Turnover Meeting, no such amendment shall require notice to or approval by any Class A member.

ARTICLE 10 GENERAL PROVISIONS

10.1 Binding Effect; Term. The covenants, conditions, and restrictions of this Declaration shall run with the land and shall inure to the benefit of and be enforceable by the Association or any Owner, their respective legal representatives, heirs, successors, and assigns.

10.2 Nuisance. Every act or omission whereby any provision of this Declaration is violated in whole or in part is hereby declared to be a nuisance and may be enjoined or abated, whether the relief sought is negative or affirmative action, by Declarant, the Association, or any Owner.

10.3 Violation of Law. Any violation of any federal, state, municipal, local law, regulation or ordinance, or regulation pertaining to the ownership, occupation, or use of the GTD or any part thereof is hereby declared to be a violation of this Declaration and subject to any and all of the enforcement procedures set forth herein.

10.4 Condemnation of Common Area. If at any time all or any portion of any Common Area, or any interest therein, be taken for any public or quasi-public use under any statute, by right of eminent domain, or by private purchase in lieu of eminent domain, the entire award in condemnation shall be paid to the Association. Any such award to the Association shall be deposited into the operating fund of the Association. No Owner shall be entitled to any portion of such award, and no Owner shall be entitled to participate as a party, or otherwise, in any proceedings relating to such condemnation, such right of participation being herein reverted exclusively to the Association or other holder of the fee title which shall, in its name alone, represent the interests of all Lot Owners to the extent such Lot Owners have any interest.

10.5 Obligations of Owner. No Owner may avoid the burdens or obligations imposed on him/her by this Declaration through non-use of the Common Area or by abandonment of his/her Lot. Upon the conveyance, sale, assignment, or other transfer of a Lot to a new Owner, the transferring Owner shall not be liable for any such assessments levied with respect to such Lot after the date of such transfer, and no person, after the termination of his/her status as an Owner and prior to his/her again becoming an Owner, shall incur any of the obligations or enjoy any of the benefits of an Owner under this Declaration.

10.6 Notice of Sale. Within five (5) business days after the consummation of the sale of any Lot under circumstances whereby the transferee becomes an Owner thereof, the transferee shall notify the Association in writing of such sale. Such notification shall set forth (a) the name of the transferee and his/her transferor; (b) the street address of the Lot purchased by the transferee; (c) the transferee's mailing address; and (d) the date of sale. Prior to receipt of such notification, any and all communications required or permitted to be given by the Association or the Board shall be deemed to be duly made and given to the transferee if duly and timely made and given to his/her transferor.

10.7 Notices. Any written notice or other documents relating to or required by this Declaration may be delivered either personally, by electronic delivery (including email and facsimile) or by mail. If by mail, such notice or document shall be deemed to have been delivered and received five (5) calendar days after a copy thereof has been deposited in the United States Postal Service, postage prepaid, addressed as follows:

(a) If to the Association, to the address designated by the Association as its principal office address in the Articles.

(b) If to an Owner, to the address of any Lot owned in whole or in part by him/her or to any other address last furnished by an Owner to the Association.

(c) If to Declarant:

Casita Developments LLC
716 N Laurel St
Ashland, Oregon 9520

Provided, however, that any such address may be changed at any time by the party concerned by delivering a written notice of change of address to the Association. Each Owner of a Lot shall file the correct mailing address of such Owner with the Association and shall promptly notify the Association in writing of any subsequent change of address.

10.8 Cumulative Remedies. Each remedy provided by this Declaration is cumulative and not exclusive.

10.9 Partial Invalidity. The invalidity or partial invalidity of any provision of this Declaration shall not affect the validity of, or enforceability of, any other provision.

10.10 Number; Gender. As used herein, the singular shall include the plural and the plural the singular unless the context requires the contrary; and the masculine, feminine, and neuter shall each include the masculine, feminine, or neuter as the context requires.

10.11 Discrimination Prohibited. THE ASSOCIATION AND ITS MEMBERS ARE PROHIBITED FROM DISCRIMINATING ON THE BASIS OF RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, NATIONAL ORIGIN, MARITAL STATUS, FAMILIAL STATUS, SOURCE OF INCOME, DISABILITY OR THE NUMBER OF INDIVIDUALS, INCLUDING FAMILY MEMBERS, PERSONS OF CLOSE AFFINITY OR UNRELATED PERSONS, WHO ARE SIMULTANEOUSLY OCCUPYING A DWELLING UNIT OF ANY BUILDING WITHIN OCCUPANCY LIMITS, OR GENETIC INFORMATION AS SET FORTH IN APPLICABLE STATE AND FEDERAL LAW, EXCEPT TO THE EXTENT THAT SUCH COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW.

10.12 City Enforcement. The City of Ashland reserves the right to enforce and assess the Association for maintenance of common areas, and the association shall comply with its street trees code.

10.13 Mediation and Arbitration.

(a) Meet and Confer. In the event of any dispute concerning this Agreement, excepting disputes involving non-payment of assessments or other fee, the parties shall, at the request of either of them, meet and confer in an effort to resolve the dispute. If the parties cannot resolve the dispute within thirty (30) days following the initial request to meet and confer, the dispute shall be submitted to arbitration as provided in Section 11.13(b), below.

(b) Arbitration. Except for claims and controversies involving non-payment of assessments or fees, all controversies or claims arising out of or relating to this Agreement; which are not resolved as provided in Section 11.13(a) above, including, without limitation, the making, performance, or interpretation of this Agreement, shall be settled by binding arbitration. Unless otherwise agreed, the arbitration shall be conducted in the county of the state where the Association is located, in accordance with the rules of the Arbitration Service of Portland. Judgment on the award rendered by the arbitrator may be entered in the circuit court in the county in which the arbitration occurs, and the resolution of the disputed matter as determined by the arbitrator shall be binding on the parties. The arbitrator's fee will be split equally between the parties and promptly paid to the arbitrator as required by the arbitrator. The prevailing party is entitled to reimbursement for its share of the arbitrator's fee expended, as well as its reasonable attorney's fees and court costs, in addition to any other relief the prevailing party may be entitled to.

IN WITNESS THEREOF, Declarant has executed this Declaration this ____ day of _____, 2024.
Casita Developments, LLC

By: _____ Robert J Kendrick, Member

By: _____ Linda M Zare, Member

Notarial form follows

STATE OF OREGON County of Jackson)

On this _____ day of _____, 202_, before me, the undersigned Notary Public in and for said State, personally appeared ROBERT J KENDRICK a Member of Casita Developments LLC an Oregon limited liability company, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that said instrument was signed and sealed on behalf of said company by authority of its Members, and he acknowledged said instrument to be its voluntary act and deed.

STATE OF OREGON County of Jackson

Notary Public for the State of Oregon My Commission Expires:

On this _____ day of _____, 2021, before me, the undersigned Notary Public in and for said State, personally appeared LINDA M ZARE a Member of Casita Developments LLC LLC, an Oregon limited liability company, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that said instrument was signed and sealed on behalf of said company by authority of its Members, and he acknowledged said instrument to be its voluntary act and deed.

Notary Public for the State of Oregon My Commission Expires:

Exhibit "A"

Legal Description of the

GRAND TERRACE PRELIMINARY SUBDIVISION MAP

Exhibit "B"

SITE PLAN LOTS

Exhibit "C"

APARTMENT BUILDINGS ELEVATIONS

Exhibit "D"

GRAND TERRACE COMMON AREA AND LANDSCAPE PLAN

Exhibit "E" BYLAWS

Description of Documents CCRS – GRAND TERRACE APARTMENTS

Notary Public for the State of Oregon

Notary Seal and Signature Follows

My Commission Expires:

Exhibits

Exhibit "A"
Legal Description of the
GRAND TERRACE PRELIMINARY SUBDIVISION MAP

Exhibit "B"
GRAND TERRACE APARTMENTS SITE PLAN AND LOTS

Exhibit "C"
GRAND TERRACE APARTMENT BUILDINGS PLAN

Exhibit "D"
GRAND TERRACE COMMON AREA AND LANDSCAPE PLAN

Exhibit "E" BYLAWS

After Recording Return to: Casita Developments LLC, 716 N Laurel Street, Ashland, Or.
Ashland, OR 97520

Grantor: Casita Developments LLC, 716 N Laurel Street, Ashland, Or. 97520

Grantee: Grand Terrace Homeowner's Association 716 North Laurel Street, Ashland, Or. 97520

IRREVOCABLE CONSENT TO ANNEXATION

The undersigned, referred to in this document as "Owner" whether singular or plural, owns or is the purchaser under a recorded land sale contract of real property in Jackson County, Oregon, described below and referred to in this document as "the property":

See attached Exhibit "A"

In consideration of the application for annexation and subsequent connections from the property to City of Ashland services, Owner declares and agrees that the property shall be held, sold, and conveyed subject to the following covenants, conditions, and restrictions which shall constitute covenants running with the land and shall be binding on all parties, their heirs, successors and assigns, having any right, title, or interest in the property or any part thereof:

Whenever a proposal to annex the property is initiated by the City of Ashland or otherwise, Owner shall consent and does consent to the annexation of the property to the City of Ashland. Owner agrees this consent to annexation is irrevocable.

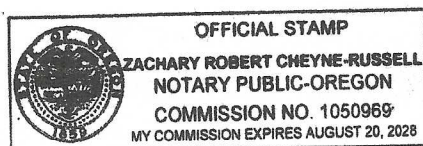
Dated this 26th day of December, 2024.

Signature: Linda M. Zare

Owner: Linda M. Zare

State of Oregon)
) ss:
County of Jackson)

Personally appeared the above named Linda M. Zare and acknowledged the foregoing instrument to be his voluntary act and deed.



[Signature]
Notary Public for Oregon

My Commission expires: 08/20/2028

**ANNEXATION AGREEMENT TO DEPOSIT AN AMOUNT SUFFICIENT
TO RETIRE ANY OUTSTANDING INDEBTEDNESS OF SPECIAL DISTRICTS**

THIS AGREEMENT entered into by and between _____, hereinafter referred to as "APPLICANT" and the CITY OF ASHLAND, hereinafter referred to as "CITY",

WITNESSETH:

WHEREAS, pursuant to ORS 222.520(2)(b), the CITY elects to pay the bonds of the special districts when such property subject to special district indebtedness is annexed by the CITY.

WHEREAS, Ashland Municipal Code, Sections 4.14.020, 14.08.030(F) and 18.106.020(B), require an applicant for annexation to agree to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510 as part of an annexation application.

NOW, THEREFORE, as part of the annexation application for the property described in the attached **EXHIBIT A**, APPLICANT agrees to deposit an amount sufficient to retire any outstanding indebtedness of special district defined in ORS 222.510. In the event that no special district requests from the CITY an amount to be paid to retire indebtedness within one (1) year from the date of annexation, the full amount deposited to the CITY shall be returned to the APPLICANT. In the event that a special district requires an amount less than the amount deposited, the CITY shall return the remainder to the APPLICANT.

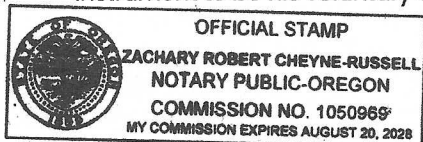
APPLICANT FOR ANNEXATION/PROPERTY OWNER:

Signature: *Linda Marie Zare* Date: 12/26/2024

Printed Name: Linda M. Zare

State of Oregon)
) ss:
County of Jackson)

Personally appeared the above named Linda Marie Zare and acknowledged the foregoing instrument to be his voluntary act and deed.



Zachary Robert Cheyne-Russell
Notary Public for Oregon
My Commission expires: 08/20/2028

CITY OF ASHLAND:

Signed: _____ Date: _____

Printed Name/Title: _____

State of Oregon)
) ss:
County of Jackson)

Personally appeared the above named _____ and acknowledged the foregoing instrument to be his voluntary act and deed.

Notary Public for Oregon
My Commission expires: _____

October 1, 2024

Genessee & Wyoming Railroad Services, Inc.
Real Estate Department
13901 Sutton Park Dr. S, Suite 270
Jacksonville, FL 32224

Re: Consent to Annex, City of Ashland Oregon

To Whom it May Concern:

This letter is to inform Genessee & Wyoming Railroad Service, Inc., that an application for Annexation into the City of Ashland Oregon, for the properties at 1511 Hwy. 99 N (381E32; TL 1700 and 1702); the adjacent OR HWY 99 ODOT right of way; and the California Oregon Railroad (CORP), Genessee-Wyoming railroad property into the City of Ashland Oregon was approved by the City Council but remanded by the Land Use Board of Appeals. The annexation application followed and included the new Oregon Climate Friendly Act parking mandates. The Land Use Board of Appeals remanded the annexation approval back to the City of Ashland because the annexation application was made before the effective date of the Climate Friendly Act Law. To comply with the State of Oregon Climate Friendly Act another application including the same development is being re-entered post Climate Friendly Act effective date.

Per the Oregon Revised Statutes (ORS222.170) an annexation that includes consent to the annexation of more than one-half of the landowners in the area can be approved through public hearing. As previously provided, the applicant is seeking Genessee & Wyoming property owner consent to annex the railroad proposed as depicted on the attached map.

Please see the attached map and consent to annex form.
Thank you for your prompt attention to this matter.

Sincerely,
Robert Kendrick
Grand Terrace Development
Linda Zare, Owner 1511 Hwy 99, Ashland Oregon

(ORS 222.170), an annexation may be approved by consent through a public hearing, without requiring an election, when: more than one-half of the owners with land in the area to be annexed consent to the annexation; owners of more than one-half the land in the area to be annexed consent to the annexation; and that land represents more than one-half of the total assessed value in the area to be annexed.

Attachments:
Irrevocable Consent to Annex
Map of annexed area

October 1, 2024

Oregon Department of Transportation
Transportation Planning
Micha Horowitz
100 Antelope Road
White City, OR 97503

Re: Consent to Annex, City of Ashland Oregon

Dear Micha Horowitz

This letter is to inform the Oregon Department of Transportation that an application for Annexation into the City of Ashland for the properties at 1511 Hwy. 99 N (381E32; TL 1700 and 1702); and consent to annex of the adjacent OR HWY 99 ODOT right of way, and the California Oregon Railroad (CORP), Genesee-Wyoming was approved by the City of Ashland, but remanded by the Land Use Board of Appeals. The annexation application followed and included the new Oregon Climate Friendly Act parking mandates. The Land Use Board of Appeals remanded the annexation approval back to the City of Ashland because the annexation application was made before the effective date of the Climate Friendly Act Law. To comply with the State of Oregon Climate Friendly Act another application including the same development is being re-entered post Climate Friendly Act effective date.

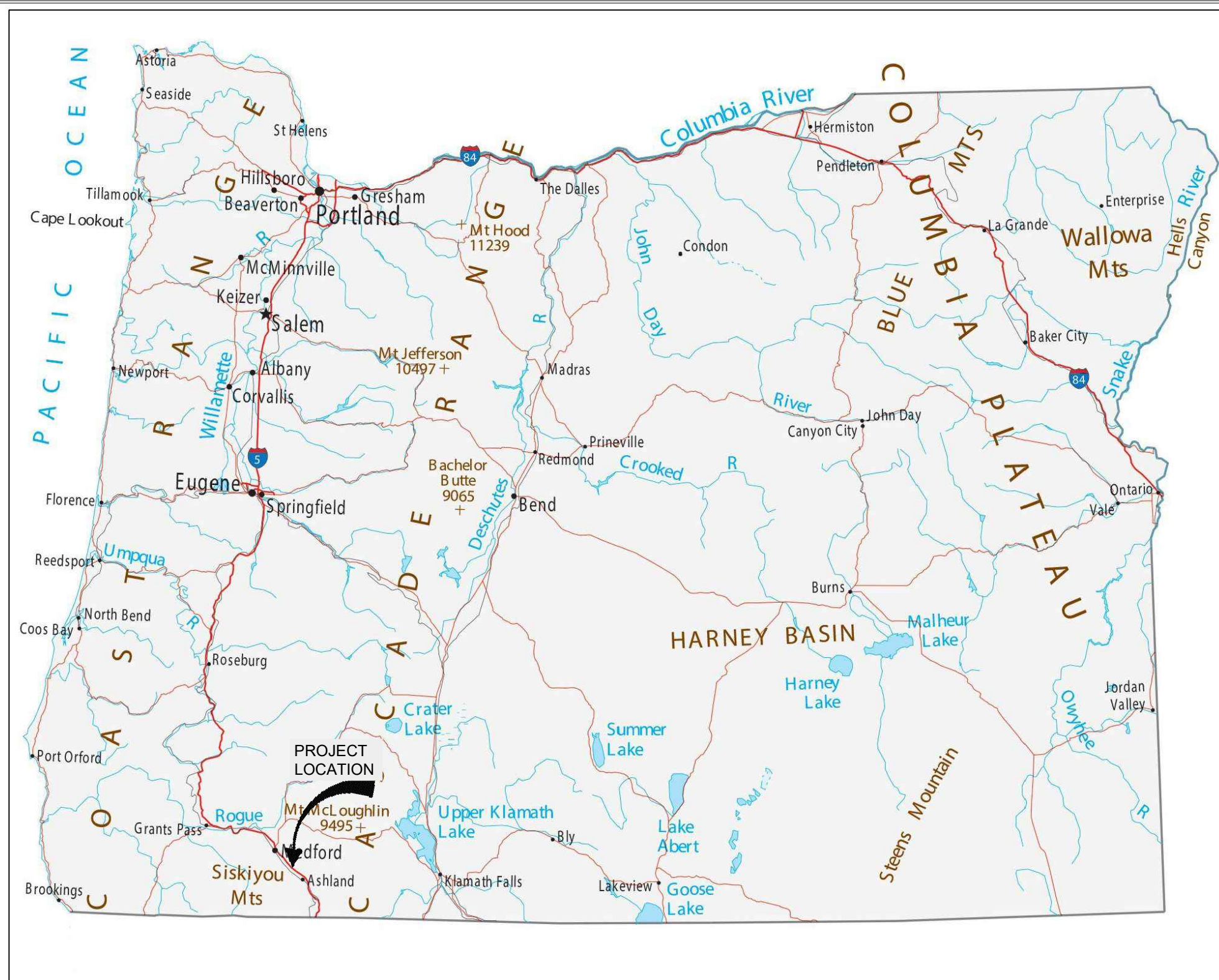
Per the Oregon Revised Statutes (ORS222.170) an annexation that includes consent to the annexation of more than one-half of the landowners in the area can be approved through public hearing. As previously provided, the applicant is seeking ODOT consent to annex the adjacent right-of way. An election by landowners in the area as prescribed by ORS 222.170 qualifies for the justification by staff advisors and is a legal annexation under state law. Consent of other properties is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan.

Please see the attached map and consent to annex form.
Thank you for your prompt attention to this matter.

Sincerely,
Robert Kendrick
Grand Terrace Development
Linda Zare, Owner 1511 Hwy 99, Ashland Oregon

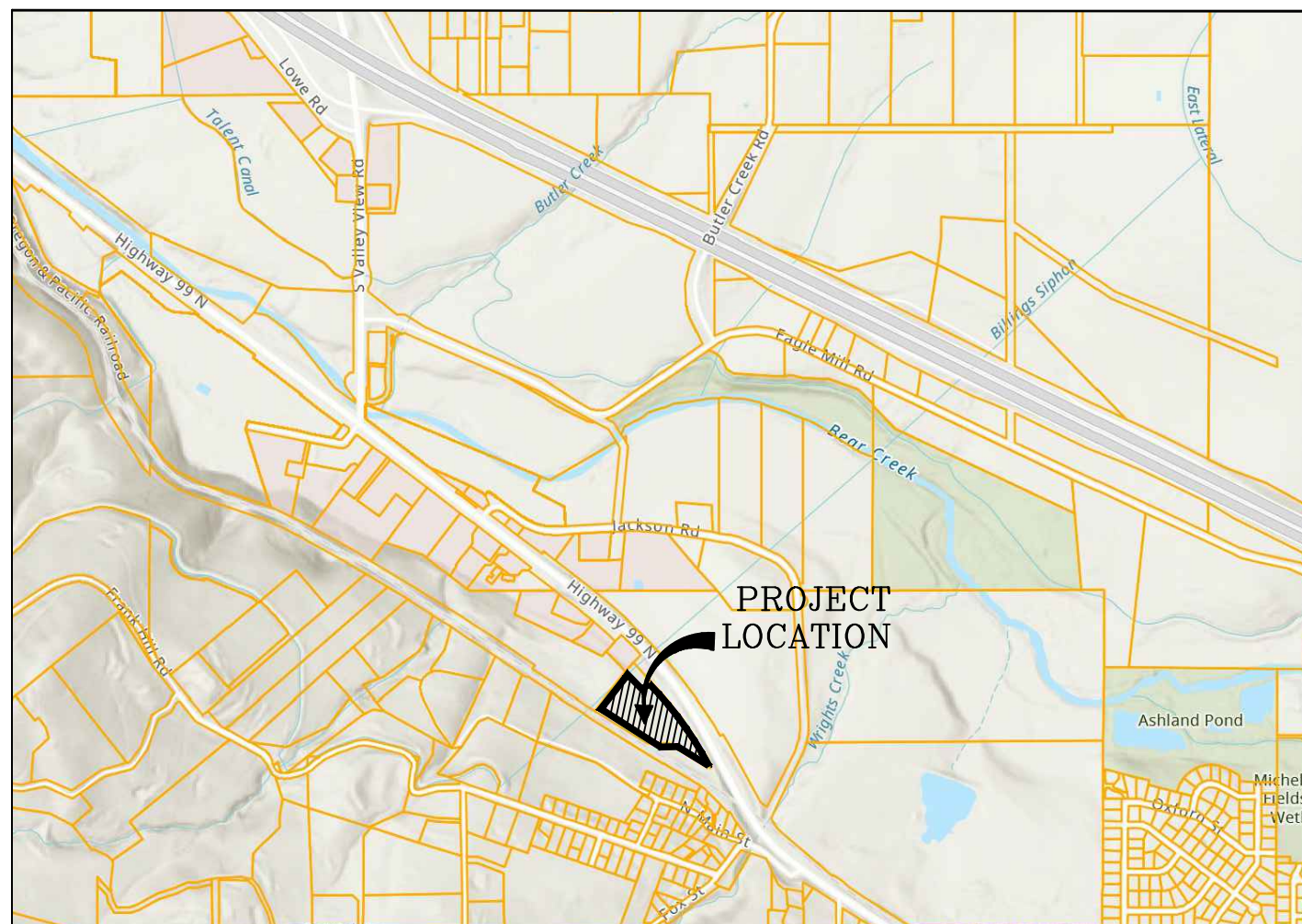
(ORS 222.170), an annexation may be approved by consent through a public hearing, without requiring an election, when: more than one-half of the owners with land in the area to be annexed consent to the annexation; owners of more than one-half the land in the area to be annexed consent to the annexation; and that land represents more than one-half of the total assessed value in the area to be annexed

Attachments:
Irrevocable Consent to Annex
Map of annexed area

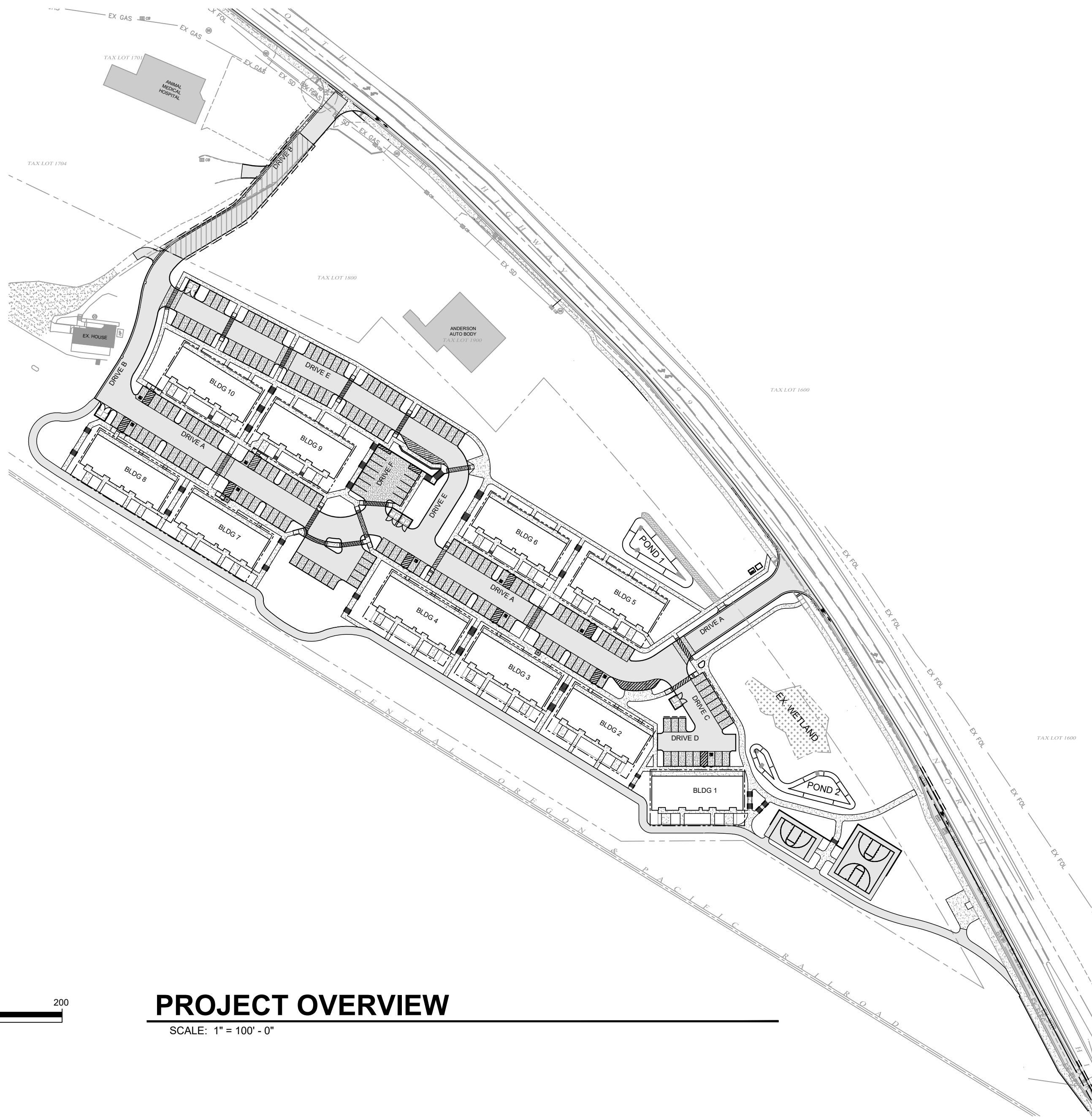


LOCATION MAP

NOT TO SCALE



VICINITY MAP
NOT TO SCALE



PROJECT OVERVIEW

SCALE: 1" = 100' - 0"

CONTACT INFO:

OWNER
LINDA ZARE, MEMBER
CASITA DEVELOPMENTS LLC
2713 TAKELMA WAY
ASHLAND, OR 97520

DEVELOPER
KENDRICK ENTERPRISES LLC
ROBERT KENDRICK
716 N LAUREL ST.
ASHLAND OR 97520

GOVERNING AGENCY
CITY OF ASHLAND
51 WINBURN WAY
ASHLAND, OR 97520
(541) 488-5305
(ELECTRIC, WATER, STORM,
PLANNING, BUILDING)

NATURAL GAS COMPANY
AVISTA UTILITY
580 BUSINESS PARK DR.
MEDFORD, OR 97504
(800) 227-9187

CIVIL ENGINEER
POWELL ENGINEERING AND CONSULTING
TODD POWELL, P.E.
100 E. MAIN STREET, SUITE O
MEDFORD, OR 97501
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KENCAIRN LANDSCAPE ARCHITECTURE
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CENTRAL POINT, OR 97502
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DRAWING INDEX:

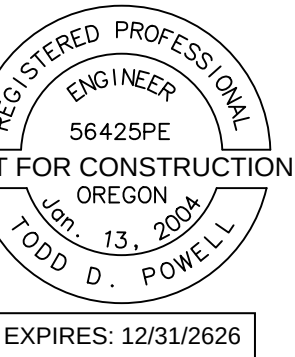
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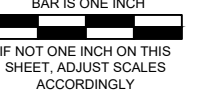
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VERIFY SCALES



GRAND TERRACE AN APARTMENT DEVELOPMENT

MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

DATE		REVISION DESCRIPTION	NO.
DRAWN BY:		TDP	
DESIGNED BY:		TDP	
CHECKED BY:		TDP	
ISSUE DATE:		12/11/24	
LAND USE SET			
JOB NO.		COVER SHEET	
22-002		G0.0	

INCLUDE A LIST OF ALL PERSONNEL (BY NAME AND POSITION) THAT ARE RESPONSIBLE FOR THE DESIGN, INSTALLATION AND MAINTENANCE OF STORMWATER CONTROL MEASURES (E.G. ESCP DEVELOPER, BMP INSTALLER (SEE SECTION 4.10), AS WELL AS THEIR INDIVIDUAL RESPONSIBILITIES. (SECTION 4.4.C.II)

2. VISUAL MONITORING INSPECTION REPORTS MUST BE MADE IN ACCORDANCE WITH DEQ 1200-C PERMIT REQUIREMENTS. (SECTION 6.5)

3. INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200-C PERMIT REQUIREMENTS. (SECTION 6.5.Q)

4. RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEQ, AGENT, OR THE LOCAL MUNICIPALITY. (SECTION 4.7)

5. THE PERMIT REGISTRANT MUST IMPLEMENT THE ESCP. FAILURE TO IMPLEMENT ANY OF THE CONTROL MEASURES OR PRACTICES DESCRIBED IN THE ESCP IS A VIOLATION OF THE PERMIT. (SECTIONS 4 AND 4.11)

6. THE ESCP MUST BE ACCURATE AND REFLECT SITE CONDITIONS. (SECTION 4.8)

7. SUBMISSION OF ALL ESCP REVISIONS IS NOT REQUIRED. SUBMITTAL OF THE ESCP REVISIONS IS ONLY UNDER SPECIFIC CONDITIONS. SUBMIT ALL NECESSARY REVISION TO DEQ OR AGENT WITHIN 10 DAYS. (SECTION 4.9)

8. SEQUENCE CLEARING AND GRADING TO THE MAXIMUM EXTENT PRACTICAL TO PREVENT EXPOSED INACTIVE AREAS FROM BECOMING A SOURCE OF EROSION. (SECTION 2.2.2)

9. CREATE SMOOTH SURFACES BETWEEN SOIL SURFACE AND EROSION AND SEDIMENT CONTROLS TO PREVENT STORMWATER FROM BYPASSING CONTROLS AND FENCING. (SECTION 2.2.3)

10. IDENTIFY, MARK, AND PROTECT (BY CONSTRUCTION PONDING OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES, AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN THE SITE AND SENSITIVE AREAS (E.G., WETLANDS), AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS. (SECTION 2.2.1)

11. PRESERVE EXISTING VEGETATION WHEN PRACTICAL AND RE-VEGETATE OPEN AREAS, RE-VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION. IDENTIFY THE TYPE OF VEGETATIVE SEED MIX USED. (SECTION 2.2.5)

12. MAINTAIN AND DELINEATE ANY EXISTING NATURAL BUFFER WITHIN THE 50-FOOT OF WATERS OF THE STATE. (SECTION 2.2.4)

13. INSTALL PERIMETER SEDIMENT CONTROL, INCLUDING STORM DRAIN INLET PROTECTION AS WELL AS ALL SEDIMENT BASINS, TRAPS, AND BARRIERS PRIOR TO LAND DISTURBANCE. (SECTIONS 2.1.3)

14. CONTROL BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND DOWNSTREAM CHANNELS AND STREAMBANKS. (SECTIONS 2.1.1 AND 2.2.16)

15. CONTROL SEDIMENT AS NEEDED ALONG THE SITE PERIMETER AND AT ALL OPERATIONAL INTERNAL STORM DRAIN INLETS AT ALL TIMES DURING CONSTRUCTION, BOTH INTERNALLY AND AT THE SITE BOUNDARY. (SECTIONS 2.2.6 AND 2.2.13)

16. ESTABLISH CONCRETE CURB AND OTHER CONCRETE EQUIPMENT WASHOUT AREAS BEFORE BEGINNING CONCRETE WORK. (SECTION 2.2.14)

17. APPLY TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS AS GRADING PROGRESSES. TEMPORARY OR PERMANENT STABILIZATIONS MEASURES ARE NOT REQUIRED FOR AREAS THAT ARE INTENDED TO BE LEFT UNVEGETATED, SUCH AS DIRT ACCESS ROADS OR UTILITY POLE PADS. (SECTIONS 2.2.20 AND 2.2.21)

18. ESTABLISH MATERIAL AND WASTE STORAGE AREAS, AND OTHER NON-STORMWATER CONTROLS. (SECTION 2.3.7)

19. KEEP WASTE CONTAINER LIDS CLOSED WHEN NOT IN USE AND CLOSE LIDS AT THE END OF THE BUSINESS DAY FOR THOSE CONTAINERS THAT ARE ACTIVELY USED THROUGHOUT THE DAY. FOR WASTE CONTAINERS THAT DO NOT HAVE LIDS, PROVIDE EITHER (1) COVER (E.G., A TARP, PLASTIC SHEETING, TEMPORARY ROOF) TO PREVENT EXPOSURE OF WASTES TO PRECIPITATION, OR (2) A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS (E.G., SECONDARY CONTAINMENT). (SECTION 2.3.7)

20. PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADS USING BMPs SUCH AS: CONSTRUCTION ENTRANCE, GRAVELED (OR PAVED) EXITS AND PARKING AREAS, GRAVEL ALL UNPAVED ROADS LOCATED ONSITE, OR USE AN EXIT TIRE WASH. THESE BMPs MUST BE IN PLACE PRIOR TO LAND -DISTURBING ACTIVITIES. (SECTION 2.2.7)

21. WHEN TRUCKING SATURATED SOILS FROM THE SITE, EITHER USE WATER-TIGHT TRUCKS OR DRAIN LOADS ON SITE. (SECTION 2.2.7.F)

22. CONTROL PROHIBITED DISCHARGES FROM LEAVING THE CONSTRUCTION SITE, I.E., CONCRETE WASH-OUT, WASTEWATER FROM CLEANOUT OF STUCCO, PAINT AND CURING COMPOUNDS. (SECTIONS 1.5 AND 2.3.9)

23. ENSURE THAT STEEP SLOPE AREAS WHERE CONSTRUCTION ACTIVITIES ARE NOT OCCURRING ARE NOT DISTURBED. (SECTION 2.2.10)

24. PREVENT SOIL COMPACTION IN AREAS WHERE POST-CONSTRUCTION INFILTRATION FACILITIES ARE TO BE INSTALLED. (SECTION 2.2.12)

25. USE BMPs TO PREVENT OR MINIMIZE STORMWATER EXPOSURE TO POLLUTANTS FROM SPILLS; VEHICLE AND EQUIPMENT FUELING, MAINTENANCE, AND STORAGE; OTHER CLEANING AND MAINTENANCE ACTIVITIES; AND WASTE HANDLING ACTIVITIES. THESE POLLUTANTS INCLUDE FUEL, HYDRAULIC FLUID, AND OTHER OILS FROM VEHICLES AND MACHINERY, AS WELL AS DEBRIS, FERTILIZER, PESTICIDES AND HERBICIDES, PAINTS, SOLVENTS, CURING COMPOUNDS AND ADHESIVES FROM CONSTRUCTION OPERATIONS. (SECTIONS 2.2.15 AND 2.3)

26. PROVIDE PLANS FOR SEDIMENTATION BASINS THAT HAVE BEEN DESIGNED PER SECTION 2.2.17 AND STAMPED BY AN OREGON PROFESSIONAL ENGINEER. (SEE SECTION 2.2.17.A)

27. IF ENGINEERED SOILS ARE USED ON SITE, A SEDIMENTATION BASIN/IMPOUNDMENT MUST BE INSTALLED. (SEE SECTIONS 2.2.17 AND 2.2.18)

28. PROVIDE A DEWATERING PLAN FOR ACCUMULATED WATER FROM PRECIPITATION AND UNCONTAMINATED GROUNDWATER SEEPAGE DUE TO SHALLOW EXCAVATION ACTIVITIES. (SEE SECTION 2.4)

29. IMPLEMENT THE FOLLOWING BMPs WHEN APPLICABLE: WRITTEN SPILL PREVENTION AND RESPONSE PROCEDURES, EMPLOYEE TRAINING ON SPILL PREVENTION AND PROPER DISPOSAL PROCEDURES, SPILL KITS IN ALL VEHICLES, REGULAR MAINTENANCE SCHEDULE FOR VEHICLES AND MACHINERY, MATERIAL DELIVERY AND STORAGE CONTROLS, TRAINING AND SIGNAGE, AND COVERED STORAGE AREAS FOR WASTE AND SUPPLIES. (SECTION 2.3)

30. USE WATER, SOIL-BINDING AGENT OR OTHER DUST CONTROL TECHNIQUE AS NEEDED TO AVOID WIND-BLOWN SOIL. (SECTION 2.2.9)

31. THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO MINIMIZE NUTRIENT RELEASES TO SURFACE WATERS. EXERCISE CAUTION WHEN USING TIME-RELEASE FERTILIZERS WITHIN ANY WATERWAY RIPARIAN ZONE. (SECTION 2.3.5)

32. IF AN ACTIVE TREATMENT SYSTEM (FOR EXAMPLE, ELECTRO-COAGULATION, FLOCCULATION, FILTRATION, ETC.) FOR SEDIMENT OR OTHER POLLUTANT REMOVAL IS EMPLOYED, SUBMIT AN OPERATION AND MAINTENANCE PLAN (INCLUDING SYSTEM SCHEMATIC, LOCATION OF SYSTEM, LOCATION OF INLET, LOCATION OF DISCHARGE, DISCHARGE DISPERSION DEVICE DESIGN, AND A SAMPLING PLAN AND FREQUENCY) BEFORE OPERATING THE TREATMENT SYSTEM. OBTAIN ENVIRONMENTAL MANAGEMENT PLAN APPROVAL FROM DEQ BEFORE OPERATING THE TREATMENT SYSTEM. OPERATE AND MAINTAIN THE TREATMENT SYSTEM ACCORDING TO MANUFACTURER'S SPECIFICATIONS. (SECTION 1.2.9)

33. TEMPORARILY STABILIZE SOILS AT THE END OF THE SHIFT BEFORE HOLIDAYS AND WEEKENDS, IF NEEDED. THE REGISTRANT IS RESPONSIBLE FOR ENSURING THAT SOILS ARE STABLE DURING RAIN EVENTS AT ALL TIMES OF THE YEAR. (SECTION 2.2)

34. AS NEEDED BASED ON WEATHER CONDITIONS, AT THE END OF EACH WORKDAY SOIL STOCKPILES MUST BE STABILIZED OR COVERED, OR OTHER BMPs MUST BE IMPLEMENTED TO PREVENT DISCHARGES TO SURFACE WATERS OR CONVEYANCE SYSTEMS LEADING TO SURFACE WATERS. (SECTION 2.2.8)

35. SEDIMENT FENCE: REMOVE TRAPPED SEDIMENT BEFORE IT REACHES ONE THIRD OF THE ABOVE GROUND FENCE HEIGHT AND BEFORE FENCE REMOVAL. (SECTION 2.1.5.B)

36. OTHER SEDIMENT BARRIERS (SUCH AS BIOBAGS): REMOVE SEDIMENT BEFORE IT REACHES TWO INCHES DEPTH ABOVE GROUND HEIGHT AND BEFORE BMP REMOVAL. (SECTION 2.1.5.C)

37. CATCH BASINS: CLEAN BEFORE RETENTION CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT. SEDIMENT BASINS AND SEDIMENT TRAPS: REMOVE TRAPPED SEDIMENTS BEFORE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT AND AT COMPLETION OF PROJECT. (SECTION 2.1.5.D)

38. WITHIN 24 HOURS, SIGNIFICANT SEDIMENT THAT HAS LEFT THE CONSTRUCTION SITE, MUST BE REMEDIATED. INVESTIGATE THE CAUSE OF THE SEDIMENT RELEASE AND IMPLEMENT STEPS TO PREVENT A RECURRENT OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN-UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIMEFRAME. (SECTION 2.2.19.A)

39. THE INTENTIONAL WASHING OF SEDIMENT INTO STORM SEWERS OR DRAINAGE WAYS MUST NOT OCCUR. VACUUMING OR DRY SWEEPING AND MATERIAL PICKUP MUST BE USED TO CLEANUP RELEASED SEDIMENTS. (SECTION 2.2.19)

40. DOCUMENT ANY PORTION(S) OF THE SITE WHERE LAND DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED OR WILL BE TEMPORARILY INACTIVE FOR 14 OR MORE CALENDAR DAYS. (SECTION 6.5.F)

41. PROVIDE TEMPORARY STABILIZATION FOR THAT PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES CEASE FOR 14 DAYS OR MORE WITH A COVERING OF BLOWN STRAW AND A TACKIFIER, LOOSE STRAW, OR AN ADEQUATE COVERING OF COMPOST MULCH UNTIL WORK RESUMES ON THAT PORTION OF THE SITE. (SECTION 2.2.20)

42. DO NOT REMOVE TEMPORARY SEDIMENT CONTROL PRACTICES UNTIL PERMANENT VEGETATION OR OTHER COVER OF EXPOSED AREAS IS ESTABLISHED. ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED, ALL TEMPORARY EROSION CONTROLS AND RETAINED SOILS MUST BE REMOVED AND DISPOSED OF PROPERLY, UNLESS NEEDED FOR LONG TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE. (SECTION 2.2.21)

	EXIST. FIRE HYDRANT
	EXIST. WATER VALVE
	EXIST. BLOW OFF
	EXIST. WATER METER
	EXIST. HOSE BIB
	EXIST. IRRIGATION VALVE
	EXIST. AIR RELEASE VALVE
	EXIST. STORM DRAIN MANHOLE
	EXIST. CLEANOUT
	EXIST. SANITARY SEWER MANHOLE
	EXIST. MAILBOX
	HANDICAP PARKING SYMBOL
	PARALLEL PARKING STRIPING
	BICYCLE LANE SYMBOL
	EXIST. SANITARY SEWER
	EXIST. STORM DRAIN
	EXIST. WATER
	EXIST. GAS
	EXIST. ELECTRIC
	EXIST. OVERHEAD POWER
	EXIST. TELEPHONE
	EXIST. FIBER OPTIC
	EXIST. CURB AND GUTTER
	EXIST. CENTERLINE
	EXIST. RIGHT OF WAY
	EXIST. CONTOUR
	PROPOSED CONTOUR
	SANITARY SEWER
	STORM DRAIN
	WATER
	GAS
	ELECTRIC
	CURB AND GUTTER
	PROPOSED RIGHT OF WAY
	FLOW LINE
	PROPERTY LINE
	FIRE HYDRANT
	WATER VALVE
	WATER METER
	BACKFLOW DEVICE
	IRRIGATION WATER METER
	AIR RELEASE VALVE
	BLOWOFF DEVICE ASSEMBLY
	FIRE DEPARTMENT CONNECTION
	END PLUG
	TEE
	SANITARY SEWER CLEANOUT
	CONCENTRIC MANHOLE
	STORM DRAIN CLEANOUT
	CONTROL STRUCTURE MANHOLE
	ATRIUM DRAIN / BUBBLER
	AREA DRAIN
	CATCH BASIN INLET
	CURB INLET
	LIGHTS
	SIGN (TRAFFIC, INFORMATION)
	BOLLARD
	CONCRETE
	HMAC PAVING
	NEW RIP RAP

AC	ASPHALT
BC	BACK OF CURB
BR	BOTTOM OF RAMP
BS	BOTTOM OF STAIRS
BW	BOTTOM OF WALL
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT RISER
C	CONCRETE
DIP	DUCTILE IRON PIPE
(E)	EXISTING
EG	EXISTING GRADE
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
G	GAS
GB	GRADE BREAK
GC	GENERAL CONTRACTOR
GRD	GROUND
GRVL	GRAVEL
HDPE	HIGH-DENSITY POLYETHYLENE
HP	HIGH POINT
IE	INVERT ELEVATION
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
PERF	PERFORATED PIPE
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
RE	RIM ELEVATION
REQ'D	REQUIRED
ROW	RIGHT-OF-WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
SW	SIDEWALK
TBR	TO BE REMOVED
TC	TOP OF CURB
TR	TOP OF RAMP
TOW	TOP OF WALL
TYP	TYPICAL
UPC	UNIFORM PLUMBING CODE
W	WATER

Site Condition		Minimum Frequency	
1. Active period		On initial date that land disturbance activities commence. Within 24 hours of any storm event, including runoff from snow melt, that results in discharge from the site. At least once every 14 days, regardless of whether stormwater runoff is occurring.	
2. Inactive periods greater than fourteen (14) consecutive calendar days		The Inspector may reduce the frequency of inspections in any area of the site where the stabilization steps in Section 2.2.20 have been completed to twice per month for the first month, no less than 14 calendar days apart, then once per month.	
3. Periods during which the site is inaccessible due to inclement weather		If safe, accessible and practical, inspections must occur daily at a relevant discharge point or downstream location of the receiving waterbody.	
4. Periods during which construction activities are suspended and runoff is unlikely due to frozen conditions		Visual monitoring inspections may be temporarily suspended. Immediately resumes monitoring upon thawing, or when weather conditions make discharges likely.	
5. Periods during which construction activities are conducted and runoff is unlikely during frozen conditions.		Visual monitoring inspections may be reduced to once a month. Immediately resumes monitoring upon thawing, or when weather conditions make discharges likely.	

BMPS CONSTRUCTION MATRIX

Year	2025				
Phase/BMP	CLEARING	MASS GRADING	UTILITY CONSTRUCTION	VERTICAL CONSTRUCTION	FINAL STABILIZATION
EROSION PREVENTION					
Ground Cover					
Plastic Sheetting					
Dust Control	X	X			
Temporary Stabilization (Straw/Mulch/ Hydroseed)					
Final stabilization shall be establishment of native grassy material or established hydroseed prior to removal of erosion control measures.					X
Buffer Zone (from Ravine)					
SEDIMENT CONTROL					
Sediment Fence (Perimeter)	X	X	X	X	X
Sediment Fence (Interior)					
Straw Watties Inlet					
Protection			X	X	
Dewatering					
Construction Entrance	X	X	X		
Existing Outlet Protection	X	X	X	X	
New Outlet Protection		X	X	X	
Existing Curb Inlet Check Dams					
POLLUTION PREVENTION					
Hazard Waste Management					
Spill Kit Onsite	X	X	X	X	X
Concrete Washout Area		X	X	X	

RATIONALE STATEMENT

A COMPREHENSIVE LIST OF AVAILABLE BEST MANAGEMENT PRACTICES (BMP) OPTIONS BASED ON DEQ'S 1200-C PERMIT APPLICATION AND ESCP GUIDANCE DOCUMENT HAS BEEN REVIEWED TO COMPLETE THIS EROSION AND SEDIMENT CONTROL PLAN. SOME OF THE ABOVE LISTED BMPS WERE NOT CHOSEN BECAUSE THEY WERE DETERMINED TO NOT EFFECTIVELY MANAGE EROSION PREVENTION AND SEDIMENT CONTROL FOR THIS PROJECT BASED ON SPECIFIC SITE CONDITIONS, INCLUDING SOIL CONDITIONS, TOPOGRAPHIC CONSTRAINTS, ACCESSIBILITY TO THE SITE, AND OTHER RELATED CONDITIONS. AS THE PROJECT PROGRESSES AND THERE IS A NEED TO REVISE THE ESCP, AN ACTION PLAN WILL BE SUBMITTED.

SPILL CONTAINMENT

- CLEAN UP SPILLS OR CONTAMINATED SURFACES IMMEDIATELY USING DRY CLEAN UP MEASURES (DO NOT CLEAN CONTAMINATED SURFACES BY HOISING THE AREA DOWN), AND ELIMINATE THE SOURCE OF THE SPILL TO PREVENT A DISCHARGE.
- A CONTINUATION OF AN ONGOING DISCHARGE; AND
- STORE MATERIALS IN A COVERED AREA (E.G., PLASTIC SHEETING, TEMPORARY ROOFS), OR IN SECONDARY CONTAINMENT TO PREVENT THE EXPOSURE OF THESE CONTAINERS TO PRECIPITATION OR STORMWATER RUNOFF, OR A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THESE AREAS.

VICINITY MAP

NOT TO SCALE

[illegible]

THE SITE SOILS ARE CONSIDERED VERY MOISTURE SENSITIVE AND, AS SUCH, ARE SUSCEPTIBLE TO DISTURBANCE BY CONSTRUCTION EQUIPMENT, PARTICULARLY DURING PERIODS OF WET WEATHER. DURING WET WEATHER, THE CONTRACTOR SHALL MINIMIZE TRAFFIC ON PREPARED SOIL SUBGRADE AREAS. IF THE SITE SOILS ARE EXPOSED DURING WET WEATHER, THE USE OF CRUSHED ROCK PLACED AS A PROTECTIVE COVER OVER ANY EXCAVATIONS MAY BE NECESSARY TO PROTECT THE SUBGRADE. THE GRADING CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO LIMIT SURFACE DISTURBANCE AND PROTECT THE SITE GRADING AREA FROM EXCESSIVE RUNOFF EROSION.

IT IS THE INTENT OF THIS TEMPORARY EROSION AND SEDIMENT CONTROL PLAN THAT STORM WATER RUNOFF BE CONTROLLED AT ALL TIMES TO PREVENT SOIL EROSION AND TO MAINTAIN WATER QUALITY. ANY AND ALL MEASURES NECESSARY TO DO SO SHALL BE EMPLOYED BY THE CONTRACTOR.

- NOTE: IMPLEMENT EROSION CONTROL MEASURES PER EROSION AND SEDIMENT CONTROL PLANS PRIOR TO VEGETATION BEING DISTURBED. CONTACT ROGUE VALLEY SEWER SERVICES (RVSS) AT 541-779-4144 FOR EROSION CONTROL INSPECTION PRIOR TO THE START OF GRADING OR EXCAVATION.

[illegible]

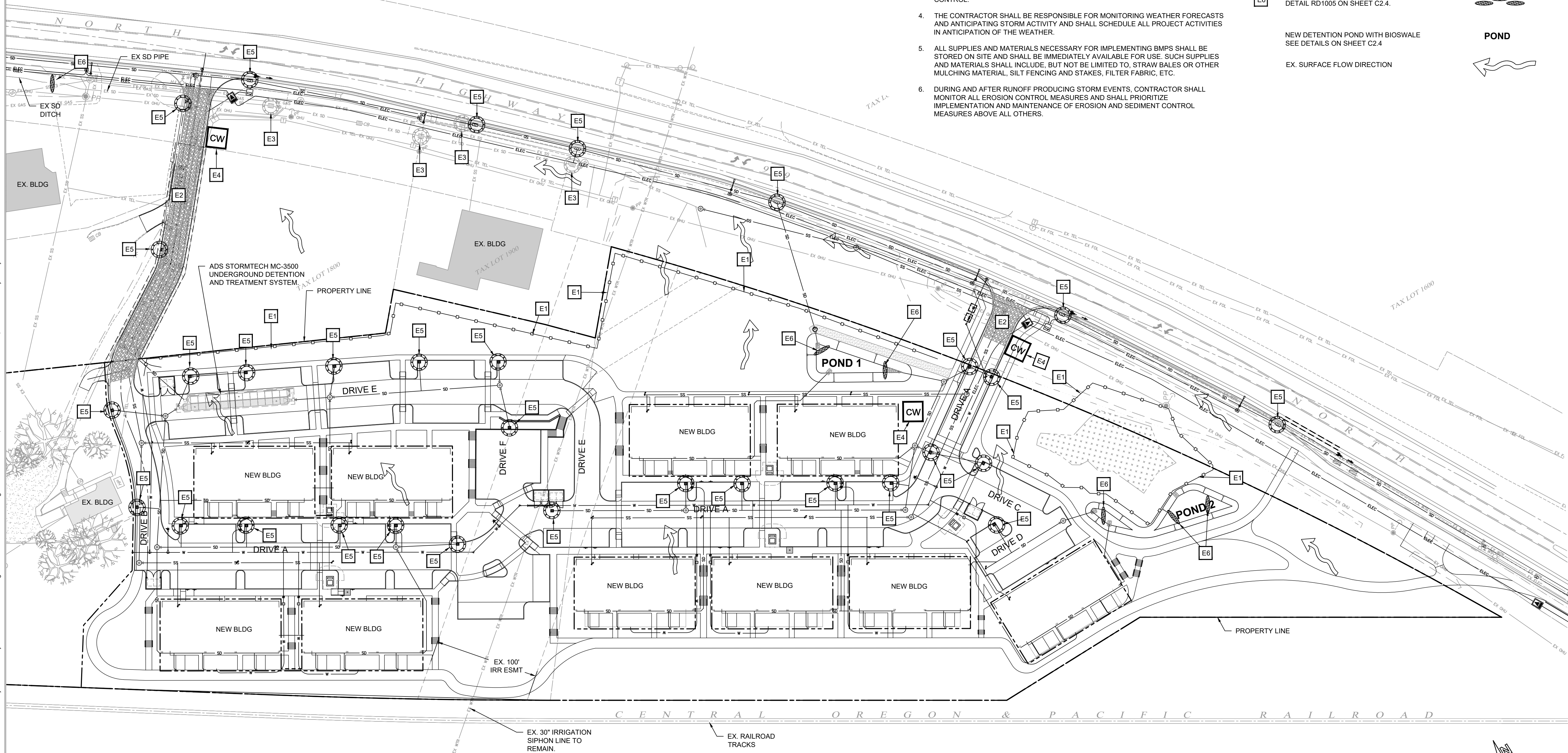
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NOTE: IMPLEMENT EROSION CONTROL MEASURES PER EROSION AND SEDIMENT CONTROL PLANS PRIOR TO VEGETATION BEING DISTURBED. CONTACT ROGUE VALLEY SEWER SERVICES (RVSS) AT 541-779-4144 FOR EROSION CONTROL INSPECTION PRIOR TO THE START OF GRADING OR EXCAVATION.

IT IS THE INTENT OF THIS TEMPORARY EROSION AND SEDIMENT CONTROL PLAN THAT STORM WATER RUNOFF BE CONTROLLED AT ALL TIMES TO PREVENT SOIL EROSION AND TO MAINTAIN WATER QUALITY. ANY AND ALL MEASURES NECESSARY TO DO SO SHALL BE EMPLOYED BY THE CONTRACTOR.

1. REGARDLESS OF SITE, WEATHER, SOIL OR OTHER CONDITIONS, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ENSURING THAT EROSION DOES NOT OCCUR ON THE SITE AND THAT POLLUTED OR SILT-LADEN RUNOFF DOES NOT LEAVE THE SITE OR ENTER INTO ANY CREEK, STREAM, WETLAND OR WATER BODY ON THE SITE.
2. BEYOND THE MINIMUM REQUIREMENTS SHOWN ON THIS PLAN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING AND IMPLEMENTING APPROPRIATE METHODS "BEST MANAGEMENT PRACTICES" (BMPs), FOR STORM WATER TREATMENT AND CONTROL THAT MEET THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTION.
3. THE CONTRACTOR SHALL REPORT ALL WATER QUALITY CONCERNS AND ACTIVITIES TO THE PROJECT ENGINEER. IN THE EVENT THAT THE INSTALLED WATER QUALITY CONTROL MEASURES ARE INEFFECTIVE AT CONTROLLING EROSION AND SEDIMENT, THE CONTRACTOR SHALL IMMEDIATELY REPORT TO AND CONSULT WITH THE PROJECT ENGINEER TO FIND AN APPROPRIATE REMEDY. ALL CONSTRUCTION ACTIVITIES, WITH THE EXCEPTION OF EROSION AND SEDIMENT CONTROL MEASURES SHALL CEASE UNTIL SUCH TIME AS THE WATER QUALITY IS BROUGHT UNDER CONTROL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING WEATHER FORECASTS AND ANTICIPATING STORM ACTIVITY AND SHALL SCHEDULE ALL PROJECT ACTIVITIES IN ANTICIPATION OF THE WEATHER.
5. ALL SUPPLIES AND MATERIALS NECESSARY FOR IMPLEMENTING BMPs SHALL BE STORED ON SITE AND SHALL BE IMMEDIATELY AVAILABLE FOR USE. SUCH SUPPLIES AND MATERIALS SHALL INCLUDE, BUT NOT BE LIMITED TO, STRAW BALES OR OTHER MULCHING MATERIAL, SILT FENCING AND STAKES, FILTER FABRIC, ETC.
6. DURING AND AFTER RUNOFF PRODUCING STORM EVENTS, CONTRACTOR SHALL MONITOR ALL EROSION CONTROL MEASURES AND SHALL PRIORITIZE IMPLEMENTATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ABOVE ALL OTHERS.

E1	SEDIMENT FENCE PER ODOT DETAIL RD1040 ON SHEET C2.4	
E2	INSTALL TEMPORARY CONSTRUCTION ENTRANCE (TCE) PER ODOT DETAIL RD1000.	
E3	INSTALL INLET PROTECTION ON EXISTING CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.	
E4	INSTALL CONCRETE WASH OUT PER DETAIL E4, ON SHEET C2.4.	
E5	INSTALL INLET PROTECTION ON NEW CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.	
E6	INSTALL ROCK CHECK DAM PER ODOT DETAIL RD1005 ON SHEET C2.4.	
NEW DETENTION POND WITH BIOSWALE SEE DETAILS ON SHEET C2.4		POND
EX. SURFACE FLOW DIRECTION		



SCALE: 1" = 50' - 0" (22X34')

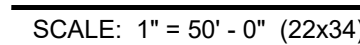
REVISION DESCRIPTION		DATE
NO.		
DRAWN BY: TDP		
DESIGNED BY: TDP		
CHECKED BY: TDP		
ISSUE DATE: 10/02/24		
LAND USE SET		
JOB NO.	ESC STREET AND UTILITY PHASE	
22-002	C2.20	

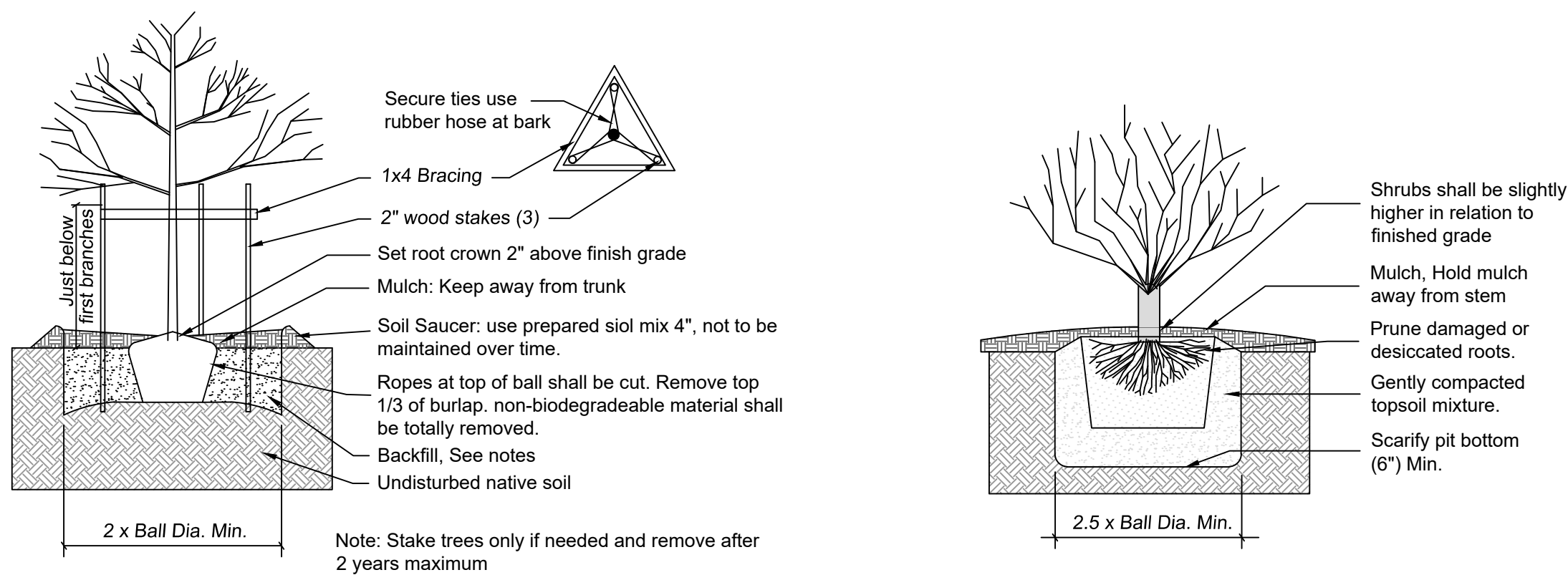
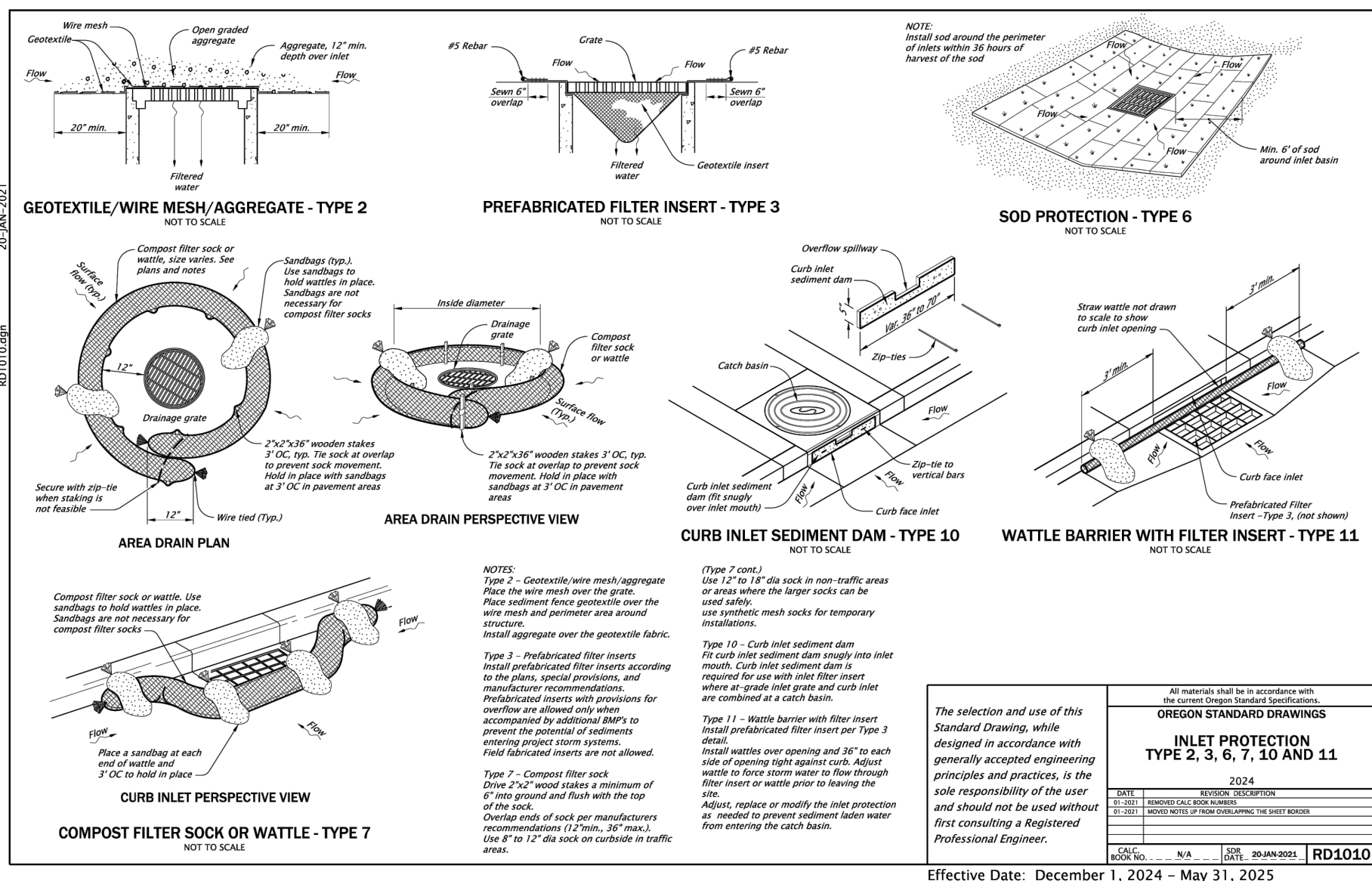
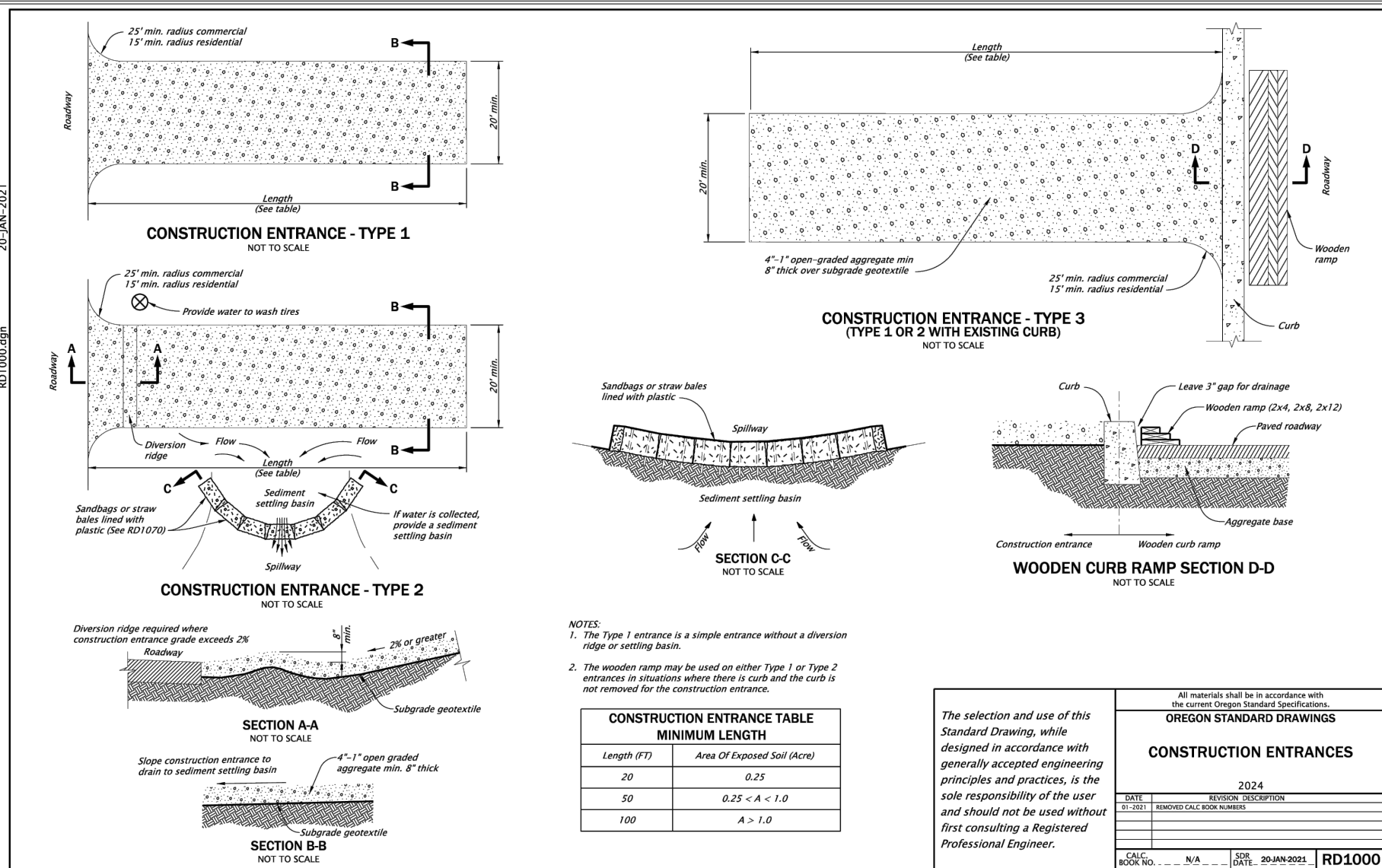
THE SITE SOILS ARE CONSIDERED VERY MOISTURE SENSITIVE AND, AS SUCH, ARE SUSCEPTIBLE TO DISTURBANCE BY CONSTRUCTION EQUIPMENT, PARTICULARLY DURING PERIODS OF WET WEATHER. DURING WET WEATHER, THE CONTRACTOR SHALL MINIMIZE TRAFFIC ON PREPARED SOIL SUBGRADE AREAS. IF THE SITE SOILS ARE EXPOSED DURING WET WEATHER, THE USE OF CRUSHED ROCK PLACED AS A MINIMUM 6" THICK LAYER OVER EXCAVATIONS MAY BE NECESSARY TO PROTECT THE SUBGRADE. THE GRADING CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO LIMIT SURFACE DISTURBANCE AND PROTECT THE SITE GRADING AREA FROM EXCESSIVE RUNOFF EROSION.

IT IS THE INTENT OF THIS TEMPORARY EROSION AND SEDIMENT CONTROL PLAN THAT STORM WATER RUNOFF BE CONTROLLED AT ALL TIMES TO PREVENT SOIL EROSION AND TO MAINTAIN WATER QUALITY. ANY AND ALL MEASURES NECESSARY TO DO SO SHALL BE EMPLOYED BY THE CONTRACTOR.

1. REGARDLESS OF SITE, WEATHER, SOIL OR OTHER CONDITIONS, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ENSURING THAT EROSION DOES NOT OCCUR ON THE SITE AND THAT POLLUTED OR SILT-LADEN RUNOFF DOES NOT LEAVE THE SITE OR ENTER INTO ANY CREEK, STREAM, WETLAND OR WATER BODY ON THE SITE.
2. BEYOND THE MINIMUM REQUIREMENTS SHOWN ON THIS PLAN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING AND IMPLEMENTING APPROPRIATE METHODS, "BEST MANAGEMENT PRACTICES" (BMPs), FOR STORM WATER TREATMENT AND CONTROL THAT MEET THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTION.
3. THE CONTRACTOR SHALL REPORT ALL WATER QUALITY CONCERNS AND ACTIVITIES TO THE PROJECT ENGINEER. IN THE EVENT THAT THE INSTALLED WATER QUALITY CONTROL MEASURES ARE INEFFECTIVE AT CONTROLLING EROSION AND SEDIMENT, THE CONTRACTOR SHALL IMMEDIATELY REPORT TO AND CONSULT WITH THE PROJECT ENGINEER TO FIND AN APPROPRIATE REMEDY. ALL CONSTRUCTION ACTIVITIES, WITH THE EXCEPTION OF EROSION AND SEDIMENT CONTROL MEASURES SHALL CEASE UNTIL SUCH TIME AS THE WATER QUALITY IS BROUGHT UNDER CONTROL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING WEATHER FORECASTS AND ANTICIPATING STORM ACTIVITY AND SHALL SCHEDULE ALL PROJECT ACTIVITIES IN ANTICIPATION OF THE WEATHER.
5. ALL SUPPLIES AND MATERIALS NECESSARY FOR IMPLEMENTING BMPs SHALL BE STORED ON SITE AND SHALL BE IMMEDIATELY AVAILABLE FOR USE. SUCH SUPPLIES AND MATERIALS SHALL INCLUDE, BUT NOT BE LIMITED TO STRAW BALES OR OTHER MULCHING MATERIAL, SILT FENCING AND STAKES, FILTER FABRIC, ETC.
6. DURING AND AFTER RUNOFF PRODUCING STORM EVENTS, CONTRACTOR SHALL MONITOR ALL EROSION CONTROL MEASURES AND SHALL PRIORITIZE IMPLEMENTATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ABOVE ALL OTHERS.

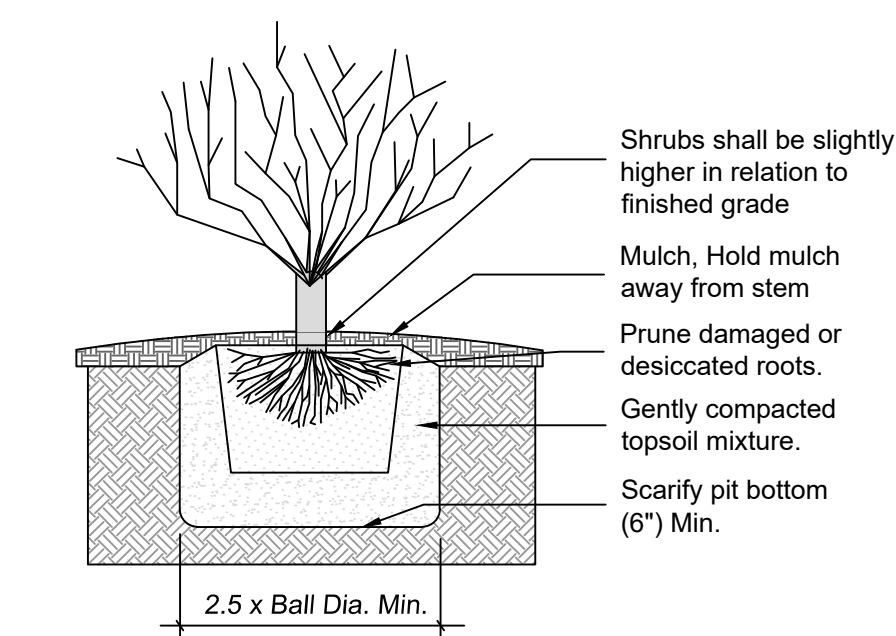
E1	SEDIMENT FENCE PER ODOT DETAIL RD1040 ON SHEET C2.4	
E2	NOT USED	
E3	INSTALL INLET PROTECTION ON EXISTING CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.	
E4	INSTALL CONCRETE WASH OUT PER DETAIL E4, ON SHEET C2.4.	
E5	INSTALL INLET PROTECTION ON NEW CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.	
E6	INSTALL ROCK CHECK DAM PER ODOT DETAIL RD1005 ON SHEET C2.4.	
	NEW DETENTION POND WITH BIOSWALE SEE DETAILS ON SHEET C2.4	
	EX. SURFACE FLOW DIRECTION	





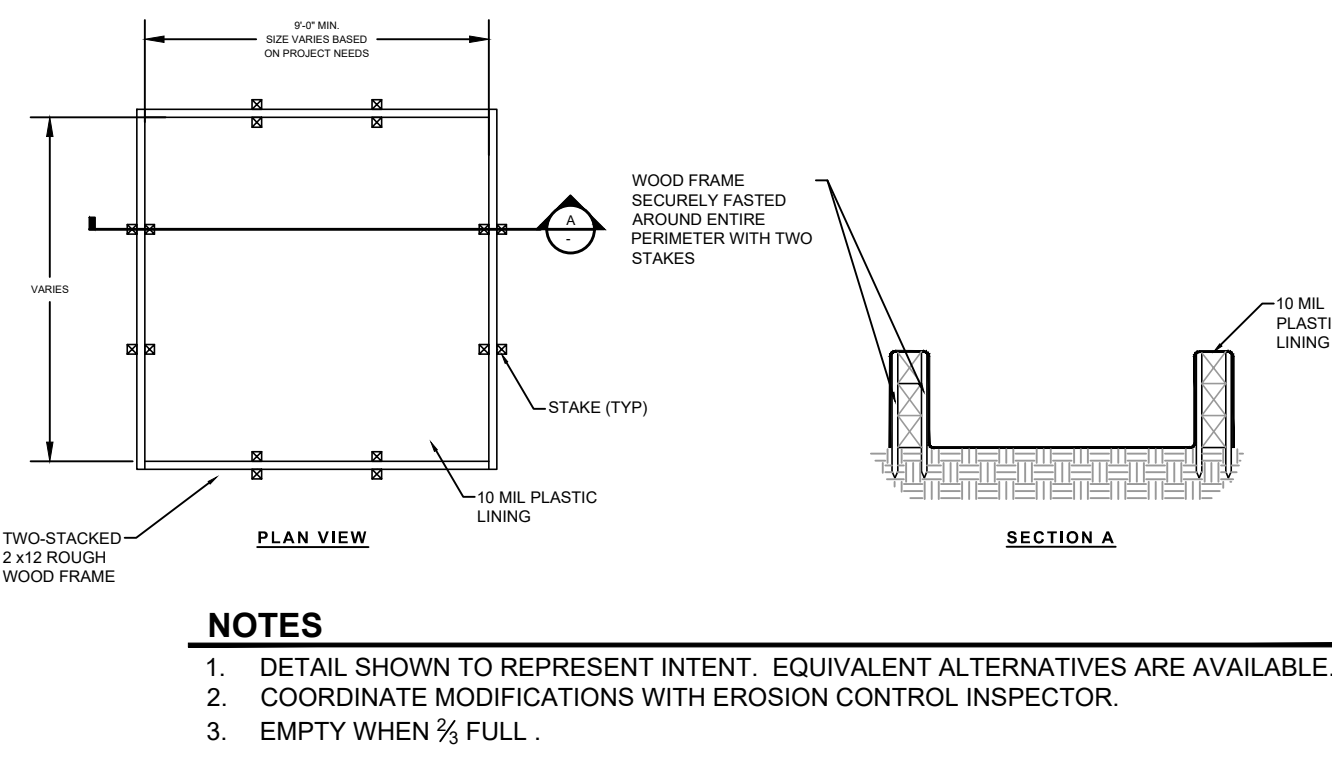
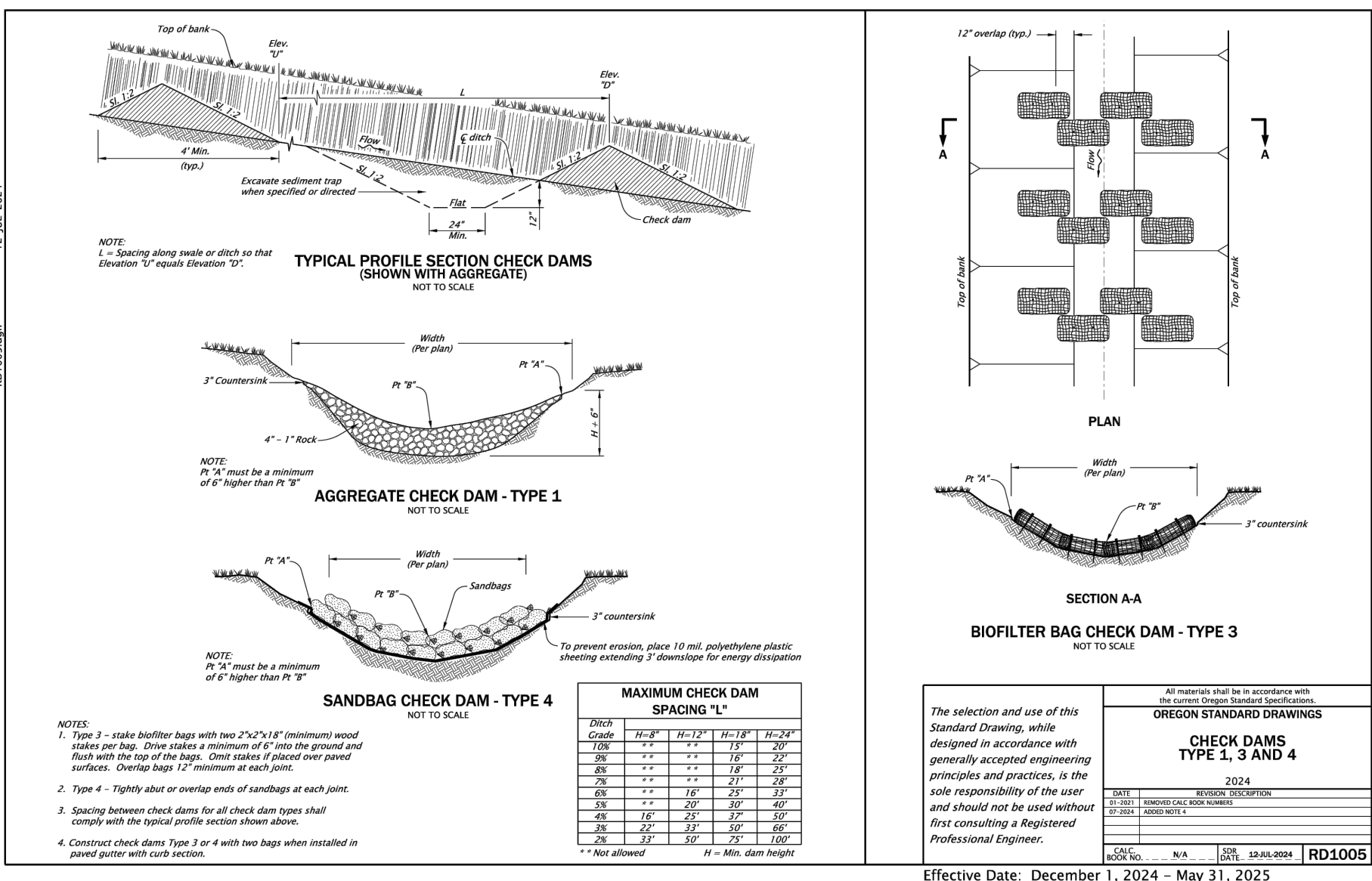
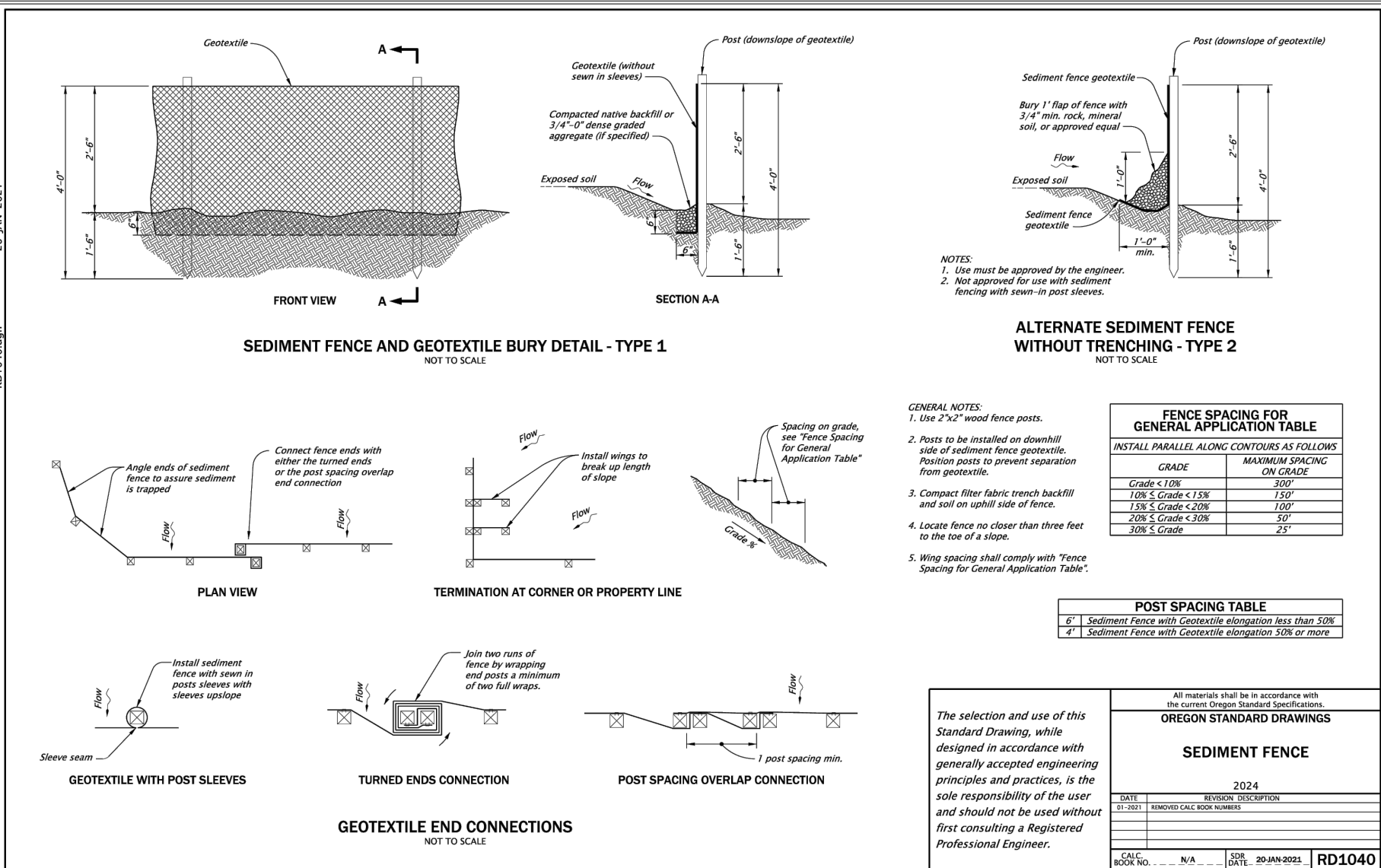
TREE PLANTING DETAIL

SCALE: N.T.S.



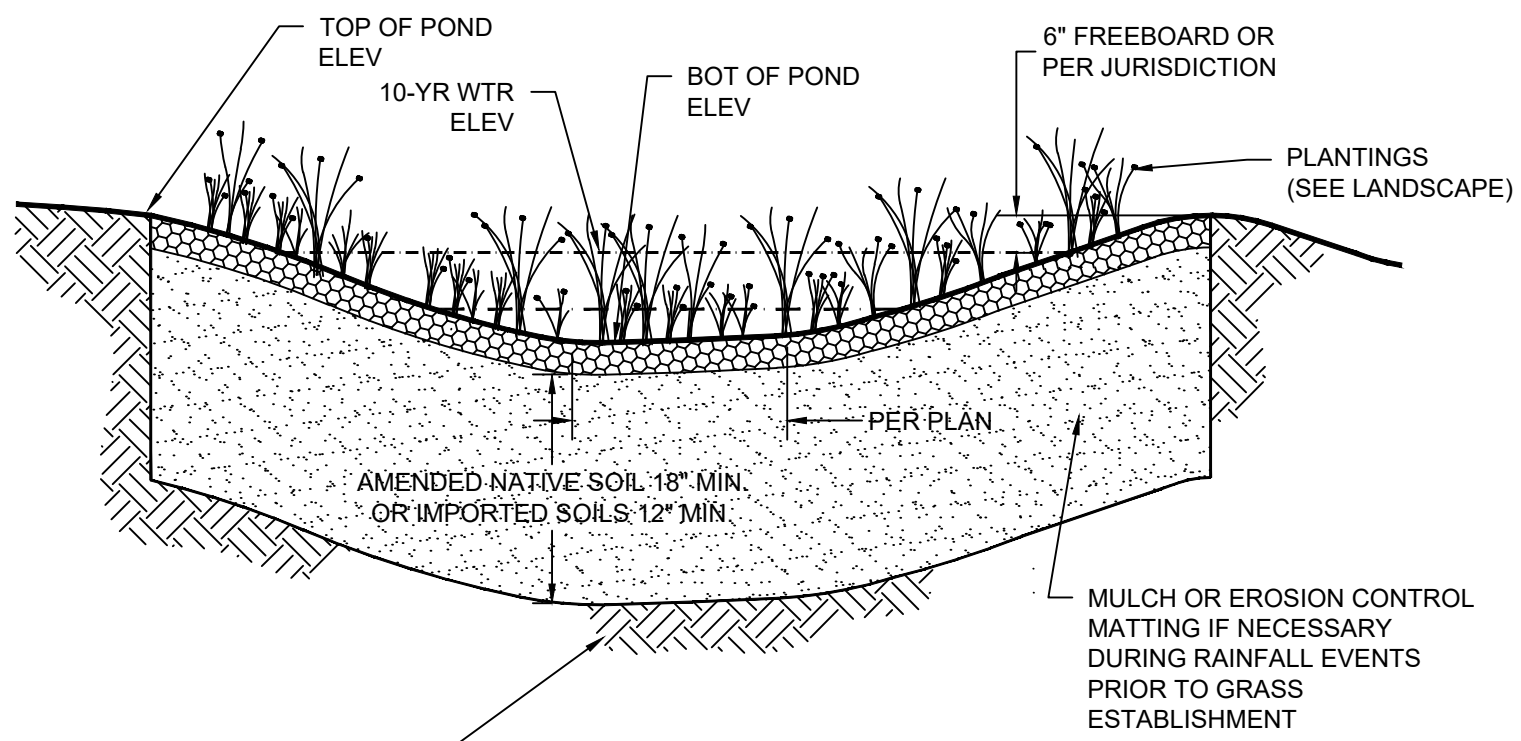
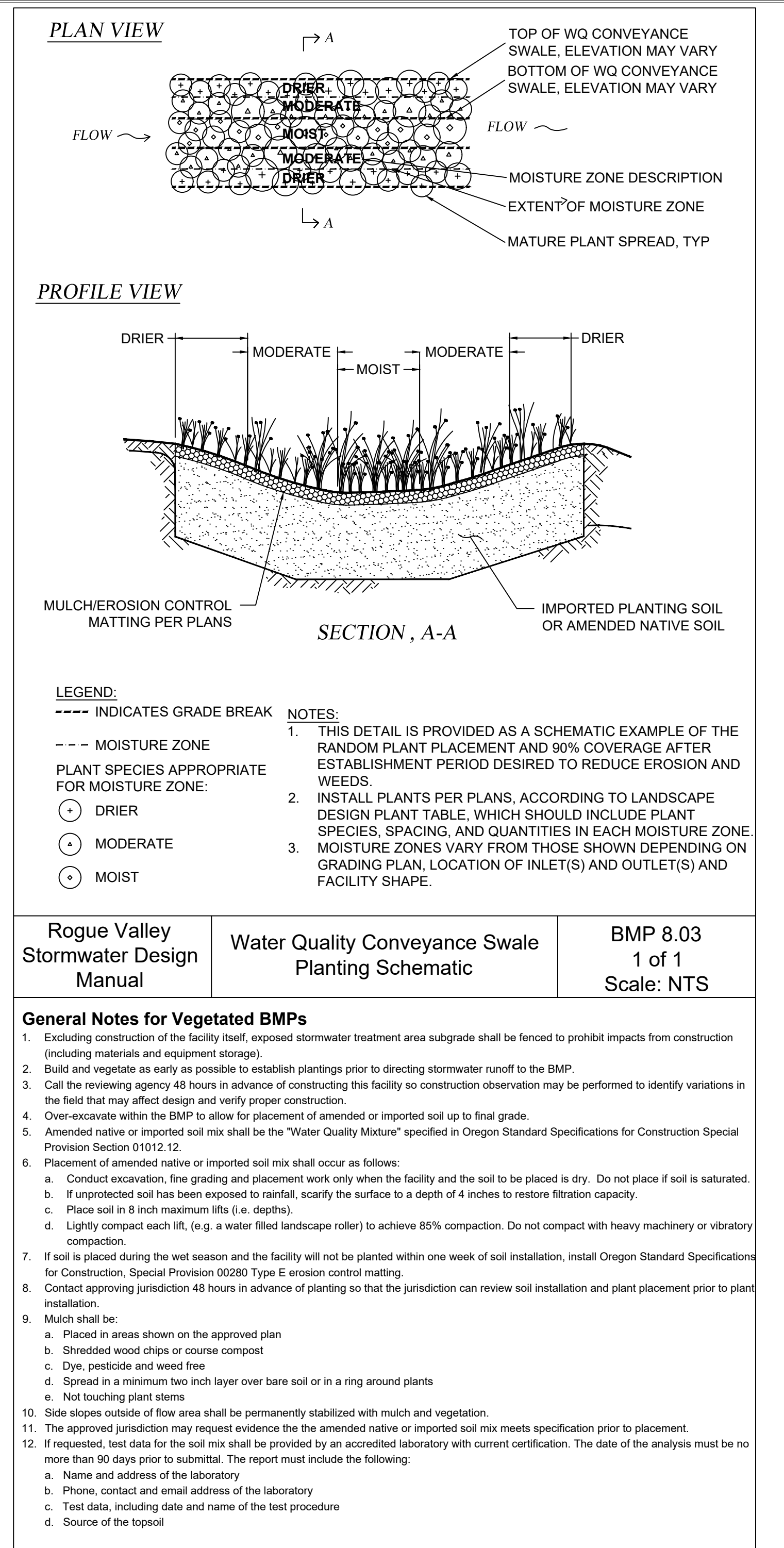
SHRUB PLANTING DETAIL

SCALE: N.T.S



④ CONCRETE WASHOUT

SCALE: NTS

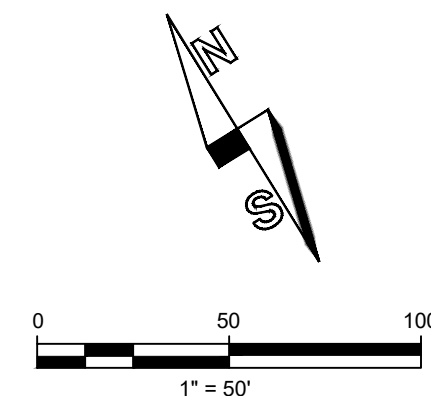


SECTION - BIOSWALE/POND

SCALE: NTS

MODIFIED RVSS BMP 8.01

[illegible]

[illegible]

SCALE: 1" = 50' - 0" (22X34)

PRELIMINARY SUBDIVISION MAP

LOCATED AT
1511 North Highway 99
Ashland, Oregon
LYING SITUATE WITHIN
SOUTHWEST QUARTER OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON
FOR
Grand Terrace PUD
716 North Laurel Street
Ashland, Oregon 97520

- LEGEND
- IRON PIN MONUMENT
 - PROPERTY BOUNDARY LINE
 - PROPOSED LOT LINE
 - BOUNDARY LINE
 - CENTERLINE
 - EASEMENT LINE
 - PROPOSED LOT
 - IRRIGATION EASEMENT
 - ACCESS EASEMENT

SCALE: 1" = 60'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2025

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 30, 2024
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lot 1700 & 1702

POLARIS LAND SURVEYING



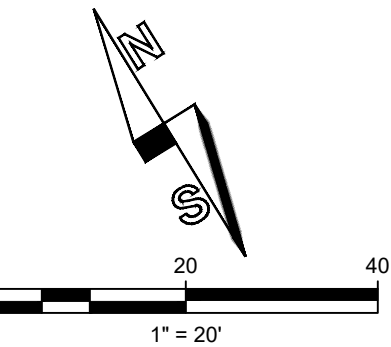
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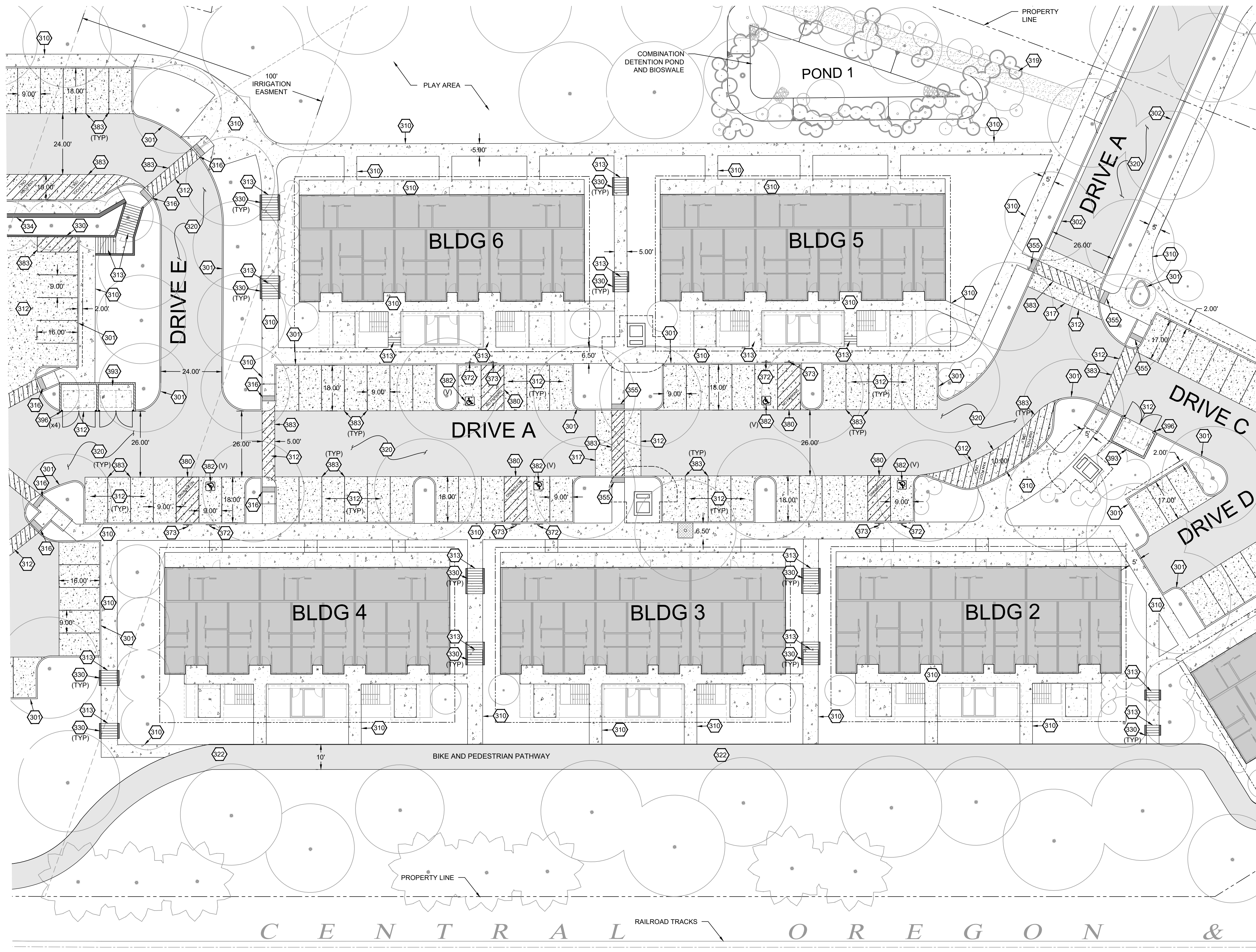
GENERAL NOTES

1. ALL SIGN POSTS SHALL BE TELES PAR (2", 12 GAUGE).
2. ALL SIGNS WITHIN THE PUBLIC RIGHT OF WAY TO BE INSTALLED BY CITY FORCES. CONTRACTOR TO COORDINATE.
3. CONTRACTOR TO INSTALL ALL SIGNS ON PRIVATE PROPERTY.

KEYNOTES

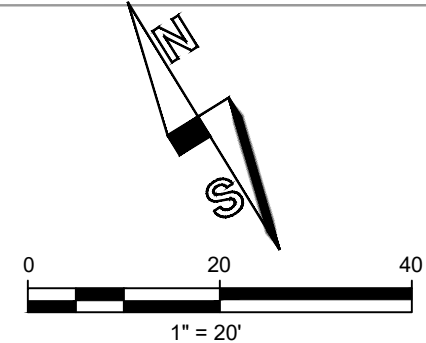
- | | | |
|-----|--|-------------------------|
| 301 | STANDARD VERTICAL CURB. | 301
C6.0 |
| 302 | CURB AND GUTTER. | 302
C6.0 |
| 305 | CURB TAPER | 305
C6.0 |
| 310 | 4" CONCRETE SIDEWALK OVER 4" CRUSHED ROCK BASE. | 310
C6.0 |
| 312 | 6" REINFORCED CONCRETE SECTION | 312
C6.0 |
| 313 | CONCRETE STAIRS | 313
C6.1 |
| 316 | PERPENDICULAR RAMP WITH TRUNCATED DOMES PER RD 910 | 316
C6.3 |
| 317 | RAISED CONCRETE SIDEWALK | 317
C6.0 |
| 319 | GRAVEL SECTION | 319
C6.0 |
| 320 | HEAVY ASPHALT PAVING SECTION (DRIVE AISLES) | 320
C6.0 |
| 322 | LIGHT ASPHALT PAVING SECTION. (PATH) | 322
C6.0 |
| 327 | VALLEY GUTTER | 327
C6.0 |
| 330 | 8" CONCRETE RETAINING WALL | 330
C6.1 |
| 334 | CONCRETE SEAT WALL | 334
C6.1 |
| 355 | TRUNCATED DOMES PER RD 902 | 355
C6.3 |
| 372 | ADA PARKING SIGN | 380
C6.0 |
| 373 | ADA ACCESS AISLE SIGN | 380
C6.0 |
| 380 | ADA VAN ACCESS AISLE STRIPING | 380
C6.0 |
| 382 | ADA PARKING SYMBOL | 382
C6.0 |
| 383 | 4" WHITE STRIPING PER MUTCD STANDARDS | WC=WHEEL CHAIR
V=VAN |
| 393 | TRASH ENCLOSURE (SEE ARCH) | |
| 396 | 6" FIXED BOLLARD | 396
C6.1 |





PLAN VIEW - PARTIAL CIVIL SITE PLAN (WEST)

SCALE: 1" = 20' - 0" (22X34)

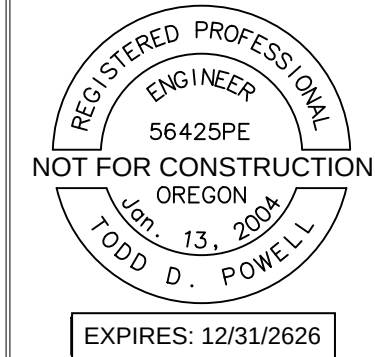


GENERAL NOTES

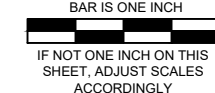
1. ALL SIGN POSTS SHALL BE TELES PAR (2", 12 GAUGE).
2. ALL SIGNS WITHIN THE PUBLIC RIGHT OF WAY TO BE INSTALLED BY CITY FORCES. CONTRACTOR TO COORDINATE.
3. CONTRACTOR TO INSTALL ALL SIGNS ON PRIVATE PROPERTY.

KEYNOTES

- | | | |
|-----|--|--|
| 301 | STANDARD VERTICAL CURB. | $\frac{301}{C6.0}$ |
| 302 | CURB AND GUTTER. | $\frac{302}{C6.0}$ |
| 305 | CURB TAPER | $\frac{305}{C6.0}$ |
| 310 | 4" CONCRETE SIDEWALK OVER 4" CRUSHED ROCK BASE. | $\frac{310}{C6.0}$ |
| 312 | 6" REINFORCED CONCRETE SECTION | $\frac{312}{C6.0}$ |
| 313 | CONCRETE STAIRS | $\frac{313}{C6.1}$ |
| 316 | PERPENDICULAR RAMP WITH TRUNCATED DOMES PER RD 910 | $\frac{316}{C6.3}$ |
| 317 | RAISED CONCRETE SIDEWALK | $\frac{317}{C6.0}$ |
| 319 | GRAVEL SECTION | $\frac{319}{C6.0}$ |
| 320 | HEAVY ASPHALT PAVING SECTION. (DRIVE AISLES) | $\frac{320}{C6.0}$ |
| 322 | LIGHT ASPHALT PAVING SECTION. (PATH) | $\frac{322}{C6.0}$ |
| 330 | 8" CONCRETE RETAINING WALL. | $\frac{330}{C6.1}$ |
| 355 | TRUNCATED DOMES PER RD 902 | $\frac{355}{C6.3}$ |
| 372 | ADA PARKING SIGN | $\frac{380}{C6.0}$ |
| 373 | ADA ACCESS AISLE SIGN | $\frac{380}{C6.0}$ |
| 380 | ADA VAN ACCESS AISLE STRIPING | $\frac{380}{C6.0}$ $\frac{381}{C6.0}$ |
| 382 | ADA PARKING SYMBOL | $\frac{382}{C6.0}$ WC=WHEEL CHAIR
V=VAN |
| 383 | 4" WHITE STRIPING PER MUTCD STANDARDS | |
| 393 | TRASH ENCLOSURE (SEE ARCH) | |
| 396 | 6" FIXED BOLLARD | $\frac{396}{C6.1}$ |



VERIFY SCALES



GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHI AND, OR 97520

NO.	REVISION DESCRIPTION	DATE
DRAWN BY:	TDP	
DESIGNED BY:	TDP	
CHECKED BY:	TDP	
ISSUE DATE:	12/11/24	
LAND USE SET		
JOB NO.	PARTIAL CIVIL SITE PLAN (\$)	
22-002		

C3.13

Applicant Submittal: 125

Page 230 of 156

GENERAL NOTES

1. ALL SIGN POSTS SHALL BE TELESAPAR (2", 12 GAUGE).
2. ALL SIGNS WITHIN THE PUBLIC RIGHT OF WAY TO BE INSTALLED BY CITY FORCES. CONTRACTOR TO COORDINATE.
3. CONTRACTOR TO INSTALL ALL SIGNS ON PRIVATE PROPERTY.

KEYNOTES

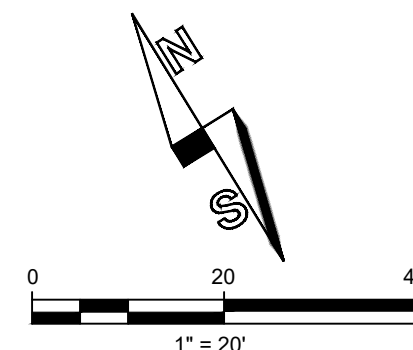
- | | | |
|-----|--|--------------------------|
| 301 | STANDARD VERTICAL CURB. | 301
C6.0 |
| 302 | CURB AND GUTTER. | 302
C6.0 |
| 305 | CURB TAPER | 305
C6.0 |
| 310 | 4" CONCRETE SIDEWALK OVER 4" CRUSHED ROCK BASE. | 310
C6.0 |
| 312 | 6" REINFORCED CONCRETE SECTION | 312
C6.0 |
| 313 | CONCRETE STAIRS | 313
C6.1 |
| 316 | PERPENDICULAR RAMP WITH TRUNCATED DOMES PER RD 910 | rd910
C6.3 |
| 317 | RAISED CONCRETE SIDEWALK | 317
C6.0 |
| 319 | GRAVEL SECTION | 319
C6.0 |
| 320 | HEAVY ASPHALT PAVING SECTION. (DRIVE AISLES) | 320
C6.0 |
| 322 | LIGHT ASPHALT PAVING SECTION. (PATH) | 322
C6.0 |
| 330 | 8" CONCRETE RETAINING WALL | 330
C6.1 |
| 355 | TRUNCATED DOMES PER RD 902 | rd902
C6.3 |
| 372 | ADA PARKING SIGN | 380
C6.0 |
| 373 | ADA ACCESS AISLE SIGN | 380
C6.0 |
| 380 | ADA VAN ACCESS AISLE STRIPING | 380
C6.0 |
| 382 | ADA PARKING SYMBOL | 382
C6.0 |
| 383 | 4" WHITE STRIPING PER MUTCD STANDARDS | WC=WHEEL CHAIR;
V=VAN |
| 393 | TRASH ENCLOSURE (SEE ARCH) | |
| 396 | 6" FIXED BOLLARD | 396
C6.1 |

NOTE: SEE PUBLIC IMPROVEMENT PLANS,
SUBMITTED SEPARATELY, FOR ALL
IMPROVEMENTS IN THE PUBLIC RIGHT OF WAYS

TAX LOT 1600

PLAN VIEW - PARTIAL CIVIL SITE PLAN (SOUTH)

SCALE: 1" = 20' - 0" (22X34)



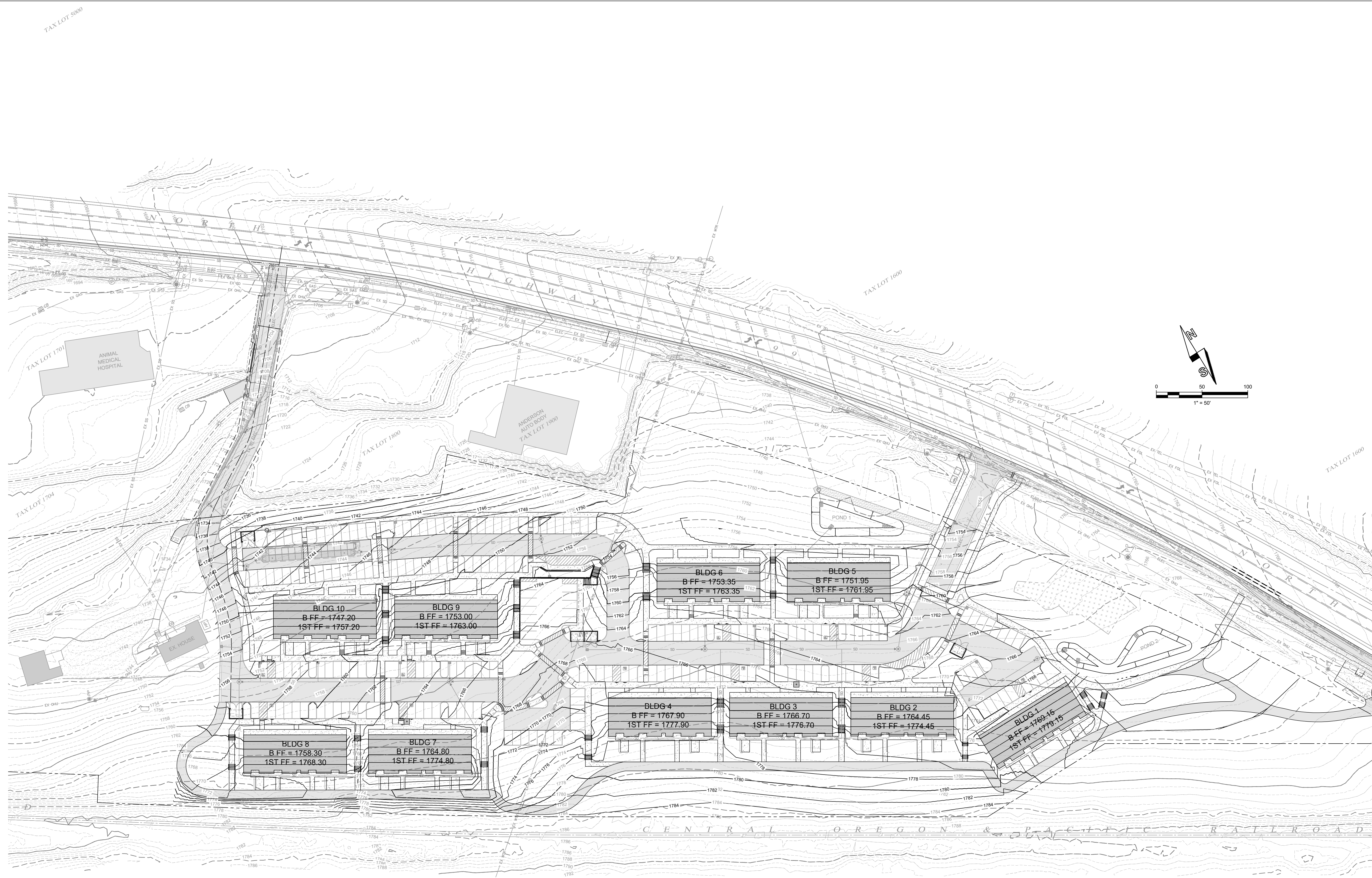
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**GRAND TERRACE
AN APARTMENT DEVELOPMENT**

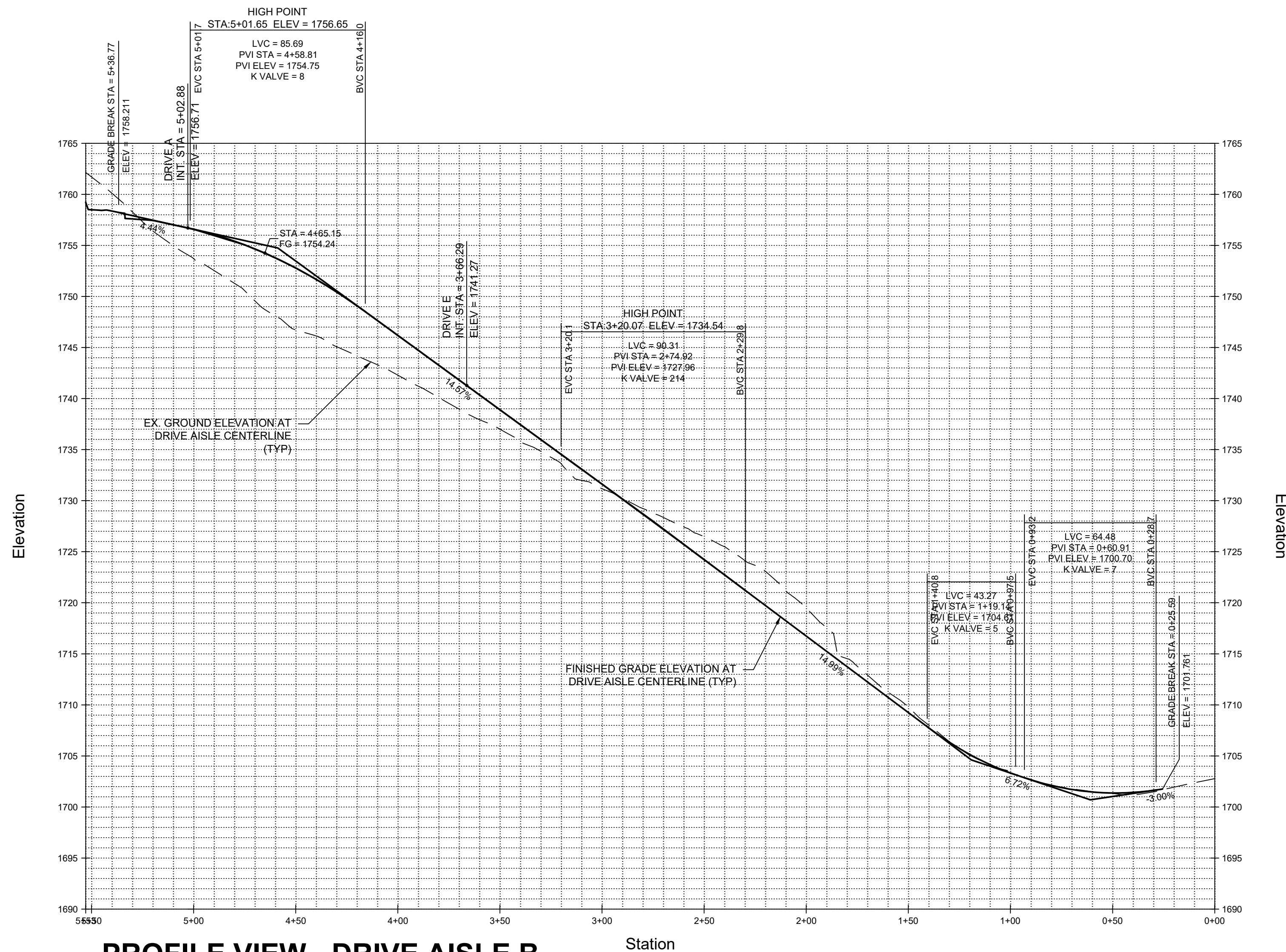
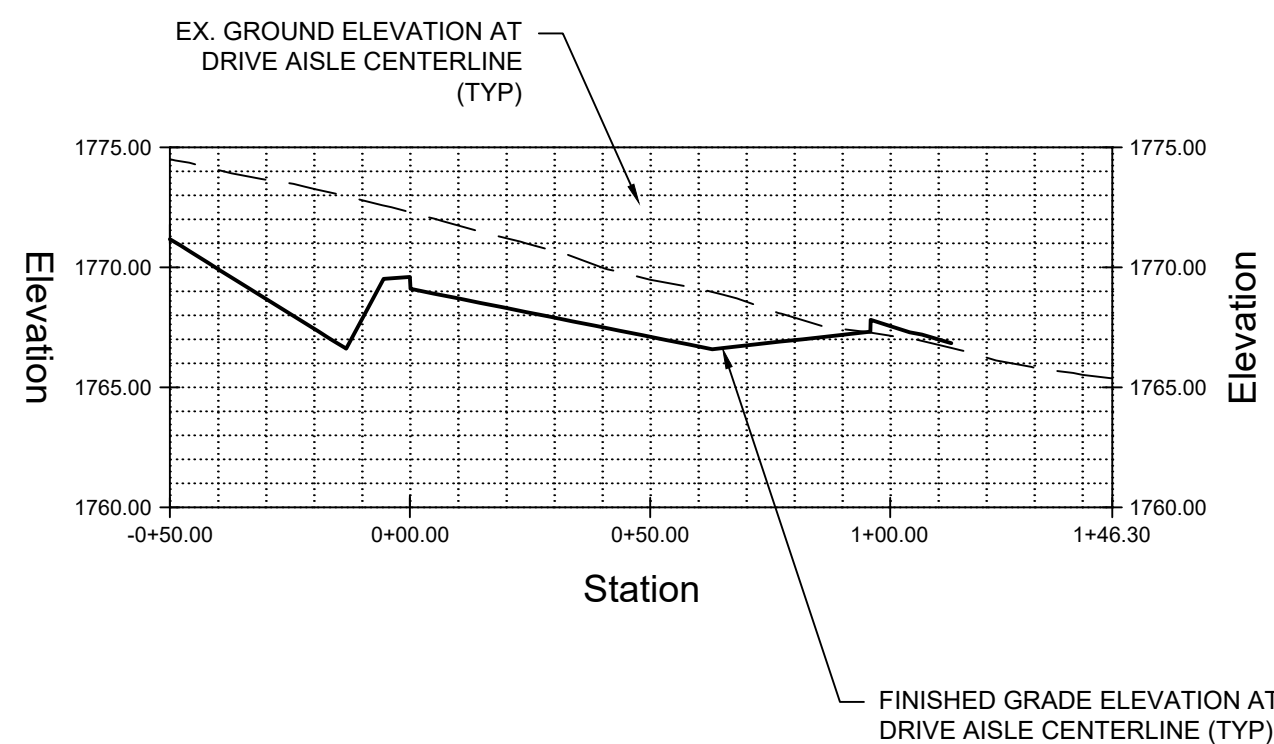
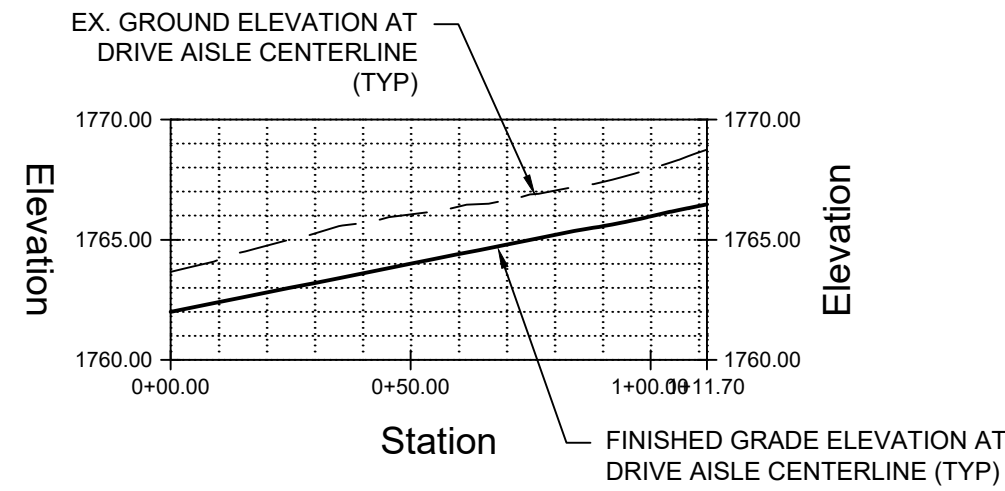
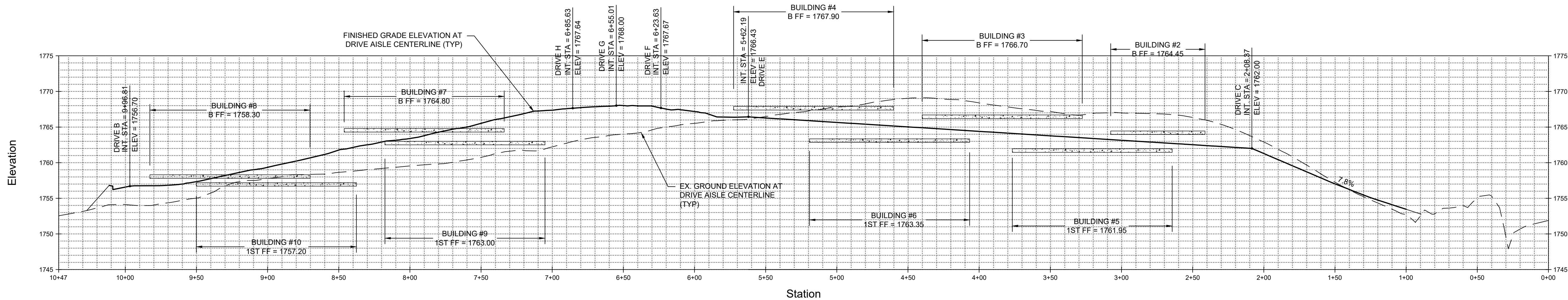
LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

DATE									
REVISION DESCRIPTION									
NO.									
DRAWN BY:						TDP			
DESIGNED BY:						TDP			
CHECKED BY:						TDP			
ISSUE DATE:						10/02/24			
LAND USE SET									
JOB NO.				OVERALL GRADING PLAN					
22-002				C4.01					



PLAN VIEW - CONCEPTUAL OVERALL GRADING PLAN

SCALE: 1" = 50' - 0" (22X34)

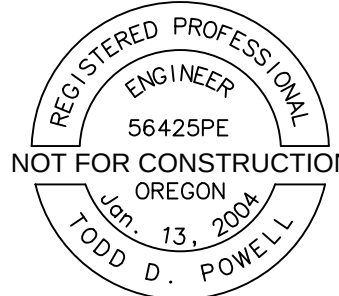


POWELL
engineering +
consulting

100 E. Main St., Suite O
Medford, OR 97501
541.613.0723 phone

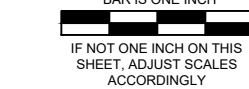
541.613.0723 phone

www.powellengineeringconsulting.com



EXPIRES: 12/31/2626

VERIFY SCALES

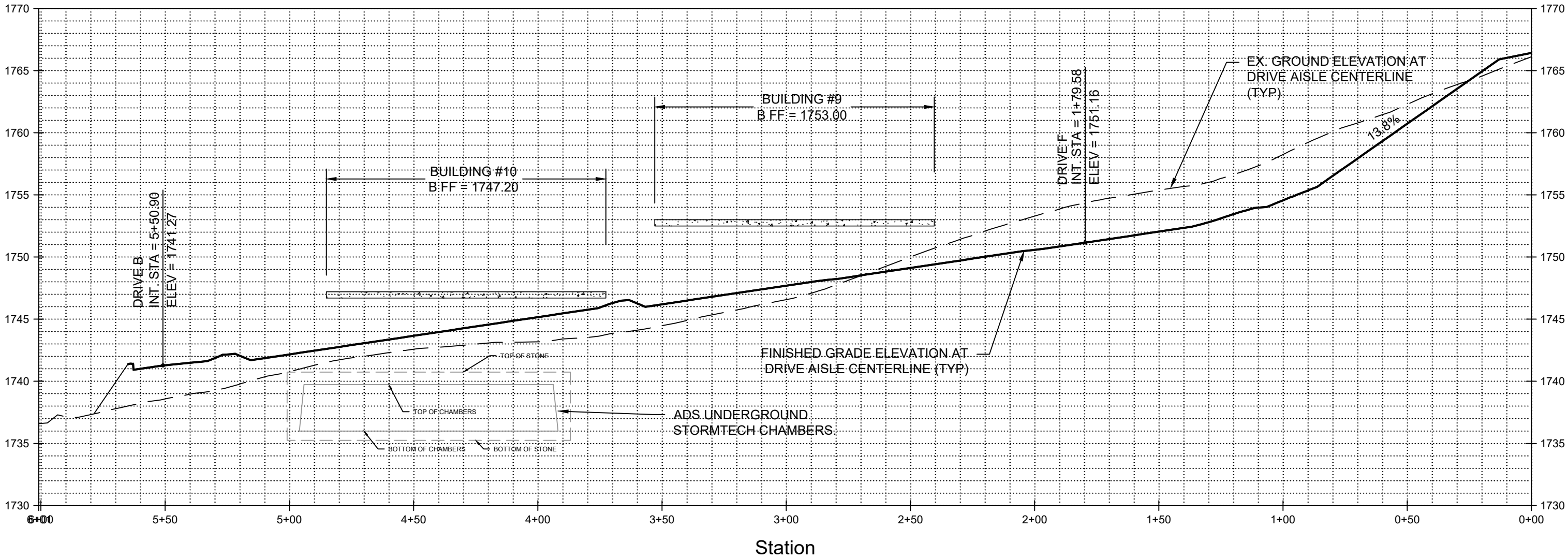


GRAND TERRACE AN APARTMENT DEVELOPMENT

MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

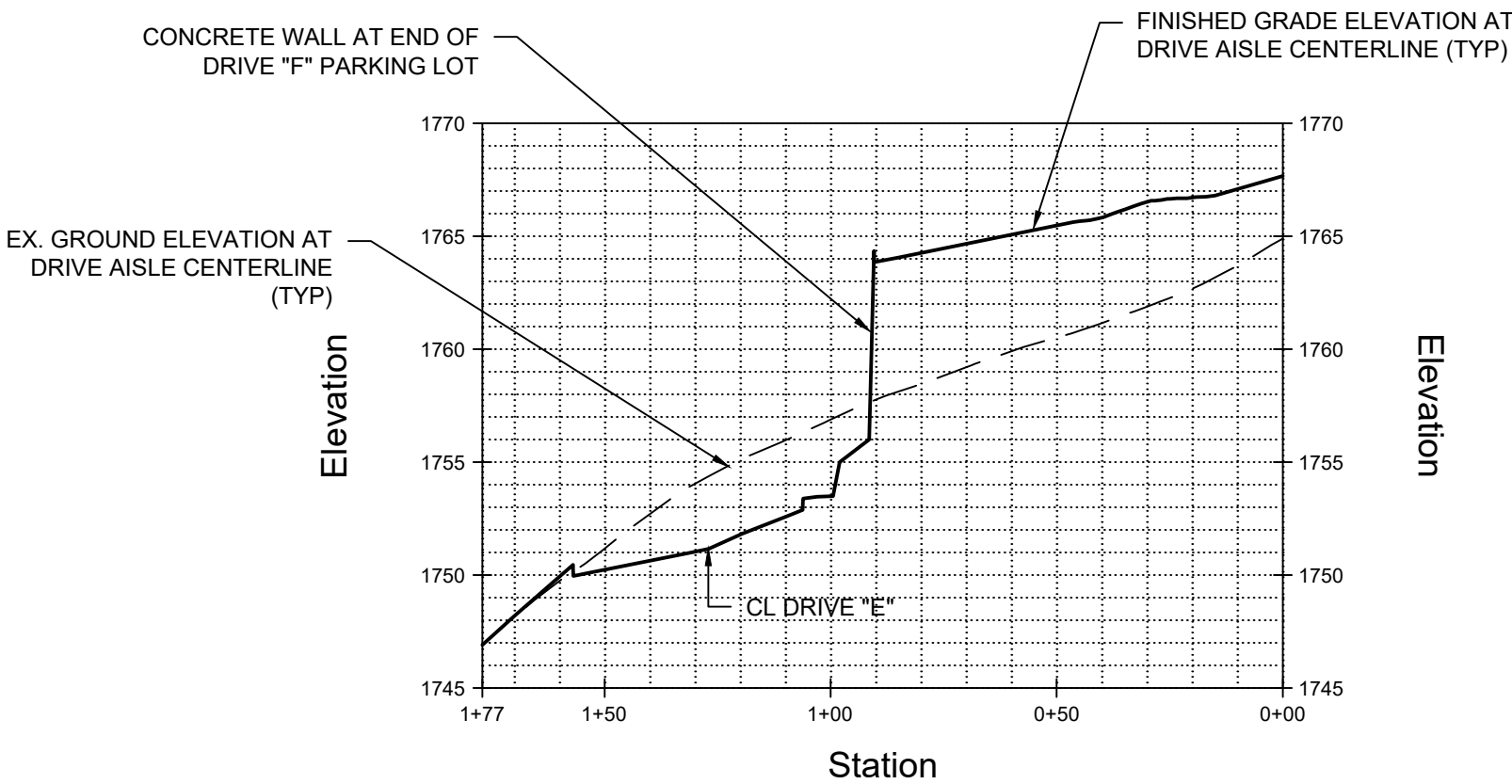
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LAND USE SET		
JOB NO.	DRIVEWAY PROFILES	
22-002	C4.40	

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PROFILE VIEW - DRIVE AISLE E

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)

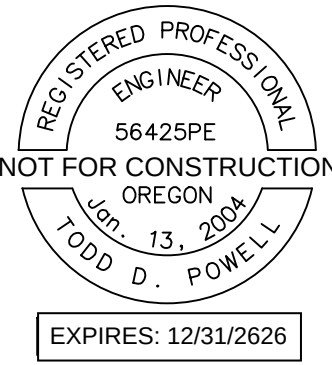


PROFILE VIEW - DRIVE AISLE F

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)



100 E. Main St., Suite O
Medford, OR 97501
541.613.0723 phone
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VERIFY SCALES
ORIGINAL DRAWING
BAR IS ONE INCH
IF NOT ONE INCH ON THIS
SHEET, ADJUST SCALES
ACCORDINGLY

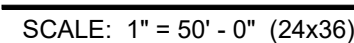
GRAND TERRACE
AN APARTMENT DEVELOPMENT
LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

REVISION DESCRIPTION		DATE
NO.		
DRAWN BY: TDP		
DESIGNED BY: TDP		
CHECKED BY: TDP		
ISSUE DATE: 10/02/24		
LAND USE SET		
JOB NO.	DRIVEWAY PROFILES	
22-002	C4.41	

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM CITY OF ASHLAND GIS OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION

1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
3. ASHLAND WATER DEPT. WILL EXCAVATE THE ROAD AND SUPPLY ALL MATERIALS AND LABOR TO TAP WATER MAIN FOR THE NEW MASTER METER AND PRV DEVICE IN THE RIGHT OF WAY. THE COST OF THIS WORK WILL BE CHARGED TO THE DEVELOPER OR CONTRACTOR.
4. ALL WATER FACILITIES BEYOND THE PRV DEVICE IN THE RIGHT OF WAY WILL BE PRIVATELY OWNED AND OPERATED.
5. DCDA DEVICES SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
6. FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

502	INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER. DEMAND LOAD AT BUILDING IS 65 GPM. CONTRACTOR TO PROVIDE EXCAVATION, BACKFILL, SHORING, DEWATERING, AND SETTING METER TO GRADE.	517	12" END OF LINE CAP WITH THRUST BLOCK.
503	STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.	540	SANITARY SEWER CLEANOUT.
506	2.0" DOMESTIC WATER MAIN CONNECTION AT BUILDING WITH SHUT OFF VALVE. SEE PLUMBING.	551	6" PVC SEWER LATERAL AT 1% MIN. SLOPE.
510	6" FIRE HYDRANT ASSEMBLY	560	PRIMARY POWER FEED TO BUILDING (SEE ELEC). CONTRACTOR TO COORDINATE WITH PPL ON SERVICE FEEDS TO BUILDING.
513	12" RESTRAINED CL.54 M.J.D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.	566	PRIMARY DATA FEED TO BUILDING. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES ON SERVICE LATERALS TO BUILDING.
514	12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.	567	EXTEND EXISTING DATA TO RELOCATED TEL PEDESTAL.



1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
3. ASHLAND WATER DEPT. WILL EXCAVATE THE ROAD AND SUPPLY ALL MATERIALS AND LABOR TO TAP WATER MAIN AND RUN DUCTILE IRON TO THE DCDA VAULT. THE COST OF THIS WORK WILL BE CHARGED TO THE DEVELOPER OR CONTRACTOR.
4. DCDA DEVICE SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
5. FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

- 502 INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER. DEMAND LOAD AT BUILDING IS 65 GPM. CONTRACTOR TO PROVIDE EXCAVATION, BACKFILL, SHORING, DEWATERING, AND SETTING METER TO GRADE. (427) C6.3
- 503 STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.
- 506 2.0" DOMESTIC WATER MAIN CONNECTION AT BUILDING WITH SHUT OFF VALVE. SEE PLUMBING.
- 510 6" FIRE HYDRANT ASSEMBLY (4254) C6.3
- 513 12" RESTRAINED CL 54 MJ D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.
- 514 12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.
- 517 12" END OF LINE CAP WITH THRUST BLOCK. (4250) C6.3
- 540 SANITARY SEWER CLEANOUT. (4362) C6.3
- 549 4" PVC SEWER SERVICE CONNECTION TO EXISTING MAIN. (FIELD VERIFY EX. LOCATION AND DEPTH PRIOR TO CONSTRUCTION)
- 551 6" PVC SEWER LATERAL AT 1% MIN. SLOPE. (4300) C6.3 (4310) C6.3
- 560 PRIMARY POWER FEED TO BUILDINGS (SEE ELEC). CONTRACTOR TO COORDINATE WITH CITY OF ASHLAND ON SERVICE FEEDS TO BUILDINGS.
- 565 ELECTRIC TRANSFORMER
- 566 PRIMARY DATA FEED TO BUILDING. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES ON SERVICE LATERALS TO BUILDING.
- 567 EXTEND EXISTING DATA TO RELOCATED TEL PEDESTAL.
- 598 SAWCUT AND REPLACE IN KIND EXISTING ASPHALT PER OREGON STD DWG RD-302. CLASS B BACKFILL PER RD-300.
- 599 EXISTING UNDERGROUND UTILITY. CONTRACTOR TO COORDINATE WITH APPROPRIATE UTILITY PRIOR TO CONSTRUCTION. REPLACE OR PROTECT DURING CONSTRUCTION AS DIRECTED BY FRANCHISE UTILITY.

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM CITY OF ASHLAND GIS OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION



KEYNOTES

- SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
- CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
- ASHLAND WATER DEPT. WILL EXCAVATE THE ROAD AND SUPPLY ALL MATERIALS AND LABOR TO TAP WATER MAIN AND RUN DUCTILE IRON TO THE DCDA VAULT. THE COST OF THIS WORK WILL BE CHARGED TO THE DEVELOPER OR CONTRACTOR.
- DCDA DEVICE SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
- FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

- 502 INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER. DEMAND LOAD AT BUILDING IS 65 GPM. CONTRACTOR TO PROVIDE EXCAVATION, BACKFILL, SHORING, DEWATERING, AND SETTING METER TO GRADE. d274
C6.3

503 STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.

506 2.0" DOMESTIC WATER MAIN CONNECTION AT BUILDING WITH SHUT OFF VALVE. SEE PLUMBING.

513 12" RESTRAINED CL.54 MJ D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.

514 12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.

540 SANITARY SEWER CLEANOUT. d362
C6.3

551 6" PVC SEWER LATERAL AT 1% MIN. SLOPE. d300
C6.3 d310
C6.3

560 PRIMARY POWER FEED TO BUILDINGS (SEE ELEC). CONTRACTOR TO COORDINATE WITH CITY OF ASHLAND ON SERVICE FEEDS TO BUILDINGS.

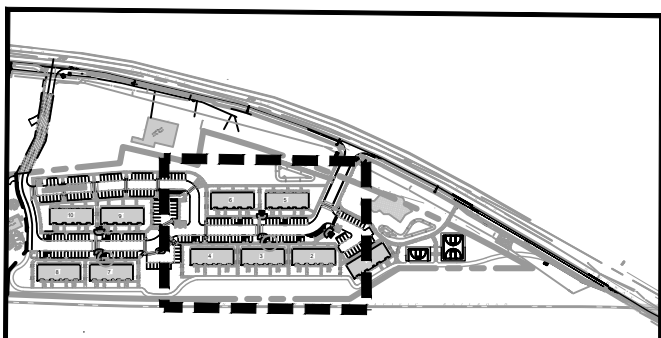
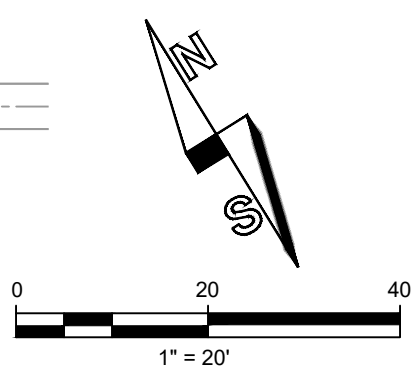
565 ELECTRIC TRANSFORMER

566 PRIMARY DATA FEED TO BUILDING. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES ON SERVICE LATERALS TO BUILDING.

599 EXISTING UNDERGROUND UTILITY. CONTRACTOR TO COORDINATE WITH APPROPRIATE UTILITY PRIOR TO CONSTRUCTION. REPLACE OR PROTECT DURING CONSTRUCTION AS DIRECTED BY FRANCHISE UTILITY.

UTILITY STATEMENT:

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM CITY OF ASHLAND GIS OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.



SITE KEY

PLAN VIEW - PARTIAL SITE UTILITY PLAN

SCALE: 1" = 20' - 0" (22x34)



DATE		REVISION DESCRIPTION	NO.
DRAWN BY:		TDP	
DESIGNED BY:		TDP	
CHECKED BY:		TDP	
ISSUE DATE:		12/11/24	
LAND USE SET			
JOB NO.	PARTIAL SITE UTILITY PLAN SOUTH C5.13		
22-002			



- PROVIDE ALL MATERIALS COVERED BY THE SPECIFICATIONS WRITTEN FOR THIS PROJECT OR THE CITY SPECIFICATIONS.
2. ALL WORK PERTAINING TO THIS PROJECT SHALL BE SUBJECT TO INSPECTION BY THE PROJECT ENGINEER, CITY ENGINEER, AND/OR THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT), PRIOR TO ANY SITE WORK. THE CONTRACTOR SHALL CONTACT ODOT, THE CITY OF ASHLAND, AND THE PROJECT ENGINEER TO SCHEDULE A PRE-CONSTRUCTION CONFERENCE.
3. PRIOR TO ANY SITE DISTURBING ACTIVITY INCLUDING CLEARING, LOGGING OR GRADING, THE SITE BOUNDARIES & CLEARING LIMITS AS SHOWN ON THESE PLANS SHALL BE LOCATED AND FIELD IDENTIFIED BY THE PROJECT SURVEYOR AND ALL ESC MEASURES SHALL BE INSTALLED AS IDENTIFIED ON THE EROSION & SEDIMENT CONTROL PLAN.
4. A COPY OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
5. ALL SITE WORK IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE APPROVED PLANS. ANY DEVIATION FROM THESE PLANS WILL REQUIRE PRIOR APPROVAL FROM THE OWNER, ENGINEER AND APPROPRIATE PUBLIC AGENCIES PRIOR TO PERFORMING THE CHANGES IN THE FIELD.
6. ALL LOCATIONS OF EXISTING UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN. THE CONTRACTOR SHALL CONTACT THE UNDERGROUND UTILITIES LOCATION SERVICE (DIAL 811) AT LEAST TWO BUSINESS DAYS PRIOR TO CONSTRUCTION. THE APPLICANT OR HIS REPRESENTATIVE AND THE ENGINEER SHALL BE CONTACTED IMMEDIATELY IF CONFLICTS EXIST.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT.
8. THE CONTRACTOR SHALL KEEP OFF-SITE STREETS CLEAN AT ALL TIMES BY SWEEPING. STREET WASHING WILL NOT BE ALLOWED WITHOUT PRIOR APPROVAL FROM THE CITY OF ASHLAND AND ODOT.
9. THE CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS PRIOR TO INITIATING WORK. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER WHEN CONFLICTS OCCUR BETWEEN THE PLANS AND FIELD CONDITIONS. CONFLICTS SHALL BE RESOLVED PRIOR TO PROCEEDING WITH CONSTRUCTION. REVISIONS SHALL BE FORMALLY APPROVED BY THE APPLICANT AND PROJECT ENGINEER PRIOR TO MAKING CHANGES IN THE FIELD.
10. UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ANY UTILITY RELOCATIONS WITH UTILITY COMPANIES.
11. ALL NEW UTILITIES SHALL BE INSTALLED UNDERGROUND.
12. CONTRACTOR SHALL DOCUMENT AND RECORD FIELD CHANGES, PIPE INVERT, PIPE SLOPE, AND ANY OTHER CRITICAL AS-CONSTRUCT DATA. AS-BUILT DRAWINGS AND FINAL REPORTS WILL BE REQUIRED BEFORE FINAL APPROVAL.
13. WORK IN CITY RIGHT-OF-WAY REQUIRES PERMITS FROM THE CITY OF ASHLAND.
14. WORK IN ANY STATE RIGHT-OF-WAY REQUIRES A MISCELLANEOUS PERMIT FROM ODOT.
15. APPROVED PERMANENT TRAFFIC CONTROL SIGNS AND MARKINGS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE INSTALLED PRIOR TO FINAL APPROVAL.
16. DURING PROJECT CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL TEMPORARY CONSTRUCTION SIGNS, TRAFFIC CONTROL SIGNS, DELINEATORS AND TEMPORARY MARKINGS AS REQUIRED.
17. ACCESS BY EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
18. ALL CLEARED AND GRUBBED MATERIAL SHALL BE REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED AT AN APPROVED LOCATION.
19. ALL AREAS WITH ABANDONED UTILITY LINES, STORM DRAINS, UNDERGROUND TANKS, ETC. WHICH MAY PROVIDE VOID SPACE BENEATH THE SURFACE SHALL BE REMOVED. WHEN APPROVED BY THE ENGINEER THE VOID SPACE MAY BE FILLED WITH APPROVED MATERIAL. ALL TANKS OR HAZARDOUS MATERIALS SHALL BE DEALT WITH IN ACCORDANCE TO ALL LOCAL, STATE AND FEDERAL LAWS.
20. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY GRADES AT SAWCUT LOCATIONS AND MATCHING OF EXISTING GRADE LOCATIONS.
21. CONTRACTOR IS RESPONSIBLE FOR ANY ASPHALT GRINDING, OVERLAY AND SLURRY SEAL. ALL SPECIFICATIONS SHALL COMPLY WITH ALL LOCAL AUTHORITY REQUIREMENTS.
22. CONSTRUCTION SHALL CONFORM TO THE 2021 STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION PUBLISHED BY THE OREGON CHAPTER OF APWA, AND THE CURRENT AMENDMENTS OF THE APPROVING AGENCY.
23. ALL CONCRETE SHALL BE 3300 PSI AT 28 DAYS UNLESS OTHERWISE SPECIFIED.
24. CONTRACTOR SHALL BE RESPONSIBLE TO CLEAN AND/OR MAINTAIN EXISTING PUBLIC STREETS OF SOIL OR OTHER DEBRIS DEPOSITED BY CONSTRUCTION OPERATIONS AND REPAIR ALL STREETS DAMAGED BY CONSTRUCTION OPERATIONS IN A TIMELY MANNER TO AVOID INCONVENIENCES OR HAZARDS TO THE PUBLIC.
25. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER AT 1-800-332-2344, THE CITY OF ASHLAND ENGINEERING DEPARTMENT, AND ODOT 48 HOURS PRIOR TO BEGINNING WORK.
26. ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE PRE-QUALIFIED WITH THE CITY OF ASHLAND AND ODOT PRIOR TO ANY CONSTRUCTION OF THIS PROJECT.
27. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN AND SECURE APPROVAL OF THE PLAN FROM THE AGENCY AT LEAST FIVE (5) WORKING DAYS PRIOR TO STARTING WORK.
28. THE CONTRACTOR SHALL NOT PERFORM WORK WITHOUT AGENCY INSPECTIONS WHERE INSPECTIONS ARE REQUIRED BY THE SPECIFICATIONS.
29. WHERE CONNECTING TO AN EXISTING PIPE, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE AND ALLOW THE ENGINEER TO VERIFY EXACT LOCATION AND ELEVATION BEFORE LAYING ANY NEW PIPE ON THAT SYSTEM.
30. REQUESTS BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE CONSULTING ENGINEER AND THE AGENCY'S ENGINEER BEFORE CHANGES ARE IMPLEMENTED.
31. WHEN PERFORMING EXCAVATIONS, THE CONTRACTOR SHALL COMPLY WITH THE PROVISIONS OF ORS 757.541 TO 757.571, WHICH INCLUDE REQUIREMENTS THAT THE CONTRACTOR HAND-EXPOSE (POTHOLE) UNDERGROUND FACILITIES AND USE REASONABLE CARE TO AVOID DAMAGING THEM.
32. PLACEMENT OR STORAGE OF SPOILS FROM THE SEWER LINE TRENCHES IS NOT PERMITTED ON HARD SURFACE STREETS WITHIN PUBLIC RIGHT-OF-WAY. SPOILS STORED IN OTHER RIGHT-OF-WAY AREAS SHALL BE COVERED TO PREVENT EROSION.
33. FORMS OF ADEQUATE SIZE AND CONFIGURATION TO MEET CONCRETE THICKNESS REQUIREMENTS SHALL BE USED AROUND OUTSIDES OF OUTSIDE-DROP MANHOLES.
34. GRANULAR MATERIALS SHALL BE OBTAINED FROM A SOURCE APPROVED BY THE CITY OF ASHLAND AND ODOT. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND ODOT OF THE MATERIAL.

1. ALL STRIPING AND SIGNAGE SHALL BE PER MUTCD STANDARDS OR AS DIRECTED BY THE LOCAL AUTHORITY.
2. ALL STRIPING AND MARKINS INSIDE PUBLIC RIGHT OF WAY SHALL BE PER LOCAL AUTHORITY STANDARDS.
3. ALL STRIPING SHALL MEET ADA REQUIREMENTS.

1. DEQ 1200-C PERMIT IS REQUIRED.
2. UNLESS DIRECTED OTHERWISE, REMOVE CLEARED AND GRUBBED MATERIAL FROM THE SITE AND DISPOSE AT AN APPROVED LOCATION.
3. PRIOR TO THE START OF CONSTRUCTION, VERIFY GRADES AT SAWCUT LOCATIONS AND MATCHING OF EXISTING GRADE LOCATIONS.
4. MINIMIZE TRAFFIC ON SOIL AREAS DURING WET WEATHER. IF THE SITE SOILS ARE EXPOSED DURING WET WEATHER, THE USE OF CRUSHED ROCK PLACED AS ENGINEERED FILL IN THE BOTTOM OF THE EXCAVATIONS MAY BE NECESSARY TO PROTECT THE SUBGRADE. TAKE ALL PRECAUTIONS TO LIMIT SURFACE DISTURBANCE AND PROTECT THE SITE GRADING AREA FROM EROSION AND RUNOFF.
5. UNLESS OTHERWISE NOTED, THE SAMPLING AND TESTING OF MATERIALS FOR USE ON THE JOBSITE SHALL BE AT THE EXPENSE OF THE CONTRACTOR. ALL TESTING OF MATERIALS AND WORKMANSHIP SHALL BE PERFORMED BY A CERTIFIED TESTER. RESULTS OF THE TESTS SHALL BE SENT DIRECTLY TO THE PROJECT ENGINEER AS WELL AS THE CONTRACTOR, BY THE LABORATORY. LOCATION AND FREQUENCY OF TESTS SHALL BE DESIGNATED BY THE GENERAL CONTRACTOR.
6. ALL CUT AND FILL SLOPES SHALL BE MAXIMUM OF 2:1.

1. ALL STORM SEWER PIPE SHALL MEET THE OREGON STATE PLUMBING SPECIALTY CODE.
2. ALL PIPE SHALL BE PLACED ON STABLE EARTH, OR IF IN THE OPINION OF THE PROJECT ENGINEER THE EXISTING FOUNDATION IS UNSATISFACTORY, THEN IT SHALL BE EXCAVATED BELOW GRADE AND BACKFILLED WITH A GRAVEL MATERIAL TO SUPPORT THE PIPE.
3. THE BACKFILL SHALL BE PLACED EQUALLY ON BOTH SIDES OF THE PIPE IN LAYERS WITH A LOOSE AVERAGE DEPTH OF 6", MAXIMUM DEPTH 8"-9", THOROUGHLY TAMPING EACH LAYER. THESE COMPACTED LAYERS MUST EXTEND FOR ONE DIAMETER ON EACH SIDE OF THE PIPE OR TO THE SIDE OF THE TRENCH. MATERIALS TO COMPLETE THIS FILL OVER PIPE SHALL BE THE SAME AS DESCRIBED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL MANHOLE, INLET, AND CATCH BASIN FRAMES AND GRATES TO GRADE JUST PRIOR TO PAVING. MANHOLE GRATE SLOPES SHALL MATCH SLOPE OF FINISHED GRADE ASPHALT.
5. CULVERT ENDS AT OUTFALLS SHALL BE BEVELED TO MATCH SIDE SLOPES. FIELD OUT OF CULVERT ENDS IS PERMITTED WHEN APPROVED BY THE CITY ENGINEER OR HIS DESIGNATED REPRESENTATIVE. CULVERT OUTFALLS SHALL BE RIP RAPPED WITH A PAD MINIMUM OF 12" THICK, EXTENDING MINIMUM OF 6' FROM DISCHARGE POINT.
6. ALL STEEL PIPES, CULVERTS, TANKS AND OTHER STEEL PARTS OF ANY STORM DRAINAGE SYSTEM SHALL BE GALVANIZED OR HAVE A TREATMENT 1 ASPHALT COATING OR BETTER AS SPECIFIED IN THE ODOT STANDARD SPECIFICATIONS. ALUMINUM AND CONCRETE PIPES AND STRUCTURES DO NOT REQUIRE A TREATMENT 1 COATING.
7. STORM WATER RETENTION/DETENTION FACILITIES, STORM DRAINAGE PIPE AND CATCH BASINS SHALL BE FLUSHED AND CLEANED PRIOR TO CITY ACCEPTANCE.
8. ALL PIPES SHALL HAVE A MINIMUM OF 18" COVER AT THE TOP OF THE BELL, OR SHALL HAVE MINIMUM COVER PER THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS GREATER.
9. CATCH BASIN STATIONS AND OFFSETS ARE MEASURED TO CENTER OF GRATE.
10. 100-FT MAX LINEAR RUN BETWEEN CLEANOUTS. 135° MAX AGGREGATE HORIZONTAL CHANGE IN DIRECTION WITHOUT CLEANOUT.

1. ALL PRIVATE SANITARY SEWER PIPE SHALL MEET THE OREGON STATE PLUMBING SPECIALTY CODE.
2. ALL PIPE SHALL BE PLACED ON STABLE EARTH, OR IF IN THE OPINION OF THE PROJECT ENGINEER THE EXISTING FOUNDATION IS UNSATISFACTORY, THEN IT SHALL BE EXCAVATED BELOW GRADE AND BACKFILLED WITH A GRAVEL MATERIAL TO SUPPORT THE PIPE.
3. THE BACKFILL SHALL BE PLACED EQUALLY ON BOTH SIDES OF THE PIPE IN LAYERS WITH A LOOSE AVERAGE DEPTH OF 6", MAXIMUM DEPTH 8'-9", THOROUGHLY TAMPING EACH LAYER. THESE COMPACTED LAYERS MUST EXTEND FOR ONE DIAMETER ON EACH SIDE OF THE PIPE OR TO THE SIDE OF THE TRENCH. MATERIALS TO COMPLETE THIS FILL OVER PIPE SHALL BE THE SAME AS DESCRIBED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL MANHOLE GRATES TO GRADE JUST PRIOR TO PAVING. MANHOLE GRATE SLOPES SHALL MATCH SLOPE OF FINISHED GRADE ASPHALT.
5. ALL PRIVATE SEWER PIPES SHALL HAVE A MINIMUM OF 36" COVER AT THE TOP OF THE BELL, OR SHALL HAVE MINIMUM COVER PER THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS GREATER.
6. MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE.
7. 100'-FT MAX LINEAR RUN BETWEEN CLEANOUTS. 135" MAX AGGREGATE HORIZONTAL CHANGE IN DIRECTION WITHOUT CLEANOUT.
8. MINIMUM SLOPE ON 4" SEWER LATERALS IS 2%. MINIMUM SLOPE ON 6" SEWER LATERALS IS 1%. MINIMUM SLOPE ON 8" SEWER LATERALS IS A .50%.

1. NOTES APPLY TO ALL TYPICAL SECTIONS SHOWN ON THIS SHEET.
2. CONTRACTOR TO SUBMIT ASPHALT MIX TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PAVING. MIX SHALL CONSIST OF AN ODOT LEVEL 2, 1/2" DENSE GRADED MIX WITH A BINDER GRADE OF PG 70.
3. ASPHALT SUBMITTAL SHALL ENSURE MAXIMUM RECLAIMED ASPHALT PAVEMENT (RAP) OF 20%.
4. CONSTRUCTION OF ASPHALT SHALL BE COMPLETED IN CONFORMANCE WITH THE CURRENT OREGON DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, INCLUDING SECTION 00745.
5. AGGREGATE BASE AND SUBBASE SHALL BE INSTALLED IN MAXIMUM 6" LIFTS AND MECHANICALLY COMPACTED TO MINIMUM 95% OF THE MAXIMUM DENSITY IN ACCORDANCE WITH THE AASHTO T-99 METHOD.
6. AGGREGATE BASE SHALL MEET ODOT SPECIFICATIONS FOR DENSE-GRADED AGGREGATE BASE ROCK.
7. JUST PRIOR TO INSTALLING AGGREGATE BASE ROCK, CONTRACTOR SHALL COMPACT THE EXISTING SUBGRADE TO 90% OF THE MAXIMUM DENSITY. PROOF ROLL TEST IF ADEQUATE SPACE IS AVAILABLE.

1. ALL ADA ACCESSIBLE FACILITIES SHALL BE INSTALLED PER THE CURRENT ADA REQUIREMENTS AND SHALL COMPLY WITH 405 ANSI ICC A117.1.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT THE ACCESSIBLE PATH OF TRAVEL AND ACCESSIBLE PARKING STALLS AND ACCESS AISLES COMPLIES WITH AMERICAN DISABILITIES ACT AND ALL LOCAL CODES.
3. THE ACCESSIBLE PATH OF TRAVEL AS INDICATED ON PLANS IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/4" BEVELED AT 1:2 MAX SLOPE, OR VERTICAL CHANGES NOT EXCEEDING 1/4" MAX AND AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT, STABLE, FIRM, AND SMOOTH. CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% UNLESS OTHERWISE NOTED.
4. ALL ADA PARKING STALLS AND ACCESS AISLES SHALL BE CONSTRUCTED WITH A SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION. PARKING STALLS AND ACCESS AISLES WITH AS-BUILT SLOPES EXCEEDING 2.0% IN ANY DIRECTION WILL NOT PASS FINAL INSPECTION.
5. IF SPOT ELEVATIONS ON PLANS ARE NOT CONSISTENT WITH THESE ADA REQUIREMENTS, NOTIFY ENGINEER OF RECORD PRIOR TO PLACEMENT OF ACCESSIBLE ROUTE.

	EXIST. FIRE HYDRANT		FIRE HYDRANT
	EXIST. WATER VALVE		WATER VALVE
	EXIST. BLOW OFF		WATER METER
	EXIST. WATER METER		BACKFLOW DEVICE
	EXIST. HOSE BIB		IRRIGATION WATER METER
	EXIST. IRRIGATION VALVE		AIR RELEASE VALVE
	EXIST. AIR RELEASE VALVE		BLOWOFF DEVICE ASSEMBLY
	EXIST. STORM DRAIN MANHOLE		FIRE DEPARTMENT CONNECTION
	EXIST. CLEANOUT		END PLUG
	EXIST. SANITARY SEWER MANHOLE		TEE
	EXIST. MAILBOX		SANITARY SEWER CLEANOUT
	HANDICAP PARKING SYMBOL		CONCENTRIC MANHOLE
	PARALLEL PARKING STRIPING		STORM DRAIN CLEANOUT
	BICYCLE LANE SYMBOL		CONTROL STRUCTURE MANHOLE
	EXIST. SANITARY SEWER		ATRIUM DRAIN / BUBBLER
	EXIST. STORM DRAIN		AREA DRAIN
	EXIST. WATER		CATCH BASIN INLET
	EXIST. GAS		CURB INLET
	EXIST. ELECTRIC		LIGHTS
	EXIST. OVERHEAD POWER		SIGN (TRAFFIC, INFORMATION)
	EXIST. TELEPHONE		BOLLARD
	EXIST. FIBER OPTIC		CONCRETE
	EXIST. CURB AND GUTTER		HMAC PAVING
	EXIST. CENTERLINE		NEW RIP RAP
	EXIST. RIGHT OF WAY		
	EXIST. CONTOUR		
	PROPOSED CONTOUR		
	SANITARY SEWER		
	STORM DRAIN		
	WATER		
	GAS		
	ELECTRIC		
<			

1. PROVIDE A MINIMUM 8" TRANSITION SECTION WHEN JOINING CURBS OF DIFFERENT CROSS SECTIONS.
2. CONCRETE SHALL NOT BE PLACED UNTIL FORMS HAVE BEEN INSPECTED AND APPROVED.
3. CONCRETE SHALL BE COMMERCIAL GRADE RETAINING THE FOLLOWING CHARACTERISTICS: ENTRAINED AIR – 4.0% TO 7.0%; SLUMP – 5 INCHES OR LESS; COMPRESSIVE STRENGTH – MINIMUM 3,300 PSI AT 28 DAYS; TEMPERATURE – MINIMUM 50°F TO MAXIMUM 90°F.
4. ALL CONCRETE STRUCTURES REINFORCED WITH REBAR SHALL BE VIBRATED TO REMOVE VOIDS.
5. SURFACE SHALL HAVE A FINISHED TEXTURE THAT WILL NOT BE SLICK WHEN WET (MEDIUM BROOM FINISH). CURING COMPOUND MAY BE APPLIED IMMEDIATELY AFTER CONCRETE IS FINISHED. WHITE PIGMENT RECOMMENDED, CLEAR ACCEPTABLE.
6. AN EDGING TOOL SHALL BE USED ON ALL EDGES AND JOINTS.
7. PROVIDE CONTRACTION JOINTS AT 15' INTERVALS AND "DUMMY" TOOLED JOINTS AT 5' INTERVALS ON CURBS, SIDEWALKS AND APPROACHES. CONTRACTION JOINT GROOVES SHALL BE AT MINIMUM, 1 1/2" DEEP OR ONE-THIRD THE THICKNESS OF THE CONCRETE.
8. PROVIDE EXPANSION JOINTS OPPOSITE ABUTTING EXPANSION JOINTS IN ABUTTING CONCRETE, AT EACH POINT OF TANGENCY IN THE STRUCTURE ALIGNMENT, BETWEEN DRIVEWAYS AND CONCRETE PAVEMENT, AROUND POLES, POSTS, BOXES AND OTHER FIXTURES WHICH PROTRUDE THROUGH OR AGAINST THE STRUCTURES, AT ALL BCR'S AND ECR'S, AT MAXIMUM OF 100' INTERVALS. EXPANSION JOINT MATERIAL SHALL BE OF THE BITUMINOUS, PREFORMED FILLER TYPE NOT LESS THAN 1/2" WIDE, PLACED FLUSH OR NO MORE THAN 1/8" BELOW THE CONCRETE SURFACE.
9. STRAIGHT LINE EDGES SHALL NOT VARY MORE THAN 1/4" UNDER A TWELVE-FOOT STRAIGHT EDGE.
10. CURE AND PROTECT CONCRETE AFTER PLACING AND FINISHING. KEEP STRUCTURES FREE FROM CONTACT, STRAIN AND PUBLIC TRAFFIC FOR AT LEAST SEVEN DAYS OR LONGER AS DIRECTED. MIXES TO EXPEDITE CURING MAY BE USED WITH APPROVAL OF CITY ENGINEER.
11. CONCRETE SHALL BE REMOVED TO THE NEAREST CONTRACTION JOINT, COLD JOINT OR CRACK WITHIN 4' OF THE REPLACEMENT AREA. CONCRETE SHALL BE SAW CUT WITH A SMOOTH, UNIFORM JOINT PROVIDED.
12. EXISTING A/C SHALL BE REMOVED/REPLACED ALONG ENTIRE CURB SECTION TO A MINIMUM 18" WIDTH UNLESS APPROVED BY CITY ENGINEER OF RECORD.

ALL WORK SHALL BE IN CONFORMANCE WITH ALL FEDERAL, STATE, AND SOCIAL CODES. SPECIFICATIONS AND STANDARDS SHALL MEAN, AND ARE INTENDED TO BE, THE LATEST EDITION, AMENDMENT OR REVISION OF SUCH REFERENCE STANDARD IN EFFECT AS OF THE DATE OF THE CONTRACT DOCUMENTS, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

OREGON STANDARD DRAWINGS AND SPECIFICATIONS (ODOT)

CITY OF ASHLAND ADOPTED STANDARD DETAILS AND SPECIFICATIONS

OPSC: OREGON PLUMBING SPECIALTY CODE, LATEST EDITION

AC	ASPHALT
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ASTM	AMERICAN STANDARD TEST METHOD
AWWA	AMERICAN WATER WORKS ASSOCIATION
BC	BACK OF CURB
BR	BOTTOM OF RAMP
BS	BOTTOM OF STAIRS
BW	BOTTOM OF WALL
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT RISER
C	CONCRETE
DEQ	DEPARTMENT OF ENVIRONMENTAL QUALITY
DIP	DUCTILE IRON PIPE
DWG	DRAWING
(E)	EXISTING
EG	EXISTING GRADE
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
G	GAS
GB	GRADE BREAK
GC	GENERAL CONTRACTOR
GRD	GROUND
GRVL	GRAVEL
HDPE	HIGH-DENSITY POLYETHYLENE
HP	HIGH POINT
IE	INVERT ELEVATION
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
(N)	NEW
NAVD	NORTH AMERICAN VERTICAL DATUM
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
P	PROPOSED
PERF	PERFORATED PIPE
PLY	PLAYGROUND SURFACE
PVC	POLYVINYL CHLORIDE
PVR	PAVER
RCP	REINFORCED CONCRETE PIPE
RE	RIM ELEVATION
REQ'D	REQUIRED
ROW	RIGHT-OF-WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
SW	SIDEWALK
TBR	TO BE REMOVED
TC	TOP OF CURB
TR	TOP OF RAMP
TOW	TOP OF WALL
TYP	TYPICAL
UPC	UNIFORM PLUMBING CODE
W	WATER



OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 1-800-522-2404. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION.

**CITY OF ASHLAND
JACKSON COUNTY, OREGON**

**CONTACT INFO:**

SANITARY SEWER AGENCY
ROGUE VALLEY SEWER SERVICES
NICK BAKKE, P.E.
138 W. VILAS ROAD
CENTRAL POINT, OR 97502
(541) 779-4140

DRAWING INDEX:

C7.0	COVER SHEET
C7.0.1	GENERAL NOTES
C7.1	TYPICAL SECTIONS
C7.2.1	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.2	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.3	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.4	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.5	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.6	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.7	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.3.1	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.3.2	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.3.3	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.4.1	CURB RAMP DETAILS
C7.4.2	CURB RAMP DETAILS
C7.4.3	RFBF PLAN DETAILS
C7.5	DRAINAGE POND DETAIL
C7.6.1	RD300 SERIES ODOT DETAILS
C7.6.2	RD700 SERIES ODOT DETAILS
C7.6.3	RD900 SERIES ODOT DETAILS
C7.6.4	ODOT TRAFFIC DETAILS

UTILITY STATEMENT:



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ORIGINAL DRAWING
BAR IS ONE INCH

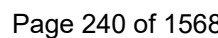
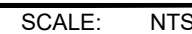
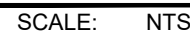
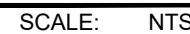
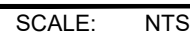
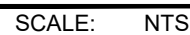
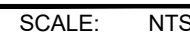


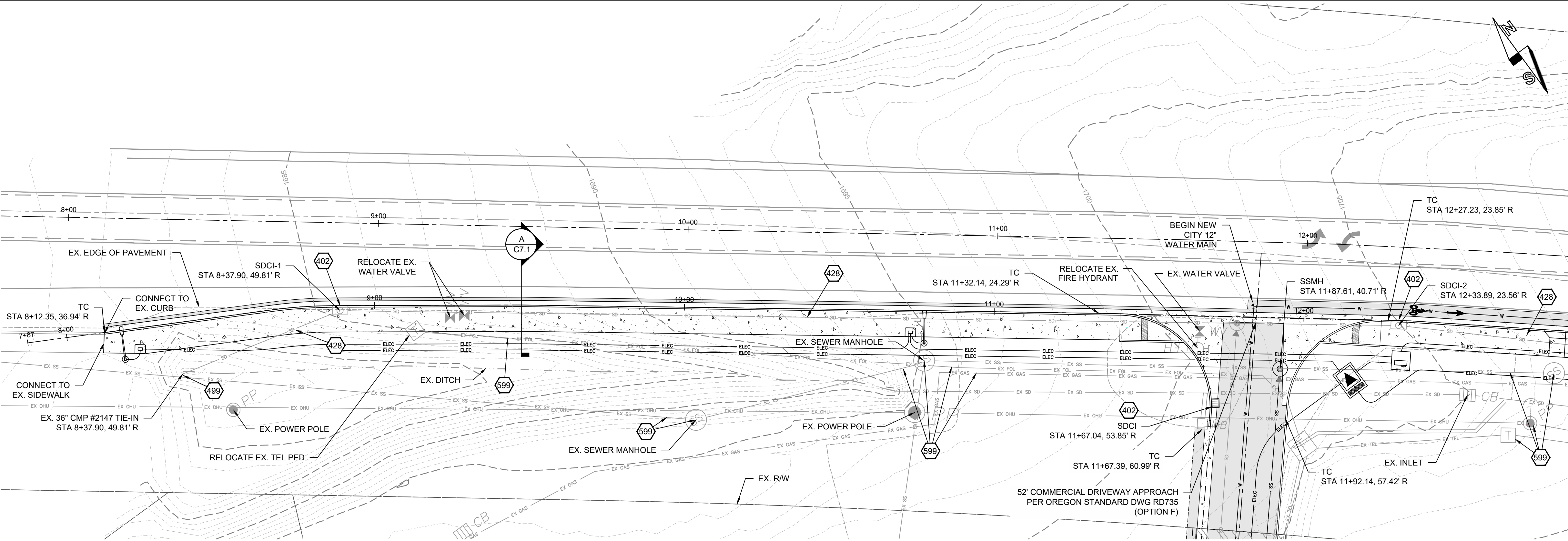
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SHEET, ADJUST SCALES
ACCORDINGLY

GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS

MAP 38-1E-32

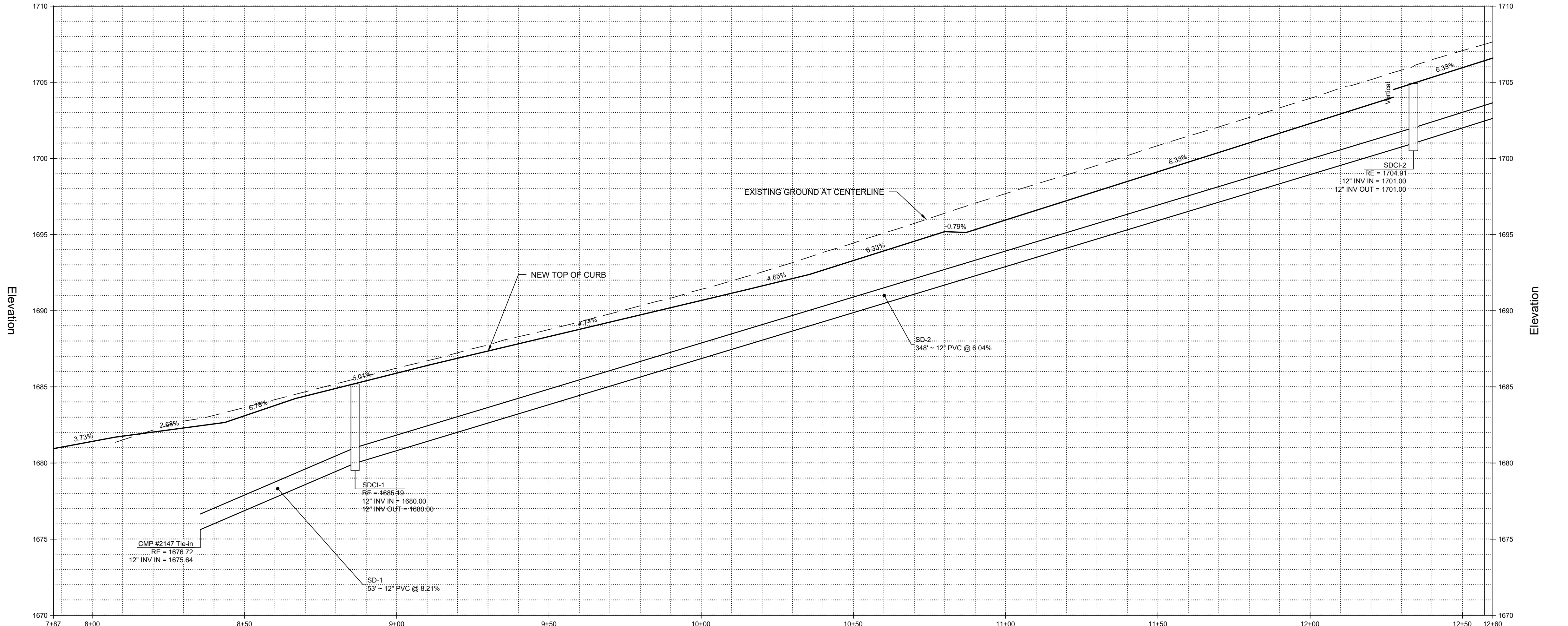
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CHECKED BY:							TDP		
ISSUE DATE:							10/02/24		
LAND USE SET									
JOB NO.					COVER SHEET C7.0				
22-002									





PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 7+87 TO 12+50)

SCALE: 1" = 20' - 0" (24x36)



PROFILE VIEW - TOP FACE OF CURB (STA. 7+87 TO 12+50)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

KEYNOTES

- 399 REMOVE EX. ITEM
- 402 CURB INLET 371 372
7.6.1 7.6.1
- 428 12" PVC STORM DRAIN PIPE
- 499 STORM DRAIN CONNECTION TO EXISTING
- 599 PROTECT EX. ITEM IN PLACE

GENERAL NOTES

- SEE SHEET 7.4.1 FOR CURB RAMP DETAILS.

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VERIFIED SCALES
ORIGINAL DRAWING
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PUBLIC IMPROVEMENT PLANS

MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

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DESIGNED BY: TDP
CHECKED BY: TDP
ISSUE DATE: 10/02/24
LAND USE SET
JOB NO. FRONTAGE IMPROV. PLAN
22-002 C7.2.1



- | | | |
|---|---------------------------|---|
|  | REMOVE EX. ITEM | |
|  | CURB INLET |  |
|  | 12" PVC STORM DRAIN PIPE | |
|  | PROTECT EX. ITEM IN PLACE | |

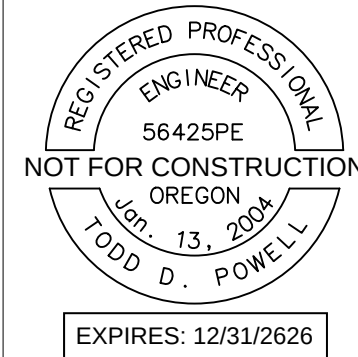


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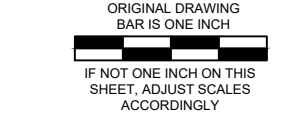
100 E. Main St., Suite O
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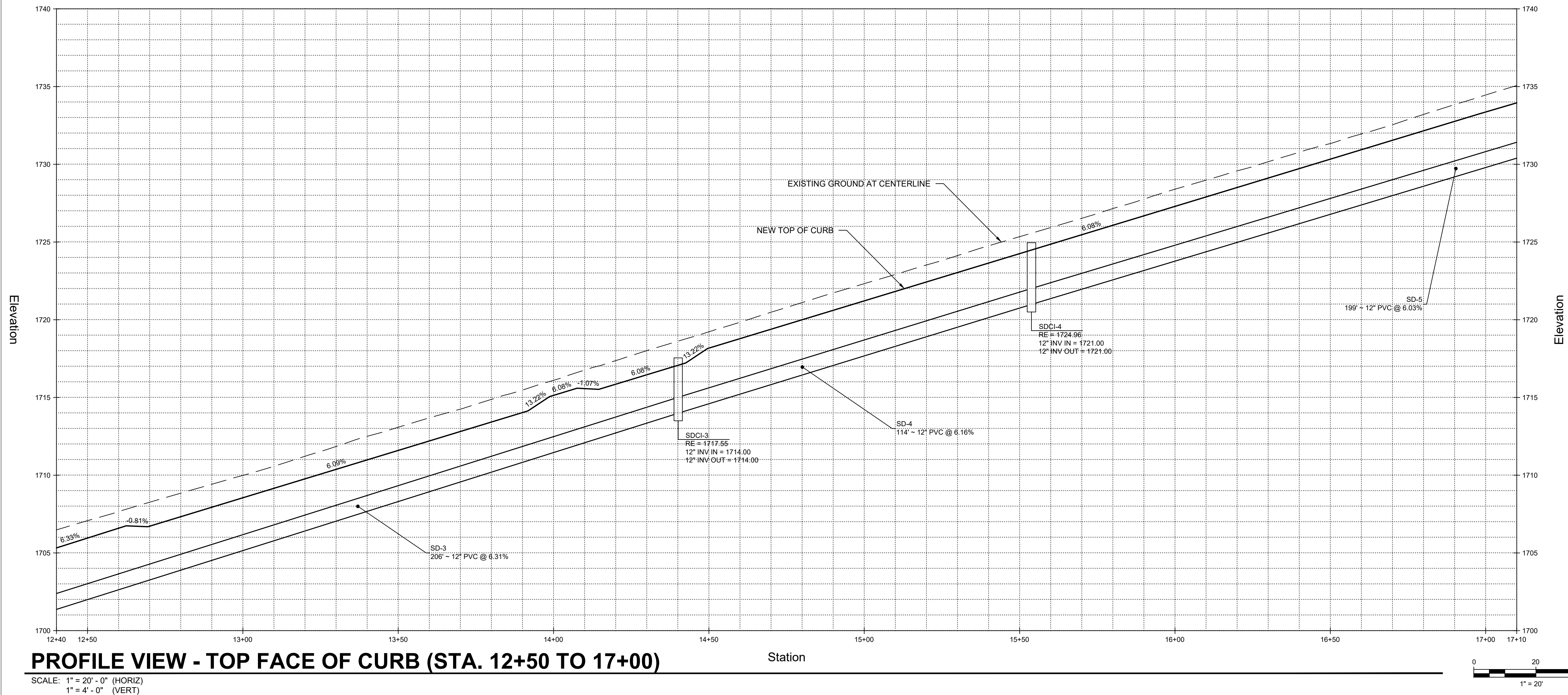
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VERIFY SCALES



SCALE: 1" = 20' - 0" (24x36)



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MAP 38-1E-32

MAP 38-1E-32

DATE		REVISION DESCRIPTION		NO.	
DRAWN BY:	TDP				
DESIGNED BY:	TDP				
CHECKED BY:	TDP				
ISSUE DATE:	10/02/24				
LAND USE SET					
JOB NO.	FRONTAGE IMPROV. PLAN				
22-002	C7.2.2				



EXISTING GROUND AT CENTERLINE

NEW TOP OF CURB

SDCL-5
RE = 1736.96
12" INV IN = 1733.00
12" INV OUT = 1733.00

SDCL-6
RE = 1758.80
12" INV IN = 1750.00
12" INV OUT = 1750.00

SD-6
295' ~ 12" PVC @ 5.77%

5.03%

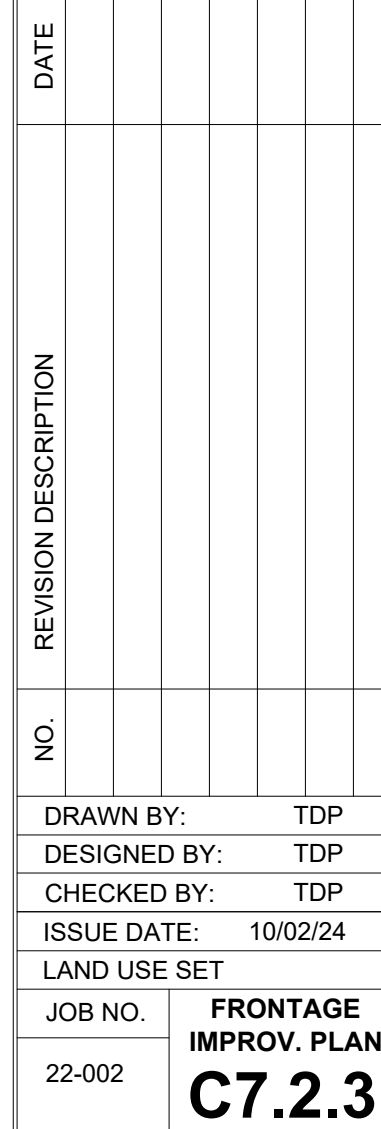
5.64%

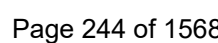
6.88%

4.73%

5.03%

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)





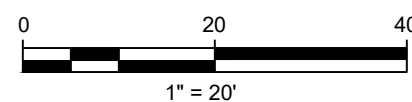


SCALE: 1" = 20' - 0" (24x36)



SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

Station



402 CURB INLET

428 12" PVC STORM DRAIN PIPE

599 PROTECT EX. ITEM IN PLACE

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EXPIRES: 12/31/2626

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PUBLIC IMPROVEMENT PLANS

PUBLIC IMPROVEMENT PLANS

MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

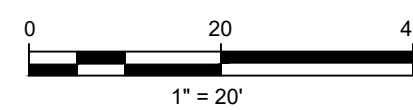
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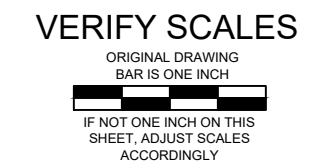
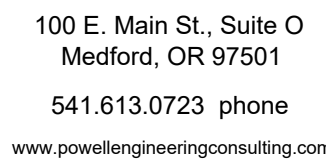


SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)



599 PROTECT EX. ITEM IN PLACE

1. SEE SHEET 7.4.2 FOR CURB RAMP DETAILS.



MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOF

[illegible]



Diagram illustrating a road profile cross-section showing elevation (feet) versus stationing.

The vertical axis (elevation) ranges from 1790 to 1830 feet. The horizontal axis (stationing) ranges from 34+90 to 39+16.

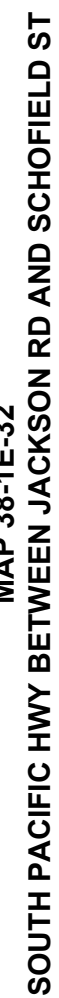
The profile shows the existing ground (dashed line) and the proposed new top of curb (solid line). The proposed curb profile is defined by the following grades (percentages):

- 3.80%
- 4.21%
- 4.21%
- 3.81%
- 3.52%
- 6.30%
- 11.88%

Key features and labels:

- NEW TOP OF CURB**: Indicated by a callout line pointing to the solid line.
- EXISTING GROUND AT CENTERLINE**: Indicated by a callout line pointing to the dashed line.
- V.C. 1**: Vertical Curve 1, located near station 36+00.

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

Page 247 of 1568



381 EXISTING STRIPING TO REMAIN. CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.

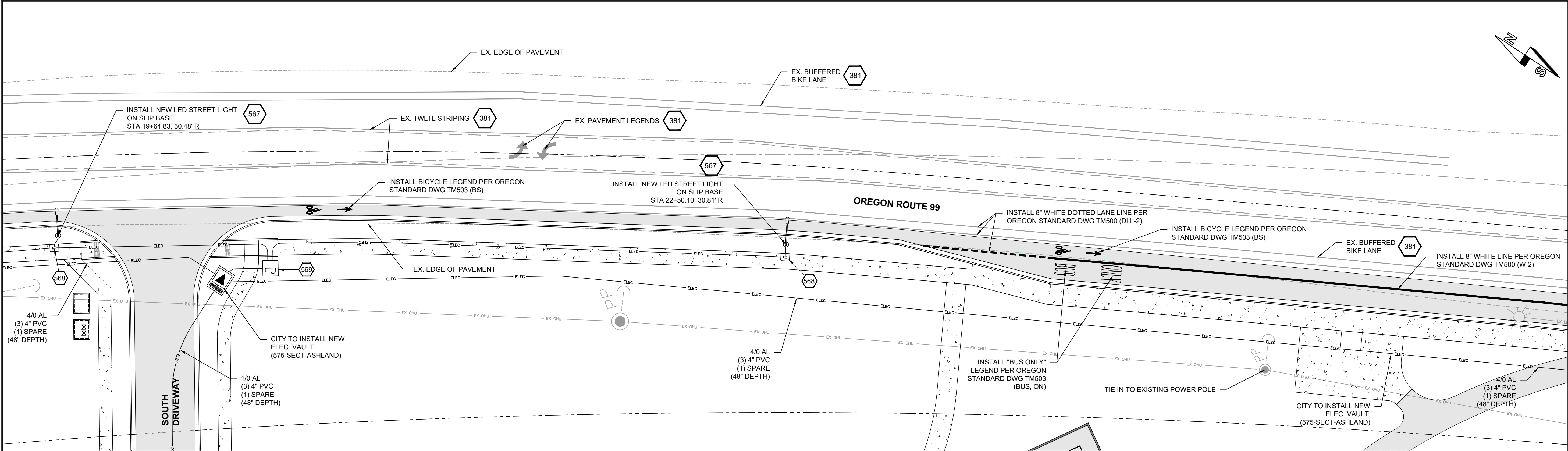
566 STREET LIGHT ON FIXED BASE

567 STREET LIGHT ON SLIP BASE

568 INSTALL NEW JB-2 CONCRETE JUNCTION BOX WITH 12" CONCRETE APRON PER OREGON STANDARD DWG TM472.

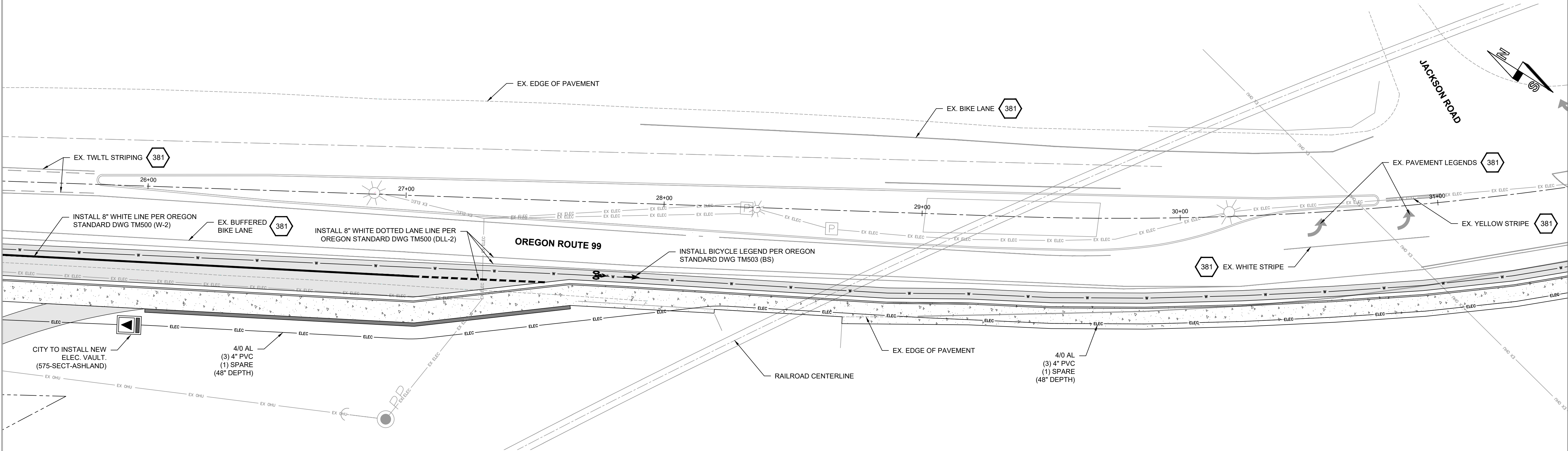
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CHECKED BY:	TDP	
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LAND USE SET		
JOB NO.	ILLUM. UTIL. & STRIPING PLAN	
22-002	C7.3.1	

Drawing Name: S:\PEC Shared - Documents\A Staff Projects\Current Projects\Grand Terrace\CAD\Grand Terrace C7 2324.dwg Last Save: February 11, 2025 3:07 PM Plot Date: February 12, 2025 9:14 AM By: Todd



PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 19+50 TO 25+50)

SCALE: 1" = 20' - 0" (24x36)



PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 25+50 TO 31+00)

SCALE: 1" = 20' - 0" (24x36)

KEYNOTES

- 381

EXISTING STRIPING TO REMAIN. CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.
- 567

STREET LIGHT ON SLIP BASE
- 629

631

7.6.4

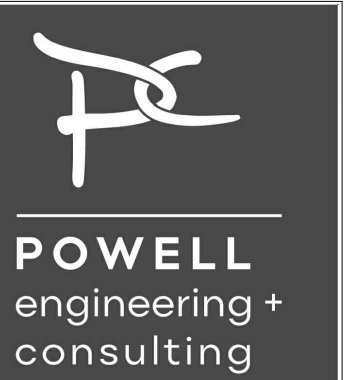
7.6.5
- 568

INSTALL NEW JB-2 CONCRETE JUNCTION BOX WITH 12" CONCRETE APRON PER OREGON STANDARD DWG TM472.
- 472

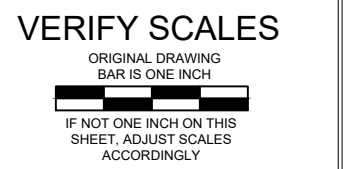
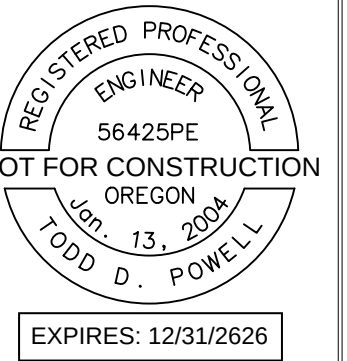
7.6.4
- 569

INSTALL NEW PAD MOUNTED CONTROL CABINET PER OREGON STANDARD DRAWING TM302.
- 302

7.6.4



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MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

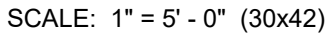
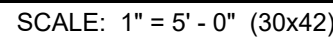
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				TDP	TDP		10/02/24			
22-002										C7.3.2



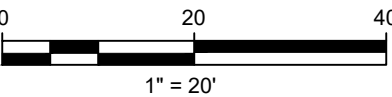
381 EXISTING STRIPING TO REMAIN. CONTRACTOR TO REPLACE IN KIN
ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.

1. APPLICABLE STANDARDS: SEPTEMBER 2021 OREGON DEPARTMENT OF TRANSPORTATION LIGHTING POLICY AND GUIDELINES.
2. CONTRACTOR TO COORDINATE WITH CITY OF ASHLAND ELECTRICAL PRIOR TO INSTALLATION.
3. ELECTRICAL SERVICE FACILITIES SHOWN WITHIN THIS PLAN SET ARE FOR REFERENCE ONLY. USE UTILITY COMPANY PLANS FOR ELECTRICAL PLANS AND SPECIFIC ELECTRICAL FACILITY REQUIREMENTS.
4. CONTRACTOR SHALL RECORD ALL FIELD CHANGES AS THE JOB PROGRESSES AND PROVIDE ENGINEER, OWNER, AND CITY AS-BUILT DRAWINGS PRIOR TO FINAL ACCEPTANCE.
5. ALL WIRING SHALL BE COPPER UNLESS NOTED OTHERWISE. ALL UNDERGROUND PVC CONDUIT SHALL BE SCHEDULE 40 UNLESS NOTED OTHERWISE. ALL PVC CONDUIT EXPOSED TO POSSIBLE DAMAGE SHALL BE SCHEDULE 80. ALL ELBOWS AND CONDUIT IN FOUNDATION TO BE PVC.
6. ALL WIRING AND CONDUIT SHALL BE SIZED APPROPRIATELY FOR CIRCUITS PER N.E.C. UNLESS NOTED OTHERWISE.
7. WHERE STREET CROSSINGS OCCUR, ALL STREET LIGHTING CONDUIT SHALL BE 2" SCHEDULE 40.
8. ALL JUNCTION BOXES SHALL BE 17"x24"x12".
9. ALL JUNCTION BOXES SHALL BE CONCRETE.

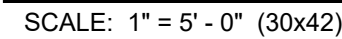
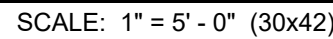
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CHECKED BY:	TDP	
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LAND USE SET		
JOB NO.	ILLUM. UTIL. & STRIPING PLAN	
22-002	C7.3.3	



Counter slope 4.0% max. ascending or descending
(Max. 5.0% finished surface slope)
Slope as required for drainage

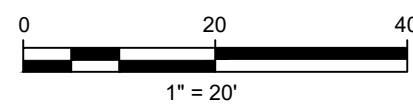


CURB RAMP DETAILS C7.4.1



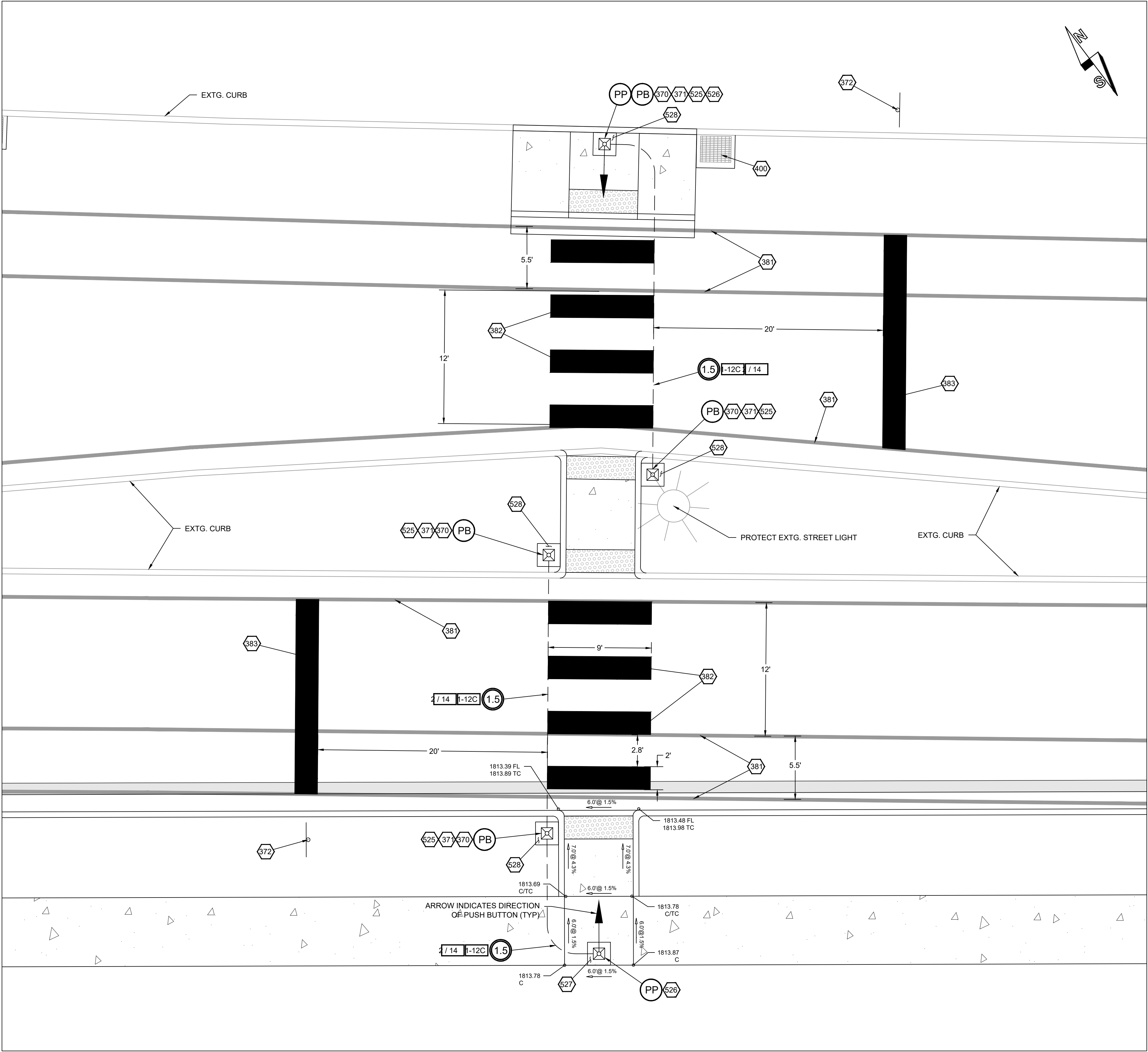
 Brick red detectable warning surface (DWS)

↩ Counter slope 4.0% max. ascending or descending
(Max. 5.0% finished surface slope)
Slope as required for drainage



MAP 38-1E-32

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PLAN VIEW - OR 99 BETWEEN N MAIN STREET & SCHOFIELD STREET - MIDBLOCK CROSSING WITH RRFB

SCALE: 1" = 5' - 0" (30x42)

CURB RAMP LEGEND

- Brick red detectable warning surface (DWS)
- Counter slope 4.0% max. ascending or descending (Max. 5.0% finished surface slope) Slope as required for drainage

SIGNAL PLAN LEGEND

- INSTALL PEDESTAL FOUNDATION WITH FRANGIBLE BASE AND PUSH BUTTON ASSEMBLY
- INSTALL PEDESTAL FOUNDATION WITH FRANGIBLE BASE AND RECTANGULAR RAPID FLASHING BEACON ASSEMBLY
- INSTALL 1 1/2 INCH CONDUIT
- INSTALL (N = NUMBER) NO. 12 AWG THWN (PEDESTAL AND PUSH BUTTON ASSEMBLY COMMON)
- INSTALL (N = NUMBER) NO. (G = AWG WIRE SIZE) THWN WIRES

KEYNOTES

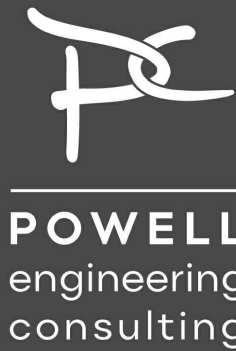
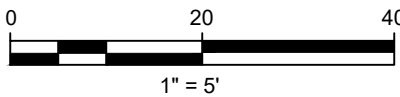
- INSTALL W11-2 PEDESTRIAN CROSSING SIGN ON RRFB PEDESTAL ASSEMBLY.
- INSTALL W16-7P DIAGONAL DOWNWARD POINTING ARROW SIGN ON RRFB PEDESTAL ASSEMBLY.
- INSTALL R1-5B "STOP HERE FOR PEDESTRIANS" SIGN ON NEW POLE.
- EXISTING STRIPING TO REMAIN. SEE GENERAL NOTE 1.
- STAGGERED CONTINENTAL CROSSWALK, 2' WHITE BARS PER OREGON STANDARD DWGS TM503 (CW-SC) AND TM530
- STOP BAR, LARGE 2' WHITE BAR PER OREGON STANDARD DWGS TM503 (S-2) AND TM530
- INSTALL TYPE G-2 INLET. CONSTRUCT NEW 12" STORM SEWER 170' TO EXISTING INLET #1608 WITH TRENCH RESURFACING.
- INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB) PEDESTAL ASSEMBLY ON FRANGIBLE BASE PER ODOT STANDARD DRAWING TM493.
- INSTALL 4" DIAMETER PIPE ON FRANGIBLE BASE. MOUNT PEDESTRIAN PUSHBUTTON 3' - 6" TO 4' - 0" ABOVE TOP OF PEDESTAL FOUNDATION. INSTALL SLIP FIT METALLIC CAP WITH THREE SET SCREWS 2" ABOVE TOP OF PUSHBUTTON ASSEMBLY.
- PEDESTAL FOUNDATION NO. 1 2' - 0" DEPTH
- PEDESTAL FOUNDATION NO. 3 8' - 0" DEPTH, 8-#6 VERTICAL REBAR

GENERAL NOTES

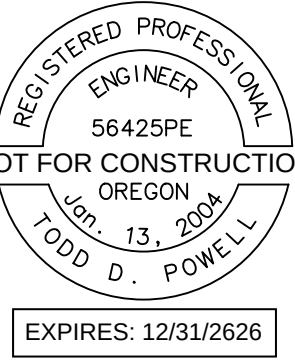
- CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.

UTILITY STATEMENT

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS, OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.



100 E. Main St., Suite O
Medford, OR 97501
541.613.0723 phone
www.powellengineeringconsulting.com



GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

DATE									
REVISION DESCRIPTION									
NO.									
DRAWN BY:	TDP								
DESIGNED BY:	TDP								
CHECKED BY:	TDP								
ISSUE DATE:	10/02/24								
LAND USE SET									
JOB NO.	RRFB PLAN DETAILS								
22-002	C7.4.3								

[illegible]

20-04-2020

RD375-5m

SECTION A - A

ELEVATION

PLAN

DETAIL A
(Anchor bolt modification, see general note 2)

G-2 FRAME
(See general note 2)

G-2 GRATE (TYPE 1)
(See general note 2)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All concrete shall be commercial grade concrete.
2. For frame and grate details not shown, see Std. Draw. RD3651. Modify anchor bolt attachment to frame as shown in Detail A.
3. C-2 (Type 2) grates may be used if approved by the engineer.
3. Catch basin, frame, and grate shall meet 100% loading.
4. Provide same only when shown on plans, and allowed by jurisdiction. For pump details, see Std. Draw. RD3684.
5. 1/4" cross bars shall be flush with the grate surface and may be fillet welded, resistance welded or electrofused to backing bars.
6. See Std. Draw. RD376 for rebar size details, if approved alternate.
7. Note: plan dimension varies with pipe material.
8. Do not cut in locations where there is to be a curb or apron, or provide chording of inlets.
9. Inlets may be cast-in-place or precast. Where precast inlet is used as an alternate, it is 4" compensated swelling bed of sand 1/4" to 1/2" thick and shall be approved.
10. All precast inlets that conforms to requirements of ASTM C913.
11. See Std. Draw. RD359 for pipe to structure connections.
12. Location, elevation, diameter, slope, and number of apertures varies, see project plans.

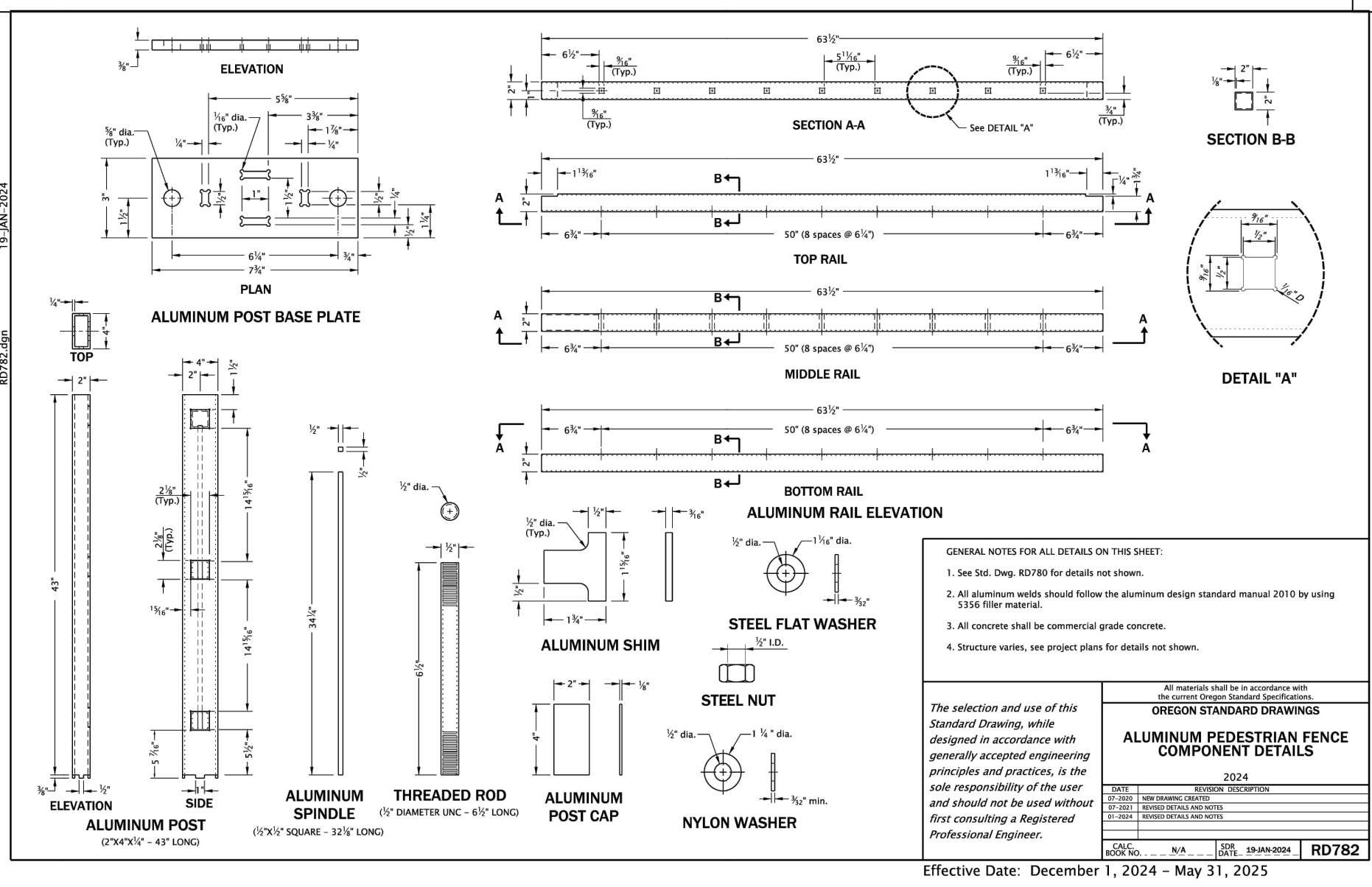
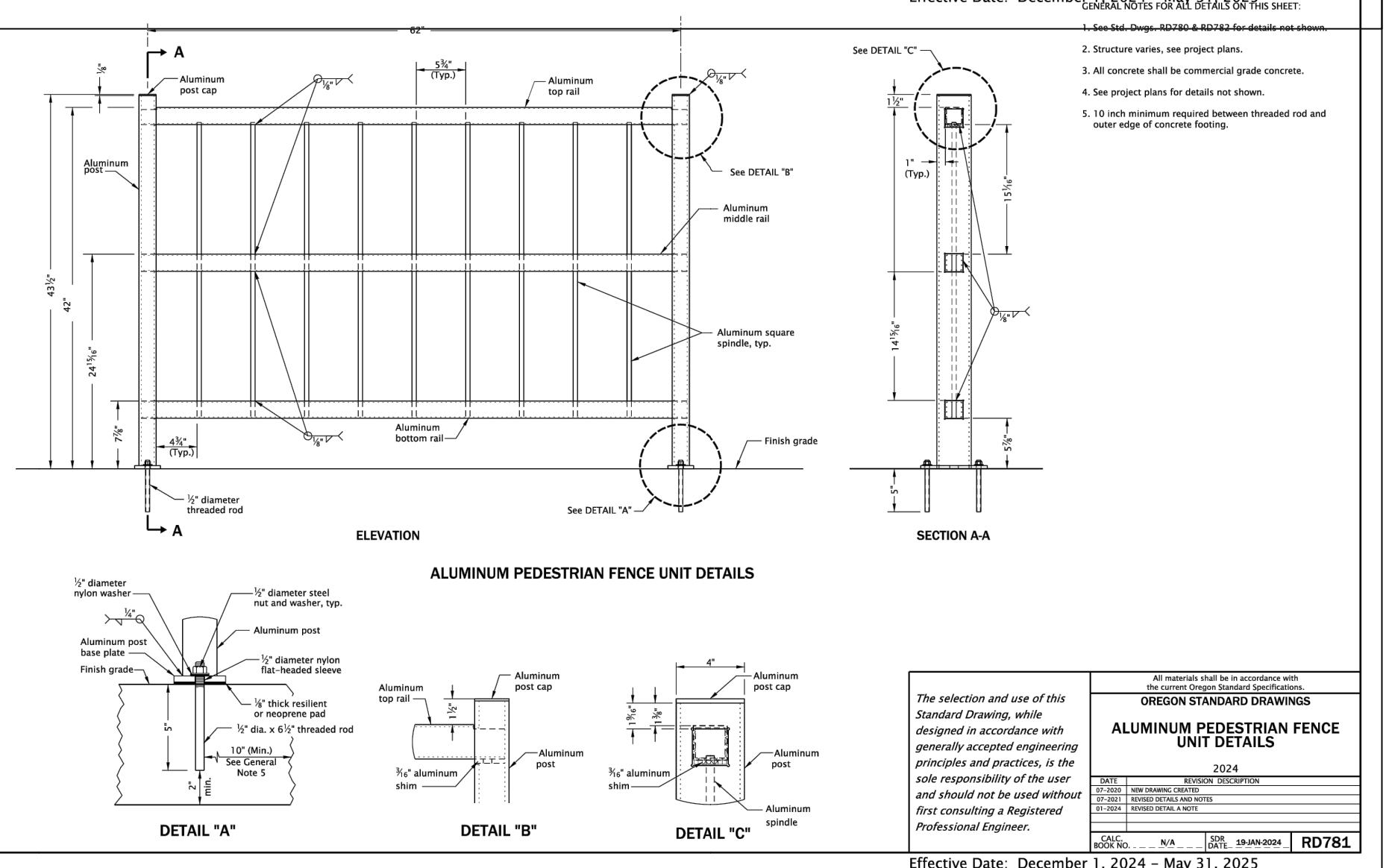
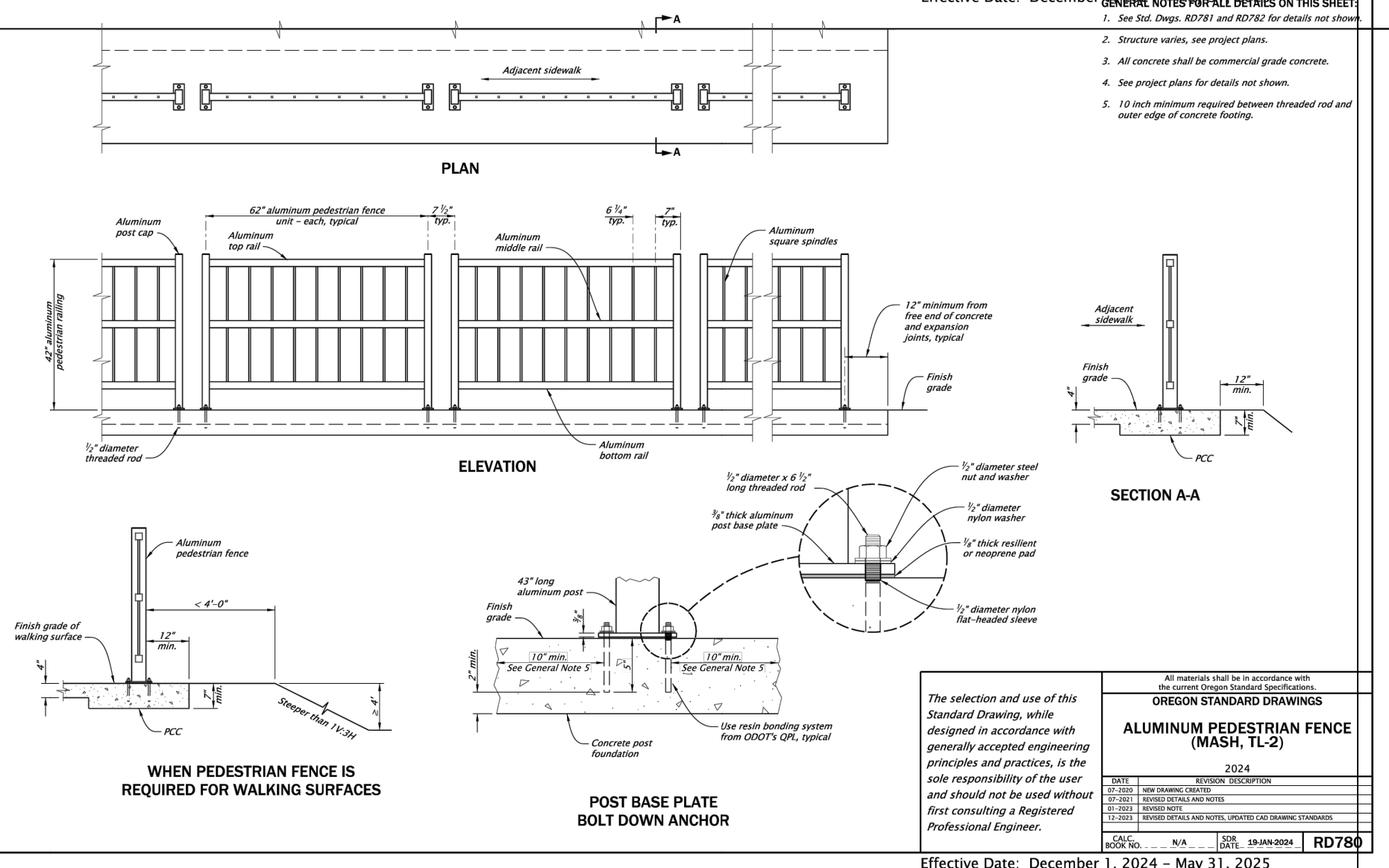
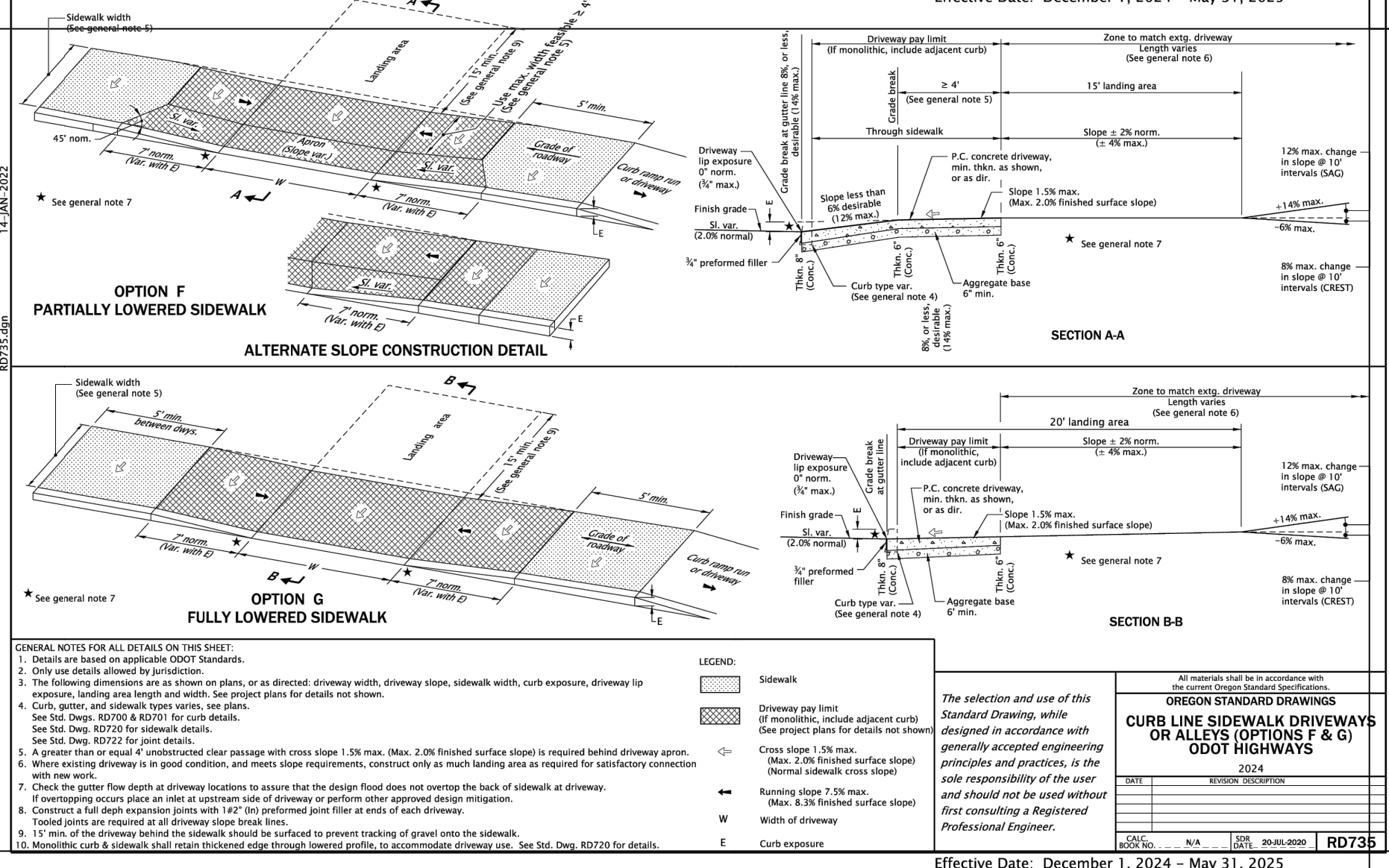
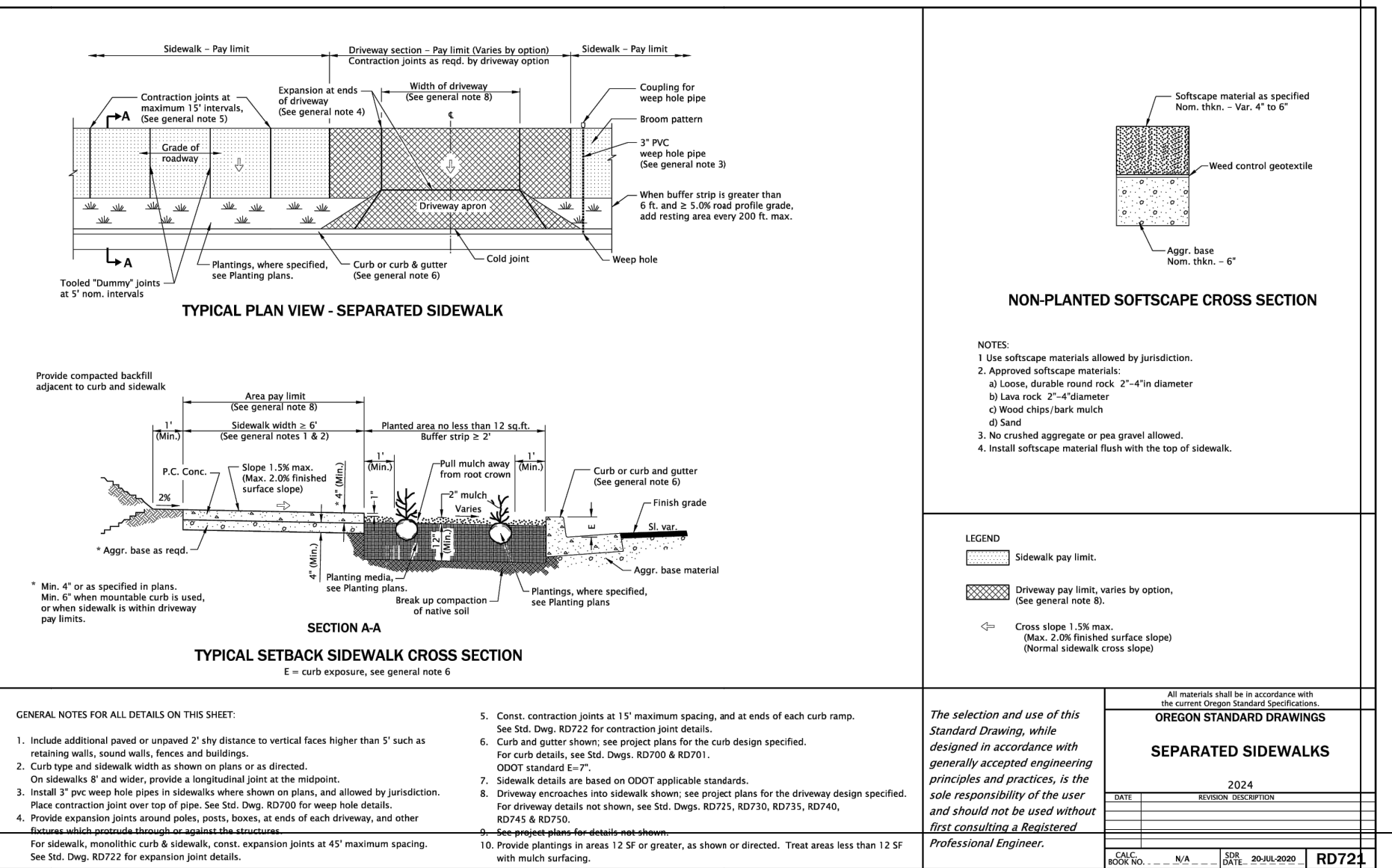
THESELECTION AND USE OF THIS STANDARD DRAWING, WHILE DESIGNED IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES AND PROCEDURES, IS THE SOLE RESPONSIBILITY OF THE USER AND SHOULD NOT BE USED WITHOUT FIRST CONSULTING A REGISTERED PROFESSIONAL ENGINEER.

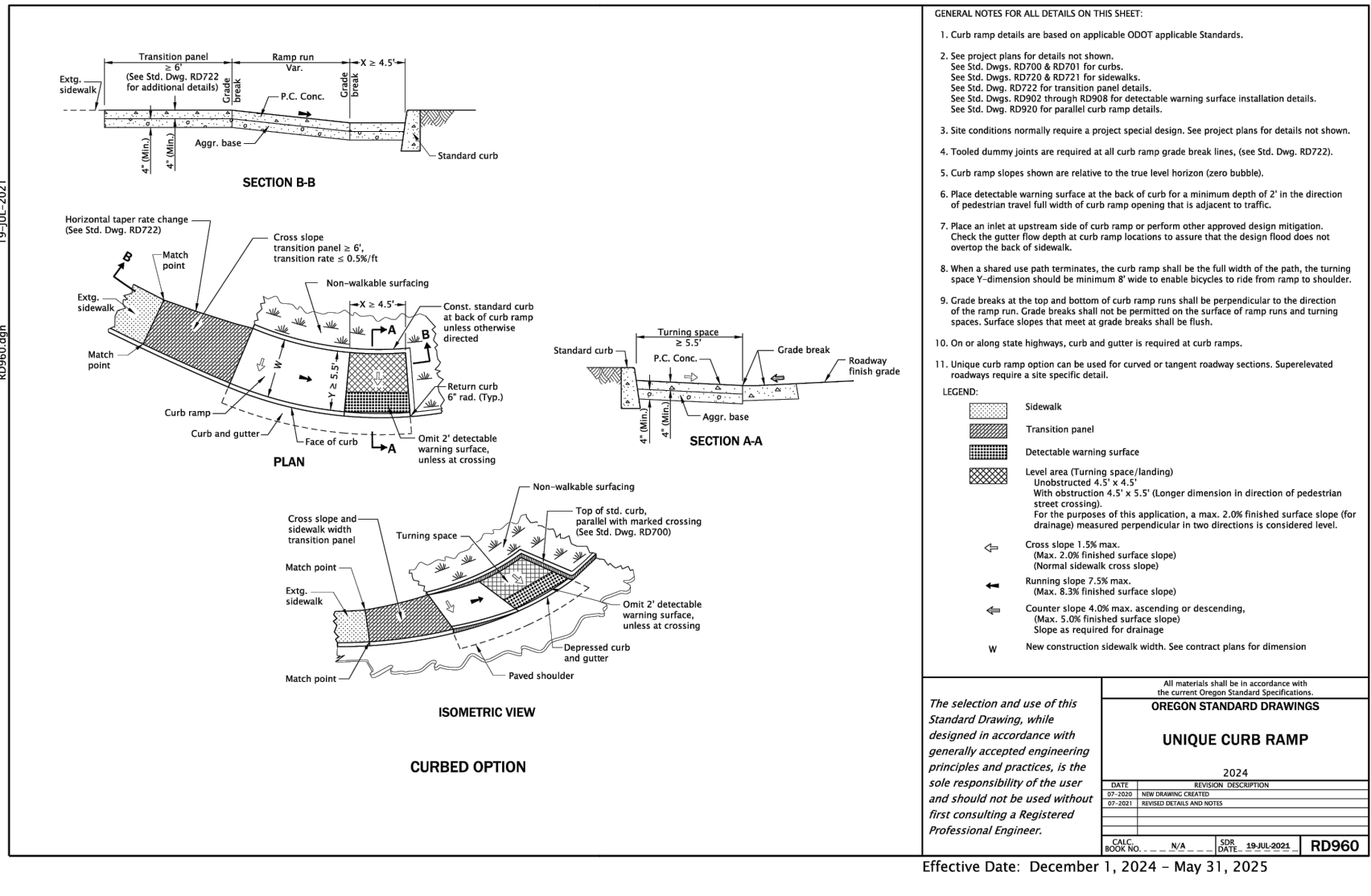
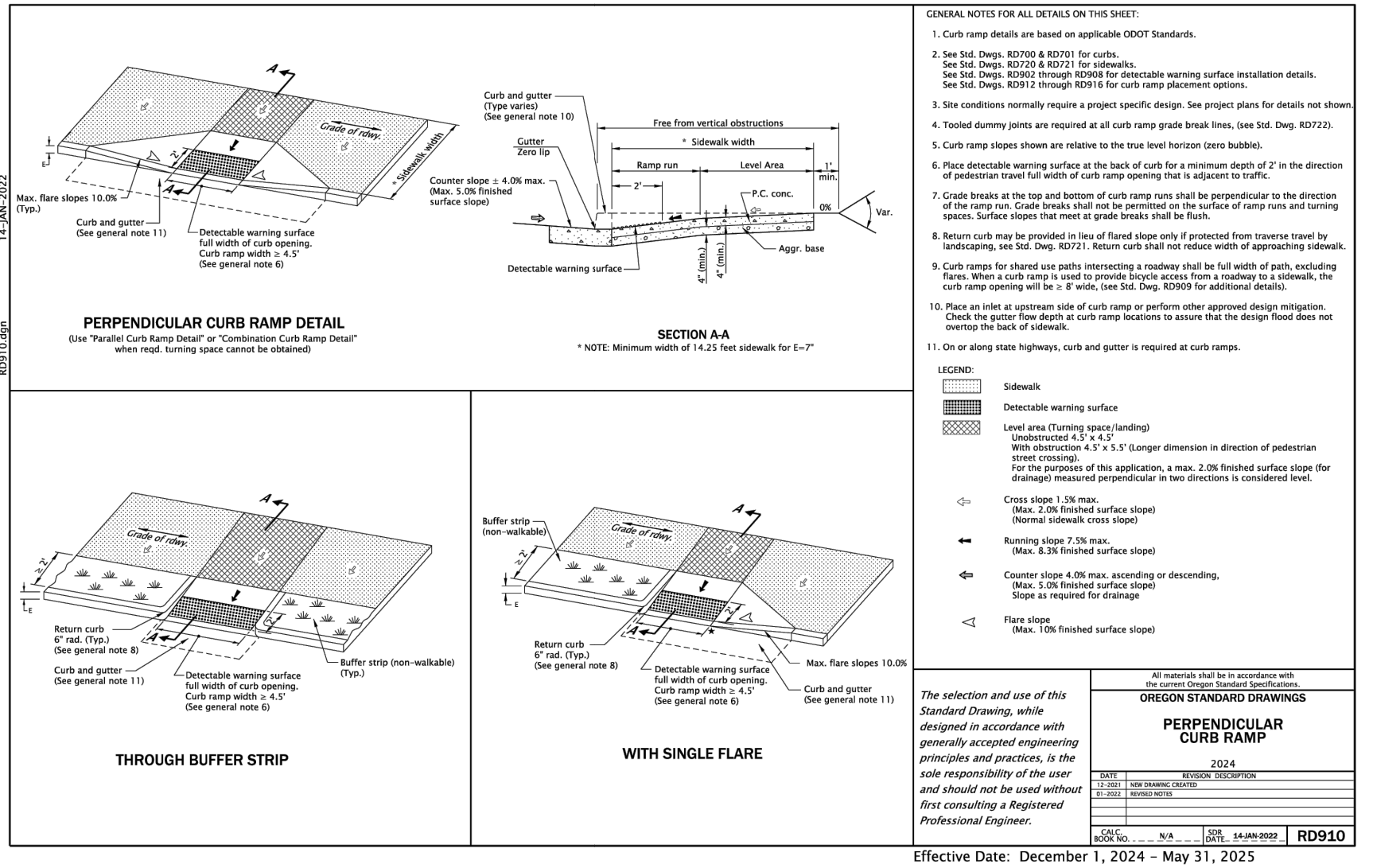
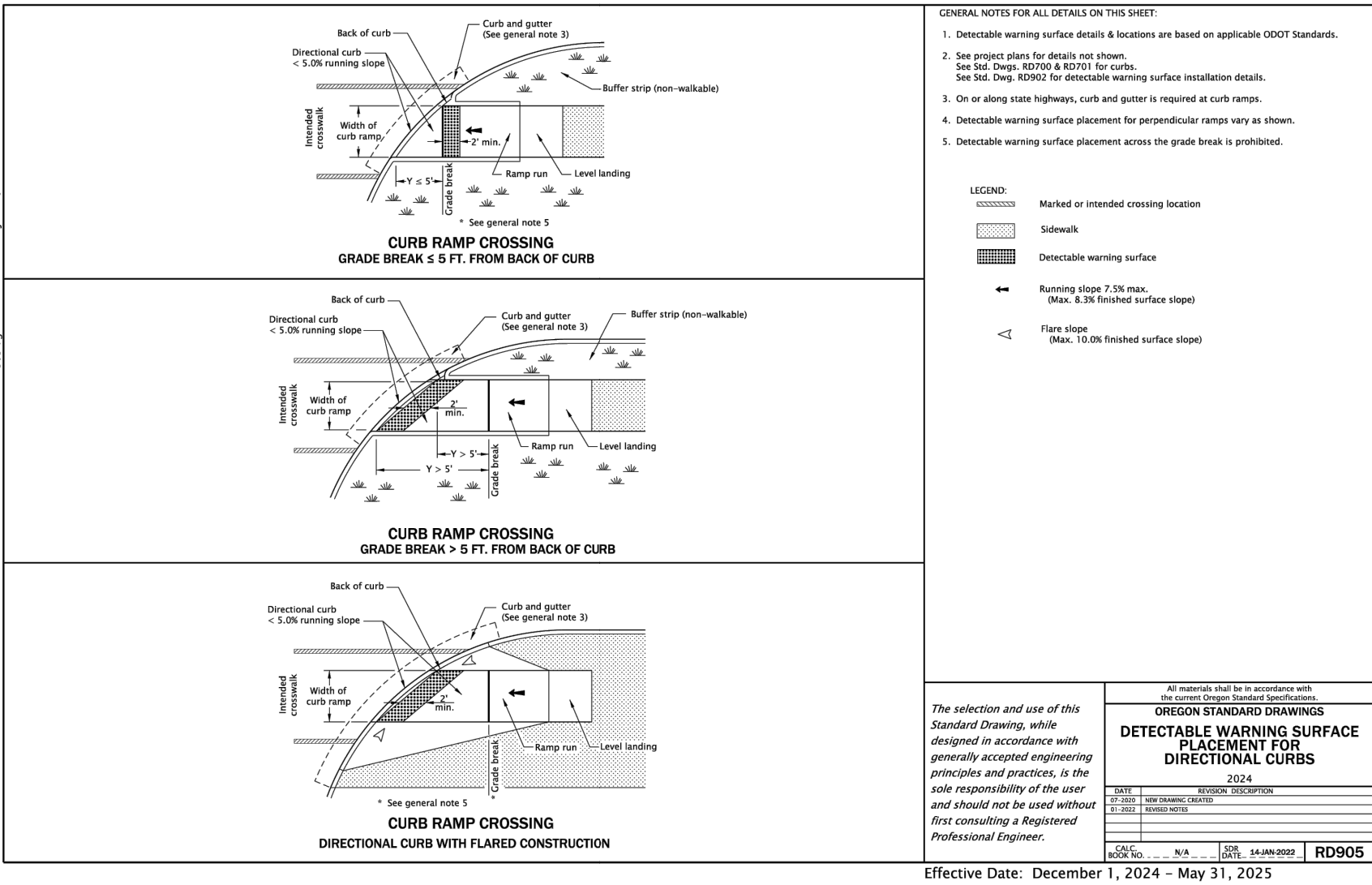
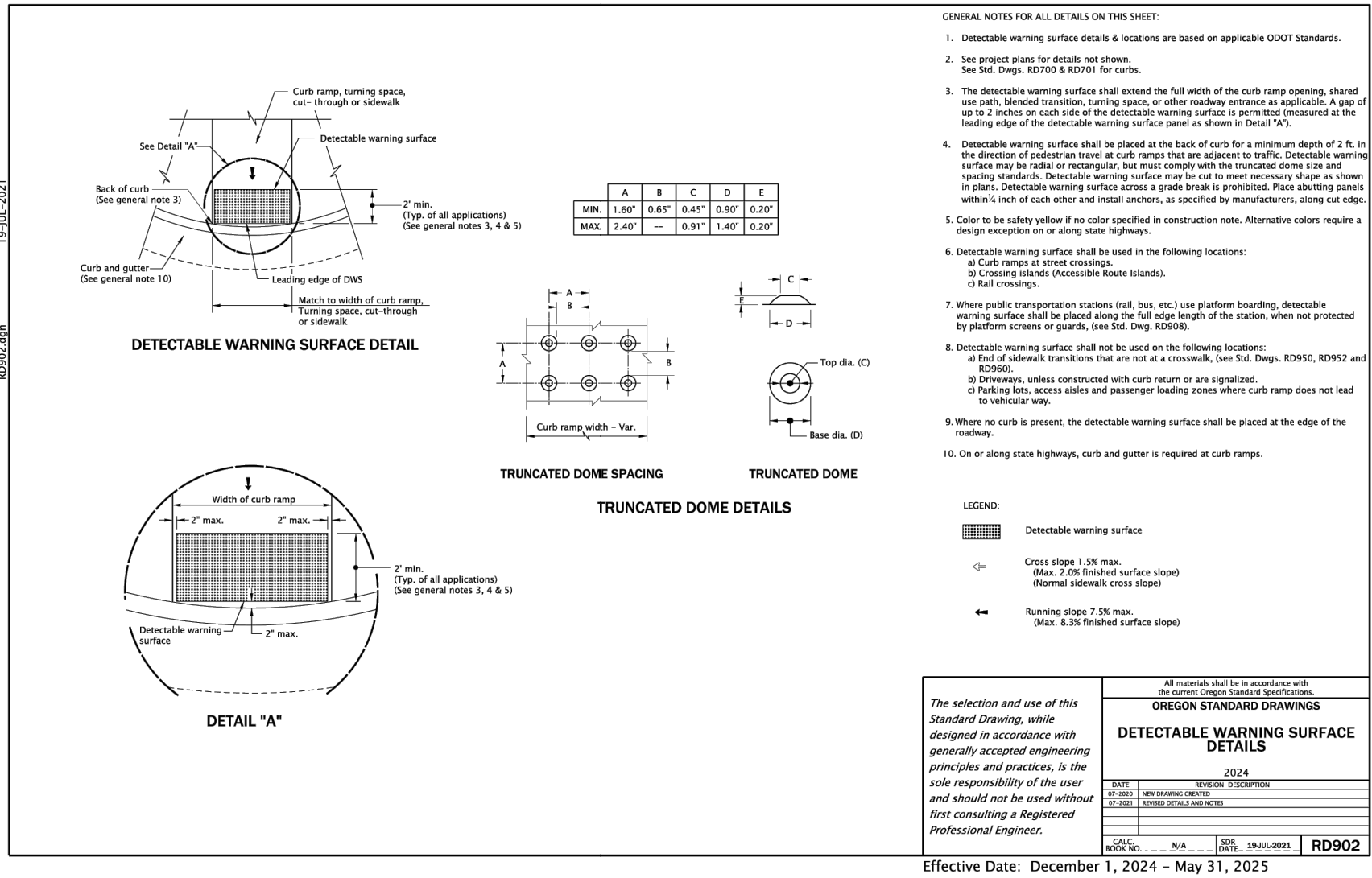
All materials shall be in accordance with OREGON STANDARD DRAWINGS		DITCH INLET TYPE 2	
DATE	REVISION	DATE	REVISION
05/06/24	1	05/06/24	1

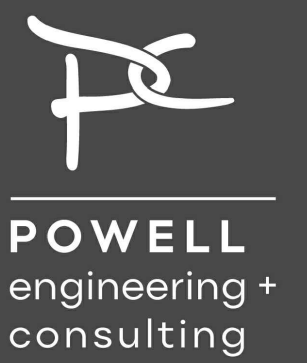
Effective Date: December 1, 2024 – May 31, 2025

RD370

[illegible]







GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOOL RD

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PROPOSED FRONT ELEVATION

SCALE: 1/4"=1'-0"

- General Notes**
1. ALL WORK SHALL CONFORM TO THE OREGON STRUCTURAL SPECIALTY CODE.
 2. ATTIC VENTILATION SHALL BE 1/150TH OF ATTIC AREA.
 3. PROVIDE MINIMUM OF 22"x30" READILY ACCESSIBLE ATTIC ACCESS
 4. PROVIDE MINIMUM OF 18"x24" CRAWL SPACE ACCESS
 5. FOUNDATION VENTS:
 - a. PROVIDE A NET VENTILATION AREA OF NOT LESS THAN 1 SQUARE FOOT FOR EACH 150 SQUARE FEET.
 - b. PROVIDE ONE VENTILATION OPENING WITHIN 3 FEET OF EACH CORNER OF THE BUILDING.

DESIGN LOADS

SNOW LOAD	25 PSF
ROOF DEAD LOAD	15 PSF
FLOOR LIVE LOAD	40 PSF
FLOOR DEAD LOAD	15 PSF
WIND PRESSURE	18 PSF
WIND SPEED	95 MPH EXP. B
SEISMIC ZONE	D1

PROJECT DATA

PROPOSED APARTMENT BUILDING	
PROPOSED LIVING AREA	
BASEMENT	1763 SQ.FT.
MAIN FLOOR	4589 SQ.FT.
UPPER FLOOR	4589 SQ.FT.
TOTAL PROPOSED AREA	10,941 SQ.FT./BLDG.
OWNER:	KENDRICK ENTERPRISES, LLC 153 WILL DODGE WAY, ASHLAND, OR 97520
PROJECT ADDRESS:	BUILDING #1 HIGHWAY 99, ASHLAND, OR 97520 MAP & TAX LOT# 38-1E-32, 1700 & 1702

MINIMUM ENERGY COMPLIANCE NOTES

WALL INSULATION	R-21 INTERMEDIATE
WALL INSULATION---BELOW GRADE	R-21 c.i. / R-21
FLAT CEILINGS	R-49
VAULTED CEILINGS	R-30/R30A
UNDERFLOOR INSULATION	R-30
SLAB FLOOR EDGE INSULATION	R-15
HEATED SLAB INTERIOR	R-10
WINDOW S	U = 0.27
SKYLIGHT CLASS	U = 0.50
EXTERIOR DOORS	U = 0.20
EXTERIOR DOORS > 2.5sqft GLAZING	U = 0.40

CONDITIONED SPACE SHALL COMPLY WITH TABLE N1101.1(1) AND ONE ADDITIONAL MEASURE PICKED FROM TABLE N1101.1(2)

SHEET INDEX

A1.0	PROJECT INFORMATION, BUILDING ELEVATIONS
A1.1	BUILDING ELEVATIONS
A1.2	BUILDING SECTION, FLOOR AND WALL ASSEMBLIES
A2.0	BASEMENT, CRAWLSPACE FLOOR PLAN
A2.1	MAIN FLOOR PLAN
A2.2	UPPER FLOOR PLAN
S1.0	GENERAL NOTES AND STRUCTURAL DETAILS
S1.1	STRUCTURAL DETAILS CONT'D
S1.2	STRUCTURAL DETAILS CONT'D
S1.3	STRUCTURAL DETAILS CONT'D
S2.0	FOUNDATION & CRAWLSPACE PLAN
S3.0	MAIN FLOOR FRAMING PLAN
S3.1	UPPER FLOOR FRAMING PLAN
S3.2	ROOF FRAMING PLAN
S4.0	BASEMENT, CRAWLSPACE WIND AND SEISMIC LATERAL PLAN
S4.1	MAIN FLOOR WIND AND SEISMIC LATERAL PLAN
S4.2	UPPER FLOOR WIND AND SEISMIC LATERAL PLAN



PROPOSED RIGHT ELEVATION

SCALE: 1/4"=1'-0"

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REVISIONS			
NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
OREGON
JANUARY 13, 2000
BRIAN MOCKRIDGE
EXPIRES: 12/2024

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises

Phone: 541-944-0131

Drawn By: BM

Checked By: BM

Issue Date: 09/25/2024

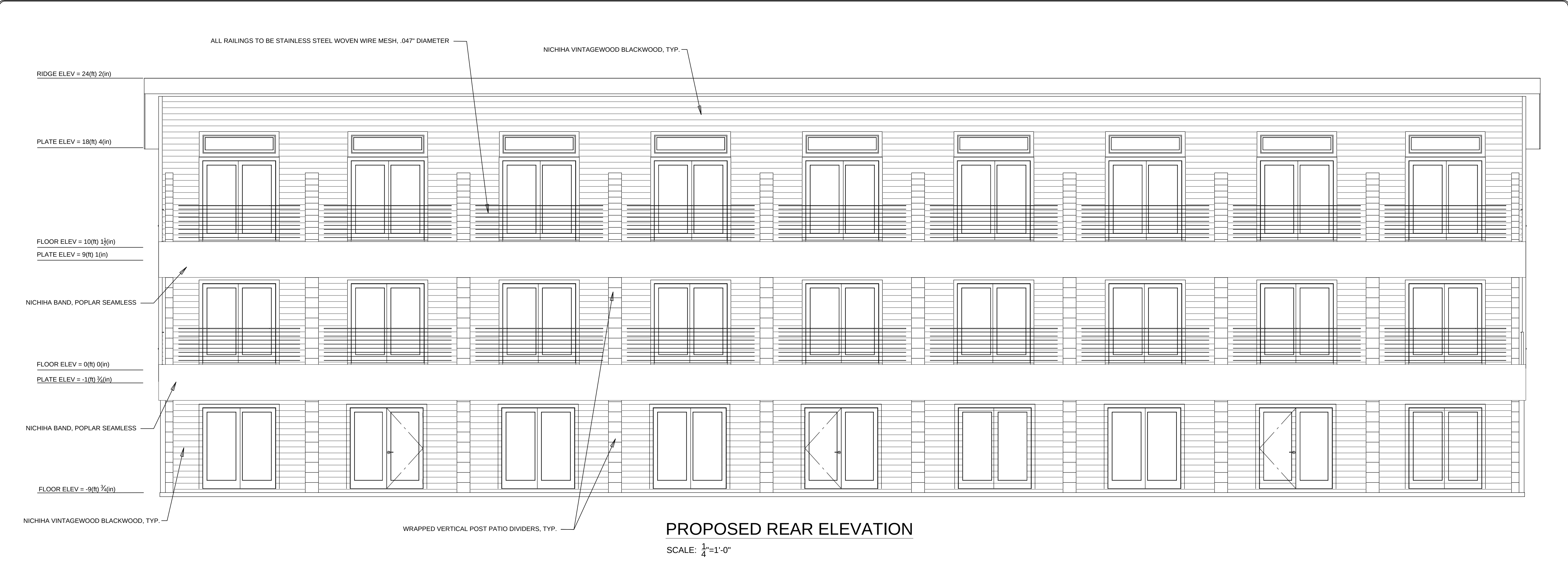
ME Job #: 23-062a

Scale: AS NOTED

Title: ELEVATIONS

SHEET

A1.0



REVISIONS			
NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

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Phone: 541-892-3289;

Stamp:

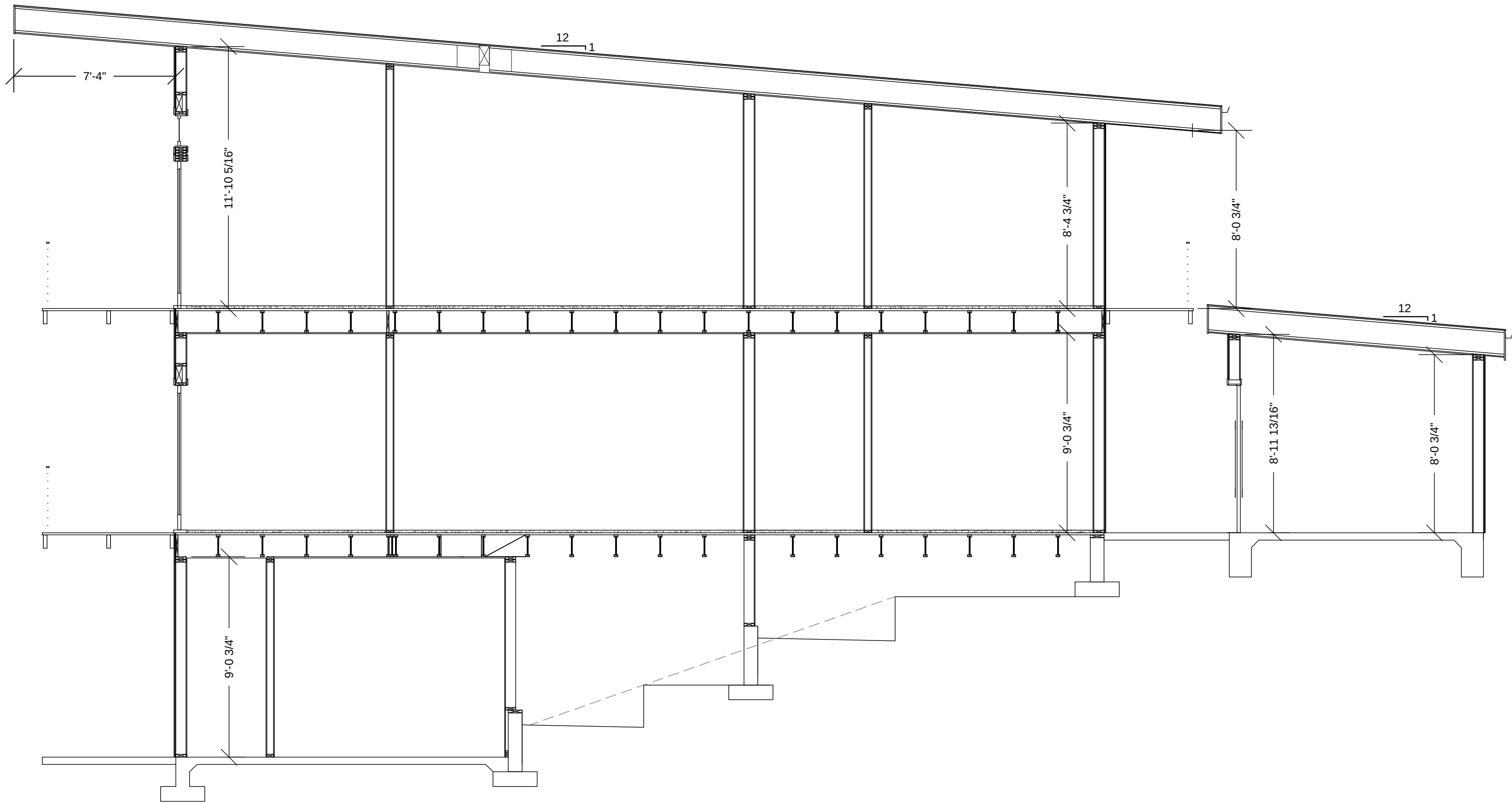
REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2020
BRIAN MOCKRIDGE
EXPIRES: 12/2024

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: ELEVATIONS
SHEET
A1.1

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TYPICAL BUILDING / SECTION A
SCALE: 1/4"=1'-0"

REFERENCE	FIRE RATING	TEST NO.	STC	OC ASSEMBLY NO.	CONSTRUCTION DESCRIPTION
NBC-W13z (16" o.c.)	1 h, L.B.	NBC-W13z (16" o.c.)	57	SLDWS217	Double 38 mm x 89 mm (1-1/2" x 3-1/2") wood studs spaced 400 mm (16") or 600 mm (24") o.c., on separate 38 mm x 89 mm (1-1/2" x 3-1/2") wood plates set 25 mm (1") apart; single layer 15.9 mm (5/8") type "X" gypsum board each side; two thicknesses, 89 mm (3-1/2") thick EcoTouch™ QuietZone® PINK™ FIBERGLAS® Acoustic Batt Insulation.
NBC-W13z (16" o.c.)	1 h, N.L.B.	NBC-W13z (24" o.c.)	57		
NBC-W13z (24" o.c.)	1 h, L.B.	NRC-TL-93-266 (16" o.c.)	56		
NBC-W13z (24" o.c.)	1 h, N.L.B.	W02985 (24" o.c.)	56		

PROPOSED WALL ASSEMBLY
SCALE: 1/4"=1'-0"

UL DESIGN NO. L570 2

FIRE RATING:	1 HOUR	ICC:	57
STC:	59	SOUND TEST:	H5048.04
SOUND TEST:	H5048.04		
SYSTEM THICKNESS:	1' 4 3/32"		

ASSEMBLY OPTIONS:

FINISH FLOORING:	
FLOOR TOPPING MIXTURE:	3/4" USG LEVELROCK® BRAND 2500 SERIES UNDERLAYMENT
FLOOR MAT:	1/8" USG LEVELROCK® BRAND SAM-N12™ SOUND ATTENUATION MAT
SUBFLOORING:	23/32" PLYWOOD PANEL
STRUCTURAL WOOD MEMBERS:	11-7/8" WOOD I-JOISTS
INSULATION:	3-1/2" UNFACED GLASS FIBERGLASS INSULATION
RESILIENT CHANNELS:	25 GA. RESILIENT CHANNELS SPACED 16" O.C. (SOUND TESTED WITH RC DELUXE®)
GYPSUM BOARD:	TWO LAYERS 5/8" USG SHEETROCK® BRAND ECOSMART PANELS FIRECODE® X (UL TYPE ULX™)

PROPOSED FLOOR ASSEMBLY
SCALE: 1/4"=1'-0"

REVISIONS			
NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

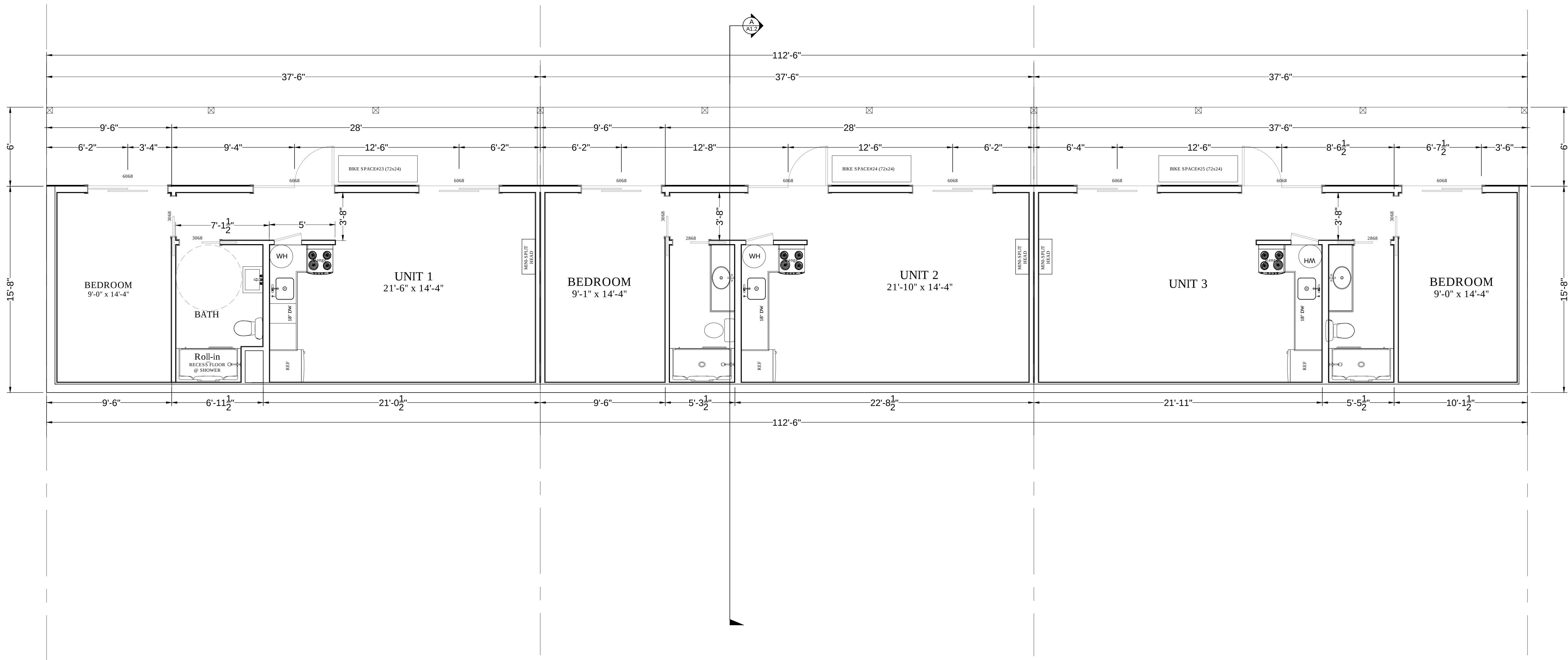
GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: BUILDING SECTIONS
SHEET
A1.2

UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural P A2.1 A2.2
*Plan A >500 One Bd Rm
**Plan B <500 One Bd Rm
*Units #s 1, 2, 3, 5, 14
** Units #s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21

OWNER BUILDING UNIT NUMBER LIST



PROPOSED BASEMENT FLOOR PLAN

SCALE: $\frac{1}{4}"=1'-0"$ LIVING AREA

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NO.	BY	DESCRIPTION	DATE

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Phone: 541-892-3289;

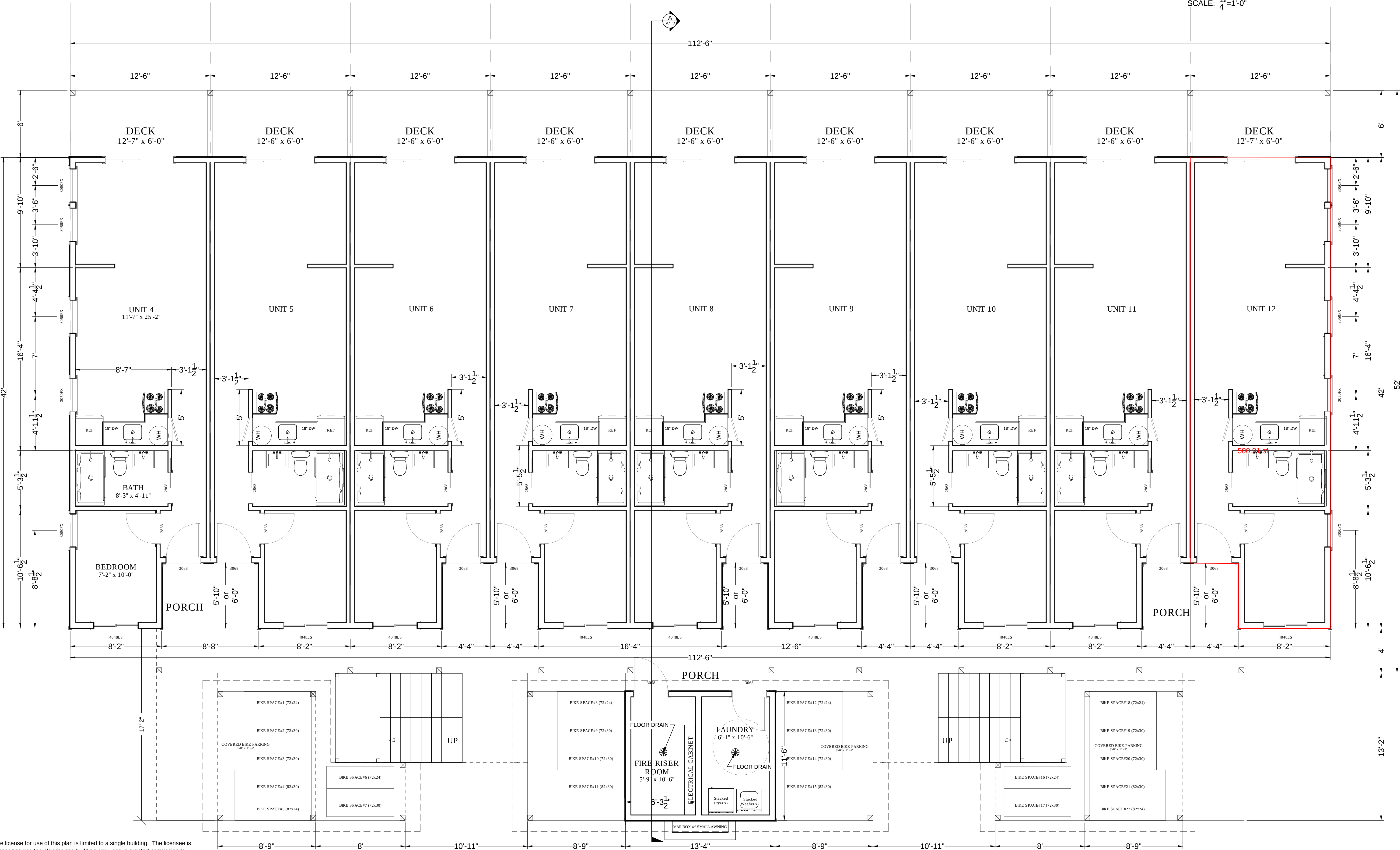
Stamp:

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Basement Floor Plan
SHEET
A2.0

UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural PA2.1 A2.2
*Plan A >500 One Bd Rm
**Plan B <500 One Bd Rm
*Units #'s 1, 2, 3, 5, 14
** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21

OWNER BUILDING UNIT NUMBER LIST



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CONTRACTOR TO ADJUST THRESHOLD FOR EACH UNIT TO PLAN A>500sqft OR PLAN B<500sqft PER OWNERS BUILDING UNIT NUMBER LIST. ADJUSTMENTS ARE REQUIRED FROM THE FOUNDATION THRU THE ROOF, TYP.

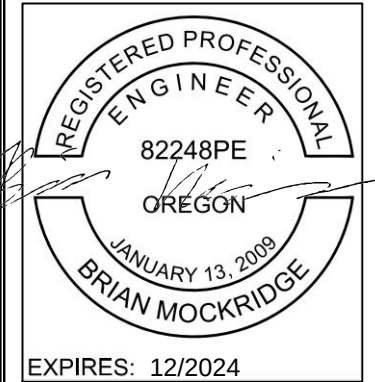
ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}''=1'-0''$

REVISIONS		
NO.	BY	DESCRIPTION

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Phone: 541-892-3289;

Stamp:



GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

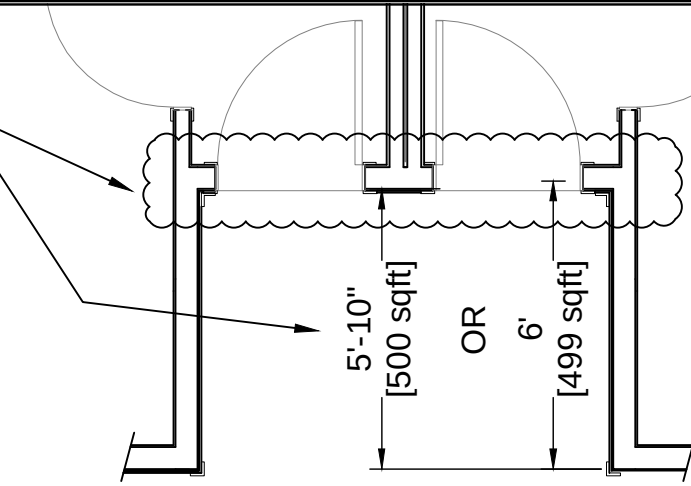
Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Main Floor Plan
SHEET

A2.1

UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural P A2.1 A2.2
*Plan A >500 One Bd Rm
**Plan B <500 One Bd Rm
*Units #'s 1, 2, 3, 5, 14
** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21

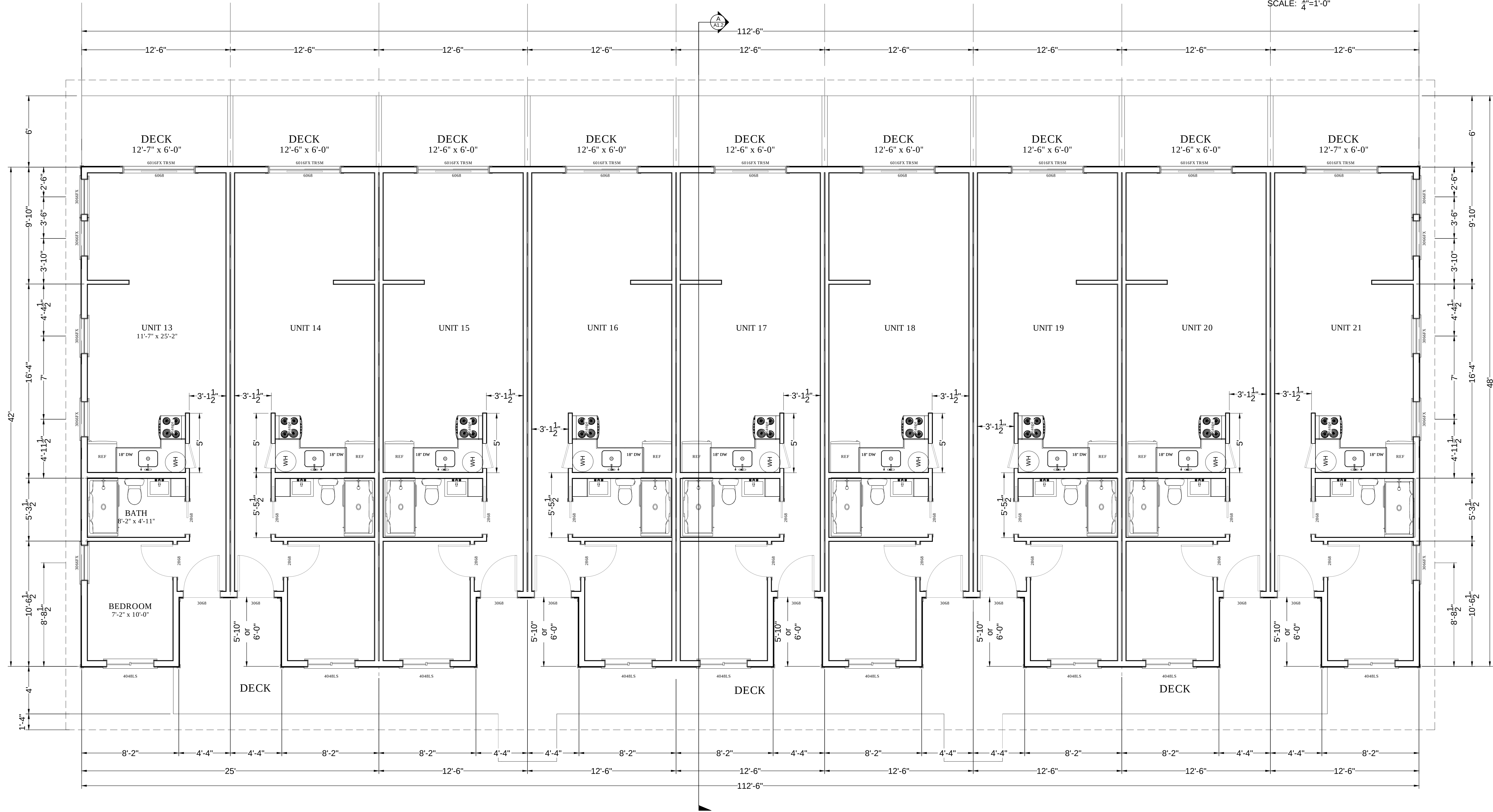
OWNER BUILDING UNIT NUMBER LIST

CONTRACTOR TO ADJUST THRESHOLD FOR EACH
UNIT TO PLAN A>500sqft OR PLAN B<500sqft PER
OWNERS BUILDING UNIT NUMBER LIST.
ADJUSTMENTS ARE REQUIRED FROM THE
FOUNDATION THRU THE ROOF, TYP.



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}"=1'-0"$



PROPOSED UPPER FLOOR PLAN

SCALE: $\frac{1}{4}"=1'-0"$

LIVING AREA

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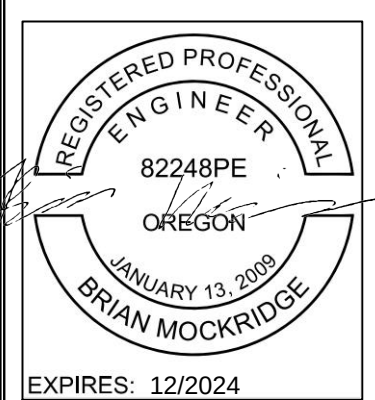
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NO.	BY	DESCRIPTION	DATE

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Phone: 541-892-3289;

Stamp:



GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises

Phone: 541-944-0131

Drawn By: BM

Checked By: BM

Issue Date: 09/25/2024

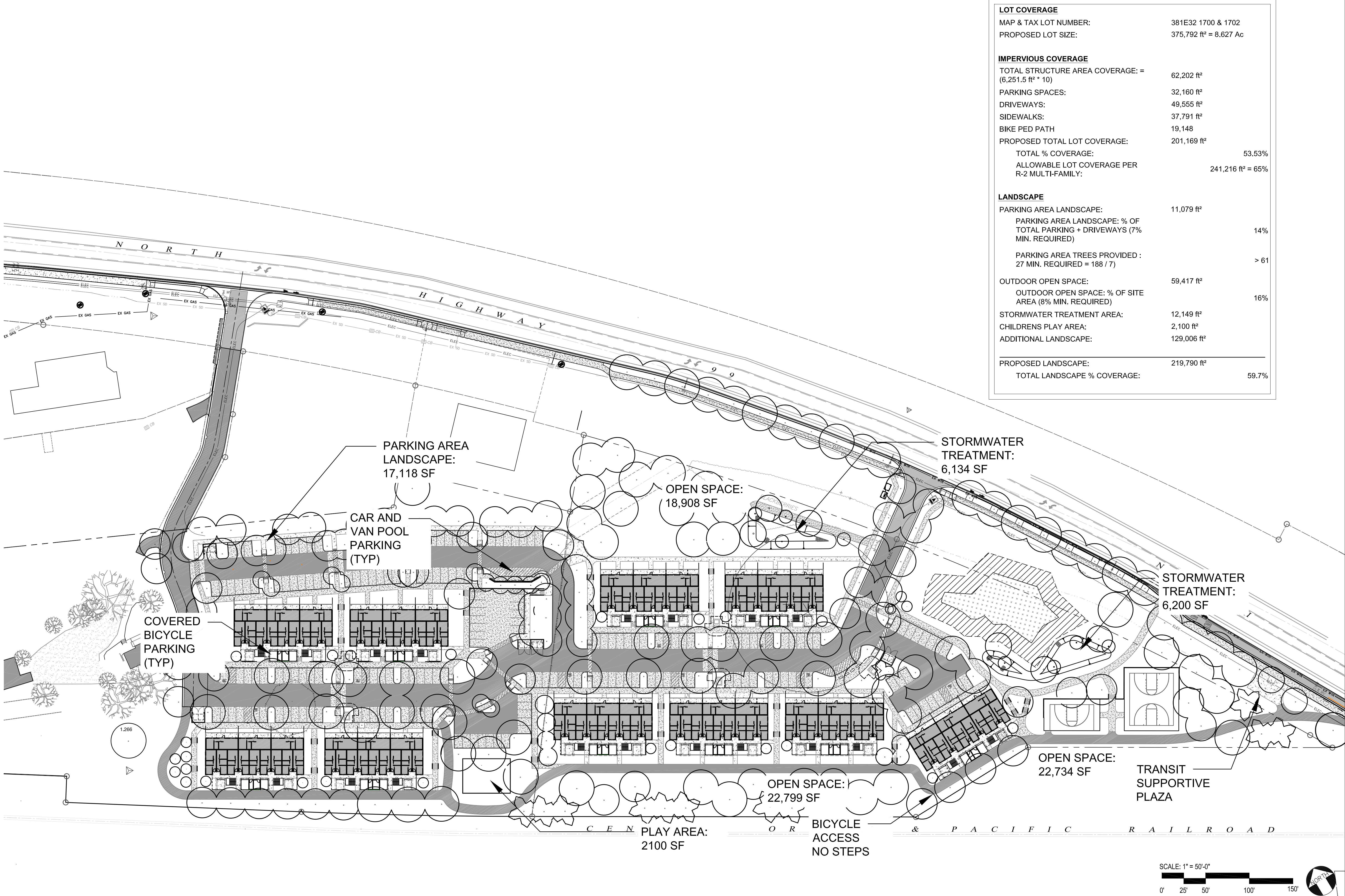
ME Job #: 23-062a

Scale: AS NOTED

Title: Upper Floor Plan

SHEET

A2.2



LOT COVERAGE		
MAP & TAX LOT NUMBER:	381E32 1700 & 1702	
PROPOSED LOT SIZE:	375,792 ft² = 8.627 Ac	
IMPERVIOUS COVERAGE		
TOTAL STRUCTURE AREA COVERAGE: = (6,251.5 ft² * 10)	62,202 ft²	
PARKING SPACES:	32,160 ft²	
DRIVEWAYS:	49,555 ft²	
SIDEWALKS:	37,791 ft²	
BIKE PED PATH	19,148	
PROPOSED TOTAL LOT COVERAGE:	201,169 ft²	
TOTAL % COVERAGE:		53.53%
ALLOWABLE LOT COVERAGE PER R-2 MULTI-FAMILY:	241,216 ft² = 65%	
LANDSCAPE		
PARKING AREA LANDSCAPE:	11,079 ft²	
PARKING AREA LANDSCAPE: % OF TOTAL PARKING + DRIVEWAYS (7% MIN. REQUIRED)		14%
PARKING AREA TREES PROVIDED : 27 MIN. REQUIRED = 188 / 7)		> 61
OUTDOOR OPEN SPACE:	59,417 ft²	
OUTDOOR OPEN SPACE: % OF SITE AREA (8% MIN. REQUIRED)		16%
STORMWATER TREATMENT AREA:	12,149 ft²	
CHILDRENS PLAY AREA:	2,100 ft²	
ADDITIONAL LANDSCAPE:	129,006 ft²	
PROPOSED LANDSCAPE:	219,790 ft²	
TOTAL LANDSCAPE % COVERAGE:		59.7%

KenCairn
Landscape Architecture



www.KenCairnLandscape.com

545 A ST., STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED
STATE OF
OREGON
REG. # 493

Kerry KenCairn
11/12/99

LANDSCAPE ARCHITECT

DRAWN BY:

KK

SCALE

1"= 50'-0"

GRAND TERRACE
HIGHWAY 99
ASHLAND, OR 97520

JOB NO. 2155
REVISION DATE
1.4.24
4.10.25

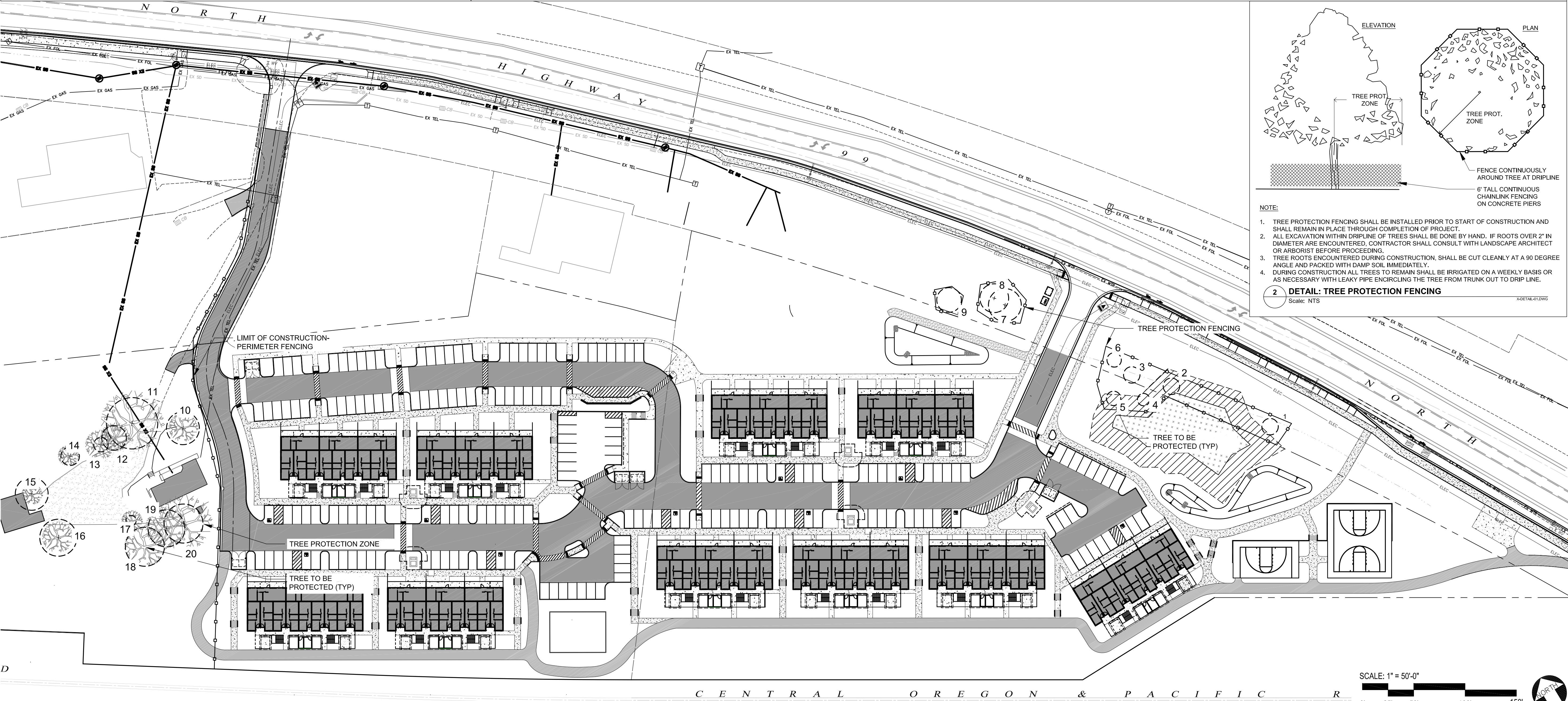
LANDSCAPE
SITE
PLAN

ISSUE DATE:
07.19.24

L 1.0

TREE LEGEND								
#	Species	DBH (Inches)	Height (Feet)	Crown Radius (Feet)	Tree Protection Zone Radius (Feet)	Tolerance to Construction	Condition	Notes
1	Populus sp.	8" (x2)	30'	10'	8	Poor	FAIR	
2	Populus sp.	8"	30'	5'	8	Poor	FAIR	
3	Populus sp.	8"	30'	5'	8	Poor	FAIR	
4	Populus sp.	6"	30'	5'	6	Poor	FAIR	
5	Populus sp.	7" (x2)	30'	5'	7	Poor	FAIR	
6	Populus sp.	7"	30'	5'	7	Poor	FAIR	
7	Populus sp.	16"	40'	10'	16	Poor	FAIR	
8	Populus sp.	14"	40'	10'	14	Poor	FAIR	
9	Populus sp.	12"	40'	10'	12	Poor	FAIR	
10	Acer negundo	21"	20'	10'	16	Good	GOOD	
11	Fraxinus sp.	33"	50'	25'	25	Good	GOOD	
12	Acer platanoides	16"	25'	15'	12	Moderate-Good	GOOD	
13	Acer platanoides	9"	25'	15'	7	Moderate-Good	GOOD	
14	Calocedrus decurrens	12"	40'	10'	9	Moderate	GOOD	
15	Calocedrus decurrens	21"	60'	15'	16	Moderate	GOOD	
16	Juglans regia	18"	25'	15'	18	Poor-Moderate	GOOD	
17	Malus domestica	6"	15'	15'	5	Good	GOOD	
18	Ulmus crassifolia	25"	50'	20'	19	Good	GOOD	
19	Ulmus crassifolia	25"	50'	20'	19	Good	GOOD	
20	Ulmus crassifolia	24"	50'	20'	18	Good	GOOD	
THE TREE PROTECTION ZONE FOR EACH TREE IS BASED ON THE GUIDELINES ESTABLISHED BY: Matheny, N. & Clark, J. 1998. <i>Trees and Development: A Technical Guide to Preservation of Trees During Land Development</i> . p. 72.								

TREE PROTECTION AND REMOVAL NOTES			
1. PRIOR TO DELIVERING EXCAVATION EQUIPMENT OR COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE SITE, THE GENERAL CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING WITH THE LANDSCAPE ARCHITECT AND EXCAVATION SUPERVISOR PRIOR TO COMMENCING ANY WORK ON THE SITE. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED BY THE CONTRACTOR 48 HRS. IN ADVANCE FOR ALL SITE VISITS REQUESTED. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE THAT CONSTRUCTION MAY BEGIN AFTER ALL OF THE DESCRIBED FENCING IS IN PLACE. FENCING SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED.	5. NO MATERIALS, EQUIPMENT, SPOIL, OR WASTE OR WASHOUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN THE TREE PROTECTION ZONE (FENCED AREA).	11. EROSION CONTROL DEVICES SUCH AS SILT FENCING, DEBRIS BASINS, AND WATER DIVERSION STRUCTURES SHALL BE INSTALLED ON THE UPHILL SIDE OF THE TREE PROTECTION ZONE TO PREVENT SILTATION AND/OR EROSION WITHIN THE TREE PROTECTION ZONE.	BE DUMPED OR BURIED WITHIN THE TREE PROTECTION ZONE.
2. FENCES MUST BE ERECTED TO PROTECT TREES TO BE PRESERVED AS SHOWN IN DIAGRAM. FENCING SHALL BE 6' TALL TEMPORARY CHAIN LINK PANELS INSTALLED WITH METAL CONNECTIONS TO ALL PANELS AREA INTEGRATED, THESE FENCES SHALL BE INSTALLED SO THAT IT DOES NOT ALLOW PASSAGE OF PEDESTRIANS AND/OR VEHICLES THROUGH IT. FENCES DEFINE A SPECIFIC PROTECTION ZONE FOR EACH TREE OR GROUP OF TREES. FENCES ARE TO REMAIN UNTIL ALL SITE WORK HAS BEEN COMPLETED. FENCES MAY NOT BE RELOCATED OR REMOVED WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT.	6. NOTIFY THE LANDSCAPE ARCHITECT IF TREE PRUNING IS REQUIRED CONSTRUCTION CLEARANCE .	12. BEFORE GRADING, PAD PREPARATION, OR EXCAVATION FOR THE FOUNDATIONS, FOOTINGS, WALLS, OR TRENCHING, ANY TREES WITHIN THE SPECIFIC CONSTRUCTION ZONE SHALL BE ROOT PRUNED 1 FOOT OUTSIDE THE TREE PROTECTION ZONE BY CUTTING ALL ROOTS CLEANLY AT A 90 DEGREE ANGLE TO A DEPTH OF 24 INCHES. ROOTS SHALL BE CUT BY MANUALLY DIGGING A TRENCH AND CUTTING EXPOSED ROOTS WITH A SAW, VIBRATING KNIFE, ROCK SAW, NARROW TRENCHER WITH SHARP BLADES, OR OTHER APPROVED ROOT-PRUNING EQUIPMENT.	17. MAINTAIN FIRE-SAFE AREAS AROUND FENCED AREA. ALSO, NO HEAT SOURCES, FLAMES, IGNITION SOURCES, OR SMOKING IS ALLOWED NEAR MULCH OR TREES.
3. CONSTRUCTION TRAILERS, TRAFFIC AND STORAGE AREAS MUST REMAIN OUTSIDE FENCED TREE PROTECTION ZONES AT ALL TIMES.	7. ANY HERBICIDES PLACED UNDER PAVING MATERIALS MUST BE SAFE FOR USE AROUND TREES AND LABELED FOR THAT USE.	13. ANY ROOTS DAMAGED DURING GRADING OR CONSTRUCTION SHALL BE EXPOSED TO SOUND TISSUE AND CUT CLEANLY AT A 90 DEGREE ANGLE TO THE ROOT WITH A SAW. PLACE DAMP SOIL AROUND ALL CUT ROOTS TO A DEPTH EQUALING THE EXISTING FINISH GRADE WITHIN 4 HOURS OF CUTS BEING MADE.	18. DO NOT RAISE THE SOIL LEVEL WITHIN THE DRIP LINES TO ACHIEVE POSITIVE DRAINAGE, EXCEPT TO MATCH GRADES WITH SIDEWALKS AND CURBS, AND IN THOSE AREAS, FEATHER THE ADDED TOPSOIL BACK TO EXISTING GRADE AT APPROXIMATELY 3:1 SLOPE.
4. ALL PROPOSED UNDERGROUND UTILITIES AND DRAIN OR IRRIGATION LINES SHALL BE ROUTED OUTSIDE THE TREE PROTECTION ZONE. IF LINES MUST TRANSVERSE THE PROTECTION AREA, THEY SHALL BE TUNNELED OR BORED UNDER THE TREE ROOTS. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF ANY PROJECT PLANS CONFLICT WITH THIS REQUIREMENT.	8. IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY. ALL DAMAGE CAUSED BY CONSTRUCTION TO EXISTING TREES SHALL BE COMPENSATED FOR BY THE OFFENDING PARTY, BEFORE THE PROJECT WILL BE CONSIDERED COMPLETE.	14. IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED, A ROAD BED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROAD BED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6 INCH DEPTH.	19. REMOVE THE ROOT WAD FOR EACH TREE THAT IS INDICATED ON THE PLAN AS BEING REMOVED.
	10. WATERING SCHEDULE: WATERING PROTECTED TREES SHALL FOLLOW THESE STANDARDS, HOWEVER PERIODS OF EXTREME HEAT, WIND, RAINFALL OR DROUGHT MAY REQUIRE MORE OR LESS WATER THAN RECOMMENDED IN THESE NOTES. A. MOST SPECIES: 1 TIME PER MONTH DURING IRRIGATION SEASON (USUALLY MARCH THROUGH SEPTEMBER) B. QUERCUS/OAK: DEEP WATER IN MAY AND SEPTEMBER, DO NOT WATER DURING OTHER MONTHS. FOR OAKS ALREADY IN THE VICINITY OF IRRIGATED CONDITIONS, AUTOMATIC SPRINKLERS OR REGULAR WATERING SHALL NOT BE ALLOWED TO SPRAY ON OR WITHIN 3 FEET OF THE TRUNK. THE WATER SHALL NOT BE ALLOWED TO POOL OR DRAIN TOWARDS THE TRUNK. C. WATERING METHOD: HAND WATERING SYSTEMS, RECOMMENDED FOR TREES THAT ARE PART OF A DEVELOPMENT PROJECT THAT MUST BE WATERED TO INSURE TREE SURVIVAL DURING THE COURSE OF CONSTRUCTION UNTIL AUTOMATIC IRRIGATION IS INSTALLED.	15. SPOIL FROM TRENCHES, BASEMENTS, OR OTHER EXCAVATIONS SHALL NOT BE PLACED WITHIN THE TREE PROTECTION ZONE, EITHER TEMPORARILY OR PERMANENTLY.	20. EXCEPTIONS TO THE TREE PROTECTION SPECIFICATIONS MAY ONLY BE GRANTED IN EXTRAORDINARY CIRCUMSTANCES WITH WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY WORK COMMENCING.
		16. NO BURN PILES OR DEBRIS PILES SHALL BE PLACED WITHIN THE TREE PROTECTION ZONE. NO ASHES, DEBRIS, OR GARBAGE MAY	21. AS A PROTECTIVE MEASURE TO COMPENSATE FOR CONSTRUCTION IMPACTS, TWO TO SIX WEEKS PRIOR TO CONSTRUCTION, ALL RETAINED TREES SHOWN ON THIS PLAN SHALL RECEIVE AN APPLICATION OF MYCOAPPLY ALL PURPOSE SOLUBLE PER MANUFACTURER'S INSTRUCTIONS. THIS MYCORRHIZAE PRODUCT IS A SPECIALLY FORMULATED NATURAL ROOT BIOSTIMULANT WHICH ENHANCES THE ABSORPTIVE SURFACE AREA OF THE TREES' ROOT SYSTEMS. THIS PROMOTES AND IMPROVES NUTRIENT AND WATER UPTAKE CAPABILITIES OF THE REMAINING ROOT STRUCTURE. DISTRIBUTE MYCOAPPLY EVENLY WITHIN THE ACTIVE ROOT ZONE OF RETAINED TREES. APPLY 30 GALS. OF SOLUTION PER TREE 6" DBH AND GREATER, A MINIMUM OF 4" BELOW SOIL SURFACE IN QUANTITIES OF 1/2 GALLON AT EACH POINT OF APPLICATION. LOCATE THE ACTIVE ROOT ZONES WITH LANDSCAPE ARCHITECT PRESENT. MYCOAPPLY IS AVAILABLE FROM MYCORRHIZAL APPLICATION, INC., PHONE (541) 476-3985.



KenCairn

Landscape Architecture



www.KenCairnLandscape.com

545 A ST., STE 3, ASHLAND, OR 97520

541.488.3194

REGISTERED

STATE OF OREGON

REG. # 493

Kerry KenCairn

11/12/99

LANDSCAPE ARCHITECT

DRAWN BY:

IC/KK

SCALE

1"= 50'-0"

GRAND TERRACE

HIGHWAY 99

ASHLAND, OR 97520

JOB NO. 2155

REVISION DATE

11/05/24

4.10.25

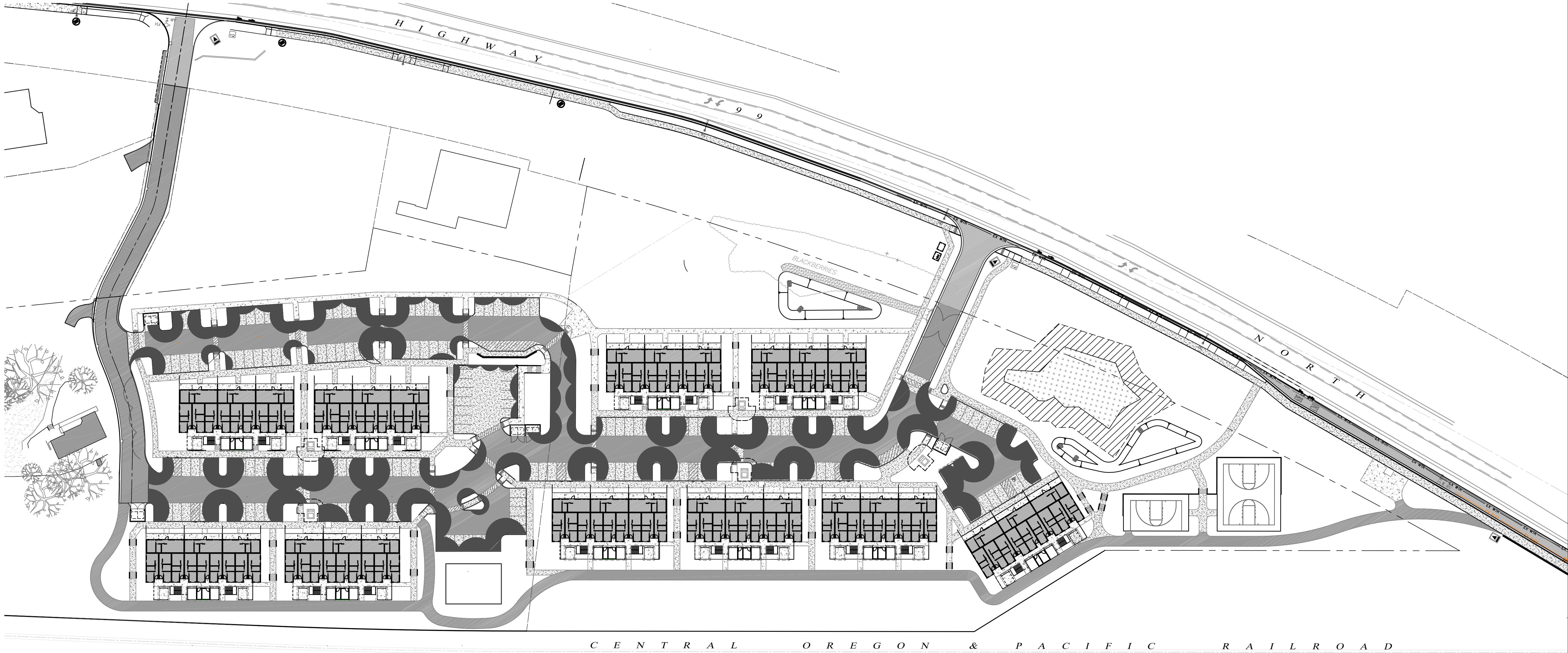
TREE PROTECTION PLAN

ISSUE DATE:

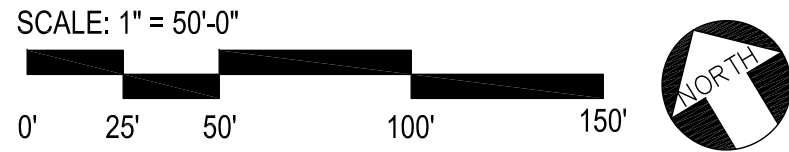
07.19.24

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Applicant Submittal: 161 Page 266 of 1568



PARKING LOT COOLING STRATEGIES	
PAVING COVER IN PARKIGN LOTS	
CONCRETE	38,112 ft²
ASPHALT	37,569 ft²
SHADE COVER FROM MATURE TREES	30,296 ft²
TOTAL PAVING PARKING AREAS	75,681 ft²
TOTAL PERCENT SHADED BY TREES	40.0%
TOTAL PERCENT IN CONCRETE	50.3%



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Landscape Architecture



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REGISTERED
STATE OF
OREGON
REG. # 493

Kerry KenCairn
11/12/99
LANDSCAPE ARCHITECT

DRAWN BY:
KK

SCALE
1"= 50'-0"

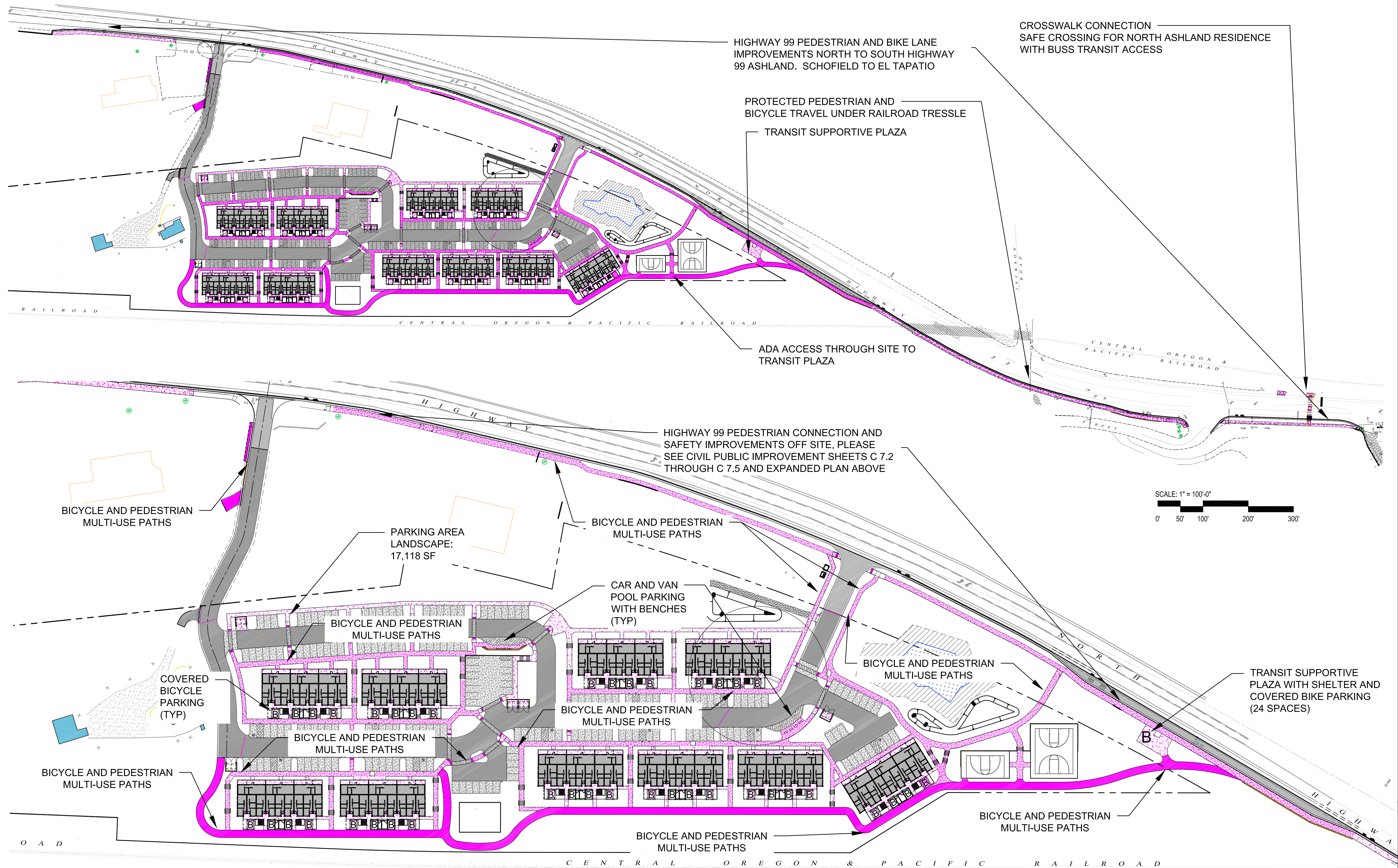
GRAND TERRACE
HIGHWAY 99
ASHLAND, OR 97520

JOB NO. 2155
REVISION DATE
1.4.24
4.10.25

PARKING
LOT
COOLING
STRATEGY

ISSUE DATE:
07.19.24

L 1.2



SCALE: 1" = 100'-0"

0' 50' 100' 200' 300'

SCALE: 1" = 60'-0"

0' 30' 60' 120' 180'





KenCairn
Landscape Architecture

147 Central Ave, Ashland Oregon. 541 488-3194 kerry@kencairnlandscape.com

November 5, 2024

Re: Grand Terrace Compliance with ANSI A300 Tree Care Standards

This is to confirm that all practices outlined in ANSI A300 have been incorporated into the design of this project. Further, the project Landscape Architect confirmed with the City of Ashland Electrical utility representative (Rick Barton) that the electrical layout and design of the project has been done in consultation with him from the beginning, and that since all electrical utilities are underground, there are no potential conflicts from trees within this proposed project.

The design of trees within the parking lots and drive lanes complies with ANSI A300 through the use of appropriate species for urban environments, and the choice of species per specific location: tougher trees with no surface roots in parking lot islands, trees that require more soil depth and breadth placed adjacent to the parking lots in large soil volume areas. An automatic irrigation system has been design as part of this project and all trees are on a separate irrigation zone that provides deep water delivery to the roots of all trees. This system is designed to respond to the most stringent water conservation situations so that trees will survive and are prioritized over other plantings on the project.

The tree canopy plan is represented in sheet L1.2 the Parking Lot Cooling St4rategy Plan. This plan shows that canopies of the proposed trees. The proposed plan was coordinated with the City of Ashland Electrical Department, it has been determined that there are no issues with the plan in relations to the electrical plan and the proposed trees.

The project Landscape Architect will inspect the project and the implementation of the tree planting prior to issuance of occupancy approval.

**Sincerely,
Kerry Kencairn
Registered Landscape Architect**



November 5, 2024

Re: Grand Terrace Parking Lot Tree Choices

The following trees are identified on the Grand Terrace Planting plan to be planted within the parking lots and parking drive aisles of the project:

Acer saccharum 'Bonfire'	Bonfire Sugar Maple
Acer x Freemanii 'Armstrong'	Armstrong Maple
Carpinus Betula 'Fastigiata'	Columnar European Hornbeam
Chilopsis linearis	Desert Willow
Fraxinus oxycarpa 'Raywood'	Raywood Ash
Gymnocladus dioica	Kentucky Coffee Tree
Lagerströemia 'Natchez'	Natchez Crape Myrtle
Maackia amurensis	Amur Maackia
Prunus 'Snow Goose'	Snow Goose Ornamental Cherry
Pyrus calleryana 'Aristocrat'	Aristocrat Flowering Pear
Zelkova serrata 'Village Green'	Village Green Zelkova

Of the above, those in the approved parking lot tree list are highlighted in Yellow. The remainder are all trees that do well in urban environments and in many cases are very similar to the varieties on the approved list and/or perform better than those in the list (Bonfire Sugar Maple, Armstrong Maple, Snowgoose Cherry). The other two trees were not common when the parking lot tree list was developed, Amur Maackia is still not common, but tough as nails and very tidy. Desert Willow is more common now, and also a very tough drought tolerant and urban condition tolerant tree.



Oregon

Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

June 15, 2020

Mr. Derek Severson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2019-00001, 1511 Highway 99 North

Dear Mr. Severson,

ODOT has no objection to an annexation of Highway 99 to provide contiguity between the Grand Terrace Development and the City of Ashland boundary. We would ask that the entire width of the Highway 99 Right of Way be annexed, as this would simplify future operations and maintenance of the roadway.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz, AICP
Senior Transportation Planner



Oregon

Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

December 6, 2022

Mr. Derek Severson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2022-00004, 1511 Highway 99 North

Dear Mr. Severson,

Thank you for providing the Oregon Department of Transportation (“ODOT”) with the opportunity to provide comments associated with the proposed annexation and zone change of approximately 16.86 acres at 1511 Highway 99 North (“Subject Property”).

When evaluating development proposals adjacent to ODOT managed transportation facilities, we assess the existing and proposed conditions of the site. This evaluation includes review of the proposed use in relation to the local jurisdiction Transportation System Plan (“TSP”). Standards defining pedestrian and bicycle improvements are identified in the City’s TSP and in ODOT’s Highway Design Manual. ODOT

In review of proposals for development within Urban Growth Boundaries ODOT typically recommends that the local jurisdiction require curb, sidewalk and bikeway frontage improvements consistent with the local transportation system plan along the site’s highway frontage.

In this instance, bicycle facilities were installed along the Highway 99 corridor during the roadway reconfiguration which restriped the 4 lane Highway cross section to a 3 lane configuration with buffered bike lanes and striped shoulder facilities a few years ago. Pedestrian sidewalk facilities currently do not exist along the parcel frontage and ODOT has recommended the City require installation of frontage improvements consistent with the City code and the TSP, a southbound transit stop and a RRFB and striped crossing to connect with a northbound transit stop south of the Subject Property.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz, AICP
Senior Transportation Planner

A G R E E M E N T

THIS AGREEMENT, made and entered into this 20th day of April, 1934, by and between SOUTHERN PACIFIC COMPANY, a corporation, first party, herein called "Railroad", and STATE OF OREGON, by and through its State Highway Commission, second party, herein called "State";

WITNESSETH THAT:

1. Railroad hereby grants to the State, subject to the conditions and limitations hereinafter contained, the right to construct, maintain, and use a highway over and across Railroad's right of way and beneath its tracks and appurtenances now or hereafter existing thereon by means of a concrete and steel subway upon that certain piece or parcel of land lying and being in the County of Jackson, State of Oregon, which said parcel of land is more particularly described as follows, to-wit:

A parcel of land lying and being in the Northeast Quarter (NE $\frac{1}{4}$) of the Northwest Quarter (NW $\frac{1}{4}$) of Section 5, Twp. 39 South, Range 1 East, W. M., Jackson County, Oregon, said parcel being described as follows:

Beginning at a point in the northeasterly line of the right of way of the Southern Pacific Company that bears South 73° 23' West 846.9 feet from the north quarter corner of said Section 5, said point being also 100 feet northeasterly at right angles from the center line of main track of said Southern Pacific Company at Survey Station 1098+49.2, and also 50 feet southwesterly at right angles from the newly located center line of the Oregon State Highway, Ashland to Talent, at Survey Station 13+45.6; thence South 29° 09' East parallel with said center line of highway 334.73 feet; thence southeasterly concentric with said center line of highway on a curve to the left of radius of 1482.5 feet (long chord of said curve bears South 31° 40' 20" East 130.46 feet) to a point in the southwesterly line of the right of way of the Southern Pacific Company; thence along said line of right of way on a curve to the right of radius of 3337.73 feet (long chord of said curve bears South

1
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50° 44' 30" East 121.39 feet) to a point; thence South 49° 42' East along said southwesterly line of right of way 34.66 feet to a point in the West line of Donation Land Claim No. 38 distant thereon North 0° 01' West 1162.56 feet from the southwest corner of said Land Claim; thence North 0° 01' West along said west line of Land Claim 102.72 feet to a point distant 50 feet northeasterly at right angles from said located center line of highway; thence northwesterly concentric with said located center line on a curve to the right of radius of 1382.50 feet (long chord of said curve bears North 33° 00' 50" West 186.35 feet) to a point; thence parallel with said located center line North 29° 09' West 145.74 feet to a point in said northeasterly line of right of way of Southern Pacific Company; thence along said northeasterly line of right of way on a curve to the left of radius of 3537.78 feet (long chord of said curve bears North 56° 48' 45" West 183.67 feet) to a point; thence North 58° 18' West along said northeasterly line of right of way 30.22 feet to the point of beginning, containing 1.060 acres, more or less.

The location of said piece or parcel of land is shown tinted blue on the photostat hereto attached, marked Exhibit "A", and made a part hereof.

2. Said subway upon and across said right of way shall be constructed in accordance with plans and designs which shall be prepared by Railroad and shall be subject to the approval of State, the Public Utilities Commissioner of the State of Oregon, and the United States Bureau of Public Roads.

3. State shall at its own cost and expense

- (a) excavate the section of the highway across the railroad right of way and immediately adjacent thereto not heretofore excavated, which excavation shall be done to the standard highway roadbed width, grade, alignment, and excavation slopes, except as modified by the necessity for conforming to the abutments for the subway structure;
- (b) do all excavation work necessary for the abutments to the subway structure and construct the concrete abutments for the said subway structure.

The work herein provided to be done by the State shall be done either by contract or by state forces in whole or in part, as the State may elect.

4. Railroad shall furnish all labor, materials, tools, and implements, and perform, on a force account basis, the following work:

- (a) Construct and install shoofly track necessary and required for the maintenance of traffic during the period of construction of the subway and shall remove said shoofly track upon the completion of the said subway; provided, however, that the trestle for the said shoofly track shall be subject to approval by the State as to vertical clearance, length of trestle spans, and location of trestle bents, and factors and elements of public safety upon the highway shall be subject to approval by the State where the said trestle crosses the existing highway approaching to and passing under the existing undercrossing structure;
- (b) Construct the said subway, including the deck thereof and such necessary removal and replacement of the railroad main line tracks, ties, and ballast as may be required for the construction of the subway structure;
- (c) Reconstruct, relocate, and rearrange any signal, telephone, telegraph, or other pole or wire lines on Railroad's right of way required to provide necessary clearances for said subway;
- (d) Make such repairs and restoration of tracks during construction and furnish such inspectors, engineers, and superintendents as may be deemed necessary to supervise the prosecution of the work required in this agreement to be done by Railroad.

5. All expenses incurred by Railroad in connection with the construction of said subway and which are herein defined as being chargeable to the cost of the subway shall be the amounts actually and necessarily expended or incurred by Railroad in connection with labor, equipment, and materials used, furnished, or expended in the performance of said work to be done in fulfillment of its obligations hereunder, plus commercial tariff freight charges in accordance with rates published and in effect on all materials in the job from the most reasonable and economical point of securing said materials and hauled over the most economical routes, class and quality of

[The body of the document contains approximately 15 paragraphs of text that are extremely faint and illegible due to the quality of the scan. The text appears to be a formal letter or report, but the specific content cannot be discerned.]

of materials considered. Ten (10) per centum of all labor charges incurred by Railroad for work done by its own forces shall be added to provide for compensation for supervision and overhead. It is understood and agreed, however, that all bills for expenses incurred by Railroad shall be subject to approval by the State as to accuracy and propriety and as to being in accordance with the regulations of the Bureau of Public Roads pertaining to cooperation in the construction of subway undercrossing structures of the nature covered by this agreement. It is understood and agreed that State shall apply to the United States Bureau of Public Roads for Federal cooperation under the National Industrial Recovery Act, and that the work shall be carried on by Railroad under the Bureau of Public Roads' regulations as to Federal cooperation. It is further understood and agreed that Railroad will submit detailed estimates of cost of the various items of work to be done, including supporting cost analysis data, and will submit bills supporting the expenditures on the work in such form as may be required by the State in order to secure reimbursement from the Federal Government. It is the intention that in general and in so far as the method is applicable the estimates of cost and submission of bills shall be handled upon the same basis as was followed by Railroad in the construction of the Lakeside undercrossing on the Coast Highway in Coos County during the year 1929, and it is the further intention and understanding that Railroad shall limit its expenditures on the work to items covered by the detailed estimate of cost hereinabove referred to. This agreement is predicated upon the Federal Government participating to the extent of 100% in the cost of the work herein provided to be done by Railroad under the terms of the National Industrial Recovery Act and regulations issued thereunder, and in the event that the said work and this agreement are

not approved by the Bureau of Public Roads as satisfactory for such cooperation then and in that event this agreement shall be of no force and effect.

6. At the close of each month during progress of construction work settlement shall be made between State and Railroad whereby all expenses incurred by Railroad for items (a) to (d), inclusive, set forth in Section 4 hereof shall be paid by State to Railroad, subject to the conditions and limitations of Paragraph 5; the intent being that the entire cost of constructing said subway shall be borne by the State, except the ordinary track maintenance of the shoofly track and the cost of such watchmen as may be deemed necessary by the Railroad to safeguard property and the movement of trains, which said expense shall be borne by Railroad. It is further understood that in no event whatsoever shall the total cost to be borne by State for the work herein provided to be done by Railroad exceed the sum of \$22,800.00.

7. After the completion of the work herein contemplated the cost of maintenance of the grade separation shall be borne as follows: (1) Railroad shall bear the cost of maintenance of the structure, which includes the girders, deck, and track structure, and the abutments thereto; (2) State shall bear the cost of the maintenance of the highway roadbed, slopes, pavement, surfacing, shoulders and drainage.

8. The books, papers, records, and accounts of Railroad and State, in so far as they relate to the items of expense for labor or materials, or are in any way connected with the work herein contemplated by this agreement to be paid for by the parties hereto, shall at all reasonable times be mutually open to the inspection of the agents and representatives of Railroad and State.

9. In the event that any work upon or in connection with the excavation work herein provided to be done by State shall be let to contractors by State, such contractors before beginning work shall enter into a written agreement with Railroad satisfactory to it and indemnifying Railroad from any and all claims, demands, loss, and liability growing out of the performance of the work to be done by such contractors, and such contractors shall furnish at no expense to Railroad a good and sufficient bond in the amount of \$10,000.00, of a reliable surety company, in form and conditions satisfactory to Railroad, guaranteeing the true and full performance of all the terms, conditions, and stipulations contained in said agreement to be entered into with Railroad by said contractors, as in this paragraph provided. Should State at any time abandon said highway, Railroad shall have the right to resume and retake exclusive possession of its said right of way hereinabove described, and thereafter in the event that Railroad should desire to vacate said crossing as a public highway crossing the same shall be done upon petition to and order of the Public Utilities Commissioner of the State of Oregon, or such other board or commission as may have jurisdiction thereof, and in compliance with the terms and conditions of such order or orders as may be issued.

10. Nothing herein contained shall impair or restrict the right of first party to at any time or times construct, maintain, use and operate on the present or other grade existing or additional railroad tracks and appurtenances thereto, including water and fuel pipe lines and conduits and telephones and telephone, telegraph, signal, power, and other electric lines and other facilities upon, along, or across any and all parts of said land herein described, all or any of which may be freely done at any time or times by Railroad, or its successors, without liability to State or any one else for

compensation or damage, provided, however, that in no event shall such work be done so as to obstruct or prevent the full and free flow of highway traffic upon the highway, nor shall any such work be allowed or permitted to introduce danger or hazard to the said highway traffic.

11. State shall not grant or consent to any franchise, right, privilege, or easement upon, over, or under Railroad's right of way of a private and non-public purpose. It is not the intention hereby to limit the right and privilege granted by the statutes of the State of Oregon to telegraph, telephone, and power companies to erect, operate, and maintain lines, poles, and wires along the public highways of the State of Oregon, and the said rights and privileges shall apply to the parcel of land hereinabove described, provided, however, that any such telephone, telegraph or power lines shall be constructed in accordance with the requirements of Railroad as to standards of construction and workmanship and quality of materials.

12. State or Railroad at the expense of the State shall record this agreement in the office of the Recording Officer of the County of Jackson, State of Oregon.

13. This instrument is subject to all valid and existing contracts, leases, liens, or encumbrances which may affect the said property hereinabove described, and the word "grant" as used herein shall not be construed as a covenant against the existence of any thereof.

14. This agreement shall inure to the benefit of and be binding upon the successors and assigns of the Railroad and upon the successors in interest of the State.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in triplicate by their officers thereunto duly authorized,

Page 284 of 1568

STATE OF CALIFORNIA,)
) ss.
CITY AND COUNTY OF SAN FRANCISCO.)

On this 25th day of April, 1934,
before me, Anne F. Hartley, a Notary Public in and for the
City and County of San Francisco, State of California,
personally appeared J. H. DYER - - - - - and D. P.
EWING, known to me to be the Vice President and Assistant
Secretary, respectively, of SOUTHERN PACIFIC COMPANY, the
corporation that executed the within instrument, and known
to me to be the persons who executed the within instru-
ment on behalf of Southern Pacific Company; and each of
them acknowledged to me that such corporation executed
the same.

IN WITNESS WHEREOF, I have hereunto set my hand
and affixed my official seal, at my office, in the said
City and County of San Francisco, State of California, on
the day and year in this certificate first above written.

Anne F. Hartley
Notary Public in and for the City
and County of San Francisco, State
of California.

My Commission Expires January 22, 1935

STATE OF OREGON,)
) ss.
COUNTY OF MARION.)

On this 4th day of May, 1934, before me appeared L. M. Scott,
_____ and Carl J. Washburne,
to me personally known, who being each duly sworn did say:
that he, the said L. M. Scott is
Chairman of the State Highway Commission of the State of
Oregon, and that he, the said Carl J. Washburne
is State Highway Commissioner of the State of Oregon, and
that he, the said _____ is State
~~Highway Commissioner of the State of Oregon,~~ and that the
seal affixed to the within instrument is the seal of the
State Highway Commission, and that the said instrument was
signed and sealed in behalf of the State of Oregon by au-
thority of the State Highway Commission, and the said Chair-
man and the said Commissioners each acknowledged said instru-
ment to be the free act and deed of said State of Oregon
by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand
and affixed my official seal the day and year first above
written.

J. W. De Souza
Notary Public for Oregon

My Commission Expires:

Aug 9, 1936

December 12, 1934

Mr. G. R. Carter
County Clerk
Medford, Oregon

Dear Sir:

We hand you herewith for recording an agreement dated April 20, 1934 by and between the State of Oregon and the Southern Pacific Company. When placed of record, kindly return to this office.

Enclosed you will find a photostat copy of the map attached to the agreement which you may retain for your files.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by W. C. Crews/GS

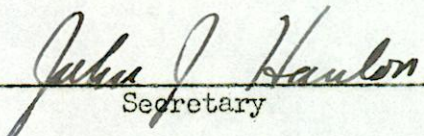
Encl.

OFFICE OF THE
PUBLIC UTILITIES COMMISSIONER OF OREGON

STATE OF OREGON)
COUNTY OF MARION) SS

I, JOHN J. HANLON, Secretary to the Public Utilities Commissioner of Oregon, and custodian of his seal, do hereby certify that I have carefully compared the annexed copy of ORDER with the original thereof, filed in the office of the said Public Utilities Commissioner of Oregon and that it is a full, true and correct transcript therefrom and of the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the said Public Utilities Commissioner of Oregon in his office at Salem, Oregon, this 21st day of May, 1934.


Secretary

PUBLIC UTILITIES COMMISSIONER OF OREGON

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of
the STATE OF OREGON through its STATE
HIGHWAY COMMISSION for an order permit-
ting and authorizing a crossing of the
Pacific Highway under the tracks of
Southern Pacific Company at a point
near the north city limits of the City
of Ashland.

F-1694

On October 5, 1933 Order No. 2154 was entered, authorizing the alteration and construction of the undergrade crossing herein proposed in accordance with the plans advanced by the railroad company and ordered an allocation of the costs of said improvement to be made on a basis of fifty per cent (50%) to the petitioner, the Oregon State Highway Commission, and fifty per cent (50%) to the Southern Pacific Company.

Due to the receipt of numerous protests against the plans adopted by said order and subsequent negotiations between and studies made by the Highway Commission and railroad company of revised plans of the said proposed improvement and the allocation of the costs thereof, the commission on January 2, 1934 entered Supplemental Order No. 2205, withdrawing and revoking Order No. 2154 originally entered herein, and the proceeding was reopened for further investigation and determination.

Agreement having been reached between the Oregon State Highway Commission and the Southern Pacific Company and joint motion and stipulation in accordance therewith having been made, the commissioner now makes and enters its findings and order as follows:

FINDINGS

That jurisdiction in this matter is conferred upon the commissioner by Section 62-703, Oregon Code, 1930;

That in the interest of the public necessity, safety and convenience the construction of the said undergrade crossing at the site and on the location proposed by the original petition of the Oregon State Highway Commission, as shown in this record and made a part of said Agreement (marked "Exhibit A"), is desirable and necessary;

That the design, preparation of plans, work, construction, maintenance, operation and all other details in connection with the said undergrade crossing, highway and structures appertaining thereto, also, the allocation of the costs thereof, shall be in accordance with the terms and conditions of the Agreement between the parties hereinbefore referred to, a true copy of which said Agreement being appended hereto and made a part hereof.

ORDERED, THEREFORE, that the undergrade crossing as aforesaid shall be constructed and the costs thereof be allocated as in the findings hereinbefore set out, which said findings by this reference are made a part hereof.

Dated at Salem, Oregon, this 15th day of May, 1934.

CHARLES M. THOMAS

Commissioner of Public Utilities
of Oregon

ATTEST:

JOHN J. HANLON

Secretary.

N.E. 1/4 of N.W. 1/4 SEC. 5.
T. 39 S., R. 1 E. W. M.

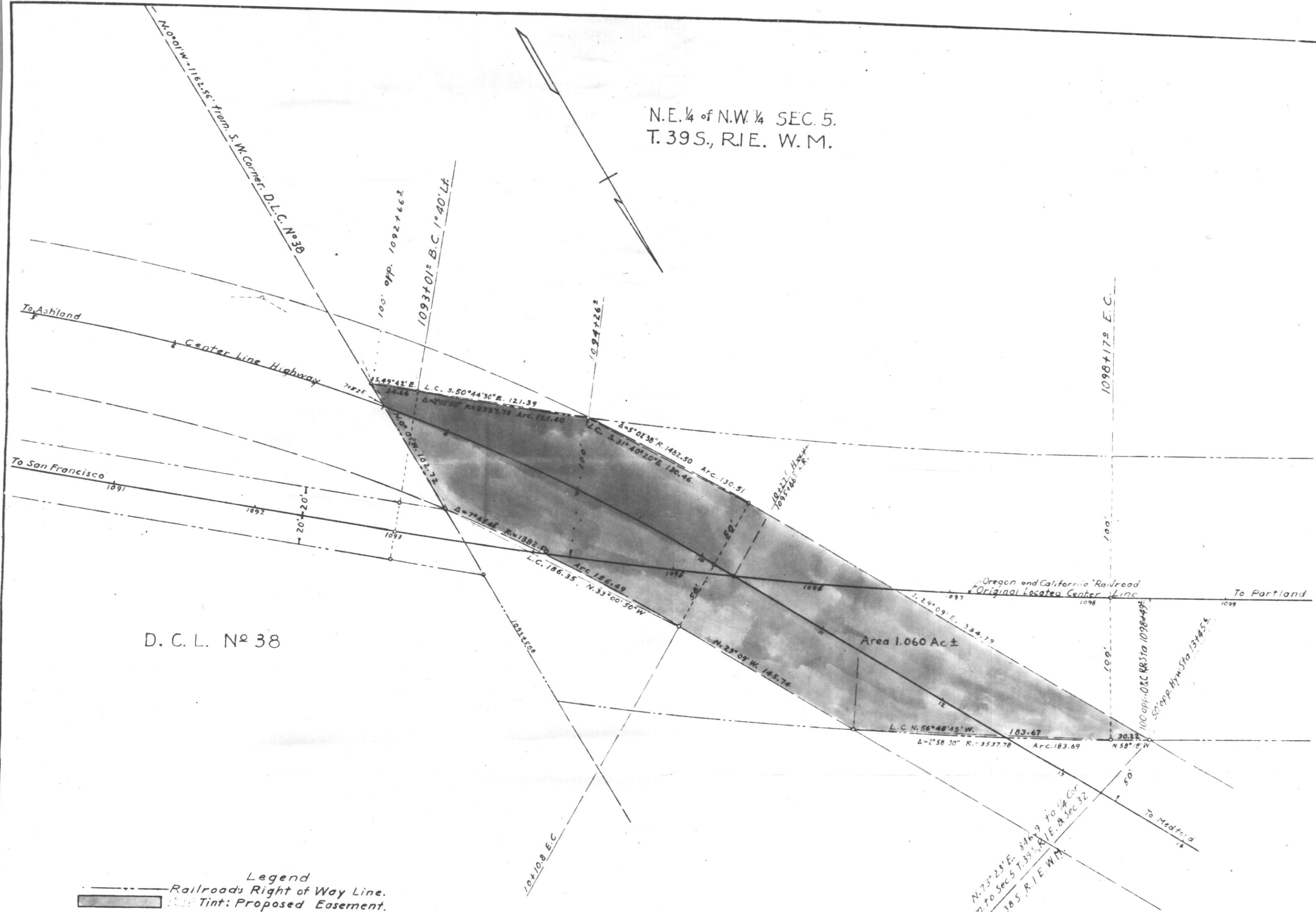


EXHIBIT A
SOUTHERN PACIFIC COMPANY
PACIFIC LINES
ASHLAND
Easement for Proposed Grade Separation
for Oregon State Highway

Scale 1"=50'

Jan. 1933

Rev 1/26/33

Shasta Dist.
Sacramento Div. N.
A.G.M.
DRAWING 5544
SHEET NO. 6
DRAWER



March 7, 2020

Mr. Derek Severson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2019-00001, 1511 Highway 99 North

Dear Mr. Severson,

Thank you for providing the Oregon Department of Transportation (the “Department” or “ODOT”) with the opportunity to provide comments associated with the zone change and annexation of approximately 16.87 acres at 1511 Highway 99 North (“Subject Property”). ODOT has worked with the City and the applicant to try to find solutions which work for all parties. Please find our comments below regarding this proposal.

- i. ODOT has reviewed the Traffic Impact Analysis (“TIA”) prepared by the Sandow Engineering and believe that it satisfies the requirements of the Transportation Planning Rule (OAR 660-012).
- ii. The proposed southbound bus pullout has satisfactory width, striping, and exit taper. The entrance taper requires an 8:1 taper rate and should be extended slightly from the 65’ on sheet C.4 to approximately 80’.
- iii. ODOT is amenable to the proposed median cut north of the intersection of N Main St. and Highway 99. A striped crosswalk would not be appropriate at this location given traffic speed and sight visibility.
- iv. ODOT will require a hydraulic report demonstrating the proposal will not adversely affect State facilities. We understand this will be conducted during the final engineering phase of the project, after Planning Commission. As such, approval of PA-T3-2019-00001 should be conditioned on written approval from ODOT of a satisfactory hydraulics report.
- v. ODOT is satisfied with the proposed sidewalk and bike facilities with the exception of the sidewalk under the trestle which should be at least 6’ in width.
- vi. Approval should be conditioned on the applicant obtaining a reservation indenture, access permits and misc./utility permits from ODOT. The applicant may begin these processes by contacting Julee Scruggs at Julee.Y.Scruggs@odot.state.or.us.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz

Micah Horowitz, AICP
Senior Transportation Planner

The 2021 Speed Zone Investigation (SZI) was requested by ODOT District 8 Maintenance Management for the reason, "District 8 has received numerous complaints about the safety of this section of roadway and is requesting a SZI to see if a slower speed is warranted and due to the context of roadway changing near the intersection of Sheridan Street the speed change of 25/35 should be placed according to this context change. ".

Investigation:

Section Length	0.95 mile
50% Speed	44 MPH
85% Speed	49 MPH
2016-2018 Crash Rate*	1.07
2018 Average Daily Traffic	16,100
Context	Suburban fringe
Culture Type and Density	Light business to rural
Horizontal Alignment	1 Curve
Vertical Alignment	Steady grade
Curve Signs & Speed Riders	None
Existing Posted Speed	45 MPH
Recommended Speed	45 MPH

*Crashes per Million Vehicle Miles

Investigated Section E

Section Length	0.95 mile
50% Speed	44 MPH
85% Speed	49 MPH
2016-2018 Crash Rate*	1.07
2018 Average Daily Traffic	16,100
Context	Suburban fringe
Culture Type and Density	Light business to rural
Horizontal Alignment	1 Curve
Vertical Alignment	Steady grade
Curve Signs & Speed Riders	None
Existing Posted Speed	45 MPH
Recommended Speed	45 MPH

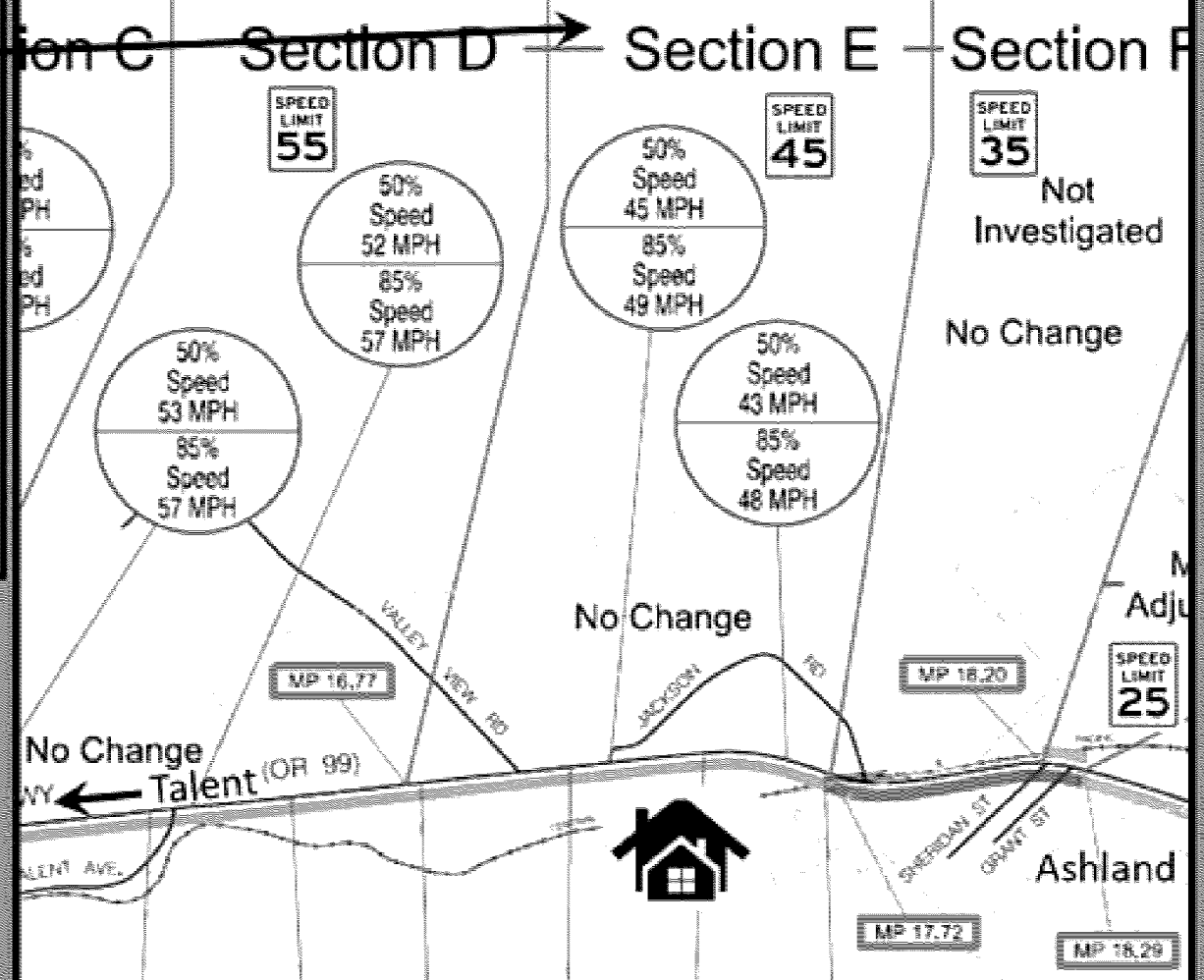
LEGEND

20 MPH
25 MPH
30 MPH
35 MPH
40 MPH
45 MPH
50 MPH
55 MPH
60 MPH
65 MPH
70 MPH

City Limits



Denotes development area



2021 investigation resulted in no changes to speed zones in vicinity of proposed development as shown in the summary diagram above.

PRELIMINARY MAP
PROPERTY LINE ADJUSTMENT

LOCATED AT
1511 North Highway 99
Ashland, Oregon
LYING SITUATE WITHIN
NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
AND
SOUTHEAST QUARTER OF SECTION 31
& SOUTHWEST QUARTER OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR
Cassita Developments LLC
716 North Laurel Street
Ashland, Oregon 97520

SURVEY NOTES

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS A CITY OF ASHLAND
BENCHMARK, BEING A 3" BRONZE DISK IN A MONUMENT WELL LOCATED IN
THE CENTERLINE INTERSECTION OF SISKIYOU BOULEVARD AND WALKER
AVENUE. BENCHMARK ELEVATION = 2031.90', BASED ON THE NATIONAL
GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29/56).

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED
DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS
WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED
PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE
RESPECTIVE UTILITY COMPANY REPRESENTATIVES, ARE APPROXIMATE AND
SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL
BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR
CONSTRUCTION ACTIVITIES.

LEGEND

- ▲ SURVEY CONTROL POINT
● IRON PIN MONUMENT
— SUBJECT PROPERTY LINE
— BOUNDARY LINE
— CENTERLINE
— EASEMENT LINE
— FENCELINE
— WATER LINE
— BURIED NATURAL GAS LINE
— BURIED TELEPHONE LINE
— BURIED CABLE TV LINE
— BURIED IRRIGATION LINE
— STORM DRAIN LINE
— SANITARY SEWER LINE
— OVERHEAD POWER LINE
— BURIED POWER LINE
— ROCK WALL
— CONTOUR LINE
— GUY ANCHOR
— POWER POLE
— POWER TRANSFORMER
— POWER PEDESTAL/CABINET
— ELECTRIC METER
— HEAT PUMP
— AREA LIGHT
— WM WATER METER
— WV WATER VALVE
— FH FIRE HYDRANT
— CB CATCHBASIN
— CI CURB INLET
— SD STORM DRAIN MANHOLE
— SS SANITARY SEWER MANHOLE
— C CLEANOUT
— T TELEPHONE PEDESTAL
— G GAS METER
— GV GAS VALVE
— IRRIGATION BOX
— CONCRETE SURFACE
— GRAVEL SURFACE
— BUILDING
— PUBLIC UTILITY EASEMENT

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2003 LS

RENEWAL DATE: 6/30/2025

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 30, 2024
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

SCALE: 1" = 100'
0' 50' 100' 200' 400'

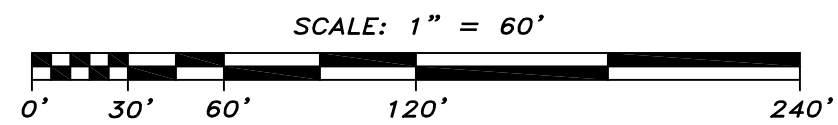
POLARIS LAND SURVEYING

PRELIMINARY SUBDIVISION MAP

LOCATED AT
1511 North Highway 99
Ashland, Oregon
LYING SITUATE WITHIN
SOUTHWEST QUARTER OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON
FOR
Grand Terrace PUD
716 North Laurel Street
Ashland, Oregon 97520

LEGEND

- IRON PIN MONUMENT
- PROPERTY BOUNDARY LINE
- PROPOSED LOT LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- PROPOSED LOT
- IRRIGATION EASEMENT
- ACCESS EASEMENT



REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1999
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2025

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 30, 2024
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lot 1700 & 1702

POLARIS LAND SURVEYING

TOPOGRAPHIC SITE SURVEY MAP

ALTA / ACSM LAND TITLE SURVEY

LOCATED AT
1511 North Highway 99
Ashland, Oregon

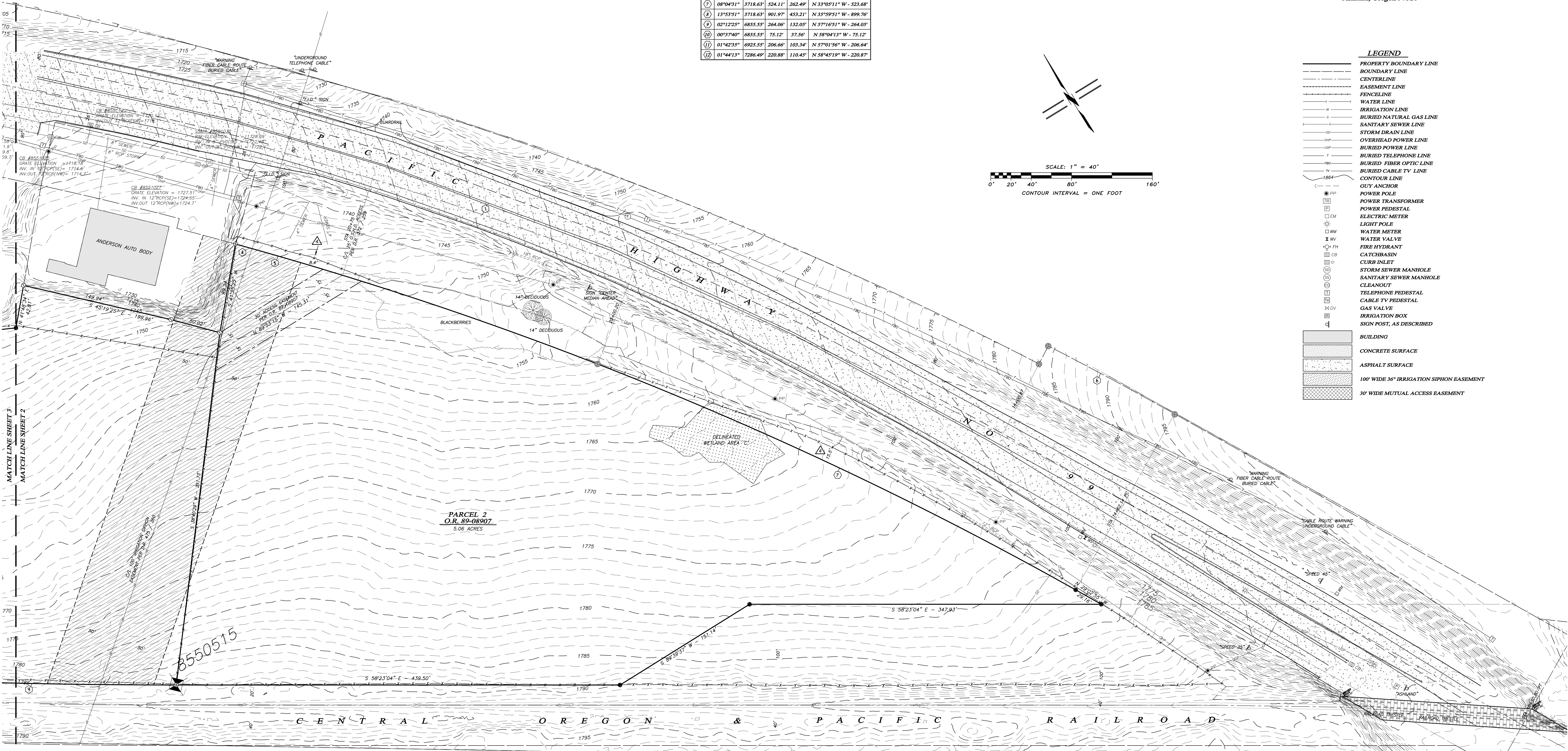
LYING SITUATE WITHIN
SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR
Cassita Developments LLC
153 Will Dodge Way
Ashland, Oregon 97520

TABLE OF CURVES					
FLAG	Δ	R	A	T	CHORD
①	23°37'22"	3818.63'	1574.40'	798.54'	N 40°51'36" W - 1563.27'
②	03°06'07"	3728.63'	201.87'	100.96'	N 51°07'13" W - 201.85'
③	00°26'37"	3728.63'	28.88'	14.44'	N 49°20'50" W - 28.88'
④	00°15'48"	3718.63'	17.08'	8.54'	N 42°48'52" W - 17.08'
⑤	00°46'17"	3718.63'	50.06'	25.03'	N 42°17'50" W - 50.06'
⑥	02°04'38"	3918.63'	142.06'	71.04'	N 30°05'14" W - 142.06'
⑦	08°04'21"	3718.63'	524.11'	262.49'	N 33°05'11" W - 523.68'
⑧	13°53'51"	3718.63'	901.97'	453.21'	N 35°59'51" W - 899.76'
⑨	02°12'25"	6855.55'	264.06'	132.03'	N 57°16'51" W - 264.03'
⑩	00°37'40"	6855.55'	75.12'	37.56'	N 58°04'13" W - 75.12'
⑪	01°42'35"	6925.55'	206.66'	103.34'	N 57°01'56" W - 206.64'
⑫	01°44'13"	7286.49'	220.88'	110.45'	N 58°45'19" W - 220.87'

SCALE: 1" = 40'
CONTOUR INTERVAL = ONE FOOT

- LEGEND
- PROPERTY BOUNDARY LINE
 - BOUNDARY LINE
 - CENTERLINE
 - EASEMENT LINE
 - FENCELINE
 - WATER LINE
 - IRRIGATION LINE
 - BURIED NATURAL GAS LINE
 - SANITARY SEWER LINE
 - STORM DRAIN LINE
 - OVERHEAD POWER LINE
 - BURIED POWER LINE
 - BURIED TELEPHONE LINE
 - BURIED FIBER OPTIC LINE
 - BURIED CABLE TV LINE
 - CONTOUR LINE
 - GUY ANCHOR
 - POWER POLE
 - POWER TRANSFORMER
 - POWER PEDESTAL
 - ELECTRIC METER
 - LIGHT POLE
 - WATER METER
 - WATER VALVE
 - FIRE HYDRANT
 - CATCHBASIN
 - CURB INLET
 - STORM SEWER MANHOLE
 - SANITARY SEWER MANHOLE
 - CLEANOUT
 - TELEPHONE PEDESTAL
 - CABLE TV PEDESTAL
 - GAS VALVE
 - IRRIGATION BOX
 - SIGN POST, AS DESCRIBED
 - BUILDING
 - CONCRETE SURFACE
 - ASPHALT SURFACE
 - 100' WIDE 36" IRRIGATION SIPHON EASEMENT
 - 30' WIDE MUTUAL ACCESS EASEMENT



ALTA / ACSM LAND TITLE SURVEY

LOCATED AT
1511 North Highway 99
Ashland, Oregon

LYING SITUATE WITHIN
SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR
Cassita Developments LLC
153 Will Dodge Way
Ashland, Oregon 97520

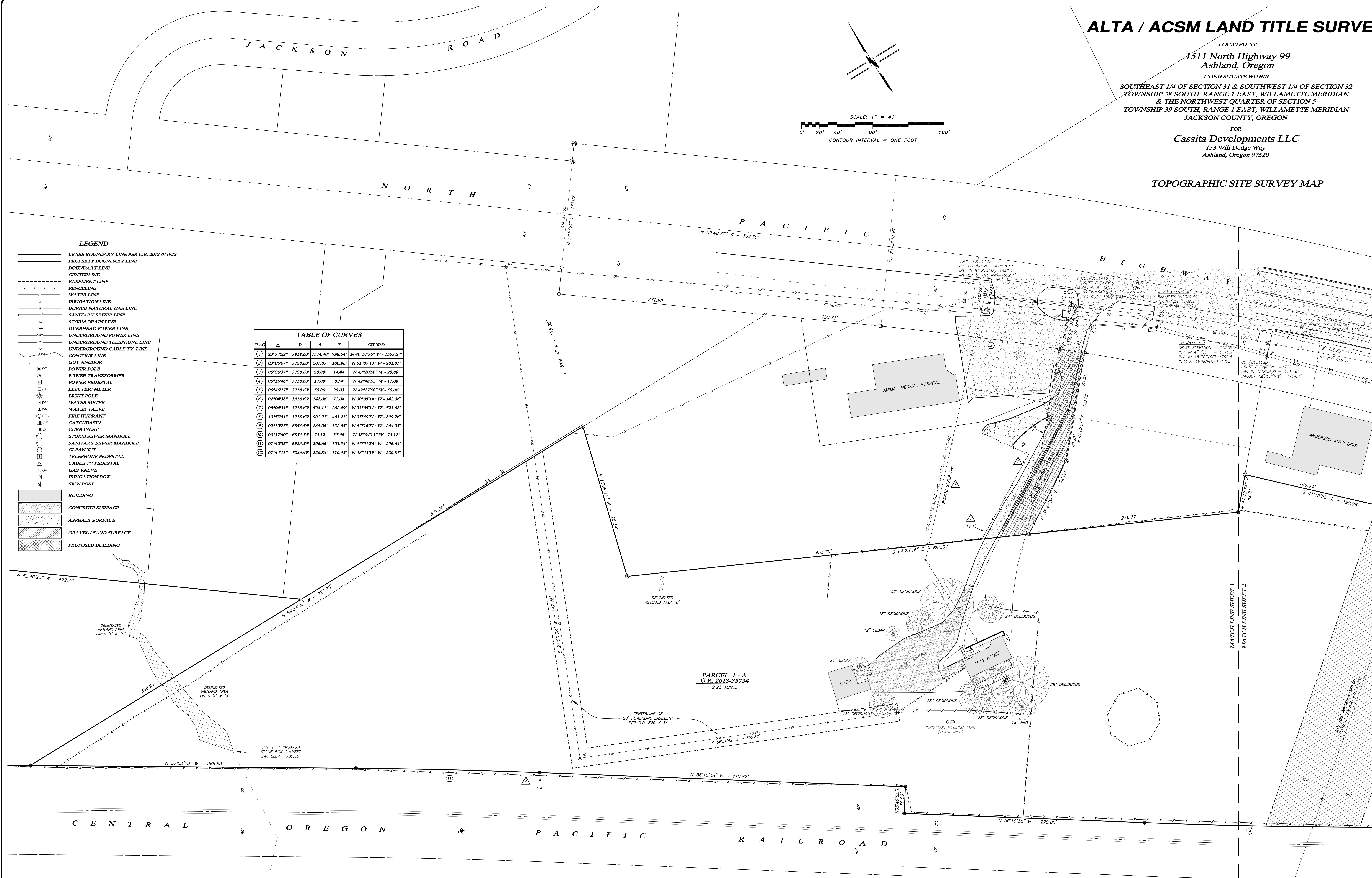
TOPOGRAPHIC SITE SURVEY MAP

SCALE: 1" = 40'
CONTOUR INTERVAL = ONE FOOT

LEGEND

- LEASE BOUNDARY LINE PER O.R. 2012-011928
- PROPERTY BOUNDARY LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE
- WATER LINE
- IRRIGATION LINE
- BURIED NATURAL GAS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND CABLE TV LINE
- CONTOUR LINE
- GUY ANCHOR
- POWER POLE
- POWER TRANSFORMER
- ELECTRIC METER
- LIGHT POLE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- CATCHBASIN
- CURB INLET
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- CLEANOUT
- TELEPHONE PEDESTAL
- CABLE TV PEDESTAL
- GAS VALVE
- IRRIGATION BOX
- SIGN POST
- BUILDING
- CONCRETE SURFACE
- ASPHALT SURFACE
- GRAVEL / SAND SURFACE
- PROPOSED BUILDING

FLAG	Δ	R	A	T	CHORD
①	23°37'22"	3818.63	1574.40	798.54	N 40°51'36" W - 1563.27
②	03°06'07"	3728.63	201.87	100.96	N 51°07'13" W - 201.85
③	00°26'37"	3728.63	28.88	14.44	N 49°20'50" W - 28.88
④	00°15'48"	3718.63	17.08	8.54	N 42°48'52" W - 17.08
⑤	00°46'17"	3718.63	50.06	25.03	N 42°17'50" W - 50.06
⑥	02°04'38"	3918.63	142.06	71.04	N 30°05'14" W - 142.06
⑦	08°04'31"	3718.63	524.11	262.49	N 33°05'11" W - 523.68
⑧	13°53'51"	3718.63	901.97	453.21	N 35°59'51" W - 899.70
⑨	02°12'25"	6855.55	264.08	132.05	N 57°16'51" W - 264.05
⑩	00°37'40"	6855.55	75.12	37.56	N 58°04'13" W - 75.12
⑪	01°42'35"	6925.55	206.68	103.34	N 57°01'56" W - 206.64
⑫	01°44'13"	7286.49	220.88	110.45	N 58°45'19" W - 220.87



REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
SHAWN KAMPMANN
2003 LS
RENEWAL DATE: 6/30/2019

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: MARCH 26, 2018
PROJECT NO. 855-14

SURVEYS/855-14/KENDRICK ALTA SURVEY.DWG SHEET 3 of 3

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

POLARIS LAND SURVEYING

April 17, 2025

Derek Severson
Ashland Planning Division
1175 East Main Street
Ashland, OR 97520

Re: PA-T3-2019-00001
1511 Hwy 99 Annexation
Map 38 1W 32, Tax Lots 1700 and 1702

Dear Mr. Severson,

I have received a revised layout for the above-mentioned project showing an increase in the number of units from 196 to 210 residential units. The existing sewer system has adequate capacity to serve the additional units.

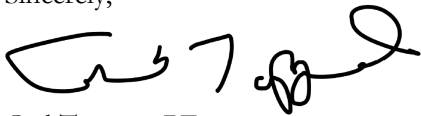
All new sewer construction must be designed and constructed in accordance with RVSS standards.

RVSS does not operate or maintain storm drainage systems in this area. All new drainage systems would be under the jurisdiction of the City of Ashland.

Stormwater quality requirements would also be under the jurisdiction of the City of Ashland.

Feel free to call me if you have any questions regarding this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Carl Tappert', with a stylized flourish at the end.

Carl Tappert, PE
Manager



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

October 3, 2019

Derek Severson
Ashland Planning Division
1175 East Main Street
Ashland, OR 97520

Re: PA-T3-2019-00001
1511 Hwy 99 Annexation
Map 38 1W 32, Tax Lots 1700 and 1702

Dear Mr. Severson,

I have received a copy of the staff report for the above-mentioned project wherein the City is asking for confirmation that the existing sewer system has adequate capacity to serve the proposed development.

The sewer main abutting the subject property has adequate capacity to serve the proposed development of 196 residential units.

Feel free to call me if you have any questions regarding this project.

Sincerely,

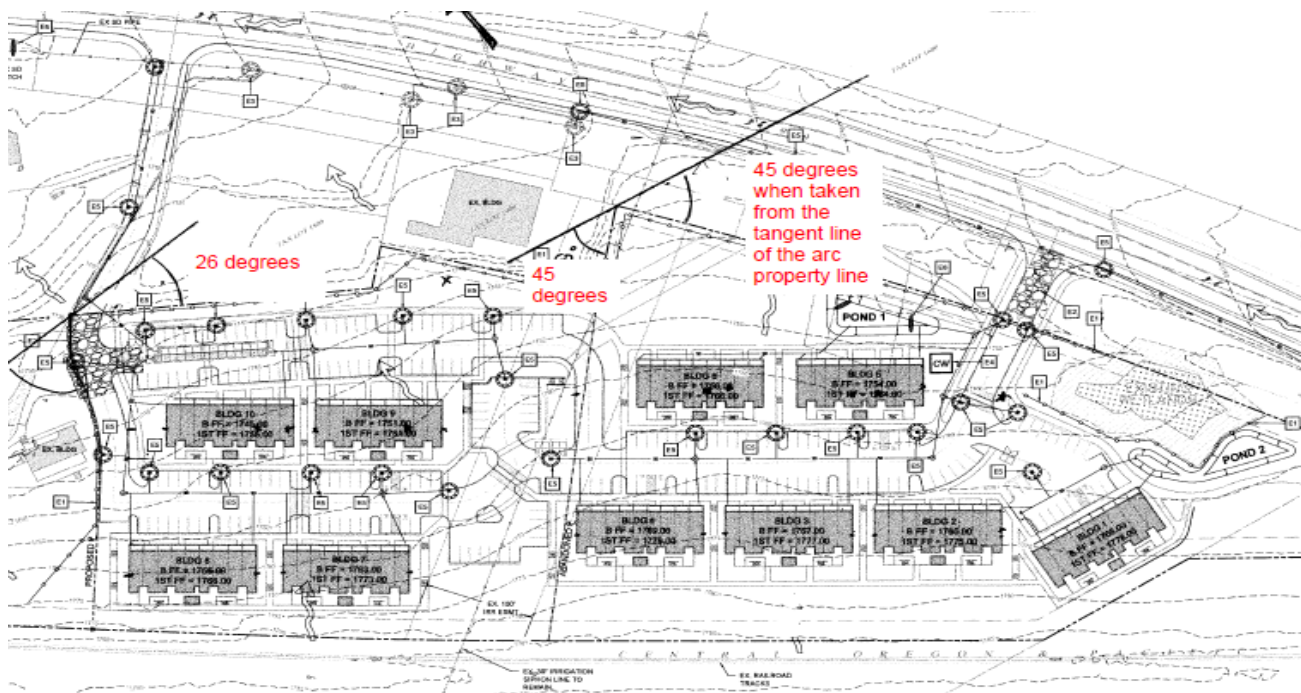
Carl Tappert, PE
Manager

Cc: Amy Gunter, Rogue Planning & Development Services

Solar Setback Performance Standard

18.4.8.040.B: Solar Envelope

Lot #	Slope of Lot to N	Required SSB	Proposed SSB
1	N/A - parking area to N		
2	-0.083	52.48'	90'
3	-0.079	54.64'	90'
4	-0.078	60.11'	90'
5	N/A - openspace and Hwy to N		
6	N/A - openspace and Hwy to N		
7	-0.089		86'
8	-0.113		86'
9	-0.091	N/A - parking & JC GC zone to N	
10	-0.166	N/A - parking & JC GC zone to N	



Northern Lot Line. Any lot line or lines less than 45 degrees southeast or southwest of a line drawn east-west and intersecting the northernmost point of the lot. If the northern lot line adjoins any unbuildable area (e.g., street, alley, public right-of-way, parking lot, or common area) other than a required yard area, the northern lot line is that portion of the northerly edge of the unbuildable area which is due north from the actual northern edge of the applicant's property. See Figure below.

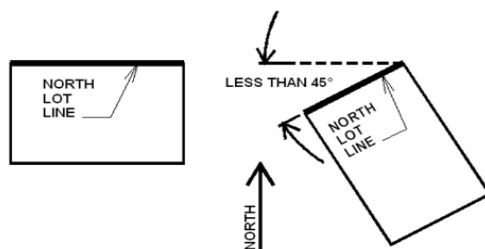


Figure 9. Northern Lot Line.

GRAND TERRACE
Owner: Casita Developments LLC
Developer: KENDRICK ENTERPRISE LLC
716 N Laurel St, Ashland Oregon 97520

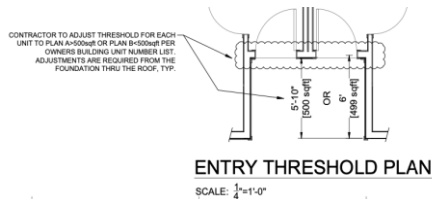
Project Location
Highway 99, Ashland Or
Map & Tax Lot# 381E 1702

TABULATION SITE PLAN COVERAGE SUMMARY		
Sheet 1	Sheet 2	Sheet 3
Lot	BONUS CALCULATIONS	IMPERVIOUS AREAS
ZONING	OPEN SPACE	LANDSCAPE AREAS
SUBDIVISION	CONSERVATION BONUS	PRIVATE AREAS
COMMON AREA HOA	AFFORDABLE HOUSING BONUS	Parking Spaces 18.4.3.040
Subdivision Tract Area	DENSITY CALCULATION WITH BONUS AWARD	Driveways & Parking Material
Proposed Unit Mix Density	DENSITY STANDARDS	Bike Parking Covered 18.4.3.040
Bonus Density Proposed		Van Pool Parking Areas
AFFORDABLE UNITS REQUIRED		ADA Parking
		Electric Vehicle Charging Stations

TABULATION SITE PLAN COVERAGE SUMMARY

LOT			SHEET 1					
Lot							Area Acres	Sq Feet
Map & Tax Lot# 381E 1702							8.53	371566.80
ZONING						Units Per Acre	Land Area Size	Base Density
R-2 Low Density MFR					13.5		8.53	115.155
SUBDIVISION			Size	Lots	Sq Ft	Acres	Lots	Lots
Lot No's			Lot	Total	Area	Of Area	Permitted	Proposed
1,2,3,4,6,7,8,9			8057.00	8	64456.00	1.48		
5			16414.00	1	16414.00	0.38		
Totals				9	80870.00	1.86		
COMMON AREA HOA							Sq Ft	Acres
							Area	Of Area
AREA							290545.20	6.67
Subdivision Tract Area						Lots	Sq Ft	Acres
						Total	Area	Of Area
Lot Areas						9	80870.00	1.86
Common Area							290545.20	6.67
Subdivision Tract Area							371415.20	8.53
Proposed				Proposed	Equivalency	Proposed	Base	Density Units
Unit Mix Density				Unit Mix	Factor	Density	Density	Needed
Plan A Units >500 sq ft				50	1	50		
Plan B Units <500 sq ft				160	0.75	120		
Totals				210		170	115	55
Bonus Density				Base	Open Space	Affordable	Conservation	Base Density
				Density	Bonus	Unit Bonus	Bonus	Change
Proposed				115	12	40	17	184
If the bonus points are denied the applicant will have to reduce the number of units.								
If only Affordable Bonus point are given the applicant would build 198 units with 24 Affordable >500 sq ft units and 174 <500 sq ft units.								
EXAMPLE	Equivalency	Unit Mix	Equivalency	Base and		Revised	Equivalency	Base +
	Factor	Revised		Affordable Bonus		Total Units		Affordable
Plan A Units >500 sq ft	1	24	24			198	154.5	155
Plan B Units <500 sq ft	0.75	174	130.5					
Unit Density		198	154.5	155				
AFFORDABLE UNITS REQUIRED								
Unit Formula	% Required	Base	Base	80% AMI	29/1.25	Rounded	Total Units	Total
25% x Base Density	X Base Density	Density	Density	100%/80%=1.25		Up	Required	Provided
	25%	115.155	29	23.031	24	24	24	24

BONUS CALCULATIONS			SHEET 2					
18.3.9.050 B.2.a. Open space may be natural areas, wetlands, playgrounds, active or passive rec areas in common ownership, significant amenity, residents use & enjoy.								
OPEN SPACE AREAS	Open Space	18.2.5.030.				SIZE OF AREA	Required % Site Min	Provided % of Site
Wetland B Lot 1702 On Site						4606		
Land Scaped Common						59417	8%	16%
Other Open Area (seating, conversation, meditation, sports, tennis & bb courts)						129006		
Kid Play Area Only						2100		
Mutual Bike & Pedestrian Path						19148		
Total Open Space of Site Area						214277		58%
OPEN SPACE BONUS								
18.3.9.050 B.2.a. Open space may be natural areas, wetlands, playgrounds, active or passive rec areas in common ownership, significant amenity, residents use & enjoy.								
		1% per pt	Open	Base	Pt's over	Maximum	BASE	NO
		over 8%	Space		base of 8%	Allowed	DENSITY	EARNED
			58%	0.08	50	10%	115.16	12
CONSERVATION BONUS								
18.3.9.050 B.1. Conservation Housing. A maximum 15% bonus for 100% of units shall meet minimum Earth Advantage program.								
						BONUS	BASE	NO
							DENSITY	EARNED
Conservation ErthAdvantage						15%	115.16	17
AFFORDABLE HOUSING BONUS								
18.3.9.050 B.3 Affordable Housing A maximum bonus of 35% is allowed. Development shall receive a density bonus of two unit for each affordable unit provided.								
			No Affordable	Bonus	Max Bonus	Base	% Bonus	NO
			Units	2 per unit	x Base Density	Density	Amount	EARNED
			24	48	35%	115.16	40	40
DENSITY CALCULATION WITH BONUS AWARD			Base	Open Space	Conservation	Affordable	Revised Base	Proposed
			Density	Bonus	Bonus	Housing Bonus	Density	Density
			115	12	17	40	184	170
DENSITY STANDARDS						Density	BASE	DENSITY
Allowed						Allowed	DENSITY	ALLOWED
Minimum						90%	115.16	104
Maximum						160%	115.16	184
Proposed Density								170
The applicant can change the size of a unit from 500 sq ft to 499 sq ft by adjusting the Threshold Entry of the unit. The plans note how to adjust the unit size.								
Architectual Plans Sheet A.2.1 "Entry Threshold Plan" directs how to adjust units size. The applicant Building Unit Number List is adjustable and changes unit size.								



UNIT SIZE
 See Entry Threshold Plan Note#
BUILDING #1
 Key See Architectural P A2.1 A2.2
 *Plan A >500 One Bd Rm
 **Plan B <500 One Bd Rm
 *Units #'s 1, 2, 3, 5, 14
 ** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21

OWNER BUILDING UNIT NUMBER LIST

“Grand Terrace” Residential Development

August 5, 2019

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376

SANDOW
ENGINEERING

Traffic Impact Analysis

Grand Terrace Development



RENEWAL 06/30/26

Ashland, Oregon
August 5, 2019

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EXECUTIVE SUMMARY

This report describes the Traffic Impact Analysis and findings prepared for the proposed Grand Terrace residential development, located along Rogue Valley Highway north of Ashland, Oregon. The property is described as Tax Lots 1700 and 1702 of Assessor's Map 38-1E-3. The subject property is within the Urban Growth Boundary (UGB) of Ashland but outside of the city limits. The current zoning is Jackson County Rural Residential (RR-5). The site will require annexation into the City of Ashland and will be annexed in as Low-Density Multiple Family Residential (R-2) consistent with the City of Ashland Comprehensive Plan.

The applicant estimates that the actual development will include approximately 196 residential units. However, the maximum density allowed under the proposed zoning is 251 multifamily residential units. Consistent with the Transportation Planning Rule, the evaluation has been prepared for the maximum density.

Additionally, the applicant is proposing 2 full movement accesses from Rogue Valley Highway (Highway 99).

The analysis evaluates the intersection operations during the AM peak hour for the existing year and year of completion and the PM peak hour for the existing year, year of completion, and the City of Ashland Transportation System Plan planning horizon year. Study area intersections included in the analysis are:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Project access points at Rogue Valley Highway

Findings

The analysis concludes the following findings and recommendations:

- The analysis shows all studied intersections will meet the mobility standards through the Year 2034 with the addition of development traffic.
- The addition of development traffic will not substantially increase queueing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- It is recommended that Highway 99 be restriped to include a left turn lane for entering vehicles into the site access.
- The Transportation Planning Rule (TPR) has been demonstrated to be met.

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1.0 INTRODUCTION

1.1 SITE INFORMATION

This report describes the Traffic Impact Analysis and findings prepared for the proposed Grand Terrace residential development. The development site occupies Tax Lots 1700 and 1702 of Assessor's Map 38-1E-32; located on Rogue Valley Highway North of Ashland. The subject property is within the Urban Growth Boundary (UGB) of Ashland, but outside of the city limits. The current zoning is Jackson County Rural Residential (RR-5). The applicant is requesting annexation, and the site will be zoned R-2 Low-Density Multiple Family Residential, consistent with the City of Ashland comprehensive plan. One single-family residence currently occupies the site. Figure 1 illustrates the site location. A site plan is provided in Appendix A.

The applicant estimates that the actual development will include approximately 196 residential units. However, the maximum density allowed under the proposed zoning is 251 multifamily residential units. Consistent with the Transportation Planning Rule, the evaluation has been prepared for the maximum density. Under the maximum density for the zoning, the site could generate 1,857 daily vehicle trips with 114 vehicle trips occurring during the AM peak hour and 134 vehicle trips in the PM peak hour.

Additionally, the applicant is proposing 2 full movement accesses from Rogue Valley Highway (Highway 99).

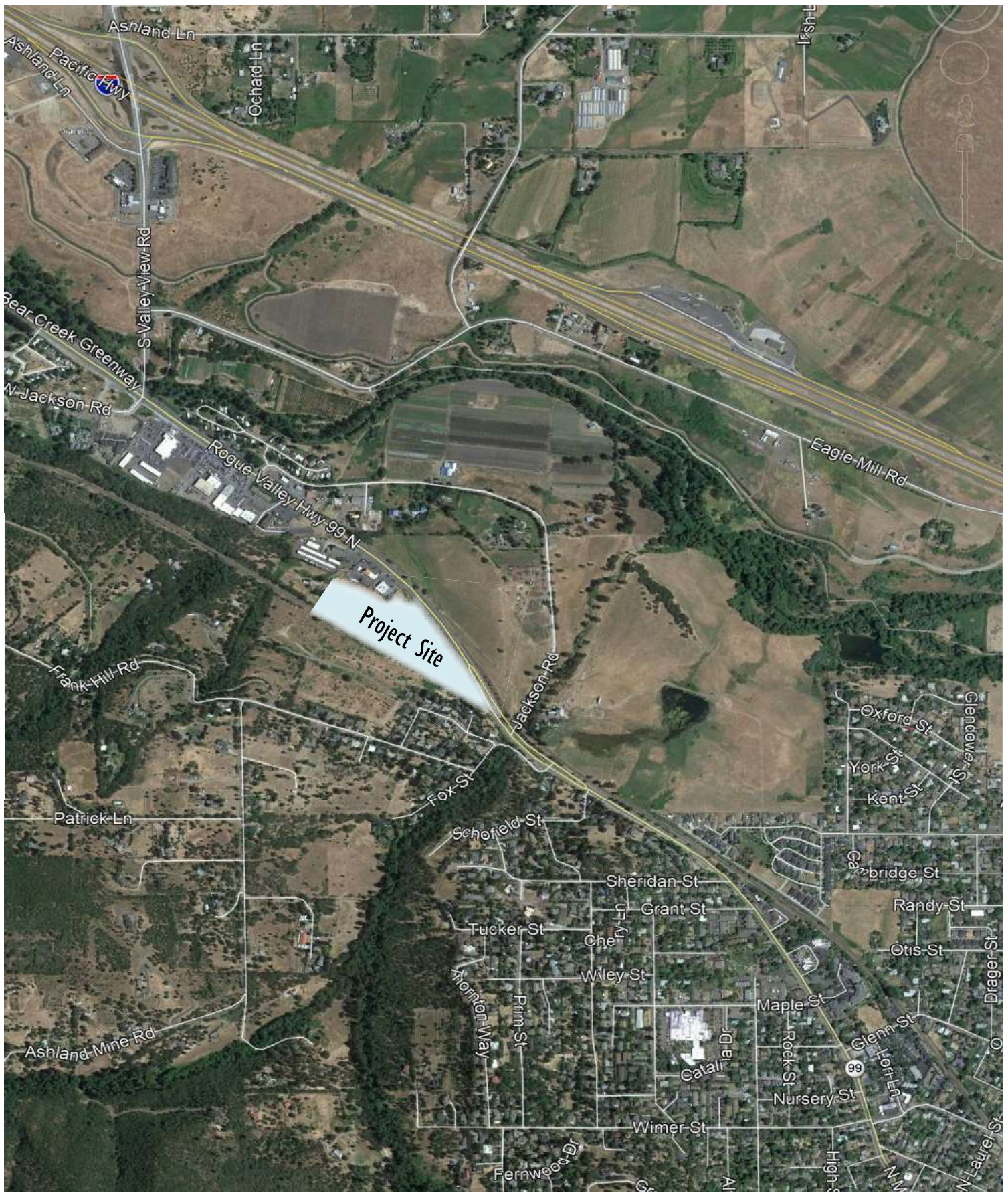
1.2 ANALYSIS SCOPE

The traffic study is completed according to the City of Ashland and the Oregon Department of Transportation standards and criteria. The scope of work is included in Appendix B. The scope of work establishes evaluation criteria for off-site impacts. As per ODOT and Ashland criteria, intersections with 50 or more trips are to be included in the analysis. The following intersections will have 50 or more development trips added to them:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Project Access at Rogue Valley Highway

The Scope of Work is included in Appendix B.

An operational analysis was performed at the studied intersections during the weekday AM and PM peak hours of the system for the existing year (Year 2019) and the year of opening (Year 2021). The analysis was also performed for the PM peak hour at the end of the City of Ashland's TSP planning horizon (Year 2034) with and without the proposed development.



Grand Terrace Ashland, Oregon

Figure 1: Site Location

2.0 EXISTING ROADWAY CONDITIONS

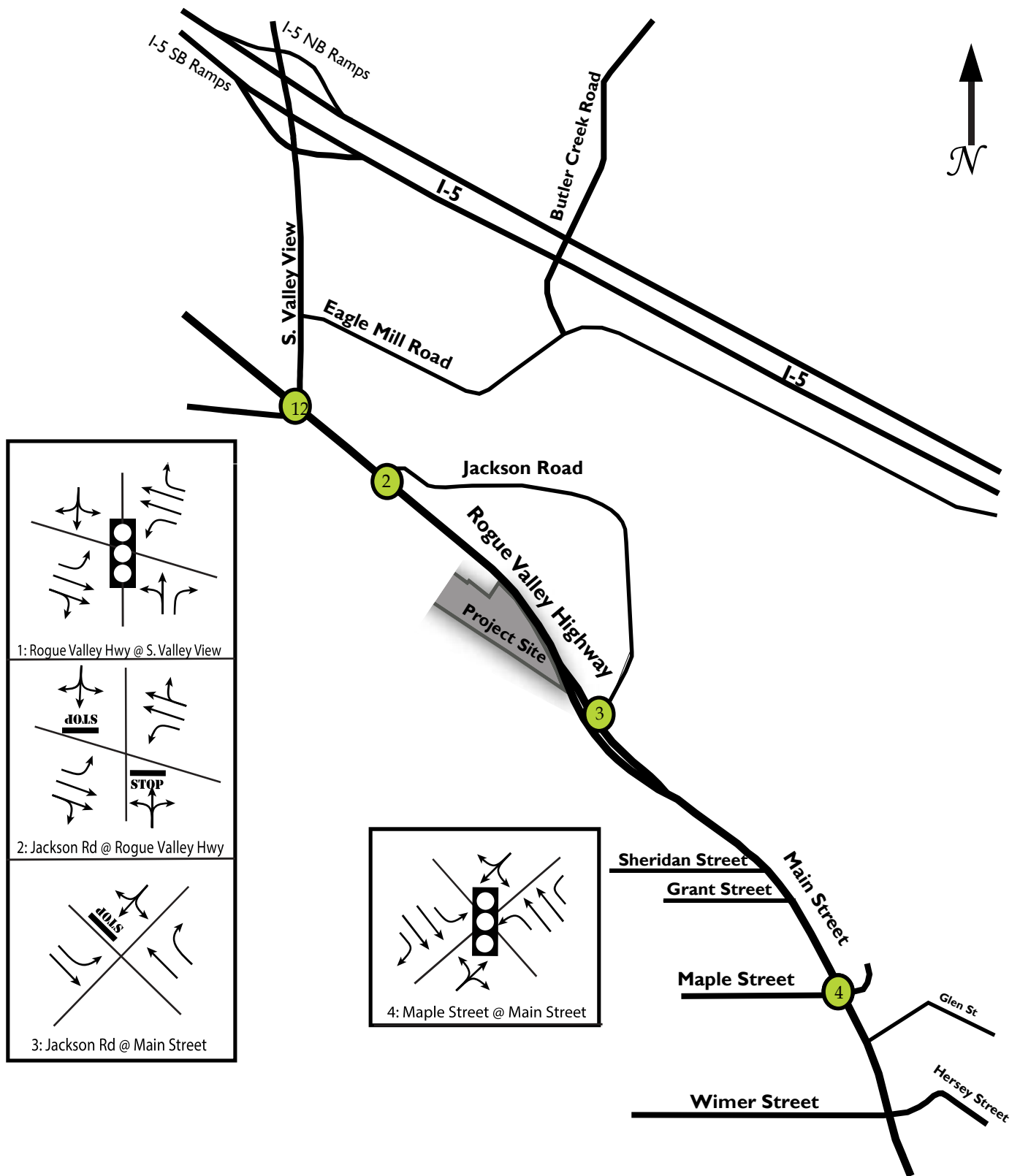
2.1 STREET NETWORK

Streets included within the study are Rogue Valley Highway/N. Main Street, S. Valley View Road, Jackson Road, and Maple Street. The project site is on the southwest side of Rogue Valley Highway adjacent to Anderson Autobody. Table 1 illustrates the roadway characteristics within the study area.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Rogue Valley Hwy Main Street	S. Valley View Rd	Jackson Rd	Maple Street
Functional Classification	District Highway Boulevard	ODOT Connector Road	Jackson County Local Road	Avenue
Posted Speed	25- 45 mph	35 mph	Basic Rule	25 mph
Lanes per Direction	1-2	1	1	1
Center Left Turn Lane	Yes	North of Eagle Mill Road	No	No
Restrictions in the Median	No	No	No	No
Bikes Lanes Present	Lanes on Main Street Shoulder on Highway 99	No	No	Marked Bike Route W/O Lanes
Sidewalks Present	Intermittent	No	North End Only	Yes
Transit Route	Yes	No	No	No
On-Street Parking	No	No	No	Intermittent

Figure 2 illustrates the study area intersection locations, intersection geometry, and access control.



2.2 CRASH ANALYSIS

A crash investigation was performed for the study area intersections. The analysis investigates crashes that have been reported to the state for the most recent 5 years, 2013-2017 to determine the crash rate in crashes per million vehicles entering the intersection and the types of crashes that occurred.

For ODOT facilities the crash rate is compared to the statewide 90th percentile crash rate of 0.860 crashes/million entering vehicles the signalized intersection and for 0.293 crashes/million entering vehicles, for a three-leg minor stop-control intersection. If the calculated crash rate exceeds the 90th percentile crash rate or there is a high percentage of a certain crash type, the location should be investigated for further mitigation measures.

For City of Ashland facilities, the crash rate is compared to a standard threshold of 1.0 crashes/million entering vehicles. If the calculated crash rate exceeds the 1.0 crashes/MEV or there is a high percentage of a certain crash type, the location is investigated for further mitigation measures.

No crashes were reported at the intersection of Main Street at Jackson Road. Table 2 summarizes crash information and crash rates.

TABLE 2: INTERSECTION CRASH RATES

Location	# of Crashes	Types of Crashes						ADT	90 th Percentile Rate*	Crash Rate*
		Head	Rear	Angle	Turn	Other	Ped/Bike			
Rogue Valley Highway @ S. Valley View Road	7	0	5	0	1	1	0	16,800	0.860	0.23
Rogue Valley Highway @ Jackson Road	2	0	0	1	1	0	0	16,800	0.293	0.07
Main Street @ Maple Street	10	0	8	0	1	1	0	17,200	1.0	0.32

*(crashes/million entering vehicles)

As illustrated in Table 2, all the studied intersections have a crash rate lower than the threshold.

Seven accidents occurred at the intersection of S Valley View Road at Rogue Valley Highway; three were resulted in property damage only (PDO), and four resulted in injury. The injury accidents were caused by a left-turn in front of oncoming traffic and failure to avoid the stopped vehicle. The PDO accidents were attributed to following too closely and failure to avoid the stopped vehicle. All accidents occurred in years 2013 thru 2015 when the intersection was limited to three legs. No accidents occurred in 2016 after a fourth leg was added and traffic signal was upgraded.

Of the ten collisions at the intersection of Main Street at Maple Street, four were injury accident, and six resulted in PDO. The four injury accidents were attributed to following too closely, failure to avoid the stopped vehicle, and careless driving. The PDO accidents were caused by following too closely, failure to avoid the stopped vehicle, and an animal in the road.

Two injury accidents occurred at Jackson Road and Rogue Valley Highway. The accidents were caused by following too closely and failure to yield ROW.

3.0 TRAFFIC VOLUMES

3.1 INTERSECTION COUNTS

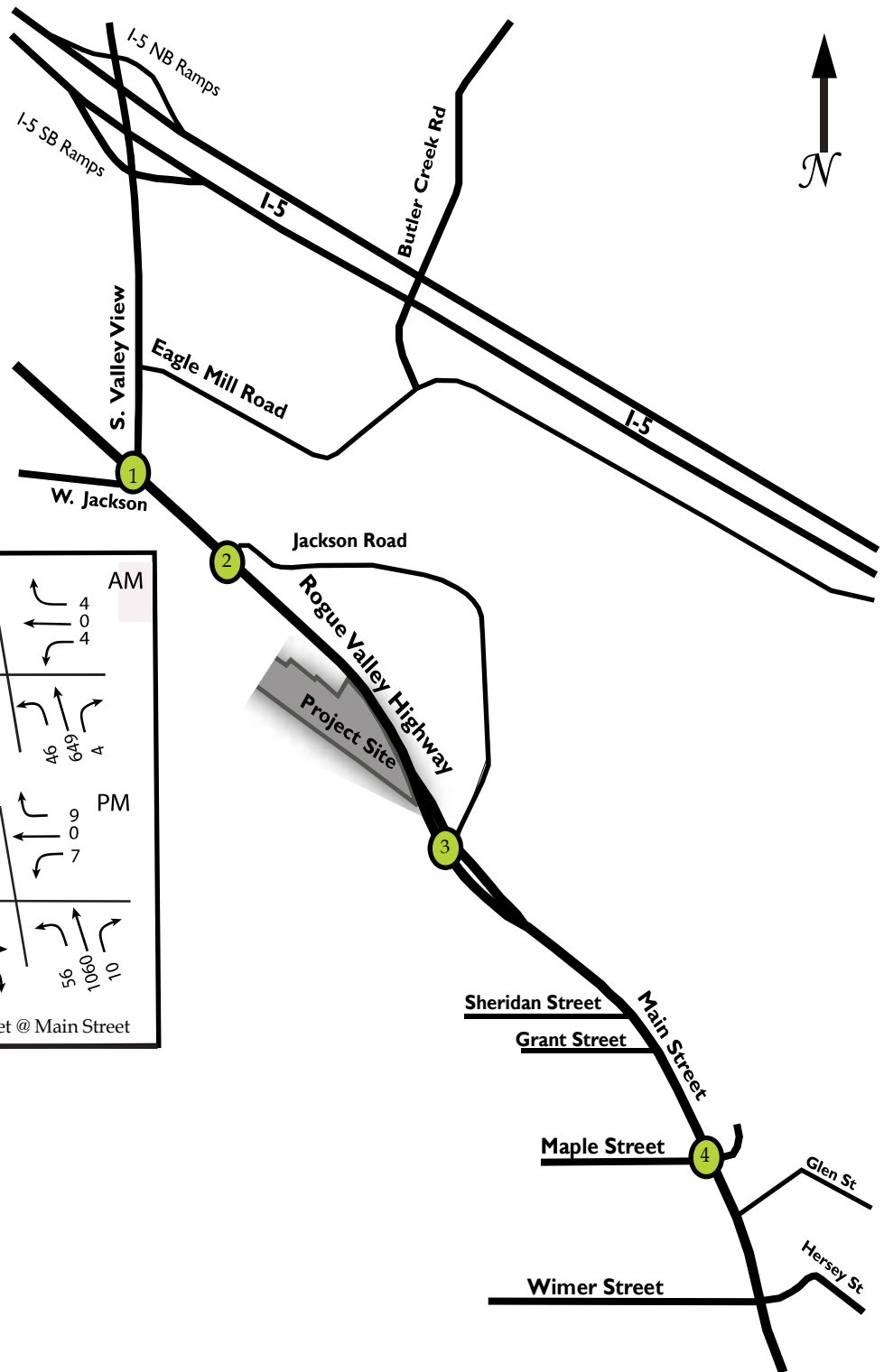
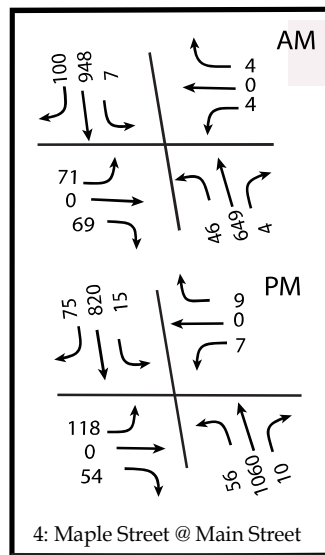
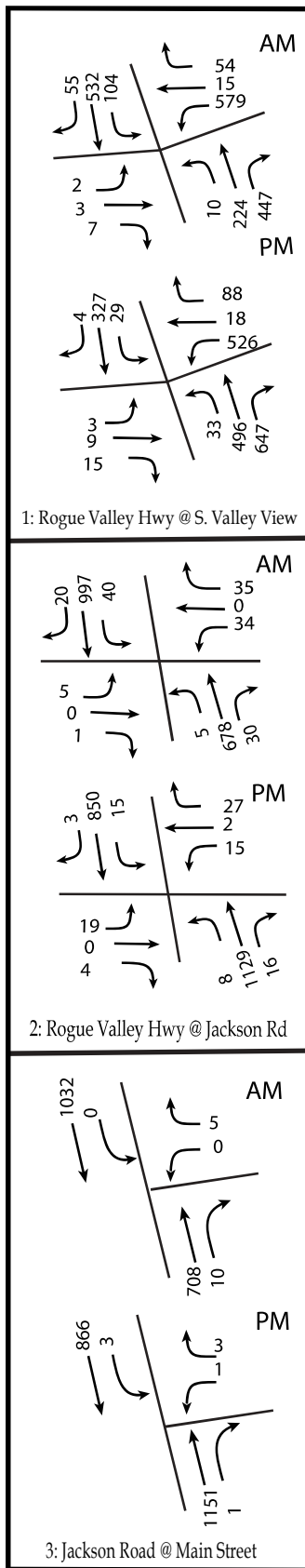
As part of the analysis, weekday AM and PM peak hour turning movement counts were collected at the study intersections. The traffic counts were taken by Southern Oregon Transportation Engineering. The intersection of Maple Street and Main Street was counted on September 29, 2016 and October 25, 2016. The additional counts were taken on May 8, 2018.

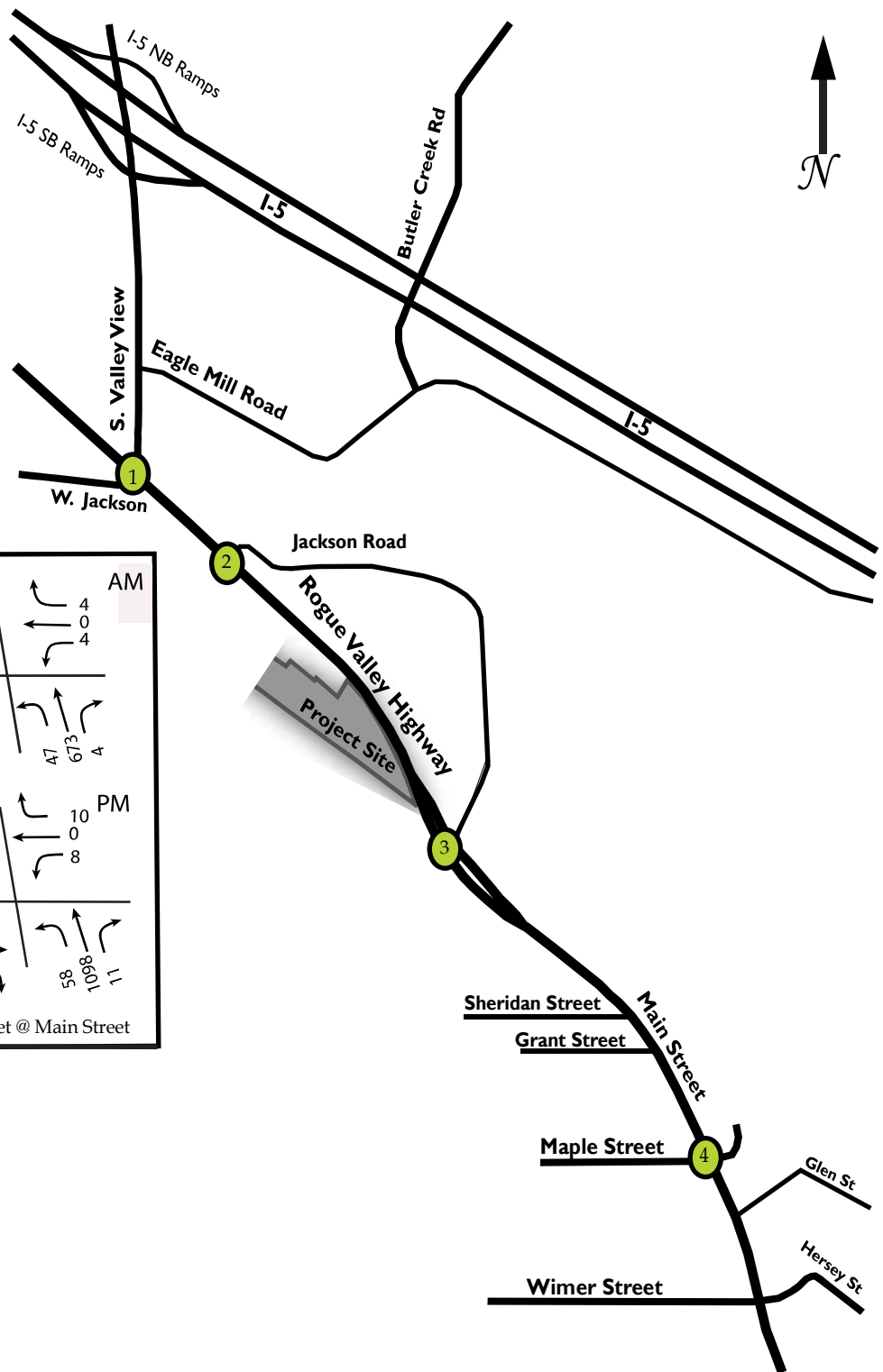
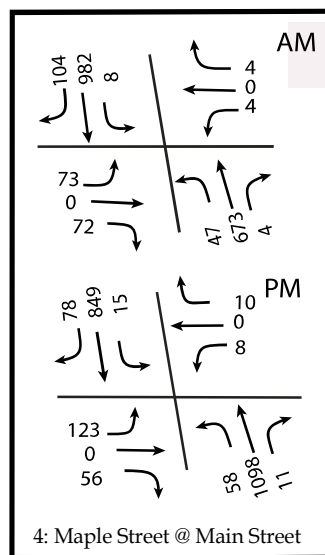
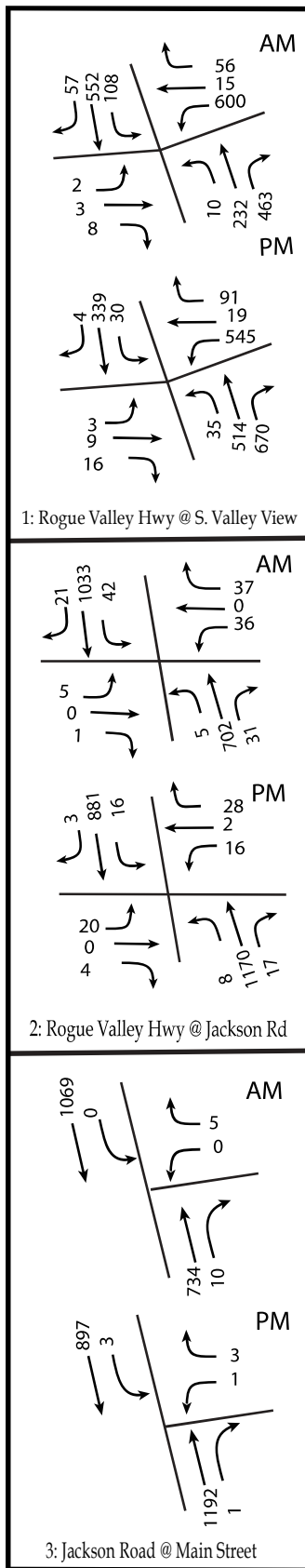
Turning movement counts illustrate the AM peak hour is from 8:00 AM to 9:00 AM and the PM peak hour occurs from 4:30 PM to 5:30 PM. The 2019 existing AM and PM traffic volumes are shown in Figure 3. The traffic count data is included in Appendix D.

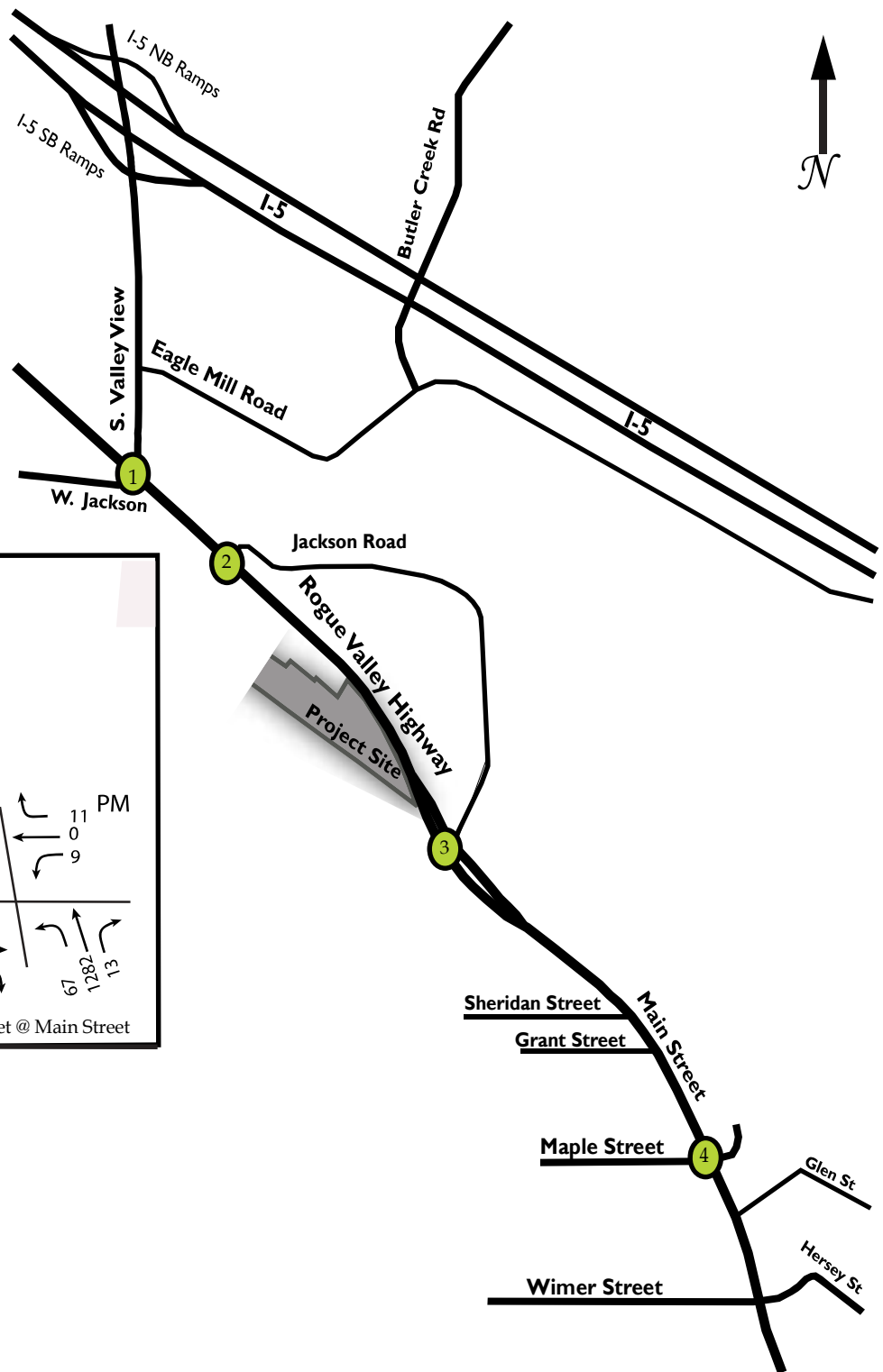
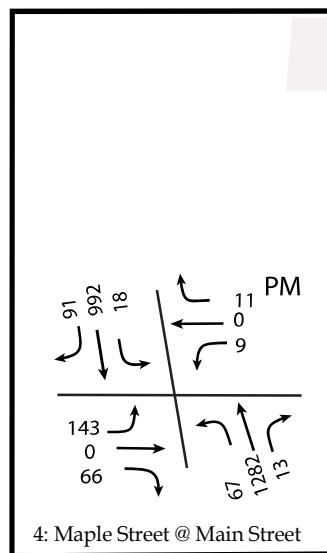
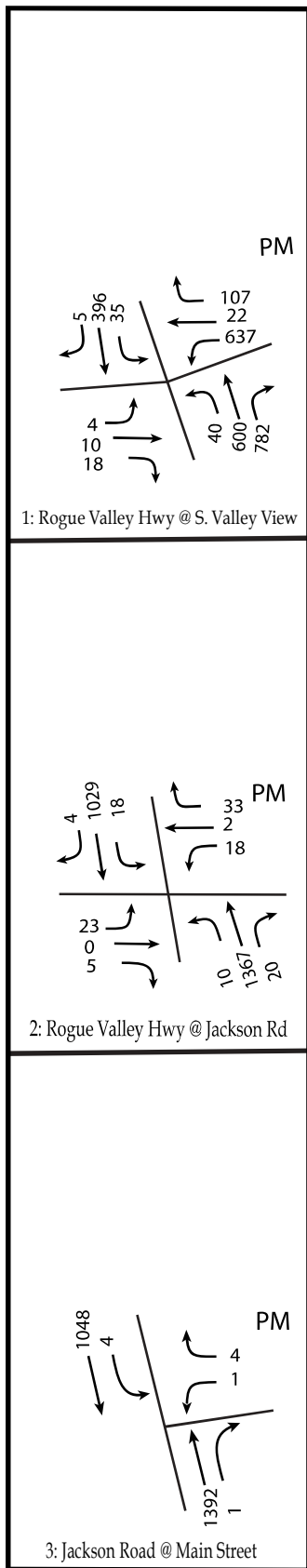
3.2 FUTURE YEAR BACKGROUND VOLUMES

Consistent with traffic impact analysis criteria, the intersections were evaluated for the year of completion (year 2021) and the planning horizon (year 2034) with and without the development. To account for naturally occurring traffic increases between the count year and future analysis year, an annual growth rate was applied. Based on information within the City of Ashland's *Transportation System Plan*, the overall average growth rate per year expected within the study area is 1.2%.

The 1.2% per year growth rate per year was applied to the existing traffic counts to obtain future background traffic volumes. The resulting AM and PM peak-hour background volumes are shown in Figure 4 for the year 2021 and Figure 5 for the year 2034. Appendix E contains the traffic volume development calculations.







4.0 DEVELOPMENT TRAFFIC

4.1 TRIP GENERATION

While the applicant is proposing 196 residential units, the maximum density of the site was evaluated to allow for flexibility in the final site design and to show compliance with the transportation planning rule. As the site is requesting a zone change the evaluation was prepared for the maximum allowed density under the R2 zoning of 251 multi-family residential units.

The trip generation for the development was estimated using the information contained within the ITE Trip Generation Manual 10th Edition. The site trips are estimated using the data provided for Land Use 220 Multifamily Housing (Low-Rise). The site generated trips for the AM and PM peak hour trips are illustrated in Table 3.

TABLE 3: TRIP GENERATION

ITE Land Use	Size	Unit	Trip Generation					
			Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
220 Low-Rise Residential	251	Dwelling Unit	$\text{Ln}(\text{T}) = 0.95 \text{ Ln}(\text{x}) - 0.51$	114	0.23	0.77	26	88
PM								
220 Low-Rise Residential	251	Dwelling Unit	$\text{Ln}(\text{T}) = 0.89 \text{ Ln}(\text{x}) - 0.02$	134	0.63	0.37	84	50
Daily								
220 Low-Rise Residential	251	Dwelling Unit	$\text{T} = 7.56(\text{x}) - 40.86$	1857	50	50	929	928

The proposed zone change would have a maximum development potential of 251 dwelling units and is expected to generate 1,857 Daily trips with 114 occurring during the AM peak hour and 134 in the PM peak hour.

4.2 TRIP DISTRIBUTION

The development trips were distributed through the study area network using the existing observed travel patterns as a base with modifications as per reasonable origins and destinations. The trip distribution is as follows:

- 40% to/from the South via Rogue Valley Highway
- 35% to/from the North via Rogue Valley Highway
- 25% to/from I-5

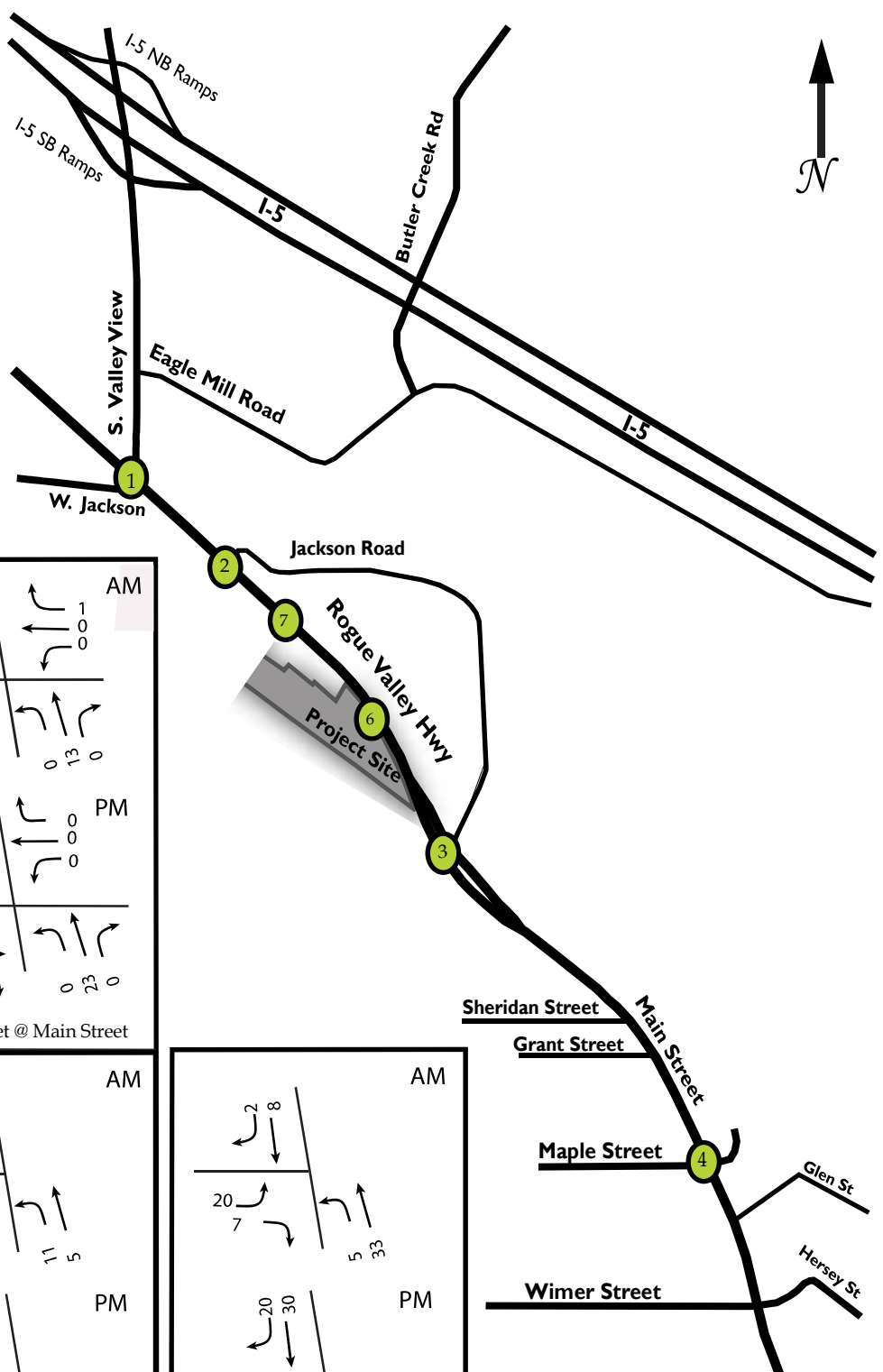
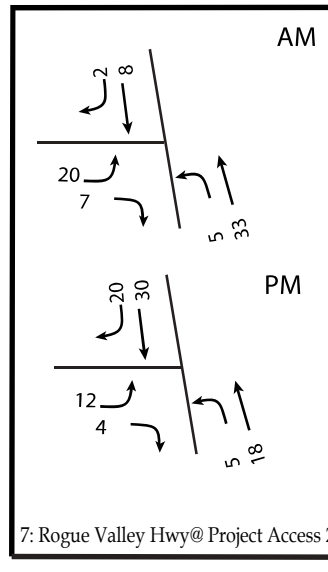
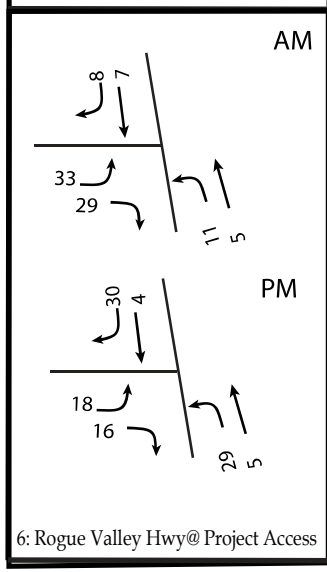
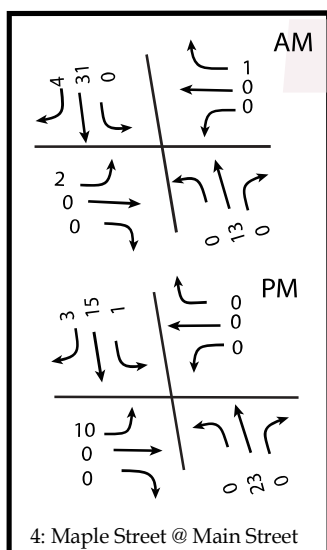
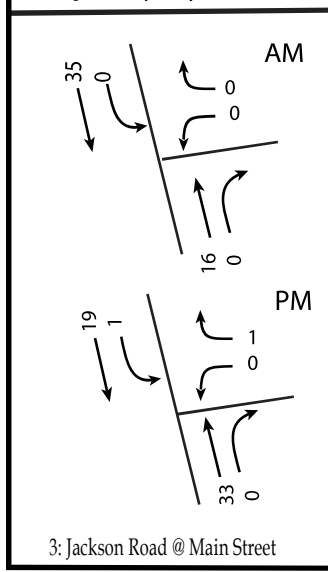
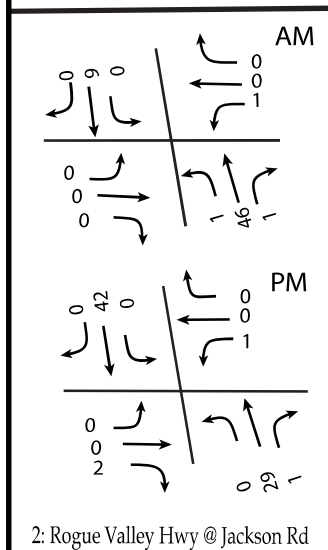
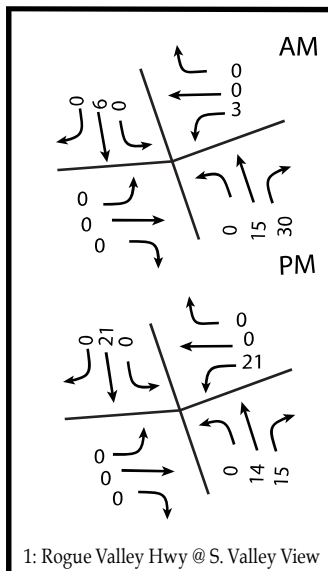
The development trips assigned to the study area intersections are illustrated in Figure 6.

The trip distribution determined that the following intersections will have 50 or more development trips added to them:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street

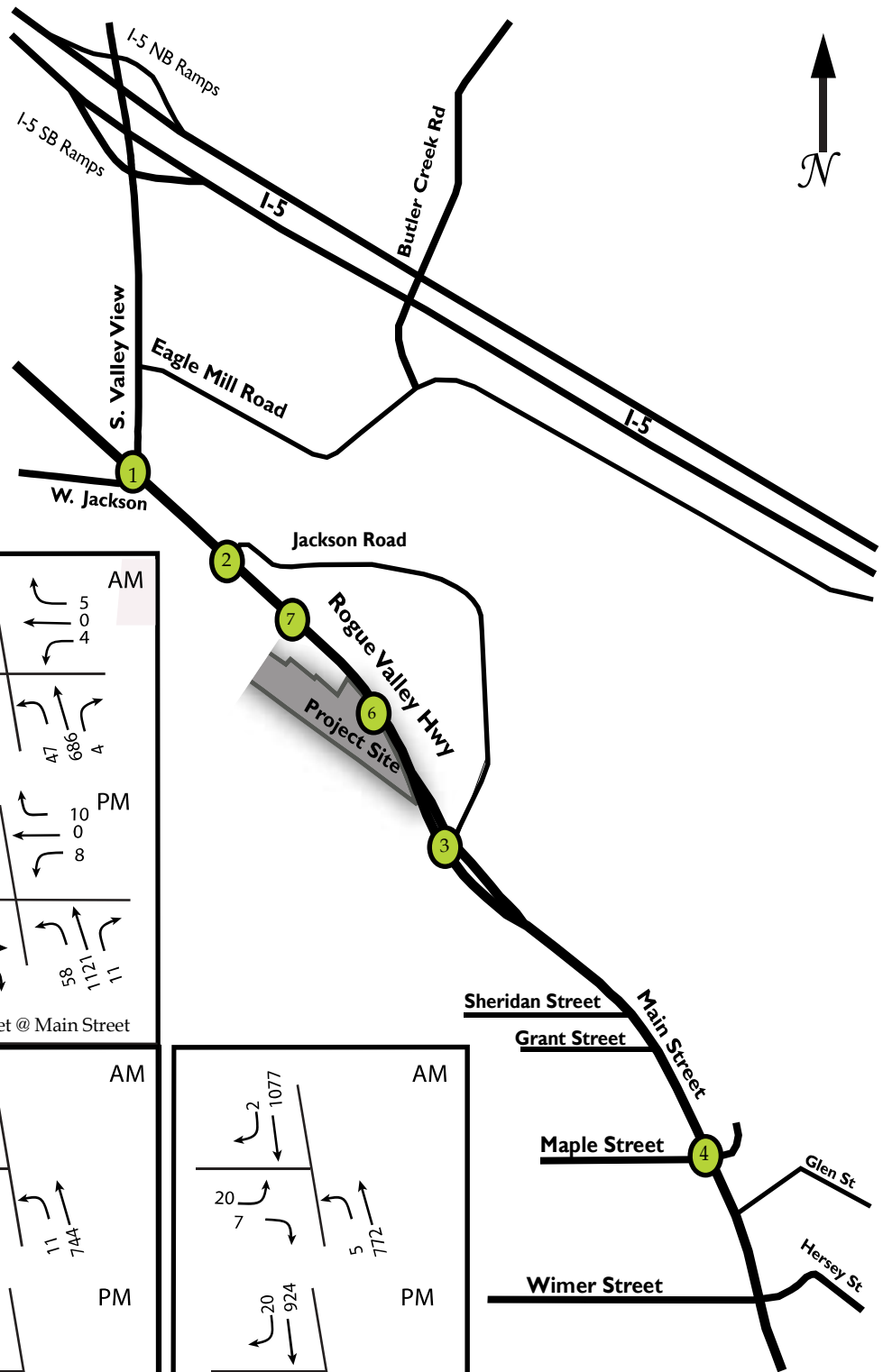
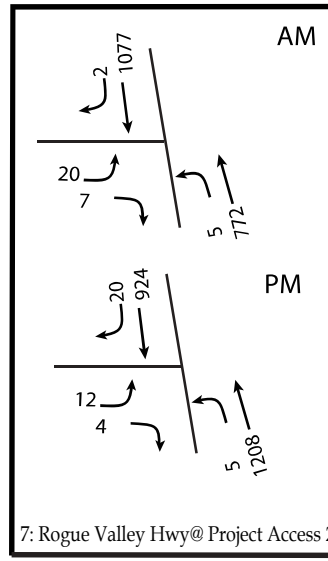
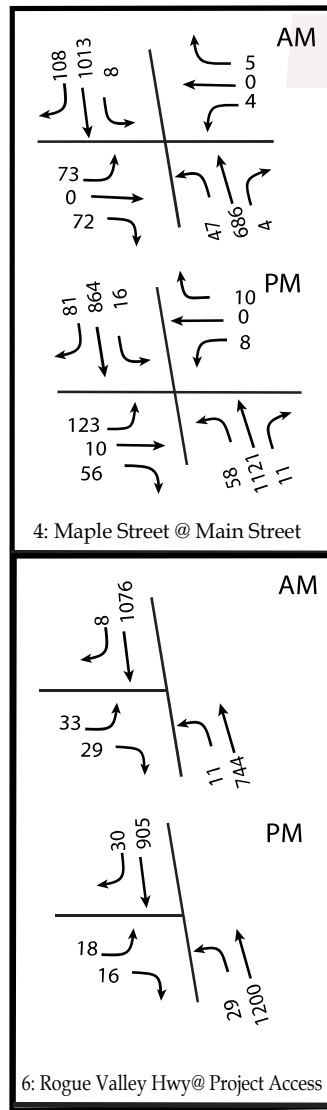
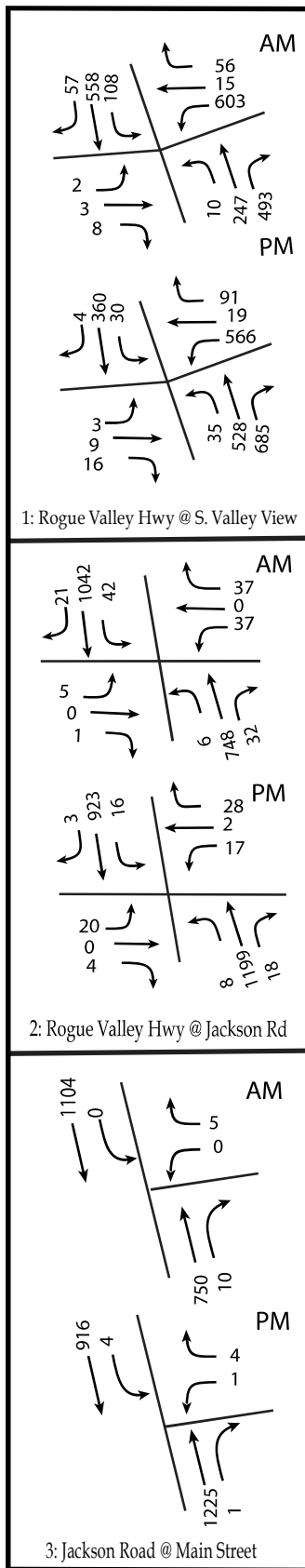
4.3 BUILD-OUT TRAFFIC VOLUMES

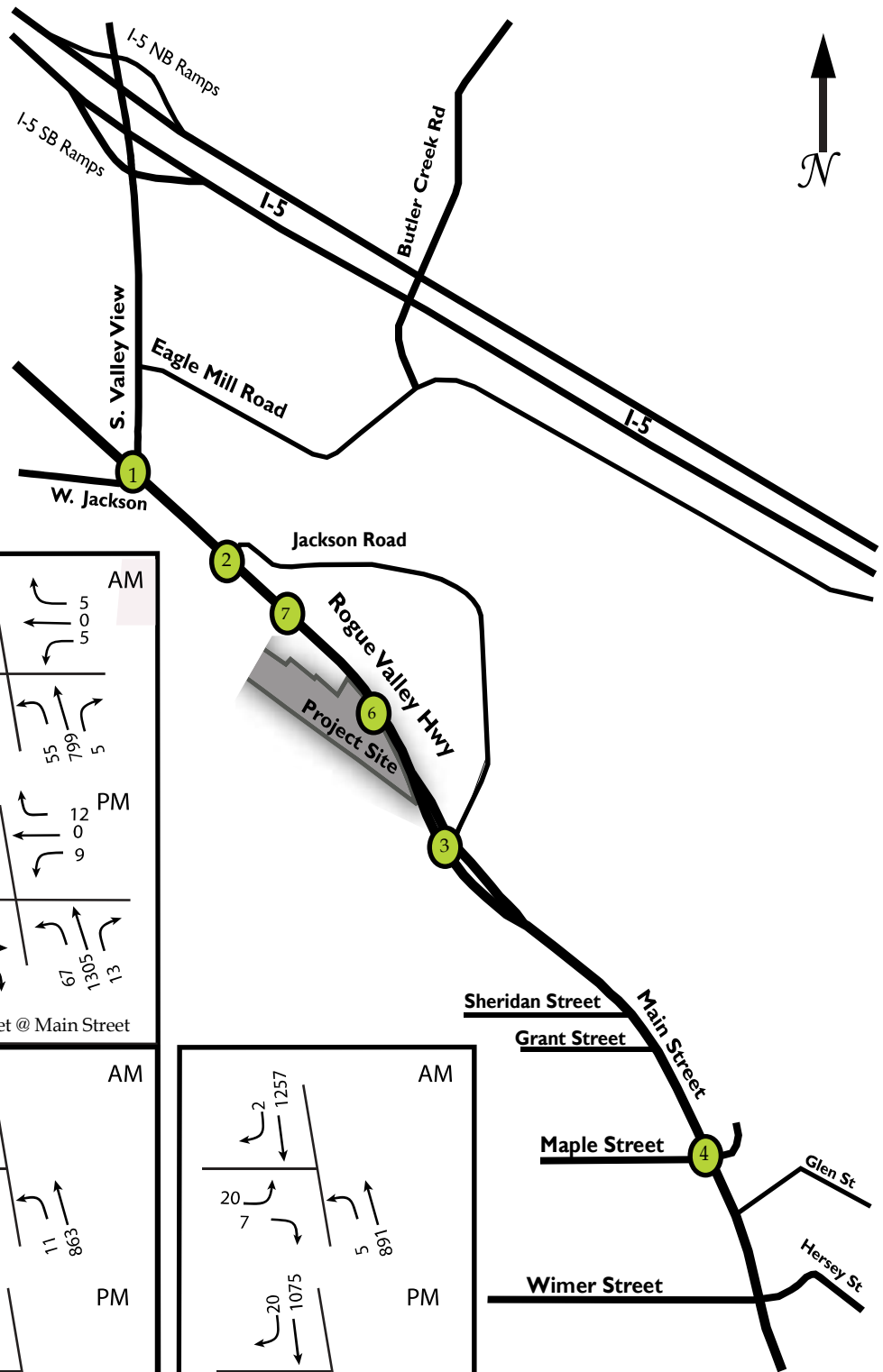
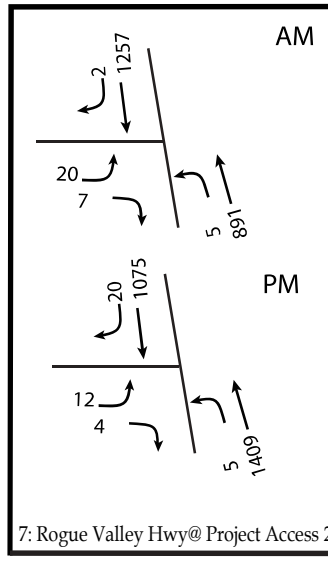
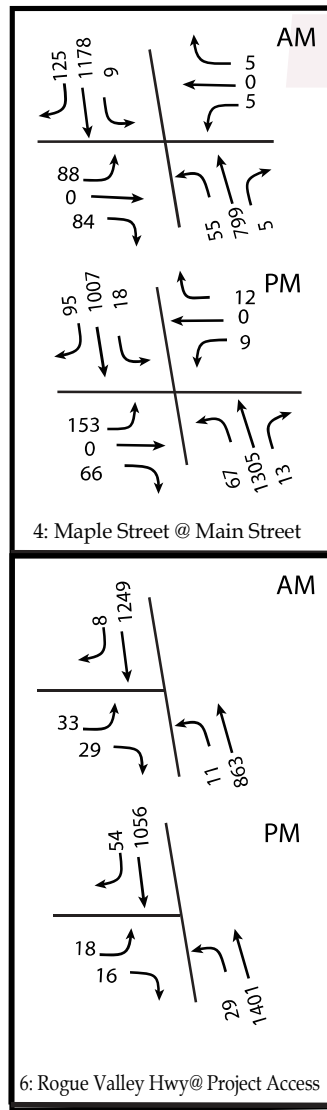
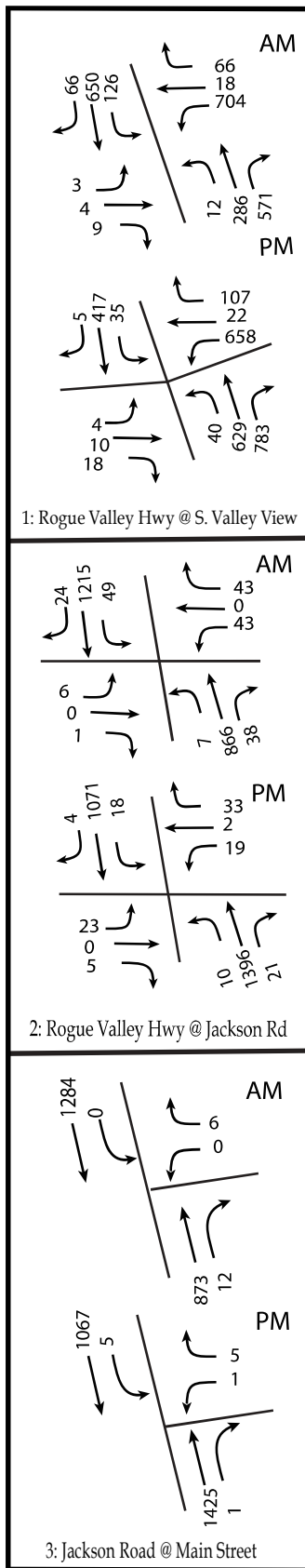
The proposed development trips were added to the Year 2021 and year 2034 background traffic volumes to represent the build conditions. Figure 7 depicts the Year 2021 AM and PM peak-hour build condition traffic volumes. Figure 8 depicts the Year 2034 PM peak-hour build traffic volumes.



Grand Terrace Ashland, Oregon

Figure 6: Development Traffic Volumes





5.0 SITE ACCESS AND CIRCULATION

The site will have the main access from Highway 99. The location and access evaluation are discussed later in the report.

5.1 PEDESTRIAN ACCESS

No pedestrian access is currently available in the vicinity of the subject property. While this area is developing, it still retains much of its rural characteristics.

In accordance with City of Ashland development criteria, sidewalks will be provided along the Rogue Valley Highway frontage with the construction of proposed development.

5.2. TRANSIT ACCESS

Rogue Valley Transportation District (RVTD) provides transit service to Ashland. Currently, one route is operating which runs from Front Street Station in Medford to Bi-Mart in Ashland. Service is provided from 5:00 AM to 8:00 PM weekdays and 7:00 AM to 6:00 PM on Saturdays. The route runs along Rogue Valley Highway in front of the proposed development.

6.0 PERFORMANCE MEASURES

The studied intersections were evaluated for Volume to Capacity (v/c) and Level of Service (LOS). The standard for intersections under ODOT's jurisdiction is v/c; while LOS is the standard for the City of Ashland.

Volume-to-capacity ratio describes the capability of an intersection to meet volume demand based upon the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the Oregon Highway Plan. V/C thresholds are defined based on roadway classification and speed. Rogue Valley Highway (Highway 99) is designated as a District Level Highway inside a Metropolitan Planning Organization (MPO). The v/c threshold for a facility of this type is 0.95 for the for signalized and unsignalized intersections.

The studied intersections were evaluated for Level of Service. Level of Service is a measure of performance that is based on the Highway Capacity Manual (HCM) defined level of service (LOS). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection. It was developed to quantify the quality of service of transportation facilities. LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Average delay is measured in seconds per vehicle per hour and then translated into a grade or "level of service" for each intersection. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition. The City of Ashland has a level of service threshold of LOS D for all intersections. The LOS criteria, as defined by the Highway Capacity Manual for signalized intersections, are provided in Table 4.

TABLE 4: HCM LEVEL OF SERVICE FOR INTERSECTIONS

	Stopped Delay Per Vehicle (Seconds per Vehicle)	
	Unsignalized Intersections	Signalized Intersections
A	≤ 10.0	≤ 10
B	> 10.0 and ≤ 15.0	> 10 and ≤ 20
C	> 15.0 and ≤ 25.0	> 20 and ≤ 35
D	> 25.0 and ≤ 35.0	> 35 and ≤ 55
E	> 35.0 and ≤ 50.0	> 55 and ≤ 80
F	> 50.0	> 80

6.1 EXISTING 2019 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the Year 2018 existing conditions during the PM peak hour. The results are shown in Table 5. The SYNCHRO outputs are provided in Appendix F.

TABLE 5: INTERSECTION PERFORMANCE: YEAR 2019 EXISTING AM AND PM PEAK HOUR

Intersection	Mobility Standard	2019 AM Existing	2019 PM Existing
Rogue Valley Hwy @ S. Valley View	0.95	0.76	0.76
Rogue Valley Hwy @ Jackson Road	0.95	0.38	0.46
Main St. @ Jackson Road	0.95	0.01	0.04
Maple Street @ Main Street	LOS D	B	C

*Results for stop-controlled intersections are reported for the critical approach.

As illustrated in Table 5, all the studied intersections operate better than the mobility standard in existing conditions.

6.2 INTERSECTION ANALYSIS RESULTS - 2021

A performance analysis was conducted for the studied intersections for the Year 2021 background and build conditions during the AM and PM peak hour. The results of the analysis are shown in Table 6. The SYNCHRO outputs are provided in Appendix F.

TABLE 6: INTERSECTION PERFORMANCE: YEAR 2021 AM AND PM PEAK HOUR

Intersection	Mobility Standard	AM 2021 No-Build	AM 2021 Build	PM 2021 No-Build	PM 2021 Build
Rogue Valley Hwy @ S. Valley View	0.95	0.77	0.77	0.78	0.80
Rogue Valley Hwy @ Jackson Rd	0.95	0.44	0.50	0.54	0.62
Main St. @ Jackson Road	0.95	0.01	0.01	0.04	0.05
Main Street @ Maple Street	LOS D	B	B	C	D
Rogue Valley Hwy @ north Project Access	0.95	N/A	0.13	N/A	0.08
Rogue Valley Hwy @ south Project Access	0.95	N/A	0.34	N/A	0.31

*Results for stop-controlled intersections are shown for the critical (worst performing) approach.

As illustrated in Table 6, all the studied intersections operate better than the mobility standard in existing conditions.

6.3 INTERSECTION ANALYSIS RESULTS -YEAR 2034

A performance analysis was conducted for the studied intersections for the Year 2034 background and build conditions during for the PM peak hour consistent with TPR. The results of the analysis are shown in Table 7. The SYNCHRO outputs are provided in Appendix F.

TABLE 7: INTERSECTION PERFORMANCE: YEAR 2034 PM PEAK HOUR

Intersection	Mobility Standard	PM 2034 No-Build	PM 2034 Build
Rogue Valley Hwy @ S. Valley View	0.95	0.89	0.89
Rogue Valley Hwy @ Jackson Road	0.95	0.84	0.92
Main St. @ Jackson Road	0.95	0.06	0.08
Main Street @ Maple Street	LOS D	D	D
Rogue Valley Hwy @ north Project Access	0.95	N/A	0.09
Rogue Valley Hwy @ south Project Access	0.95	N/A	0.46

Results for stop-controlled intersections are shown for the critical (worst performing) approach. The intersection performance (ICU) is shown in parenthesis.

As illustrated in Table 7, all the studied intersections operate better than the mobility standard in existing conditions.

6.4 QUEUING ANALYSIS

A queuing analysis was conducted for the studied intersections for the year 2021 conditions during the AM and PM Peak Hours build and no-Build conditions, and for the year 2034 for PM No-Build and Build conditions.

The analysis was performed using SimTraffic, a micro-simulation software tool that uses the HCM defined criteria to estimate the queuing of vehicles within the study area. The average and 95th percentile queuing results are illustrated in Table 8 for AM and Table 9 for PM. All results are rounded to 25 feet to better represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix F.

TABLE 8: INTERSECTION QUEUING: AM PEAK HOUR

		2021 No-Build		2021 Build	
Movement	Available Storage	Avg	95 th Percentile	Avg	95 th Percentile
S. Valley View at Rogue Valley Highway					
SEB Left	225	50	100	75	100
SEB Thru	>500	100	175	100	175
SEB Thru- Right	>500	100	150	75	150
NWB Left	475	25	25	25	50
NWB-Thru	>500	50	100	50	100
NWB-Thru	>500	50	100	50	100
NWB-Right	100	50	125	50	100
NEB-Left-Thru	75	25	25	25	25
NEB-Right	100	25	50	25	50
SWB-LTR	>500	175	250	175	250
Jackson Road at Rogue Valley Highway					
SEB Left	100	25	50	25	50
NWB Left	100	25	25	25	25
NEB Left-Thru-Right	100	25	50	25	25
SWB Left-Thru-Right	200	50	100	50	75
Jackson Road at Main Street					
SW Left- Right	175	25	0	25	0
SB Left	50	25	25	25	0
Maple Street at Main Street					
EB Left-Thru-Right	400	75	125	75	125
WB Left-Thru-Right	175	25	25	25	25
NB Left	150	50	75	50	75
NB Thru	>500	125	250	125	225
NB Right	160	25	25	25	25
SB Left	75	25	75	25	25
SB Thru	>500	200	350	200	400
SB Right	195	25	100	50	150
Project Access at South Rogue Valley Highway					
NWB Left-Thru	75	N/A	N/A	25	50
EB Left	150	N/A	N/A	50	100
EB Right	225	N/A	N/A	25	75
Project Access at North Rogue Valley Highway					
NWB Left-Thru	75	N/A	N/A	25	50
EB Left	150	N/A	N/A	50	100
EB Right	225	N/A	N/A	25	75

TABLE 9: INTERSECTION QUEUING: PM PEAK HOUR

		2021 No-Build		2021 Build		2034 No-Build		2034 Build	
Movement	Available Storage	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile
S. Valley View at Rogue Valley Highway									
SEB Left	225	25	50	25	50	25	75	50	75
SEB Thru	>500	100	150	100	150	125	175	125	200
SEB Thru- Right	>500	50	100	50	100	75	150	75	150
NWB Left	475	25	50	25	50	25	75	25	75
NWB-Thru	>500	100	175	100	175	150	225	150	250
NWB-Thru	>500	125	225	100	200	150	300	200	375
NWB-Right	100	75	150	75	150	100	175	125	175
NB-Left-Thru	75	25	50	25	50	25	50	25	50
NB-Right	100	25	50	25	50	25	50	25	50
SB-LTR	>500	200	250	175	275	200	300	225	325
Jackson Road at Rogue Valley Highway									
SEB Left	100	25	50	25	50	25	50	25	50
NWB Left	100	25	25	25	25	25	25	25	50
NEB Left-Thru-Right	100	50	75	25	75	50	100	50	125
SWB Left-Thru-Right	200	50	100	50	100	50	100	50	125
Jackson Road at Main Street									
SW Left- Right	175	25	25	25	25	25	25	25	50
SB Left	50	25	25	25	25	25	25	25	25
Maple Street at Main Street									
EB Left-Thru-Right	400	100	175	100	200	175	300	175	275
WB Left-Thru-Right	175	25	50	25	50	25	50	25	50
NB Left	150	75	275	100	325	175	475	175	475
NB Thru	>500	375	725	400	775	975	1225	1025	1250
NB Right	160	25	225	25	150	275	875	350	1000
SB Left	75	25	75	25	75	25	75	25	75
SB Thru	>500	225	375	225	400	325	550	275	525
SB Right	195	50	150	50	175	75	250	75	225
Project Access at South Rogue Valley Highway									
NWB Left-Thru	75	N/A	N/A	25	50	N/A	N/A	25	50
EB Left	150	N/A	N/A	25	50	N/A	N/A	25	75
EB Right	225	N/A	N/A	25	50	N/A	N/A	25	50
Project Access at North Rogue Valley Highway									
NWB Left-Thru	75	N/A	N/A	25	50	N/A	N/A	25	50
EB Left	150	N/A	N/A	25	50	N/A	N/A	25	75
EB Right	225	N/A	N/A	25	50	N/A	N/A	25	50

7.0 SITE ACCESS EVALUATION

The applicant is proposing access to Highway 99 along the site frontage. The site driveway is proposed along a section of Highway 99 that transitions from 2 lanes to 1 lane as part of the road diet. There is a change in grade to the south and the roadway goes under the railroad tracks. The railroad bridge is a physical obstruction that limits the line sight for vehicles. The location of the access is based upon evaluations of maximizing the line of sight for motorists to meet the stopping and intersection sight distances as well as the ability to execute turning maneuvers safely. The following describes the access location evaluation and recommendations.

SIGHT DISTANCE:

The site access of onto Highway 99 was reviewed for vehicle line of sight (sight distance). Sight distances are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the minor street (controlled) approach. The stopping sight distance is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. The departure sight distance (ISD) is a measure of the length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic. For this calculation, it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

Intersections and driveways should, at a minimum, meet the SSD requirements. However, it is desirable to achieve the ISD whenever possible.

The standards for evaluating SSD and ISD follow the methodology in AASHTO's *A Policy on Geometric Design of Highways and Streets* (2011).

Highway 99 is a District Level Highway with a posted speed of 45 miles per hour. As per AASHTO, the SSD on a roadway with a speed of 45 miles per hour is 360 feet. This means that a driver along Highway 99 needs to be able to see a stopped driver along the roadway waiting to enter the site at a minimum of 360 feet ahead of the driveway. Figure 9 below illustrates the proposed driveway location and the line of sight for a driver along Highway 99.

As per AASHTO, the ISD distance on a roadway with a speed of 45 miles per hour is 500 feet. This means that a driver waiting to leave the site will need to be able to see at a minimum of 500 feet in both directions to be able to perceive and react to adequate gaps in traffic to execute a safe left-turn maneuver. Figure 9 and 10 below illustrates the proposed driveway location and the line of sight for a driver exiting the site. The development property has sloped topography along the property frontage. All areas between the line of sight and the roadway need to be cleared of vegetation and earth material down to a maximum height of 2 feet above the elevation of the roadway.

FIGURE 9: SIGHT DISTANCE AT PROPOSED SOUTH ACCESS LOCATION



Grand Terrace Ashland, Oregon

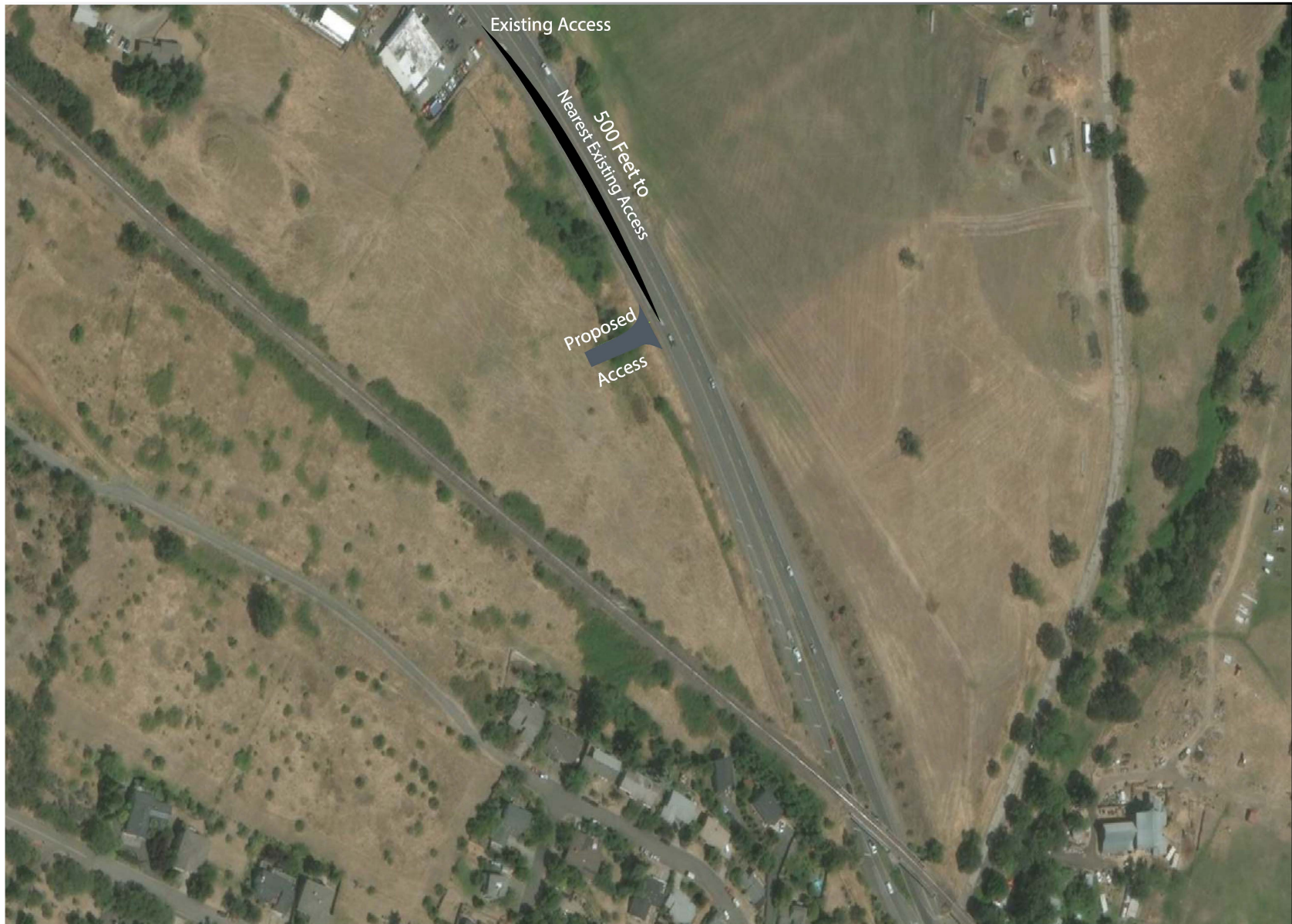
Figure 9: South Driveway Intersection Site Distance

ACCESS SPACING:

The driveway spacing standards are defined in the Oregon Highway Plan. For District Level Highways the spacing standard is 500 feet. The proposed access meets the spacing standard. Figure 11 illustrates the distance between the proposed access location and the nearest adjacent access points.

TURNING MOVEMENT EVALUATION:

The site access was evaluated for LOS, V/C, and queuing conditions. The v/c, queuing, and LOS are all within acceptable standards and will not cause a safety issue for Highway 99. It is recommended that due to the level of left-turning traffic into the development, the horizontal and vertical curvature of Highway 99, and that northbound vehicles on Highway 99 are existing from under the railroad crossing, the roadway be restriped to add a left-turn pocket. This will maximize the safety of vehicles traveling along Highway 99 in the north direction by removing the left turns from the travel way. Appendix H contains a recommended conceptual striping layout to accommodate the left turn pocket.



Grand Terrace- Ashland, Oregon

Figure 11: Access Spacing

8.0 TPR FINDINGS

Consistent with the Transportation Planning Rule, the following elaborates on how this development meets the TPR requirements.

Goal 12, (OAR) 660-12-0060 (1) requires that a local government ensures that an amendment to a functional plan, an acknowledged comprehensive plan, or a land-use regulation (including a zoning map) does not significantly affect a transportation facility if it would:

- “(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The proposed zone change will not result in a change of functional classification of the adjacent roadways.

- (b) Change standards implementing a functional classification system; or

The proposed zone change will not cause traffic levels or patterns that would change the standards implementing a functional classification system.

- (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility.

The proposed zone change will not generate levels or types of traffic that is inconsistent with the functional classification of the adjacent transportation facility.

- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

As demonstrated in Table 7, all transportation facilities will meet the adopted mobility standards.

- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”
OAR 660-12-0060(1)

As demonstrated in Table 7, all transportation facilities will meet the adopted mobility standards.

9.0 CONCLUSION

This report describes the Traffic Impact Analysis findings prepared for the proposed Grand Terrace development, located along Rogue Valley Highway north of Ashland, Oregon. The property occupies Tax Lots 1700 and 1702 of Assessor's Map 38-1E-3. The subject property is in Jackson County, within the Urban Growth Boundary (UGB) of Ashland, Or. The project will require annexation into the City of Ashland. The current zoning is Jackson County Rural Residential (RR-5). The site will be zoned to Low-Density Multiple Family Residential (R-2) consistent with the City of Ashland Comprehensive Plan.

The maximum density allowed under the proposed zoning is 251 multifamily residential units. Consistent with the Transportation Planning Rule, the evaluation has been prepared for the maximum density.

Additionally, the applicant is proposing 2 full movement accesses from Rogue Valley Highway (Highway 99).

The analysis evaluates the intersection operations during the AM peak hour for the existing year and year of completion and the PM peak hour for the existing year, year of completion, and the City of Ashland Transportation System Plan planning horizon year. Study area intersections included in the analysis are:

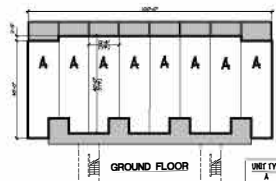
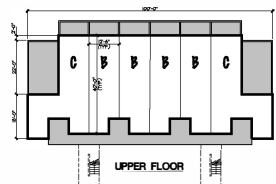
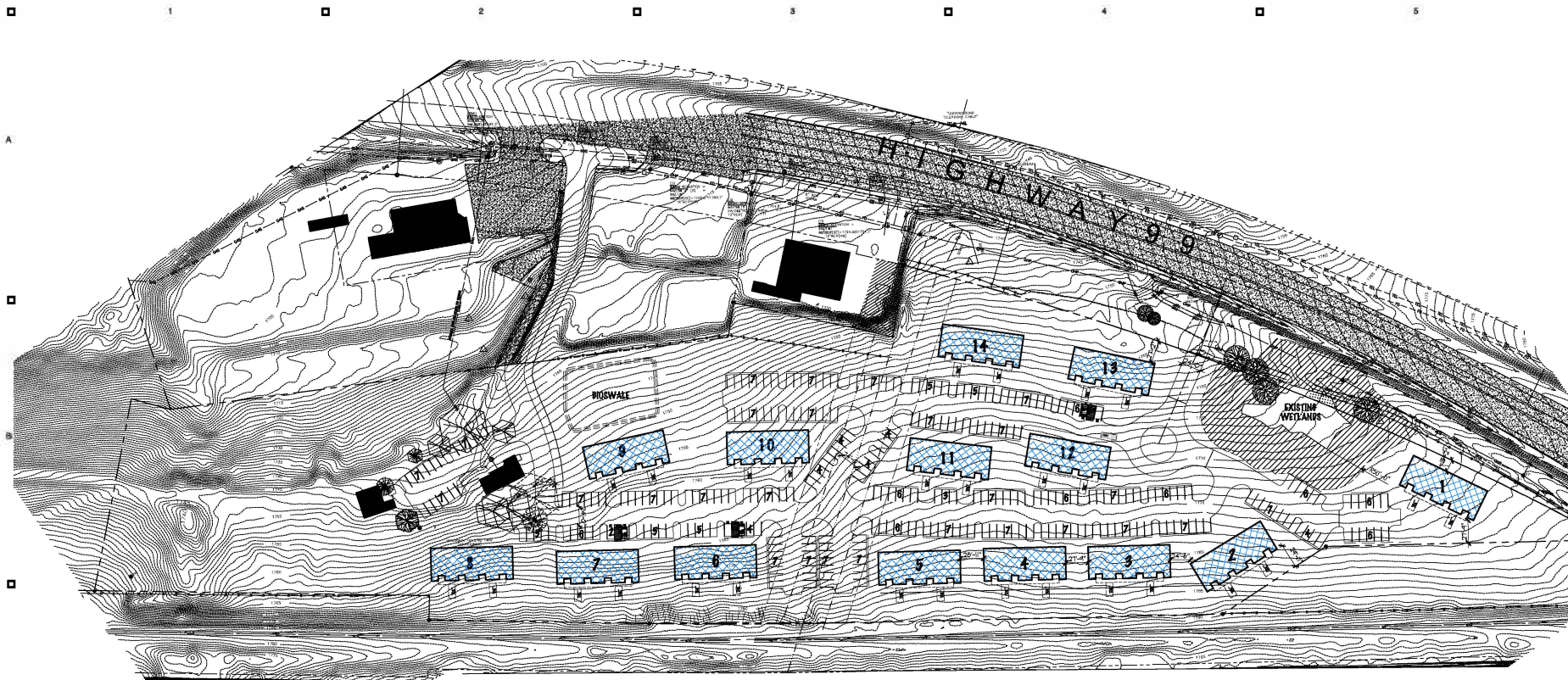
- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Project access points at Rogue Valley Highway

9.1 FINDINGS

- The analysis shows all studied intersections will meet the mobility standards through the Year 2034 with the addition of development traffic.
- The addition of development traffic will not substantially increase queueing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- It is recommended that Highway 99 be restriped to include a left turn lane for entering vehicles into the site access.

Appendix A

SITE PLAN



UNIT TYPE	UNIT SIZE
A	• 950 SF
B	• 499 SF
C	• 761 SF

1 UNIT DIAGRAM
NOT TO SCALE

1 PRELIMINARY SITE DEVELOPMENT PLAN
SCALE: 1" = 60'-0"



ESTIMATED LOT COVERAGE

Total Lot Area (LA) = 486,870 SF

Structures = 56,175 SF

Impervious Surfaces = 107,253 SF

Total Lot Coverage (LC) = 163,428 sf

163,428 SF (LC) / 486,870 SF (LA) = 33% Lot Coverage

Unit Type PARKING REQUIREMENTS (18.4.9.040)

A	1-Bedroom Unit > 500 s.f.	= 112 Units * (1.5 spe per Unit) = 168 Spe
B	1-Bedroom Unit < 500 s.f.	= 56 Units * (1.0 spe per Unit) = 56 Spe
C	2-Bedroom Unit	= 28 Units * (1.75 per Unit) = 49 Spe
		total req. = 273 Spe
		total prv'd = 298 Spe

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5/16/17



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Web: www.jbsteelinc.com

PROJECT: A NEW FACILITY FOR:
GRAND TERRACE

CLIENT:
Kendrick Enterprises LLC
339 W. Valley View Rd., Ashland, OR 97520
Project Location:
Hwy 99, Ashland, OR 97520
Map & Tax Lot #: 381E32 1702

BUILDING DEPARTMENT APPROVAL STAMP:

PLAN	DATE	DESCRIPTION
ISSUE DATE:	7/17/2019 2:57 PM	
PROJECT FILE:	2702-18	
DRAWN BY:	JMC	
CHECKED BY:	GRG	
SHEET TITLE:		
PRELIMINARY SITE DEVELOPMENT PLAN		

30.00000000
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PRE-APPLICATION REVIEW
NOT FOR CONSTRUCTION

Appendix B

WORK SCOPE



Oregon

Kate Brown, Governor

Oregon Department of Transportation
Region 3, District 8
100 Antelope Road
White City, OR 97503
(541) 774-6316
FAX (541) 774-6397

FILE CODE:

Date: August 23, 2017

File:

Address: Derek Severson, Senior Planner
City of Ashland Department of Community Development
51 Winburn Way
Ashland, OR 97520

Subject: Traffic Impact Study Scope of Work:
1511 Highway 99 Grand Terrace II Zone Change

The purpose of this letter is to define the scope of work for a Traffic Impact Study (TIS), which evaluates the impact for the Grand Terrace II Zone Change. It is the Oregon Department of Transportation's (ODOT) understanding that this development is located within the City of Ashland Urban Growth Boundary. The current zoning for the site is Rural Residential (RR-5). All of the development is currently being proposed as Multiple-Family Residential District (R-2). The total acreage is approximately 16.87 acres and is commonly known as the Grand Terrace II development. The information identifying the limits of the project shall be defined in the TIS and shall be pre-approved by the City of Ashland and ODOT before continuing the evaluation.

Scope of Work:

GENERAL

1. Executive Summary

Provide a description of the development, site location and study area (including a site map). Briefly describe the purpose of the analysis, principal findings, recommendations and conclusions.

2. Analysis Study Area

Provide a text description (including tax-lot descriptions) of the proposed development; and a graphic showing the intersections and accesses to be evaluated as part of this analysis.

A. Major Intersections to be evaluated:

- a) S Valley View Road & Highway 99

B. Minor Intersections:

- b) Jackson Road & Highway 99 (North)

- c) Jackson Road & Highway 99 (South)
- d) All Access Points & Highway 99

Note: The traffic distribution and volume determinations may expand the area of investigation or could eliminate some of the above indicated intersections.

TRAFFIC DATA

1. Traffic Counts

For all major intersections where significant signal modifications or where signals are being proposed, the counts shall be a minimum of 16-hour long, with 15-minute breakdowns in the A.M. and P.M. peak hours, unless pre-approved for a lesser time. Justification for deviation from these counts will be required. For all other intersections and approaches, the counts must be at least 3-hours long, made during both the morning and afternoon peaks, with 15-minute breakdowns. The morning peak hour occurs during 6:30 AM to 9:30 AM and the afternoon peak occurs during 3:30 PM to 6:30 PM. ODOT and the City are not aware of any "false" peaks for this area of the City. If there are indications of problems during these time frames, the traffic evaluation shall address all concerns.

If the development is anticipated to have peak hour trip generation other than the typical weekday AM or PM peak hours, that peak hour shall also be analyzed. The appropriate peak hour count shall be determined by 16-hour long count.

Raw traffic volumes will not be accepted for use in traffic analysis. All traffic volumes shall be seasonally adjusted to represent 30th Highest Hour Volumes (30HV) for Current Year, each anticipated phase completion, and Future Year "background traffic" conditions, all with and without the development. For guidance, please refer to the Developing Design Hour Volumes document at:

<http://www.oregon.gov/ODOT/Planning/Documents/TrafficCountGuidelines.pdf>

2. Site Trip Generation, Distribution and Assignment

Site trip generation shall utilize the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate daily and peak hour trip volumes originating from and destined to the proposed development. In the case of an existing approval where specific land uses have not been identified, a reasonable worst-case land use scenario should be assumed based on the allowed uses under the current and requested zone(s). All assumptions and adjustments shall be documented and discussed in the TIS, or in an appendix. Trip generation may be adjusted with additional information and refinement. Pass-by, Diverted and Internal trips should be calculated based on ITE Trip Generation hand book.

This analysis should use available transportation models in conjunction with the City of Ashland Transportation System Plan and the Comprehensive Plan to estimate traffic distribution patterns. This TIS could be a significant amendment to the current Comprehensive Plan and the Transportation System Plan. Approved computer models, such as TRAFFIX, or manual calculations may also be used for determining trip assignments for site-generated traffic volumes on roadways within the study area. **Pre-approval of trip generation and distribution parameters shall be obtained prior to commencing further analysis. Please note: This is also a good time to verify all**

assumptions to be utilized in the traffic analysis or to discuss any abnormalities noted in the review of the development area.

ANALYSIS PROCEDURES

For ODOT's *Analysis Procedures Manual* Refer to:
<http://www.oregon.gov/ODOT/Planning/Pages/APM.aspx>
and for ODOT's *Development Review Guidelines* Refer to:
<http://www.oregon.gov/ODOT/Planning/Pages/Guidance.aspx>

1. Capacity Analysis

Capacity analysis of signalized intersections, unsignalized intersections, and roadway segments shall follow the established methodologies of the current Highway Capacity Manual (HCM2010). For signalized intersections, the overall intersection V/C shall be reported. For unsignalized intersections, the highest approach V/C shall be reported, along with an indication of its corresponding movement.

Attached **Table 3.3.7** lists the ODOT default values for use in signalized intersection analysis. If multiple intersections are analyzed, the traffic volumes shall be balanced between intersection nodes. All intersection capacity analyses shall include heavy vehicles percentages by approach, as determined from manual counts. Planning level mobility results (V/C) from the TIS will be compared against Highway Mobility Standards (Policy 1F) and the Maximum V/C Ratios provided in Table 6 of the 1999 Oregon Highway Plan (OHP).

Application of Computer software shall closely follow ODOT-approved analysis methodologies using ODOT standard parameter values. HCS2010 and Synchro/SimTraffic are examples of accepted analysis software. For further guidance, contact TPAU.

2. Queue Length Analysis

Intersection operation analysis shall include the effects of queuing and blocking. Average queue lengths and 95th Percentile queue lengths shall be reported for all study area intersections. The 95th Percentile queuing shall be used for design purposes, and will be reported to the next highest 25 foot increment. Any methodology used to determine queue length shall be approved in advance by either TPAU or the Region Traffic Section.

ANALYSIS REQUIREMENTS

1. Intersection Sight Distance

Adequate intersection sight distance shall be verified for all proposed intersections and highway approaches as required in ODOT's Highway Design Manual. Refer to:

<http://www.oregon.gov/ODOT/Engineering/Pages/Hwy-Design-Manual.aspx>

For guidance, please contact the Region Access Management Engineer.

2. Right & Left Turn Lane Criteria

Proposed right or left turn lanes at unsignalized intersections and private approach roads shall meet installation criteria contained in the current Highway Design Manual (HDM).

3. Traffic Signal Installations & Modifications

Analysis and recommendations related to new and/or modified traffic signals shall follow ODOT's Traffic Signal Policy and Guidelines, and all subsequent revisions. Any recommendations for traffic signals to be installed or modified as part of future mitigation should meet preliminary signal warrants (MUTCD Warrant #1, Case A & B).

For guidance, please contact TPAU or the Region Traffic Section, or refer to the Preliminary Signal

Warrant Guidelines at:

<http://www.oregon.gov/ODOT/Planning/Pages/APM.aspx>

4. Access Management:

Demonstrate how the proposed approach or approaches meet the minimum spacing criteria of OAR 734-051-4020(8); or Deviations from Access Management Spacing Standards (734-051-3050).

If more than one approach is proposed, then the analysis shall include determination of the fact with/without the approaches or restricting traffic movement at approaches.

ANALYSIS OUTPUT

1. Existing Conditions

Identify current year site conditions at the proposed development location. This includes, but is not limited to the following:

- a) A description of the site location, zoning, existing use(s), and proposed use(s) of subject property.
- b) A description of surrounding and anticipated land uses.
- c) A graphic identifying existing lane configurations and traffic control devices at the study area intersections
- d) A graphic showing existing 30HV traffic; reported as AM (6:30-9:30 a.m.) and PM (3:30-6:30 p.m.) Peak Hour Volumes (PHV), and also as average daily traffic (ADT). Also include in this graphic a list of heavy vehicle percentages by approach and growth rates used for future volumes.
- e) Identify all proposed road segments, public intersections, public or private approaches:
 - where the proposed project can be expected to add additional traffic volumes greater than 20 percent of the current traffic volumes,
 - or at a minimum 500 vehicle trips in a single day,
 - or more than 50 additional vehicle trips in any single hour.
- f) An analysis of existing intersection operations, reported in terms of both Volume to Capacity (V/C) and Level of Service (LOS).
- g) An analysis of at least 5-years worth of crash data; including information on all SPIS sites within or adjacent to the study area.

2. Traffic Volumes & Operations – Year of Opening and Years of Anticipated Phases; with & without Proposed Development

An analysis shall be made of all study area intersections for the Year of Opening and each anticipated phase, with both “*background traffic*” and “*total traffic*” conditions. “*Total traffic*” conditions are considered “*background traffic*” volumes plus site generated trips and “pipe line” trips. This analysis should provide the following:

- a) A graphic showing Year of phase “*background traffic*” and “*total traffic*” volumes.
- b) A graphic or table showing V/C and LOS analysis results for both “*background traffic*” and “*total traffic*” volumes.
- c) A graphic or table itemizing storage length requirements for all approaches, rounded to the next nearest 25 foot increment.
- d) If applicable, a discussion of progression performance along the analysis corridor.

3. Traffic Volumes & Operations – Future-Year; with & without Proposed Development

An analysis shall be made of all study area intersections for a **20-year horizon** including each completed phase, anticipated development in the surrounding area, and all anticipated improvements on the transportation system for both “*background traffic*” and “*total traffic*” conditions. This analysis should provide the following:

- a) A graphic showing Year of Opening “*background traffic*” and “*total traffic*” volumes.
- b) A graphic or table showing V/C and LOS analysis results for both “*background traffic*” and “*total traffic*” volumes.
- c) A graphic or table itemizing storage length requirements for all approaches, rounded to the next highest 25 foot increment.
- d) If applicable, a discussion of progression performance along the analysis corridor.

Planned transportation system improvements anticipated within the **20-year horizon** shall be incorporated into the Future Year analysis. Do not incorporate improvements that are proposed as mitigation for the development. For guidance, please refer to the Transportation Planning Rule (TPR) OAR 660-012-0060 at http://www.oregon.gov/lcd/pages/rulemaking_tpr_2011.aspx

4. Capacity & Operation Analysis Inputs

A summary of traffic analysis variable inputs shall be provided in an appendix. In Synchro, the ***Int: Lanes, Volumes, Timings*** report is the output source for this information. TIS’s submitted without an input summary will not be accepted by the Department.

5. Conclusions and Recommendations

Summarize existing and future conditions and discuss the proposed development’s impacts. Identify any operational, capacity or safety deficiencies and recommend mitigation along with the effectiveness of the mitigation. Summarize how the proposed development complies with all operational, capacity and safety standards in the applicable approval criteria. Also summarize all proposed mitigations and the “assigned” proportionality to the development for all locations.

Note: Signal timing adjustments will not be considered as mitigation.

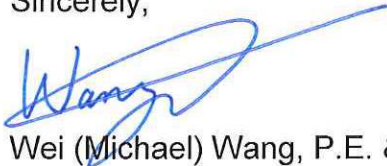
Please submit three stamped, final hard copy versions of the TIS for review to ODOT and two final hard copy versions to the City of Ashland. Also, **please submit all electronic analysis files for review** to ODOT so staff can verify assumptions, default settings, and other values included in the traffic analysis. If the analysis performed used traffic software other than Trafficware's Synchro/Simtraffic software or Highway Capacity Manual 2010 software, please submit the appropriate UTDF files for review. You may contact the Region Traffic Analyst for details. ODOT staff will need a minimum of 30 days for review and comment on the TIS. **Note: This time-frame can be adjusted based on existing workloads.** The review period should be completed prior to initiation of the City of Ashland land-use process.

Please include this scope of work as an appendix item in the TIS.

We hope this will provide enough information to get started on the analysis. We are pleased to work with you and your staff to answer any questions that arise during the course of your work. Additional coordination of traffic analysis data may be required during the TIS review process.

Please contact me directly at 541-774-6316 or Mr. Ron Hughes at 541-957-3696 if you have comments, questions, or require additional information regarding traffic engineering issues or contact Mr. Donald Morehouse, ODOT Development Review Planner, at 541-774-6399, if you have comments, questions, or require additional information regarding land use issues. Mr. Morehouse will serve as the lead ODOT Development Review contact for this project

Sincerely,



Wei (Michael) Wang, P.E. & M.S.
Region 3 Development Review Engineer

Cc's:

**Default
Signal
Parameters**

Table 3.3.7: ODOT Default Parameters for Use With Signalized Intersection Analysis Methodologies	
Total Lost Time	4 seconds per phase minimum for typical intersections, more for large or complex intersections.
Peak Hour Factor	For future year analysis: • 0.95 for major arterial-major arterial; • 0.92 for major arterial-minor arterial; • 0.90 for minor arterial-minor arterial; • 0.88 for minor arterial-collector; • 0.85 for collector-collector or lower classification Unless better information is available, such as for a school or industrial use.
Ideal Saturation Flow Rate	Field measurement should be consistent with methodology laid out in the HCM 2010. Saturation flow rate worksheets must be included in the documentation. Where field measurements are not done, • Outside of the Portland, Salem and Eugene MPO urban areas the unadjusted saturation flow rate is 1750 passenger cars per hour of green per lane (pcphgl). • Inside the Portland, Salem and Eugene MPO urban growth boundaries an unadjusted saturation flow rate of 1900 pcphgl may be used, unless one or more of the following conditions is present, in which case 1750 pcphgl shall be used. Conditions indicating use • On-street parking • Greater than 5% trucks • Roadways intersect at severe skew angle • One or more driveway approach(es) with a combined volume in excess of 5 vph, are present downstream of the intersection within the functional area (see Chapter 4) or upstream within the length of the standing queue • Poor signal spacing or observed queue spillbacks between signals during the peak hour, or • Less than 12 foot travel lanes

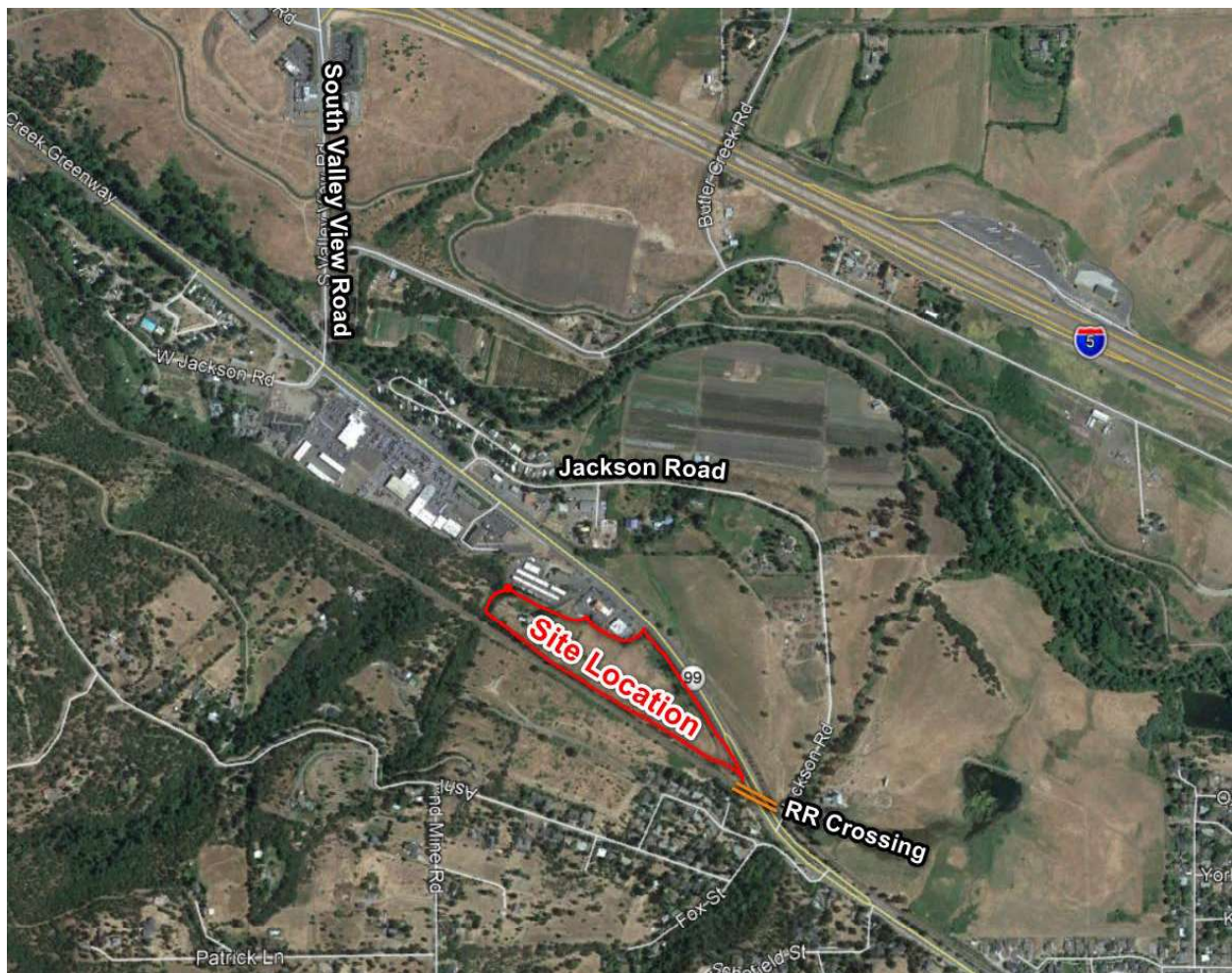
March 22, 2018

Karl Johnson
City of Ashland
20 East Main Street
Ashland, OR 97520

RE: Scope of Work for Traffic Impact Analysis – Casita Subdivision

Dear Mr. Johnson,

Sadow Engineering would like to recommend the following Scope of Work for a Traffic Impact Analysis for the development of tax lot 1700 and 1702 of Assessor's Map 38-1E-32, adjacent to Highway 99 and located north of the Railroad Crossing and South of Jackson Road.



The property is currently zoned R2

The proposed development will be a 251-unit apartment complex. The proposed development is anticipated to generate 140 PM peak hour trips. As such, the development triggers a Traffic Impact Analysis.

PROPOSED TRIP GENERATION

The application is proposing the development of a 251-unit apartment complex. The associated traffic generation for the proposed development is illustrated in Table 1.

The trip generation estimates use information contained within the ITE Trip Generation Manuals 10th edition. Table 1 illustrates the trip generation estimate for the PM peak hour. The attachment illustrates calculations to determine the building size and trip generation

TABLE 1: PM PEAK HOUR PROPOSED DEVELOPMENT TRIP GENERATION

ITE Land Use	Size (dwelling units)	PM Peak Hour Trip Generation			
		Rate	Trips	In	Out
220 Multi-Family Low Rise	251	0.56	141	89	52

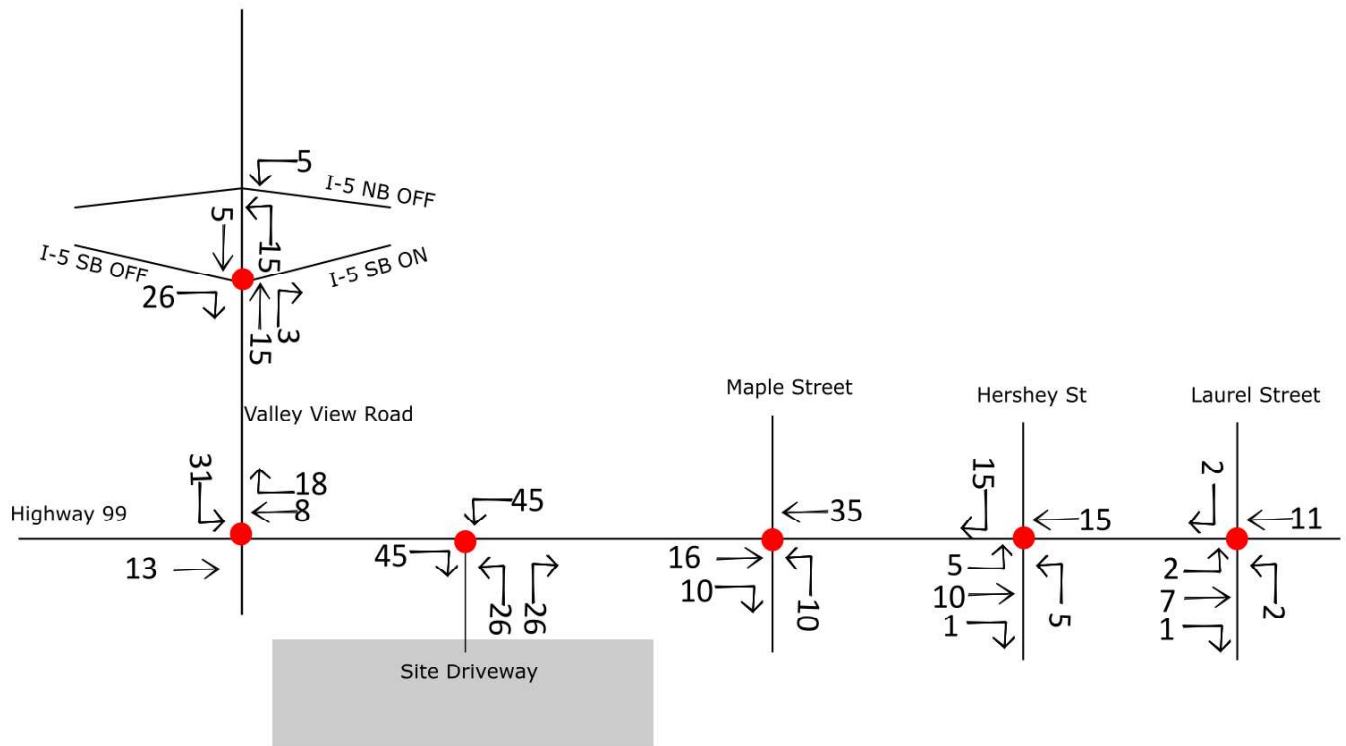
As determined in the table above the proposed development is expected to generate approximately 141 trips during the PM peak hour.

TRIP DISTRIBUTION

Preliminary trip distribution patterns were determined to be the following:

- 50% to/from the South via Rogue Valley Highway
- 15% to/from the North via Rogue Valley Highway
- 35% to/from I-5

The preliminary trip distribution was determined based on historic traffic volumes and engineering judgement and will be further refined once existing traffic volumes have been evaluated. The figure below illustrates the distribution of trips during the PM peak hour for the proposed zoning.



Preliminary PM Peak Hour Primary Trip Distribution

Based upon the estimated trip distribution it is anticipated that the proposed development would add 25 or more trips added to the following intersections:

- Rogue Valley Highway at Project Access
- Rogue Valley Highway 99 @ South Valley View Road
- South Valley View Road at I-5 SB Ramp
- Rogue Valley Hwy/N Main St. @ Maple Street
- Rogue Valley Hwy/N Main St. @ Hershey Street
- Rogue Valley Hwy/N Main St. @ Laurel Street

From: Kelly Sandow PE Sandow Engineering
RE: Scope of Work TIA Analysis
Date: 3/22/2018
Page 4

Based on the above information Sandow Engineering recommends the following as the Scope of Work for this project:

Time periods:

- Weekday PM Peak Hour occurring between 4:00 – 6:00 PM (3:30 – 6:30 PM at ODOT Intersections)

Intersections to be studied:

- Rogue Valley Highway at Project Access
- Rogue Valley Highway 99 @ South Valley View Road
- South Valley View Road at I-5 SB Ramp
- Rogue Valley Hwy/N Main St. @ Maple Street
- Rogue Valley Hwy/N Main St. @ Hershey Street
- Rogue Valley Hwy/N Main St. @ Laurel Street

Years studied:

- Existing Year - 2018
- Build Year– 2020

Please feel free to contact me if you would like to discuss this scoping letter further or if you need any additional information.

Sincerely,



Kelly Sandow

Appendix C

CRASH DATA

CRASH DATA SUMMARY

Valley View @ Highway 99

YEAR	PDO	INJURY	FATAL	CAUSE	HEAD	REAR	SIDE	TURN	ANGLE	OTHER	PED	BIKE	TOTAL
2012	1	1		Failure to avoid stopped vehicle; Ice		1				1			2
2013	1	1		Failure to avoid stopped vehicle; Followed too closely		2							2
2014	1	1		Failure to avoid stopped vehicle; Failure to avoid stopped vehicle; Followed too closely		2							2
2015		1		Failure to Yield; Left front of oncoming traffic				1					1
2016													0
TOTALS:	3	4	0		0	5	0	1	0	1	0	0	7

CHECK
OK
OK
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OK

P.M. PEAK HOUR	Number of Years	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
	5	16,800	6,132,000	1,400,000	0.23
ADT From TransGIS 0.02 mile south of Valley View on 99					

Maple @ Main

YEAR	PDO	INJURY	FATAL	CAUSE	HEAD	REAR	SIDE	TURN	ANGLE	OTHER	PED	BIKE	TOTAL
2012	1			Followed too closely		1							1
2013	1	2		Failure to avoid stopped vehicle; Followed too closely		2		1					3
2014		2		Careless Driving; Failure to avoid stopped vehicle		2							2
2015	3			Failure to avoid stopped vehicle; Animal in Road		2				1			3
2016	1			Failure to avoid stopped vehicle		1							1
TOTALS:	6	4	0		0	8	0	1	0	1	0	0	10

CHECK
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P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
	5	17,200	6,278,000	2,000,000	0.32
ADT From TransGIS 0.03 mile north of Hersey on 99					

Jackson @ Highway 99

YEAR	PDO	INJURY	FATAL	CAUSE	HEAD	REAR	SIDE	TURN	ANGLE	OTHER	PED	BIKE	TOTAL
2012		1		Followed too closely				1					1
2013													0
2014													0
2015		1		Did not Yield ROW					1				1
2016													0
TOTALS:	0	2	0		0	0	0	1	1	0	0	0	2

CHECK
OK
OK
OK
OK
OK

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
	5	16,800	6,132,000	400,000	0.07
ADT From TransGIS 0.02 mile south of Valley View on 99					

Highway 063 ALL ROAD TYPES, MP 17.22
to 17.22, Both Add and Non-Add mileage,
01/01/2012 to 12/31/2016

Jackson at 99

CRASH_ID	SER_NO	INVTG_AG	CRASH_DT	CRASH_WK	TRAF_CNTL	OFF_RDWY	RNDABT	FL	DRVWY	RE	WTHR_CON	RD_SURF_S	LGT_COND	CRASH_TYP	COLLIS_TYP	CRASH_SVR
		Y_SHORT_D		_DAY_CD	_DEVICE_S	FLG	G		L_FLG		D_SHORT_D	HORT_DESC	C	_SHORT_DE	_SHORT_DE	TY_SHORT_
		ESC			HORT_DESC						ESC			SC	SC	DESC
1492798	01162	STATE	7/4/2012		4 STOP SIGN		0	0	0	0	0 CLR	DRY	DLIT	S-1TURN	TURN	INU
1492798	01162	STATE	7/4/2012		4 STOP SIGN		0	0	0	0	0 CLR	DRY	DLIT	S-1TURN	TURN	INU
1492798	01162	STATE	7/4/2012		4 STOP SIGN		0	0	0	0	0 CLR	DRY	DLIT	S-1TURN	TURN	INU
1492798	01162	STATE	7/4/2012		4 STOP SIGN		0	0	0	0	0 CLR	DRY	DLIT	S-1TURN	TURN	INU
1492798	01162	STATE	7/4/2012		4 STOP SIGN		0	0	0	0	0 CLR	DRY	DLIT	S-1TURN	TURN	INU
1492798	01162	STATE	7/4/2012		4 STOP SIGN		0	0	0	0	0 CLR	DRY	DLIT	S-1TURN	TURN	INU
1625451	01508	STATE	7/20/2015		2 UNKNOWN		0	0	0	1	1 CLR	DRY	DAY	ANGL-OTH	TURN	INU
1625451	01508	STATE	7/20/2015		2 UNKNOWN		0	0	0	1	1 CLR	DRY	DAY	ANGL-OTH	TURN	INU

Jackson at Main

CRASH_ID	SER_NO	INVTG_AG	CRASH_SPE	ALCHL_INVL	WTHR_CON	RD_SURF_S	LGT_COND	CRASH_TYP	COLLIS_TYP	CRASH_SVR	CRASH_EVN	CRASH_EVN	CRASH_CAU
		Y_SHORT_D	ED_INVLV_F	V_FLG	D_SHORT_D	HORT_DESC	SHORT_DES	_SHORT_DE	_SHORT_DE	TY_SHORT	T_1_CD	T_2_CD	T_3_CD
		ESC	LG		ESC		C	SC	SC	DESC			SE_1_CD

No Accidents Reported

MAPLE ST at MAIN ST, City of Ashland, Jackson County, 01/01/2013 to 12/31/2017

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2015														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2015 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR: 2013														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2013 TOTAL	0	2	1	3	0	2	0	3	0	3	0	3	0	0
FINAL TOTAL	0	2	2	4	0	2	0	4	0	4	0	4	0	0

Appendix D

TRAFFIC COUNTS

File Name: I:\Kelly Sandow Valley View Counts\Jackson-99.ppd

Start Date: 5/8/2018

Start Time: 6:30:00 AM

Site Code: 00000001

Comment 1: North-South: Jackson Rd / driveway

Comment 2: East-West: OR 99

Comment 3: Weather: Sunny, 70 deg

Comment 4: Veh Type: All Vehicles

Start Time	Jackson Rd From North					OR 99 From East					DW From South					OR 99 From West				
	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds	
06:30 AM	7	0	0	5	0	0	0	65	6	0	0	0	0	0	0	5	112	0	0	0
06:45 AM	2	0	0	8	0	0	0	74	2	2	0	1	0	0	0	3	115	2	0	0
07:00 AM	6	0	0	8	0	0	0	98	2	2	0	0	1	0	0	4	92	3	0	0
07:15 AM	7	0	0	5	0	3	0	125	6	0	0	0	0	0	0	6	136	2	2	2
07:30 AM	7	0	0	7	1	2	0	165	6	0	0	0	0	0	0	6	214	5	2	1
07:45 AM	9	1	0	10	0	1	0	159	6	0	1	0	1	0	0	9	259	2	1	0
08:00 AM	11	0	0	9	0	0	0	141	7	1	0	0	0	0	0	7	245	3	2	2
08:15 AM	5	0	0	5	0	0	0	167	6	1	0	0	0	0	2	9	220	6	0	0
08:30 AM	5	0	0	11	0	1	0	149	6	1	1	0	1	0	0	13	218	4	1	1
08:45 AM	9	0	0	8	0	0	0	166	7	2	5	0	0	1	1	9	205	4	0	0
09:00 AM	5	0	0	3	0	0	0	141	6	0	1	0	1	0	0	5	180	7	0	0
09:15 AM	7	0	0	13	0	3	0	149	2	1	1	0	1	0	0	5	169	2	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	3	0	0	8	0	0	0	243	3	0	5	0	2	0	0	1	166	4	1	1
03:45 PM	2	1	0	7	0	0	0	248	3	0	4	0	1	0	0	3	177	2	1	1
04:00 PM	1	0	0	8	0	0	0	247	6	0	4	0	0	0	0	3	178	2	0	0
04:15 PM	1	0	0	14	0	0	0	233	2	0	3	0	0	0	0	13	166	1	0	0
04:30 PM	2	1	0	5	2	3	0	253	7	1	4	0	1	0	0	2	203	0	0	0
04:45 PM	2	1	0	12	0	2	0	245	3	2	1	0	1	0	0	4	175	1	0	0
05:00 PM	8	0	0	5	0	1	0	263	2	1	6	0	0	0	0	4	177	1	1	1
05:15 PM	2	0	0	4	0	2	0	288	3	0	7	0	2	0	0	3	223	0	0	0
05:30 PM	3	0	0	6	0	0	0	212	5	1	4	0	0	1	0	2	208	0	1	1
05:45 PM	4	0	0	4	0	0	0	194	3	2	2	0	0	0	0	4	179	0	0	0
06:00 PM	1	0	0	4	0	0	0	181	1	0	2	0	1	0	0	2	143	0	0	0
06:15 PM	3	0	0	6	0	0	0	122	1	1	0	0	0	0	0	3	157	2	0	0

File Name: I:\Sandow Counts\Jackson-Main-RR.ppd
 Start Date: 5/8/2018
 Start Time: 6:30:00 AM
 Site Code: 00000002
 Comment 1: North-South: Jackson Rd
 Comment 2: East-West: Main Street (by RR Trestle)
 Comment 3: Weather: Sunny, 70 deg
 Comment 4: Veh Type: All Vehicles

Start Time	Jackson Rd From North				N Main From East				From South				N Main From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:30 AM	0	0	0	0	0	81	1	0	0	0	0	0	0	114	0	0
06:45 AM	0	0	0	0	0	73	0	0	0	0	0	0	0	123	0	0
07:00 AM	0	0	0	0	0	107	0	0	0	0	0	0	0	85	0	0
07:15 AM	0	0	0	0	0	138	0	0	0	0	0	0	0	148	0	0
07:30 AM	0	0	0	0	0	186	1	0	0	0	0	0	0	201	0	0
07:45 AM	0	0	0	0	0	163	1	0	0	0	0	0	0	263	0	0
08:00 AM	0	0	0	0	0	141	1	0	0	0	0	0	0	249	0	0
08:15 AM	0	0	0	0	0	183	1	0	0	0	0	0	0	210	0	0
08:30 AM	0	0	0	0	0	164	3	0	0	0	0	0	0	226	0	0
08:45 AM	0	0	2	0	0	184	2	0	0	0	0	0	0	228	0	0
09:00 AM	0	0	1	0	1	143	1	0	0	0	0	0	0	186	0	0
09:15 AM	0	0	0	0	0	147	1	0	0	0	0	0	0	196	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	1	0	0	254	7	0	0	0	0	0	0	179	0	0
03:45 PM	0	0	0	0	0	256	1	0	0	0	0	0	0	166	0	0
04:00 PM	0	0	0	0	0	237	2	0	0	0	0	0	0	182	0	0
04:15 PM	0	0	1	0	0	232	0	0	0	0	0	0	1	177	0	0
04:30 PM	0	0	0	0	0	264	0	0	0	0	0	0	0	208	0	0
04:45 PM	0	0	1	0	0	258	0	0	0	0	0	0	2	194	0	0
05:00 PM	1	0	0	0	0	260	0	0	0	0	0	0	0	186	0	0
05:15 PM	0	0	2	0	0	259	1	0	0	0	0	0	1	217	0	0
05:30 PM	0	0	2	0	0	207	0	0	0	0	0	0	4	201	0	0
05:45 PM	1	0	0	0	0	197	1	0	0	0	0	0	0	184	0	0
06:00 PM	0	0	1	0	0	178	0	0	0	0	0	0	0	154	0	0
06:15 PM	1	0	0	0	0	121	1	0	0	0	0	0	0	167	0	0

File Name: I:\Ashland_consulting\Road Diet\2016 Work\Counts_2016\October 2016\Maple-Main_Oct.ppd

Start Date: 10/25/2016

Start Time: 7:30:00 AM

Site Code: 00000001

Comment 1: North-South: N Main Street

Comment 2: East-West: Main Street

Comment 3: Weather: Drizzle, 65 deg

Comment 4: Veh Type: Trucks & Cyclists

	N Main Street From North				Driveway From East				N Main Street From South				Maple Street From West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:30 AM	3	143	22	1	1	0	0	2	3	7	150	0	0	27	0	7	0
07:45 AM	3	203	20	2	0	0	1	6	10	141	1	8	14	0	11	1	1
08:00 AM	3	237	21	2	1	0	0	3	8	131	1	2	19	0	22	0	0
08:15 AM	1	224	32	0	1	0	1	0	18	143	1	1	8	0	14	1	1
08:30 AM	3	200	20	3	1	0	2	6	6	190	1	0	21	0	13	0	0
08:45 AM	0	214	21	0	1	0	1	4	11	137	1	0	22	0	16	0	0
09:00 AM	3	188	15	1	2	0	1	0	20	164	4	1	20	0	11	0	0
09:15 AM	2	172	16	3	2	0	2	2	15	125	1	2	20	0	17	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	180	11	0	1	0	2	1	13	250	2	2	25	0	15	2	2
03:45 PM	4	216	14	1	0	0	2	0	9	231	1	2	27	0	20	2	2
04:00 PM	1	183	17	1	2	1	1	2	8	245	1	0	28	0	14	1	1
04:15 PM	1	180	17	2	2	0	2	2	15	233	5	2	23	0	12	0	0
04:30 PM	1	200	15	1	2	0	4	1	14	230	4	1	37	0	18	0	0
04:45 PM	1	179	18	3	4	0	1	1	9	232	1	2	19	0	16	2	2
05:00 PM	1	184	9	0	1	0	2	6	15	234	0	4	41	0	10	0	0
05:15 PM	1	182	11	0	1	0	1	4	12	281	1	0	32	0	21	0	0

File Name: I:\Sandow Valley View Counts\Valley View_OR99.ppd

Start Date: 5/1/2018

Start Time: 6:30:00 AM

Site Code: 00000002

Comment 1: North-South: Valley View / W Jackson

Comment 2: East-West: OR 99

Comment 3: Weather: Clear, 65 degrees

Comment 4: Veh Type: All Vehicles

Start Time	Valley View Rd From North					OR 99 From East					W Jackson Rd From South					OR 99 From West				
	Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds		Left	Thru	Right	Peds	
06:30 AM	44	0	2	1		0	17	51	0		0	1	0	0		6	38	0	0	
06:45 AM	97	2	3	0		1	29	55	0		1	0	0	0		9	43	0	0	
07:00 AM	70	0	2	0		0	29	75	1		0	0	1	0		11	46	0	0	
07:15 AM	101	1	4	0		0	37	92	0		0	0	1	0		5	59	0	1	
07:30 AM	118	3	4	0		2	40	156	2		0	0	4	0		9	104	1	0	
07:45 AM	130	1	8	0		0	46	124	2		0	2	4	0		20	107	1	0	
08:00 AM	120	3	15	0		1	34	92	0		0	0	2	0		25	129	0	0	
08:15 AM	135	5	9	1		1	46	109	0		0	0	2	0		17	125	0	0	
08:30 AM	119	5	13	0		4	51	112	0		0	1	2	0		16	115	0	2	
08:45 AM	140	1	5	0		2	71	94	3		2	1	1	0		34	100	0	1	
09:00 AM	110	0	7	0		0	50	99	0		0	4	0	0		11	74	0	1	
09:15 AM	96	3	6	1		4	47	103	0		0	3	0	0		7	59	2	0	
09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
10:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
11:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
12:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
01:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
01:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
01:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
01:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:30 PM	113	5	23	0		7	97	147	1		1	2	7	0		17	77	1	1	
03:45 PM	143	4	17	0		6	118	127	0		1	5	5	2		13	69	0	0	
04:00 PM	94	5	21	2		6	112	142	0		1	5	4	0		16	61	1	1	
04:15 PM	106	5	24	1		6	120	135	3		0	3	1	0		30	88	0	0	
04:30 PM	115	5	21	0		11	104	112	0		2	2	2	1		15	93	1	1	
04:45 PM	98	2	18	1		7	118	145	2		0	1	5	0		20	66	2	0	
05:00 PM	139	7	15	0		3	134	203	2		1	3	4	0		9	68	1	0	
05:15 PM	139	3	27	0		9	115	143	0		0	1	4	0		20	83	0	0	
05:30 PM	130	2	11	0		3	122	136	1		0	1	2	0		20	80	0	0	
05:45 PM	106	3	14	1		6	98	127	1		2	0	12	0		14	66	2	0	
06:00 PM	98	2	12	0		5	81	111	1		0	3	3	0		24	62	0	0	
06:15 PM	86	0	14	0		2	61	92	0		1	1	2	0		8	69	0	0	

Appendix E

TRAFFIC VOLUME ADJUSTMENTS

2034 Background AM Volumes

16.0	R	T	1	16.0	29	0 R
						0 T
						0 L

Valley View @ 1-4 SB

16.0	R	T	1	16.0	29	0 R
						0 T
						0 L

	Growth Rate
Rate	1.2%
Factor	1.168

3

Annual Rate	1.2%	
Factor	1.168	2019-2034

2021 Build AM Volumes

82 L	2	57	558	108	Bikes	306	722	R	Valley View @ 99			675	58 R	15 T	603 L	605
13	R	8							10	247	493					
			L	T	R		1,688									
							1,105				790					
27	R	5	21	1,042	42				Jackson at 99			73	37 R	9 T	37 L	
19	L	33	8	1,076	0				Project Drive @ 99			0	0 R	0 T	0 L	0
62	R	29														
			L	T	R				11	744	0					
							1,105				755					
0	L	0	0	1,104	0				Jackson at Main			5	9 R	0 T	0 L	
0	R	0														
			L	T	R				0	750	10					
							1,104				760					
155	L	73	108	1,013	8				Maple @ Main			10	9 R	0 T	4 L	12
145	R	72							47	686	4					
			L	T	R											
							1,129				764					
48	L	12	12	790	118				Weimer @ Main			86	89 R	0 T	1 L	138
64	R	47							35	590	8					
			L	T	R											
							920				606					
							1,089				737					

2034 Build AM Volumes

98 L	3	64	654	124	Bikes	354	842	R	Valley View @ 99			787	64 R	18 T	704 L	701
15	R	5							12	288	57					
			L	T	R											
							1,363				869					
							1,289				915					
34	L	6	24	1,214	49				Jackson at 99			85	44 R	43 L	87	
7	R	1									38					
			L	T	R											
							1,257				896					
14	L	33	8	1,245	0				Project Drive @ 99			0	0 R	0 T	0 L	0
62	R	29														
			L	T	R											
							1,284				874					
							1,284				879					
0	L	0	0	1,284	0				Jackson at Main			6	4 R	0 T	0 L	12
0	R	0														
			L	T	R											
							1,313				881					
184	L	68	128	1,178	9				Maple @ Main			10	4 R	0 T	3 L	14
171	R	84														
			L	T	R											
							1,070				706					
							1,070				859					
55	L	13	13	924	138				Weimer @ Main			100	99 R	0 T	1 L	159
75	R	55														
			L	T	R											
							1,070				706					
							1,070				859					

Intersection: S. Valley View @ 99				City: Ashland, Oregon																				
Counter: SOTE				Date: Tuesday, May 1, 2018																				
Total of All Vehicles																								
Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Pedestrians			
Left	Thru	Right	Approach Total		Left	Thru	Right	Approach Total		Left	Thru	Right	Approach Total		Left	Thru	Right	Approach Total	SB		WB	NB	EB	
6:30 AM	46	0	2	48		0	17	51	68		0	1	0	1		6	44	0	50					
6:45 AM	104	2	3	109		1	31	56	88		1	0	0	1		11	45	0	56					
7:00 AM	76	0	2	78		0	29	76	105		0	0	1	1		12	48	0	60		1	0	0	
7:15 AM	108	1	4	113		0	39	94	133		0	0	1	1		7	64	0	71		0	0	1	
7:30 AM	128	3	4	135		2	41	160	203		0	0	4	4		9	112	1	122		0	2	0	
7:45 AM	138	1	10	149		0	46	124	170		0	2	4	6		20	114	1	135		0	2	0	
8:00 AM	124	3	17	144		1	35	95	131		0	0	2	2		26	137	0	163		0	0	0	
8:15 AM	146	5	12	163		1	48	111	160		0	0	2	2		17	133	0	150		0	0	0	
8:30 AM	129	5	15	149		5	55	115	175		0	1	2	3		20	123	0	143		0	0	0	
8:45 AM	146	1	7	154		2	73	100	175		2	2	1	5		35	108	0	143		0	0	0	
9:00 AM	116	0	10	126		0	53	109	162		0	4	0	4		11	79	0	90		0	0	0	
9:15 AM	96	3	6	105		4	47	103	154		0	3	0	3		7	59	2	68					
Count Period Total	1357	24	92	1473		16	514	1194	1724		3	13	17	33		181	1066	4	1251		0	5	0	1
PM Peak Hour Count Summary																								
Southbound					Westbound					Northbound					Eastbound					Pedestrians				
Left	Thru	Right	Approach		Left	Thru	Right	Approach		Left	Thru	Right	Approach		Left	Thru	Right	Approach	SB	WB	NB	EB		
Peak Volumes	545	14	51	610		9	211	421	641		2	3	7	12		98	501	0	599		0	0	0	
PHF	0.93	0.70	0.75	0.94		0.45	0.72	0.92	0.92		0.25	0.38	0.88	0.60		0.70	0.91	0.00	0.92		0	0	0	
Trucks	35	1	8	0		1	10	13	0		0	0	1	0		6	31	0	0					
% Trucks	6%	7%	16%			11%	5%	3%			0%	0%	14%			6%	6%	0%						

Seasonally Adjusted Peak
Hour

906	277		Bikes		1	S. Valley View @ 99										1189				
	↔		L		103											640	↓	↑	548	
	↔		T		526											Southbound				
	%		%													8.36%	2.30%	89.34%	%	
	%		%																	
	%		%																	
	%		%																	
	%		%																	
	%		%																	
	%		%																	
Eastbound		Westbound																		
629		442		↑	R	65.68%														
		222		←	T	32.92%														
		9		↑	L	1.40%														
		1		Bikes	%															

Seasonal Adjustment Factor
1.050

S. Valley View @ 99
Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume			
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right					
6:30 AM	1	44	0	2	0	0	17	51	0	0	0	1	0	0	6	38	0	0	159		
6:45 AM	0	97	2	3	0	1	29	55	0	0	1	0	0	0	9	43	0	0	240		
7:00 AM	0	70	0	2	1	0	29	75	0	0	0	0	1	0	11	46	0	0	234		
7:15 AM	0	101	1	4	0	0	37	92	0	0	0	0	1	0	5	59	0	0	300	933	
7:30 AM	0	118	3	4	2	2	40	156	0	0	0	0	4	0	9	104	1	0	441	1215	
7:45 AM	0	130	1	8	2	0	46	124	0	0	0	2	4	0	20	107	1	0	443	1418	
8:00 AM	0	120	3	15	0	1	34	92	0	0	0	0	2	0	25	129	0	0	421	1605	
8:15 AM	1	135	5	9	0	1	46	109	0	0	0	0	2	0	17	125	0	0	449	1754	
8:30 AM	0	119	5	13	0	4	51	112	0	0	0	1	2	0	2	16	115	0	0	438	1751
8:45 AM	0	140	1	5	3	2	71	94	0	0	2	1	1	0	34	100	0	0	451	1759	
9:00 AM	0	110	0	7	0	0	50	99	0	0	0	4	0	0	1	11	74	0	0	355	1693
9:15 AM	1	96	3	6	0	4	47	103	0	0	0	3	0	0	7	59	2	0	330	1574	
Total	3	1280	24	78	8	15	497	1162	0	0	3	12	17	0	5	170	999	4	0	4261	
Peak Hour	1	514	14	42	3	8	202	407	0	0	2	2	7	0	3	92	469	0	0	1418	

Trucks

Time Period	Southbound						Westbound						Northbound						Eastbound						15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Right
6:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	8	
6:45 AM	7	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	2	0	0	14	0	0	0	0	0	14
7:00 AM	6	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	10	0	0	0	0	0	10
7:15 AM	7	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	5	0	0	18	0	0	0	0	0	50
7:30 AM	10	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	8	0	0	23	0	0	0	0	0	65
7:45 AM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	17	0	0	0	0	0	68
8:00 AM	4	0	2	0	0	1	3	0	0	0	0	0	0	0	0	1	8	0	0	19	0	0	0	0	0	77
8:15 AM	11	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0	8	0	0	26	0	0	0	0	0	85
8:30 AM	10	1	1	0	0	3	5	0	0	0	0	1	0	0	0	1	7	0	0	29	0	0	0	0	0	91
8:45 AM	10	0	2	1	4	3	3	0	0	0	0	0	4	8	0	0	0	0	32	106	0	0	0	0	0	106
9:00 AM	6	0	2	0	0	2	6	0	0	0	0	1	0	8	0	0	0	0	26	113	0	0	0	0	0	113
9:15 AM	6	0	3	0	0	3	10	0	0	0	0	0	0	5	0	0	0	0	27	114	0	0	0	0	0	114
Total	87	1	15	0	0	20	37	0	0	0	1	1	0	0	0	6	74	0	0	249	0	0	0	0	0	85
Peak Hour	35	1	8	0	0	10	13	0	0	0	0	0	0	0	0	6	31	0	0	106	0	0	0	0	0	106

Bikes

Time Period	Southbound						Westbound						Northbound						Eastbound						SB	WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	0	0	3	8	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0

Intersection: Jackson at 99		City: Ashland, Oregon																				
Counter: SOTE		Date: Tuesday, May 8, 2018																				
Total of All Vehicles																						
	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
6:30 AM	8	0	5	13	0	68	6	74	0	0	0	0	0	5	120	0	125	212				
6:45 AM	7	0	8	15	0	76	2	78	0	1	0	1	0	3	120	2	125	214				
7:00 AM	8	0	8	16	0	100	2	102	0	0	1	1	4	100	3	107	226	0	2	0	0	
7:15 AM	7	0	5	12	3	130	6	139	0	0	0	0	0	6	144	3	153	304	0	0	2	
7:30 AM	7	0	7	14	2	168	6	176	0	0	0	0	0	6	223	5	234	424	1168	0	2	
7:45 AM	8	0	9	17	1	185	7	192	0	0	0	0	2	9	270	2	281	474	1428	0	2	
8:00 AM	11	0	10	21	0	149	7	156	0	0	0	0	0	7	265	3	275	451	1653	0	2	
8:15 AM	5	0	5	10	0	169	6	175	0	0	0	0	0	9	228	6	243	428	1777			
8:30 AM	8	0	12	17	1	156	6	163	1	0	1	2	14	228	4	246	428	1781				
8:45 AM	10	0	8	18	0	174	7	181	5	0	0	5	10	215	4	229	433	1740				
9:00 AM	6	0	3	9	0	147	6	153	1	0	1	2	5	186	7	198	362	1651				
9:15 AM	7	0	13	20	3	149	2	154	1	0	1	2	5	169	2	176	352	1575				
Count Period Total	85	1	93	179	10	1649	63	1722	9	1	5	15	2392	83	2268	41	1	3	0	7		
PM Peak Hour Count Summary																						
Peak Volumes	Southbound				Westbound				Northbound				Eastbound				Approach	Pedestrians				
	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach		SB	WB	NB	EB	
	31	0	34	65	1	648	26	675	6	0	1	7	40	936	17	993		1740	0	1	0	2
	0.70	0.00	0.71	0.81	0.25	0.93	0.30	0.35	0.30	0.00	0.25	0.35	0.71	0.88	0.71	0.88		0.71	0.30	0	0	
Trucks	1	0	1	0	22	0	0	0	0	0	0	0	3	58	0	0	0	0	0	0		
% Trucks	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	8%	6%	0%							

Seasonally Adjusted Peak
Hour

68	138	69
Southbound		
52.31%	0.00%	47.69%
%		
R	T	L
36	0	33
Bikes		0
Jackson at 99		
722	0	42
Eastbound	Bikes	
1765	4.09%	42
	94.26%	983
	1.77%	18
Westbound		
27	R	3.85%
680	T	96.00%
1	L	0.15%
5	Bikes	%
709		1016
1725		
Northbound		
0	L	0
1	T	0
1	R	1
Bikes		
19	85.7%	0.00%
25	14.3%	
Seasonal Adjustment Factor		
1.998		

Jackson at 99
Pedestrians and Cars

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume		
	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right				
6:30 AM	0	2	0	5	12	0	0	65	6	71	0	0	0	117	200	
6:45 AM	0	2	0	0	8	10	2	0	74	2	76	0	1	0	120	207
7:00 AM	0	6	0	0	8	14	2	0	98	2	100	0	1	0	115	214
7:15 AM	0	7	0	5	12	0	0	3	125	6	134	0	0	0	136	244
7:30 AM	1	7	0	7	14	0	0	2	165	6	173	0	0	0	214	412
7:45 AM	0	9	1	10	19	0	0	0	158	9	169	0	0	0	225	418
8:00 AM	0	11	0	9	20	0	0	0	149	7	149	0	0	0	214	412
8:15 AM	0	5	0	5	10	0	0	0	148	6	154	0	0	0	206	423
8:30 AM	0	5	0	5	11	16	1	1	148	6	156	0	1	1	218	409
8:45 AM	0	9	0	8	17	2	0	0	166	7	173	1	5	0	205	413
9:00 AM	0	5	0	3	8	0	0	0	141	6	147	0	1	2	180	349
9:15 AM	0	5	0	3	8	0	0	0	141	6	147	0	1	2	180	349
Peak Hour	1	80	1	92	173	10	3	1	488	2	491	0	1	5	569	1076
Total	0	30	0	33	0	5	1	623	26	671	3	6	0	81	1552	2286
																1374

Trucks

Trucks	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Time Period														
6:30 AM	1	0	0	0	3	0	0	0	0	0	0	8	0	12
6:45 AM	0	0	0	0	2	0	0	0	0	0	0	5	0	7
7:00 AM	2	0	0	0	2	0	0	0	0	0	0	8	1	14
7:15 AM	0	0	0	0	5	0	0	0	0	0	0	8	1	14
7:30 AM	0	0	0	0	3	0	0	0	0	0	0	9	0	12
7:45 AM	0	0	0	0	4	1	0	0	0	0	0	11	0	16
8:00 AM	0	0	0	0	8	0	0	0	0	0	0	20	0	28
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	8	0	10
8:30 AM	1	0	0	0	5	0	0	0	0	2	20	0	0	28
8:45 AM	0	0	1	0	7	0	0	0	0	0	1	10	0	19
9:00 AM	1	0	0	0	8	0	0	0	0	0	1	10	0	20
9:15 AM	1	0	0	0	6	0	0	0	0	0	0	6	0	13
Total	6	0	1	0	55	1	0	0	0	0	123	1	10	191
Peak Hour	1	0	1	0	22	0	0	0	0	3	58	0	0	85

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
06:30 AM															
06:45 AM															
07:00 AM															
07:15 AM															
07:30 AM															
07:45 AM															
08:00 AM															
08:15 AM															
08:30 AM															
08:45 AM															
09:00 AM															
Total	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0
Peak Hour	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0

Intersection: Jackson at Main				City: Ashland, Oregon															
Counter: SOTE				Date: Tuesday, May 8, 2018															
Total of All Vehicles																			
Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Pedestrians		
Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	SB	WB	NB	
6:30 AM	0	0	0	0	85	1	86	0	0	0	0	0	121	0	121				
6:45 AM	0	0	0	0	74	0	74	0	0	0	0	0	127	0	127				
7:00 AM	0	0	0	0	109	0	109	0	0	0	0	0	92	0	92	0	0	0	
7:15 AM	0	0	0	0	142	0	142	0	0	0	0	0	156	0	156	0	0	0	
7:30 AM	0	0	0	0	189	1	190	0	0	0	0	0	209	0	209	0	0	0	
7:45 AM	0	0	0	0	168	1	169	0	0	0	0	0	277	0	277	0	0	0	
8:00 AM	0	0	0	0	149	1	150	0	0	0	0	0	267	0	267	0	0	0	
8:15 AM	0	0	0	0	184	1	185	0	0	0	0	0	221	0	221	0	0	0	
8:30 AM	0	0	0	0	172	3	175	0	0	0	0	0	234	0	234	0	0	0	
8:45 AM	0	0	2	2	193	2	195	0	0	0	0	0	236	0	236	0	0	0	
9:00 AM	0	0	1	1	148	1	150	0	0	0	0	0	194	0	194	0	0	0	
9:15 AM	0	0	0	0	147	1	148	0	0	0	0	0	196	0	196	0	0	0	
9:30 AM																			
Count Period Total				0	0	3	3	1	1760	12	1773	0	0	0	2330	0	0	0	0
PM Peak Hour Count Summary																			
Southbound				Westbound				Northbound				Eastbound				Pedestrians			
Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	SB	WB	NB	
Peak Volumes	0	0	2	2	0	698	7	705	0	0	0	0	958	0	958	0	0	0	
PHF	0.00	0.00	0.25	0.25	0.00	0.90	0.58	0.90	0.00	0.00	0.00	0.00	0.90	0.00	0.90				
Trucks	0	0	0	0	0	22	1	0	0	0	0	0	55	0	0				
% Trucks	0%	0%	0%	0%	0%	3%	14%		0%	0%	0%	0%	6%	0%	0%				

EB
0
0
0
0
0
0
EB
0

Seasonally Adjusted Peak
Hour

1741		735		0		0		7		9		7	
1741		1006		0		0		0		0		0	
1746		1006		0		0		0		0		0	
1746		1006		0		0		0		0		0	
1746		1006		0		0		0		0		0	

Seasonal Adjustment Factor
1.050

Jackson at Main
Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume		
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right				
6:30 AM	0	0	0	0	0	0	81	1	0	0	0	0	0	0	114	0	114	0	196	
6:45 AM	0	0	0	0	0	0	73	0	0	0	0	0	0	0	123	0	123	0	196	
7:00 AM	0	0	0	0	0	0	107	0	0	0	0	0	0	0	85	0	85	0	192	
7:15 AM	0	0	0	0	0	0	138	0	0	0	0	0	0	0	148	0	148	0	286	870
7:30 AM	0	0	0	0	0	0	186	1	0	0	0	0	0	0	201	0	201	0	388	1062
7:45 AM	0	0	0	0	0	0	163	1	0	0	0	0	0	0	263	0	263	0	427	1293
8:00 AM	0	0	0	0	0	0	141	1	0	0	0	0	0	0	249	0	249	0	391	1492
8:15 AM	0	0	0	0	0	0	183	1	0	0	0	0	0	0	210	0	210	0	394	1600
8:30 AM	0	0	0	0	0	0	164	3	0	0	0	0	0	0	226	0	226	0	393	1605
8:45 AM	0	0	0	2	0	0	184	2	0	0	0	0	0	0	228	0	228	0	416	1594
9:00 AM	0	0	0	1	0	0	143	1	0	0	0	0	0	0	186	0	186	0	332	1535
9:15 AM	0	0	0	0	0	0	147	1	0	0	0	0	0	0	196	0	196	0	344	1485
Total	0	0	0	3	0	0	1710	12	0	0	0	0	0	0	229	0	229	0	3955	
Peak Hour	0	0	0	2	0	0	672	7	0	0	0	0	0	0	913	0	913	0	1293	

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
6:30 AM	0	0	0	0	4	0	0	0	0	0	7	0		
6:45 AM	0	0	0	0	1	0	0	0	0	4	0	0		
7:00 AM	0	0	0	0	2	0	0	0	0	0	7	0		
7:15 AM	0	0	0	0	4	0	0	0	0	0	8	0		
7:30 AM	0	0	0	0	3	0	0	0	0	0	8	0		
7:45 AM	0	0	0	0	5	0	0	0	0	0	14	0		
8:00 AM	0	0	0	0	8	0	0	0	0	0	18	0		
8:15 AM	0	0	0	0	1	0	0	0	0	0	11	0		
8:30 AM	0	0	0	0	5	1	0	0	0	0	18	0		
8:45 AM	0	0	0	0	8	0	0	0	0	0	8	0		
9:00 AM	0	0	0	0	9	0	0	0	0	0	8	0		
9:15 AM	0	0	0	0	5	0	0	0	0	0	8	0		
Total	0	0	0	0	55	1	0	0	0	0	119	0		
Peak Hour	0	0	0	0	22	1	0	0	0	0	55	0	0	

Bikes

Lanes	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
Time Period																
06:30 AM		0			0				0			0				
06:45 AM		0			2				0			0				
07:00 AM		0			2				0			0				
07:15 AM		0						2				2				
07:30 AM		0							0			2				
07:45 AM		0				0						1				
08:00 AM		0			1				0			0				
08:15 AM		0			1				0			0				
08:30 AM		0			1				0			0				
08:45 AM		0			2				0			0				
09:00 AM		0				0			0			0				
09:15 AM		0			1				0			1				
Total	0	0	0	0	10	0	0	0	0	0	0	6	0	0	0	0
Peak Hour	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0

Intersection: Maple @ Main				City: Ashland, Oregon										Date: Tuesday, October 25, 2016									
Counter:				Total of All Vehicles																			
		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
	7:30 AM	3	144	22	169	1	0	2	3	7	151	0	158	27	0	7	34	364					
	7:45 AM	3	207	20	230	0	0	1	1	10	142	1	153	14	0	11	25	409					
	8:00 AM	3	241	21	265	1	0	0	1	8	133	1	142	19	0	22	41	449			3	2	
	8:15 AM	1	229	32	262	1	0	1	2	18	146	1	165	8	0	14	22	451	1673	0	1	1	
	8:30 AM	3	205	20	228	1	0	2	3	6	193	1	200	21	0	13	34	465	1774	3	6	0	
	8:45 AM	0	216	21	237	1	0	1	2	11	138	1	150	22	0	16	38	427	1792	0	4	0	
	9:00 AM	3	194	15	212	2	0	1	3	20	166	5	191	20	0	11	31	437	1780	1	0	1	
	9:15 AM	2	175	16	193	2	0	2	4	15	127	1	143	20	0	17	37	377	1706				
Count Period Total		18	1611	167	1796	9	0	10	19	95	1196	11	1302	151	0	111	262	3379		6	13	4	1
		PM Peak Hour Count Summary																					
		Southbound				Westbound				Northbound				Eastbound				Approach		Pedestrians			
		Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach			SB	WB	NB	EB
Peak Volumes	PHF	7	891	94	992	4	0	4	8	43	610	4	657	70	0	65	135	1792		5	13	3	1
		0.58	0.92	0.73	0.94	1.00	0.00	0.50	0.67	0.60	0.79	1.00	0.82	0.80	0.00	0.74	0.82	0.96					
Trucks		0	16	0	0	0	0	0	0	0	9	0	0	0	0	0	0						
% Trucks		0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%						

Seasonally Adjusted Peak
Hour

282	144		138		1759		716	
	← →		← →		↓ ↑		↑	
	Eastbound		Westbound		Maple @ Main		Southbound	
	Bikes		Bikes		R		L	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138		4		7	
	← →		← →		↑		↓	
	Eastbound		Westbound		Bikes		Bikes	
	0		0		99		937	
1.052	%		%		9.48%		89.82%	
	50.59%		50.00%		0		0.71%	
	0.00%		0.00%		99		937	
	49.41%		50.00%		T		L	
Seasonal Adjustment Factor 1.052	144		138					

Maple @ Main

Pedestrians and Cars

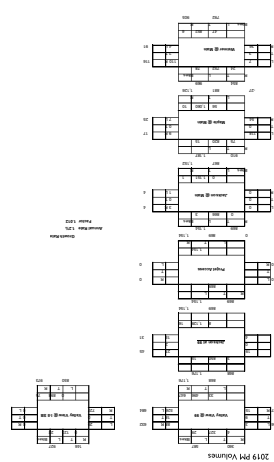
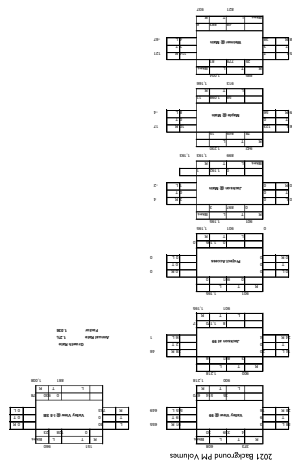
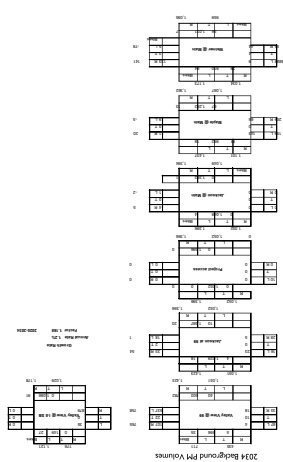
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right		
7:30 AM	1	3	143	22	3	1	0	2	0	7	150	0	27	362
7:45 AM	2	3	203	20	6	0	0	1	8	10	141	1	14	404
8:00 AM	2	3	237	21	3	1	0	0	2	8	131	1	19	443
8:15 AM	0	1	224	32	0	1	0	1	1	18	143	1	8	443
8:30 AM	3	3	200	20	6	1	0	2	0	6	190	1	21	457
8:45 AM	0	0	214	21	4	1	0	1	0	11	137	1	0	1747
9:00 AM	1	3	188	15	0	2	0	1	1	20	164	4	20	1752
9:15 AM	3	2	172	16	2	2	0	2	2	15	125	1	20	428
													0	
													0	
													0	
Total	12	18	1581	167		9	0	10	14	95	1181	10	151	2961
Peak Hour	5	7	875	94		4	0	4	3	43	601	4	70	1767

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
7:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	6
8:15 AM	0	5	0	0	0	0	0	3	0	0	0	0	0	8
8:30 AM	0	5	0	0	0	0	0	3	0	0	0	0	0	8
8:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
9:00 AM	0	6	0	0	0	0	2	1	0	0	0	0	0	9
9:15 AM	0	3	0	0	0	0	2	0	0	0	0	0	0	5
Total	0	30	0	0	0	0	15	1	0	0	0	0	0	46
Peak Hour	0	16	0	0	0	0	9	0	0	0	0	0	0	25

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
Total	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0
Peak Hour	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0



2021 Build PM Volumes

676	L	3	Valley View @ 99	T	622
	T	9		L	394
	R	16		Bikes	4
	R	16		L	360
664	L	3	Valley View @ 99	T	622
	T	9		L	394
	R	16		Bikes	4
	R	16		L	360
685	L	35	Valley View @ 99	T	622
	T	9		L	394
	R	16		Bikes	4
	R	16		L	360
47	L	20	Jackson at 99	T	1,247
	T	0		L	942
	R	4		Bikes	3
	R	4		L	923
2	L	8	Jackson at 99	T	1,247
	T	0		L	942
	R	18		Bikes	3
	R	18		L	923
0	L	18	Project Access	T	1,218
	T	0		L	935
	R	16		Bikes	30
	R	16		L	905
18	L	29	Project Access	T	1,229
	T	0		L	921
	R	0		Bikes	0
	R	0		L	916
5	L	0	Jackson @ Main	T	1,229
	T	0		L	921
	R	0		Bikes	0
	R	0		L	916
-3	L	0	Jackson @ Main	T	1,229
	T	0		L	921
	R	0		Bikes	0
	R	0		L	916
18	L	123	Maple @ Main	T	1,253
	T	60		L	961
	R	56		Bikes	81
	R	56		L	864
118	L	58	Maple @ Main	T	1,189
	T	11		L	928
	R	0		Bikes	0
	R	0		L	918
18	L	10	Maple @ Main	T	1,189
	T	0		L	928
	R	0		Bikes	0
	R	0		L	918
121	L	7	Weimer @ Main	T	1,005
	T	3		L	886
	R	38		Bikes	25
	R	38		L	790
-67	L	114	Weimer @ Main	T	1,005
	T	4		L	886
	R	6		Bikes	25
	R	6		L	790

2034 Build PM Volumes

[illegible]

Intersection: S. Valley View @ 99										City: Ashland, Oregon									
Counter: SOTE										Date: Tuesday, May 1, 2018									
Total of All Vehicles																			
Time Period		Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Pedestrians				
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total		SB	WB	NB	EB	
03:30 PM	03:45 PM	116	5	25	146	7	100	155	262	1	2	7	10	17	77	1	95	513	
03:45 PM	04:00 PM	146	4	18	168	6	121	137	264	1	5	5	11	13	71	0	84	527	
04:00 PM	04:15 PM	95	5	21	121	6	113	146	265	1	5	4	10	16	63	1	80	476	
04:15 PM	04:30 PM	108	5	24	137	6	120	139	265	0	3	1	4	30	88	0	118	524	2040
04:30 PM	04:45 PM	118	5	21	144	13	104	116	233	2	2	2	6	15	94	1	110	493	2020
04:45 PM	05:00 PM	100	2	18	120	7	122	152	281	0	1	5	6	23	66	2	91	498	1991
05:00 PM	05:15 PM	139	7	16	162	3	134	205	342	1	3	4	8	9	68	1	78	590	2105
05:15 PM	05:30 PM	141	3	28	172	9	115	145	269	0	2	4	6	20	85	0	105	552	2133
05:30 PM	05:45 PM	132	2	11	145	3	125	138	266	0	1	2	3	20	80	0	100	514	2154
05:45 PM	06:00 PM	106	3	14	123	6	100	130	236	2	0	12	14	14	66	2	82	455	2111
06:00 PM	06:15 PM	101	2	12	115	5	81	115	201	0	3	3	6	24	63	0	87	409	1930
06:15 PM	6:30 PM	87	0	14	101	2	62	95	159	1	1	2	4	8	69	0	77	341	1719
Count Period Total		1389	43	222	1654	73	1297	1673	3043	9	28	51	88	209	890	8	1107	5892	3
PM Peak Hour Count Summary																			
		Southbound			Westbound			Northbound			Eastbound			Approach Total	Pedestrians				
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total		SB	WB	NB	EB	
Peak Volumes		498	17	83	598	32	475	618	1125	3	8	15	26	67	313	4	384	2133	0
PHF		0.88	0.61	0.74	0.87	0.62	0.89	0.75	0.82	0.38	0.67	0.75	0.81	0.73	0.83	0.50	0.87	0.90	
Trucks		7	0	2	4	2	4	15	19	0	1	0	1	3	3	0	3		
% Trucks		1%	0%	2%	2%	6%	1%	2%	2%	0%	13%	0%	0%	4%	1%	0%	0%		

Seasonally Adjusted Peak Hour

[illegible]Seasonal Adjustment Factor
1.050

S. Valley View @ 99
Pedestrians and Cars

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right		
03:30 PM	0	113	5	23	1	7	97	147	7	1	17	77	1	
03:45 PM	0	143	4	17	0	6	118	127	5	0	13	69	0	
04:00 PM	2	94	5	21	0	6	112	142	4	1	16	61	1	
04:15 PM	1	106	5	24	3	6	120	135	3	0	30	88	0	
04:30 PM	0	115	5	21	0	11	104	112	2	1	15	93	1	483
04:45 PM	1	98	2	18	2	7	118	145	1	0	20	66	2	482
05:00 PM	0	139	7	15	2	3	134	203	0	1	9	68	1	587
05:15 PM	0	139	3	27	0	9	115	143	0	0	20	83	0	544
05:30 PM	0	130	2	11	1	3	122	136	1	1	20	80	0	507
05:45 PM	1	106	3	14	1	6	98	127	0	2	14	66	2	2120
06:00 PM	0	98	2	12	1	5	81	111	3	0	24	62	0	450
06:15 PM	0	86	0	14	0	2	61	92	1	2	8	69	0	401
06:30 PM	0	86	0	14	0	2	61	92	1	2	8	69	0	336
06:45 PM	0	86	0	14	0	2	61	92	1	2	8	69	0	1694
06:15 PM	5	1111	34	177	10	10	603	603	39	2	176	736	7	3790
Peak Hour	1	491	17	81	4	30	471	603	15	1	64	310	4	2088

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
03:30 PM	3	0	2	0	3	8	0	0	0	0	0	0	16	
03:45 PM	3	0	1	0	3	10	0	0	0	0	2	0	19	
04:00 PM	1	0	0	0	1	4	0	0	0	0	2	0	8	
04:15 PM	2	0	0	0	1	4	0	0	0	0	2	0	6	
04:30 PM	3	0	0	2	0	4	0	0	0	0	1	0	10	43
04:45 PM	2	0	0	0	4	7	0	0	0	3	0	0	16	40
05:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	3	35
05:15 PM	2	0	1	0	0	2	0	1	0	0	2	0	8	37
05:30 PM	2	0	0	0	3	2	0	0	0	0	0	0	7	34
05:45 PM	0	0	0	0	2	3	0	0	0	0	0	0	5	23
06:00 PM	3	0	0	0	0	4	0	0	0	0	1	0	8	28
06:15 PM	1	0	0	0	0	3	0	0	0	0	0	0	5	25
Total	22	0	5	2	17	53	0	1	0	3	8	0	111	
Peak Hour	7	0	2	2	4	15	0	1	0	3	3	0	37	

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2

Intersection: Jackson@99		City: Ashland, Oregon																	
Counter: SOTE		Date: Tuesday, May 1, 2018																	
Total of All Vehicles																			
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Pedestrians					
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total		SB	WB	NB	EB		
03:30 PM	3	0	8	11	0	243	3	246	5	0	2	7	435	0	0	1	1		
03:45 PM	2	1	7	10	0	248	3	251	4	0	1	5	448	0	0	1	1		
04:00 PM	1	0	8	9	0	247	6	253	4	0	0	4	449	0	0	0	0		
04:15 PM	1	0	14	15	0	233	2	235	3	0	0	3	433	0	0	0	0		
04:30 PM	2	1	5	8	3	253	7	263	4	0	1	5	481	1765	0	0	0		
04:45 PM	2	1	12	15	2	245	3	250	1	0	1	2	447	1811	2	1	0		
05:00 PM	8	0	5	13	1	263	2	266	6	0	0	6	467	1810	0	2	0		
05:15 PM	2	0	4	6	2	288	3	293	7	0	2	9	534	1828	0	1	1		
05:30 PM	3	0	6	9	0	212	5	217	4	0	0	4	440	1929	0	0	0		
05:45 PM	4	0	4	8	0	194	3	197	2	0	0	2	390	1888	0	1	1		
06:00 PM	1	0	4	5	0	181	1	182	2	0	1	3	335	1831	0	2	0		
06:15 PM	3	0	6	9	0	122	1	123	0	0	0	0	294	1699	0	0	0		
Count Period Total	32	3	83	118	8	2729	39	2776	42	0	8	50	5153	2	8	2	6		
PM Peak Hour Count Summary																			
Southbound				Westbound				Northbound				Eastbound				Pedestrians			
Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	SB	WB	NB	EB
Peak Volumes	14	2	26	42	8	1049	15	1072	18	0	4	22	13	778	2	793	4	1	1
PHF	0.44	0.50	0.54	0.70	0.67	0.91	0.54	0.91	0.64	0.00	0.50	0.61	0.81	0.87	0.50	0.88			
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%				
Pedestrians																			

Seasonally Adjusted Peak Hour

1980	1148		Eastbound		%		Bikes		0		73		44		29							
	↔		↔		1.64%		L		14		↓		↓		↑							
	833		↔		98.11%		T		817		Southbound											
					0.25%		R		2													
1961	1126		Westbound		%		Bikes		16		↑		1101		8							
	↔		↔		1.40%		R		T		↔		↔		↔							
	836				97.85%		L		0		↓		0		0							
					0.75%																	
al Adjustment Factor 1.050	0		19		0		4		Bikes		L		↔		T		↑		R		↔	
36	13		↑		↑		23		Northbound		81.8%		↔		0.0%		18.2%					

Jackson@99 Pedestrians and Cars																
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume		
	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right				
03:30 PM	0	3	0	0	0	243	3	1	5	0	2	1	166	4		
03:45 PM	0	2	1	0	0	248	3	1	4	0	1	1	177	2		
04:00 PM	0	1	0	0	0	247	6	0	4	0	0	0	178	2		
04:15 PM	0	1	0	0	0	233	2	0	3	0	0	13	166	1		
04:30 PM	2	2	1	5	3	253	7	0	4	0	1	2	203	0	481	
04:45 PM	0	2	1	12	2	245	3	1	245	0	1	4	175	1	447	
05:00 PM	0	8	0	5	1	263	2	1	6	0	0	1	4	177	1	
05:15 PM	0	2	0	4	2	288	3	0	7	0	2	3	223	0	534	
05:30 PM	0	3	0	6	1	212	5	1	4	0	0	2	208	0	1888	
05:45 PM	0	4	0	4	2	194	3	0	2	0	0	4	179	0	440	
06:00 PM	0	1	0	4	0	181	1	0	2	0	1	0	335	1699	1831	
06:15 PM	0	3	0	6	1	122	1	0	0	0	0	3	157	2	294	
Total	2	27	2	68	8	1049	15	2	33	0	5	2	40	1809	7	
Peak Hour	2	14	2	26	4	8	1049	1	18	0	4	1	13	778	2	
															1831	

Trucks										
Time Period	Southbound			Westbound			Northbound			Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:30 PM										
03:45 PM										
04:00 PM										
04:15 PM										
04:30 PM										
04:45 PM										
05:00 PM										
05:15 PM										
05:30 PM										
05:45 PM										
06:00 PM										
06:15 PM										
Total	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0

Bikes										
Time Period	Southbound			Westbound			Northbound			Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
03:30 PM										
03:45 PM										
04:00 PM										
04:15 PM										
04:30 PM										
04:45 PM										
05:00 PM										
05:15 PM										
05:30 PM										
05:45 PM										
06:00 PM										
06:15 PM										
Total	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0

Intersection: Jackson at Main St.			City: Ashland, Oregon										Counter: SOTE		Date: Tuesday, May 1, 2018		Total of All Vehicles					
Time Period		Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume	Pedestrians						
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	SB	WB	NB	EB	
03:30 PM	03:45 PM	0	0	1	1	0	260	7	267	0	0	0	0	184	0	184	0	184				
03:45 PM	04:00 PM	0	0	0	0	0	262	1	263	0	0	0	0	168	0	168	0	168				
04:00 PM	04:15 PM	0	0	0	0	0	243	2	245	0	0	0	0	184	0	184	0	184				
04:15 PM	04:30 PM	0	0	1	1	0	242	0	242	0	0	0	0	180	0	179	0	180	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	272	0	272	0	0	0	0	209	0	209	0	209				
04:45 PM	05:00 PM	0	0	1	1	0	264	0	264	0	0	0	0	197	0	197	0	197				
05:00 PM	05:15 PM	1	0	0	1	0	263	0	263	0	0	0	0	190	0	190	0	190				
05:15 PM	05:30 PM	0	0	2	2	0	261	1	262	0	0	0	0	220	0	219	0	220	0	0	0	0
05:30 PM	05:45 PM	0	0	2	2	0	216	0	216	0	0	0	0	205	0	201	0	205				
05:45 PM	06:00 PM	1	0	0	1	0	202	1	203	0	0	0	0	186	0	186	0	186				
06:00 PM	06:15 PM	0	0	2	2	0	182	0	182	0	0	0	0	154	0	154	0	154				
06:15 PM	6:30 PM	1	0	0	1	0	123	1	124	0	0	0	0	168	0	168	0	168				
Count Period Total		3	0	9	12	0	2790	13	2803	0	0	0	0	8	2239	0	2247	5062	0	0	0	0
PM Peak Hour Count Summary																						
		Southbound			Approach Total	Westbound			Approach Total	Northbound			Approach Total	Eastbound			Approach Total	Pedestrians				
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	SB	WB	NB	EB	
Peak Volumes		1	0	3	4	0	1060	1	1061	0	0	0	0	3	815	0	818	1883	0	0	0	0
PHF		0.25	0.00	0.38	0.50	0.00	0.97	0.25	0.98	0.00	0.00	0.00	0.00	0.38	0.93	0.00	0.93	0.97				
Trucks		0	0	0	0	0	19	0	0	0	0	0	0	0	10	0	0	0				
% Trucks		0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%					

Seasonally Adjusted Peak Hour

1975	1116		Bikes		2		8		4	
	859		L		3		↓		↑	
			0.37%		0		Southbound		4	
			99.63%		856		0.00%		25.00%	
	Eastbound		Jackson at Main St.		0.00%		%			
					R		L		Bikes	
					T		T		0	
					T		L		1	
					0		0		0	
					0		0		0	
1114		R		0.09%		Westbound		1114		
857		T		99.91%				857		
		L		0.00%						
1		←		Bikes		%				
1113		←		0						
0		←		4						
1971		←								
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Jackson at Main St. Pedestrians and Cars														
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right		
03:30 PM	0	0	1	0	0	254	0	0	0	0	0	179	0	
03:45 PM	0	0	0	0	0	256	1	0	0	0	0	166	0	
04:00 PM	0	0	0	0	0	237	2	0	0	0	0	182	0	
04:15 PM	0	0	1	0	0	232	0	0	0	0	1	177	0	
04:30 PM	0	0	0	0	0	264	0	0	0	0	0	208	0	472
04:45 PM	0	0	1	0	0	258	0	0	0	0	2	194	0	455
05:00 PM	0	1	0	0	0	260	0	0	0	0	0	186	0	447
05:15 PM	0	0	2	0	0	259	1	0	0	0	1	217	0	480
05:30 PM	0	0	2	0	0	207	0	0	0	0	4	201	0	414
05:45 PM	0	1	0	0	0	197	1	0	0	0	0	184	0	383
06:00 PM	0	0	1	0	0	178	0	0	0	0	0	154	0	333
06:15 PM	0	1	0	0	0	121	1	0	0	0	0	167	0	290
Total	0	3	0	0	0	1041	1	0	0	0	8	1870	0	3274
Peak Hour	0	1	0	0	0			0	0	0	3	805	0	1724

Trucks														
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
03:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	11	
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	8	
04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	8	
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	12	
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	9	37
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	9	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	7	37
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	4	29
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	9	29
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	7	27
06:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	5	25
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	3	24
Total	0	0	1	0	0	0	0	0	0	0	24	0	92	
Peak Hour	0	0	0	0	0	0	0	0	0	0	10	0	29	

Bikes														
Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	0	0	0	0	0	0	5	0	8	5
Peak Hour	0	0	0	0	0	0	0	0	0	0	2	0	4	2

Intersection: Maple @ Main				City: Ashland, Oregon				Date: Thursday, September 29, 2016												
Counter:				Total of All Vehicles																
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume	Pedestrians					
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB		
3:30 PM	1	203	6	210	2	8	6	16	4	267	0	271	29	7	0	36				
3:45 PM	2	205	14	221	2	3	1	6	5	267	6	278	26	5	8	39				
4:00 PM	3	188	9	200	3	0	0	3	7	249	0	256	33	0	12	45				
4:15 PM	0	234	11	245	1	0	0	1	9	215	2	226	39	1	14	54				
4:30 PM	3	181	32	216	2	0	3	5	16	243	5	264	27	0	7	34				
4:45 PM	0	167	17	184	3	0	1	4	13	253	1	267	38	0	15	53				
5:00 PM	3	225	16	244	2	0	2	4	14	273	3	290	30	0	16	46				
5:15 PM	8	209	7	224	0	0	3	3	10	242	1	253	18	0	14	32				
5:30 PM	1	210	11	222	0	0	1	1	12	199	1	212	20	0	18	38				
5:45 PM	0	178	10	188	1	0	0	1	8	193	2	203	15	0	15	30				
Count Period Total	21	2000	133	2154	16	11	17	44	98	2401	21	2520	275	13	119	407	8	3	7	15
PM Peak Hour Count Summary																				
	Southbound			Approach Total	Westbound			Approach Total	Northbound			Approach Total	Eastbound			Approach Total	Pedestrians			
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		SB	WB	NB	EB
Peak Volumes	14	782	72	868	7	0	9	16	53	1011	10	1074	113	0	52	165	6	2	3	9
PHF	0.44	0.87	0.56	0.89	0.58	0.00	0.75	0.80	0.83	0.93	0.50	0.93	0.74	0.00	0.81	0.78				
Trucks	0	9	1	1	0	0	0	0	0	24	0	0	1	0	0	0				
% Trucks	0%	1%	1%	1%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%	0%	0%				

Seasonally Adjusted Peak Hour

300	129		171		2072		1173				
	↔		↔		↓		↑				
	↔		↔		Southbound		Northbound				
	↔		↔		R 75		L 14				
	↔		↔		T 810		Bikes 4				
					Maple @ Main						
					Eastbound						
					%						
	68.48%					0					
	0.00%					L 117					
31.52%					T 0						
					R 54						
					Westbound						
					%						
					56.25%						
					0.00%						
					43.75%						
					Bikes						
					L 7						
					T 0						
					R 9						
					↔						
					↔						
					↔						
					17						
					25						
					41						
					Northbound						
					%						
					4.9%						
					94.1%						
					0.9%						
					Bikes						
					L 3						
					T 55						
					R 1047						
					↔						
					↔						
					↔						
					871						
					1112						
					1983						

Adj Adjustment Factor
1.096

Seasonal Adjustment Factor
1.086

Maple @ Main Pedestrians and Cars														
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right	Peds	Thru	Right		
3:30 PM	1	200	6	0	2	8	1	4	286	0	0	7	0	
3:45 PM	4	2	202	2	2	3	2	5	254	6	0	5	8	
4:00 PM	0	3	185	0	2	0	1	7	242	0	0	0	12	491
4:15 PM	1	0	229	0	1	0	0	9	206	2	0	1	14	511
4:30 PM	3	3	179	1	2	0	1	16	236	5	0	7	0	509
4:45 PM	2	0	165	0	3	0	2	13	247	1	0	0	15	500
5:00 PM	1	3	222	0	2	0	0	14	269	3	0	16	0	2096
5:15 PM	0	8	207	1	0	0	0	10	235	1	0	14	0	2088
5:30 PM	1	1	208	0	0	0	0	12	193	1	0	18	0	2044
5:45 PM	0	0	172	1	1	0	2	8	188	2	0	15	0	1954
Total	13	21	1969	5	15	11	10	98	2326	21	0	13	119	3965
Peak Hour	6	14	773	2	7	0	3	53	987	10	0	52	2088	

Trucks														
Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute Volume	Hourly Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
3:30 PM	0	3	0	0	0	1	0	11	0	1	0	0	0	
3:45 PM	0	3	0	0	0	0	0	13	0	1	0	0	0	
4:00 PM	0	3	0	0	0	0	0	7	0	2	0	0	13	
4:15 PM	0	5	0	0	0	0	0	9	0	1	0	0	15	
4:30 PM	0	2	1	0	0	0	0	7	0	0	0	0	10	
4:45 PM	0	2	0	0	0	0	0	6	0	0	0	0	8	46
5:00 PM	0	3	0	0	0	0	0	4	0	1	0	0	8	41
5:15 PM	0	2	0	0	0	0	0	7	0	0	0	0	9	35
5:30 PM	0	2	0	0	0	0	0	6	0	0	0	0	8	33
5:45 PM	0	6	1	0	0	0	0	5	0	0	0	0	12	37
Total	0	31	2	1	0	1	0	75	0	6	0	0	83	
Peak Hour	0	9	1	0	0	0	0	24	0	1	0	0	35	

Bikes																
Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:30 PM	0	1	0	0	1	0	0	2	0	0	0	0	0	1	2	0
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0
Total	0	7	1	0	1	0	8	0	3	0	0	1	0	8	1	6
Peak Hour	0	4	0	0	0	0	3	0	0	0	0	0	4	0	3	0

Appendix F

SYNCHRO OUTPUT

Lanes, Volumes, Timings

3: Main Street & Jackson Road

05/24/2019

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	708	10	0	1032	0	5
Future Volume (vph)	708	10	0	1032	0	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865	
Flt Protected						
Satd. Flow (prot)	1699	1305	1750	1651	1514	0
Flt Permitted						
Satd. Flow (perm)	1699	1305	1750	1651	1514	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	14%	0%	6%	0%	0%
Adj. Flow (vph)	738	10	0	1075	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	738	10	0	1075	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	69.0%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	708	10	0	1032	0	5
Future Vol, veh/h	708	10	0	1032	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	14	0	6	0	0
Mvmt Flow	738	10	0	1075	0	5
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	748	0	1813	738
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	1075	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	870	-	87	421
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	870	-	87	421
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	331	-
Approach	NB	SB		SW		
HCM Control Delay, s	0	0		13.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	870	-	421	
HCM Lane V/C Ratio	-	-	-	-	0.012	
HCM Control Delay (s)	-	-	0	-	13.7	
HCM Lane LOS	-	-	A	-	B	
HCM 95th %tile Q(veh)	-	-	0	-	0	

Lanes, Volumes, Timings

4: 99 & Jackson Rd.

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	40	997	20	5	678	30	5	0	1	34	0	35
Future Volume (vph)	40	997	20	5	678	30	5	0	1	34	0	35
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.994			0.977			0.932	
Flt Protected	0.950			0.950				0.960			0.976	
Satd. Flow (prot)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Flt Permitted	0.950			0.950				0.960			0.976	
Satd. Flow (perm)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	0%	0%	3%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	42	1039	21	5	706	31	5	0	1	35	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1060	0	5	737	0	0	6	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	47.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	40	997	20	5	678	30	5	0	1	34	0	35
Future Vol, veh/h	40	997	20	5	678	30	5	0	1	34	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	6	0	0	3	0	0	0	0	1	0	1
Mvmt Flow	42	1039	21	5	706	31	5	0	1	35	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	737	0	0	1060	0	0	1497	1881	530	1336	1876	369
Stage 1	-	-	-	-	-	-	1134	1134	-	732	732	-
Stage 2	-	-	-	-	-	-	363	747	-	604	1144	-
Critical Hdwy	4.26	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.28	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.31
Pot Cap-1 Maneuver	826	-	-	665	-	-	86	72	499	113	72	631
Stage 1	-	-	-	-	-	-	219	280	-	381	430	-
Stage 2	-	-	-	-	-	-	634	423	-	455	277	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	826	-	-	665	-	-	77	68	499	108	68	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	68	-	108	68	-
Stage 1	-	-	-	-	-	-	208	266	-	362	427	-
Stage 2	-	-	-	-	-	-	593	420	-	431	263	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	48	36
HCM LOS			E	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	90	665	-	-	826	-	186
HCM Lane V/C Ratio	0.069	0.008	-	-	0.05	-	0.386
HCM Control Delay (s)	48	10.5	-	-	9.6	-	36
HCM Lane LOS	E	B	-	-	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	1.7

Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Future Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.986				0.850			0.850		0.989	
Flt Protected	0.950			0.950				0.980			0.957	
Satd. Flow (prot)	1568	3109	0	1498	3167	1444	0	1715	1473	0	1550	0
Flt Permitted	0.472			0.426				0.980			0.957	
Satd. Flow (perm)	779	3109	0	672	3167	1414	0	1715	1473	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				456			99		5	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Adj. Flow (vph)	106	543	56	10	229	456	2	3	7	591	15	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	599	0	10	229	456	0	5	7	0	661	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2019 AM Existing

Synchro 9 Report
Page 5

Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	39.2		25.2	25.2	57.0	23.8	23.8	23.8	57.0	57.0	
Total Split (%)	11.7%	32.7%		21.0%	21.0%	47.5%	19.8%	19.8%	19.8%	47.5%	47.5%	
Maximum Green (s)	10.0	33.8		19.8	19.8	52.5	19.8	19.8	19.8	52.5	52.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	25.4	23.9		13.4	13.4	59.6		5.3	5.3		44.3	
Actuated g/C Ratio	0.32	0.30		0.17	0.17	0.75		0.07	0.07		0.56	
v/c Ratio	0.29	0.64		0.09	0.43	0.38		0.04	0.04		0.76	
Control Delay	25.1	28.8		37.5	36.7	1.4		44.2	0.4		22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	25.1	28.8		37.5	36.7	1.4		44.2	0.4		22.6	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		28.2			13.5			18.7			22.6	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 79.6

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 21.5

Intersection LOS: C

Intersection Capacity Utilization 82.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	25.2 s	57 s	23.8 s
			
Ø6			
39.2 s			

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2019 AM Existing

Synchro 9 Report

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HCM Signalized Intersection Capacity Analysis

7: S Jackson/Valley View & 99

05/24/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Future Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (prot)	1568	3109		1498	3167	1437		1716	1473		1550	
Flt Permitted	0.47	1.00		0.43	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (perm)	779	3109		671	3167	1437		1716	1473		1550	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	106	543	56	10	229	456	2	3	7	591	15	55
RTOR Reduction (vph)	0	6	0	0	0	133	0	0	7	0	2	0
Lane Group Flow (vph)	106	593	0	10	229	323	0	5	0	0	659	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4		4
Permitted Phases	6			2		2			8			4
Actuated Green, G (s)	23.4	23.4		11.9	11.9	55.7		1.6	1.6		43.8	
Effective Green, g (s)	24.8	24.8		13.3	13.3	58.5		1.6	1.6		44.3	
Actuated g/C Ratio	0.30	0.30		0.16	0.16	0.71		0.02	0.02		0.54	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	318	932		107	509	1016		33	28		830	
v/s Ratio Prot	0.04	c0.19			0.07	0.17		c0.00			c0.42	
v/s Ratio Perm	0.06			0.01		0.05			0.00			
v/c Ratio	0.33	0.64		0.09	0.45	0.32		0.15	0.00		0.79	
Uniform Delay, d1	21.8	25.0		29.6	31.4	4.6		39.9	39.8		15.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.3		0.3	0.5	0.1		1.6	0.0		5.1	
Delay (s)	22.3	26.3		29.8	31.9	4.7		41.4	39.8		20.6	
Level of Service	C	C		C	C	A		D	D		C	
Approach Delay (s)		25.7			14.0			40.5			20.6	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			20.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			82.7			Sum of lost time (s)				15.1		
Intersection Capacity Utilization			82.1%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings
9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Future Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99				0.97			0.96
Frt		0.933			0.932				0.850			0.850
Flt Protected		0.975			0.976		0.950			0.950		
Satd. Flow (prot)	0	1555	0	0	1571	0	1662	1733	1488	1662	1716	1488
Flt Permitted		0.836			0.878		0.950			0.950		
Satd. Flow (perm)	0	1334	0	0	1413	0	1662	1733	1441	1662	1716	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	74	0	72	4	0	4	48	676	4	7	988	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	8	0	48	676	4	7	988	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

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Synchro 9 Report
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Lanes, Volumes, Timings

9: Main St/Main Street & Maple St

05/24/2019

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effect Green (s)		10.1			10.1		7.8	71.3	71.3	5.7	63.6	63.6
Actuated g/C Ratio		0.11			0.11		0.09	0.78	0.78	0.06	0.70	0.70
v/c Ratio		0.66			0.03		0.34	0.50	0.00	0.07	0.83	0.10
Control Delay		35.4			0.2		50.8	6.5	0.0	49.0	20.4	2.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.4			0.2		50.8	6.5	0.0	49.0	20.4	2.6
LOS		D			A		D	A	A	D	C	A
Approach Delay		35.4			0.3			9.4			18.9	
Approach LOS		D			A			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 91.5

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 16.5

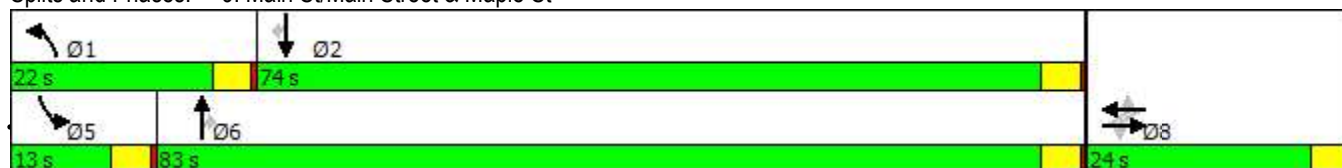
Intersection LOS: B

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2019 AM Existing

HCM Signalized Intersection Capacity Analysis

9: Main St/Main Street & Maple St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Future Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.98			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1561			1572		1662	1733	1444	1662	1716	1432
Flt Permitted		0.84			0.88		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1338			1415		1662	1733	1444	1662	1716	1432
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	0	72	4	0	4	48	676	4	7	988	104
RTOR Reduction (vph)	0	73	0	0	7	0	0	0	1	0	0	25
Lane Group Flow (vph)	0	73	0	0	1	0	48	676	3	7	988	79
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		10.1			10.1		6.4	71.3	71.3	1.1	66.0	66.0
Effective Green, g (s)		10.1			10.1		6.4	71.3	71.3	1.1	66.0	66.0
Actuated g/C Ratio		0.11			0.11		0.07	0.75	0.75	0.01	0.70	0.70
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		143			151		112	1307	1089	19	1198	1000
v/s Ratio Prot							c0.03	0.39		0.00	c0.58	
v/s Ratio Perm		c0.05			0.00				0.00			0.06
v/c Ratio		0.51			0.01		0.43	0.52	0.00	0.37	0.82	0.08
Uniform Delay, d1		39.9			37.7		42.3	4.7	2.9	46.4	10.1	4.5
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.1			0.0		1.9	0.5	0.0	8.6	5.0	0.0
Delay (s)		41.9			37.7		44.2	5.1	2.9	54.9	15.1	4.6
Level of Service		D			D		D	A	A	D	B	A
Approach Delay (s)		41.9			37.7			7.7			14.4	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			94.5				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			73.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings

3: Main Street & Jackson Road

Sandow Engineering

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1151	1	3	866	1	3
Future Volume (vph)	1151	1	3	866	1	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1716	1488	1662	1733	1554	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1716	1488	1662	1733	1554	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1238	1	3	931	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1238	1	3	931	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	75.8%			ICU Level of Service D		
Analysis Period (min)	15					

3: Main Street & Jackson Road**Intersection**

Int Delay, s/veh 0.1

Movement NBT NBR SBL SBT SWL SWRLane Configurations 

Traffic Vol, veh/h 1151 1 3 866 1 3

Future Vol, veh/h 1151 1 3 866 1 3

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - 175 50 - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 2 0 0 1 0 0

Mvmt Flow 1238 1 3 931 1 3

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 1239 0 2175 1238

Stage 1 - - - - 1238 -

Stage 2 - - - - 937 -

Critical Hdwy - - 4.1 - 6.4 6.2

Critical Hdwy Stg 1 - - - - 5.4 -

Critical Hdwy Stg 2 - - - - 5.4 -

Follow-up Hdwy - - 2.2 - 3.5 3.3

Pot Cap-1 Maneuver - - 569 - 52 216

Stage 1 - - - - 276 -

Stage 2 - - - - 384 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 569 - 52 216

Mov Cap-2 Maneuver - - - - 52 -

Stage 1 - - - - 276 -

Stage 2 - - - - 382 -

Approach NB SB SW

HCM Control Delay, s 0 0 35.8

HCM LOS E

Minor Lane/Major Mvmt NBT NBR SBL SBT SWLn1

Capacity (veh/h) - - 569 - 121

HCM Lane V/C Ratio - - 0.006 - 0.036

HCM Control Delay (s) - - 11.4 - 35.8

HCM Lane LOS - - B - E

HCM 95th %tile Q(veh) - - 0 - 0.1

4: 99 & Jackson Rd.

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	850	3	8	1129	16	19	0	4	15	2	27
Future Volume (vph)	15	850	3	8	1129	16	19	0	4	15	2	27
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.978			0.917	
Flt Protected	0.950			0.950				0.960			0.983	
Satd. Flow (prot)	1662	3292	0	1662	3254	0	0	1643	0	0	1577	0
Flt Permitted	0.950			0.950				0.960			0.983	
Satd. Flow (perm)	1662	3292	0	1662	3254	0	0	1643	0	0	1577	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	17	944	3	9	1254	18	21	0	4	17	2	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	947	0	9	1272	0	0	25	0	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 44.4%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	2.4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	15	850	3	8	1129	16	19	0	4	15	2	27
Future Vol, veh/h	15	850	3	8	1129	16	19	0	4	15	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	17	944	3	9	1254	18	21	0	4	17	2	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1272	0	0	947	0	0	1626	2270	474	1787	2262	636
Stage 1	-	-	-	-	-	-	980	980	-	1281	1281	-
Stage 2	-	-	-	-	-	-	646	1290	-	506	981	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	553	-	-	733	-	-	69	41	542	52	41	425
Stage 1	-	-	-	-	-	-	272	331	-	178	236	-
Stage 2	-	-	-	-	-	-	431	236	-	522	328	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	553	-	-	733	-	-	59	39	542	50	39	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	39	-	50	39	-
Stage 1	-	-	-	-	-	-	264	321	-	172	233	-
Stage 2	-	-	-	-	-	-	392	233	-	502	318	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	83.4	65.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	70	733	-	-	553	-	106
HCM Lane V/C Ratio	0.365	0.012	-	-	0.03	-	0.461
HCM Control Delay (s)	83.4	10	-	-	11.7	-	65.2
HCM Lane LOS	F	A	-	-	B	-	F
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	2

Lanes, Volumes, Timings

7: S Jackson/Valley View & 99

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Future Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.989			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1718	1488	0	1630	0
Flt Permitted	0.203			0.533				0.989			0.960	
Satd. Flow (perm)	342	3286	0	914	3197	1428	0	1718	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				719			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	32	363	4	37	551	719	3	10	17	584	20	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	367	0	37	551	719	0	13	17	0	702	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

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Lanes, Volumes, Timings

7: S Jackson/Valley View & 99

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	28.9	27.4		20.3	20.3	70.6		5.4	5.4		48.4	
Actuated g/C Ratio	0.33	0.31		0.23	0.23	0.79		0.06	0.06		0.54	
v/c Ratio	0.11	0.36		0.18	0.76	0.55		0.12	0.09		0.79	
Control Delay	23.2	25.4		36.0	42.4	2.1		50.8	1.0		27.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.2	25.4		36.0	42.4	2.1		50.8	1.0		27.6	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		25.2			20.0			22.6			27.6	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 88.9

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	26.3 s	56 s	23.7 s
			
Ø6			
40.3 s			

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HCM Signalized Intersection Capacity Analysis

Sandow Engineering

7: S Jackson/Valley View & 99

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Future Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1450		1717	1488		1630	
Flt Permitted	0.20	1.00		0.53	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	341	3287		915	3197	1450		1717	1488		1630	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	32	363	4	37	551	719	3	10	17	584	20	98
RTOR Reduction (vph)	0	1	0	0	0	178	0	0	17	0	4	0
Lane Group Flow (vph)	32	366	0	37	551	541	0	13	0	0	698	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	27.9	27.9		18.8	18.8	66.6		2.6	2.6		47.8	
Effective Green, g (s)	29.3	29.3		20.2	20.2	69.4		2.6	2.6		48.3	
Actuated g/C Ratio	0.32	0.32		0.22	0.22	0.75		0.03	0.03		0.52	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	197	1044		200	700	1091		48	41		853	
v/s Ratio Prot	0.01	c0.11			c0.17	0.26		c0.01			c0.43	
v/s Ratio Perm	0.04			0.04		0.11			0.00			
v/c Ratio	0.16	0.35		0.18	0.79	0.50		0.27	0.01		0.82	
Uniform Delay, d1	22.8	24.1		29.3	34.0	4.5		43.9	43.6		18.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.3	0.1		0.3	5.6	0.3		2.2	0.1		6.0	
Delay (s)	23.1	24.3		29.6	39.6	4.8		46.1	43.6		24.3	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		24.2			20.2			44.7			24.3	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay		22.3			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		92.2			Sum of lost time (s)			15.1				
Intersection Capacity Utilization		78.4%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

9: Main St/Main Street & Maple St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Future Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.958			0.925				0.850			0.850
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1587	0	0	1560	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.783			0.899		0.950			0.950		
Satd. Flow (perm)	0	1285	0	0	1434	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	130	0	59	8	0	10	62	1165	11	16	901	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	18	0	62	1165	11	16	901	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

9: Main St/Main Street & Maple St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		13.5			13.5		8.9	81.5	81.5	6.2	74.6	74.6
Actuated g/C Ratio		0.13			0.13		0.08	0.76	0.76	0.06	0.70	0.70
v/c Ratio		0.81			0.07		0.45	0.89	0.01	0.17	0.75	0.08
Control Delay		51.1			0.6		58.5	23.8	0.0	55.1	18.2	2.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.1			0.6		58.5	23.8	0.0	55.1	18.2	2.1
LOS		D			A		E	C	A	E	B	A
Approach Delay		51.1			0.6			25.4			17.5	
Approach LOS		D			A			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 107.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 23.9

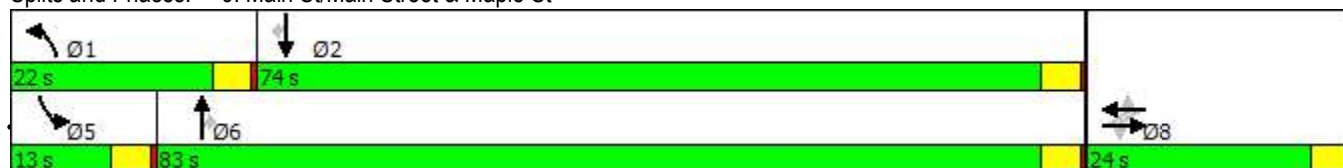
Intersection LOS: C

Intersection Capacity Utilization 84.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



Grand Terrace - Ashland, Oregon

2019 PM Existing

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HCM Signalized Intersection Capacity Analysis

Sandow Engineering

9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Future Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1587			1561		1662	1716	1442	1662	1733	1414
Flt Permitted		0.78			0.90		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1286			1435		1662	1716	1442	1662	1733	1414
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	130	0	59	8	0	10	62	1165	11	16	901	82
RTOR Reduction (vph)	0	72	0	0	16	0	0	0	3	0	0	25
Lane Group Flow (vph)	0	117	0	0	2	0	62	1165	8	16	901	57
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		13.5			13.5		7.8	81.5	81.5	2.7	76.4	76.4
Effective Green, g (s)		13.5			13.5		7.8	81.5	81.5	2.7	76.4	76.4
Actuated g/C Ratio		0.12			0.12		0.07	0.74	0.74	0.02	0.70	0.70
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		158			176		118	1274	1071	40	1206	984
v/s Ratio Prot							c0.04	c0.68		0.01	0.52	
v/s Ratio Perm		c0.09			0.00				0.01			0.04
v/c Ratio		0.74			0.01		0.53	0.91	0.01	0.40	0.75	0.06
Uniform Delay, d1		46.4			42.2		49.2	11.3	3.6	52.7	10.5	5.3
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		16.2			0.0		3.2	10.4	0.0	4.7	2.7	0.0
Delay (s)		62.6			42.3		52.4	21.7	3.6	57.4	13.3	5.3
Level of Service		E			D		D	C	A	E	B	A
Approach Delay (s)		62.6			42.3			23.1			13.3	
Approach LOS		E			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			22.3									
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			109.7									
Intersection Capacity Utilization			84.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings

3: Main Street & Jackson Road

05/24/2019

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	734	10	0	1069	0	5
Future Volume (vph)	734	10	0	1069	0	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865	
Flt Protected						
Satd. Flow (prot)	1699	1305	1750	1651	1514	0
Flt Permitted						
Satd. Flow (perm)	1699	1305	1750	1651	1514	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	14%	0%	6%	0%	0%
Adj. Flow (vph)	765	10	0	1114	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	765	10	0	1114	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.1%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	734	10	0	1069	0	5
Future Vol, veh/h	734	10	0	1069	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	14	0	6	0	0
Mvmt Flow	765	10	0	1114	0	5
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	775	0	1879	765
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	1114	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	850	-	79	406
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	317	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	850	-	79	406
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	317	-
Approach	NB	SB	SW			
HCM Control Delay, s	0	0	14			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	850	-	406	
HCM Lane V/C Ratio	-	-	-	-	0.013	
HCM Control Delay (s)	-	-	0	-	14	
HCM Lane LOS	-	-	A	-	B	
HCM 95th %tile Q(veh)	-	-	0	-	0	

Lanes, Volumes, Timings

4: 99 & Jackson Rd.

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	42	1033	21	5	702	31	5	0	1	36	0	37
Future Volume (vph)	42	1033	21	5	702	31	5	0	1	36	0	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.994			0.977			0.932	
Flt Protected	0.950			0.950				0.960			0.976	
Satd. Flow (prot)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Flt Permitted	0.950			0.950				0.960			0.976	
Satd. Flow (perm)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	0%	0%	3%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	44	1076	22	5	731	32	5	0	1	38	0	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1098	0	5	763	0	0	6	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 49.0% ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	2											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	42	1033	21	5	702	31	5	0	1	36	0	37
Future Vol, veh/h	42	1033	21	5	702	31	5	0	1	36	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	6	0	0	3	0	0	0	0	1	0	1
Mvmt Flow	44	1076	22	5	731	32	5	0	1	38	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	763	0	0	1098	0	0	1551	1948	549	1383	1943	382
Stage 1	-	-	-	-	-	-	1175	1175	-	757	757	-
Stage 2	-	-	-	-	-	-	376	773	-	626	1186	-
Critical Hdwy	4.26	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.28	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.31
Pot Cap-1 Maneuver	807	-	-	643	-	-	79	65	485	104	66	619
Stage 1	-	-	-	-	-	-	207	268	-	368	419	-
Stage 2	-	-	-	-	-	-	623	412	-	441	265	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	807	-	-	643	-	-	71	61	485	99	62	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	61	-	99	62	-
Stage 1	-	-	-	-	-	-	196	253	-	348	416	-
Stage 2	-	-	-	-	-	-	580	409	-	416	250	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	51.9	41.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	83	643	-	-	807	-	172
HCM Lane V/C Ratio	0.075	0.008	-	-	0.054	-	0.442
HCM Control Delay (s)	51.9	10.6	-	-	9.7	-	41.5
HCM Lane LOS	F	B	-	-	A	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	2

Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Future Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.986				0.850			0.850		0.989	
Flt Protected	0.950			0.950				0.980			0.957	
Satd. Flow (prot)	1568	3109	0	1498	3167	1444	0	1715	1473	0	1550	0
Flt Permitted	0.435			0.416				0.980			0.957	
Satd. Flow (perm)	718	3109	0	656	3167	1414	0	1715	1473	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				472			99		5	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Adj. Flow (vph)	110	563	58	10	237	472	2	3	8	612	15	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	621	0	10	237	472	0	5	8	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

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Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	39.2		25.2	25.2	57.0	23.8	23.8	23.8	57.0	57.0	
Total Split (%)	11.7%	32.7%		21.0%	21.0%	47.5%	19.8%	19.8%	19.8%	47.5%	47.5%	
Maximum Green (s)	10.0	33.8		19.8	19.8	52.5	19.8	19.8	19.8	52.5	52.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effect Green (s)	28.3	26.9		12.7	12.7	63.3		5.1	5.1		48.7	
Actuated g/C Ratio	0.33	0.31		0.15	0.15	0.73		0.06	0.06		0.56	
v/c Ratio	0.32	0.64		0.11	0.51	0.40		0.05	0.04		0.79	
Control Delay	26.1	30.2		38.3	39.9	1.4		45.0	0.5		24.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	26.1	30.2		38.3	39.9	1.4		45.0	0.5		24.2	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		29.6			14.6			17.6			24.2	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 86.9

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 22.8

Intersection LOS: C

Intersection Capacity Utilization 84.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	25.2 s	57 s	23.8 s
			
Ø6			
39.2 s			

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HCM Signalized Intersection Capacity Analysis

7: S Jackson/Valley View & 99

05/24/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Future Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (prot)	1568	3109		1498	3167	1438		1716	1473		1550	
Flt Permitted	0.44	1.00		0.42	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (perm)	719	3109		657	3167	1438		1716	1473		1550	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	110	563	58	10	237	472	2	3	8	612	15	57
RTOR Reduction (vph)	0	6	0	0	0	143	0	0	8	0	2	0
Lane Group Flow (vph)	110	615	0	10	237	329	0	5	0	0	682	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		8	8		4		4
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	25.5	25.5		11.4	11.4	59.6		1.8	1.8		48.2	
Effective Green, g (s)	26.9	26.9		12.8	12.8	62.4		1.8	1.8		48.7	
Actuated g/C Ratio	0.30	0.30		0.14	0.14	0.70		0.02	0.02		0.54	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	325	935		94	453	1003		34	29		844	
v/s Ratio Prot	0.04	c0.20			0.07	0.18		c0.00			c0.44	
v/s Ratio Perm	0.06			0.02		0.05			0.00			
v/c Ratio	0.34	0.66		0.11	0.52	0.33		0.15	0.01		0.81	
Uniform Delay, d1	23.6	27.2		33.3	35.5	5.3		43.0	42.9		16.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.5		0.4	0.8	0.1		1.5	0.1		5.6	
Delay (s)	24.1	28.7		33.7	36.3	5.4		44.5	43.0		22.1	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		28.0			16.0			43.6			22.1	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			22.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			89.4				Sum of lost time (s)			15.1		
Intersection Capacity Utilization			84.2%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Future Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99				0.97			0.96
Frt		0.933			0.932				0.850			0.850
Flt Protected		0.975			0.976		0.950			0.950		
Satd. Flow (prot)	0	1555	0	0	1571	0	1662	1733	1488	1662	1716	1488
Flt Permitted		0.837			0.863		0.950			0.950		
Satd. Flow (perm)	0	1335	0	0	1389	0	1662	1733	1441	1662	1716	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	76	0	75	4	0	4	49	701	4	8	1023	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	8	0	49	701	4	8	1023	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

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Lanes, Volumes, Timings

9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		10.6			10.6		7.9	78.9	78.9	5.6	71.0	71.0
Actuated g/C Ratio		0.11			0.11		0.08	0.79	0.79	0.06	0.71	0.71
v/c Ratio		0.70			0.04		0.37	0.51	0.00	0.09	0.84	0.10
Control Delay		38.9			0.2		53.7	6.7	0.0	50.2	21.0	2.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.9			0.2		53.7	6.7	0.0	50.2	21.0	2.7
LOS		D			A		D	A	A	D	C	A
Approach Delay		38.9			0.3			9.7			19.5	
Approach LOS		D			A			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 99.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 76.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



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HCM Signalized Intersection Capacity Analysis

9: Main St/Main Street & Maple St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Future Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.98			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1559			1572		1662	1733	1443	1662	1716	1430
Flt Permitted		0.84			0.86		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1338			1391		1662	1733	1443	1662	1716	1430
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	0	75	4	0	4	49	701	4	8	1023	108
RTOR Reduction (vph)	0	74	0	0	7	0	0	0	1	0	0	23
Lane Group Flow (vph)	0	77	0	0	1	0	49	701	3	8	1023	85
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		10.6			10.6		6.7	78.9	78.9	1.2	73.4	73.4
Effective Green, g (s)		10.6			10.6		6.7	78.9	78.9	1.2	73.4	73.4
Actuated g/C Ratio		0.10			0.10		0.07	0.77	0.77	0.01	0.71	0.71
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		138			143		108	1331	1108	19	1226	1022
v/s Ratio Prot							c0.03	0.40		0.00	c0.60	
v/s Ratio Perm		c0.06			0.00				0.00			0.06
v/c Ratio		0.56			0.01		0.45	0.53	0.00	0.42	0.83	0.08
Uniform Delay, d1		43.8			41.3		46.2	4.6	2.8	50.4	10.4	4.4
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.2			0.0		2.2	0.5	0.0	10.6	5.3	0.0
Delay (s)		48.0			41.3		48.4	5.1	2.8	61.0	15.6	4.5
Level of Service		D			D		D	A	A	E	B	A
Approach Delay (s)		48.0			41.3			7.9			14.9	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.9									
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			102.7							12.0		
Intersection Capacity Utilization			76.0%									
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings

3: Main Street & Jackson Road

05/24/2019

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	750	10	0	1104	0	5
Future Volume (vph)	750	10	0	1104	0	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865	
Flt Protected						
Satd. Flow (prot)	1699	1305	1750	1651	1514	0
Flt Permitted						
Satd. Flow (perm)	1699	1305	1750	1651	1514	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	14%	0%	6%	0%	0%
Adj. Flow (vph)	781	10	0	1150	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	781	10	0	1150	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	73.1%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	750	10	0	1104	0	5
Future Vol, veh/h	750	10	0	1104	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	14	0	6	0	0
Mvmt Flow	781	10	0	1150	0	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	791	0	1931	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	1150	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	838	-	74	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	304	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	838	-	74	398
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	304	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		0		14.2	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	838	-	398	
HCM Lane V/C Ratio	-	-	-	-	0.013	
HCM Control Delay (s)	-	-	0	-	14.2	
HCM Lane LOS	-	-	A	-	B	
HCM 95th %tile Q(veh)	-	-	0	-	0	

Lanes, Volumes, Timings
4: 99 & Jackson Rd.

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	42	1042	21	6	748	32	5	0	1	37	0	37
Future Volume (vph)	42	1042	21	6	748	32	5	0	1	37	0	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.994			0.977			0.932	
Flt Protected	0.950			0.950				0.960			0.976	
Satd. Flow (prot)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Flt Permitted	0.950			0.950				0.960			0.976	
Satd. Flow (perm)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1074			250			266	
Travel Time (s)		17.5			16.3			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	0%	0%	3%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	44	1085	22	6	779	33	5	0	1	39	0	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1107	0	6	812	0	0	6	0	0	78	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.1%						ICU Level of Service A					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	42	1042	21	6	748	32	5	0	1	37	0	37
Future Vol, veh/h	42	1042	21	6	748	32	5	0	1	37	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	6	0	0	3	0	0	0	0	1	0	1
Mvmt Flow	44	1085	22	6	779	33	5	0	1	39	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	812	0	0	1107	0	0	1586	2008	554	1439	2003	406
Stage 1	-	-	-	-	-	-	1184	1184	-	808	808	-
Stage 2	-	-	-	-	-	-	402	824	-	631	1195	-
Critical Hdwy	4.26	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.28	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.31
Pot Cap-1 Maneuver	773	-	-	638	-	-	74	60	481	94	60	597
Stage 1	-	-	-	-	-	-	204	265	-	343	397	-
Stage 2	-	-	-	-	-	-	601	390	-	438	262	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	773	-	-	638	-	-	66	56	481	89	56	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	56	-	89	56	-
Stage 1	-	-	-	-	-	-	192	250	-	323	393	-
Stage 2	-	-	-	-	-	-	557	386	-	412	247	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	55.8	49.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	77	638	-	-	773	-	155
HCM Lane V/C Ratio	0.081	0.01	-	-	0.057	-	0.497
HCM Control Delay (s)	55.8	10.7	-	-	9.9	-	49.2
HCM Lane LOS	F	B	-	-	A	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	2.4

Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Future Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.986				0.850			0.850		0.989	
Flt Protected	0.950			0.950				0.980			0.957	
Satd. Flow (prot)	1568	3109	0	1498	3167	1444	0	1715	1473	0	1550	0
Flt Permitted	0.413			0.414				0.980			0.957	
Satd. Flow (perm)	682	3109	0	653	3167	1414	0	1715	1473	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				503			99		5	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Adj. Flow (vph)	110	569	58	10	252	503	2	3	8	615	15	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	627	0	10	252	503	0	5	8	0	687	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 AM Build

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Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	39.2		25.2	25.2	57.0	23.8	23.8	23.8	57.0	57.0	
Total Split (%)	11.7%	32.7%		21.0%	21.0%	47.5%	19.8%	19.8%	19.8%	47.5%	47.5%	
Maximum Green (s)	10.0	33.8		19.8	19.8	52.5	19.8	19.8	19.8	52.5	52.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effect Green (s)	28.5	27.0		12.9	12.9	64.1		5.1	5.1		49.4	
Actuated g/C Ratio	0.32	0.31		0.15	0.15	0.73		0.06	0.06		0.56	
v/c Ratio	0.33	0.65		0.11	0.54	0.42		0.05	0.04		0.79	
Control Delay	26.3	30.6		38.2	40.6	1.5		45.4	0.5		24.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	26.3	30.6		38.2	40.6	1.5		45.4	0.5		24.3	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		30.0			14.9			17.8			24.3	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 87.7

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 22.9

Intersection LOS: C

Intersection Capacity Utilization 84.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	25.2 s	57 s	23.8 s
			
Ø6			
39.2 s			

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 AM Build

Synchro 9 Report

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HCM Signalized Intersection Capacity Analysis

7: S Jackson/Valley View & 99

05/24/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Future Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (prot)	1568	3110		1498	3167	1438		1716	1473		1550	
Flt Permitted	0.41	1.00		0.41	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (perm)	682	3110		653	3167	1438		1716	1473		1550	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	110	569	58	10	252	503	2	3	8	615	15	57
RTOR Reduction (vph)	0	6	0	0	0	151	0	0	8	0	2	0
Lane Group Flow (vph)	110	621	0	10	252	352	0	5	0	0	685	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		8	8		4		4
Permitted Phases	6			2		2			8			4
Actuated Green, G (s)	25.6	25.6		11.5	11.5	60.4		1.8	1.8		48.9	
Effective Green, g (s)	27.0	27.0		12.9	12.9	63.2		1.8	1.8		49.4	
Actuated g/C Ratio	0.30	0.30		0.14	0.14	0.70		0.02	0.02		0.55	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	317	930		93	452	1007		34	29		848	
v/s Ratio Prot	0.04	c0.20			0.08	0.20		c0.00			c0.44	
v/s Ratio Perm	0.06			0.02		0.05			0.00			
v/c Ratio	0.35	0.67		0.11	0.56	0.35		0.15	0.01		0.81	
Uniform Delay, d1	24.0	27.7		33.6	36.0	5.4		43.4	43.3		16.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.6		0.4	1.2	0.2		1.5	0.1		5.5	
Delay (s)	24.4	29.3		34.0	37.2	5.5		44.9	43.4		22.1	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		28.6			16.3			44.0			22.1	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			22.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			90.2			Sum of lost time (s)				15.1		
Intersection Capacity Utilization			84.5%			ICU Level of Service				E		
Analysis Period (min)			15									

c Critical Lane Group

Lanes, Volumes, Timings
9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Future Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99				0.97			0.96
Frt		0.933			0.925				0.850			0.850
Flt Protected		0.975			0.978		0.950			0.950		
Satd. Flow (prot)	0	1555	0	0	1560	0	1662	1733	1488	1662	1716	1488
Flt Permitted		0.836			0.872		0.950			0.950		
Satd. Flow (perm)	0	1333	0	0	1391	0	1662	1733	1441	1662	1716	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	76	0	75	4	0	5	49	715	4	8	1055	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	9	0	49	715	4	8	1055	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 AM Build

Synchro 9 Report
Page 8

Lanes, Volumes, Timings

9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		10.7			10.7		7.9	81.5	81.5	5.6	73.4	73.4
Actuated g/C Ratio		0.10			0.10		0.08	0.80	0.80	0.05	0.72	0.72
v/c Ratio		0.71			0.04		0.38	0.52	0.00	0.09	0.86	0.11
Control Delay		39.4			0.3		54.2	6.7	0.0	50.4	22.5	2.8
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.4			0.3		54.2	6.7	0.0	50.4	22.5	2.8
LOS		D			A		D	A	A	D	C	A
Approach Delay		39.4			0.3			9.7			20.8	
Approach LOS		D			A			A			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 102.2

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 18.0

Intersection LOS: B

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



HCM Signalized Intersection Capacity Analysis

9: Main St/Main Street & Maple St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Future Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.98			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1558			1561		1662	1733	1443	1662	1716	1429
Flt Permitted		0.84			0.87		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1336			1391		1662	1733	1443	1662	1716	1429
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	0	75	4	0	5	49	715	4	8	1055	112
RTOR Reduction (vph)	0	74	0	0	8	0	0	0	1	0	0	23
Lane Group Flow (vph)	0	77	0	0	1	0	49	715	3	8	1055	90
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		10.7			10.7		6.9	81.4	81.4	1.2	75.7	75.7
Effective Green, g (s)		10.7			10.7		6.9	81.4	81.4	1.2	75.7	75.7
Actuated g/C Ratio		0.10			0.10		0.07	0.77	0.77	0.01	0.72	0.72
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		135			141		108	1339	1115	18	1233	1027
v/s Ratio Prot							c0.03	0.41		0.00	c0.61	
v/s Ratio Perm		c0.06			0.00				0.00			0.06
v/c Ratio		0.57			0.01		0.45	0.53	0.00	0.44	0.86	0.09
Uniform Delay, d1		45.1			42.5		47.4	4.6	2.7	51.7	10.8	4.4
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.7			0.0		2.2	0.5	0.0	12.2	6.2	0.1
Delay (s)		49.9			42.5		49.6	5.1	2.7	63.9	17.0	4.5
Level of Service		D			D		D	A	A	E	B	A
Approach Delay (s)		49.9			42.5			8.0			16.2	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			15.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			105.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			78.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
26: South Proj Access & 99

05/24/2019



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	33	29	1076	8	11	744
Future Volume (vph)	33	29	1076	8	11	744
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100	0		0	125	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850	0.999			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1646	1473	1731	0	0	3289
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1646	1473	1731	0	0	3289
Link Speed (mph)	30		25			45
Link Distance (ft)	194		599			512
Travel Time (s)	4.4		16.3			7.8
Peak Hour Factor	0.85	0.85	0.96	0.96	0.96	0.96
Adj. Flow (vph)	39	34	1121	8	11	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	34	1129	0	0	786
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	12		12			12
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 72.0% ICU Level of Service C

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	33	29	1076	8	11	744
Future Vol, veh/h	33	29	1076	8	11	744
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	39	34	1121	8	11	775
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1535	1125	0	0	1129	0
Stage 1	1125	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.615	6.215	-	-	4.115	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	-	-	2.2095	-
Pot Cap-1 Maneuver	118	250	-	-	621	-
Stage 1	311	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	250	-	-	621	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	37.9	0	0.4			
HCM LOS	E					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	621	-	114	250	-	-
HCM Lane V/C Ratio	0.018	-	0.341	0.136	-	-
HCM Control Delay (s)	10.9	0.2	52.1	21.7	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	0.5	-	-

Lanes, Volumes, Timings
29: North proj Access & 99

05/24/2019

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1077	2	5	772	20	7
Future Volume (vph)	1077	2	5	772	20	7
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.966	
Flt Protected					0.964	
Satd. Flow (prot)	3292	0	0	3292	1614	0
Flt Permitted					0.964	
Satd. Flow (perm)	3292	0	0	3292	1614	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	1074			412	413	
Travel Time (s)	29.3			6.2	9.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Adj. Flow (vph)	1122	2	5	804	24	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1124	0	0	809	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	1077	2	5	772	20	7
Future Vol, veh/h	1077	2	5	772	20	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1122	2	5	804	24	8
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1124	0	1535	562
Stage 1	-	-	-	-	1123	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	623	-	108	473
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	623	-	106	473
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	630	-
Approach	SE	NW		NE		
HCM Control Delay, s	0	0.2		21.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	248	623	-	-	-	
HCM Lane V/C Ratio	0.128	0.008	-	-	-	
HCM Control Delay (s)	21.6	10.8	0.1	-	-	
HCM Lane LOS	C	B	A	-	-	
HCM 95th %tile Q(veh)	0.4	0	-	-	-	

Lanes, Volumes, Timings

3: Main Street & Jackson Road

05/24/2019

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1192	1	3	897	1	3
Future Volume (vph)	1192	1	3	897	1	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1716	1488	1662	1733	1554	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1716	1488	1662	1733	1554	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.93	0.93	0.93	1.00	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1282	1	3	897	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1282	1	3	897	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	78.1%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↖	↑	↘↗	
Traffic Vol, veh/h	1192	1	3	897	1	3
Future Vol, veh/h	1192	1	3	897	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	100	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1282	1	3	897	1	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1283	0	2185	1282
Stage 1	-	-	-	-	1282	-
Stage 2	-	-	-	-	903	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	548	-	51	204
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	399	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	548	-	51	204
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	397	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		0		36.9	
HCM LOS					E	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	548	-	117	
HCM Lane V/C Ratio	-	-	0.006	-	0.037	
HCM Control Delay (s)	-	-	11.6	-	36.9	
HCM Lane LOS	-	-	B	-	E	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

Lanes, Volumes, Timings

4: 99 & Jackson Rd.

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	881	3	8	1170	17	20	0	4	16	2	28
Future Volume (vph)	16	881	3	8	1170	17	20	0	4	16	2	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.979			0.918	
Flt Protected	0.950			0.950				0.959			0.983	
Satd. Flow (prot)	1662	3292	0	1662	3254	0	0	1643	0	0	1579	0
Flt Permitted	0.950			0.950				0.959			0.983	
Satd. Flow (perm)	1662	3292	0	1662	3254	0	0	1643	0	0	1579	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	18	979	3	9	1300	19	22	0	4	18	2	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	982	0	9	1319	0	0	26	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 45.7%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	16	881	3	8	1170	17	20	0	4	16	2	28
Future Vol, veh/h	16	881	3	8	1170	17	20	0	4	16	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	18	979	3	9	1300	19	22	0	4	18	2	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1319	0	0	982	0	0	1686	2354	491	1854	2346	660
Stage 1	-	-	-	-	-	-	1017	1017	-	1328	1328	-
Stage 2	-	-	-	-	-	-	669	1337	-	526	1018	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	531	-	-	711	-	-	62	36	529	47	36	410
Stage 1	-	-	-	-	-	-	258	318	-	167	224	-
Stage 2	-	-	-	-	-	-	418	224	-	508	315	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	531	-	-	711	-	-	53	34	529	45	34	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	34	-	45	34	-
Stage 1	-	-	-	-	-	-	249	307	-	161	221	-
Stage 2	-	-	-	-	-	-	378	221	-	487	304	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	101.2	80.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	62	711	-	-	531	-	95
HCM Lane V/C Ratio	0.43	0.013	-	-	0.033	-	0.538
HCM Control Delay (s)	101.2	10.1	-	-	12	-	80.3
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	2.4

Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Future Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.989			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1718	1488	0	1630	0
Flt Permitted	0.177			0.526				0.989			0.960	
Satd. Flow (perm)	298	3286	0	902	3197	1428	0	1718	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				744			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	33	377	4	39	571	744	3	10	18	606	21	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	381	0	39	571	744	0	13	18	0	728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 PM Background

Synchro 9 Report
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Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	29.7	28.3		20.8	20.8	75.1		5.3	5.3		52.4	
Actuated g/C Ratio	0.32	0.30		0.22	0.22	0.80		0.06	0.06		0.56	
v/c Ratio	0.13	0.38		0.20	0.80	0.57		0.14	0.10		0.80	
Control Delay	23.6	26.7		36.5	46.2	2.2		51.3	1.2		28.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.6	26.7		36.5	46.2	2.2		51.3	1.2		28.2	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		26.5			21.7			22.2			28.2	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 93.8

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 24.4

Intersection LOS: C

Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	26.3 s	56 s	23.7 s
			
Ø6			
40.3 s			

Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 PM Background

Synchro 9 Report

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HCM Signalized Intersection Capacity Analysis

7: S Jackson/Valley View & 99

05/24/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Future Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1450		1717	1488		1631	
Flt Permitted	0.18	1.00		0.53	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	298	3287		902	3197	1450		1717	1488		1631	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	377	4	39	571	744	3	10	18	606	21	101
RTOR Reduction (vph)	0	1	0	0	0	177	0	0	17	0	4	0
Lane Group Flow (vph)	33	380	0	39	571	567	0	13	1	0	724	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	28.7	28.7		19.4	19.4	71.3		2.8	2.8		51.9	
Effective Green, g (s)	30.1	30.1		20.8	20.8	74.1		2.8	2.8		52.4	
Actuated g/C Ratio	0.31	0.31		0.21	0.21	0.76		0.03	0.03		0.54	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	181	1016		192	683	1104		49	42		878	
v/s Ratio Prot	0.01	c0.12			c0.18	0.28		c0.01			c0.44	
v/s Ratio Perm	0.04			0.04		0.11			0.00			
v/c Ratio	0.18	0.37		0.20	0.84	0.51		0.27	0.01		0.82	
Uniform Delay, d1	24.7	26.2		31.4	36.6	4.5		46.2	45.9		18.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	8.6	0.3		2.1	0.1		6.2	
Delay (s)	25.1	26.4		31.8	45.2	4.8		48.4	46.0		24.8	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		26.3			22.6			47.0			24.8	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay		24.2			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		97.3			Sum of lost time (s)			15.1				
Intersection Capacity Utilization		80.3%			ICU Level of Service			D				
Analysis Period (min)		15										
c Critical Lane Group												

Lanes, Volumes, Timings
9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Future Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.958			0.926				0.850			0.850
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1587	0	0	1562	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.783			0.894		0.950			0.950		
Satd. Flow (perm)	0	1285	0	0	1428	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	135	0	62	9	0	11	64	1207	12	16	933	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	20	0	64	1207	12	16	933	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

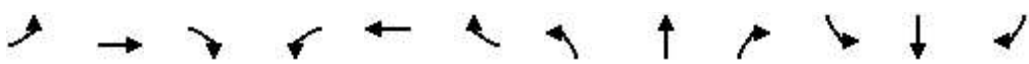
Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 PM Background

Synchro 9 Report
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Lanes, Volumes, Timings

9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		14.4			14.4		9.1	81.1	81.1	6.2	74.2	74.2
Actuated g/C Ratio		0.13			0.13		0.08	0.75	0.75	0.06	0.69	0.69
v/c Ratio		0.81			0.08		0.46	0.93	0.01	0.17	0.78	0.09
Control Delay		51.7			0.6		58.8	28.9	0.0	55.3	20.3	2.3
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.7			0.6		58.8	28.9	0.0	55.3	20.3	2.3
LOS		D			A		E	C	A	E	C	A
Approach Delay		51.7			0.6			30.1			19.3	
Approach LOS		D			A			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 107.7

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 27.2

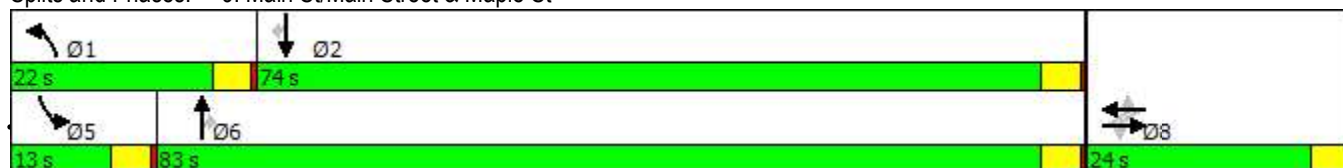
Intersection LOS: C

Intersection Capacity Utilization 87.0%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



Grand Terrace - Ashland, Oregon 8:00 am 04/23/2018 2021 PM Background

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HCM Signalized Intersection Capacity Analysis

9: Main St/Main Street & Maple St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Future Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1587			1562		1662	1716	1442	1662	1733	1414
Flt Permitted		0.78			0.89		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1285			1429		1662	1716	1442	1662	1733	1414
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	135	0	62	9	0	11	64	1207	12	16	933	86
RTOR Reduction (vph)	0	71	0	0	17	0	0	0	3	0	0	26
Lane Group Flow (vph)	0	126	0	0	3	0	64	1207	9	16	933	60
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		14.4			14.4		7.9	81.1	81.1	2.7	75.9	75.9
Effective Green, g (s)		14.4			14.4		7.9	81.1	81.1	2.7	75.9	75.9
Actuated g/C Ratio		0.13			0.13		0.07	0.74	0.74	0.02	0.69	0.69
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		167			186		119	1262	1061	40	1193	973
v/s Ratio Prot							c0.04	c0.70		0.01	0.54	
v/s Ratio Perm		c0.10			0.00				0.01			0.04
v/c Ratio		0.75			0.01		0.54	0.96	0.01	0.40	0.78	0.06
Uniform Delay, d1		46.2			41.7		49.4	13.0	3.9	53.0	11.6	5.6
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		16.6			0.0		3.6	16.0	0.0	4.7	3.6	0.0
Delay (s)		62.8			41.7		53.0	29.0	3.9	57.7	15.2	5.6
Level of Service		E			D		D	C	A	E	B	A
Approach Delay (s)		62.8			41.7			30.0			15.0	
Approach LOS		E			D			C			B	
Intersection Summary												
HCM 2000 Control Delay		26.5			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.92										
Actuated Cycle Length (s)		110.2			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		87.0%			ICU Level of Service			E				
Analysis Period (min)		15										
c Critical Lane Group												

Lanes, Volumes, Timings

3: Main Street & Jackson Road

05/24/2019

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1225	1	4	916	1	4
Future Volume (vph)	1225	1	4	916	1	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.892	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1716	1488	1662	1733	1545	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1716	1488	1662	1733	1545	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1317	1	4	985	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1317	1	4	985	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	80.0%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1225	1	4	916	1	4
Future Vol, veh/h	1225	1	4	916	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1317	1	4	985	1	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1318	0	2310	1317
Stage 1	-	-	-	-	1317	-
Stage 2	-	-	-	-	993	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	531	-	43	194
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	531	-	43	194
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	359	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		0.1		38.1	
HCM LOS					E	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	531	-	114	
HCM Lane V/C Ratio	-	-	0.008	-	0.047	
HCM Control Delay (s)	-	-	11.8	-	38.1	
HCM Lane LOS	-	-	B	-	E	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

Lanes, Volumes, Timings

4: 99 & Jackson Rd.

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	923	3	8	1199	18	20	0	4	17	2	28
Future Volume (vph)	16	923	3	8	1199	18	20	0	4	17	2	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.979			0.920	
Flt Protected	0.950			0.950				0.959			0.982	
Satd. Flow (prot)	1662	3292	0	1662	3254	0	0	1643	0	0	1580	0
Flt Permitted	0.950			0.950				0.959			0.982	
Satd. Flow (perm)	1662	3292	0	1662	3254	0	0	1643	0	0	1580	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1053			250			266	
Travel Time (s)		17.5			16.0			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	18	1026	3	9	1332	20	22	0	4	19	2	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1029	0	9	1352	0	0	26	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type: Other												
Control Type: Unsignalized												
Intersection Capacity Utilization 46.6%												
ICU Level of Service A												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	3.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	16	923	3	8	1199	18	20	0	4	17	2	28
Future Vol, veh/h	16	923	3	8	1199	18	20	0	4	17	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	18	1026	3	9	1332	20	22	0	4	19	2	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1352	0	0	1029	0	0	1749	2434	515	1909	2425	676
Stage 1	-	-	-	-	-	-	1064	1064	-	1360	1360	-
Stage 2	-	-	-	-	-	-	685	1370	-	549	1065	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	516	-	-	683	-	-	56	32	510	42	32	401
Stage 1	-	-	-	-	-	-	242	302	-	159	217	-
Stage 2	-	-	-	-	-	-	409	216	-	493	299	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	516	-	-	683	-	-	47	30	510	40	30	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	30	-	40	30	-
Stage 1	-	-	-	-	-	-	234	291	-	153	214	-
Stage 2	-	-	-	-	-	-	368	213	-	472	289	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	121	101.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	55	683	-	-	516	-	84
HCM Lane V/C Ratio	0.485	0.013	-	-	0.034	-	0.622
HCM Control Delay (s)	121	10.3	-	-	12.2	-	101.4
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	2.9

Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Future Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.999				0.850			0.850		0.982	
Flt Protected	0.950			0.950				0.989			0.960	
Satd. Flow (prot)	1599	3289	0	1630	3197	1458	0	1718	1488	0	1632	0
Flt Permitted	0.173			0.514				0.989			0.960	
Satd. Flow (perm)	291	3289	0	882	3197	1428	0	1718	1488	0	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				761			99		8	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	33	400	4	39	587	761	3	10	18	629	21	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	404	0	39	587	761	0	13	18	0	751	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

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Lanes, Volumes, Timings
7: S Jackson/Valley View & 99

05/24/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	30.8	29.4		21.8	21.8	76.6		5.2	5.2		52.9	
Actuated g/C Ratio	0.32	0.31		0.23	0.23	0.80		0.05	0.05		0.55	
v/c Ratio	0.13	0.40		0.19	0.80	0.58		0.14	0.10		0.83	
Control Delay	23.7	27.1		36.6	46.3	2.2		51.5	1.2		30.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.7	27.1		36.6	46.3	2.2		51.5	1.2		30.4	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		26.9			21.8			22.3			30.4	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 95.5

Natural Cycle: 120

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.2

Intersection LOS: C

Intersection Capacity Utilization 82.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

 Ø1	 Ø2	 Ø4	 Ø8
14 s	26.3 s	56 s	23.7 s
 Ø6			
40.3 s			

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Synchro 9 Report

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HCM Signalized Intersection Capacity Analysis

7: S Jackson/Valley View & 99

05/24/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Future Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3288		1630	3197	1450		1717	1488		1631	
Flt Permitted	0.17	1.00		0.51	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	292	3288		883	3197	1450		1717	1488		1631	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	400	4	39	587	761	3	10	18	629	21	101
RTOR Reduction (vph)	0	1	0	0	0	179	0	0	17	0	4	0
Lane Group Flow (vph)	33	403	0	39	587	582	0	13	1	0	747	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	29.8	29.8		20.4	20.4	72.8		2.8	2.8		52.4	
Effective Green, g (s)	31.2	31.2		21.8	21.8	75.6		2.8	2.8		52.9	
Actuated g/C Ratio	0.32	0.32		0.22	0.22	0.76		0.03	0.03		0.53	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	181	1037		194	704	1108		48	42		872	
v/s Ratio Prot	0.01	c0.12			c0.18	0.29		c0.01			c0.46	
v/s Ratio Perm	0.04			0.04		0.12			0.00			
v/c Ratio	0.18	0.39		0.20	0.83	0.53		0.27	0.01		0.86	
Uniform Delay, d1	24.8	26.4		31.4	36.8	4.6		47.1	46.7		19.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	8.2	0.3		2.2	0.1		8.2	
Delay (s)	25.1	26.6		31.8	45.1	4.9		49.3	46.8		28.0	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		26.5			22.7			47.8			28.0	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay		25.1			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.80										
Actuated Cycle Length (s)		98.9			Sum of lost time (s)			15.1				
Intersection Capacity Utilization		82.0%			ICU Level of Service			D				
Analysis Period (min)		15										

c Critical Lane Group

Lanes, Volumes, Timings
9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Future Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.960			0.926				0.850			0.850
Flt Protected		0.969			0.978		0.950			0.950		
Satd. Flow (prot)	0	1595	0	0	1562	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.792			0.893		0.950			0.950		
Satd. Flow (perm)	0	1304	0	0	1427	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	135	11	62	9	0	11	64	1232	12	18	949	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	20	0	64	1232	12	18	949	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

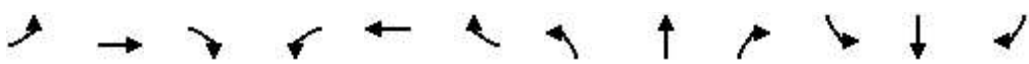
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Lanes, Volumes, Timings

9: Main St/Main Street & Maple St

05/24/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		19.3			19.3		9.2	80.5	80.5	6.3	73.7	73.7
Actuated g/C Ratio		0.17			0.17		0.08	0.72	0.72	0.06	0.66	0.66
v/c Ratio		0.88			0.06		0.47	1.00	0.01	0.19	0.83	0.09
Control Delay		78.2			0.4		60.9	43.9	0.0	56.7	24.6	2.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		78.2			0.4		60.9	43.9	0.0	56.7	24.6	2.5
LOS		E			A		E	D	A	E	C	A
Approach Delay		78.2			0.4			44.3			23.3	
Approach LOS		E			A			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 112.2

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 38.1

Intersection LOS: D

Intersection Capacity Utilization 88.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



HCM Signalized Intersection Capacity Analysis

9: Main St/Main Street & Maple St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Future Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1594			1562		1662	1716	1441	1662	1733	1412
Flt Permitted		0.79			0.89		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1304			1426		1662	1716	1441	1662	1733	1412
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	135	11	62	9	0	11	64	1232	12	18	949	89
RTOR Reduction (vph)	0	12	0	0	17	0	0	0	4	0	0	28
Lane Group Flow (vph)	0	196	0	0	3	0	64	1232	8	18	949	61
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		19.3			19.3		8.1	80.6	80.6	2.9	75.4	75.4
Effective Green, g (s)		19.3			19.3		8.1	80.6	80.6	2.9	75.4	75.4
Actuated g/C Ratio		0.17			0.17		0.07	0.70	0.70	0.03	0.66	0.66
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		219			239		117	1204	1011	41	1138	927
v/s Ratio Prot							c0.04	c0.72		0.01	0.55	
v/s Ratio Perm		c0.15			0.00				0.01			0.04
v/c Ratio		0.89			0.01		0.55	1.02	0.01	0.44	0.83	0.07
Uniform Delay, d1		46.7			39.8		51.6	17.1	5.1	55.1	14.9	7.1
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		33.3			0.0		4.1	32.0	0.0	5.4	5.6	0.0
Delay (s)		80.0			39.8		55.7	49.1	5.1	60.5	20.6	7.1
Level of Service		F			D		E	D	A	E	C	A
Approach Delay (s)		80.0			39.8			49.0			20.1	
Approach LOS		F			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			39.7		HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			114.8		Sum of lost time (s)				12.0			
Intersection Capacity Utilization			88.7%		ICU Level of Service				E			
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings
26: South Project Access & 99

05/24/2019



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	18	16	905	30	29	1200
Future Volume (vph)	18	16	905	30	29	1200
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100	0		0	125	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850	0.996			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1646	1473	1726	0	0	3289
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1646	1473	1726	0	0	3289
Link Speed (mph)	30		25			45
Link Distance (ft)	194		599			512
Travel Time (s)	4.4		16.3			7.8
Peak Hour Factor	0.85	0.85	0.90	0.90	0.90	0.90
Adj. Flow (vph)	21	19	1006	33	32	1333
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	19	1039	0	0	1365
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	12		12			12
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 68.6% ICU Level of Service C

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	18	16	905	30	29	1200
Future Vol, veh/h	18	16	905	30	29	1200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	1006	33	32	1333
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1754	1023	0	0	1039	0
Stage 1	1023	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	6.615	6.215	-	-	4.115	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	-	-	2.2095	-
Pot Cap-1 Maneuver	85	287	-	-	672	-
Stage 1	348	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	287	-	-	672	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Approach	EB	SE	NW			
HCM Control Delay, s	50.4	0	1.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	672	-	69	287	-	-
HCM Lane V/C Ratio	0.048	-	0.307	0.066	-	-
HCM Control Delay (s)	10.6	0.9	78.8	18.4	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.2	-	-

Lanes, Volumes, Timings
29: North Project Access & 99

05/24/2019

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	 			 	 	
Traffic Volume (vph)	924	20	5	1213	12	4
Future Volume (vph)	924	20	5	1213	12	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.997				0.964	
Flt Protected					0.964	
Satd. Flow (prot)	3282	0	0	3292	1610	0
Flt Permitted					0.964	
Satd. Flow (perm)	3282	0	0	3292	1610	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	1053			433	463	
Travel Time (s)	28.7			6.6	10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.85	0.85
Adj. Flow (vph)	1027	22	6	1348	14	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1049	0	0	1354	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	50.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	924	20	5	1213	12	4
Future Vol, veh/h	924	20	5	1213	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1027	22	6	1348	14	5
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1049	0	1724	525
Stage 1	-	-	-	-	1038	-
Stage 2	-	-	-	-	686	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	665	-	81	500
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	665	-	78	500
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	447	-
Approach	SE		NW		NE	
HCM Control Delay, s	0		0.2		21.7	
HCM LOS					C	
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER	
Capacity (veh/h)	234	665	-	-	-	
HCM Lane V/C Ratio	0.08	0.008	-	-	-	
HCM Control Delay (s)	21.7	10.5	0.2	-	-	
HCM Lane LOS	C	B	A	-	-	
HCM 95th %tile Q(veh)	0.3	0	-	-	-	

Lanes, Volumes, Timings

3: Main Street & Jackson Road

Sandow Engineering

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1392	1	4	1048	1	4
Future Volume (vph)	1392	1	4	1048	1	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.892	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1716	1488	1662	1733	1545	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1716	1488	1662	1733	1545	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.95	0.93	0.93	0.95	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1465	1	4	1103	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1465	1	4	1103	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	89.5%			ICU Level of Service E		
Analysis Period (min)	15					

3: Main Street & Jackson Road

Intersection						
Int Delay, s/veh	0.1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↘	↑	↘↗	
Traffic Vol, veh/h	1392	1	4	1048	1	4
Future Vol, veh/h	1392	1	4	1048	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	93	93	95	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1465	1	4	1103	1	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1466	0	2576	1465
Stage 1	-	-	-	-	1465	-
Stage 2	-	-	-	-	1111	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	467	-	29	159
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	467	-	29	159
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	315	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		0		50.8	
HCM LOS					F	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	467	-	84	
HCM Lane V/C Ratio	-	-	0.009	-	0.064	
HCM Control Delay (s)	-	-	12.8	-	50.8	
HCM Lane LOS	-	-	B	-	F	
HCM 95th %tile Q(veh)	-	-	0	-	0.2	

4: 99 & Jackson Rd.

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	1029	4	10	1367	20	23	0	5	18	2	33
Future Volume (vph)	18	1029	4	10	1367	20	23	0	5	18	2	33
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998			0.975			0.915	
Flt Protected	0.950			0.950				0.961			0.983	
Satd. Flow (prot)	1662	3289	0	1662	3254	0	0	1640	0	0	1573	0
Flt Permitted	0.950			0.950				0.961			0.983	
Satd. Flow (perm)	1662	3289	0	1662	3254	0	0	1640	0	0	1573	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	19	1083	4	11	1439	21	26	0	6	20	2	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1087	0	11	1460	0	0	32	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	52.0%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	6.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	1029	4	10	1367	20	23	0	5	18	2	33
Future Vol, veh/h	18	1029	4	10	1367	20	23	0	5	18	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	19	1083	4	11	1439	21	26	0	6	20	2	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1460	0	0	1087	0	0	1866	2605	544	2052	2597	730
Stage 1	-	-	-	-	-	-	1123	1123	-	1472	1472	-
Stage 2	-	-	-	-	-	-	743	1482	-	580	1125	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	469	-	-	649	-	-	46	25	488	33	25	369
Stage 1	-	-	-	-	-	-	223	283	-	136	191	-
Stage 2	-	-	-	-	-	-	378	191	-	472	281	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	469	-	-	649	-	-	37	24	488	31	24	369
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	24	-	31	24	-
Stage 1	-	-	-	-	-	-	214	271	-	130	188	-
Stage 2	-	-	-	-	-	-	331	188	-	448	269	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	195.2	164.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	44	649	-	-	469	-	70
HCM Lane V/C Ratio	0.707	0.016	-	-	0.04	-	0.841
HCM Control Delay (s)	195.2	10.6	-	-	13	-	164.7
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	2.7	0	-	-	0.1	-	4.1

Lanes, Volumes, Timings

7: S Jackson/Valley View & 99

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Future Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.987			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1715	1488	0	1630	0
Flt Permitted	0.159			0.506				0.987			0.960	
Satd. Flow (perm)	268	3286	0	868	3197	1428	0	1715	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				823			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	37	417	5	42	632	823	4	11	20	708	24	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	422	0	42	632	823	0	15	20	0	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Grand Terrace - Ashland, Oregon
2034 PM Background

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Lanes, Volumes, Timings

7: S Jackson/Valley View & 99

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	31.7	30.3		22.6	22.6	77.3		5.2	5.2		52.8	
Actuated g/C Ratio	0.33	0.31		0.23	0.23	0.80		0.05	0.05		0.55	
v/c Ratio	0.15	0.41		0.21	0.84	0.62		0.16	0.11		0.95	
Control Delay	23.9	27.2		36.9	48.7	2.6		51.9	1.3		44.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.9	27.2		36.9	48.7	2.6		51.9	1.3		44.4	
LOS	C	C		D	D	A		D	A		D	
Approach Delay		26.9			23.0			23.0			44.4	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 96.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 30.0

Intersection LOS: C

Intersection Capacity Utilization 89.7%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	26.3 s	56 s	23.7 s
			
Ø6			
40.3 s			

Grand Terrace - Ashland, Oregon
2034 PM Background

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HCM Signalized Intersection Capacity Analysis

Sandow Engineering

7: S Jackson/Valley View & 99

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Future Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1449		1714	1488		1630	
Flt Permitted	0.16	1.00		0.51	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	267	3287		867	3197	1449		1714	1488		1630	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	37	417	5	42	632	823	4	11	20	708	24	119
RTOR Reduction (vph)	0	1	0	0	0	194	0	0	19	0	4	0
Lane Group Flow (vph)	37	421	0	42	632	629	0	15	1	0	847	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4		4
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	30.7	30.7		21.2	21.2	73.5		2.9	2.9		52.3	
Effective Green, g (s)	32.1	32.1		22.6	22.6	76.3		2.9	2.9		52.8	
Actuated g/C Ratio	0.32	0.32		0.23	0.23	0.76		0.03	0.03		0.53	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	177	1057		196	723	1107		49	43		862	
v/s Ratio Prot	0.01	c0.13			c0.20	0.31		c0.01			c0.52	
v/s Ratio Perm	0.05			0.05		0.13			0.00			
v/c Ratio	0.21	0.40		0.21	0.87	0.57		0.31	0.01		0.98	
Uniform Delay, d1	24.9	26.3		31.4	37.2	4.9		47.5	47.1		23.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	11.3	0.5		2.6	0.1		26.2	
Delay (s)	25.3	26.5		31.8	48.6	5.4		50.0	47.2		49.2	
Level of Service	C	C		C	D	A		D	D		D	
Approach Delay (s)		26.4			24.4			48.4			49.2	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			32.4			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			99.8			Sum of lost time (s)			15.1			
Intersection Capacity Utilization			89.7%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

9: Main St/Main Street & Maple St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Future Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.957			0.926				0.850			0.850
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1585	0	0	1562	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.782			0.892		0.950			0.950		
Satd. Flow (perm)	0	1282	0	0	1425	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	157	0	73	10	0	12	71	1349	14	19	1044	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	22	0	71	1349	14	19	1044	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

9: Main St/Main Street & Maple St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		16.9			16.9		9.6	81.5	81.5	6.4	74.4	74.4
Actuated g/C Ratio		0.15			0.15		0.09	0.74	0.74	0.06	0.67	0.67
v/c Ratio		0.87			0.08		0.49	1.07	0.01	0.20	0.90	0.10
Control Delay		60.5			0.5		61.1	64.3	0.0	56.9	29.9	2.8
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		60.5			0.5		61.1	64.3	0.0	56.9	29.9	2.8
LOS		E			A		E	E	A	E	C	A
Approach Delay		60.5			0.5			63.5			28.1	
Approach LOS		E			A			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 110.8

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 48.3

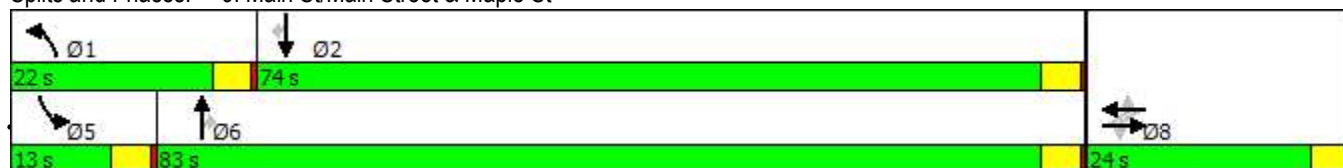
Intersection LOS: D

Intersection Capacity Utilization 99.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



2034 PM Background

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HCM Signalized Intersection Capacity Analysis

Sandow Engineering

9: Main St/Main Street & Maple St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖	↗	↖	↖	↗
Traffic Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Future Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1586			1563		1662	1716	1442	1662	1733	1413
Flt Permitted		0.78			0.89		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1283			1426		1662	1716	1442	1662	1733	1413
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	0	73	10	0	12	71	1349	14	19	1044	96
RTOR Reduction (vph)	0	70	0	0	19	0	0	0	4	0	0	27
Lane Group Flow (vph)	0	160	0	0	3	0	71	1349	10	19	1044	69
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		16.9			16.9		8.4	81.5	81.5	2.9	76.0	76.0
Effective Green, g (s)		16.9			16.9		8.4	81.5	81.5	2.9	76.0	76.0
Actuated g/C Ratio		0.15			0.15		0.07	0.72	0.72	0.03	0.67	0.67
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		191			212		123	1234	1037	42	1162	947
v/s Ratio Prot							c0.04	c0.79		0.01	0.60	
v/s Ratio Perm		c0.12			0.00				0.01			0.05
v/c Ratio		0.84			0.02		0.58	1.09	0.01	0.45	0.90	0.07
Uniform Delay, d1		46.9			41.1		50.7	15.9	4.5	54.4	15.5	6.5
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		25.8			0.0		5.3	55.0	0.0	5.5	9.6	0.0
Delay (s)		72.7			41.1		56.0	70.9	4.5	60.0	25.0	6.5
Level of Service		E			D		E	E	A	E	C	A
Approach Delay (s)		72.7			41.1			69.5			24.1	
Approach LOS		E			D			E			C	
Intersection Summary												
HCM 2000 Control Delay			51.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			113.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			99.9%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings

12: Main St & Wimer St.

Sandow Engineering

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	4	44	5	2	133	56	1031	7	94	910	29
Future Volume (vph)	9	4	44	5	2	133	56	1031	7	94	910	29
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.895			0.871			0.999			0.995	
Flt Protected		0.992			0.998		0.950			0.950		
Satd. Flow (prot)	0	1551	0	0	1521	0	1662	1698	0	1662	1722	0
Flt Permitted		0.992			0.998		0.950			0.950		
Satd. Flow (perm)	0	1551	0	0	1521	0	1662	1698	0	1662	1722	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		645			338			608			1141	
Travel Time (s)		17.6			9.2			16.6			31.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	4%
Adj. Flow (vph)	10	4	48	5	2	146	59	1085	7	99	958	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	153	0	59	1092	0	99	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	85.0%						ICU Level of Service E					
Analysis Period (min)	15											

Intersection

Int Delay, s/veh 24.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	44	5	2	133	56	1031	7	94	910	29
Future Vol, veh/h	9	4	44	5	2	133	56	1031	7	94	910	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	0	0	0	0	3	0	0	1	4
Mvmt Flow	10	4	48	5	2	146	59	1085	7	99	958	31

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2453	2382	974	2405	2394	1089	989	0	0	1092	0	0
Stage 1	1172	1172	-	1207	1207	-	-	-	-	-	-	-
Stage 2	1281	1210	-	1198	1187	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	21	35	308	23	34	264	707	-	-	647	-	-
Stage 1	235	269	-	226	259	-	-	-	-	-	-	-
Stage 2	204	258	-	229	264	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 7	27	308	14	26	264	707	-	-	647	-	-
Mov Cap-2 Maneuver	~ 7	27	-	14	26	-	-	-	-	-	-	-
Stage 1	215	228	-	207	238	-	-	-	-	-	-	-
Stage 2	83	237	-	160	224	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	597.1	142.7	0.5	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	707	-	-	36 149	647	-	-
HCM Lane V/C Ratio	0.083	-	-	1.74 1.033	0.153	-	-
HCM Control Delay (s)	10.6	-	-	\$ 597.1 142.7	11.6	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	6.8 7.9	0.5	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings

3: Main Street & Jackson Road

Sandow Engineering

						
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1425	1	5	1067	1	5
Future Volume (vph)	1425	1	5	1067	1	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.884	
Flt Protected			0.950		0.993	
Satd. Flow (prot)	1716	1488	1662	1733	1536	0
Flt Permitted			0.950		0.993	
Satd. Flow (perm)	1716	1488	1662	1733	1536	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3335			408	349	
Travel Time (s)	65.0			6.2	7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.90	0.90
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1500	1	5	1123	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1500	1	5	1123	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	91.4%			ICU Level of Service F		
Analysis Period (min)	15					

3: Main Street & Jackson Road

Intersection						
Int Delay, s/veh	0.2					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	1425	1	5	1067	1	5
Future Vol, veh/h	1425	1	5	1067	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	90	90
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1500	1	5	1123	1	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1501	0	2633	1500
Stage 1	-	-	-	-	1500	-
Stage 2	-	-	-	-	1133	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	452	-	26	152
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	26	152
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	307	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		0.1		51.5	
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	
Capacity (veh/h)	-	-	452	-	84	
HCM Lane V/C Ratio	-	-	0.012	-	0.079	
HCM Control Delay (s)	-	-	13.1	-	51.5	
HCM Lane LOS	-	-	B	-	F	
HCM 95th %tile Q(veh)	-	-	0	-	0.3	

Lanes, Volumes, Timings

4: 99 & Jackson Rd.

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	1071	4	10	1396	21	23	0	5	19	2	33
Future Volume (vph)	18	1071	4	10	1396	21	23	0	5	19	2	33
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998			0.977			0.917	
Flt Protected	0.950			0.950				0.960			0.983	
Satd. Flow (prot)	1662	3289	0	1662	3254	0	0	1641	0	0	1577	0
Flt Permitted	0.950			0.950				0.960			0.983	
Satd. Flow (perm)	1662	3289	0	1662	3254	0	0	1641	0	0	1577	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1081			179			224	
Travel Time (s)		17.5			16.4			4.1			5.1	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	19	1127	4	11	1469	22	24	0	5	20	2	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1131	0	11	1491	0	0	29	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	52.9%											
Analysis Period (min)	15											
	ICU Level of Service A											

Intersection												
Int Delay, s/veh	6.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	1071	4	10	1396	21	23	0	5	19	2	33
Future Vol, veh/h	18	1071	4	10	1396	21	23	0	5	19	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	19	1127	4	11	1469	22	24	0	5	20	2	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1491	0	0	1131	0	0	1925	2680	566	2104	2671	746
Stage 1	-	-	-	-	-	-	1167	1167	-	1502	1502	-
Stage 2	-	-	-	-	-	-	758	1513	-	602	1169	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	456	-	-	625	-	-	41	22	473	30	22	360
Stage 1	-	-	-	-	-	-	209	270	-	130	185	-
Stage 2	-	-	-	-	-	-	370	184	-	458	267	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	456	-	-	625	-	-	33	21	473	28	21	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	21	-	28	21	-
Stage 1	-	-	-	-	-	-	200	259	-	125	182	-
Stage 2	-	-	-	-	-	-	325	181	-	434	256	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	218.4	200.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	40	625	-	-	456	-	62
HCM Lane V/C Ratio	0.737	0.017	-	-	0.042	-	0.917
HCM Control Delay (s)	218.4	10.9	-	-	13.2	-	200.2
HCM Lane LOS	F	B	-	-	B	-	F
HCM 95th %tile Q(veh)	2.7	0.1	-	-	0.1	-	4.3

Lanes, Volumes, Timings

7: S Jackson/Valley View & 99

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Future Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.987			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1715	1488	0	1630	0
Flt Permitted	0.153			0.495				0.987			0.960	
Satd. Flow (perm)	257	3286	0	849	3197	1428	0	1715	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				824			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		929			1152			271			868	
Travel Time (s)		14.1			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.95	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	37	439	5	42	662	824	4	11	20	693	24	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	444	0	42	662	824	0	15	20	0	836	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

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Lanes, Volumes, Timings

7: S Jackson/Valley View & 99

Sandow Engineering

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	41.3		27.3	27.3	55.0	23.7	23.7	23.7	55.0	55.0	
Total Split (%)	11.7%	34.4%		22.8%	22.8%	45.8%	19.8%	19.8%	19.8%	45.8%	45.8%	
Maximum Green (s)	10.0	35.9		21.9	21.9	50.5	19.7	19.7	19.7	50.5	50.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	32.7	31.3		23.7	23.7	77.3		5.2	5.2		51.8	
Actuated g/C Ratio	0.34	0.33		0.25	0.25	0.80		0.05	0.05		0.54	
v/c Ratio	0.15	0.42		0.20	0.84	0.62		0.16	0.11		0.95	
Control Delay	23.2	26.6		36.0	47.8	2.6		51.9	1.3		45.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.2	26.6		36.0	47.8	2.6		51.9	1.3		45.4	
LOS	C	C		D	D	A		D	A		D	
Approach Delay		26.4			23.1			23.0			45.4	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 96.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 30.1

Intersection LOS: C

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99

			
Ø1	Ø2	Ø4	Ø8
14 s	27.3 s	55 s	23.7 s
			
Ø6			
41.3 s			

Grand Terrace- Ashland, Oregon
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HCM Signalized Intersection Capacity Analysis

Sandow Engineering

7: S Jackson/Valley View & 99

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Future Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1449		1714	1488		1630	
Flt Permitted	0.15	1.00		0.49	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	257	3287		849	3197	1449		1714	1488		1630	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	37	439	5	42	662	824	4	11	20	693	24	119
RTOR Reduction (vph)	0	1	0	0	0	194	0	0	19	0	4	0
Lane Group Flow (vph)	37	443	0	42	662	630	0	15	1	0	832	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2		8	8		4		4
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	31.7	31.7		22.2	22.2	73.5		2.9	2.9		51.3	
Effective Green, g (s)	33.1	33.1		23.6	23.6	76.3		2.9	2.9		51.8	
Actuated g/C Ratio	0.33	0.33		0.24	0.24	0.76		0.03	0.03		0.52	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	178	1090		200	756	1107		49	43		846	
v/s Ratio Prot	0.01	c0.13			c0.21	0.30		c0.01			c0.51	
v/s Ratio Perm	0.05			0.05		0.13			0.00			
v/c Ratio	0.21	0.41		0.21	0.88	0.57		0.31	0.01		0.98	
Uniform Delay, d1	24.3	25.8		30.6	36.7	4.9		47.5	47.1		23.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	11.0	0.5		2.6	0.1		26.6	
Delay (s)	24.7	25.9		31.0	47.7	5.4		50.0	47.2		50.2	
Level of Service	C	C		C	D	A		D	D		D	
Approach Delay (s)		25.9			24.5			48.4			50.2	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			32.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			99.8			Sum of lost time (s)				15.1		
Intersection Capacity Utilization			91.8%			ICU Level of Service				F		
Analysis Period (min)			15									

c Critical Lane Group

9: Main St/Main Street & Maple St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Future Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98				0.97			0.96
Frt		0.959			0.920				0.850			0.850
Flt Protected		0.966			0.980		0.950			0.950		
Satd. Flow (prot)	0	1587	0	0	1554	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.778			0.908		0.115			0.950		
Satd. Flow (perm)	0	1279	0	0	1440	0	201	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1149			3335	
Travel Time (s)		38.9			7.8			31.3			65.0	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	161	0	69	9	0	13	71	1374	14	19	1060	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	22	0	71	1374	14	19	1060	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

9: Main St/Main Street & Maple St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8			6		6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		16.8			16.8		83.5	80.4	80.4	6.4	76.0	76.0
Actuated g/C Ratio		0.15			0.15		0.76	0.73	0.73	0.06	0.69	0.69
v/c Ratio		0.87			0.08		0.29	1.09	0.01	0.20	0.88	0.10
Control Delay		59.6			0.5		6.6	72.8	0.0	56.5	26.1	2.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.6			0.5		6.6	72.8	0.0	56.5	26.1	2.5
LOS		E			A		A	E	A	E	C	A
Approach Delay		59.6			0.5			68.9			24.6	
Approach LOS		E			A			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 109.6

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 49.6

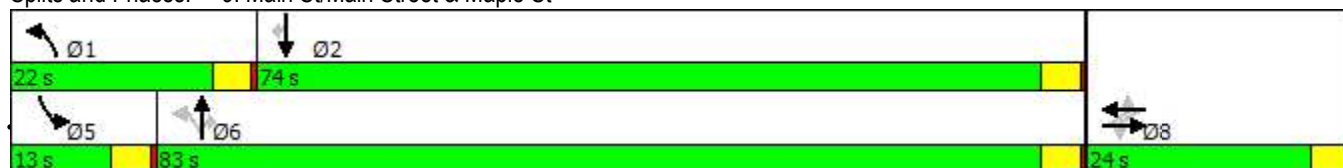
Intersection LOS: D

Intersection Capacity Utilization 101.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St



2034 PM Build

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HCM Signalized Intersection Capacity Analysis

Sandow Engineering

9: Main St/Main Street & Maple St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Future Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.98		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1589			1554		1662	1716	1442	1662	1733	1413
Flt Permitted		0.78			0.91		0.11	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1280			1440		201	1716	1442	1662	1733	1413
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	161	0	69	9	0	13	71	1374	14	19	1060	99
RTOR Reduction (vph)	0	70	0	0	19	0	0	0	4	0	0	25
Lane Group Flow (vph)	0	160	0	0	3	0	71	1374	10	19	1060	74
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8			6		6			2
Actuated Green, G (s)		16.8			16.8		86.0	80.4	80.4	2.9	77.7	77.7
Effective Green, g (s)		16.8			16.8		86.0	80.4	80.4	2.9	77.7	77.7
Actuated g/C Ratio		0.15			0.15		0.77	0.72	0.72	0.03	0.69	0.69
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		191			215		227	1230	1034	42	1201	979
v/s Ratio Prot							c0.02	c0.80		0.01	0.61	
v/s Ratio Perm		c0.13			0.00		0.22		0.01			0.05
v/c Ratio		0.84			0.02		0.31	1.12	0.01	0.45	0.88	0.08
Uniform Delay, d1		46.3			40.6		15.1	15.8	4.5	53.8	13.6	5.6
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		25.9			0.0		0.6	64.2	0.0	5.5	8.1	0.0
Delay (s)		72.2			40.6		15.7	80.0	4.5	59.4	21.7	5.6
Level of Service		E			D		B	F	A	E	C	A
Approach Delay (s)		72.2			40.6			76.1			21.0	
Approach LOS		E			D			E			C	
Intersection Summary												
HCM 2000 Control Delay			53.1				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			112.1				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			101.8%				ICU Level of Service			G		
Analysis Period (min)			15									
c Critical Lane Group												

Lanes, Volumes, Timings

26: 99 & South Project Access

Sandow Engineering



Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	18	16	1056	54	29	1401
Future Volume (vph)	18	16	1056	54	29	1401
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	75	0		0	125	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850	0.993			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1646	1473	1721	0	0	3289
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1646	1473	1721	0	0	3289
Link Speed (mph)	30		25			45
Link Distance (ft)	194		599			512
Travel Time (s)	4.4		16.3			7.8
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	19	1112	57	31	1475
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	19	1169	0	0	1506
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	12		12			12
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 74.5% ICU Level of Service D

Analysis Period (min) 15

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	18	16	1056	54	29	1401
Future Vol, veh/h	18	16	1056	54	29	1401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	1112	57	31	1475

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1941	1141	0	0	1169
Stage 1	1141	-	-	-	-
Stage 2	800	-	-	-	-
Critical Hdwy	6.615	6.215	-	-	4.115
Critical Hdwy Stg 1	5.415	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	-	-	2.2095
Pot Cap-1 Maneuver	65	245	-	-	600
Stage 1	306	-	-	-	-
Stage 2	406	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	46	245	-	-	600
Mov Cap-2 Maneuver	46	-	-	-	-
Stage 1	306	-	-	-	-
Stage 2	290	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	82.8	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	600	-	46	245	-	-
HCM Lane V/C Ratio	0.051	-	0.46	0.077	-	-
HCM Control Delay (s)	11.3	1.6	137.8	20.9	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.2	-	-

29: North Access & 99

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	 			 	 	
Traffic Volume (vph)	1075	20	5	1414	12	4
Future Volume (vph)	1075	20	5	1414	12	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.997				0.964	
Flt Protected					0.964	
Satd. Flow (prot)	3282	0	0	3292	1610	0
Flt Permitted					0.964	
Satd. Flow (perm)	3282	0	0	3292	1610	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	1081			405	441	
Travel Time (s)	29.5			6.1	10.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Adj. Flow (vph)	1132	21	5	1488	14	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1153	0	0	1493	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	56.2%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	 			 	 	
Traffic Vol, veh/h	1075	20	5	1414	12	4
Future Vol, veh/h	1075	20	5	1414	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1132	21	5	1488	14	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1153
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	607
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	607
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.3	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	205	607	-	-	-
HCM Lane V/C Ratio	0.092	0.009	-	-	-
HCM Control Delay (s)	24.3	11	0.3	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	-

Appendix G

QUEUEING ANALYSIS OUTPUT

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SW
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SW
Directions Served	LR
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SW
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	43	16	35	99
Average Queue (ft)	12	2	7	52
95th Queue (ft)	41	14	30	107
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	44	22	39	74
Average Queue (ft)	15	4	5	38
95th Queue (ft)	41	18	26	64
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	52	27	43	104
Average Queue (ft)	14	3	6	41
95th Queue (ft)	42	17	27	78
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	101	182	131	13	66	66	78	24	24	218
Average Queue (ft)	53	113	84	3	38	34	38	5	5	154
95th Queue (ft)	96	188	142	16	76	69	77	22	24	230
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0					0			
Queuing Penalty (veh)		0					0			

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	121	167	164	21	91	117	120	30	29	246
Average Queue (ft)	53	96	69	4	44	40	44	3	6	159
95th Queue (ft)	98	155	130	19	81	82	96	16	25	231
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						0	0			
Queuing Penalty (veh)						1	0			

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	125	190	164	26	95	117	120	30	30	252
Average Queue (ft)	53	100	72	4	42	38	43	3	6	158
95th Queue (ft)	97	164	134	18	80	79	92	18	24	231
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				0	0			
Queuing Penalty (veh)		0				1	0			

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	83	18	64	150	6	23	406	142
Average Queue (ft)	58	4	28	95	1	5	211	26
95th Queue (ft)	92	19	64	161	8	21	414	106
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				1			22	
Queuing Penalty (veh)				0			24	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	123	18	60	245	24	23	395	245
Average Queue (ft)	51	3	26	104	1	3	172	33
95th Queue (ft)	98	16	54	196	10	15	326	130
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			19	
Queuing Penalty (veh)				1			20	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	123	22	73	245	24	23	452	292
Average Queue (ft)	53	4	27	102	1	4	181	31
95th Queue (ft)	98	17	57	188	10	17	351	125
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			19	
Queuing Penalty (veh)				1			21	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	12	22
Average Queue (ft)	2	2
95th Queue (ft)	13	14
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	25	25
Average Queue (ft)	3	3
95th Queue (ft)	16	17
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	25	26
Average Queue (ft)	2	2
95th Queue (ft)	16	16
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	32	22	50	50
Average Queue (ft)	11	5	20	31
95th Queue (ft)	35	23	57	61
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	41	35	54	76
Average Queue (ft)	8	5	20	33
95th Queue (ft)	31	25	50	65
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	41	35	65	76
Average Queue (ft)	9	5	20	33
95th Queue (ft)	32	24	52	64
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	52	160	122	68	221	269	124	38	48	282
Average Queue (ft)	33	105	57	28	139	138	88	16	16	216
95th Queue (ft)	65	171	121	67	240	275	158	44	49	296
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				11	2	0	0	
Queuing Penalty (veh)		0				77	6	0	0	

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	57	159	116	81	217	292	125	53	44	306
Average Queue (ft)	21	87	41	24	98	114	78	14	13	192
95th Queue (ft)	53	147	95	61	177	243	149	46	41	286
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						6	1	0	0	
Queuing Penalty (veh)						38	3	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	63	169	135	83	258	324	125	53	57	312
Average Queue (ft)	24	91	45	25	108	120	80	15	14	198
95th Queue (ft)	57	154	102	63	197	252	151	46	43	290
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				7	1	0	0	
Queuing Penalty (veh)		0				47	4	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	209	43	297	891	365	99	452	292
Average Queue (ft)	118	15	78	562	71	28	270	67
95th Queue (ft)	204	42	269	958	386	104	458	238
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				22		1	22	
Queuing Penalty (veh)				14		10	22	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	210	49	384	803	26	129	454	194
Average Queue (ft)	93	12	69	347	3	19	234	35
95th Queue (ft)	171	36	237	664	17	76	423	158
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	16		1	22	
Queuing Penalty (veh)			0	9		7	19	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	225	51	448	919	366	149	517	292
Average Queue (ft)	99	13	71	399	19	21	243	43
95th Queue (ft)	181	38	245	769	182	84	434	180
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	17		1	22	
Queuing Penalty (veh)			0	10		8	20	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SW
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	B2	SW
Directions Served	T	LR
Maximum Queue (ft)	3	29
Average Queue (ft)	0	5
95th Queue (ft)	3	22
Link Distance (ft)	1437	302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	B2	SW
Directions Served	T	LR
Maximum Queue (ft)	3	29
Average Queue (ft)	0	5
95th Queue (ft)	2	22
Link Distance (ft)	1437	302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	42	10	30	70
Average Queue (ft)	14	1	9	38
95th Queue (ft)	40	11	30	80
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	54	26	31	92
Average Queue (ft)	17	3	6	40
95th Queue (ft)	46	15	26	77
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	55	26	31	100
Average Queue (ft)	17	2	7	40
95th Queue (ft)	45	14	27	77
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	71	149	115	23	93	78	88	12	30	238
Average Queue (ft)	45	97	74	8	49	36	47	2	9	160
95th Queue (ft)	75	151	128	25	92	76	88	14	32	238
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						1	0			
Queuing Penalty (veh)						4	0			

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	94	170	164	27	103	115	120	29	30	242
Average Queue (ft)	49	97	78	4	48	40	52	4	9	160
95th Queue (ft)	86	157	141	20	89	89	110	22	32	228
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						0	1	0		
Queuing Penalty (veh)						2	1	0		

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	94	172	164	29	106	118	120	29	30	254
Average Queue (ft)	48	97	77	5	49	39	51	4	9	160
95th Queue (ft)	84	156	138	22	90	86	105	20	32	231
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						0	1	0		
Queuing Penalty (veh)						2	1	0		

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	118	18	61	233	18	41	330	87
Average Queue (ft)	54	4	30	127	3	7	170	27
95th Queue (ft)	115	18	66	227	16	45	344	107
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			18	
Queuing Penalty (veh)				1			21	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	120	22	58	291	18	121	399	102
Average Queue (ft)	53	5	27	125	1	10	182	23
95th Queue (ft)	100	19	56	233	10	55	339	73
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				4			20	
Queuing Penalty (veh)				2			23	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	135	23	66	301	29	121	399	148
Average Queue (ft)	53	4	28	125	1	9	179	24
95th Queue (ft)	104	19	59	232	12	53	341	83
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				3			20	
Queuing Penalty (veh)				2			22	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SW
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	9
95th Queue (ft)	30
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SW
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SW
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	42	17	30	71
Average Queue (ft)	13	2	6	41
95th Queue (ft)	42	15	25	75
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	43	18	31	97
Average Queue (ft)	14	3	5	45
95th Queue (ft)	39	16	23	82
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	49	27	31	97
Average Queue (ft)	14	3	5	44
95th Queue (ft)	40	16	24	81
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	73	179	115	7	71	91	99	10	30	212
Average Queue (ft)	38	104	75	3	42	39	44	5	7	166
95th Queue (ft)	73	174	132	15	76	90	102	21	28	219
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)							1			
Queuing Penalty (veh)							1			

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	98	193	176	37	107	125	113	30	30	278
Average Queue (ft)	46	108	76	7	47	43	44	4	2	163
95th Queue (ft)	81	173	138	26	85	95	88	21	15	236
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)							1	0		
Queuing Penalty (veh)							6	0		

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	98	198	176	37	107	125	119	30	30	278
Average Queue (ft)	44	107	75	6	46	42	44	4	3	164
95th Queue (ft)	80	173	137	24	83	94	92	21	19	232
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)							1	0		
Queuing Penalty (veh)							4	0		

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	122	7	63	214	10	65	326	124
Average Queue (ft)	65	1	30	118	3	11	207	37
95th Queue (ft)	121	8	64	215	17	64	336	132
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			26	
Queuing Penalty (veh)				1			31	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	104	28	77	211	28	28	398	203
Average Queue (ft)	55	6	31	107	2	4	206	30
95th Queue (ft)	98	22	65	192	14	20	353	126
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			22	
Queuing Penalty (veh)				1			25	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	130	28	77	227	28	70	398	289
Average Queue (ft)	57	5	30	110	2	6	206	32
95th Queue (ft)	105	20	64	198	15	36	349	128
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			23	
Queuing Penalty (veh)				1			26	

Intersection: 26: Proj Access & 99, Interval #1

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	48	42	18
Average Queue (ft)	27	24	5
95th Queue (ft)	47	47	22
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Proj Access & 99, Interval #2

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	63	50	44
Average Queue (ft)	23	20	7
95th Queue (ft)	53	45	29
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Proj Access & 99, All Intervals

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	63	50	44
Average Queue (ft)	24	21	6
95th Queue (ft)	52	45	27
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

2021 AM Build

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Intersection: 29: 99, Interval #1

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	16	71
Average Queue (ft)	1	33
95th Queue (ft)	10	70
Link Distance (ft)	374	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, Interval #2

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	18	48
Average Queue (ft)	3	18
95th Queue (ft)	15	42
Link Distance (ft)	374	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, All Intervals

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	26	71
Average Queue (ft)	2	21
95th Queue (ft)	14	51
Link Distance (ft)	374	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 61
Network wide Queuing Penalty, Interval #2: 59
Network wide Queuing Penalty, All Intervals: 59

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	21	11
Average Queue (ft)	2	3
95th Queue (ft)	17	16
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	22	34
Average Queue (ft)	2	5
95th Queue (ft)	14	23
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	32	34
Average Queue (ft)	2	4
95th Queue (ft)	15	22
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	21	52	105
Average Queue (ft)	11	4	33	55
95th Queue (ft)	36	21	62	126
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	27	80	87
Average Queue (ft)	11	4	24	33
95th Queue (ft)	34	19	64	84
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	42	27	85	134
Average Queue (ft)	11	4	26	38
95th Queue (ft)	35	20	64	97
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	43	151	86	46	182	262	108	40	38	258
Average Queue (ft)	21	88	41	20	110	107	64	12	14	187
95th Queue (ft)	46	148	97	50	184	228	132	40	39	269
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						6	1	0	0	
Queuing Penalty (veh)						46	1	0	0	

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	53	162	116	56	178	276	125	43	38	251
Average Queue (ft)	19	79	37	20	94	102	58	13	13	173
95th Queue (ft)	47	140	88	47	157	211	134	39	38	241
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0	0	
Queuing Penalty (veh)						28	1	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	53	171	117	60	192	308	125	47	43	271
Average Queue (ft)	20	81	38	20	98	103	59	13	13	177
95th Queue (ft)	47	142	91	48	165	216	133	39	38	249
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						5	1	0	0	
Queuing Penalty (veh)						32	1	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	171	35	314	686	331	27	399	191
Average Queue (ft)	103	13	91	477	79	9	223	37
95th Queue (ft)	191	40	306	904	394	29	420	168
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				1				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	21			22	
Queuing Penalty (veh)			0	14			23	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	171	43	449	764	121	99	372	202
Average Queue (ft)	88	11	70	327	8	16	195	26
95th Queue (ft)	158	34	260	634	85	72	353	117
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				16			20	
Queuing Penalty (veh)				9			18	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	200	48	449	837	428	99	411	246
Average Queue (ft)	92	11	75	363	25	15	202	29
95th Queue (ft)	167	35	272	719	201	64	371	131
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	17			21	
Queuing Penalty (veh)			0	10			19	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	5	17
Average Queue (ft)	1	3
95th Queue (ft)	10	18
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	22	33
Average Queue (ft)	2	5
95th Queue (ft)	15	23
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	22	33
Average Queue (ft)	2	4
95th Queue (ft)	14	22
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	21	51	82
Average Queue (ft)	11	8	20	44
95th Queue (ft)	34	27	58	101
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	46	26	62	66
Average Queue (ft)	10	3	26	30
95th Queue (ft)	33	18	56	60
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	46	27	70	90
Average Queue (ft)	10	5	25	33
95th Queue (ft)	33	21	57	73
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	43	134	116	50	176	250	125	34	30	278
Average Queue (ft)	24	91	49	20	96	112	78	11	10	189
95th Queue (ft)	52	141	109	53	175	253	148	35	33	286
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0		
Queuing Penalty (veh)						31	2	0		

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	56	142	112	51	196	214	125	44	34	278
Average Queue (ft)	19	79	40	19	90	88	64	13	13	167
95th Queue (ft)	47	129	86	45	162	171	135	40	37	249
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0	0	
Queuing Penalty (veh)						25	2	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	56	150	127	59	206	287	125	44	34	291
Average Queue (ft)	20	82	42	19	92	94	67	12	12	173
95th Queue (ft)	49	133	93	47	165	195	139	39	36	259
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0	0	
Queuing Penalty (veh)						26	2	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	195	44	221	958	635	64	374	295
Average Queue (ft)	120	13	69	664	116	19	217	53
95th Queue (ft)	212	43	262	1146	551	65	365	218
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				1	0			
Queuing Penalty (veh)				7	0			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				24		0	20	
Queuing Penalty (veh)				15		2	21	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	182	44	449	819	357	102	379	185
Average Queue (ft)	93	11	108	385	22	14	185	23
95th Queue (ft)	170	34	361	779	199	62	325	88
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	17		0	21	
Queuing Penalty (veh)			2	10		2	19	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	215	58	450	962	675	110	409	295
Average Queue (ft)	99	12	98	452	45	15	193	30
95th Queue (ft)	183	37	340	914	316	63	337	131
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				2	0			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	19		0	21	
Queuing Penalty (veh)			2	11		2	20	

Intersection: 26: Project Access & 99, Interval #1

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	56	32	34
Average Queue (ft)	26	18	16
95th Queue (ft)	63	41	40
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Project Access & 99, Interval #2

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	51	37	48
Average Queue (ft)	14	12	12
95th Queue (ft)	41	35	38
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Project Access & 99, All Intervals

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	61	38	48
Average Queue (ft)	17	13	13
95th Queue (ft)	48	37	38
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: 99, Interval #1

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	5	35
Average Queue (ft)	2	16
95th Queue (ft)	12	43
Link Distance (ft)	392	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, Interval #2

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	28	40
Average Queue (ft)	3	14
95th Queue (ft)	16	40
Link Distance (ft)	392	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, All Intervals

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	28	45
Average Queue (ft)	2	14
95th Queue (ft)	15	41
Link Distance (ft)	392	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 112
Network wide Queuing Penalty, Interval #2: 89
Network wide Queuing Penalty, All Intervals: 95

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	25	19
Average Queue (ft)	4	3
95th Queue (ft)	22	18
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	24	33
Average Queue (ft)	2	5
95th Queue (ft)	15	23
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	32	33
Average Queue (ft)	3	4
95th Queue (ft)	17	22
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	31	18	82	70
Average Queue (ft)	8	5	35	41
95th Queue (ft)	30	22	82	81
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	32	89	99
Average Queue (ft)	11	6	33	44
95th Queue (ft)	35	25	85	87
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	32	94	104
Average Queue (ft)	10	6	33	43
95th Queue (ft)	34	24	84	86
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	47	191	156	50	200	261	125	45	34	250
Average Queue (ft)	28	119	74	21	136	157	100	12	16	193
95th Queue (ft)	52	196	169	50	231	293	160	53	43	271
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				12	1	2		
Queuing Penalty (veh)		0				96	4	0		

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	61	194	152	73	227	362	125	58	51	318
Average Queue (ft)	22	100	57	24	126	148	91	15	14	200
95th Queue (ft)	58	164	121	60	201	284	162	47	44	298
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				9	2	1	0	
Queuing Penalty (veh)		0				70	5	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	65	211	175	73	250	371	125	68	51	318
Average Queue (ft)	24	104	61	23	128	150	93	15	14	199
95th Queue (ft)	57	173	135	58	209	286	162	49	43	292
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				10	2	1	0	
Queuing Penalty (veh)		0				77	5	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	268	36	450	1097	669	79	613	242
Average Queue (ft)	183	13	220	1005	269	21	339	65
95th Queue (ft)	298	42	549	1215	786	77	530	239
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				6	1			
Queuing Penalty (veh)				38	3			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				27		0	27	
Queuing Penalty (veh)				19		0	31	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	289	50	450	1113	1020	114	648	295
Average Queue (ft)	162	13	151	962	262	22	298	70
95th Queue (ft)	271	39	448	1207	883	71	547	251
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				7	0			
Queuing Penalty (veh)				38	2			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	27		0	24	
Queuing Penalty (veh)			2	18		4	26	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	303	55	450	1120	1024	133	720	295
Average Queue (ft)	167	13	168	972	264	22	308	69
95th Queue (ft)	279	40	477	1211	862	72	546	249
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				6	0			
Queuing Penalty (veh)				38	2			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	27		0	25	
Queuing Penalty (veh)			1	18		3	27	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	19	31
Average Queue (ft)	3	7
95th Queue (ft)	18	30
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	38	42
Average Queue (ft)	4	9
95th Queue (ft)	21	32
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	38	48
Average Queue (ft)	3	8
95th Queue (ft)	20	32
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	36	23	99	118
Average Queue (ft)	14	6	58	56
95th Queue (ft)	41	25	126	119
Link Distance (ft)			136	182
Upstream Blk Time (%)			7	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	33	29	91	132
Average Queue (ft)	9	6	35	48
95th Queue (ft)	32	25	78	100
Link Distance (ft)			136	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	29	116	148
Average Queue (ft)	10	6	41	50
95th Queue (ft)	34	25	94	105
Link Distance (ft)			136	182
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	72	187	121	69	236	264	125	48	42	266
Average Queue (ft)	23	118	65	33	131	136	101	18	19	207
95th Queue (ft)	68	188	124	69	210	258	165	53	49	292
Link Distance (ft)		903	903		1091	1091		229		790
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				10	3	3	0	
Queuing Penalty (veh)		0				80	9	1	0	

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	66	192	144	58	263	385	125	53	39	313
Average Queue (ft)	23	105	57	19	136	160	97	15	15	216
95th Queue (ft)	54	175	125	48	228	303	164	46	43	301
Link Distance (ft)		903	903		1091	1091		229		790
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				11	2	1	0	
Queuing Penalty (veh)		0				82	8	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	82	204	148	70	279	385	125	64	43	315
Average Queue (ft)	23	109	59	22	135	155	98	16	16	214
95th Queue (ft)	58	179	125	55	224	294	164	48	45	299
Link Distance (ft)		903	903		1091	1091		229		790
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				10	3	1	0	
Queuing Penalty (veh)		0				82	8	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	266	39	370	1041	737	51	425	195
Average Queue (ft)	168	12	130	931	158	13	220	50
95th Queue (ft)	291	41	419	1164	647	57	421	196
Link Distance (ft)	1372	240		1091	1091		3280	
Upstream Blk Time (%)				2				
Queuing Penalty (veh)				10				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				27			20	
Queuing Penalty (veh)				19			24	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	291	56	450	1135	1105	94	477	247
Average Queue (ft)	160	18	116	1019	307	18	235	39
95th Queue (ft)	276	48	400	1245	962	68	406	167
Link Distance (ft)	1372	240		1091	1091		3280	
Upstream Blk Time (%)				7	0			
Queuing Penalty (veh)				41	2			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				26		1	20	
Queuing Penalty (veh)				17		8	22	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	297	61	450	1136	1105	110	511	295
Average Queue (ft)	162	17	119	997	271	16	232	42
95th Queue (ft)	280	46	405	1234	899	65	410	175
Link Distance (ft)	1372	240		1091	1091		3280	
Upstream Blk Time (%)				6	0			
Queuing Penalty (veh)				34	1			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				26		1	20	
Queuing Penalty (veh)				18		6	22	

Intersection: 26: 99 & Project Access, Interval #1

Movement	EB	EB	B2	NW
Directions Served	L	R	T	LT
Maximum Queue (ft)	68	82	6	31
Average Queue (ft)	36	26	1	11
95th Queue (ft)	84	98	10	34
Link Distance (ft)		167	367	458
Upstream Blk Time (%)		1		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	11	0		
Queuing Penalty (veh)	2	0		

Intersection: 26: 99 & Project Access, Interval #2

Movement	EB	EB	B2	NW
Directions Served	L	R	T	LT
Maximum Queue (ft)	63	37	10	53
Average Queue (ft)	19	14	0	15
95th Queue (ft)	53	41	8	43
Link Distance (ft)		167	367	458
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	2	0		
Queuing Penalty (veh)	0	0		

Intersection: 26: 99 & Project Access, All Intervals

Movement	EB	EB	B2	NW
Directions Served	L	R	T	LT
Maximum Queue (ft)	80	82	10	53
Average Queue (ft)	23	17	1	14
95th Queue (ft)	63	60	8	41
Link Distance (ft)		167	367	458
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	4	0		
Queuing Penalty (veh)	1	0		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 186
Zone wide Queuing Penalty, Interval #2: 244
Zone wide Queuing Penalty, All Intervals: 229

Appendix H

SITE ACCESS



SANDOW ENGINEERING

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TECH MEMO

TO: Robert Kendrick

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: January 26, 2021

RE: Grand Terrace Development- Access Safety Evaluation



RENEWAL 06/30/26

As per your request Sandow Engineering has prepared this letter to demonstrate how the site access meets the safety requirements of AMC 18.5.8.050.E. As per 18.5.8.050.E, the application must show adequate transportation facilities can be provided for vehicles, pedestrians, and bicycles at and to the access connection for the site.

VEHICLE ACCESS SAFETY EVALUATION

The site access safety evaluation for vehicles considers:

1. The available clear line of sight for vehicles entering and exiting the driveway
2. Delay for vehicles entering and exiting the access
3. Turn conflicts

1.0 SIGHT DISTANCE

Clear line of sight, or sight distance, for vehicles at an access connection allows for drivers entering and exiting the access to make safe turning movements and allow vehicles traveling on the roadway time to react to turning vehicles in a safe manner. The sight distance measurements at the access are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the site access.

The standards for evaluating SSD and ISD follow the methodology in the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (2011 ed.). As per the AASHTO methodology, intersections and driveways should, at a minimum, meet the SSD requirements. However, it is desirable to achieve the ISD whenever possible. Both the ISD and SSD were evaluated for the proposed site access location.

A field verification of the SSD and ISD at the site access location was performed by Sandow Engineering on October 8, 2021.

Stopping Sight Distance

The SSD is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to an object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. At access connections this allows drivers on the main road to perceive, react, and stop safely for a driver turning into or out of the access.

Stopping sight distance is based on the speed of the roadway being traveled. Hwy 99 has a posted speed of 45 mph within 800 feet of the access in either direction. As per AASHTO, the required SSD is 360 feet for vehicles traveling 45 mph. The measured available stopping sight distance was over 700 feet in the north the south directions. The available SSD exceeds the required distance. See Figure 1 for an illustration of the stopping sight distance.

Intersection Sight Distance

The (ISD) is a measure of the length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic to allow a driver to safely turn into the roadway. For this calculation, it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

The recommended ISD is calculated for a vehicle turning from the access onto Hwy 99 for both left and right turn maneuvers. Therefore, the ISD calculations are based on Case B1 of the AASHTO manual. Again, the speed used was 45 mph, resulting in an ISD of 500 feet for this approach.

The AASHTO Methodology is to measure the ISD from the typical driver position at 14' back from the travel way. The available ISD to the north was measured at 569 feet, and the available ISD to the south was measured at 577 feet. The ISD requirements are met. Figure 1 provides an illustration of the ISD measurement. The images 1 and 2 below illustrate the field verification photos.

By meeting/exceeding the minimum ISD and SSD requirements, it is demonstrated that there is sufficient line of sight for movements into and out of the site access to be made safely and is in compliance with the jurisdictional authority, Oregon Department of Transportation.

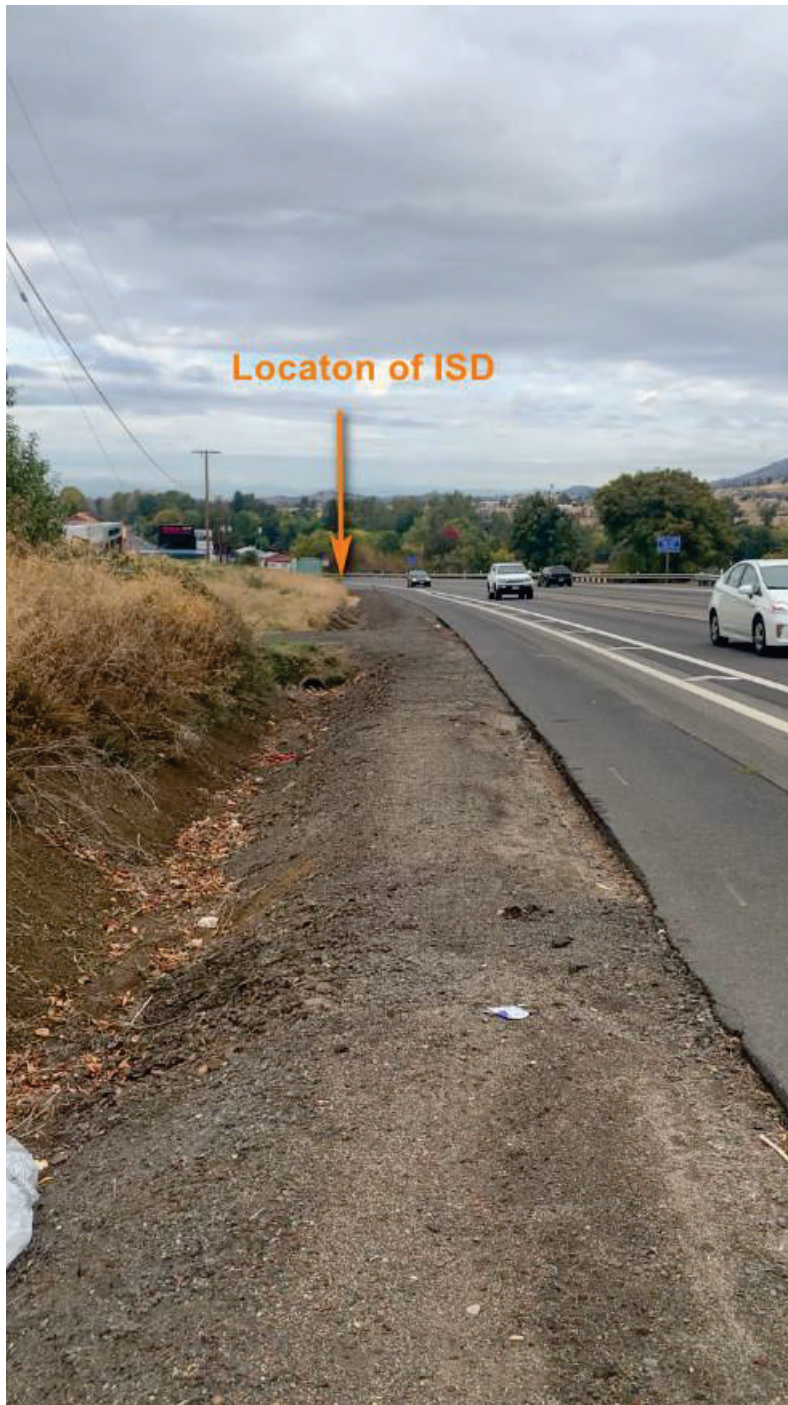
The field verification of the ISD and SSD at the site access was performed by Sandow Engineering on October 8, 2021 and is in compliance with the jurisdictional authority, the Oregon Department of Transportation.



ISD requirement location looking north from site access. ISD is met



ISD requirement looking north from site access-zoomed in. ISD is met



ISD Requirement looking south from access location. ISD is met



ISD requirement looking north from site access-zoomed in. ISD is met

2.0 VEHICLE DELAY AND QUEING AT THE ACCESS

The delay/level of service and queuing a driver will experience while turning into or out of the site access connection was evaluated as part of the Traffic Impact Analysis for this site, dated August 5, 2019. The delay a vehicle experiences is important for safety. The low delay indicates that there are sufficient gaps in the traffic for a vehicle to make the turn in a reasonable time from and safely.

As per the State Planning Rule (OAR 660-012-0060) the evaluation is required to consider the operation at the maximum development potential of 251 units. The evaluation was performed for the current roadway configuration of one lane northbound, one lane southbound, and a center two-way left-turn lane. The analysis outputs are provided as an attachment.

At the man site the delay movements will experience during the PM peak hour through the year 2034 are estimated at:

- Eastbound left (exiting site)= 40.3 (E)
- Eastbound right (exiting site)= 20.9 (C)
- Northbound left (entering site)= 11.3 (B)
- Northbound right (entering site)= 0.0 (A)

The delay for a development scenario of 251 units in the year 2034 is within the typical standards allowed for delay at stop-controlled locations. The delay an average vehicle may experience will not cause any unreasonable safety issues at the access location.

The queuing evaluation illustrates the following queue lengths:

- Eastbound left (exiting site)= 75 feet
- Eastbound right (exiting site)= 50 feet
- Northbound left (entering site)= 50 feet
- Northbound right (entering site)= 0 feet

The queue length for the PM peak hour in year 2034 is projected at 75 feet (3 cars) at the driveway and 50 feet (2 cars). The queue length does not cause impediments to other drivers on the roadway. The delay and queuing movements into and out of the access will not cause any safety concerns.

The delay and queuing movements into and out of the access will not cause any safety concerns and are in compliance with the jurisdictional authority, the Oregon Department of Transportation.

BICYCLE ACCESS

The requirements of AMC 18.5.8.050(E) (2) state that for an annexation: 1) safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. 2) Should the annexed area border an arterial street, bike lanes shall be constructed along the arterial street frontage of the annexed area. 3) Likely bicycle destinations within a quarter of a mile from the project site annexed area shall be determined and the approval authority may require the construction of bicycle lanes or multi-use paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

1. Hwy 99 currently has buffered bike lanes (striping) along the development frontage. There are bike lanes on both sides of Hwy 99 that extend to north of Valley View Road to the north and into downtown Ashland to the south. The bike lanes are of typical width and the striped buffer along the site frontage provide an additional safety element. The development proposal includes bicycle lanes accordance with City standards along the frontage and includes two multi-use path connections into the site. The bicycle facilities that exist or will be provided as part of the annexation is in compliance with the design and safety criteria of the governing jurisdiction, ODOT. This criterion is met.
2. The frontage street, Hwy 99, is an arterial level street. There is an existing buffered (striped) bike lane along the property frontage. The applicant will maintain the bike lanes along the frontage with the frontage improvements that are required. This criterion is met and complies with the governing jurisdiction, ODOT.
3. Bicycling destinations within 0.25 miles from the site are limited as this area is not very built out. To the south, a destination is a bus stops between Main St and Schofield St. There are no destinations to the east or west. Within 0.25 miles to the north there is a coffee shop on the east side of Hwy 99 and a restaurant and retail on the north side. Outside the 0.25-mile radius there is a connection to the Bear Creek Greenway St, Valley View and Hwy 99 intersection. There are bike lanes along Hwy 99 between these locations and the development site. Additionally, there are bike lanes from the development site to downtown Ashland. The bike lanes provide safe and accessible bicycle travel options from the site to likely destinations and are in compliance with the jurisdictional authority, the Oregon Department of Transportation.

PEDESTRIAN ACCESS

As per AMC 18.5.8.050 (E) (3), there is a requirement to provide the following: 1) safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. 2) Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. 3) Sidewalks shall be provided as required by ordinance on all streets within the annexed area. 4) Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multi-use paths, to be constructed to extend and connect to either or both the existing system and locations with significant pedestrian activity.

1. There are currently no sidewalks along Hwy 99 between the development site and Schofield St to the south. The applicant will be providing street frontage improvements that meet the city design standards which includes full sidewalk improvements. The

sidewalk will extend south beyond the site to connect to the existing sidewalk to the south. The pedestrian facilities that will be provided as part of the annexation is in compliance with the design and safety criteria of the governing jurisdiction, ODOT. This criterion is met.

2. Hwy 99 is the only street that borders the development site. There are currently no sidewalks on either side of Hwy 99 along the frontage. The applicant will be providing full sidewalk improvements along the Hwy 99 frontage in compliance with the governing jurisdiction authority, ODOT. This criterion is met.
3. There are no interior streets proposed. There will be several pedestrian connections made between Hwy 99 and apartment buildings, parking areas, and other areas on site. This criterion is met.
4. The applicant will be providing a sidewalk connection to the south, in compliance with the governing jurisdiction, ODOT. This criterion is met.

Additionally, the applicant will be providing a High Visibility crosswalk across Hwy 99 in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be place between N Main St at Schofield St near the bus stops. The RRFB crossing will provide a safe pedestrian crossing for development site users to cross Hwy 99 to access the nearest bus stop. The local ODOT authorities have given approval to install a crosswalk and Rectangular Rapid Flashing Beacon (RRFB). The developer has to design and install the facility at their expense. ODOT has agreed on the location and concept layout. Once the design has been complete, it will be submitted to ODOT for review. Figure 1 attached shows an illustration of the RRFB crossing.

The proposed sidewalk construction along the site frontage, the sidewalk connection to the existing sidewalk to the south, and the enhanced pedestrian crossing across Hwy 99 will provide the uses of the site with reasonably safe and accessible walking options between the site and adjacent destinations. All of these improvements will be in compliance with the governing jurisdiction, ODOT.

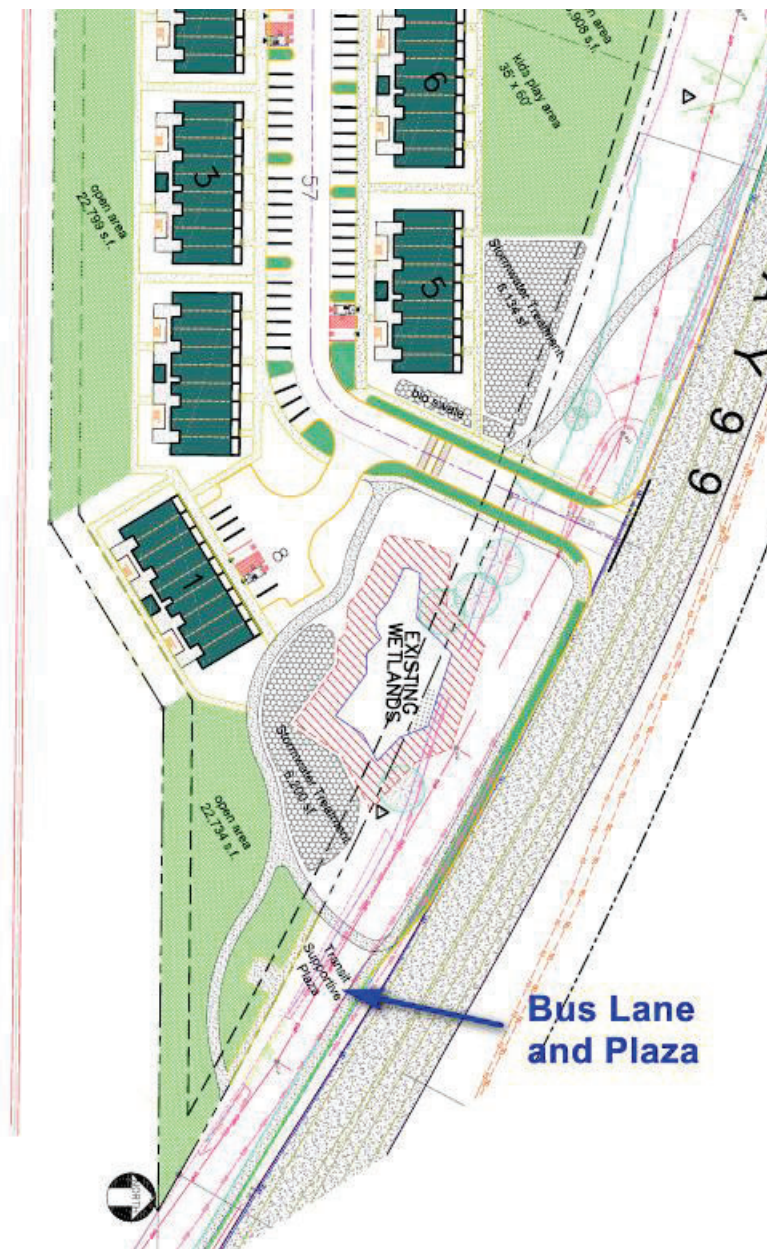
Transit

As per AMC 18.5.8.020(E)(4), for transit transportation, should transit service be available to the annexed area, or likely be extended to the annexed area in the future based on information from the local public transit provider, the approval authority may require construction of transit facilities, such as bus shelters and bus turn out lanes.

Currently, the nearest transit stop is located south of the site between Main Street and Schofield St (approximately 950 feet to the south). The applicant will be providing a High Visibility Pedestrian Crossing in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be place between N Main St at Schofield St near the bus stops. The RRFB crossing will provide a safe pedestrian crossing for development site users to cross Hwy 99 to access the bus stop.

The applicant will be constructing a bus lane and a covered bus plaza for an enhanced transit stop along the southern site frontage. The design will allow buses to stop outside the travel lane and have a dedicated lane to accelerate prior to merging into the travel lane. The applicant will be providing a direct multi-use path from the apartment building to the bus plaza. The illustration below demonstrates the concept level bus plaza location.

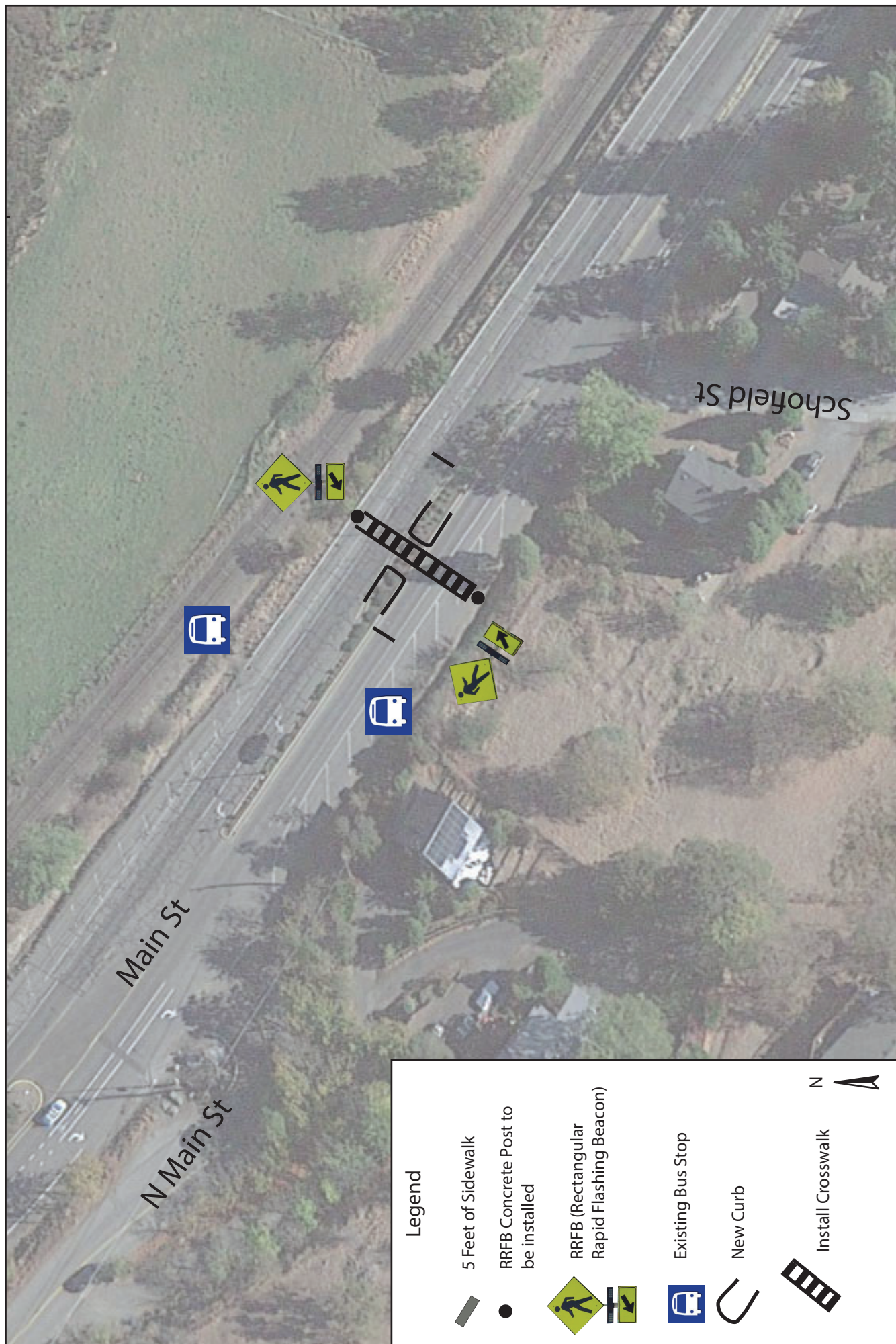
The applicant is providing safe connections to the existing transit stops and providing enhanced transit access along the site frontage at the location requested by RVTB based on their evaluation of safety for the transit access and location, in compliance with the governing jurisdiction, ODOT.



CONCLUSION

As presented in this letter, the driveway will operate safely and efficiency for the level of vehicle use proposed.

The applicant will provide full sidewalks and bicycle improvements along the site frontage, provide sidewalk connections to the south, an enhanced pedestrian crossing (RRFB) across Hwy 99, and an enhanced transit stop along the southern site access. The pedestrian, bicycle, and transit facilities in place with the annexation and development of the site will provide facilities that are in compliance with the governing roadway jurisdiction safety and design requirements. Therefore, the proposed annexation is in compliance with the standards of AMC 18.5.8.050 E and the governing jurisdiction, ODOT.



Ashland, OR

Concept location of New Crosswalk and RRFB

SANDOWENGINEERING

160 Madison Street Suite A Eugene, Oregon 97402 - 541.513.3376 - sandowengineering.com

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	16	29	1401	1056	54
Future Vol, veh/h	18	16	29	1401	1056	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	31	1475	1112	57

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2678	1141	1169
Stage 1	1141	-	-
Stage 2	1537	-	-
Critical Hdwy	6.41	6.21	4.11
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	2.209
Pot Cap-1 Maneuver	25	245	601
Stage 1	306	-	-
Stage 2	197	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	24	245	601
Mov Cap-2 Maneuver	118	-	-
Stage 1	290	-	-
Stage 2	197	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	601	-	118	245	-	-
HCM Lane V/C Ratio	0.051	-	0.179	0.077	-	-
HCM Control Delay (s)	11.3	-	42.1	20.9	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.2	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	3527	3476	3500	3530	3568	3521
Vehs Exited	3515	3474	3535	3528	3499	3509
Starting Vehs	240	239	266	232	222	238
Ending Vehs	252	241	231	234	291	242
Travel Distance (mi)	5060	4999	4973	5002	5089	5025
Travel Time (hr)	539.6	521.6	438.9	469.6	541.5	502.3
Total Delay (hr)	382.8	367.2	285.0	314.6	384.3	346.8
Total Stops	4726	4527	4385	4255	5235	4625
Fuel Used (gal)	244.8	238.6	219.6	226.3	246.7	235.2

Interval #0 Information Seed

Start Time	4:20
End Time	4:30
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	918	917	894	899	942	913
Vehs Exited	881	887	906	890	873	888
Starting Vehs	240	239	266	232	222	238
Ending Vehs	277	269	254	241	291	260
Travel Distance (mi)	1312	1275	1276	1255	1283	1280
Travel Time (hr)	84.6	96.4	80.6	82.3	90.8	87.0
Total Delay (hr)	44.1	57.0	41.4	43.6	51.3	47.5
Total Stops	1246	1258	1063	1005	1173	1148
Fuel Used (gal)	50.5	53.0	49.1	48.5	51.5	50.6

Interval #2 Information Recording2

Start Time	4:45
End Time	5:30
Total Time (min)	45
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2609	2559	2606	2631	2626	2606
Vehs Exited	2634	2587	2629	2638	2626	2622
Starting Vehs	277	269	254	241	291	260
Ending Vehs	252	241	231	234	291	242
Travel Distance (mi)	3748	3724	3697	3748	3806	3744
Travel Time (hr)	455.0	425.2	358.3	387.3	450.7	415.3
Total Delay (hr)	338.7	310.2	243.6	271.0	333.1	299.3
Total Stops	3480	3269	3322	3250	4062	3477
Fuel Used (gal)	194.3	185.6	170.5	177.8	195.1	184.7

Intersection: 26: 99 & South Project Access, Interval #1

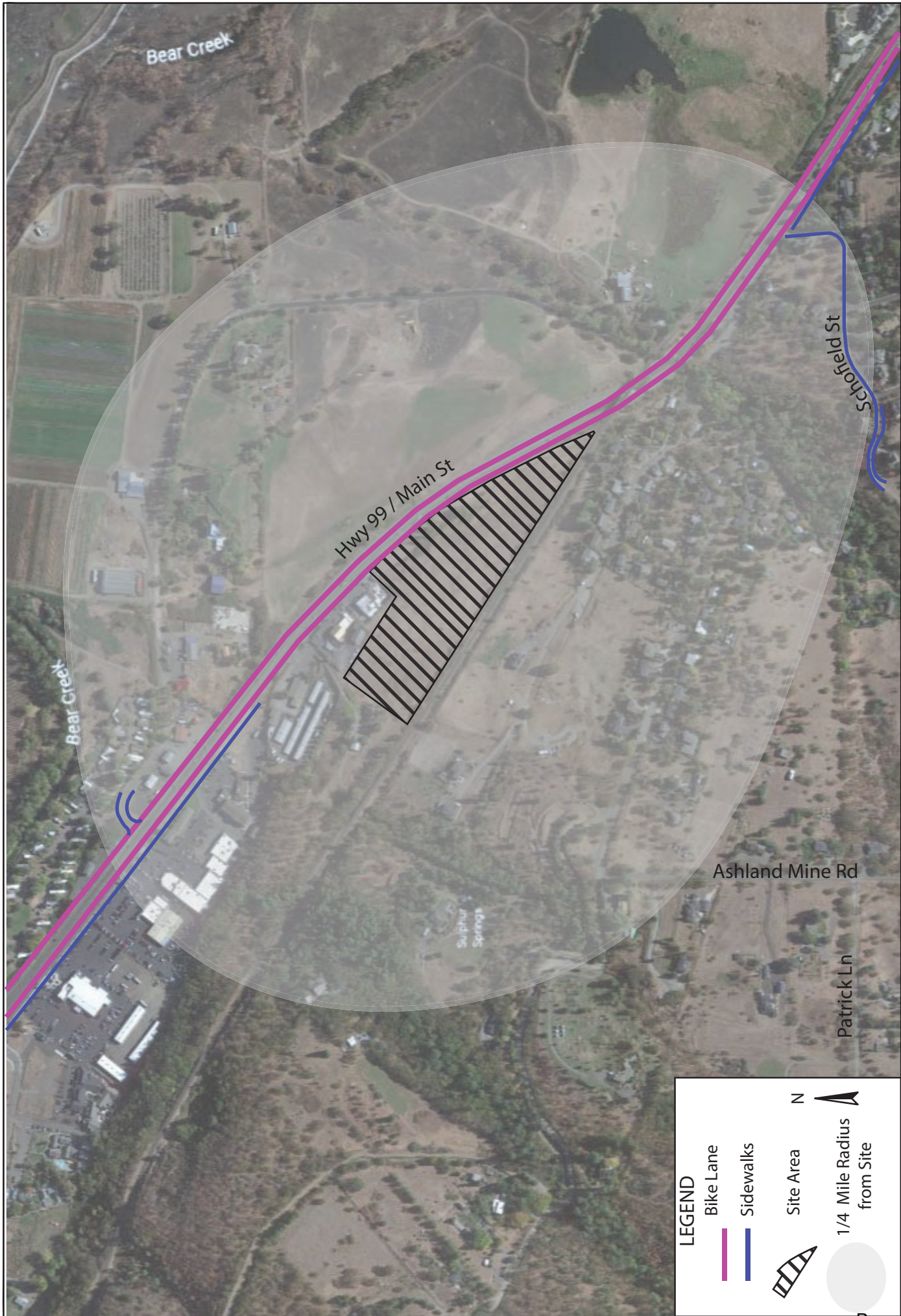
Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	58	43	42
Average Queue (ft)	29	17	13
95th Queue (ft)	68	47	42
Link Distance (ft)	163		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		125
Storage Blk Time (%)	5	0	
Queuing Penalty (veh)	1	0	

Intersection: 26: 99 & South Project Access, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	71	43	44
Average Queue (ft)	23	13	17
95th Queue (ft)	62	41	45
Link Distance (ft)	163		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		125
Storage Blk Time (%)	4	0	
Queuing Penalty (veh)	1	0	

Intersection: 26: 99 & South Project Access, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	75	54	48
Average Queue (ft)	24	14	16
95th Queue (ft)	64	43	44
Link Distance (ft)	163		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		125
Storage Blk Time (%)	4	0	
Queuing Penalty (veh)	1	0	



Pedestrian Facilities

Grand Terrace, Ashland, OR

160 Madison Street Suite A Eugene, Oregon 97402 - 541.513.3376 - sandowengineering.com

SANDOWENGINEERING

DATE: December 11, 2024

TO Robert Kendrick
Grand Terrace

FROM: Kelly Sandow PE
Sandow Engineering

RE: Grand Terrace- Traffic Volumes



RENEWAL 06/30/26

As per your request, Sandow Engineering has performed an evaluation of the adjacent roadway traffic volumes to determine if there is a significant enough change in traffic levels to warrant an update to the traffic analysis prepared for the Grand Terrace apartments in Ashland, Oregon.

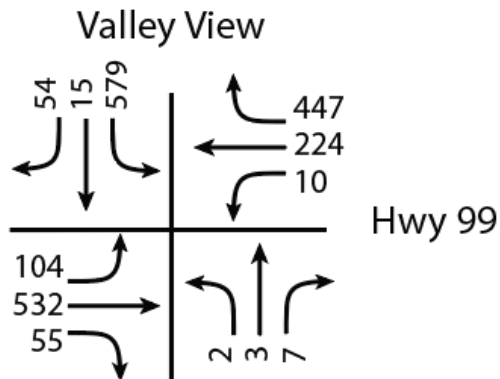
Sandow Engineering performed recent turning movement counts at the intersection of Highway 99 at Valley View Road on December 3, 2024, from 3-6 PM and December 4, 2024, from 6-9 AM. These counts were used to determine the peak one-hour traffic volumes at this intersection. The peak one-hour traffic volumes during the AM and PM time periods are adjusted to reflect the peak season conditions using ODOT's Seasonal Adjustment Methodology, as standard in performing Traffic Impact Analysis. The data for the "commuter" trend illustrates that the December volumes should be adjusted by a factor of 1.15 to represent peak season volumes. The peak season year 2024 volumes are compared to the base year 2019 volumes within the TIA. The volumes are provided in the illustrations below.

As demonstrated in the volume illustrations, the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes.

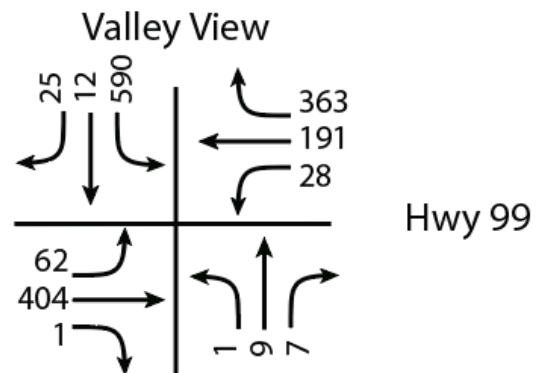
Additionally, ODOT's Automatic Traffic Recorders located within the area were reviewed for traffic volume changes between the year 2019 and year 2024. ODOT has 3 ATRs located near Ashland: one is located on Highway 99 approximately 1 mile north of Valley View, one is located on I-5 just south of the Valley View interchange, and the third is located on I-5 just south of the Highway 99 interchange. The ATR data, provided below, illustrates a significant drop in traffic volumes at all three locations between the years 2019 and 2024.

As the volumes have not increased, the intersection evaluation in the existing Traffic Impact Analysis would be sufficient to evaluate impacts from the Grand Terrace Apartments.

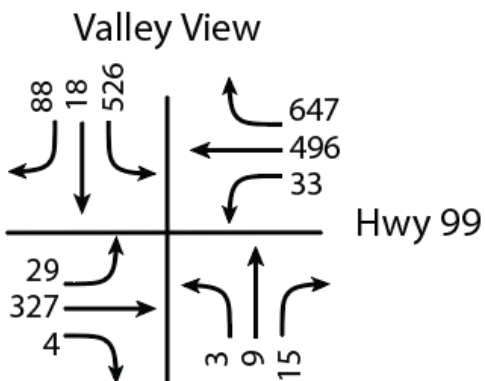
Turning Movement Counts



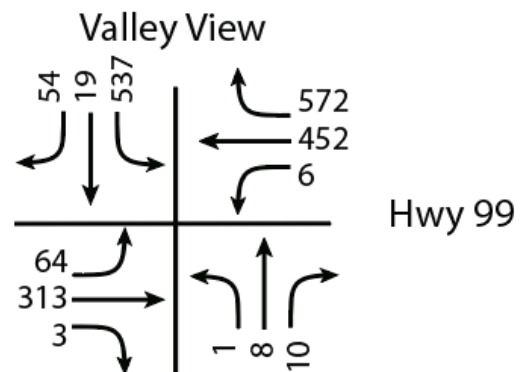
2019 AM



2024 AM



2019 PM



2024 PM

ODOT ATR Data

Location	OR99; ROGUE VALLEY HIGHWAY NO. 63; 0.33 miles nw of Talent Avenue	Site Name	Talent (15-014)
		Installed	September, 1957

HISTORICAL ANNUAL TRAFFIC DATA						
Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
2014	8836	140.4	14.3	12.6	12.3	11.9
2015	9201	122.5	11.2	10.3	10.0	9.9
2016	9800	133.2	12.0	10.5	10.1	10.0
2017	9351	126.4	12.4	10.4	10.2	10.1
2018	8402	***	***	***	***	***
2019	8388	125.3	16.7	10.4	10.0	9.9
2020	6960	***	***	***	***	***
2021	7168	169.3	18.7	11.7	11.0	10.8
2022	7301	122.9	11.1	10.6	10.5	10.4
2023	7349	134.1	15.6	10.9	10.6	10.5

Highest Hour					
Date	Day	Hours of Day	Rank	Volume	% AADT
04/28/2023	Friday	5:00 - 6:00 pm	1	1150	15.6
10/05/2023	Thursday	3:00 - 4:00 pm	10	801	10.9
10/31/2023	Tuesday	2:00 - 3:00 pm	20	776	10.6
10/26/2023	Thursday	3:00 - 4:00 pm	30	768	10.5
12/07/2023	Thursday	3:00 - 4:00 pm	40	759	10.3
12/15/2023	Friday	4:00 - 5:00 pm	50	752	10.2

2023 SEASONAL TRAFFIC DATA				
Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	7542	103	6951	95
February	7498	102	7008	95
March	7649	104	7074	96
April	8232	112	7688	105
May	8371	114	7897	107
June	8491	116	7967	108
July	7906	108	7407	101
August	7648	104	7129	97
September	7950	108	7405	101
October	8095	110	7635	104
November	7641	104	7124	97
December	7348	100	6909	94

Highest Day			
Date	Day	Volume	% AADT
04/28/2023	Friday	9857	134.1

Comments:
2018 - Construction Zone.
2020 - Wildfires and construction activity lowered % AADT Sept - Dec.
2023 - Aug had construction lowered volumes

Location	I-5; PACIFIC HIGHWAY NO. 1; 0.98 miles south of North Ashland Interchange	Site Name	North Ashland (15-021)
		Installed	August, 1999

HISTORICAL ANNUAL TRAFFIC DATA						
Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
2014	24387	143.5	13.0	10.7	10.1	9.9
2015	26263	135.9	12.9	10.6	9.9	9.8
2016	27400	147.0	12.2	10.3	10.0	9.8
2017	28080	143.2	11.4	10.5	10.2	9.9
2018	27892	132.7	11.1	10.3	10.0	9.8
2019	28097	***	***	***	***	***
2020	25353	136.7	10.7	10.1	9.9	9.8
2021	28700	***	***	***	***	***
2022	26949	138.1	11.0	10.1	9.9	9.6
2023	26310	143.1	11.2	10.5	10.4	10.2

Highest Hour					
Date	Day	Hours of Day	Rank	Volume	% AADT
06/30/2023	Friday	2:00 - 3:00 pm	1	2957	11.2
07/01/2023	Saturday	11:00 - 12:00 am	10	2773	10.5
09/19/2023	Tuesday	11:00 - 12:00 am	20	2747	10.4
09/14/2023	Thursday	0:00 - 1:00 pm	30	2684	10.2
06/14/2023	Wednesday	3:00 - 4:00 pm	40	2673	10.2
07/01/2023	Saturday	1:00 - 2:00 pm	50	2641	10.0

2023 SEASONAL TRAFFIC DATA				
Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	24147	92	22864	87
February	22975	87	22281	85
March	25165	96	23895	91
April	27964	106	26778	102
May	29303	111	27836	106
June	31517	120	30359	115
July	30963	118	29611	113
August	28982	110	27939	106
September	28947	110	27499	105
October	26751	102	25718	98
November	26869	102	26097	99
December	25702	98	24337	93

Highest Day			
Date	Day	Volume	% AADT
06/30/2023	Friday	37654	143.1

Comments:
2019 - Construction outages April - July.
2020 - Data not available for Nov and Dec 2020.
2021 - Data not available for entire year

Location	I-5; PACIFIC HIGHWAY NO. 1; 0.86 miles south of Rogue Valley Highway No. 63 Interchange (OR99)	Site Name	Neil Creek (15-002)
		Installed	November, 1964

HISTORICAL ANNUAL TRAFFIC DATA						
Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
2014	14961	178.7	17.9	14.3	13.3	12.7
2015	16219	178.0	18.3	13.7	13.0	12.2
2016	17000	170.6	16.7	13.0	12.2	11.7
2017	17247	173.1	15.3	13.7	12.9	12.4
2018	16908	166.7	15.5	13.3	12.5	11.8
2019	17326	***	***	***	***	***
2020	15760	***	***	***	***	***
2021	18253	171.0	15.4	12.0	11.4	11.1
2022	16843	153.6	14.7	12.9	12.0	11.5
2023	16128	161.6	14.6	12.6	11.9	11.5

Highest Hour					
Date	Day	Hours of Day	Rank	Volume	% AADT
11/26/2023	Sunday	1:00 - 2:00 pm	1	2349	14.6
07/01/2023	Saturday	1:00 - 2:00 pm	10	2030	12.6
06/25/2023	Sunday	2:00 - 3:00 pm	20	1926	11.9
07/30/2023	Sunday	2:00 - 3:00 pm	30	1854	11.5
12/23/2023	Saturday	11:00 - 12:00 am	40	1824	11.3
07/23/2023	Sunday	1:00 - 2:00 pm	50	1805	11.2

2023 SEASONAL TRAFFIC DATA				
Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	13609	84	13584	84
February	12805	79	13216	82
March	13596	84	13172	82
April	15641	97	15662	97
May	16931	105	16623	103
June	19772	123	19589	121
July	19781	123	20158	125
August	18191	113	18286	113
September	16734	104	16542	103
October	15882	98	15791	98
November	15585	97	15998	99
December	15312	95	14922	93

Highest Day			
Date	Day	Volume	% AADT
07/01/2023	Saturday	26058	161.6

Comments:
2019 - Construction outages July - December.
2020 - Construction zone throughout the year.
2021 - Equipment outage - December.
2022 - January was estimated

DATE: November 6, 2024

TO Robert Kendrick

FROM: Kelly Sandow PE
Sandow Engineering

RE: Grand Terrace- Traffic Impact Evaluation



RENEWAL 06/30/26

Sandow Engineering has performed an updated trip generation estimate for the current development proposal for the Grand Terrace residential development in Ashland, Oregon.

The previous analysis (as provided in the TIA dated August 5, 2019) evaluated the impacts of 251 apartment units, which is the maximum development potential allowed in the zoning. The estimated level of daily and peak hour trips used in the 2019 TIA is provided in Table 1 below.

The applicant is currently proposing the construction of 210 apartment units. The estimated levels of daily and peak-hour trips are provided in Table 2.

TABLE 1: TRIP GENERATION- 2019 TRAFFIC IMPACT ANALYSIS

ITE Land Use	Size	Unit	Trip Generation					
			Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
220 Low-Rise Residential	251	Dwelling Unit	$\text{Ln(T)} = 0.95 \text{ Ln(x)} - 0.51$	114	0.23	0.77	26	88
PM								
220 Low-Rise Residential	251	Dwelling Unit	$\text{Ln(T)} = 0.89 \text{ Ln(x)} - 0.02$	134	0.63	0.37	84	50
Daily								
220 Low-Rise Residential	251	Dwelling Unit	$T=7.56(x)-40.86$	1857	50	50	929	928

TABLE 2: TRIP GENERATION-CURRENT DEVELOPMENT PROPOSAL

ITE Land Use	Size	Unit	Trip Generation					
			Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
220 Low-Rise Residential	210	Dwelling Unit	$\text{Ln}(\text{T}) = 0.95 \text{Ln}(\text{x}) - 0.51$	97	0.23	0.77	22	75
PM								
220 Low-Rise Residential	210	Dwelling Unit	$\text{Ln}(\text{T}) = 0.89 \text{Ln}(\text{x}) - 0.02$	114	0.63	0.37	72	42
Daily								
220 Low-Rise Residential	210	Dwelling Unit	$\text{T} = 7.56(\text{x}) - 40.86$	1547	50	50	774	773

As demonstrated above, the proposed development of 210 apartment units will generate fewer development trips than the level evaluated in the 2019 Traffic Impact Analysis. Therefore, no further evaluation is necessary.

TRANSPORTATION

December 11, 2024

Grand Terrace development consist of 210 housing units with 176 parking spaces. For pedestrian, bicycle and vehicles transportation safety is important. The following describes how Grand Terrace has addressed their safety and mobility.

The development area is at the entrance to the city and in an area that is mostly avoided because its unsafe and at night it's more dangerous. There are no safe Pedestrian or bike facilities that equal the standards of the city but only a ditch, a roadside strip on the highway shoulder with dirt and rocks with an exposed earth berm seven feet tall towering over the road and vehicles.

For nearly a mile this condition continues with no sidewalks, driveways, curbs, crosswalks or pedestrian street lighting. This is the entryway of the city. There are only two transit stops providing north and south bound trips that are nearly a mile apart. There are currently no sidewalks here either for nearly a mile. This severely limits pedestrian access and safety for north Ashland residents. Hwy 99 is the only street that borders the proposed development site.

For Pedestrian Transportation, the applicant has developed construction plans and is proposing new street frontage improvements that includes full sidewalk improvements for safer pedestrian travel. All these improvements will be connecting the area in the UGB where the sidewalks end and are nonexistent for a mile to where the sidewalks begin inside Ashland city limits. These public sidewalks connect to the onsite sidewalk system and together enhance connectivity that is safe with multiple accessible routes to the public areas. Pedestrian connections within the development connect the apartments to the parking areas, open spaces, and other apartments and to the public sidewalks along the frontage.

For Mass Transit The applicant has worked with RVTD Programs Manager and ODOT for a new stop directly in front of the development. The proposed stop has adequate bus pull out area and meets the dimensional requirements for the Transit Supportive Plaza area that will also be installed in the area. There are paths for pedestrians and bicyclist that are ADA accessible leading directly to the site from the public sidewalk and the transit stop. A bus pull out lane with a covered transit-oriented pedestrian plaza will be added here too.

Currently, the nearest transit stop is located south of the site between Main Street and Schofield St (approximately 950 feet to the south) and difficult and unsafe to get across the street. The applicant has designed a high visibility pedestrian crossing in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be placed between N Main St at Schofield St near the transit stops. With the help of RVTD and ODOT the crossing at Scofield is being improved for pedestrians crossing Hwy 99 and waiting for the bus. Plans have been made by both entities for hard surface staging and waiting areas at the bus stop for pedestrians on foot, bike and wheelchair. The RRFB crossing is pedestrian activated making it much safer because the operator has control over the traffic. This will provide a safe crossing for pedestrian, bicycle and wheelchairs crossing to entry Grand Terrace and for north Ashland neighborhoods to cross Hwy 99 to access the transit stop.

Also, at the Railroad overpass safety additions are being added including raised sidewalks and lighting overhead. Presently it is dark and lacks improvements. ODOT has developed construction plans for a raised pedestrian sidewalk, overhead lighting, and a bike lane. An extra measure of caution is added by

including a vertical barrier or a separation wall atop the curb that is 3 feet high. This will provide a safer, well-lit area increasing the comfort and safety than currently exists.

On the Development site there are two dedicated pedestrian loading area for vans and buses that are located for easy access. This area will also serve those with disabilities.

Because the residential development would be creating traffic onto the Highway, the city, by order of the ODOT the jurisdiction authority, was required to conduct a study from a detailed list of items by ODOT about the impact on the highway and its safety, this is the TIA by Sandow Engineering. ODOT reviewed the study. The TIA was finalized and approved by ODOT. The report includes an analysis of safety for vehicles and pedestrians. The analysis is a study of Site Distance, Stopping Distance and Reaction Sight Distance for vehicles coming and going from the development and their interaction with pedestrians. The safety criteria for these studies were met and exceeded the criteria.

SIGHT DISTANCE: Clear line of sight, or sight distance for vehicles at the driveway that allows drivers entering and exiting to make safe turning movements and vehicles traveling on the roadway time to react to turning vehicles in a safe manner. The proposed location has the clear line of sight required for all conditions.

STOPPING SIGHT DISTANCE: Safe Stopping sight distance (SSD) is based on the speed of the roadway being traveled on Hwy 99 with a posted speed of 45 MPH and the required distance to see and stop. Based on AASHTO (The American Association of State Highways) this distance needed exceeds the amount required in either direction.

INTERSECTION SIGHT DISTANCE: Safe reaction time to turn meets the criteria. The Intersection Sight Distance (ISD) is a measure of the length of visibility of the roadway give to a stopped driveway on a minor road approach. The distance provides time to perceive and react to gaps in traffic and allow a driver to safely turn into the roadway. The recommended ISD is calculated for a vehicle turning from the access onto Hwy 99 for both left and right turn maneuvers. The ISD calculations are based on the AASHTO manual and the speed of 45 mph and ISD of 500 feet for this approach. The available ISD to the north was measured at 569 feet, and the available ISD to the south was measured at 577 feet both exceeding the required safe distance.

Bicycle

Safe and accessible bicycle facilities are being constructed adjacent to annexed area along the border of the street. Bike lanes are provided and will be constructed along the arterial street frontage of the annexed area. Hwy 99 currently has buffered bicycle lane (striping) along the frontage of the property. There are bike lanes on both sides of Hwy 99 that extend to the north of Valley View Road and south, into downtown Ashland. The bike lanes are ODOT width and striped with a buffer along the frontage and most of the improvement area. The development proposal includes two path connections into the site and bike racks at the Transit Plaza. The bicycle facilities that exist and designed in the plan are in compliance with the design and safety criteria of the governing jurisdiction, ODOT.

Pedestrian

Sidewalks are being provided as required by ordinance on all streets within the annexed area.

Transit

New and improved transit service will be made available to the annexed area. A Bus Stop, Pull Out Lane and Transit Plaza with overhead cover, lighting, seating and bike racks will be installed adjacent to the entryway.

The proposed development exceeds city standards, beautifies the entryway of Ashland, benefits the local businesses, protects the environment encourages multiple transit options of walking, cycling and mass transit that have no impact on the environment and connects the city for pedestrian use.

The purpose of site review is to regulate the manner land is developed, reduce adverse effects on surrounding property owners and the public and create an environment that is safe and comfortable, further energy conservation and enhance the environment for walking, cycling, and mass transit use, increase business activity and to ensure high quality development in the City. The proposed development will beautify the entryway of Ashland and benefit the local businesses and the environment.

Multiple pedestrian transportation options of new sidewalks, crosswalks, curbs and bus stops are being proposed. No new streets are being added but the applicant will be improving streets. Two driveways are included in the development with concrete aprons and a full commercial grade apron at the main entry where ODOT's safety standards are met for the ingress and egress to the highway. For pedestrians entering the development from the south a new crosswalk will be built with an RFB where people and bike will have control of the crossing.

A bus stop is located here too and by operating Rapid Flashing Beacon all pedestrians can notify vehicles to stop so they can safely cross the street and access Grand Terrace by foot, bike and wheelchair.

The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza.

The public will have opportunities for multiple forms of transit. The improvements will also change the roadside culture and induce cars to lower their speed limit. The multiple transit options make for a safer environment by increasing the feeling of safety and security for pedestrians, cyclist and bus users. The proposed improvement which are an exception to the city standard comply with the standards of the jurisdictional authority, the Oregon Department of Transportation.

EV charging stations and infrastructure are being installed on the development, both pedestrian and multi modal paths throughout the site including paths from the public area to the development buildings are included too.

The amount of ADA parking exceeds the standards. They are immediately accessible to the entrance of the building and in most cases located nearest the dedicated handicap apartments whose total exceed the federal requirement. Predominantly flat, smooth and hard, ADA access roll up is made better from the parking area to the unit itself that has flat entrance areas. The American with Disability Act requires 6 parking spaces for lots over 150 spaces. Grand Terrace has 176 parking spaces with 20 ADA spaces.

Bike parking is provided by separate sheltered parking booths on concrete or asphalt base. They are immediate to and visible from the unit front door and easily accessible. The location from the unit to the bike parking is under 50 ft distance from the building and not further than the closest vehicle parking space. Lighting is provided in the shelters along with electric for charging.

On site sidewalks are safe with five feet and greater in width and curbs are six inches high. Curb ramps are located at all crossings with hash marked lines. Street trees are along the walkways, and pedestrian oriented lighting is in all pedestrian areas.

Parking lot areas include all parking spaces, driveways, circulation and maneuvering areas. They are designed to minimize the adverse environmental and microclimatic impacts with over 50% of the areas built with a lighter colored concrete with 40% shaded by trees. The areas include landscaped mediums and swales to divert the water toward capture areas. Storm water systems are not overburdened during a storm and the runoff is released at non-peak times. The captured water is treated in a containment system before being released. These are built under the parking lots and in open area retention ponds.

A circulation system map for pedestrians and bicycles consisting of sidewalks, ADA pathway, multi-use paths, bike paths, bike parking, bus stop and pull-out lane, transit center with seating and bike parking, secured pathways under the bridge, a crosswalk with RFB, pooling and van parking areas are included.

For all vehicles and emergency vehicles a circular system is designed in the plans to rotate vehicles around the development in a forward position without turning around. There are two dedicated pool van areas. Emergency vehicle access is made from two access points. The driveways meet the requirements for heavy equipped fire engines both in weight capacity and in turn around standards. FD personnel have approved safe and unobstructed access to all buildings from streets, driveways, and walkways at the sides, front and rear of all buildings. For driveways and areas, the distance between the applicants' driveways is over 100 feet and none are as close as 24 feet, and over 100 feet from any intersection.

The subdivision meets the controlled access standards which can be made from two points. Separate egress and ingress is included with a turn lane in the street for safety and the lanes marked with center line paint. The street is already fully marked for left and right and turns along the frontage. The driveway design is clearly marked in all areas per code with clearly defined traffic areas and drive areas. The driveway accommodates two-way circulation, and the driveway meets the 20-foot width standard for two-way traffic and 22 feet back up distance.

Only one approach is at the developments frontage while the secondary one is over 800 feet away. The development frontage entry is safe and clear of other traffic from nearby driveways and there are no vertical clearance issues or Vision clearance obstructions from the driveways.

The main driveway grade is 5 percent far beneath the maximum standard and the secondary access driveway is 15% at the highest point for a short distance and is approved by the fire department for access and safety standards.

Driveways are designed to City standards. Lots and parcels conform to the lot standards of the applicable zoning district and the developments lots have been created through the Performance Standard Option and its criteria have been met through the PSO standards.

EVC infrastructure is included in the engineering plans. There are 76 car charging stations included in the design documents meeting the 40% criteria.

-All parking is visible and a close walking distance to units, and no parking abuts a unit, and all ADA parking is immediately available to ADA units.

-All parking areas are adjacent to walkways and paths located for immediate access to residential units by paths, sidewalks and breezeways. Windows are plentiful to all residential units allowing the units to be surveyed if needed.

t the Development entrance

The proposed development meets the purpose of Site Design Review because the development enhances the city and the property in the area with public facilities and adequate transportation.

For transit facilities and related improvements, access, wait time, and ride experience.

Sidewalks will provide safe access to neighborhoods and bus stops. Adding a bus stop and transit supportive plaza area will reduce wait time when north and south bound bus stops are closer. They also increase better ride experience, overhead street lighting will make the transit experience safe, a pedestrian activated flashing light crossing near the site entry and near the intersection of Schofield will give citizens control over the traffic, safer increased access and reduce wait times to cross HWY 99. and will greatly improve pedestrian and bicycle safety where non of these conditions presently exist.

For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic. Improvements will make the bicycle more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, bike racks and overhead lighting along the whole area change the transit environment for the bicyclist. Pedestrian walking on sidewalks creates a culture of calming the traffic. Bicyclist activated beacons make crossing the street safer and the user will be seen and the wait time to cross is reduced. A Transit Plaza with bike racks and benches make the user more comfortable. Combined the transit user feels safer, and their experience is of greater quality.

For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway. Improvements will make the pedestrians more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, and overhead lighting along the whole area change the transit environment for the pedestrian and visibly walking in the area will calm the traffic. Pedestrian activated beacons make crossing the street safer because the user will be seen and the wait time to cross is reduced. The Transit Plaza with bike racks and benches make the user more comfortable. Combined, the transit user feels safer and their experience is of greater quality.

The development plan demonstrates that a Continuous Walkway System extends throughout the development site, and to existing or planned off-site adjacent sidewalks, trails, common open space areas, bus stops and transit plazas and adjacent lands.

Routes are direct with access routes that do not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. Walkways that cross a parking area or driveway are clearly marked with contrasting paving materials and they are all raised/hump crossing areas.

All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

All units have direct access from their exterior to the courtyards primary entrance and breezeway from sidewalks to other buildings, units, trash, parking and open space areas.

All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

All sidewalk walkways in the driveway areas are built with curbs that have a raise 6-inch curb. Walkways are both either concrete or asphalt and at least five feet wide. All surfaces are hard and smooth.

All walkway termination points have ADA compliant ramps as noted on the site plan. The proposed development area is in the UGB and is undeveloped and vacant. It lacks all public facilities including transportation and utilities. It's at the entrance of Ashland and very distinguishable by the sloping topography and roadside ditches and high berms of earth along the roadway, vegetated wetlands including a number of various trees, open unirrigated fields on sloping lands along the roadway and forested hillsides adjacent. The area has remarkably dark streets unfit for pedestrians and wraps around unimproved commercial storefronts with unimproved parking lots, or safe driveways. The use is mixed with a body paint shop, storage facilities, animal hospital and car lots. For safety the area is spotted with bright blinding security lights on 30-foot poles for their own property protection due to the lack of secure sidewalks, lighting and pedestrian presence.

Updated Transportation Report

By Sandow Engineering

As per your request, Sandow Engineering has performed an evaluation of the adjacent roadway traffic volumes to determine if there is a significant enough change in traffic levels to warrant an update to the traffic analysis prepared for the Grand Terrace apartments in Ashland, Oregon.

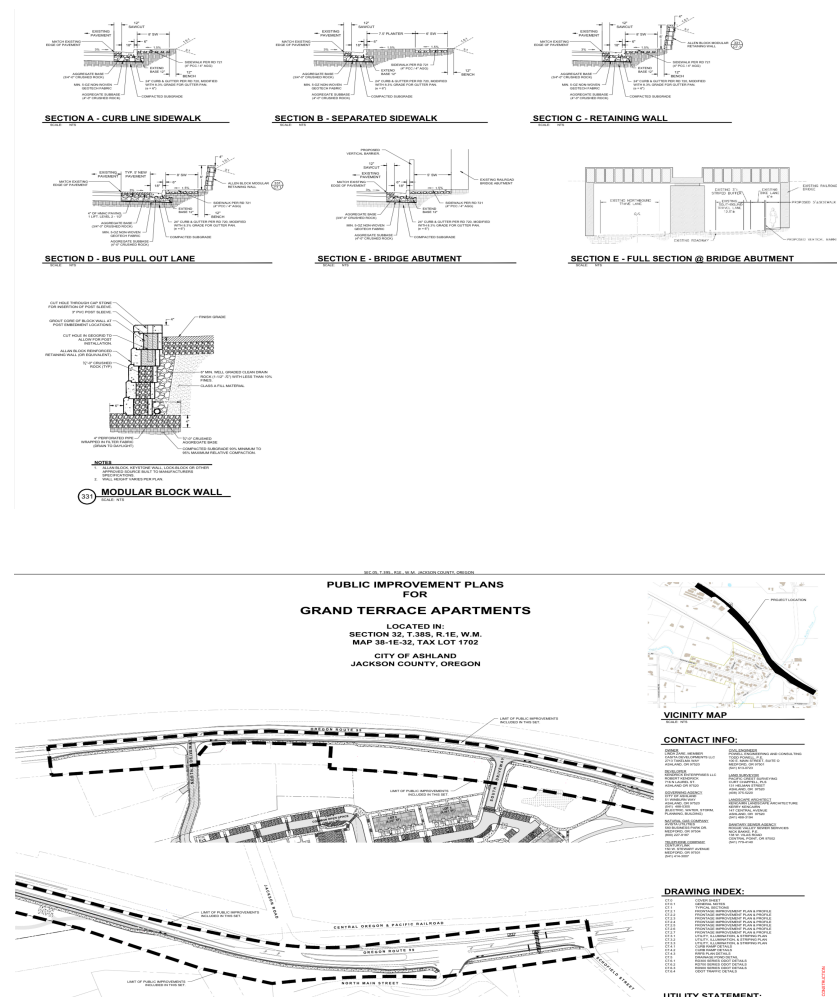
Sandow Engineering performed recent turning movement counts at the intersection of Highway 99 at Valley View Road on December 3, 2024, from 3-6 PM and December 4, 2024, from 6-9 AM. These counts were used to determine the peak one-hour traffic volumes at this intersection. The peak one-hour traffic volumes during the AM and PM time periods are adjusted to reflect the peak season conditions using ODOT's Seasonal Adjustment Methodology, as standard in performing Traffic Impact Analysis. The data for the "commuter" trend illustrates that the December volumes should be adjusted by a factor of 1.15 to represent peak season volumes. The peak season year 2024 volumes are compared to the base year 2019 volumes within the TIA. The volumes are provided in the illustrations below.

As demonstrated in the volume illustrations, the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes.

Additionally, ODOT's Automatic Traffic Recorders located within the area were reviewed for traffic volume changes between the year 2019 and year 2024. ODOT has 3 ATRs located near Ashland: one is located on Highway 99 approximately 1 mile north of Valley View, one is located on I-5 just south of the Valley View interchange, and the third is located on I-5 just south of the Highway 99 interchange. The ATR data, provided below, illustrates a significant drop in traffic volumes at all three locations between the years 2019 and 2024.

As the volumes have not increased, the intersection evaluation in the existing Traffic Impact Analysis would be sufficient to evaluate impacts from the Grand Terrace A

TRANSPORTATION DISPLAYS





Grand Terrace
Ashland
Fire Code Consultation
January 23, 2022

The following comments are based on the information received for the Grand Terrace project in Ashland. As the project continues to develop, some comments may be revised to provide better specific application to the project. The following comments have incorporated the Oregon Fire Code, Ashland's amendments to the Oregon Fire Code, Ashland Municipal Code, and NFPA standards as appropriate.

ACCESS

1. Two separate and approved fire apparatus access roads are required. OFC Appendix D 106.
2. **Aerial Fire Apparatus Access Roads** of 26 feet in width are required to be provided in the immediate vicinity of any building or portion of a building when the roof height exceeds 24 feet in height above the lowest level of fire department vehicle access. One or more of these access roads shall be located between 15'-30' from the building and positioned parallel to one entire side of the building. AMC 15.28.070 Q & R and OFC Appendix D105

**I have a question in to Ashland Fire & Rescue (AF&R) to ascertain if the northern egress from the parking lot can be 24' wide*

3. **Fire Apparatus Access -Shared Access Easement** – If a fire apparatus access road crosses onto or over another property owner's parcel, an easement must be obtained to provide access for fire apparatus. Easement language needs to include wording that indicates that the shared access easement may not be modified, removed, or obstructed in any way without prior written approval from Ashland Fire and Rescue.
4. **Access & Loading** – Access road shall be constructed of an approved material to support the imposed load of fire apparatus weighing up to 75,000 pounds. OFC Appendix D 102
5. **Maximum Slope** - Fire apparatus access roads in commercial developments are permitted to have a maximum slope of 15% grade based on the fire department's website.
<https://www.ashland.or.us/Page.asp?NavID=17586> OFC Appendix D 103.2
6. **Fire Apparatus Access Approach** -The angle of approach at the point where the public road transitions to the private fire apparatus access road must meet the City of Ashland Engineering Department specifications. OFC 503.2.8
7. **Firefighter Access Pathway** – An approved footpath around the structure is required so that all exterior portions of the structure can be reached with the fire hose. Any changes in elevation



greater than two feet in height (such as retaining walls) require stairs. The stairs shall be an all-weather surface, and meet the requirements as specified in the Oregon Structural Specialty Code. OFC 503.1.1

8. **Turning Radius** – Inside turning radius is at least 20 feet and outside turning radius is at least 40 feet and must be indicated on site plans submitted for-building permits.
9. **Addressing** - Building numbers or addresses must be at least 4 inches tall, be of a color that is in contrast to its background, and shall be plainly visible and legible from the street fronting the property. Additional directional signage may be necessary to guide emergency responders down a driveway, path or through a gate. All premises identification, street signs and building numbers, must be in place with temporary signs when construction begins and permanent signage prior to issuance of any occupancy. OFC 505
10. **Multi-Unit Address Sign** – The developer must provide a minimum access address sign. A pre-approved address sign can also be utilized. OFC 505 Verifying with AF&R the expectation for this.
11. **Gates** – If gates are installed, they shall comply with OFC Appendix D 103.5
12. **No Parking Signs** – “No Parking – Fire Lane” signs shall be installed on each side of a 20’-26’ wide fire apparatus road. Signs shall be 12”x18” with red letters on a white reflective background. OFC Appendix D103.6
13. **KnoxBox** - Provision of at least one KnoxBox is required to allow fire department access to locked rooms related to electrical panels, fire protection systems and other maintenance related rooms. Based on our discussion, it sounds like you will place one KnoxBox on each building. This should be placed on the building near the mechanical or sprinkler riser room. KnoxBox can be ordered at this link. <https://www.knoxbox.com/Products/Commercial-KnoxBoxes> If 10 keys or less will be placed inside, order a KnoxBox 3200. If more than 10 keys will be placed inside, order a KnoxVault 4400. AMC 15.28.070 F

WATER SUPPLY & FIRE SPRINKLERS

14. **Fire Flow** – Assuming that these buildings will be no more than 29,000 square feet, a minimum fire flow of 1500 gpm will be required at the private hydrants. Engineer will need to design fire lines to meet this.
15. **Private Underground Fireline** – This is required to be designed, installed and tested in accordance with the 2016 NFPA 24 Standard for the Installation of Private Fire Service Mains and their Appurtenances which can be found at this link - <https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=24> A free version can be viewed online but cannot be copied or printed. This can be purchased in pdf or print version for \$65-70. Typically the City of Ashland will require that a vault with a DDC and water meter be installed at the property line with the private line extending from that location to the



buildings. This vault would not be equipped with an FDC. FDC's will be located on each building.

16. **Water Pressure** – We need to find out the minimum required water pressure necessary for the fire sprinkler system in order for the engineer to design the underground water supply appropriately. The fire sprinkler company will provide the needed pressure, and they may not need detailed plans to do this since the maximum design area is for four sprinkler heads. I think they can get us close to the needed pressure at the highest level of the building.
17. **Fire Sprinklers** – An NFPA 13R fire sprinkler system will be required for each building in this project.
18. **Fire Department Connection (FDC)** – The FDC is required to be a 2 ½" Siamese female connection installed 18" to 48" above finished grade. A single 2 ½" NST female swivel connection is acceptable if hydraulic calculations are provided that indicate a single 2 ½" line will adequately serve the system. It is likely that a single connection will be sufficient, and the fire sprinkler company can determine this. Fire flow alarm shall be placed on the FDC. FDC shall be placed in a location approved by the fire department. Knox FDC locking caps shall be installed on all FDC connections. Knox FDC Locks can be purchased here <https://www.knoxbox.com/Products/FDC-Locking-Caps>

**I'm asking AF&R if the FDC can be placed on the building or is required to be placed remotely.*

19. **Fire Hydrants** – As discussed in the meeting, let's propose two hydrants – one at the south end of the parking lot, and one in approximately the center of the parking lot. Based on OFC Appendix C, the average spacing of the hydrants for this project would be 625' which utilizes an increase in spacing because of the fire sprinkler installation. In addition, the location of these hydrants are well-within the maximum distance from the buildings.

In the event that AF&R should want more, it would likely be one more at the north end of the parking lot. However, I think I would try to demonstrate that their pre-plan for entry to the Grand Terrace would be most practical if it indicated an entrance from the south of the property due to width and slope of the fire apparatus access thus making the two hydrants practical. AMC 15.28.070 G, OFC 507.5.1, OFC Appendix C 102.1

- ☐ Fire Hydrants shall have a 3-foot clear space around the hydrant and visible from the road. OFC 507.5.5
- ☐ Hydrants are required to be installed prior to the arrival of combustible materials.
- ☐ Hydrants are required to have reflectors in the street.
- ☐ If hydrants are subject to vehicle impact, guard posts shall comply with OFC 312.
- ☐ Parking is prohibited within 10 feet of a hydrant. ORS 811.550 (16)



- ☐ Oregon PUC and National Electrical Safety Code requires a minimum of 4 feet from any supporting structure for electrical equipment such as transformers and poles. OAR 860-024-0010

WILDFIRE SAFETY

20. All lots within the City of Ashland are subject to the Wildfire Safety Ordinances that became effective on October 18, 2018. This page provides links to all of the applicable requirements: <https://www.ashland.or.us/Page.asp?NavID=17670>
21. A Fire Prevention and Control Plan is required to be submitted with a Residential Site Design Review. The requirements for this plan can be found at this link - <https://www.ashland.or.us/Page.asp?NavID=17672> Note that there is an exception that may allow this requirement to be “reduced or waived when it is demonstrated that the fire risk has been reasonably reduced such as in cases where ignition resistant materials and construction methods, or vegetation type and separation, function to enhance the structure’s protection from exterior wildfire exposure.” Here is the link to the actual Land Use Code - <https://ashland.municipal.codes/LandUse/18.3.10.100>
22. **Fire Season** – If work will be completed during fire season, check fire season fire prevention requirements found at www.ashland.or.us/fireseason.

LANDSCAPING

23. The following link provides a list of prohibited flammable plants which applies to any new plantings in the city. <https://www.ashland.or.us/Page.asp?NavID=17671>
24. **Parking Areas** of more than seven parking spaces shall be served by a driveway 20 feet in width. AMC 18.4.3.080.D.3 - <https://ashland.municipal.codes/LandUse/18.4.3.080.D.3>

Fire resistant requirements for walls and screening materials and requirement for parking areas and that these items shall not obstruct fire apparatus access, fire hydrants or other fire appliances. AMC 18.4.3.080.E.6 <https://ashland.municipal.codes/LandUse/18.4.3.080.E.6>
25. **Screening Materials** are required to be fire resistant. AMC 18.4.4.030.C.5 <https://ashland.municipal.codes/LandUse/18.4.4.030.C.5>
26. **Weed Abatement** - All vegetation and grass less than 1/4” in diameter is required to be maintained at less than 4” (four inches) in height from May 15 – September 30 or the end of fire season whichever is later. This would apply during the construction process as well. AMC 9.04 <https://ashland.municipal.codes/AMC/9.04>

OTHER

27. **Fire Extinguishers** – Fire extinguishers shall be installed in accordance with OFC 906 and NFPA 10. In general 2A10BC fire extinguishers should be installed as follows:
 - ☐ Install in each mechanical and/or laundry room



NORTHWEST BIOLOGICAL CONSULTING

HABITAT RESTORATION & ENVIRONMENTAL PLANNING

Engineering Contractor CA-599428 & OR-137378

Grand Terrace Wetland Verification Photos with Narrative

Completed by:

Northwest Biological Consulting

650 Ashland Street

Ashland, Oregon 97520

Ph: 541 041 2042

March 24, 2021

The following photos with narrative confirm the presence and boundaries of a wetland delineation that was completed by Pacific Habitat Services for Casita Developments in 2018 for the Grand Terrace II project in Ashland, Oregon.



Photo 1: location of upland 2018 plot 6 as indicated by remnant blue flag. Vegetation matched plot data sheet 6a and 6b.



Photo 2: Location of 2018 wetland plot 5 as indicated by remnant blue flag. Wetland vegetation matches plot data sheet 5a and 5b. Wetland hydrology confirmed by Oxidized Rhizospheres.



Photo 3: Indicates location of data 2018 Plots 3 and 4. Upland and wetland plants generally match data sheets. Wetland hydrology confirmed in plot 3 by Oxidized Rhizospheres. Unidentified grass listed in data sheet 3a is *Juncus effuses*, FACW.



Photo 4: illustrates overall wetland plant community for data plot 3.

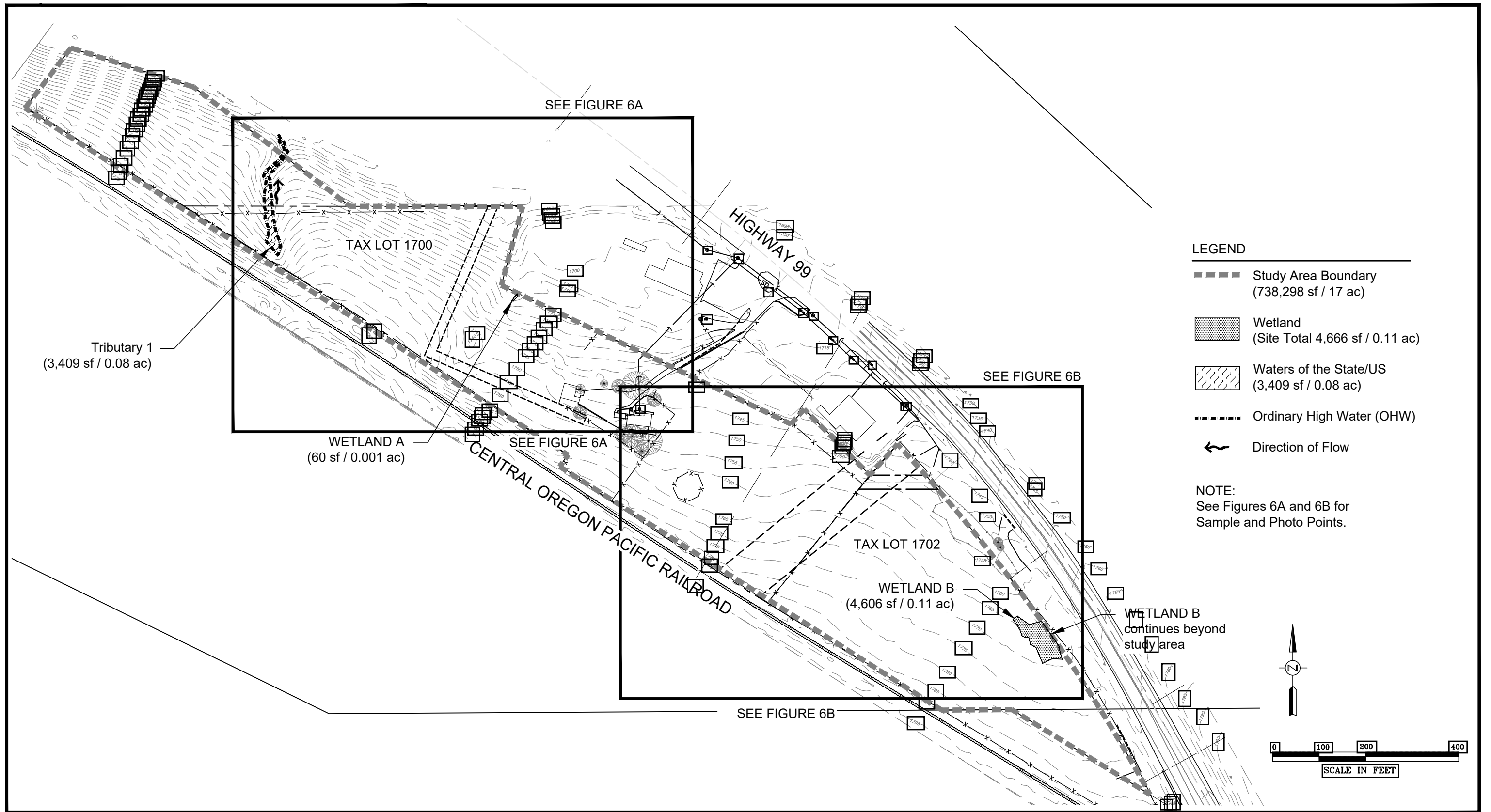


Photo 5: Image of active stream flowing from concrete pipe and grate in the vicinity of 2017 data plots 1 and 2.



Photo 6: Image of flowing stream and riparian vegetation that matches the vegetation description of data plots 1 and 2. Blue

flagging in tree in upper middle of photograph indicates 2017 plot locations.



Survey provided by Polaris Land Surveying, LLC.
Survey accuracy is sub-centimeter. Sample point
accuracy is sub-meter.

Wetland Delineation Overview
Grand Terrace II - Ashland , Oregon

FIGURE
6

8-21-2018

Wetland Delineation for Grand Terrace II, Ashland, Oregon

(Section 32, Township 38 South, Range 1 East,
Tax lot 1700 and Tax Lot 1702)

Prepared for
Casita Developments, LLC
Attn: Robert Kendrick
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Prepared by
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PHS Project Number: 6326
August 17, 2018



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I. INTRODUCTION

Pacific Habitat Services, Inc. (PHS) conducted a wetland delineation for the Grand Terrace II residential development in Ashland, Oregon (Township 38 South, Range 1 East, Section 32, Tax Lots 1700 and 1702). This report presents the results of PHS's delineation of the study area for potentially jurisdictional wetlands and waters of the United States and the state of Oregon. Figures, including a map depicting the location of wetlands within the study area, are in Appendix A. Data sheets documenting study area conditions are provided in Appendix B. Ground-level photos of the study area are included in Appendix C. A discussion of the wetland delineation methodology (for the client) is provided in Appendix D.

II. RESULTS AND DISCUSSION

A. Landscape Setting and Land Use

The approximately 17-acre study area is located at 1511 Highway 99 (North Main Street) in Ashland, Oregon in an area that is undergoing a gradual transition from rural homes on small acreage to commercial and residential development. The center of Ashland lies approximately one mile southeast and the City of Talent lies approximately 3.3 miles northwest. The north adjacent parcel is a car dealership, while other adjacent properties are agricultural or undeveloped, and a railroad line is adjacent to the site's southern boundary. The western portion of the study area is on a relatively steep north facing slope and is forested with Oregon white oak (*Quercus garryana*, UPL) being the dominant tree species and Ponderosa pine (*Pinus ponderosa*, FACU) and madrone (*Arbutus menziesii*, UPL) being subdominant. Thickets of Himalayan blackberry (*Rubus armeniacus*, FAC) and trailing blackberry (*Rubus ursinus*, FAC) shrubs are present in some areas. Dominant herbaceous species include bromes (*Bromus* spp.), tall fescue (*Schedonorus arundinaceus*, FACU), orchard grass (*Dactylis glomerata*, FACU), and bulbous bluegrass (*Poa bulbosa*, FACU).

A perennial stream in the western portion of the study area enters via a culvert and exits via the northern boundary. A very old excavated pit is also located in the western part of the study area and is dominated by a dense shrub layer of Himalayan blackberry with a minor component of poison hemlock (*Conium maculatum*, FACW). North (downslope) of the excavated pit there is a small section of a shallow ditch that was probably connected to the pit at one time; however, there is no longer a pipe or any other means of connecting the ditch to the pit. The ditch contains a small wetland with several large cottonwood trees (*Populus balsamifera*, ssp. *trichocarpa*, FAC) partially within its banks. Upslope areas from the ditch are dominated by Himalayan blackberry shrubs with small pockets of poison hemlock.

An older residence and a barn reside near the center of the study area with a gravel driveway that extends off-site to the north. Vegetation surrounding the house and barn consists of Oregon white oak trees and ruderal upland grasses, including bulbous bluegrass, bromes, and foxtail barley (*Hordeum murinum*, FACU). The eastern portion of the study area slopes gently to the northeast and consists of a pasture that does not appear to have been grazed or irrigated in recent years. The vegetation is mainly non-native grasses and herbaceous species, including foxtail barley, bulbous bluegrass, orchard grass, timothy (*Phleum pratense*, FACU), tall oat grass

(*Arrhenatherum elatius*, UPL), yellow star thistle (*Centaurea solstitialis*, UPL), ox-eye daisy (*Leucanthemum vulgare*, FACU), teasel (*Dipsacus fullonum*, FAC), and poison hemlock. A wetland dominated by lamp rush (*Juncus effusus*, FACW) is located in the southeast portion of the study area.

B. Site Alterations

The perennial stream enters the site via a culvert from under the railroad line adjacent to the southwestern boundary of the study area. The excavated pit in the western part of the study area appears to be a remnant of an abandoned stock pond, but it does not appear to have been filled/used in decades. Aerial photography indicates that a ditch (now abandoned), south of the pit, likely provided a water source and a smaller ditch approximately 80 feet north of the pit likely served as a drainageway. Sample Points 4, 6, 7, and 8, located in the southeastern part of the study area meet the requirements for depleted matrix, but do not meet the requirements for hydrophytic vegetation or wetland hydrology. It is likely that redoximorphic features in these soil samples are relict features from past irrigation practices.

C. Precipitation Data and Analysis

Table 1 compares the average monthly precipitation (Ashland WETS Table) to the observed monthly precipitation at the Ashland Weather Station, for the three months prior to the December 4 and 5, 2017 wetland delineation field work. Table 1 also compares the observed precipitation to the 30 percent average for the period of 1971 through 2000 (Ashland WETS table).

As shown in Table 1, observed precipitation was well below normal during September and October and within normal range during November. In the two weeks prior to the field visit, 0.76 inches of precipitation were recorded at the Ashland Weather Station, which is 143 percent of normal (0.53 inches). Hydrological conditions were considered to be slightly below normal for the December field work.

Table 1. Comparison of average and observed monthly precipitation for Ashland, prior to the December 2017 delineation field work.

Month	Average Precipitation ¹	30% chance will have ¹		Observed Precipitation ²	Percent of Normal
		Less than	More than		
September	0.88	0.47	1.02	0.44	50
October	1.48	0.87	1.79	0.60	41
November	2.85	1.74	3.46	2.28	80

¹ NRCS WETS Table for the Ashland, OR Weather Station Source:

(<http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/technical/fotg/>)

² Data obtained from the Ashland, OR Weather Station Source:

(<http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/technical/fotg/>)

D. Methods

PHS delineated the limits of wetlands within the study area based on the presence of wetland hydrology, hydric soils, and hydrophytic vegetation, in accordance with the routine onsite determination method, as described in the *Corps of Engineers Wetland Delineation Manual, Wetlands Research Program Technical Report Y 87 1* (“The 1987 Manual”) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*. PHS conducted the wetland/waters delineation and data collection on December 4 and 5, 2017. Because hydrological conditions were considered to be slightly below normal, oxidized rhizospheres along living roots were relied upon for evaluating hydrology when saturation and/or a high water table were not observed.

E. Description of all Wetlands and Other Waters

PHS identified the jurisdictional limits of two wetlands and a stream within the study area. A description of the delineated features is provided below.

Wetland A

Wetland A (0.001 acre / 60 square feet) is a palustrine emergent persistent, seasonally flooded excavated (PEM1Cx) wetland with a hydrogeomorphic (HGM) classification of Depressional, located in a narrow section of ditch that is part of the former drainageway of the abandoned stock pond. The ditch has been filled with dirt at either end so that it no longer conveys flows. Hydrology is mainly provided by runoff from adjacent slopes. Sample Point 11 characterizes the wetland, and vegetation consists of a tree layer of black cottonwood with no shrub or herbaceous layer. Soils meet the requirements for loamy mucky mineral and hydrogen sulfide. A restrictive layer of bedrock at eight inches depth inhibits drainage and surface water was approximately one inch deep.

Sample Point 12 characterizes the adjacent uplands, and vegetation consists of a tree layer of black cottonwood and Oregon white oak. A shrub layer of Himalayan blackberry is also present with a minor component of English hawthorn (*Crataegus monogyna*, FAC); there is no herbaceous layer. Hydric soils and wetland hydrology are absent.

Wetland B

Wetland B (0.11 acre / 4,606 square feet) is a palustrine emergent, persistent, seasonally flooded (PEM1C) wetland with a HGM classification of Slope. Sample Points 3 and 5 characterize the wetland. Vegetation consists of an herbaceous layer that is dominated by lamp rush, tall fescue, velvet grass (*Holcus lanatus*, FAC), colonial bentgrass (*Agrostis capillaris*, FAC), bird's-foot trefoil (*Lotus corniculatus*, FAC), and teasel. Hydric soils meet the requirements for redox dark surface and wetland hydrology meets the requirements for oxidized rhizospheres along living roots.

Sample points 4 and 6 characterize the adjacent uplands. The vegetation consists of an herbaceous layer that is dominated by foxtail barley and yellow star thistle. Both sample points meet the hydric soil requirements for redox dark surface; however, no wetland hydrology indicators are present. Wetland B continues to the east, outside of the study area.

Tributary 1

Tributary 1 (0.08 acre / 3,409 square feet) is a riverine upper perennial streambed (R3SB) with a HGM classification of riverine flow-through. The tributary enters the site via a very old culvert that conveys flows from upslope, below the railroad grade and flows northwest where it exits the study area, and enters another culvert, eventually discharging into Bear Creek. The ordinary high water (OHW) was identified by abrupt changes in contour and distinct vegetation community boundaries. Most of the streambed has down-cut to bedrock due to lack of sediment deposition and concentration of high energy flows from the culvert, particularly in the northern (downstream) reach. Areas below OHW are generally unvegetated with the exception of a few red alder (*Alnus rubra*, FAC), red-osier dogwood (*Cornus alba*, FACW), and ninebark (*Physocarpus capitatus*, FACW) rooted in rock crevices. Deposits of sand and gravel are only found in a few minor depressions within the rock channel.

Sample Points 1 and 2 characterize the riparian vegetation community above OHW, adjacent to the stream. A well-developed tree layer is present and consists of Oregon white oak, red alder, and ponderosa pine. A dense shrub understory is also present and consists of Pacific ninebark, red-osier dogwood, and snowberry (*Symphoricarpos albus*, FACU). The herbaceous layer is dominated by unidentified grasses and Siberian spring beauty (*Claytonia sibirica*, FACU). Hydric soils and wetland hydrology are absent.

F. Deviation from Local Wetland or National Wetland Inventories

The City of Ashland's Local Wetlands Inventory (LWI) prepared by SWCA Environmental Consultants (2007) depicts a "Possible Wetland" that generally corresponds with the boundaries of Wetland B. Wetland A was not depicted in the LWI, presumably due to a lack of site access and heavy cover of Himalayan blackberry. The LWI also depicts a tributary to Bear Creek in the same location as Tributary 1.

The Billings Siphon, an underground irrigation pipe in the eastern portion of the study area is depicted on the National Wetlands Inventory (NWI) but not the LWI; however, as it is an underground pipe, it was not part of the delineation prepared by PHS.

G. Mapping Method

PHS marked the boundaries of Wetlands A and B with blue pin flags and the OHW of Tributary 1 with blue flagging tape. Lime-green surveying tape was used to mark the locations of sample points. The wetland boundaries and OHW were surveyed by Polaris Land Surveying, LLC with an accuracy of sub-centimeter. Locations of sample points were drawn onto an aerial photo in the field and are estimate to have an accuracy of sub-meter.

H. Additional Information

According to Streamnet, Bear Creek, located approximately 900 feet northeast of the study area is a spawning and rearing tributary for steelhead and ESA-listed coho salmon. Tributary 1 is not listed in Streamnet, but discharges into Bear Creek. Wetlands A and B do not have a surface connection to Bear Creek or other off-site wetlands or waters.

I. Results and Conclusions

The following table summarizes the wetlands and waters of the state/U.S. delineated by PHS within the study area.

Table 2. Total wetland and other waters within the study area

Feature	Area square feet / acre	Cowardin Class	HGM Class
Wetland A	60 / 0.001	PEM1Cx	Depressional
Wetland B	4,606 / 0.11	PEM1C	Slope
Total Wetlands	4,666 / 0.11		
Tributary to Bear Creek	3,409 / 0.08	R3SB	Riverine Flow-Through
Total Waters	3,409 / 0.08		

J. Required Disclaimer

This report documents the investigation, best professional judgment, and conclusions of the investigators. It is correct and complete to the best of our knowledge. It should be considered a Preliminary Jurisdictional Determination of wetlands and other waters and used at your own risk unless it has been reviewed and approved in writing by the Oregon Department of State Lands in accordance with OAR 141-090-0005 through 141-090-0055.

III. REFERENCES

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Appendix A

Figures



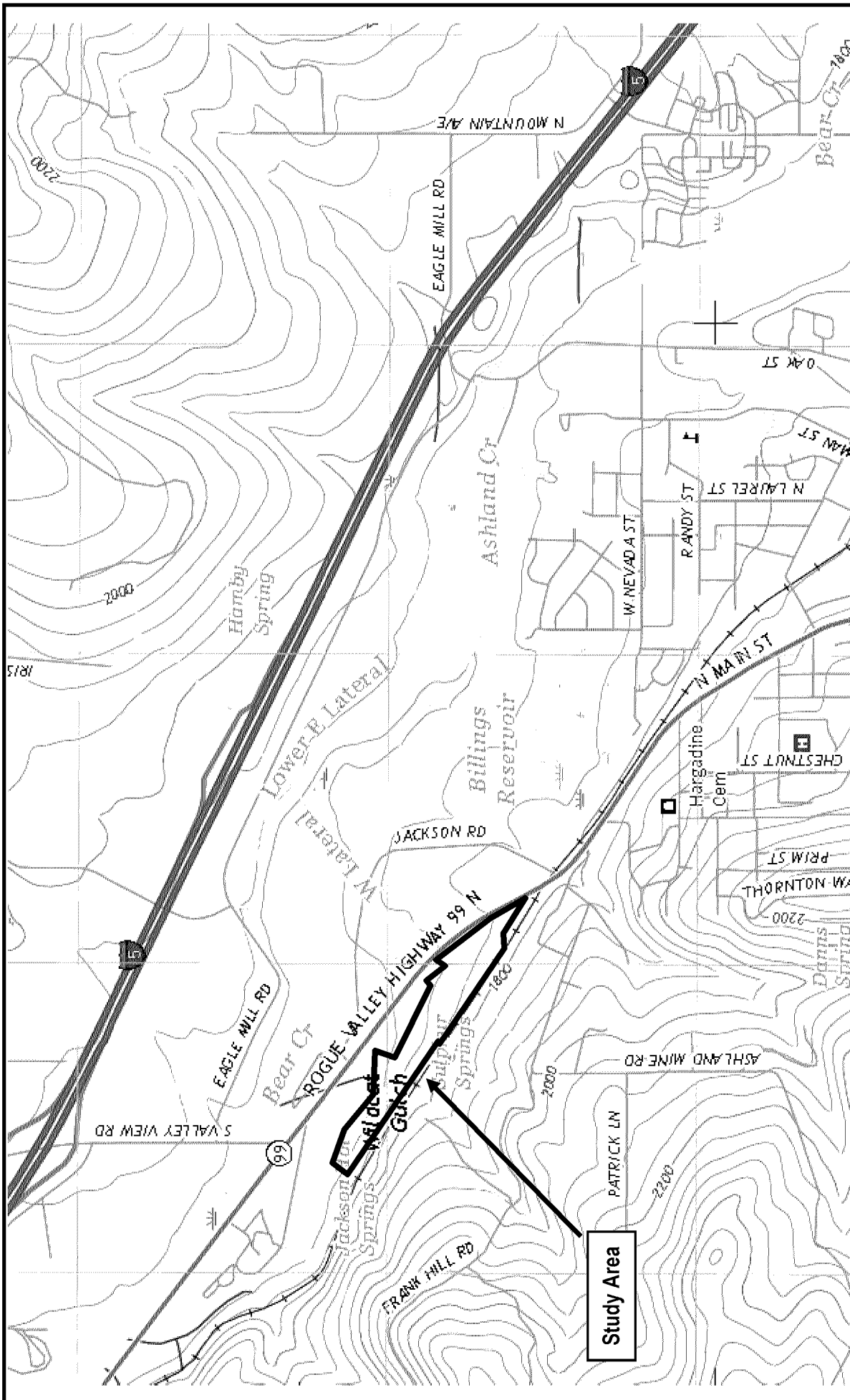


FIGURE
1

General Location and Topography
Grand Terrace II - Ashland, Oregon
United States Geological Survey (USGS), Ashland, Oregon-Jackson Co., 7.5 Quadrangle, 2017
(viewer/nationalmap.gov/basic)

#6326

9/22/2017

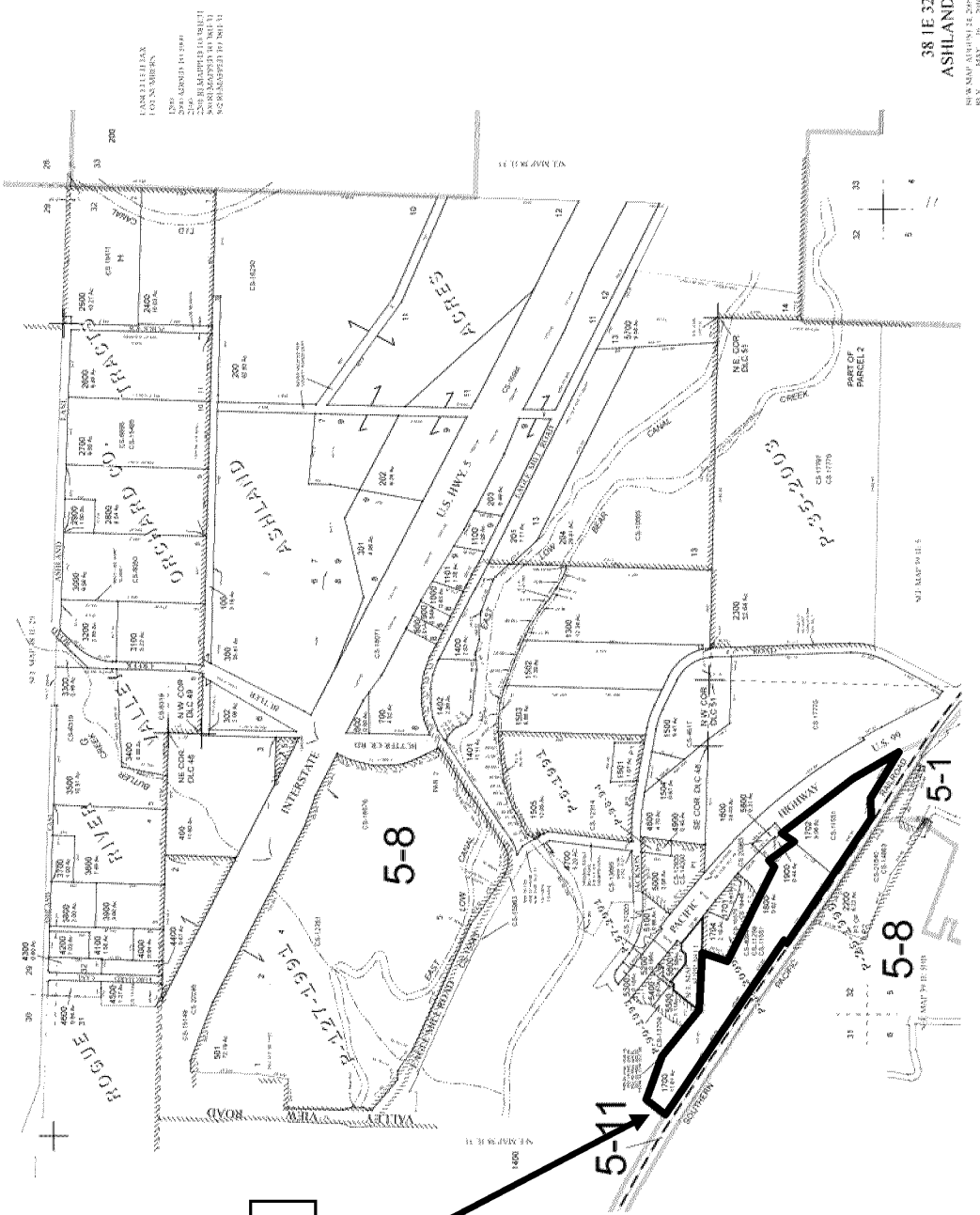


Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

38 1E 32
ASHLAND

SECTION 32, T.38S., R.1E., W.M.
JACKSON COUNTY
T = 400'

THE LAND INFORMATION
EXAMINER'S



38 1E 32
ASHLAND
NEW MAPS OF THE STATE OF OREGON
REV. MAY 1971, 2000

FIGURE
2

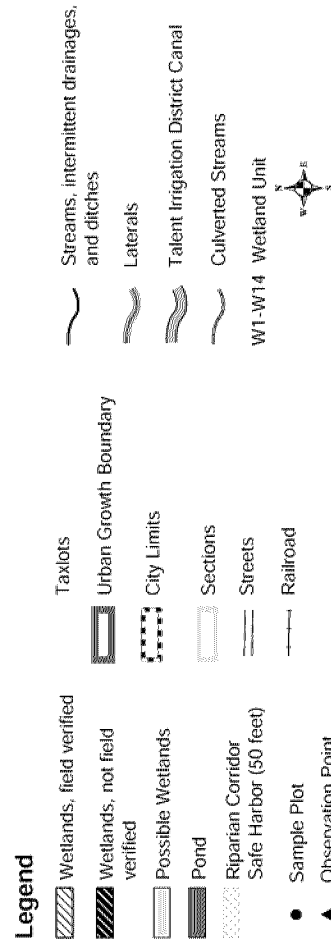
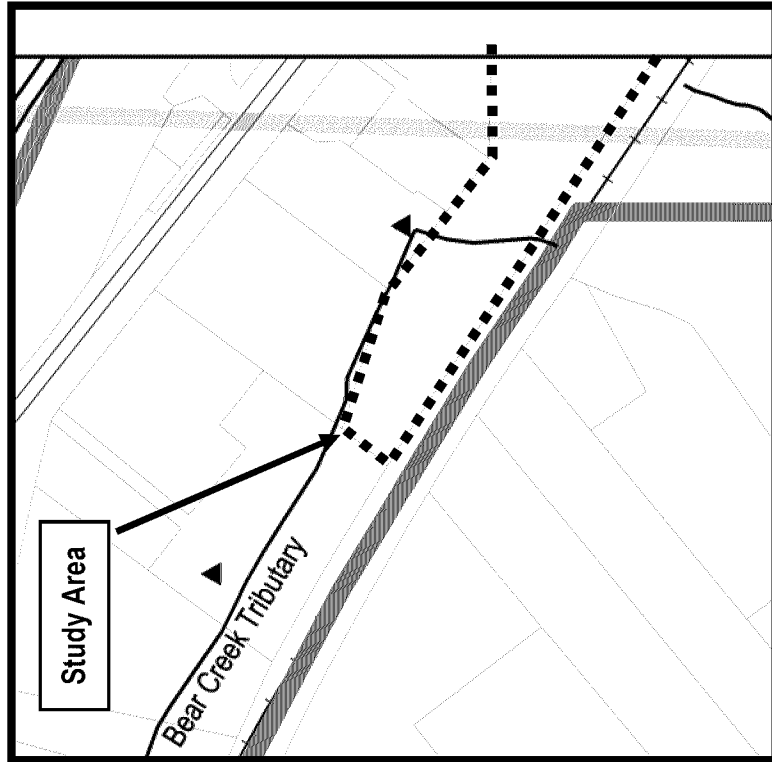
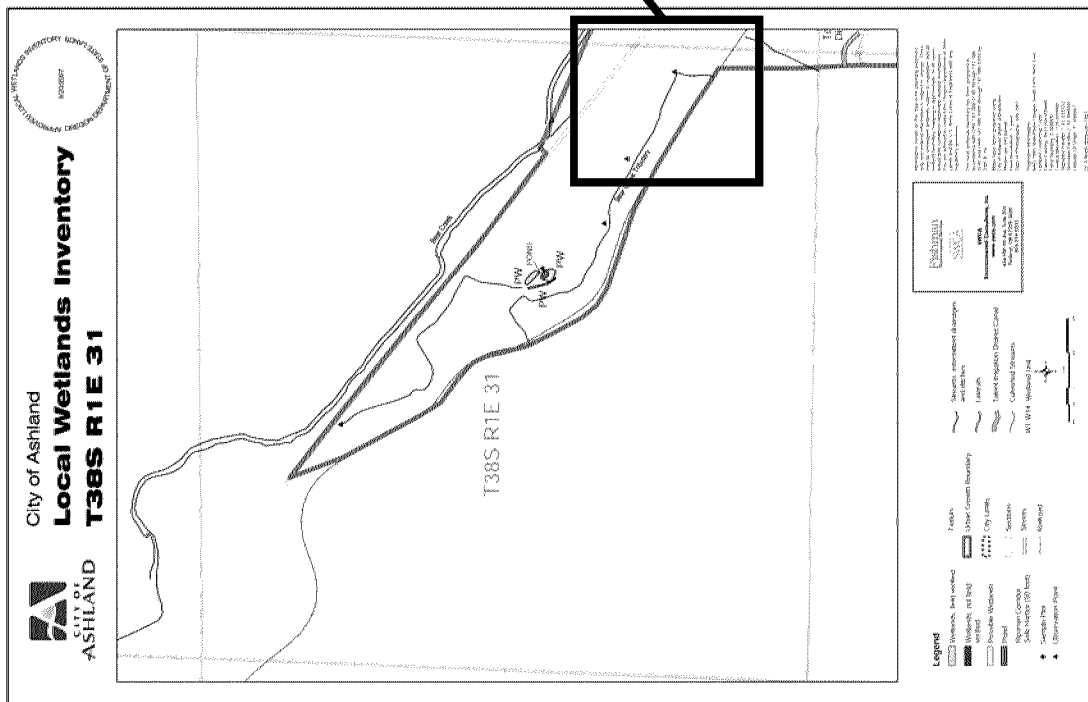
Tax Lot Map
Grand Terrace II - Ashland, Oregon
The Oregon Map (ormap.net)

#6326

9/22/2017



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#6326
 6/15/2018



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FIGURE 3A
 Local Wetland Inventory Map
 Grand Terrace II - Ashland, Oregon
 SWCA Environmental Consultants, 2007

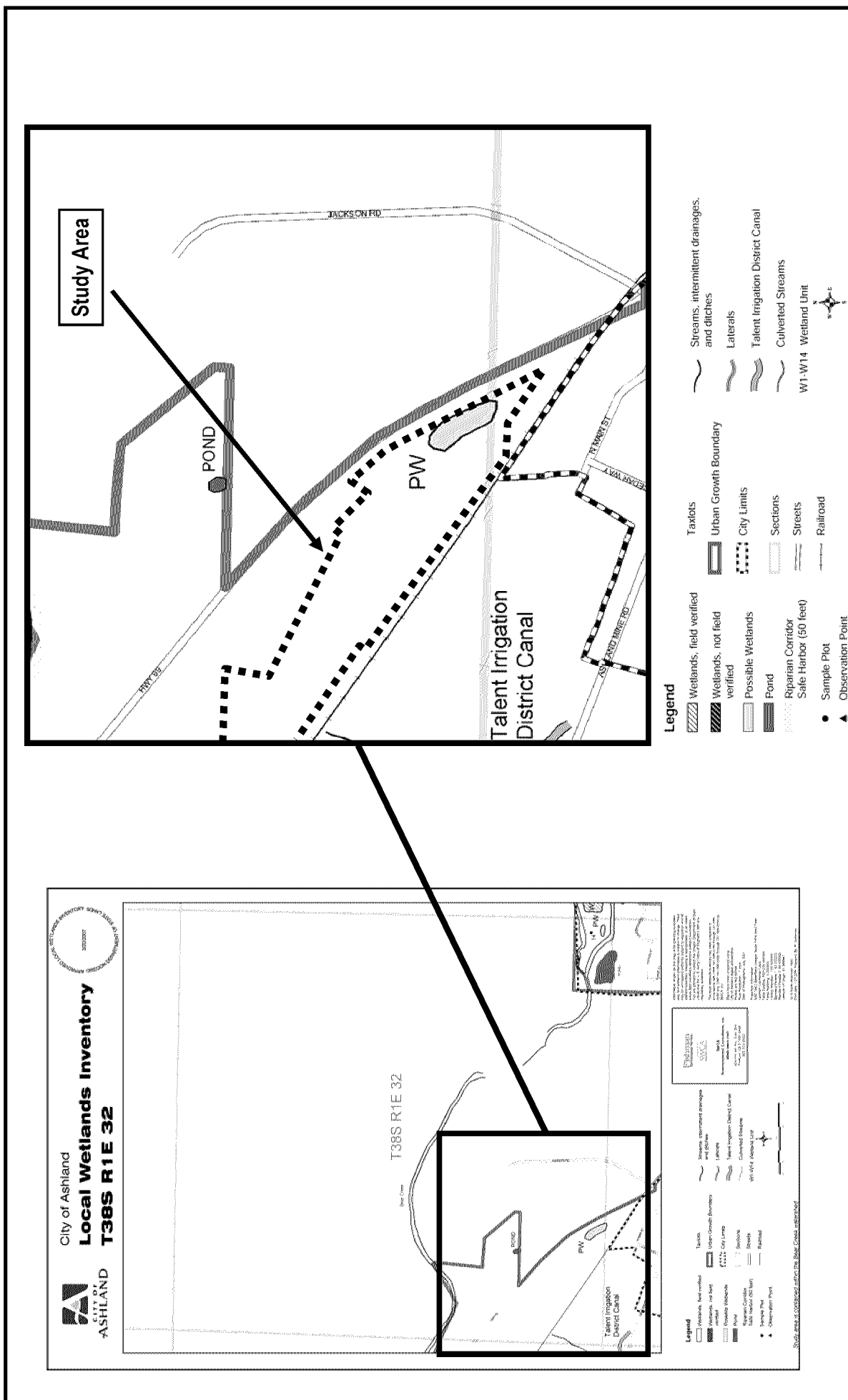


FIGURE 3B

Local Wetland Inventory Map
Grand Terrace II - Ashland, Oregon
SWCA Environmental Consultants, 2007

#6326
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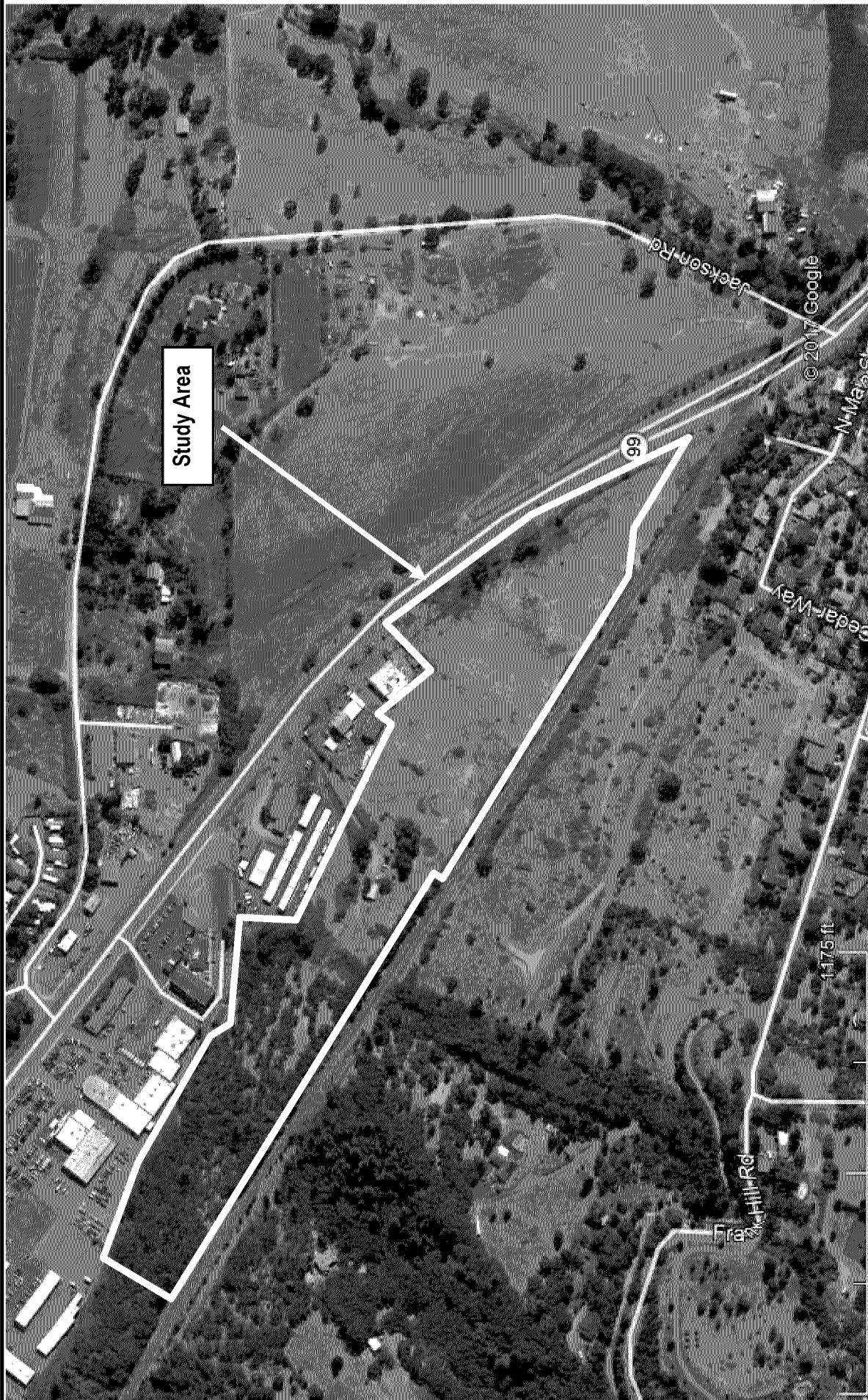


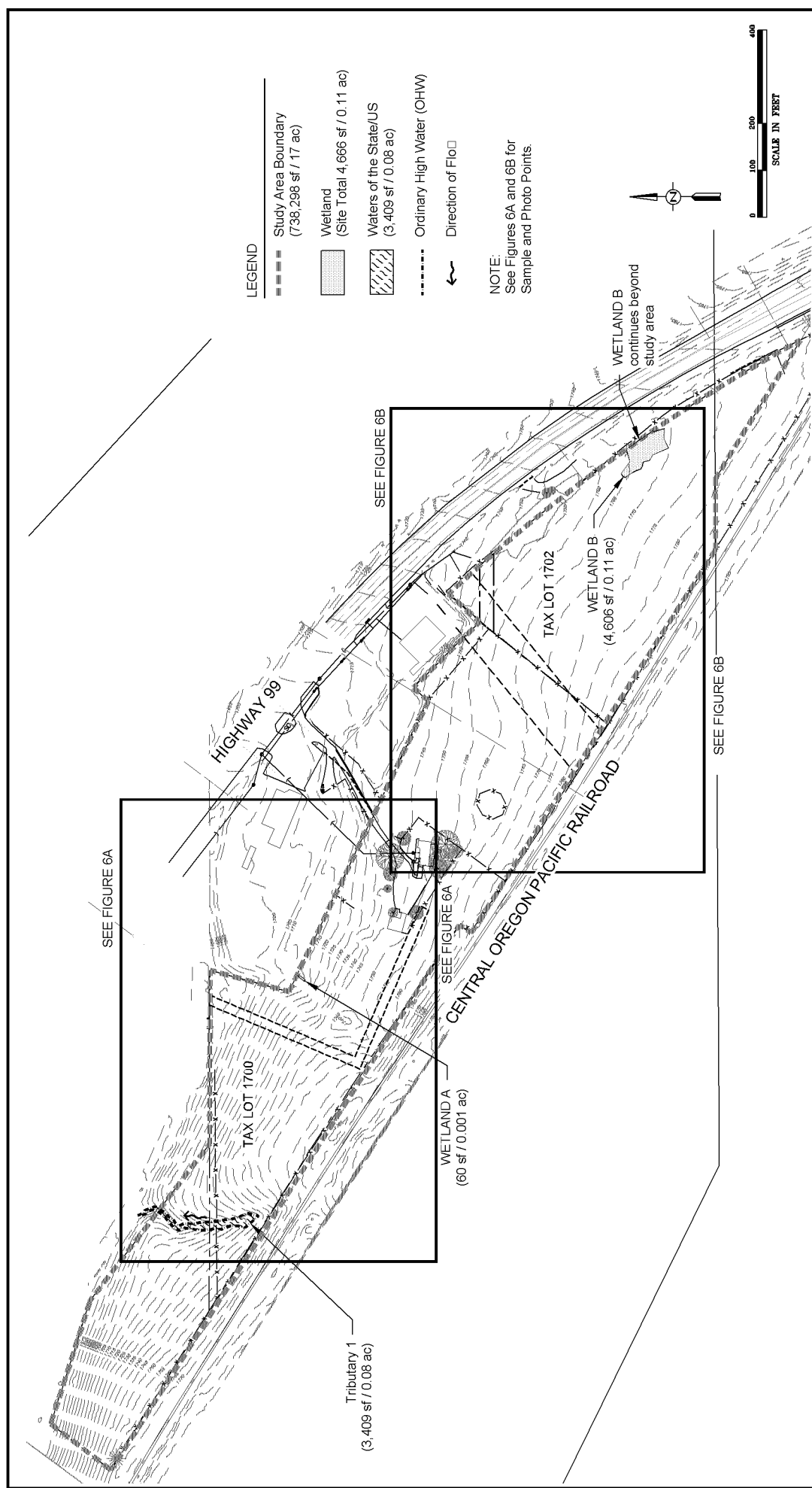
FIGURE
5

Aerial Photo
Grand Terrace II - Ashland, Oregon
GoogleEarth, 2017

#6326
9/22/2017



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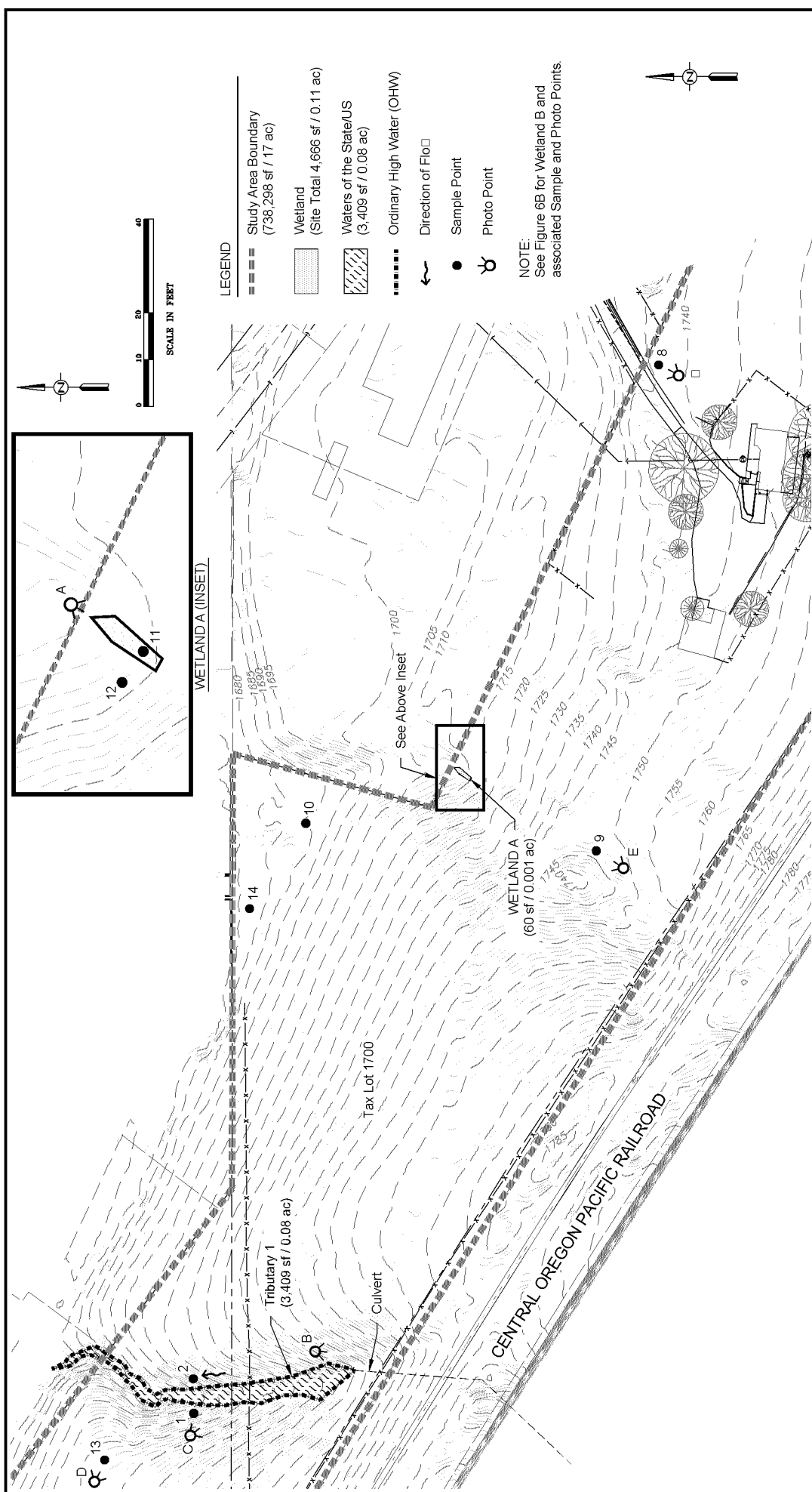


FIGURE 6A

Wetland Delineation
Grand Terrace II - Ashland, Oregon

8-21-2018

Survey provided by Polaris Land Surveying, LLC. Survey accuracy is sub-centimeter. Sample point accuracy is sub-meter.



Project Director: 63006326 1511 Hwy. 99 North Main, Ashland/AutoCAD/Plot Dwg/FlagA, WefDel.dwg, 8/23/2018 9:16:18 AM

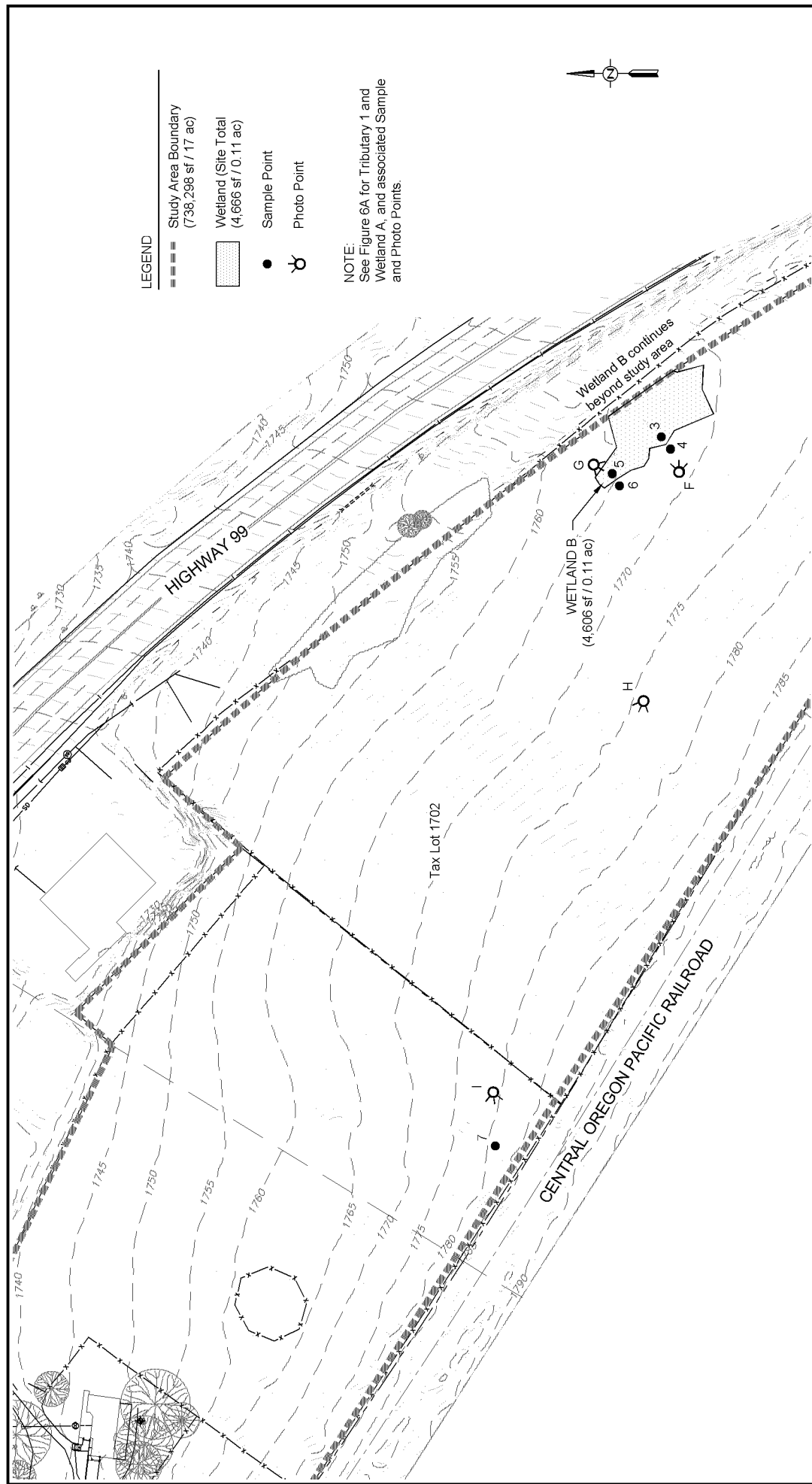


FIGURE
6B

Wetland Delineation
Grand Terrace II - Ashland, Oregon

8-21-2018

Survey provided by Polaris Land Surveying, LLC.
Survey accuracy is sub-centimeter. Sample point
accuracy is sub-meter.

Polaris Land Surveying, LLC
Polaris Land Surveying, LLC
1511 Hwy 99 North, Ashland, OR 97520
Phone: (531) 571-0085 Fax: (531) 571-0085

Appendix B

Wetland Determination Data Sheets



WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 1
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope of bank Local relief (concave, convex, none): none Slope (%): 50
 Subregion (LRR): LRR A Lat: 42.21769349 Long: -122.7383932 Datum: WGS84
 Soil Map Unit Name: Manita Loam, 35-50% Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			
Remarks:					

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u>Quercus garryana</u>	<u>20</u>	<u>X</u>	<u>UPL</u>	That are OBL, FACW, or FAC: <u>4</u> (A)	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Total Number of Dominant	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Species Across All Strata: <u>5</u> (B)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
	<u>20</u>	= Total Cover		That are OBL, FACW, or FAC: <u>80%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u>15</u>)				Prevalence Index Worksheet:	
1 <u>Physocarpus capitatus</u>	<u>50</u>	<u>X</u>	<u>FACW</u>	Total % Cover of <u> </u> Multiply by:	
2 <u>Cornus alba</u>	<u>20</u>	<u>X</u>	<u>FACW</u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u>Rubus ursinus</u>	<u>10</u>	<u> </u>	<u>FAC</u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
	<u>80</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A)	<u>0</u> (B)
1 <u>Unidentified grass</u>	<u>40</u>	<u>X</u>	<u>(FAC)</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2 <u>Claytonia sibirica</u>	<u>10</u>	<u>X</u>	<u>FAC</u>	Hydrophytic Vegetation Indicators:	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u> Dominance Test is >50%	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
8 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
	<u>50</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)					
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>50</u>					

Remarks:

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No

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WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 2
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope of bank Local relief (concave, convex, none): none Slope (%): 50
 Subregion (LRR): LRR A Lat: 42.21767876 Long: -12.7383418 Datum: WGS84
 Soil Map Unit Name: Shefflein Loam, 20-35% North Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>	
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>	
Remarks:			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u><i>Alnus rubra</i></u>	<u>40</u>	<u>X</u>	<u>FACW</u>	That are OBL, FACW, or FAC: <u>4</u> (A)	
2 <u><i>Quercus garryana</i></u>	<u>20</u>	<u>X</u>	<u>UPL</u>	Total Number of Dominant	
3 <u><i>Pinus ponderosa</i></u>	<u>10</u>		<u>FACU</u>	Species Across All Strata: <u>5</u> (B)	
4 <u> </u>				Percent of Dominant Species	
	<u>70</u>	= Total Cover		That are OBL, FACW, or FAC: <u>80%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u>15</u>)				Prevalence Index Worksheet:	
1 <u><i>Physocarpus capitatus</i></u>	<u>30</u>	<u>X</u>	<u>FACW</u>	Total % Cover of <u> </u> Multiply by: <u> </u>	
2 <u><i>Rubus armeniacus</i></u>	<u>10</u>		<u>FAC</u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u><i>Alnus rubra</i></u>	<u>10</u>		<u>FACW</u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u><i>Symphoricarpos albus</i></u>	<u>5</u>		<u>FACU</u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>				FACU Species <u> </u> x 4 = <u>0</u>	
	<u>55</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u><i>Claytonia sibirica</i></u>	<u>10</u>	<u>X</u>	<u>FAC</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2 <u>Unidentified grass</u>	<u>5</u>	<u>X</u>	<u>(FAC)</u>	Hydrophytic Vegetation Indicators:	
3 <u> </u>				<u>X</u> Dominance Test is >50%	
4 <u> </u>				<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u> </u>				<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u> </u>				<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u> </u>					
8 <u> </u>					
	<u>15</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)					
1 <u> </u>					
2 <u> </u>					
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>85</u>					

Remarks: Ground covered in duff and leaf litter

Applicant Submittal: 485 Page 590 of 1568

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)							
Depth (Inches)	Matrix		Redox Features				Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²	
0-2	10YR 2/1	100					Loamy Sand Medium
2-12	7.5YR 2.5/2	98					Loamy Sand Medium
2-12	Gravel	2					Gravel

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9) (LRR D)	☐ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes No

X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No

X

Water Table Present? Yes No

X

Saturation Present? Yes No

X

(includes capillary fringe)

Depth (inches):

Depth (inches):

>12

Depth (inches):

>12

Wetland Hydrology Present? Yes No

X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 3
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Mild Slope Local relief (concave, convex, none): none Slope (%): 0
 Subregion (LRR): LRR A Lat: 42.2149352 Long: -122.7321763 Datum: WGS84
 Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	<u>X</u>	No	<u> </u>
Hydric Soil Present?	Yes	<u>X</u>	No	<u> </u>
Wetland Hydrology Present?	Yes	<u>X</u>	No	<u> </u>
Is Sampled Area within a Wetland? Yes <u>X</u> No <u> </u>				
Remarks:				

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: <u> </u>)			
1			
2			
3			
4			
	<u>0</u>	= Total Cover	
Sapling/Shrub Stratum (plot size: <u> </u>)			
1			
2			
3			
4			
5			
	<u>0</u>	= Total Cover	
Herb Stratum (plot size: <u>5</u>)			
1	<u>Unidentified grass</u>	<u>40</u>	<u>X</u> (FAC)
2	<u>Agrostis capillaris</u>	<u>20</u>	<u>X</u> FAC
3	<u>Holcus lanatus</u>	<u>20</u>	<u>X</u> FAC
4	<u>Hordeum murinum</u>	<u>20</u>	<u>X</u> FACU
5	<u>Dipsacus fullonum</u>	<u><1</u>	<u>FAC</u>
6			
7			
8			
	<u>100</u>	= Total Cover	
Woody Vine Stratum (plot size: <u> </u>)			
1			
2			
	<u>0</u>	= Total Cover	
% Bare Ground in Herb Stratum <u> </u>			

Dominance Test worksheet:
 Number of Dominant Species
 That are OBL, FACW, or FAC: 3 (A)
 Total Number of Dominant Species Across All Strata: 4 (B)
 Percent of Dominant Species
 That are OBL, FACW, or FAC: 75% (A/B)

Prevalence Index Worksheet:

Total % Cover of	Multiply by:	
OBL Species	x 1 =	<u>0</u>
FACW species	x 2 =	<u>0</u>
FAC Species	x 3 =	<u>0</u>
FACU Species	x 4 =	<u>0</u>
UPL Species	x 5 =	<u>0</u>
Column Totals	<u>0</u> (A)	<u>0</u> (B)

 Prevalence Index = B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

<u>X</u>	Dominance Test is >50%
<u> </u>	Prevalence Index is $\leq 3.0^1$
<u> </u>	Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)
<u> </u>	Problematic Hydrophytic Vegetation ¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Hydrophytic Vegetation Present? Yes X No

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-7	10YR 2/1	100					Silty Clay	
7-14	10YR 2/1	96	7.5YR 4/6	3	C	PL	Silty Clay	
7-14			7.5YR 4/6	1	C	M	Silty Clay	Fine

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9 (LRR D)	☒ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☒ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☒ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches):

Water Table Present? Yes ☐ No ☒ Depth (inches):

Saturation Present? Yes ☐ No ☒ Depth (inches):

(includes capillary fringe)

Wetland Hydrology Present? Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 4
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): none Slope (%): 0
 Subregion (LRR): LRR A Lat: 42.24190578 Long: -122.7322303 Datum: WGS84
 Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil X or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Hydric Soil Present?	Yes <u>X</u>	No <u> </u>	
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>	
Remarks: Hydric soil indicators are likely a relict of past irrigation.			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
<u>Tree Stratum</u> (plot size: <u> </u>)				Number of Dominant Species	
1 <u> </u>				That are OBL, FACW, or FAC: <u>0</u> (A)	
2 <u> </u>				Total Number of Dominant	
3 <u> </u>				Species Across All Strata: <u>2</u> (B)	
4 <u> </u>				Percent of Dominant Species	
	<u>0</u>	= Total Cover		That are OBL, FACW, or FAC: <u>0%</u> (A/B)	
<u>Sapling/Shrub Stratum</u> (plot size: <u> </u>)				Prevalence Index Worksheet:	
1 <u> </u>				Total % Cover of <u> </u> Multiply by:	
2 <u> </u>				OBL Species <u> </u> x 1 = <u>0</u>	
3 <u> </u>				FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>				FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>				FACU Species <u> </u> x 4 = <u>0</u>	
	<u>0</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
<u>Herb Stratum</u> (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Hordeum murinum</u>	<u>50</u>	<u>X</u>	<u>FACU</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2 <u>Centaurea solstitialis</u>	<u>20</u>	<u>X</u>	<u>UPL</u>	Hydrophytic Vegetation Indicators:	
3 <u>Unidentified grass</u>	<u>10</u>		<u>(FAC)</u>	<u> </u> Dominance Test is >50%	
4 <u>Holcus lanatus</u>	<u>9</u>		<u>FAC</u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u>Leucanthemum vulgare</u>	<u>5</u>		<u>UPL</u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u>Dipsacus fullonum</u>	<u>5</u>		<u>FAC</u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u>Rumex crispus</u>	<u>1</u>		<u>FAC</u>		
8 <u> </u>					
	<u>100</u>	= Total Cover			
<u>Woody Vine Stratum</u> (plot size: <u> </u>)					
1 <u> </u>					
2 <u> </u>					
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum	<u>0</u>				

Remarks:

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No X

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-2	10YR 2/1	99	10YR 4/6	1	C	PL	Silty Clay	Medium
2-6	10YR 2/1	99	10YR 5/6	1	C	M	Silty Clay	Medium
6-14	10YR 2/1	97	10YR 5/6	3	C	M	Silty Clay	Medium

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9 (LRR D)	☒ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches):

Water Table Present? Yes ☐ No ☒ Depth (inches): >14

Saturation Present? Yes ☐ No ☒ Depth (inches): >14
(includes capillary fringe)

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 5
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): none Slope (%): 0
 Subregion (LRR): LRR A Lat: 42.215096 Long: -122.7323261 Datum: WGS84
 Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland? Yes <u>X</u> No <u> </u>
Hydric Soil Present?	Yes <u>X</u>	No <u> </u>	
Wetland Hydrology Present?	Yes <u>X</u>	No <u> </u>	
Remarks:			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u> </u>)				Number of Dominant Species	
1				That are OBL, FACW, or FAC: <u>3</u> (A)	
2				Total Number of Dominant	
3				Species Across All Strata: <u>3</u> (B)	
4				Percent of Dominant Species	
	<u>0</u>	= Total Cover		That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u> </u>)				Prevalence Index Worksheet:	
1				Total % Cover of <u> </u> Multiply by:	
2				OBL Species <u> </u> x 1 = <u>0</u>	
3				FACW species <u> </u> x 2 = <u>0</u>	
4				FAC Species <u> </u> x 3 = <u>0</u>	
5				FACU Species <u> </u> x 4 = <u>0</u>	
	<u>0</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1	<u>30</u>	<u>X</u>	<u>FAC</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2	<u>20</u>	<u>X</u>	<u>FAC</u>	Hydrophytic Vegetation Indicators:	
3	<u>20</u>	<u>X</u>	<u>FAC</u>	<u>X</u> Dominance Test is >50%	
4	<u>10</u>		<u>FACW</u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5	<u>10</u>		<u>FACW</u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6	<u>5</u>		<u>FAC</u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7	<u>5</u>		<u>FAC</u>		
8					
	<u>100</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)					
1					
2					
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>0</u>					

Remarks:

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-4	10YR 2/1	100					Silty Clay	
4-14	10YR 2/1	96	7.5YR 4/4	2	C	PL	Silty Clay	
4-14			7.5YR 4/4	2	C	M	Silty Clay	Fine/Medium

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9 (LRR D)	☒ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
Type: _____
Depth (inches): _____

Hydric Soil Present? Yes ☒ No ☐

Remarks: _____

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☒ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:
Surface Water Present? Yes ☐ No ☒ Depth (inches): _____
Water Table Present? Yes ☐ No ☒ Depth (inches): **>14**
Saturation Present? Yes ☐ No ☒ Depth (inches): **>14**
(includes capillary fringe)

Wetland Hydrology Present?
Yes ☒ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 6

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): _____ Slope (%): _____

Subregion (LRR): LRR A Lat: 42.21509126 Long: -122.7324065 Datum: WGS84

Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)

Are vegetation _____ Soil X or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation _____ Soil _____ or Hydrology _____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____	No <u>X</u>	Is Sampled Area within a Wetland? Yes _____ No <u>X</u>
Hydric Soil Present?	Yes <u>X</u>	No _____	
Wetland Hydrology Present?	Yes _____	No <u>X</u>	
Remarks: Hydric soil indicators are likely a relict of past irrigation.			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	
Tree Stratum (plot size: _____)				Dominance Test worksheet:
1 _____				Number of Dominant Species
2 _____				That are OBL, FACW, or FAC: <u>0</u> (A)
3 _____				Total Number of Dominant
4 _____				Species Across All Strata: <u>1</u> (B)
	<u>0</u>	= Total Cover		Percent of Dominant Species
Sapling/Shrub Stratum (plot size: _____)				That are OBL, FACW, or FAC: <u>0%</u> (A/B)
1 _____				Prevalence Index Worksheet:
2 _____				Total % Cover of _____ Multiply by: _____
3 _____				OBL Species _____ x 1 = <u>0</u>
4 _____				FACW species _____ x 2 = <u>0</u>
5 _____				FAC Species _____ x 3 = <u>0</u>
	<u>0</u>	= Total Cover		FACU Species _____ x 4 = <u>0</u>
Herb Stratum (plot size: <u>5</u>)				UPL Species _____ x 5 = <u>0</u>
1 <u>Hordeum murinum</u>	<u>60</u>	<u>X</u>	<u>FACU</u>	Column Totals <u>0</u> (A) <u>0</u> (B)
2 <u>Centaurea solstitialis</u>	<u>15</u>		<u>UPL</u>	Prevalence Index = B/A = <u>#DIV/0!</u>
3 <u>Schedonorus arundinaceus</u>	<u>10</u>		<u>FACU</u>	Hydrophytic Vegetation Indicators:
4 <u>Alopecurus pratensis</u>	<u>5</u>		<u>FACW</u>	_____ Dominance Test is >50%
5 <u>Dipsacus fullonum</u>	<u>5</u>		<u>FAC</u>	_____ Prevalence Index is ≤ 3.0 ¹
6 <u>Geranium lucidum</u>	<u>3</u>		<u>UPL</u>	_____ Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)
7 <u>Poa bulbosa</u>	<u>1</u>		<u>FACU</u>	_____ Problematic Hydrophytic Vegetation ¹ (Explain)
8 <u>Rumex crispus</u>	<u>1</u>		<u>FAC</u>	
	<u>100</u>	= Total Cover		
Woody Vine Stratum (plot size: _____)				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1 _____				Hydrophytic Vegetation Present?
2 _____				Yes _____ No <u>X</u>
	<u>0</u>	= Total Cover		
% Bare Ground in Herb Stratum <u>0</u>				

Remarks:

Applicant Submittal: 493 Page 598 of 1568

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-4	10YR 2/1	99	10YR 4/6	1	C	PL	Silty Clay	Medium
4-16	10YR 3/1	97	10YR 4/6	3	C	M	Clay	Fine

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9 (LRR D)	☒ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches):

Water Table Present? Yes ☐ No ☒ Depth (inches):

Saturation Present? Yes ☐ No ☒ Depth (inches):

(includes capillary fringe)

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 7

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): none Slope (%): 5

Subregion (LRR): LRR A Lat: 42.21551048 Long: -122.7346118 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)

Are vegetation Soil X or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Hydric Soil Present?	Yes <u>X</u>	No <u> </u>	
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>	
Remarks: Hydric soil indicators are likely a relict of past irrigation.			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	
Tree Stratum (plot size: <u> </u>)				Dominance Test worksheet:
1				Number of Dominant Species
2				That are OBL, FACW, or FAC: <u>0</u> (A)
3				Total Number of Dominant
4				Species Across All Strata: <u>1</u> (B)
	<u>0</u>	= Total Cover		Percent of Dominant Species
Sapling/Shrub Stratum (plot size: <u> </u>)				That are OBL, FACW, or FAC: <u>0%</u> (A/B)
1				Prevalence Index Worksheet:
2				Total % Cover of <u> </u> Multiply by:
3				OBL Species <u> </u> x 1 = <u>0</u>
4				FACW species <u> </u> x 2 = <u>0</u>
5				FAC Species <u> </u> x 3 = <u>0</u>
	<u>0</u>	= Total Cover		FACU Species <u> </u> x 4 = <u>0</u>
				UPL Species <u> </u> x 5 = <u>0</u>
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)
1	<u>80</u>	<u>X</u>	<u>FACU</u>	Prevalence Index = B/A = <u>#DIV/0!</u>
2	<u>10</u>		<u>FACU</u>	
3	<u>5</u>		<u>FACU</u>	
4	<u>3</u>		<u>FAC</u>	
5	<u>2</u>		<u>UPL</u>	
6				
7				
8				
	<u>100</u>	= Total Cover		
Woody Vine Stratum (plot size: <u> </u>)				Hydrophytic Vegetation Indicators:
1				<u> </u> Dominance Test is >50%
2				<u> </u> Prevalence Index is ≤ 3.0 ¹
	<u>0</u>	= Total Cover		<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)
% Bare Ground in Herb Stratum <u>0</u>				<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)
Remarks:				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
				Hydrophytic Vegetation Present? Yes <u> </u> No <u>X</u>

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-3	10YR 3/1	99	5YR 3/4	1	C	PL	Clay	
3-10	10YR 3/1	96	5YR 3/4	3	C	M	Clay	
3-10			5YR 3/4	1	C	PL	Clay	
10-14	10YR 4/2	99	10YR 4/6	1	C	M	Clay	

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9 (LRR D)	☒ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):
Type: _____
Depth (inches): _____

Hydric Soil Present? Yes ☒ No ☐

Remarks: _____

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations: Surface Water Present? Yes ☐ No ☒ Depth (inches): _____ Water Table Present? Yes ☐ No ☒ Depth (inches): >14 Saturation Present? Yes ☐ No ☒ Depth (inches): >14 (includes capillary fringe)	Wetland Hydrology Present? Yes ☐ No ☒
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 8
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): none Slope (%): 2
 Subregion (LRR): LRR A Lat: 42.2165538 Long: -122.7350433 Datum: WGS84
 Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil X or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u>X</u>	No <u> </u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			
Remarks: Hydric soil indicators are likely a relict of past irrigation.					

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u> </u>)				Number of Dominant Species	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	That are OBL, FACW, or FAC: <u>1</u> (A)	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Total Number of Dominant	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Species Across All Strata: <u>2</u> (B)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
	<u>0</u>	= Total Cover		That are OBL, FACW, or FAC: <u>50%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u>15</u>)				Prevalence Index Worksheet:	
1 <u>Rubus armeniacus</u>	<u>40</u>	<u>X</u>	<u>FAC</u>	Total % Cover of <u> </u> Multiply by:	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
	<u>40</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Brassica nigra</u>	<u>80</u>	<u>X</u>	<u>UPL</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2 <u>Conium maculatum</u>	<u>8</u>	<u> </u>	<u>FACW</u>		
3 <u>Dipsacus fullonum</u>	<u>5</u>	<u> </u>	<u>FAC</u>		
4 <u>Cirsium vulgare</u>	<u>5</u>	<u> </u>	<u>FACU</u>		
5 <u>Rumex crispus</u>	<u>2</u>	<u> </u>	<u>FAC</u>		
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
8 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
	<u>100</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)				Hydrophytic Vegetation Indicators:	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Dominance Test is >50%	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
	<u>0</u>	= Total Cover		<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
% Bare Ground in Herb Stratum <u>0</u>				<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
Remarks:				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic. Hydrophytic Vegetation Present? Yes <u> </u> No <u>X</u>	

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0-4	10YR 3/1	100					Silty Clay Loam	
4-14	10YR 3/1	98	7.5YR 6/8	2	C	M	Silty Clay Loam	Fine

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9 (LRR D)	☒ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes ☒ No ☐

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☒ Depth (inches):

Water Table Present? Yes ☐ No ☒ Depth (inches):

Saturation Present? Yes ☐ No ☒ Depth (inches):

(includes capillary fringe)

Wetland Hydrology Present? Yes ☐ No ☒

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 9
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): concave Slope (%): 5
 Subregion (LRR): LRR A Lat: 42.21667004 Long: -122.7366447 Datum: WGS84
 Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>	
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>	
Remarks:			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u> </u>)				Number of Dominant Species	
1				That are OBL, FACW, or FAC: <u>2</u> (A)	
2				Total Number of Dominant	
3				Species Across All Strata: <u>2</u> (B)	
4				Percent of Dominant Species	
	<u>0</u>	= Total Cover		That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u>15</u>)				Prevalence Index Worksheet:	
1	<u>100</u>	<u>X</u>	<u>FAC</u>	Total % Cover of <u> </u> Multiply by:	
2				OBL Species <u> </u> x 1 = <u>0</u>	
3				FACW species <u> </u> x 2 = <u>0</u>	
4				FAC Species <u> </u> x 3 = <u>0</u>	
5				FACU Species <u> </u> x 4 = <u>0</u>	
	<u>100</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1	<u>90</u>	<u>X</u>	<u>FACW</u>	Prevalence Index =B/A = <u>#DIV/0!</u>	
2				Hydrophytic Vegetation Indicators:	
3				<u>X</u> Dominance Test is >50%	
4				<u> </u> Prevalence Index is ≤ 3.0 ¹	
5				<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6				<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7					
8					
	<u>90</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
1				Hydrophytic Vegetation Present?	
2				Yes <u>X</u> No <u> </u>	
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>10</u>					

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)							
Depth (Inches)	Matrix		Redox Features				Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²	
0-10	10YR 3/1	100					Silt Loam
10-16	10YR 3/1	98	7.5YR 3/4	2	C	M	Silty Clay Loam

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains.

²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)		Indicators for Problematic Hydric Soils ³ :
☐ Histosol (A1)	☐ Sandy Redox (S5)	☐ 1 cm Muck (A9) (LRR C)
☐ Histic Epipedon (A2)	☐ Stripped Matrix (S6)	☐ 2 cm Muck (A10) (LRR B)
☐ Black Histic (A3)	☐ Loamy Mucky Mineral (F1) (except MLRA 1)	☐ Reduced Vertic (F18)
☐ Hydrogen Sulfide (A4)	☐ Loamy Gleyed Matrix (F2)	☐ Red Parent Material (TF2)
☐ Stratified Layers (A5) (LRR C)	☐ Depleted Matrix (F3)	☐ Other (explain in Remarks)
☐ 1 cm Muck (A9) (LRR D)	☐ Redox Dark Surface (F6)	
☐ Depleted Below Dark Surface (A11)	☐ Depleted Dark Surface (F7)	
☐ Thick Dark Surface (A12)	☐ Redox Depressions (F8)	
☐ Sandy Mucky Mineral (S1)	☐ Vernal Pools (F9)	
☐ Sandy Gleyed Matrix (S4)		

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type:

Depth (inches):

Hydric Soil Present? Yes No

X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one required; check all that apply)		Secondary Indicators (2 or more required)
☐ Surface Water (A1)	☐ Salt Crust (B11)	☐ Water Marks (B1) (Riverine)
☐ High Water Table (A2)	☐ Biotic Crust (B12)	☐ Sediment Deposits (B2) (Riverine)
☐ Saturation (A3)	☐ Aquatic Invertebrates (B13)	☐ Drift Deposits (B3) (Riverine)
☐ Water Marks (B1) (Nonriverine)	☐ Hydrogen Sulfide Odor (C1)	☐ Drainage Patterns (B10)
☐ Sediment Deposits (B2) (Nonriverine)	☐ Oxidized Rhizospheres along Living Roots (C3)	☐ Dry-Season Water Table (C2)
☐ Drift Deposits (B3) (Nonriverine)	☐ Presence of Reduced Iron (C4)	☐ Crayfish Burrows (C8)
☐ Surface Soil Cracks (B6)	☐ Recent Iron Reduction in Tilled Soils (C6)	☐ Saturation Visible on Aerial Imagery (C9)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Thin Muck Surface (C7)	☐ Shallow Aquitard (D3)
☐ Water stained leaves (B9)	☐ Other (Explain in Remarks)	☐ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes No

X

Water Table Present? Yes No

X

Saturation Present? Yes No

X

(includes capillary fringe)

Depth (inches):

Depth (inches):

>16

Depth (inches):

>16

Wetland Hydrology Present? Yes No

X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 10
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope/Swale Local relief (concave, convex, none): none Slope (%): 5
 Subregion (LRR): LRR A Lat: 42.21736203 Long: -122.7365298 Datum: WGS84
 Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>	
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>	
Remarks:			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u>Quercus garryana</u>	<u>30</u>	<u>X</u>	<u>UPL</u>	That are OBL, FACW, or FAC: <u>2</u> (A)	
2 <u>Arbutus menziesii</u>	<u>10</u>	<u>X</u>	<u>UPL</u>	Total Number of Dominant	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Species Across All Strata: <u>5</u> (B)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
	<u>40</u>	= Total Cover		That are OBL, FACW, or FAC: <u>40%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u>15</u>)				Prevalence Index Worksheet:	
1 <u>Rubus armeniacus</u>	<u>40</u>	<u>X</u>	<u>FAC</u>	Total % Cover of <u> </u> Multiply by:	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
	<u>40</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Schedonorus arundinaceus</u>	<u>60</u>	<u>X</u>	<u>FACU</u>	Prevalence Index =B/A = <u>#DIV/0!</u>	
2 <u>Conium maculatum</u>	<u>20</u>	<u>X</u>	<u>FACW</u>	Hydrophytic Vegetation Indicators:	
3 <u>Claytonia siberica</u>	<u>10</u>	<u> </u>	<u>FAC</u>	<u> </u> Dominance Test is >50%	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>	¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
8 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Hydrophytic Vegetation Present? Yes <u> </u> No <u>X</u>	
	<u>90</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)					
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u> </u>					

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WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 11
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Ditch Local relief (concave, convex, none): none Slope (%): 10
 Subregion (LRR): LRR A Lat: 42.21701438 Long: -122.7364326 Datum: WGS84
 Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland? Yes <u>X</u> No <u> </u>
Hydric Soil Present?	Yes <u>X</u>	No <u> </u>	
Wetland Hydrology Present?	Yes <u>X</u>	No <u> </u>	
Remarks:			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u>Populus balsamifera</u>	<u>100</u>	<u>X</u>	<u>FAC</u>	That are OBL, FACW, or FAC: <u>1</u> (A)	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Total Number of Dominant	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Species Across All Strata: <u>1</u> (B)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
	<u>100</u>	= Total Cover		That are OBL, FACW, or FAC: <u>100%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u> </u>)				Prevalence Index Worksheet:	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Total % Cover of <u> </u> Multiply by:	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
	<u>0</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u> </u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Prevalence Index =B/A = <u>#DIV/0!</u>	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Hydrophytic Vegetation Indicators:	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u> Dominance Test is >50%	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>	¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
8 <u> </u>	<u>0</u>	= Total Cover		Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	
Woody Vine Stratum (plot size: <u> </u>)					
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
2 <u> </u>	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>100</u>					

Remarks:

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Applicant Submittal: 503

HYDROLOGY										
Wetland Hydrology Indicators:										
Primary Indicators (minimum of one required; check all that apply)					Secondary Indicators (2 or more required)					
☒	Surface Water (A1)				☐	Salt Crust (B11)			☐	Water Marks (B1) (Riverine)
	High Water Table (A2)				☐	Biotic Crust (B12)			☐	Sediment Deposits (B2) (Riverine)
☒	Saturation (A3)				☐	Aquatic Invertebrates (B13)			☐	Drift Deposits (B3) (Riverine)
	Water Marks (B1) (Nonriverine)				☐	Hydrogen Sulfide Odor (C1)			☐	Drainage Patterns (B10)
	Sediment Deposits (B2) (Nonriverine)				☐	Oxidized Rhizospheres along Living Roots (C3)			☐	Dry-Season Water Table (C2)
	Drift Deposits (B3) (Nonriverine)				☐	Presence of Reduced Iron (C4)			☐	Crayfish Burrows (C8)
	Surface Soil Cracks (B6)				☐	Recent Iron Reduction in Tilled Soils (C6)			☐	Saturation Visible on Aerial Imagery (C9)
	Inundation Visible on Aerial Imagery (B7)				☐	Thin Muck Surface (C7)			☐	Shallow Aquitard (D3)
	Water stained leaves (B9)				☐	Other (Explain in Remarks)			☐	Fac-Neutral Test (D5)
Field Observations: Surface Water Present? Yes ☒ No ☐ Depth (inches): 1 Water Table Present? Yes ☐ No ☒ Depth (inches): 8 Saturation Present? Yes ☒ No ☐ Depth (inches): 0 (includes capillary fringe)					Wetland Hydrology Present? Yes ☒ No ☐					
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:										
Remarks:										

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 12
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): concave Slope (%): 0
 Subregion (LRR): LRR A Lat: 42.21702911 Long: -122.7364839 Datum: WGS84
 Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			
Remarks:					

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u>Populus balsamifera</u>	<u>60</u>	<u>X</u>	<u>FAC</u>	That are OBL, FACW, or FAC: <u>2</u> (A)	
2 <u>Quercus garryana</u>	<u>20</u>	<u>X</u>	<u>UPL</u>	Total Number of Dominant Species Across All Strata: <u>3</u> (B)	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	That are OBL, FACW, or FAC: <u>67%</u> (A/B)	
5 <u> </u>	<u>80</u>	<u> </u>	<u> </u>	Prevalence Index Worksheet:	
<u>80</u> = Total Cover				Total % Cover of <u> </u> Multiply by:	
Sapling/Shrub Stratum (plot size: <u>15</u>)				OBL Species <u> </u> x 1 = <u>0</u>	
1 <u>Rubus armeniacus</u>	<u>80</u>	<u>X</u>	<u>FAC</u>	FACW species <u> </u> x 2 = <u>0</u>	
2 <u>Crataegus monogyna</u>	<u>10</u>	<u> </u>	<u>FAC</u>	FAC Species <u> </u> x 3 = <u>0</u>	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	UPL Species <u> </u> x 5 = <u>0</u>	
5 <u> </u>	<u>90</u>	<u> </u>	<u> </u>	Column Totals <u>0</u> (A) <u>0</u> (B)	
<u>90</u> = Total Cover				Prevalence Index = B/A = <u>#DIV/0!</u>	
Herb Stratum (plot size: <u> </u>)				Hydrophytic Vegetation Indicators:	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u> Dominance Test is >50%	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
8 <u> </u>	<u>0</u>	<u> </u>	<u> </u>		
<u>0</u> = Total Cover					
Woody Vine Stratum (plot size: <u> </u>)					
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
2 <u> </u>	<u>0</u>	<u> </u>	<u> </u>		
<u>0</u> = Total Cover					
% Bare Ground in Herb Stratum <u>100</u>				Hydrophytic Vegetation Present? Yes <u>X</u> No <u> </u>	

Remarks: Duff covering 100% of ground

²Location: PL=Pore Lining, M=Matrix.

Indicators for Problematic Hydric Soils³:

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Hydric Soil Present? Yes No X

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

Secondary Indicators (2 or more required)

_____ Surface Water (A1)	_____ Salt Crust (B11)	_____ Water Marks (B1) (Riverine)
_____ High Water Table (A2)	_____ Biotic Crust (B12)	_____ Sediment Deposits (B2) (Riverine)
_____ Saturation (A3)	_____ Aquatic Invertebrates (B13)	_____ Drift Deposits (B3) (Riverine)
_____ Water Marks (B1) (Nonriverine)	_____ Hydrogen Sulfide Odor (C1)	_____ Drainage Patterns (B10)
_____ Sediment Deposits (B2) (Nonriverine)	_____ Oxidized Rhizospheres along Living Roots (C3)	_____ Dry-Season Water Table (C2)
_____ Drift Deposits (B3) (Nonriverine)	_____ Presence of Reduced Iron (C4)	_____ Crayfish Burrows (C8)
_____ Surface Soil Cracks (B6)	_____ Recent Iron Reduction in Tilled Soils (C6)	_____ Saturation Visible on Aerial Imagery (C9)
_____ Inundation Visible on Aerial Imagery (B7)	_____ Thin Muck Surface (C7)	_____ Shallow Aquitard (D3)
_____ Water stained leaves (B9)	_____ Other (Explain in Remarks)	_____ Fac-Neutral Test (D5)

Field Observations:

Wetland Hydrology Present?		
Yes	No	X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 13
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): none Slope (%): 5
 Subregion (LRR): LRR A Lat: 42.21791288 Long: -122.7364839 Datum: WGS84
 Soil Map Unit Name: Manita Loam, 35-50% Slopes NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u> </u>	No <u>X</u>	Is Sampled Area within a Wetland? Yes <u> </u> No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>	
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>	
Remarks:			

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u>Pinus ponderosa</u>	<u>70</u>	<u>X</u>	<u>FACU</u>	That are OBL, FACW, or FAC: <u>1</u> (A)	
2 <u>Quercus garryana</u>	<u>50</u>	<u>X</u>	<u>UPL</u>	Total Number of Dominant	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Species Across All Strata: <u>3</u> (B)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
	<u>120</u>	= Total Cover		That are OBL, FACW, or FAC: <u>33%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u> </u>)				Prevalence Index Worksheet:	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Total % Cover of <u> </u> Multiply by:	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
	<u>0</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Unidentified grass</u>	<u>90</u>	<u>X</u>	<u>(FAC)</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2 <u>Claytonia siberica</u>	<u>3</u>	<u> </u>	<u>FAC</u>	Hydrophytic Vegetation Indicators:	
3 <u>Vicia sp.</u>	<u>2</u>	<u> </u>	<u>(FAC)</u>	<u> </u> Dominance Test is >50%	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>	¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
8 <u> </u>	<u>95</u>	= Total Cover	<u> </u>	Hydrophytic Vegetation Present? Yes <u> </u> No <u>X</u>	
Woody Vine Stratum (plot size: <u> </u>)					
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>5</u>					

Remarks:

Applicant Submittal: 507 Page 612 of 1568

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WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017
 Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 14
 Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E
 Landform (hillslope, terrace, etc.): Slope Local relief (concave, convex, none): none Slope (%): 5
 Subregion (LRR): LRR A Lat: 42.21752982 Long: -122.7368027 Datum: WGS84
 Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None
 Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No (if no, explain in Remarks)
 Are vegetation Soil or Hydrology significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y
 Are vegetation Soil or Hydrology naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <u>X</u>	No <u> </u>	Is Sampled Area within a Wetland?	Yes <u> </u>	No <u>X</u>
Hydric Soil Present?	Yes <u> </u>	No <u>X</u>			
Wetland Hydrology Present?	Yes <u> </u>	No <u>X</u>			
Remarks:					

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status	Dominance Test worksheet:	
Tree Stratum (plot size: <u>30</u>)				Number of Dominant Species	
1 <u>Quercus garryana</u>	<u>10</u>	<u>X</u>	<u>UPL</u>	That are OBL, FACW, or FAC: <u>3</u> (A)	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Total Number of Dominant	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Species Across All Strata: <u>5</u> (B)	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Percent of Dominant Species	
	<u>10</u>	= Total Cover		That are OBL, FACW, or FAC: <u>60%</u> (A/B)	
Sapling/Shrub Stratum (plot size: <u>15</u>)				Prevalence Index Worksheet:	
1 <u>Crataegus monogyna</u>	<u>20</u>	<u>X</u>	<u>FAC</u>	Total % Cover of <u> </u> Multiply by:	
2 <u>Rubus armeniacus</u>	<u>5</u>	<u>X</u>	<u>FAC</u>	OBL Species <u> </u> x 1 = <u>0</u>	
3 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACW species <u> </u> x 2 = <u>0</u>	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FAC Species <u> </u> x 3 = <u>0</u>	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	FACU Species <u> </u> x 4 = <u>0</u>	
	<u>25</u>	= Total Cover		UPL Species <u> </u> x 5 = <u>0</u>	
Herb Stratum (plot size: <u>5</u>)				Column Totals <u>0</u> (A) <u>0</u> (B)	
1 <u>Brassica nigra</u>	<u>5</u>	<u>X</u>	<u>UPL</u>	Prevalence Index = B/A = <u>#DIV/0!</u>	
2 <u>Poa sp.</u>	<u>5</u>	<u>X</u>	<u>(FAC)</u>	Hydrophytic Vegetation Indicators:	
3 <u>Conium maculatum</u>	<u>2</u>	<u> </u>	<u>FACW</u>	<u>X</u> Dominance Test is >50%	
4 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Prevalence Index is ≤ 3.0 ¹	
5 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Morphological Adaptations ¹ (provide supporting data in Remarks or on a separate sheet)	
6 <u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u> Problematic Hydrophytic Vegetation ¹ (Explain)	
7 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
8 <u> </u>	<u> </u>	<u> </u>	<u> </u>		
	<u>12</u>	= Total Cover			
Woody Vine Stratum (plot size: <u> </u>)				¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.	
1 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Hydrophytic Vegetation Present?	
2 <u> </u>	<u> </u>	<u> </u>	<u> </u>	Yes <u>X</u> No <u> </u>	
	<u>0</u>	= Total Cover			
% Bare Ground in Herb Stratum <u>88</u>					

Remarks: Ground is worked and bare; used as a small garden.

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Appendix C

Site Photos





Photo A:

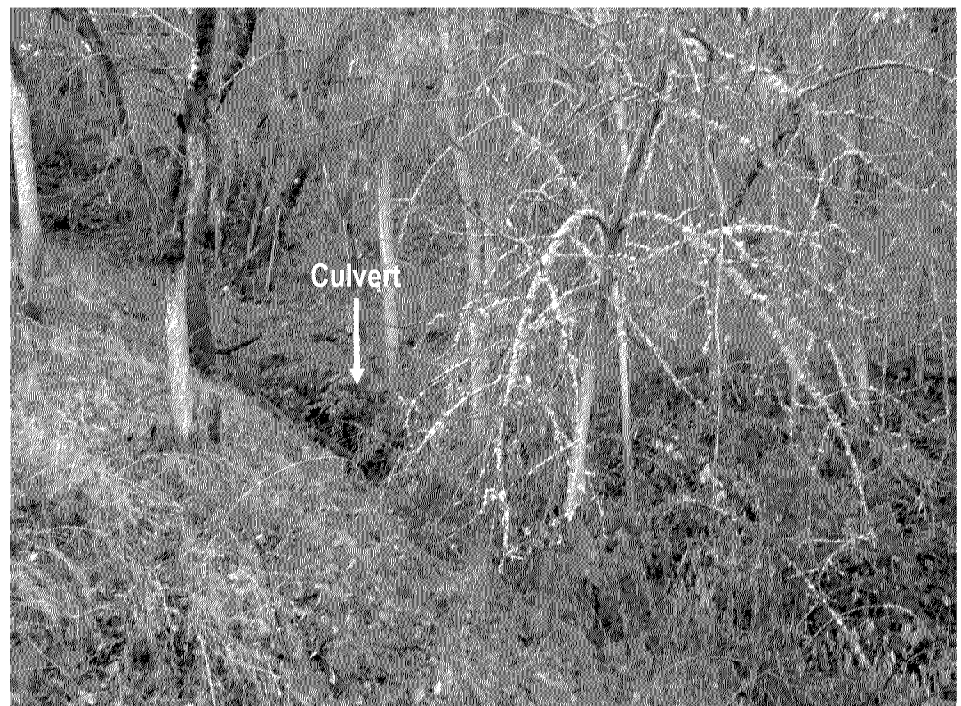
Looking south at Wetland A and Sample Point 11.

Photo taken on 12/4/2017

Photo B:

Looking south at Tributary 1, which enters the site via a culvert.

Photo taken on 12/4/2017



Project #6326

12/8/2017



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon



Photo C:

Looking southeast at Tributary 1 and Sample Point 1.

Photo taken on 12/4/2017

Photo D:

Looking east at Sample Point 13, which characterizes the upland habitat of the western portion of the study area. The vegetation community is dominated by Oregon white oak (*Quercus garryana*, FACU) with occasional ponderosa pine (*Pinus ponderosa*, FACU) and madrone (*Arbutus menziesii*, UPL) on moderate to steep slopes.

Photo taken on 12/5/2017



Project #6326

12/8/2017



Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon



Photo E:

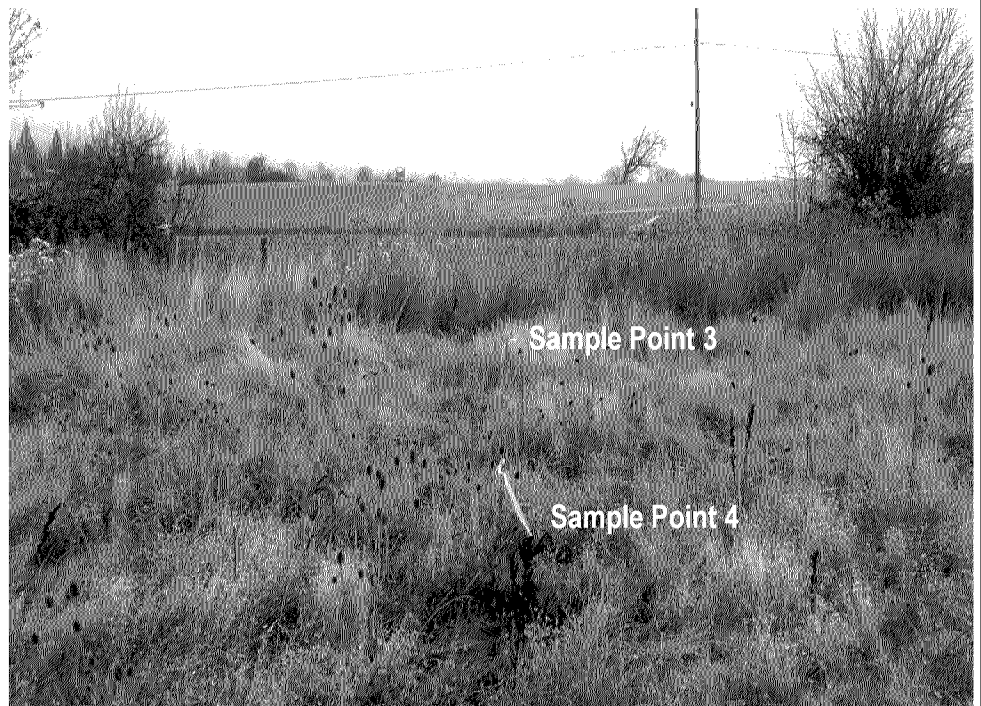
Looking northeast at an abandoned former stock pond and Sample Point 9. The excavated basin is dominated by Himalayan blackberry (*Rubus armeniacus*, FAC) and poison hemlock (*Conium maculatum*, FAC).

Photo taken on 12/5/2017

Photo F:

Looking east at Wetland B and Sample Points 3 (wetland) and 4 (upland). The wetland is dominated by soft rush (*Juncus effusus*, FACW) and the adjacent upland is dominated by foxtail barley (*Hordeum murinum*, FACU) .

Photo taken on 12/5/2017



Project #6326

12/8/2017



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9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon



Photo G:

Looking south at the northern boundary of Wetland B. Hydrophytic vegetation at the wetland boundary in this location includes teasel (*Dipsacus fallorum*, FAC) and fringed willowherb (*Epilobium ciliatum*, FACW). Adjacent upland vegetation includes foxtail barley and yellow star thistle (*Centaurea solstitialis*, UPL).

Photo taken on 12/5/2017

Photo H:

Looking northwest at the eastern portion of the study area. The upland vegetation community is dominated by foxtail barley, yellow star thistle and ox-eye daisy (*Leucanthemum vulgare*, FACU).

Photo taken on 12/5/2017



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12/8/2017



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Wilsonville, OR 97070

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Ashland, Oregon



Photo I:

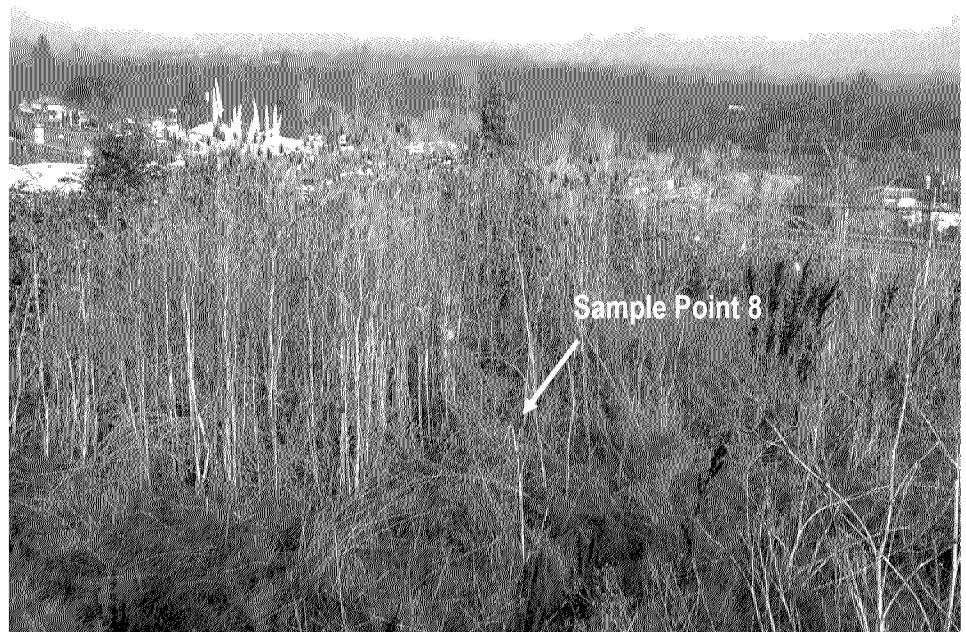
Looking west at Sample Point 7. This area meets the requirements for hydric soil (redox dark surface). Wetland vegetation and hydrology indicators, however, were not present. The vegetation community was dominated by foxtail barley.

Photo taken on 12/5/2017

Photo J:

Looking north at Sample Point 8, which was investigated due to the presence of poison hemlock. This area meets the requirements for hydric soil (redox dark surface). Wetland vegetation and hydrology indicators, however, were not present. The vegetation community was dominated by black mustard (*Brassica nigra*, UPL) and Himalayan blackberry.

Photo taken on 12/5/2017



Project #6326

12/8/2017



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9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon

Appendix D

Wetland Definitions, Methodology



WATERS OF THE STATE AND WETLAND DEFINITION AND CRITERIA

Regulatory Jurisdiction

Wetlands and water resources in Oregon are regulated by the Oregon Department of State Lands (DSL) under the Removal-Fill Law (ORS 196.800-196.990) and by the U.S. Army Corps of Engineers (COE) through Section 404 of the Clean Water Act.

The primary source documents for wetland delineations within Oregon is the *Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement (Version 2.0)* (U.S. Army Corps of Engineers, 2010), which are required by both DSL and COE.

Waters of This State and Wetland Definition

Waters of This State are defined as “all natural waterways, all tidal and non-tidal bays, intermittent streams, constantly flowing streams, lakes, wetlands, that portion of the Pacific Ocean that is in the boundaries of this state, all other navigable and non-navigable bodies of water in this state and those portions of the ocean shore ...” (DSL, 2009).

Wetlands are defined as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (DSL 2009).

Wetland Criteria

Based on the above definition, three major factors characterize a wetland: hydrology, substrate, and biota.

Wetland Hydrology

Wetland hydrology is related to duration of saturation, frequency of saturation, and critical depth of saturation. The 1987 manual defines wetland hydrology as inundation or saturation within a major portion of the root zone (usually above 12 inches), typically for at least 12.5% of the growing season. The wetland hydrology criterion can be met, however, if saturation within the major portion of the root zone is present for only 5% of the growing season, depending on other evidence.

The growing season is defined as the portion of the year when soil temperatures at 12.0 inches below the soil surface are higher than biological zero (41 degrees Fahrenheit, 5 degrees Celsius), but also allows approximation from frost-free days, based on air temperature. The growing season for any given study area or location is determined from US Natural Resources Conservation Service, (formerly Soil Conservation Service) data and information.

Wetland hydrologic indicators include the following: visual observation of inundation or saturation, watermarks, drift lines, sediment deposits, and/or oxidized rhizospheres with living roots. Oxidized rhizospheres are defined as yellowish-red zones around the roots and rhizomes of some plants that grow in frequently saturated soils. Other indicators of hydrology, including algal mats or crust, iron deposits, surface soil cracks, sparsely vegetated concave surface, salt crust, aquatic invertebrates, hydrogen sulfide odor, reduced iron, iron reduction in tilled soils, and stunted or stressed plants can also be used to determine the presence of wetland hydrology.

Wetland Substrate (Soils)

Most wetlands are characterized by hydric soils. Hydric soils are those that are ponded, flooded, or saturated for long enough during the growing season to develop anaerobic conditions. Periodic saturation of soils causes alternation of reduced and oxidized conditions, which leads to the formation of redoximorphic features (gleying and mottling). Mineral hydric soils will be either gleyed or will have bright mottles and/or low matrix chroma. The redoximorphic feature known as gley is a result of greatly reduced soil conditions, which result in a characteristic grayish, bluish or greenish soil color. The term mottling is used to describe areas of contrasting color within a soil matrix. The soil matrix is the portion of the soil layer that has the predominant color. Soils that have brightly colored mottles and a low matrix chroma are indicative of a fluctuating water table.

Hydric soil indicators include organic content of greater than 50% by volume, and/or presence of redoximorphic features and dark soil matrix, as determined by the use of a Munsell Soil Color Chart. This chart establishes the chroma, value and hue of soils based on comparison with color chips. Mineral hydric soil must meet one of the 16 definitions for hydric soil indicators, or be classified as a "problem soil" in the Regional Supplement.

Wetland Biota (Vegetation)

Wetland biota is defined as hydrophytic vegetation. A hydrophyte is a plant species that is capable of growing in substrates that are periodically deficient in oxygen as a result of saturated soil conditions. The U.S. Fish and Wildlife Service, in the *National List of Plant Species that Occur in Wetlands*, has established five basic groups of vegetation based on their frequency of occurrence in wetlands. These categories, referred to as the "wetland indicator status", are as follows: obligate wetland plants (OBL), facultative wetland (FACW), facultative (FAC), facultative upland (FACU), and obligate upland (UPL). Table 1 gives a definition of the plant indicator codes.

Table 1. Description of Wetland Plant Indicator Status Codes

Indicator Code	Status
OBL	Obligate wetland. Plants that always occur in standing water or in saturated soils.
FACW	Facultative wetland. Plants that nearly always occur in areas of prolonged flooding or require standing water or saturated soils but may, on rare occasions, occur in non-wetlands.
FAC	Facultative. Plants that occur in a variety of habitats, including wetland and mesic to xeric non-wetland habitats but commonly occur in standing water or saturated soils.
FACU	Facultative upland. Plants that typically occur in xeric or mesic non-wetland habitats but may frequently occur in standing water or saturated soils.
UPL	Obligate upland. Plants that rarely occur in water or saturated soils.

Observations of hydrology, soils, and vegetation, were made using the "Routine On-study area" delineation method as defined in the 1987 manual and the Regional Supplement for areas that were not currently in agricultural production. One-foot diameter soil pits were excavated to 20 inches and soil profiles were examined for hydric soil and wetland hydrology field indicators. In addition, a visual absolute-cover estimate of the dominant species of the plant community was performed using soil pit locations as a center of reference. Dominant plant species are based on estimates of absolute cover for herbaceous, and shrub species within a 5-foot radius of the sample point, and basal area cover for tree and woody vine species within a 30 foot radius of the sample point. Plant species in each vegetative layer, which are estimated at less than 20% of the total cover, are not considered dominant. The wetland indicator status is then used to determine if there is an overall dominance (greater than 50%) of wetland or upland plant species. If less than 50% of the dominant species are hydrophytic, then the prevalence index may be used to determine if the subdominant species are hydrophytic. If the prevalence index is less than or equal to three, hydrophytic vegetation criterion is met.

During data collection, the soil profiles were examined for hydric soil and wetland hydrology field indicators. Plant species and cover were recorded. Data was recorded on standard data sheets, which contain the information specified in the 1987 Corps Manual and the Regional Supplement.



PROPOSED FRONT ELEVATION

SCALE: 1/4"=1'-0"

- General Notes**
1. ALL WORK SHALL CONFORM TO THE OREGON STRUCTURAL SPECIALTY CODE.
 2. ATTIC VENTILATION SHALL BE 1/150TH OF ATTIC AREA.
 3. PROVIDE MINIMUM OF 22"x30" READILY ACCESSIBLE ATTIC ACCESS
 4. PROVIDE MINIMUM OF 18"x24" CRAWL SPACE ACCESS
 5. FOUNDATION VENTS:
 - a. PROVIDE A NET VENTILATION AREA OF NOT LESS THAN 1 SQUARE FOOT FOR EACH 150 SQUARE FEET.
 - b. PROVIDE ONE VENTILATION OPENING WITHIN 3 FEET OF EACH CORNER OF THE BUILDING.

DESIGN LOADS

SNOW LOAD	25 PSF
ROOF DEAD LOAD	15 PSF
FLOOR LIVE LOAD	40 PSF
FLOOR DEAD LOAD	15 PSF
WIND PRESSURE	18 PSF
WIND SPEED	95 MPH EXP. B
SEISMIC ZONE	D1

PROJECT DATA

PROPOSED APARTMENT BUILDING	
PROPOSED LIVING AREA	
BASEMENT	1763 SQ.FT.
MAIN FLOOR	4589 SQ.FT.
UPPER FLOOR	4589 SQ.FT.
TOTAL PROPOSED AREA	10,941 SQ.FT./BLDG.
OWNER: KENDRICK ENTERPRISES, LLC	
153 WILL DODGE WAY,	
ASHLAND, OR 97520	
PROJECT ADDRESS: BUILDING #1	
HIGHWAY 99,	
ASHLAND, OR 97520	
MAP & TAX LOT# 38-1E-32, 1700 & 1702	

MINIMUM ENERGY COMPLIANCE NOTES

WALL INSULATION	R-21 INTERMEDIATE
WALL INSULATION---BELOW GRADE	R-21 c.i. / R-21
FLAT CEILINGS	R-49
VAULTED CEILINGS	R-30/R30A
UNDERFLOOR INSULATION	R-30
SLAB FLOOR EDGE INSULATION	R-15
HEATED SLAB INTERIOR	R-10
WINDOW S	U = 0.27
SKYLIGHT CLASS	U = 0.50
EXTERIOR DOORS	U = 0.20
EXTERIOR DOORS > 2.5sqft GLAZING	U = 0.40

CONDITIONED SPACE SHALL COMPLY WITH TABLE N1101.1(1) AND ONE ADDITIONAL MEASURE PICKED FROM TABLE N1101.1(2)

SHEET INDEX

A1.0	PROJECT INFORMATION, BUILDING ELEVATIONS
A1.1	BUILDING ELEVATIONS
A1.2	BUILDING SECTION, FLOOR AND WALL ASSEMBLIES
A2.0	BASEMENT, CRAWLSPACE FLOOR PLAN
A2.1	MAIN FLOOR PLAN
A2.2	UPPER FLOOR PLAN
S1.0	GENERAL NOTES AND STRUCTURAL DETAILS
S1.1	STRUCTURAL DETAILS CONT'D
S1.2	STRUCTURAL DETAILS CONT'D
S1.3	STRUCTURAL DETAILS CONT'D
S2.0	FOUNDATION & CRAWLSPACE PLAN
S3.0	MAIN FLOOR FRAMING PLAN
S3.1	UPPER FLOOR FRAMING PLAN
S3.2	ROOF FRAMING PLAN
S4.0	BASEMENT, CRAWLSPACE WIND AND SEISMIC LATERAL PLAN
S4.1	MAIN FLOOR WIND AND SEISMIC LATERAL PLAN
S4.2	UPPER FLOOR WIND AND SEISMIC LATERAL PLAN



PROPOSED RIGHT ELEVATION

SCALE: 1/4"=1'-0"

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REVISIONS			
NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532

Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2000
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises

Phone: 541-944-0131

Drawn By: BM

Checked By: BM

Issue Date: 09/25/2024

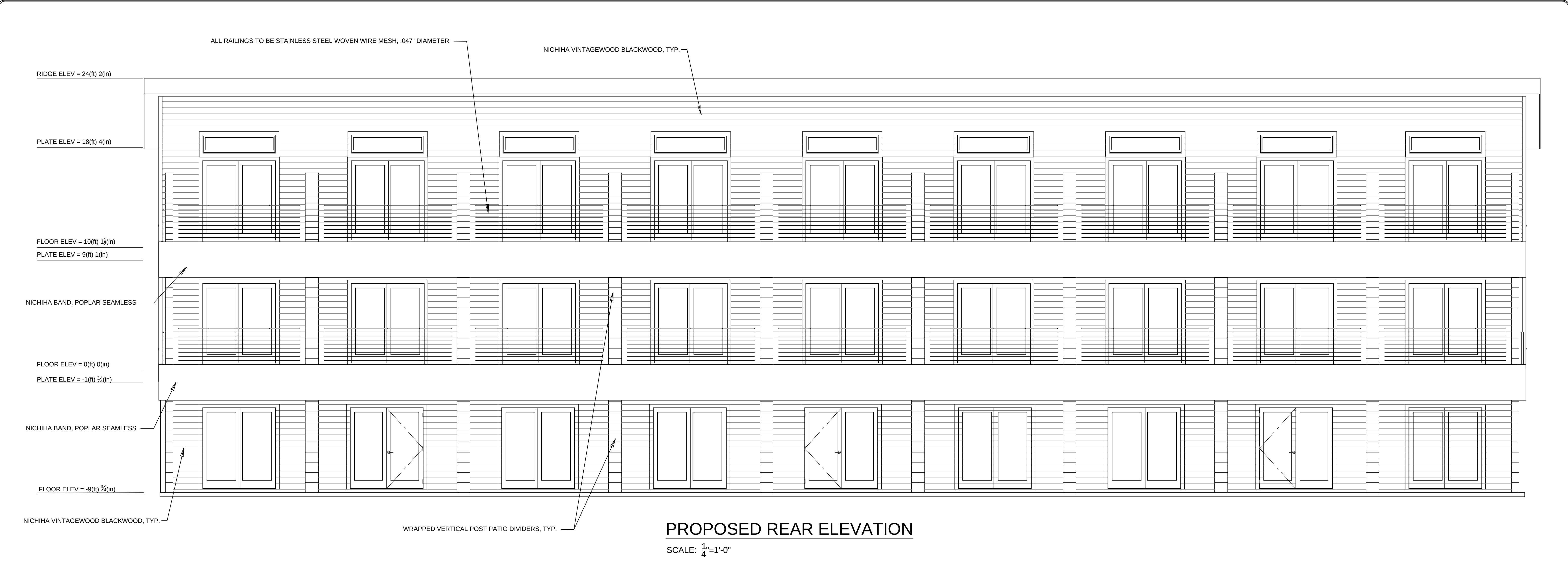
ME Job #: 23-062a

Scale: AS NOTED

Title: ELEVATIONS

SHEET

A1.0



REVISIONS			
NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
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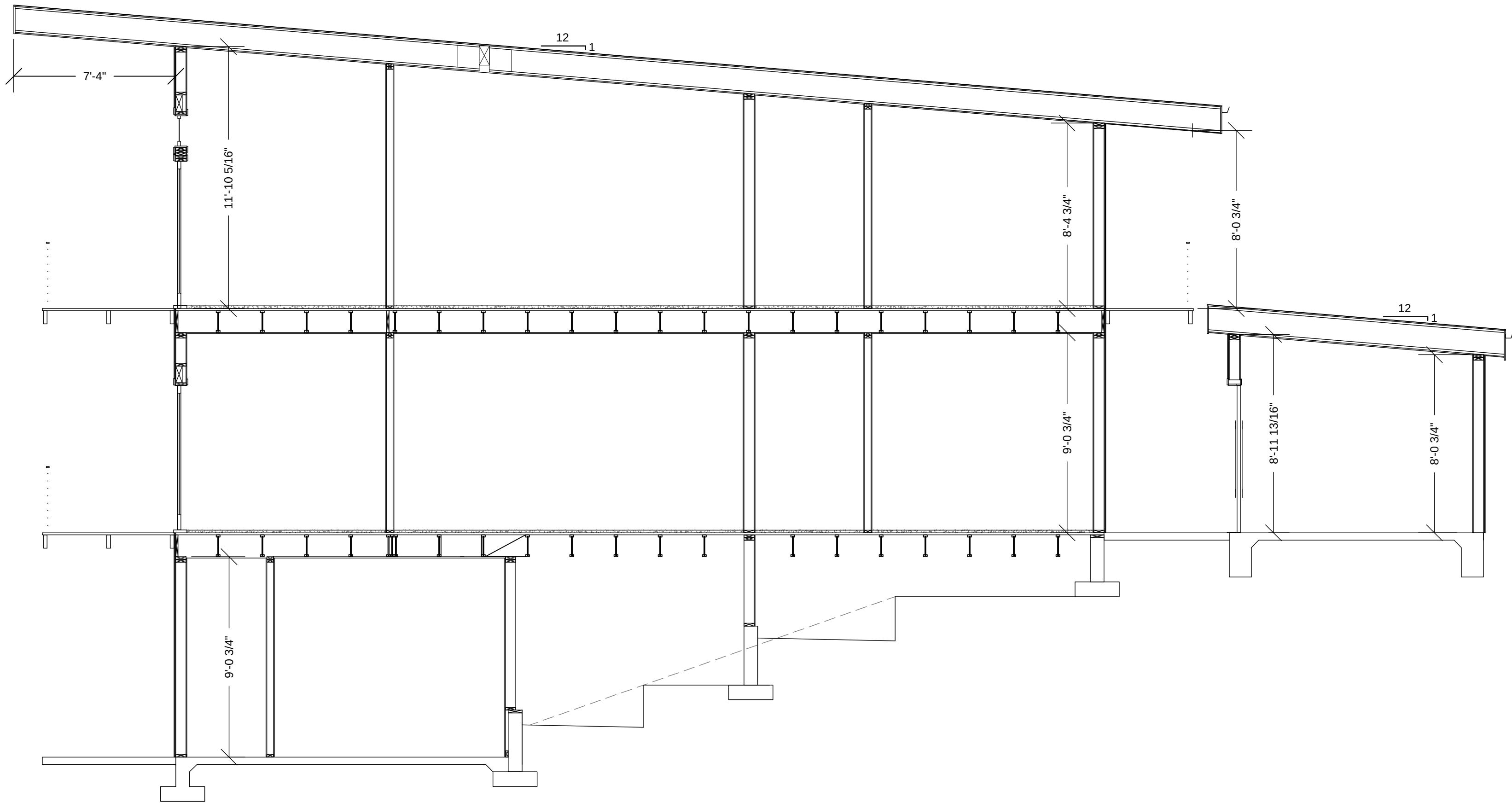
Scale: AS NOTED

Title: ELEVATIONS

SHEET

A1.1

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TYPICAL BUILDING / SECTION A
SCALE: 1/4"=1'-0"

REFERENCE	FIRE RATING	TEST NO.	STC	OC ASSEMBLY NO.	CONSTRUCTION DESCRIPTION
NBC-W13z (16" o.c.)	1 h, L.B.	NBC-W13z (16" o.c.)	57	SLDWS217	Double 38 mm x 89 mm (1-1/2" x 3-1/2") wood studs spaced 400 mm (16") or 600 mm (24") o.c., on separate 38 mm x 89 mm (1-1/2" x 3-1/2") wood plates set 25 mm (1") apart; single layer 15.9 mm (5/8") type "X" gypsum board each side; two thicknesses, 89 mm (3-1/2") thick EcoTouch™ QuietZone® PINK™ FIBERGLAS® Acoustic Batt Insulation.
NBC-W13z (16" o.c.)	1 h, N.L.B.	NBC-W13z (24" o.c.)	57		
NBC-W13z (24" o.c.)	1 h, L.B.	NRC-TL-93-266 (16" o.c.)	56		
NBC-W13z (24" o.c.)	1 h, N.L.B.	W02985 (24" o.c.)	56		

PROPOSED WALL ASSEMBLY
SCALE: 1/4"=1'-0"

UL DESIGN NO. L570 2
FIRE RATING: 1 HOUR
STC: 59
SOUND TEST: H5048.04
SYSTEM THICKNESS: 1' 4 3/32"

ICC: SOUND TEST: 57
H5048.04

ASSEMBLY OPTIONS:
FINISH FLOORING:
FLOOR TOPPING MIXTURE:
FLOOR MAT:
SUBFLOORING:
STRUCTURAL WOOD MEMBERS:
INSULATION:
RESILIENT CHANNELS:
GYPSUM BOARD:

3/4" USG LEVELROCK® BRAND 2500 SERIES UNDERLAYMENT
1/8" USG LEVELROCK® BRAND SAM-N12™ SOUND ATTENUATION MAT
23/32" PLYWOOD PANEL
11-7/8" WOOD I-JOISTS
3-1/2" UNFACED GLASS FIBERGLASS INSULATION
25 GA. RESILIENT CHANNELS SPACED 16" O.C. (SOUND TESTED WITH RC DELUXE®)
TWO LAYERS 5/8" USG SHEETROCK® BRAND ECOSMART PANELS FIRECODE® X (UL TYPE ULUX™)

PROPOSED FLOOR ASSEMBLY
SCALE: 1/4"=1'-0"

REVISIONS
NO. BY DESCRIPTION DATE

MockridgeEngineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

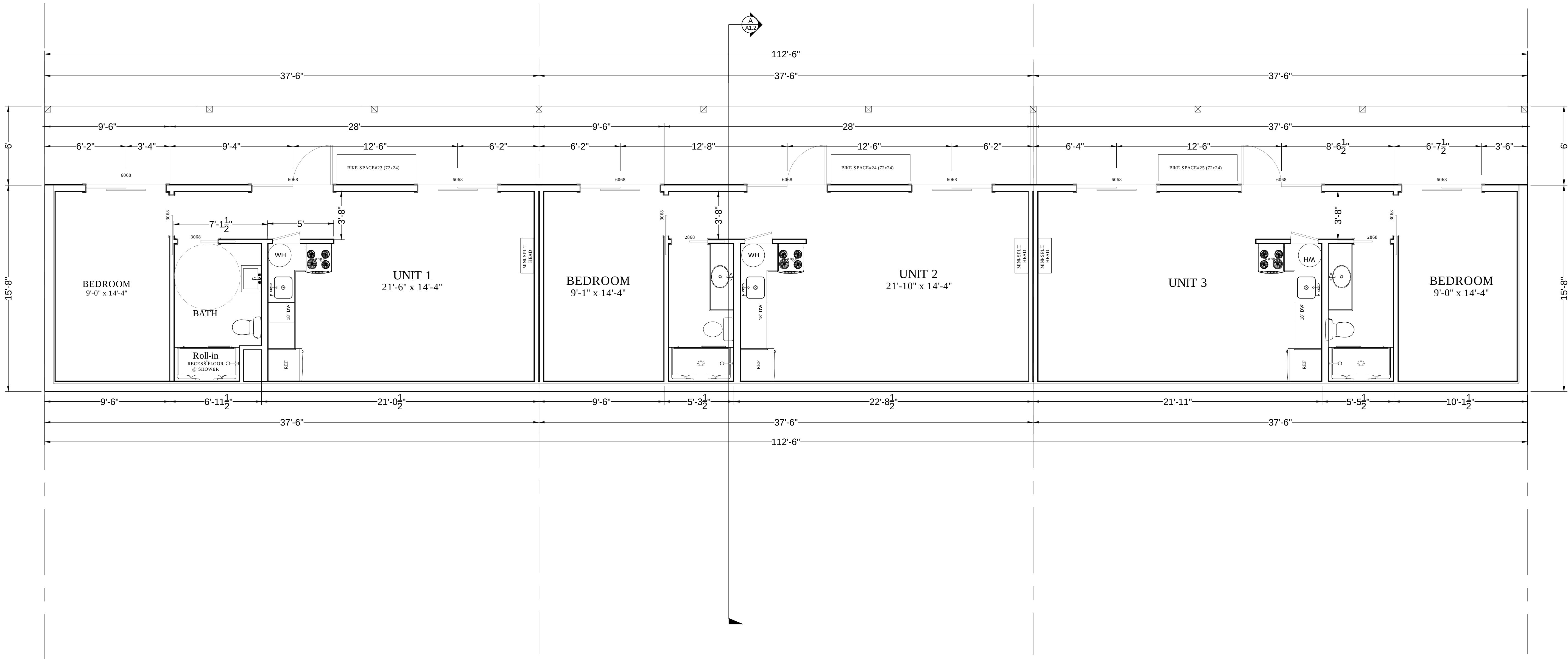
GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: BUILDING SECTIONS
SHEET
A1.2

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PROPOSED BASEMENT FLOOR PLAN

SCALE: $\frac{1}{4}$ "=1'-0"



REVISIONS			
NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2020
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Basement Floor Plan
SHEET

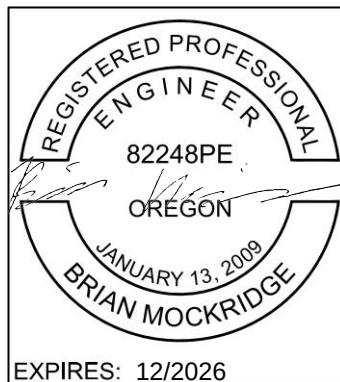
A2.0

REVISIONS			
NO.	BY	DESCRIPTION	DATE
01	BM	Porch Size	5/05/25

Mockridge **E**ngineering

Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:



GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises

Phone: 541-944-0131

Drawn By: BM

Issue Date: 09/25/2024

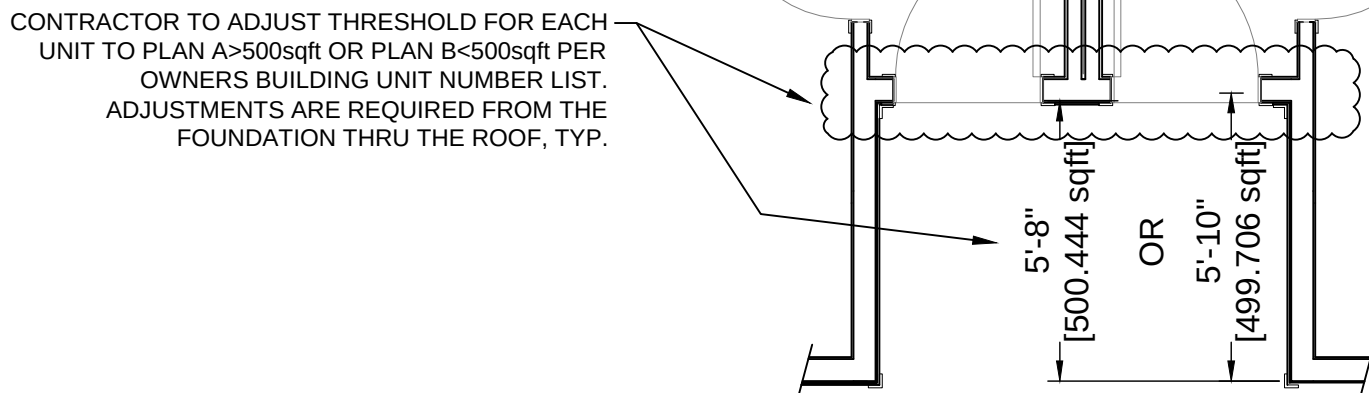
ME Job #: 23-062

Scale: AS NOTED

Title: Main Floor Plan

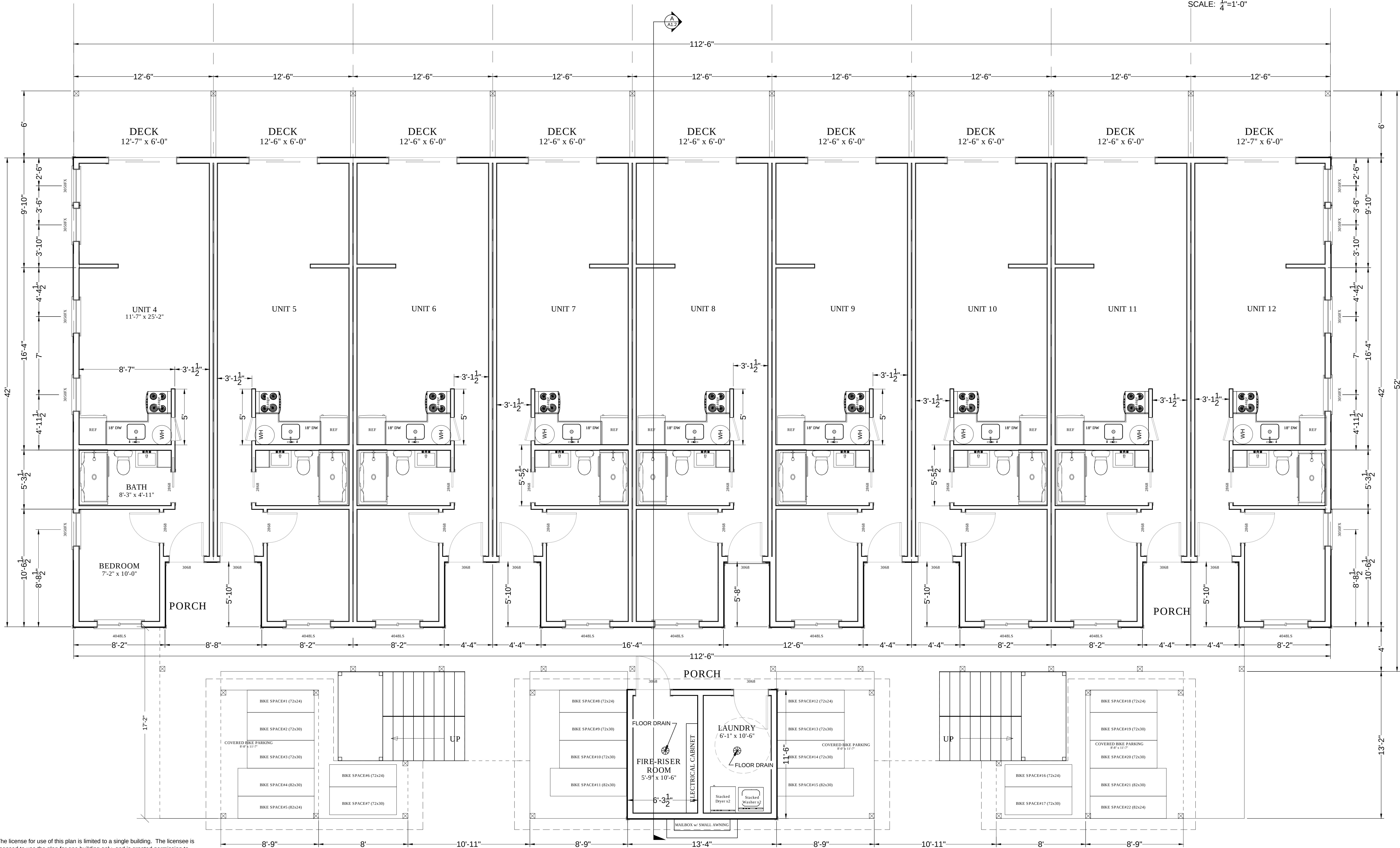
SHEET

A2.1



ENTRY THRESHOLD PLAN

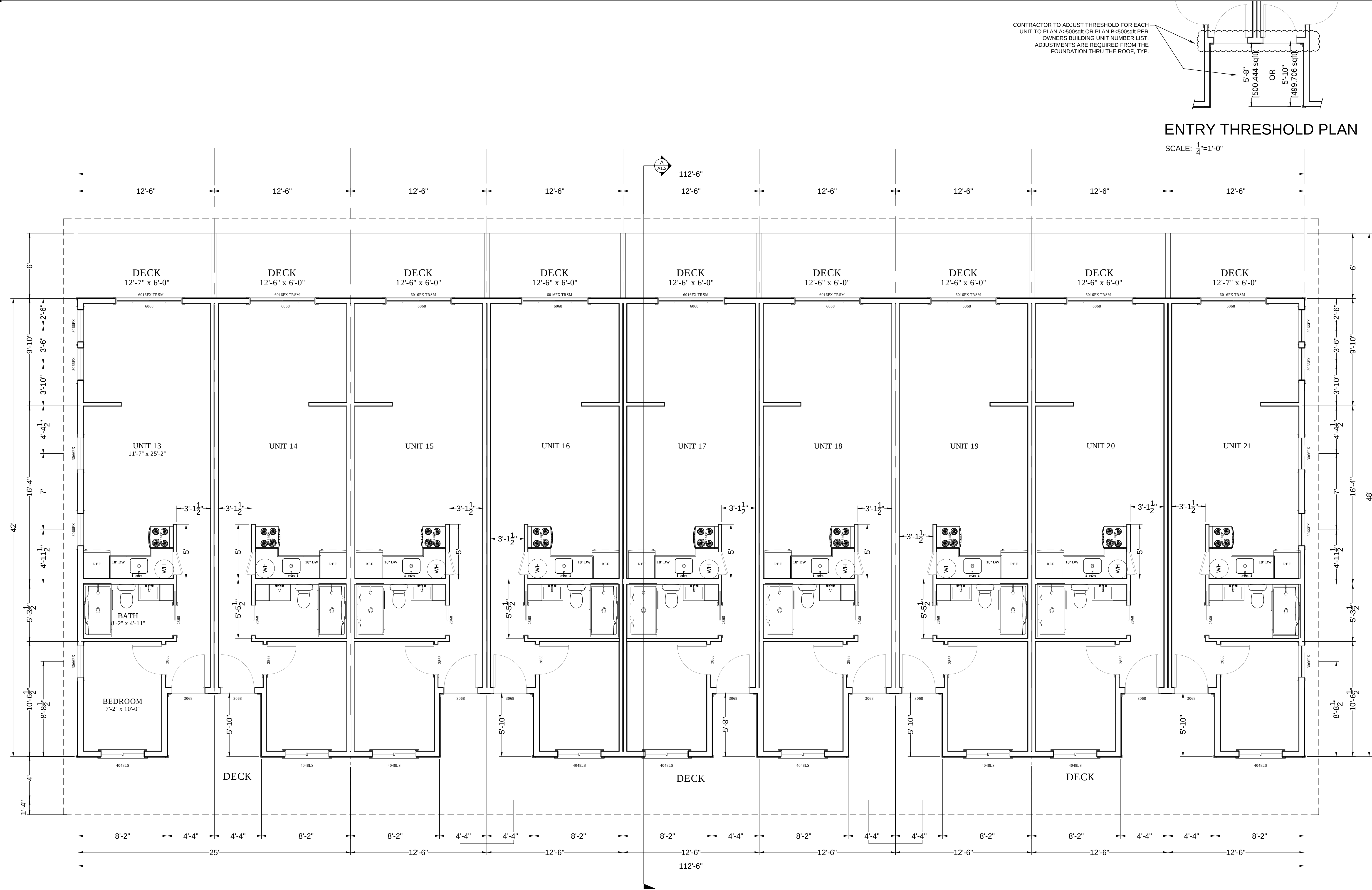
SCALE: $\frac{1}{4}"=1'-0"$



PROPOSED MAIN FLOOR PLAN

SCALE: $\frac{1}{4}"=1'-0"$

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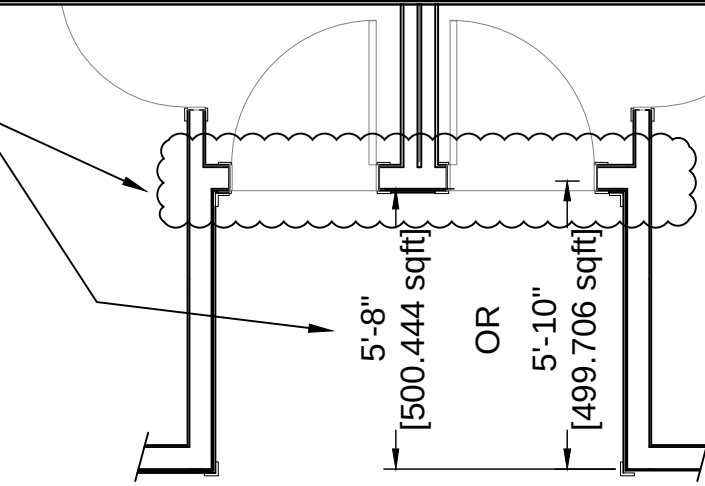


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PROPOSED UPPER FLOOR PLAN

SCALE: $\frac{1}{4}"=1'-0"$

CONTRACTOR TO ADJUST THRESHOLD FOR EACH UNIT TO PLAN A>500sqft OR PLAN B<500sqft PER OWNERS BUILDING UNIT NUMBER LIST. ADJUSTMENTS ARE REQUIRED FROM THE FOUNDATION THRU THE ROOF, TYP.



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}"=1'-0"$

REVISIONS			
NO.	BY	DESCRIPTION	DATE
01	BM	Porch Size	5/05/25

Mockridge Engineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2000
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Plan
SHEET

A2.2

- GENERAL
1. NOT USED.
2. THE STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE, AND, EXCEPT WHERE SPECIFICALLY SHOWN, DO NOT INDICATE THE METHOD OR MEANS OF CONSTRUCTION, THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, PROCEDURES, TECHNIQUES, AND SEQUENCE. ALL APPLICABLE SAFETY REGULATIONS TO BE STRICTLY FOLLOWED.
3. THE STRUCTURE HAS BEEN DESIGNED TO RESIST DESIGN LOADS ONLY AS A COMPLETED STRUCTURE. APPLICATIONS OF CONSTRUCTION LOADS TO THE PARTIALLY COMPLETED STRUCTURE SHALL BE CONSIDERED BY THE CONTRACTOR AND SO INCLUDED IN THE DESIGN OF SHORING, BRACING, FORMWORK, AND ANY OTHER SUPPORTING ELEMENTS PROVIDED FOR CONSTRUCTION OF THE STRUCTURE. DURING ERECTION AND UNTIL ALL PERMANENT CONNECTIONS ARE MADE, THE CONTRACTOR MUST PROVIDE TEMPORARY BRACING FOR THE STRUCTURE IN ALL DIRECTIONS.
4. THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND GRADE CONDITIONS, (BOTH NEW AND EXISTING) REPORTING ANY DISCREPANCIES TO THE ARCHITECT OR ENGINEER PRIOR TO ORDERING MATERIALS OR PROCEEDING WITH ANY PHASE OF THE WORK.
5. THE CONTRACTOR SHALL COMPARE STRUCTURAL SECTIONS WITH ON-SITE SECTIONS AND REPORT ANY DISCREPANCY TO THE ENGINEER PRIOR TO FABRICATION OR INSTALLATION OF STRUCTURAL MEMBERS.
6. DO NOT SCALE DIMENSIONS FROM DRAWINGS. THE CONTRACTOR SHALL REQUEST, FROM THE ENGINEER, NECESSARY DIMENSIONS NOT SHOWN ON THE DRAWINGS.

- INSPECTIONS
1. ALL CONSTRUCTION SHALL BE INSPECTED BY THE LOCAL BUILDING OFFICIAL ACCORDING TO THE BUILDING CODE LISTED BELOW.
2. IT IS RECOMMENDED THAT THE OWNER/CONTRACTOR HIRE MOCKRIDGE ENGINEERING OR OTHER QUALIFIED ENGINEER TO PROVIDE STRUCTURAL INSPECTION PRIOR TO COVERING OF STRUCTURAL MEMBERS.

- DESIGN CRITERIA
1. APPLICABLE CODES:
- A. OREGON STRUCTURAL SPECIALTY CODE
 - B. NOT USED
 - C. BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (ACI 318)
 - D. BUILDING CODE REQUIREMENTS FOR MASONRY STRUCTURES (ACI 530)
 - E. MIN. DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES (ASCE 7)
2. SNOW LOAD:
- GROUND SNOW LOAD (Pg) 25 PSF
 - ROOF SNOW LOAD (P) 25 PSF
3. WIND LOAD: (ORSC)
- BASIC DESIGN WIND VELOCITY ... 95 MPH
- EXPOSURE CATEGORY B
- COMPONENTS AND CLADDING:
- ALL BUILDING COMPONENTS AND CLADDING ENGINEERED BY THE COMPONENT MANUFACTURER ARE TO BE DESIGNED BY THE MANUFACTURER'S ENGINEER FOR WIND LOADS DETERMINED PER THE OREGON STRUCTURAL SPECIALTY CODE FOR THE BASIC DESIGN WIND VELOCITY, AND EXPOSURE LISTED ABOVE.
4. SEISMIC CRITERIA
- DESIGN CATEGORY D1
5. FUTURE LOADS: UNLESS SPECIFICALLY NOTED, THERE ARE NO PROVISIONS MADE FOR FUTURE FLOORS, ROOFS, OR OTHER LOADS.

- FOUNDATIONS
1. IT IS RECOMMENDED THAT THE OWNER/CONTRACTOR ORDER A GEOTECHNICAL INVESTIGATION REPORT. DUE TO THE LACK OF SPECIFIC GEOTECHNICAL INFORMATION FOR THIS SITE, THE FOUNDATION HAS BEEN DESIGNED ON AN ASSUMED BEARING CAPACITY OF 1500 PSF. MOCKRIDGE ENGINEERING IS NOT RESPONSIBLE FOR ANY FUTURE DEFECTS RESULTING FROM UNREPORTED CONDITIONS MITIGATING THE ABOVE ASSUMPTION.
2. SOFT SOIL AND FILL SHALL BE REMOVED AND REPLACED AS INDICATED BELOW, AND BE CAPABLE OF SUPPORTING THE BEARING CAPACITY STATED ABOVE.
3. MINIMUM SUBGRADE PREPARATION REQUIREMENTS ARE AS FOLLOWS: COMPACT ALL FILL UNDER BUILDING TO 98% MAXIMUM DENSITY AS DETERMINED BY ASTM D698. PLACE IN LAYERS OF 8" MAXIMUM LOOSE THICKNESS. VERIFY FIELD DENSITY, ASTM D1556, WITH AT LEAST ONE TEST PER 2000 SQUARE FEET PER LAYER.

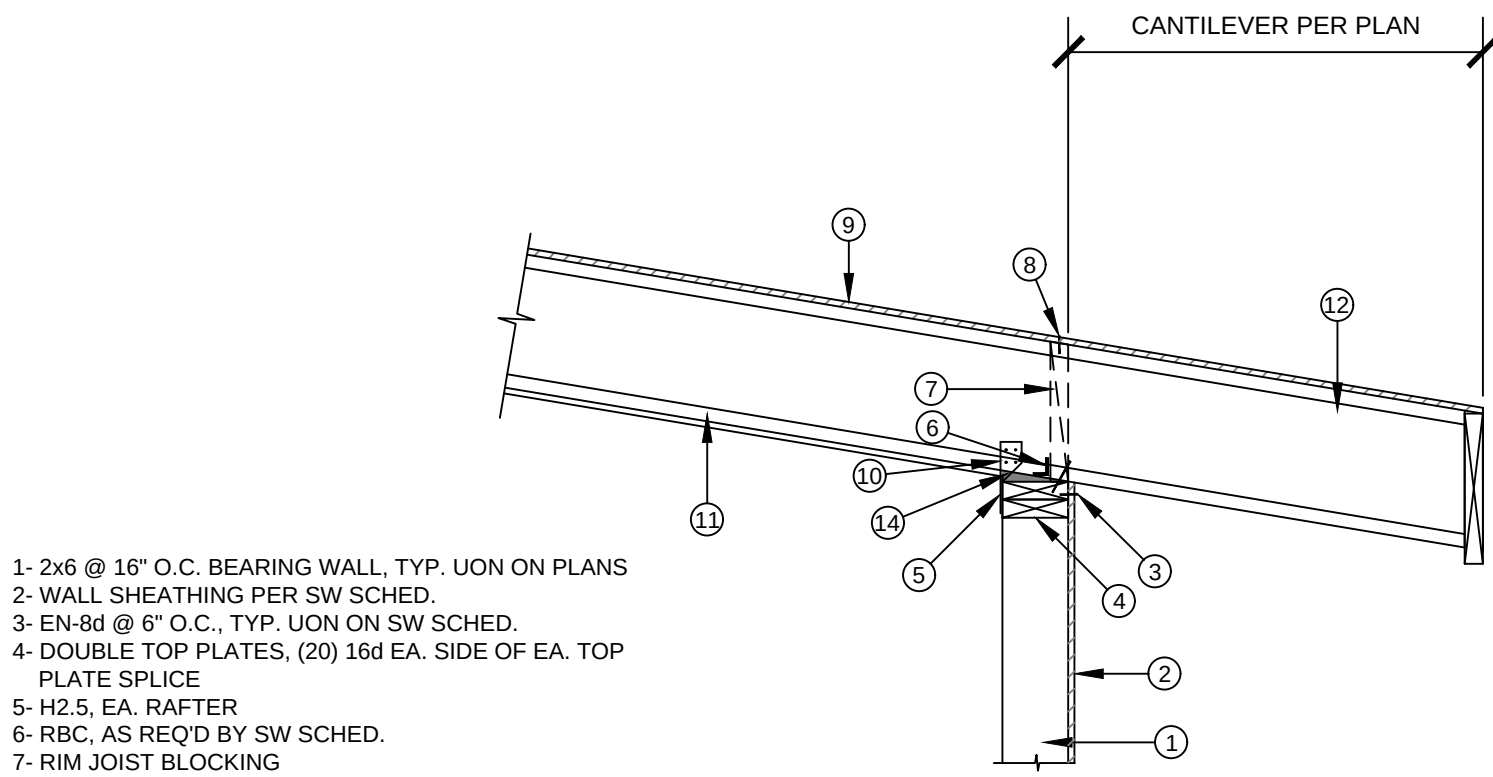
- CONCRETE/REINFORCING STEEL
1. CONCRETE COMPRESSIVE STRENGTH IN 28 DAYS:
- SLAB ON GRADE, FOOTINGS, GRADE BEAMS ... 2500 PSI DESIGN, 3000 PSI MIX, NORMAL WEIGHT
2. PROVIDE SLAB CONTR JOINTS AS INDICATED PER PLAN. WHERE NOT SHOWN ON PLAN LIMIT THE SPACING OF CONTROL JOINTS TO 15' FOR INDOOR SLABS, 8' FOR OUTDOOR DRIVEWAYS, 5' FOR SIDEWALKS.
3. REINFORCING:
- ASTM A615 - GRADE 60.
 - WELDED WIRE FABRIC - ASTM A185 (FLAT SHEETS ONLY)
4. GROUT UNDER BASE PLATES TO BE HIGH STRENGTH, NON-SHRINK.
5. REFER TO THE DRAWINGS FOR REINFORCING LAP REQUIREMENTS, WHERE LAP SPLICES ARE NOT SHOWN, LAP PER ACI 318 STANDARDS.
6. LAP WELDED WIRE FABRIC SHEETS 8" MINIMUM.
7. CLEAR COVER FROM FACE OF CONCRETE:
- CAST IN PLACE CONCRETE(measure to outermost reinforcing):
 - FOOTINGS 3"
8. PROVIDE REINFORCING IN SLABS ON GRADE, PLACE AT MID-THICKNESS OF SLAB:
- 4" SLABS #6-W2,1XW2,1
 - 6" SLABS #4 @ 24" O.C. EA. WAY
9. REBAR SHALL NOT BE HEATED WITH A TORCH IN THE FIELD.

- WOOD:
1. ALL WOOD EXPOSED TO THE WEATHER OR IN CONTACT WITH CONCRETE OR MASONRY SHALL BE PRESSURE TREATED OR PROTECTED WITH A WATERPROOF MEMBRANE. NEWLY EXPOSED SURFACES RESULTING FROM FIELD CUTTING, BORING OR HANDLING SHALL BE FIELD TREATED IN ACCORDANCE WITH AWPA 14-4.
2. ALL WOOD STICK FRAMING SHALL BE DOUGLAS FIR/LARCH #2 (DF #2) OR BETTER UNLESS OTHERWISE NOTED ON THE DRAWINGS.
3. ALL ENGINEERED WOOD SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER RECOMMENDATIONS AND AS DETAILED ON DRAWINGS.
4. ALL JOISTS, CEILING JOISTS AND RAFTERS SHALL HAVE A MINIMUM OF 1-1/2 INCHES BEARING AT EACH END ON TOP PLATES.
5. TOP PLATES OR CHORDS SHALL BE CONTINUOUS OVER HEADERS UON.
6. TOP PLATES SHALL BE TWO PIECES, SAME SIZE AS STUDS. STAGGER SPLICES 6'-0" MINIMUM. CENTER SPLICES OVER STUDS.

- WOOD CONNECTIONS:
1. ALL FRAMING HARDWARE SHALL BE MANUFACTURED BY USP STRUCTURAL CONNECTORS OR SIMPSON STRONG-TIE. ALL FASTENER HOLES SHALL BE FILLED WITH NAILS, SCREWS OR BOLTS AS SPECIFIED BY THE MANUFACTURER'S LITERATURE
2. HOLD-DOWNS ANCHOR BOLTS SHALL BE FINGER TIGHT PLUS AN ADDITIONAL 1/3 TURN WITH A WRENCH.
3. STRUCTURAL CONNECTORS PLACED IN CONTACT WITH PRESERVATIVE TREATED WOOD OR IN EXTERIOR APPLICATIONS SHALL HAVE A COATING AS INDICATED ON THE RECOMMENDED CONNECTOR COATING FOR CORROSION PROTECTION CHART.
4. CONNECTOR HARDWARE MODEL NUMBERS ARE THOSE FOR THE SIMPSON-STRONG TIE COMPANY.
5. CONNECTIONS SHALL BE AS DETAILED ON THE DRAWINGS. IF NOT SHOWN, MINIMUM CONNECTIONS SHALL BE AS FOLLOWS:
- A) JOIST OR RAFTER TO SILL OR GIRDER, TOE NAIL.....3-8d
 - B) BRIDGING TO JOIST, TOENAIL EACH END.....2-8d
 - C) SILL PLATE TO JOIST, SOLID DECK, OR BLOCKING, FACE NAIL [SN].....16d AT 6" O.C.
 - D) TOP PLATE TO STUD, END NAIL.....2-16d
 - E) STUD TO SILL PLATE.....4-8d TOENAIL, OR 2-16d END NAIL
 - F) DOUBLE STUDS, FACE NAIL.....16d AT 12" O.C. STAGGERED
 - G) DOUBLE TOP PLATES:
 - TOP PLATE TO LOWER PLATE, FACE NAIL.....16d @ 18" O.C.
 - TOP PLATE TO LOWER PLATE AT LAP SPlice [4'-0" MINIMUM].....8-16d EA. SIDE OF SPlice,
 - H) BLOCKING BETWEEN JOISTS OR RAFTERS TO TOP PLATE, TOENAIL.....3-8d
 - I) RIM JOIST TO TOP PLATE, TOENAIL.....8d @ 6" O.C.
 - J) TOP PLATES, LAPS AND INTERSECTIONS.....3-16d
 - K) CEILING JOISTS TO PLATE, TOENAIL.....3-8d
 - L) CEILING JOISTS, LAPS OVER PARTITIONS, FACE NAIL.....3-16d
 - M) CEILING JOISTS TO PARALLEL RAFTERS, FACE NAIL.....3-16d
 - N) RAFTER TO PLATE, TOENAIL.....2-16d
 - O) BUILT-UP CORNER STUDS.....16d @ 12" O.C.
 - P) WOOD STRUCTURAL PANELS, SUBFLOOR, ROOF AND WALL SHEATHING TO FRAMING, UON ON PLANS 5/16"-1".....8d COMMON @ 6" O.C. AT ALL PANEL EDGES....8d COMMON @ 12" O.C. (6" O.C. @ GABLE END WALLS) AT INTERMEDIATE SUPPORTS
- 1-1/8"-1-1/4".....10d COMMON @ 6" O.C. AT ALL PANEL EDGES....10d COMMON @ 12" O.C. (6" O.C. @ GABLE END WALLS) AT INTERMEDIATE SUPPORTS
- Q) FOR ADDITIONAL CONNECTIONS REFER TO THE LOCAL BUILDING CODE OR CONTACT THE ENGINEER OF RECORD.

- REPRODUCTION NOTE
1. THE USE OF REPRODUCTIONS OF THESE CONTRACT DRAWINGS BY ANY CONTRACTOR, SUBCONTRACTOR, ERECTOR, FABRICATOR, OR MATERIAL SUPPLIER IN LIEU OF PREPARATION OF SHOP DRAWINGS SIGNIFIES HIS ACCEPTANCE OF ALL INFORMATION SHOWN HEREON AS CORRECT, AND OBLIGATES HIMSELF TO ANY JOB EXPENSE, REAL OR IMPLIED, ARISING DUE TO ANY ERRORS THAT MAY OCCUR HEREON.

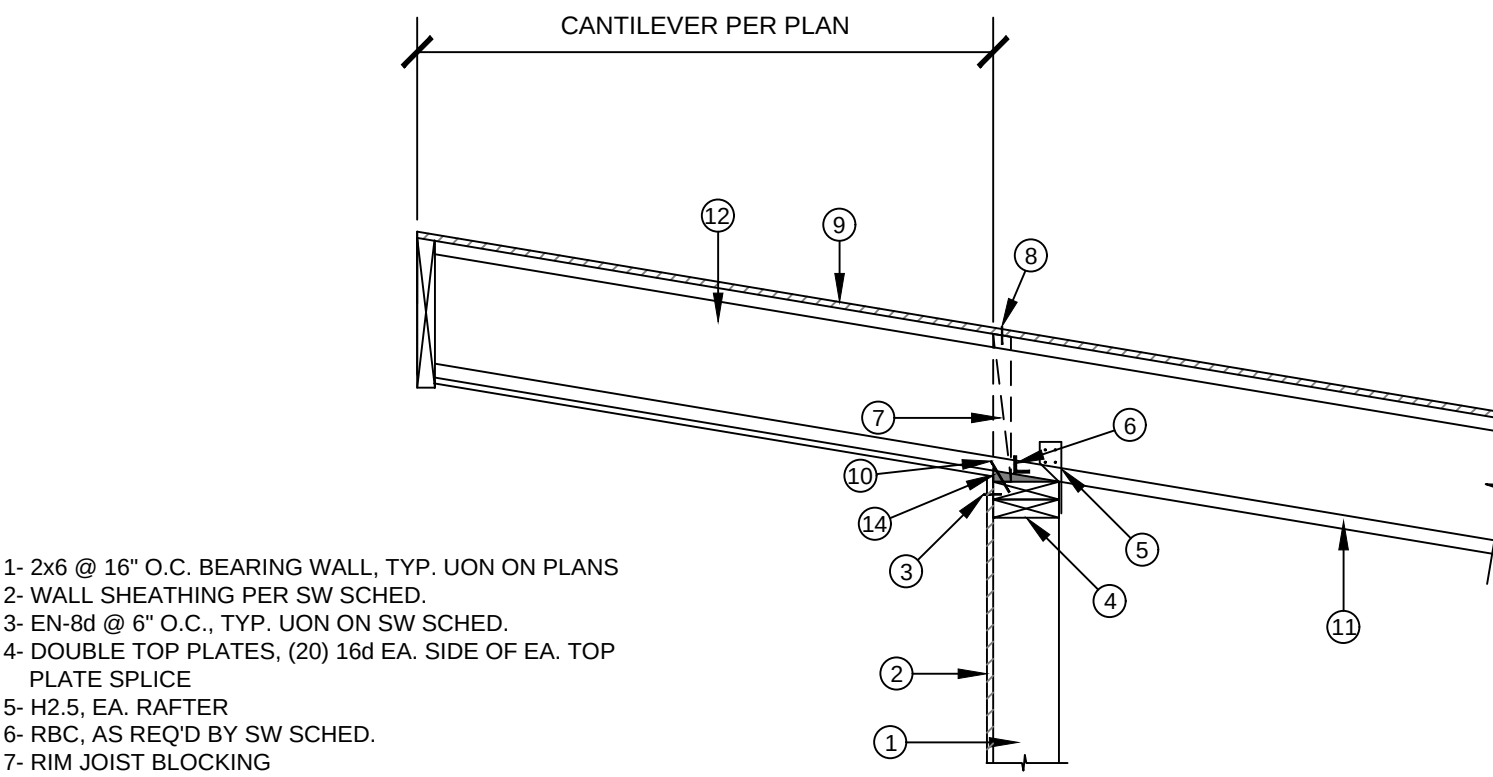
- ABBREVIATIONS:
- | | | | | | |
|------|---------------|-----|------------------------|-----|-------------------|
| AB | ANCHOR BOLT | BN | BOUNDARY NAILING | CLR | CLEAR |
| EA | EACH | EOR | ENGINEER OF RECORD | EN | EDGE NAILING |
| NTS | NOT TO SCALE | OH | OPPOSITE HAND | PT | PRESSURE TREATED |
| SN | SHEAR NAILING | STD | STANDARD | SW | BRACED/SHEAR WALL |
| TYP. | TYPICAL | UON | UNLESS OTHERWISE NOTED | | |



- 1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
- 2- WALL SHEATHING PER SW SCHED.
- 3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
- 4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
- 5- H2.5, EA. RAFTER
- 6- RBC, AS REQ'D BY SW SCHED.
- 7- RIM JOIST BLOCKING
- 8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
- 9- ROOF SHEATHING PER PLAN
- 10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
- 11- I-JOIST ROOF RAFTERS PER PLAN
- 12- CANTILEVER RAFTERS PER PLAN
- 13- NOT USED
- 14- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
- 15- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

2 I-JOIST RAFTER TO WALL CONNECTION DETAILS

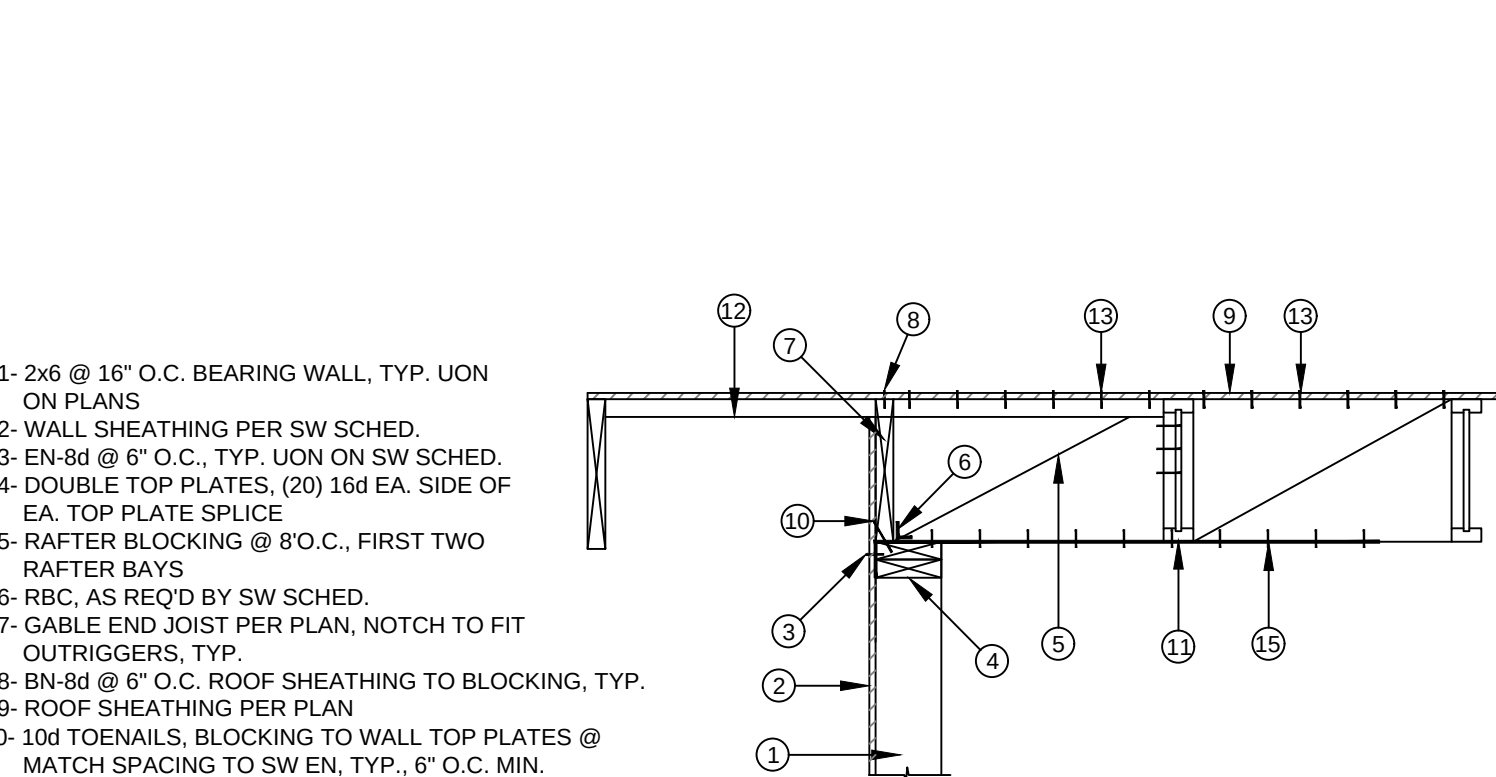
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- 1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
- 2- WALL SHEATHING PER SW SCHED.
- 3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
- 4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
- 5- H2.5, EA. RAFTER
- 6- RBC, AS REQ'D BY SW SCHED.
- 7- RIM JOIST BLOCKING
- 8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
- 9- ROOF SHEATHING PER PLAN
- 10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
- 11- I-JOIST ROOF RAFTERS PER PLAN
- 12- CANTILEVER RAFTERS PER PLAN
- 13- NOT USED
- 14- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
- 15- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

3 I-JOIST RAFTER TO WALL CONNECTION DETAILS

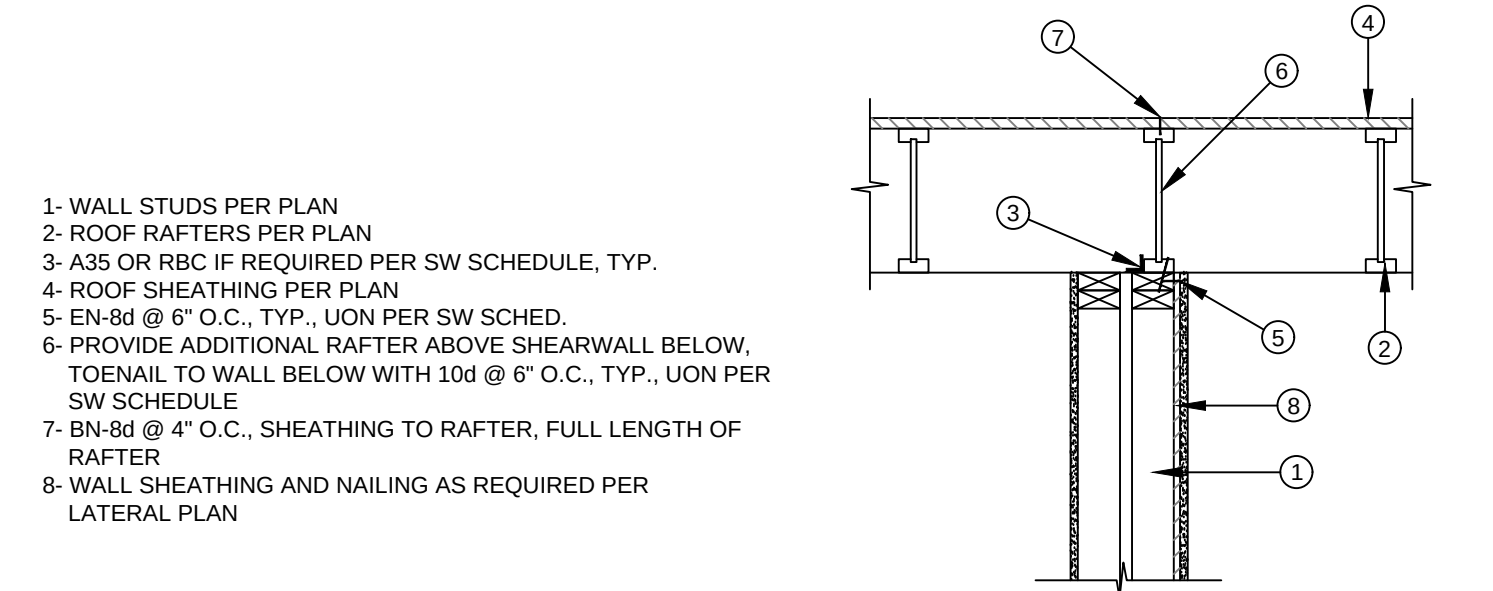
Scale: NTS (ROOF PITCH <3:12)



- 1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
- 2- WALL SHEATHING PER SW SCHED.
- 3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
- 4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
- 5- RAFTER BLOCKING @ 8" O.C., FIRST TWO RAFTER BAYS
- 6- RBC, AS REQ'D BY SW SCHED.
- 7- GABLE END JOIST PER PLAN, NOTCH TO FIT OUTRIGGERS, TYP.
- 8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
- 9- ROOF SHEATHING PER PLAN
- 10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
- 11- I-JOIST ROOF RAFTERS PER PLAN
- 12- 2x6 MIN. OUTRIGGER @ 24" O.C. MAX
- 13- 8d @ 4" O.C., ROOF SHEATHING TO OUTRIGGER AND RAFTER BLOCKING, TYP.
- 14- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS
- 15- CMST16 STRAP, LENGTH=42", BEND 3" OVER TOP PLATES AND FASTEN TO UNDERSIDE OF RAFTER BLOCKING

4 I-JOIST GABLE WALL CONNECTION DETAILS

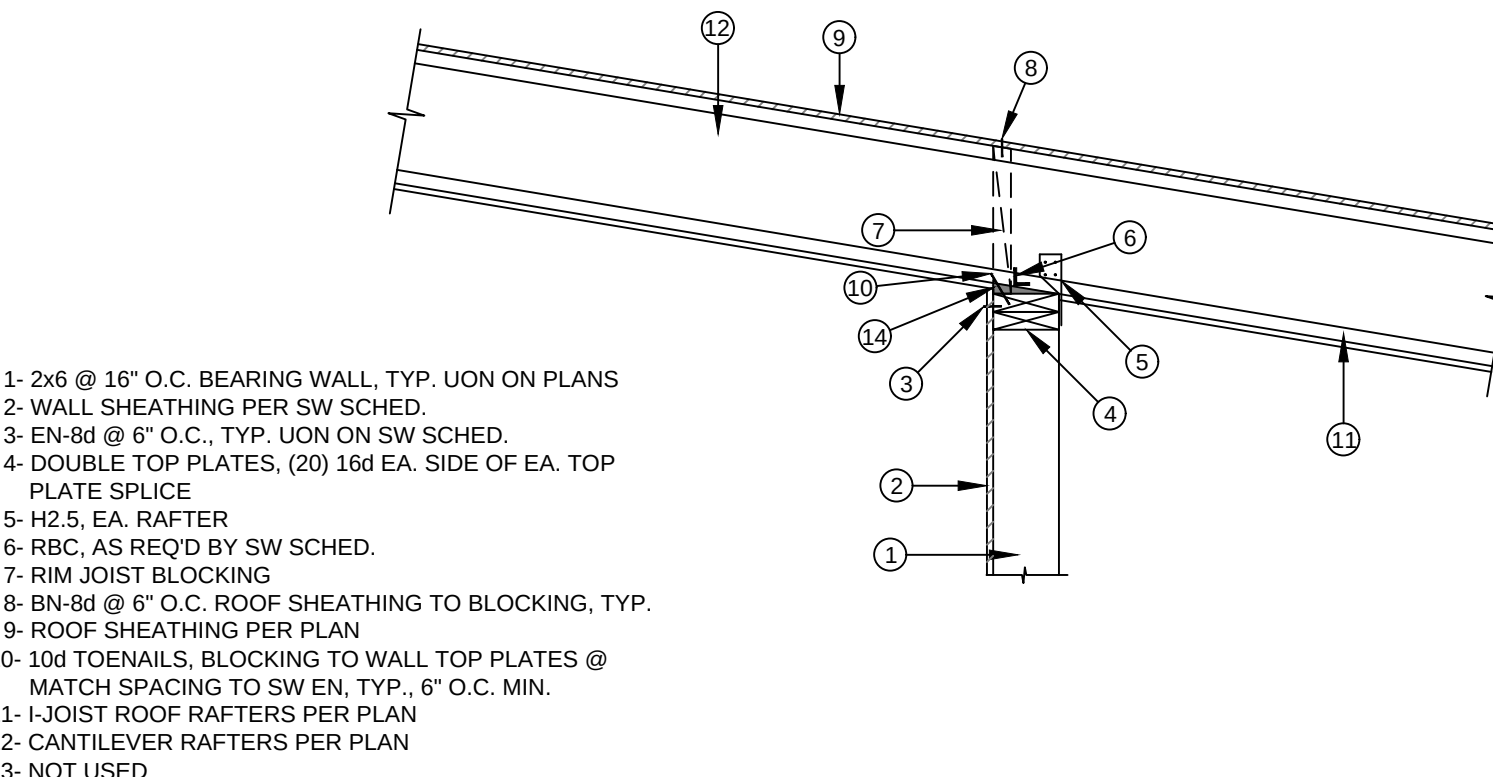
Scale: NTS



- 1- WALL STUDS PER PLAN
- 2- ROOF RAFTERS PER PLAN
- 3- A35 OR RBC IF REQUIRED PER SW SCHEDULE, TYP.
- 4- ROOF SHEATHING PER PLAN
- 5- EN-8d @ 6" O.C., TYP. UON PER SW SCHED.
- 6- PROVIDE ADDITIONAL RAFTER ABOVE SHEARWALL BELOW. TOENAIL TO WALL BELOW WITH 10d @ 6" O.C., TYP. UON PER SW SCHEDULE
- 7- BN-8d @ 4" O.C., SHEATHING TO RAFTER, FULL LENGTH OF RAFTER
- 8- WALL SHEATHING AND NAILING AS REQUIRED PER LATERAL PLAN

6 RAFTER CONNECTION DETAILS @ SHEARWALL BELOW

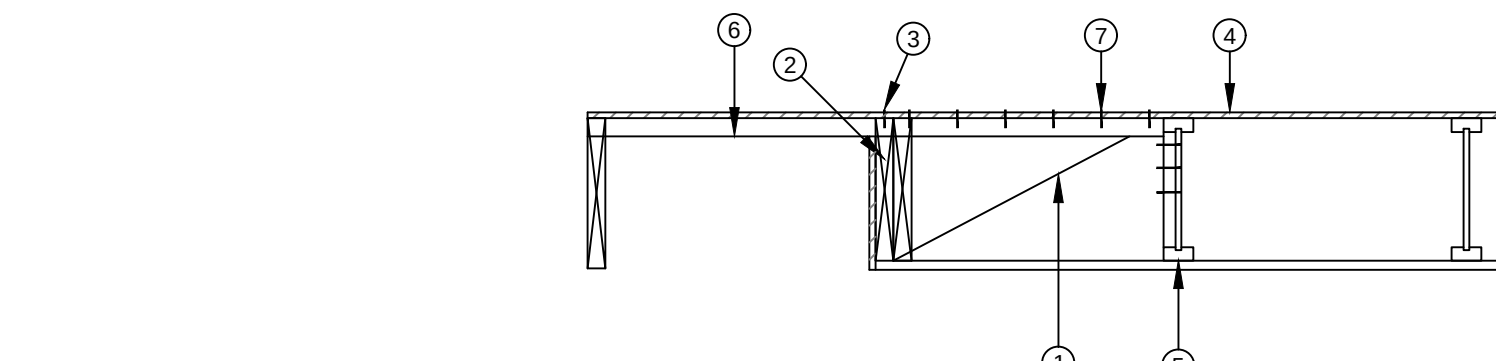
Scale: NTS



- 1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
- 2- WALL SHEATHING PER SW SCHED.
- 3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
- 4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
- 5- H2.5, EA. RAFTER
- 6- RBC, AS REQ'D BY SW SCHED.
- 7- RIM JOIST BLOCKING
- 8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
- 9- ROOF SHEATHING PER PLAN
- 10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
- 11- I-JOIST ROOF RAFTERS PER PLAN
- 12- CANTILEVER RAFTERS PER PLAN
- 13- NOT USED
- 14- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
- 15- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

7 I-JOIST RAFTER TO WALL CONNECTION DETAILS

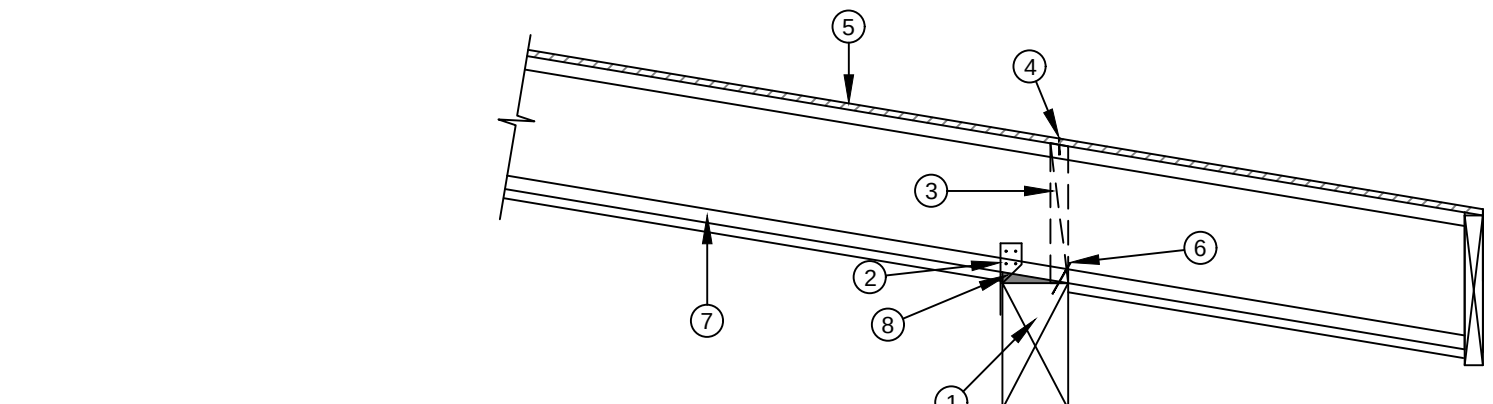
Scale: NTS (ROOF PITCH <3:12)



- 1- RAFTER BLOCKING @ 8" O.C., FIRST RAFTER BAY
- 2- GABLE END JOIST PER PLAN, NOTCH TO FIT OUTRIGGERS, TYP.
- 3- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
- 4- ROOF SHEATHING PER PLAN
- 5- I-JOIST ROOF RAFTERS PER PLAN
- 6- 2x6 MIN. OUTRIGGER @ 24" O.C. MAX
- 7- 8d @ 4" O.C., ROOF SHEATHING TO OUTRIGGER AND RAFTER BLOCKING, TYP.

8 I-JOIST GABLE WALL CONNECTION DETAILS

Scale: NTS



- 1- BEAM PER PLAN
- 2- H2.5, EA. RAFTER, SIMPSON SDWC15600 UPLIFT SCREW MAY BE USED IN LIEU OF H2.5
- 3- RIM JOIST BLOCKING
- 4- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
- 5- ROOF SHEATHING PER PLAN
- 6- 10d @ 6" O.C. TOENAILS, BLOCKING TO BEAM
- 7- I-JOIST ROOF RAFTERS PER PLAN
- 8- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
- 9- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

9 I-JOIST RAFTER TO WALL CONNECTION DETAILS

Scale: NTS (ROOF PITCH <3:12)

REVISIONS			
NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Marlin, OR 97532

Phone: 541-892-3289;

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ENGINEER
82248PE
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GRAND TERRACE
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Map & Tax Lot 38-1E-32, 1700 & 1702

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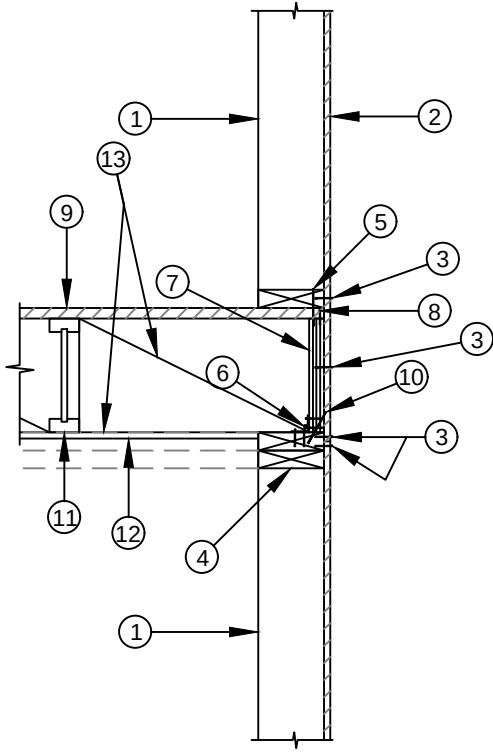
Title: GEN. NOTES-DETAILS

SHEET

S1.0

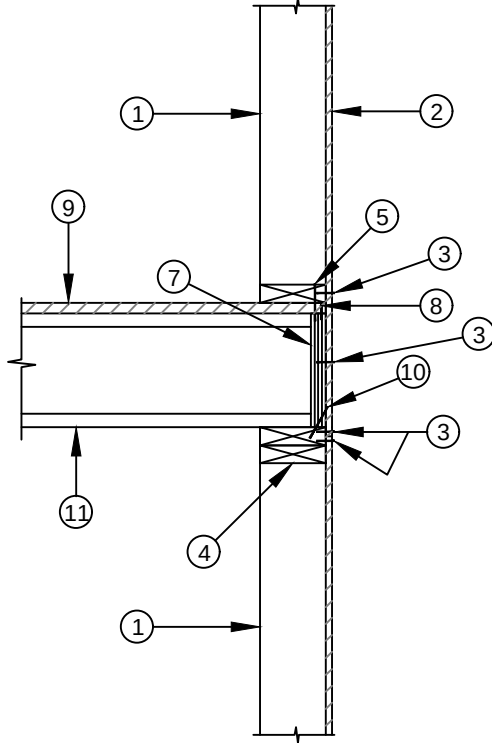
Page 632 of 1568

- 1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
2- WALL SHEATHING PER SW SCHED.
3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- SN-16d @ 6" O.C., TYP., UON ON SW SCHED.
6- A35, IF REQ'D PER SW SCHED.
7- RIM JOIST
8- BN-8d @ 6" O.C., TYP.
9- FLOOR SHEATHING PER PLAN
10- 8d TOENAILS @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
11- FLOOR JOISTS PER PLAN
12- DRYWALL
13- JOISTS BLOCKING FIRST TWO JOIST BAYS, FASTEN FLOOR SHEATHING TO BLOCKING w(8) 8d AND BLOCKING TO WALL TOP PLATES w(2)A35 CLIP ANGLES OR PERPENDICULAR INTERIOR WALL @ 12" O.C. MAX, TYP.



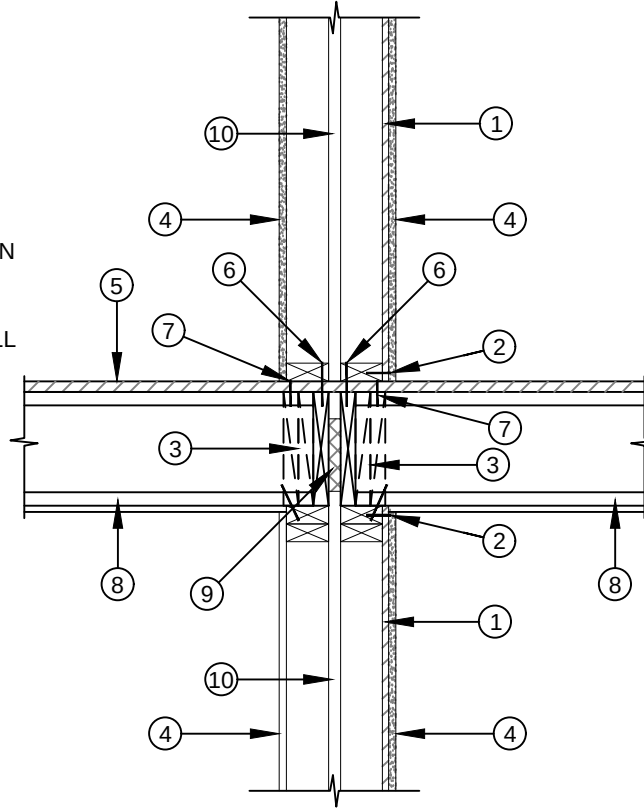
1 JOIST CONNECTION DETAILS
Scale: NTS

- 1- 2x6 BEARING WALL
2- WALL SHEATHING PER LATERAL PLAN
3- EN-8d @ 6" O.C., TYP.
4- DOUBLE TOP PLATES, (8) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- SN-16d @ 6" O.C., TYP.
6- NOT USED
7- RIM JOIST
8- BN-8d @ 6" O.C., TYP.
9- FLOOR SHEATHING PER PLAN
10- 8d TOENAILS @ 6" O.C. MIN.
11- FLOOR JOISTS PER PLAN



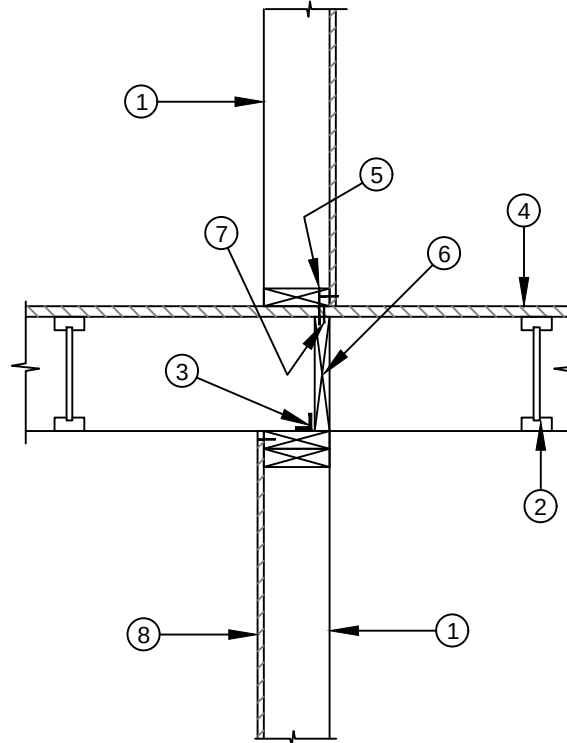
2 JOIST CONNECTION DETAILS
Scale: NTS

- 1- WALL SHEATHING AS REQUIRED PER LATERAL PLAN, INSTALL BEFORE SHEETROCK, TYP.
2- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
3- CONTINUOUS RIM JOIST w/ DOUBLE 2x BLOCKING EA BAY, FASTEN TO WALL TOP PLATES w/10d TOENAILS @ 6" O.C., TYP.
4- (1) LAYERS 5/8" TYPE "X" GYP. BRD.
5- FLOOR SHEATHING PER PLAN, CONTINUOUS THRU DIVIDING WALL
6- SN-16d @ 6" O.C., TYP.
7- BN-8d @ 6" O.C., TYP.
8- FLOOR JOISTS PER PLAN
9- FIREBLOCK AT CEILING
10- 1" AIR SPACE BETWEEN WALLS, FIREBLOCK AT 10' o.c. HORIZ. AND VERT.

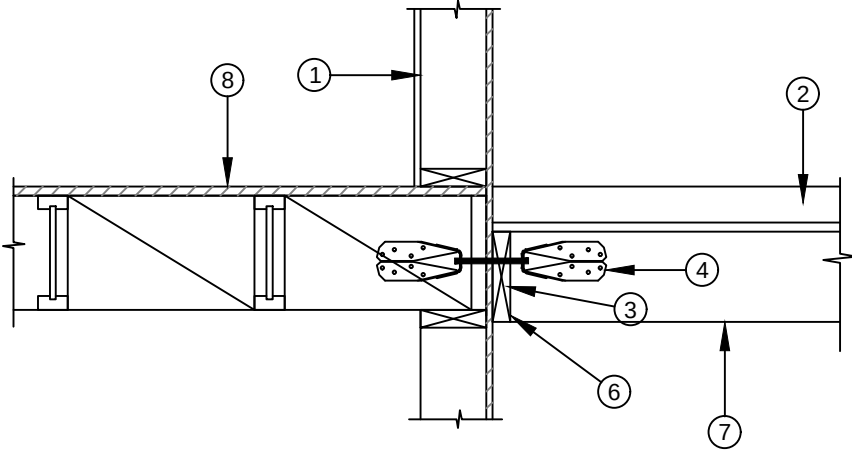


3 1HR FIREWALL CONNECTION DETAILS
Scale: NTS

- 1- WALL STUDS PER PLAN
2- FLOOR JOISTS PER PLAN
3- A35 @ 12" O.C. RIM JOIST DRAG TO WALL PLATES BELOW
4- FLOOR SHEATHING PER PLAN
5- SN-16d @ 6" O.C. WALL PLATE TO JOIST BELOW
6- RIM JOIST DRAG ABOVE SHEARWALL BELOW, TOENAIL TO WALL BELOW WITH 8d @ 6" O.C.
7- BN-8d @ 4" O.C., SHEATHING TO RIM JOIST DRAG, FULL LENGTH OF DRAG
8- WALL SHEATHING AND NAILING AS REQUIRED PER LATERAL PLAN



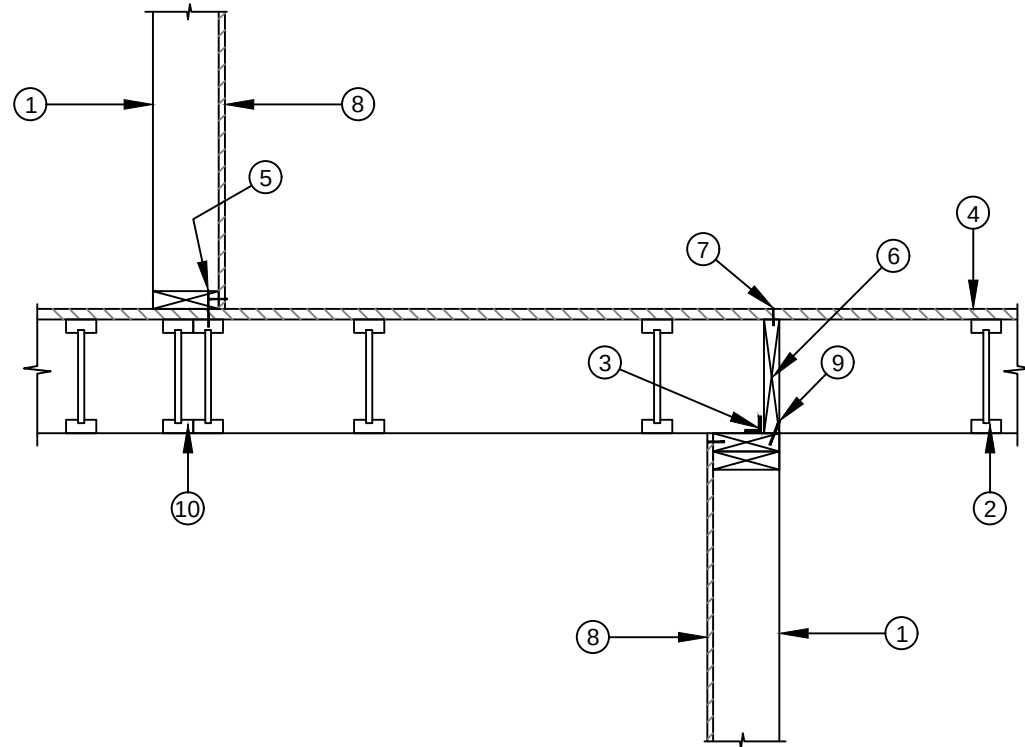
4 JOIST CONNECTION DETAILS
Scale: NTS



- 1- WALL STUDS BY OTHERS
2- DECKING PER PLAN
3- 2x8 PRESSURE TREATED LEDGER, FASTEN TO 1 1/2" LVL RIM BOARD WITH (3) ROWS SIMPSON SDS 1/2" X 3/4" WOOD SCREWS @ 12" O.C. STAGGERED. [(3) SCREWS PER FOOT]
4- SIMPSON LATERAL TIE PER PLAN @ BEGINNING OF DECK, END OF DECK, AND @ 12'-0" O.C. MAX IN BETWEEN
5- NOT USED
6- LUS28 JOIST HANGER
7- DECK JOISTS PER PLAN
8- RESIDENCE FLOOR FRAMING

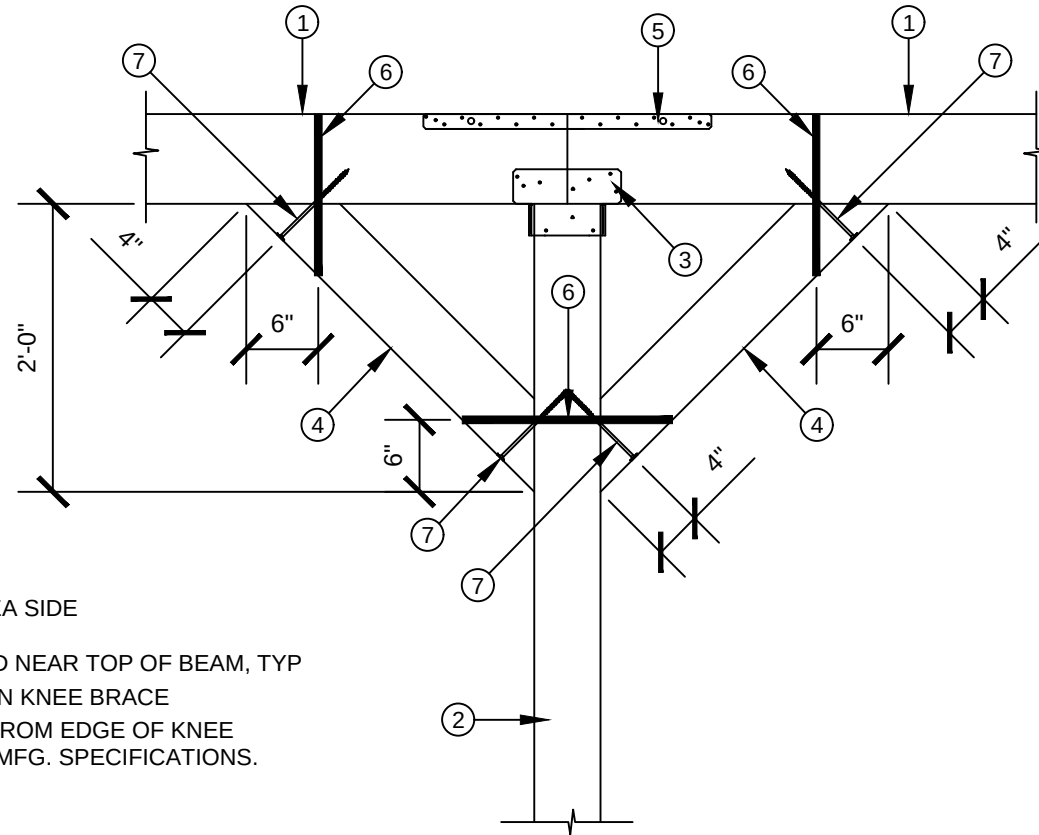
5 LEDGER CONNECTION DETAIL
Scale: NTS

- 1- WALL STUDS PER PLAN
2- FLOOR JOISTS PER PLAN
3- A35 @ 16" O.C. RIM JOIST DRAG TO WALL PLATES BELOW
4- FLOOR SHEATHING PER PLAN
5- SN-16d @ 6" O.C. WALL PLATE TO JOIST BELOW
6- RIM JOIST DRAG ABOVE SHEARWALL BELOW, TOENAIL TO WALL BELOW WITH 8d @ 6" O.C.
7- BN-8d @ 4" O.C. SHEATHING TO RIM JOIST DRAG, FULL LENGTH OF DRAG
8- WALL SHEATHING AND NAILING AS REQUIRED PER LATERAL PLAN
9- 8d TOENAILS @ 4" O.C., RIM JOIST DRAG TO WALL TOP PLATES, TYP.
10- DOUBLE JOISTS BENEATH SHEARWALL ABOVE



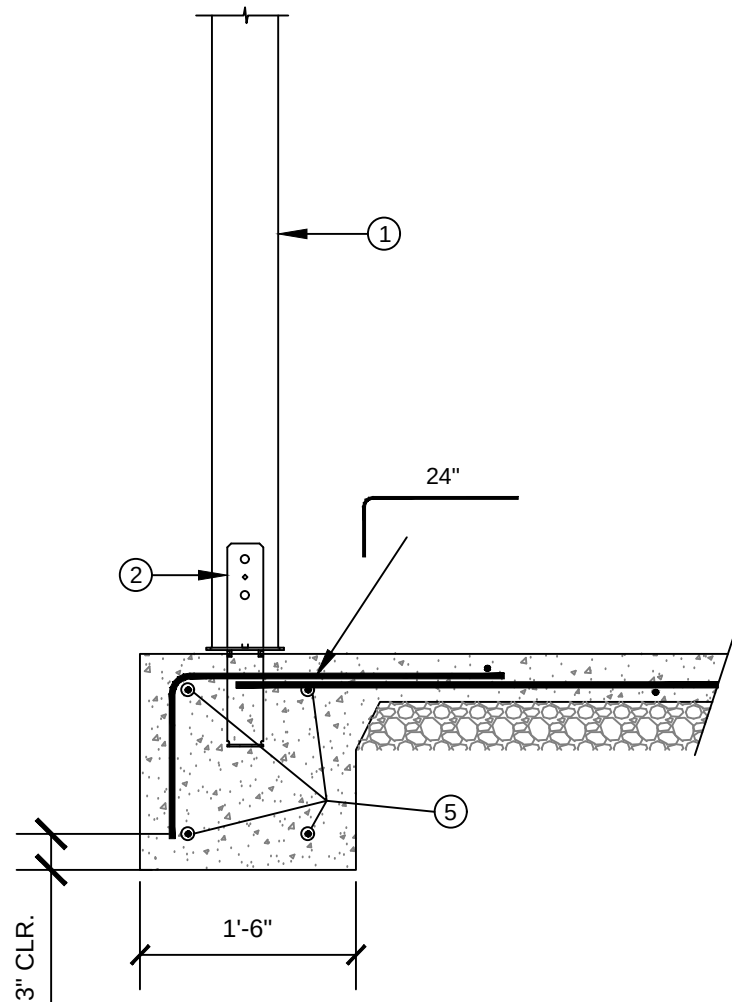
6 JOIST CONNECTION DETAILS
Scale: NTS

- 1- BEAM PER PLAN
2- POST PER PLAN
3- SIMPSON AC5 OR EQUAL POST CAP, EA SIDE
4- 6x6 KNEE BRACE
5- LSTA24 STRAP, BOTH SIDES, LOCATED NEAR TOP OF BEAM, TYP
6- 5/8" DIAM. THROUGH BOLT, CENTERED IN KNEE BRACE
7- (2) 3/4" DIAM. LAG BOLT, LOCATE 1 1/2" IN FROM EDGE OF KNEE BRACE, PRE-DRILL AND INSTALL PER MFG. SPECIFICATIONS.



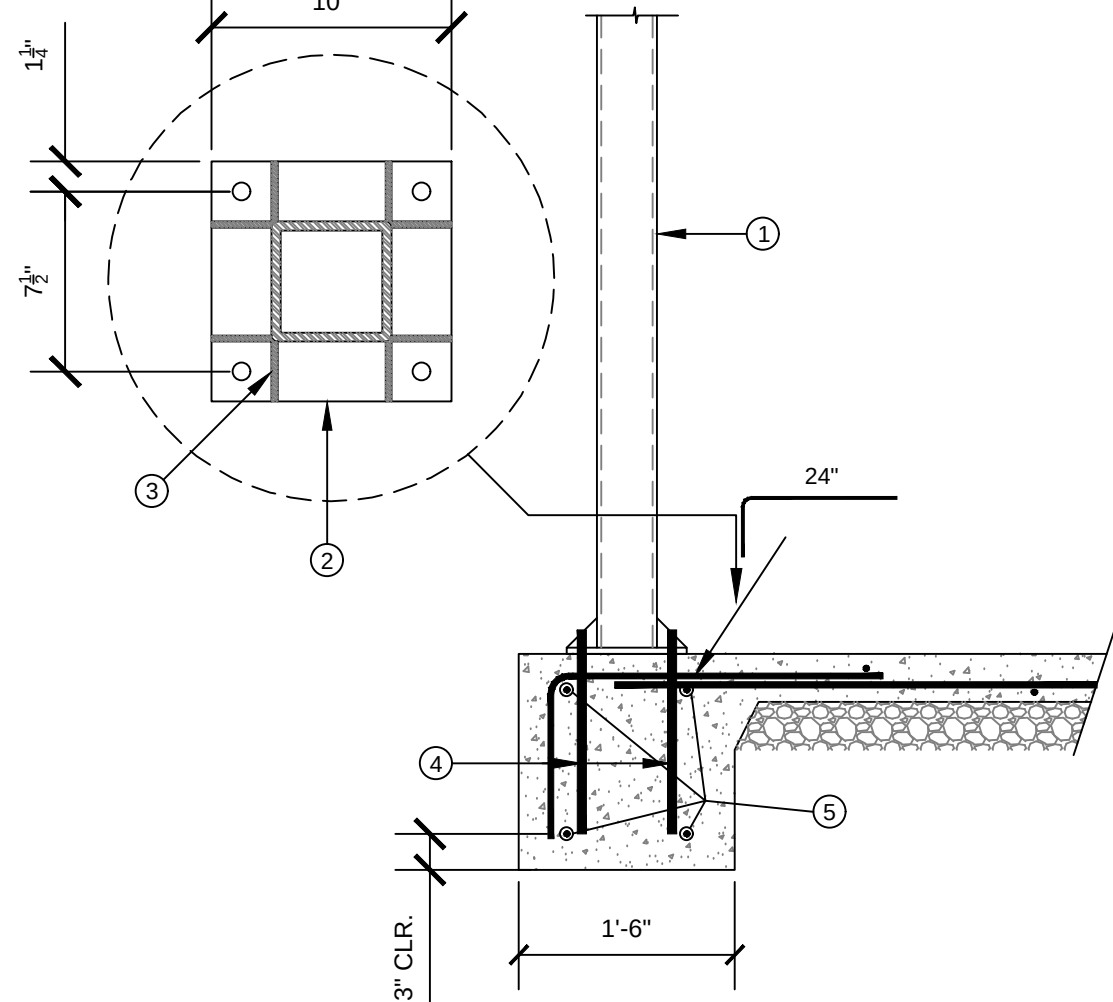
7 DECK BEAM/BRACE CONNECTION DETAILS
Scale: NTS

- 1- WOOD POST PER PLAN
2- SIMPSON CB POST BASE
3- NOT USED
4- NOT USED
5- (2) #5 CONT. TOP & BOTTOM BARS IN CONCRETE GRADE BEAM, TYP.

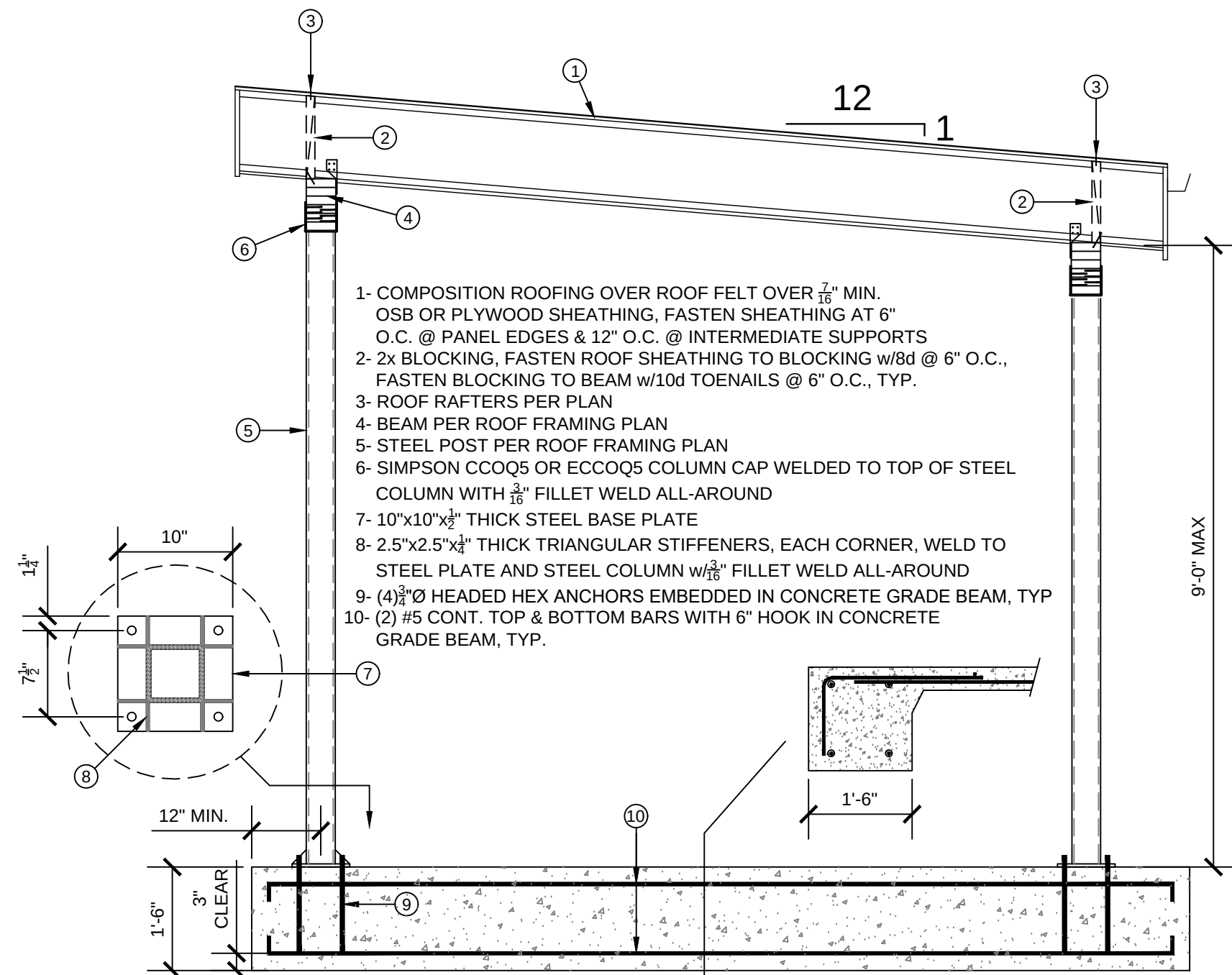


8 WOOD POST TO GRADE BEAM/FOOTING DETAIL
Scale: NTS

- 1- STEEL POST PER FRAMING PLAN w/ SIMPSON CCOQ5 OR ECCOQ5 COLUMN CAP WELDED TO TOP OF STEEL COLUMN WITH 3/8" FILLET WELD ALL-AROUND
2- 10"x10"x1/2" THICK STEEL BASE PLATE
3- 3"x3"x1/2" THICK TRIANGULAR STIFFENERS, EACH CORNER, WELD TO STEEL PLATE AND STEEL COLUMN w/3/8" FILLET WELD ALL-AROUND
4- (4) 3/8" DIA. HEADED HEX ANCHORS EMBEDDED IN CONCRETE GRADE BEAM, TYP
5- (2) #5 CONT. TOP & BOTTOM BARS IN CONCRETE GRADE BEAM, TYP.



9 OPTIONAL STEEL POST TO GRADE BEAM/FOOTING DETAIL
Scale: NTS

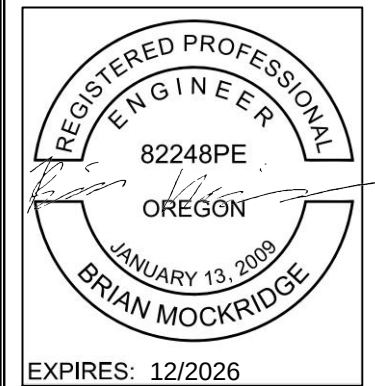


10 TYPICAL COVERED BIKE BUILDING SECTION
Scale: NTS

REVISIONS		
NO.	BY	DESCRIPTION

MockridgeEngineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

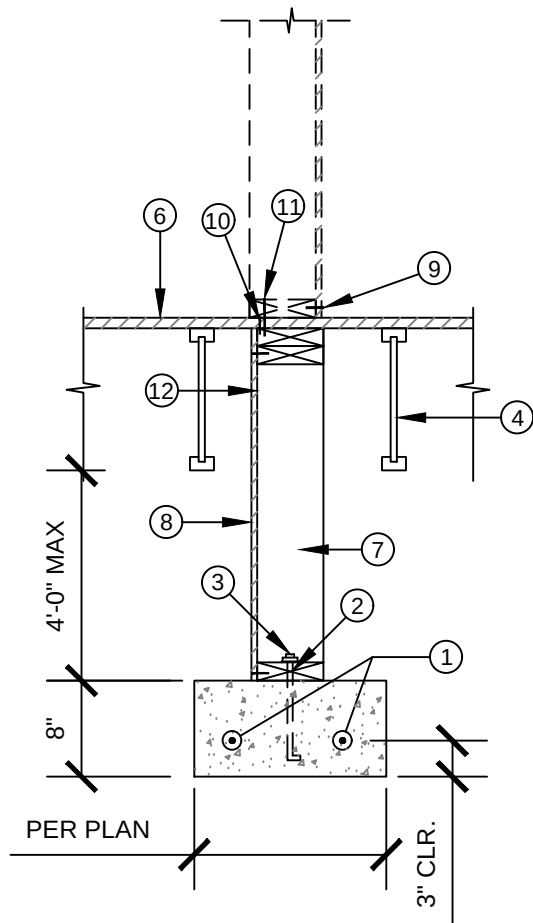


**GRAND TERRACE
APARTMENT BLDG. #1**
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: DETAILS
SHEET
S1.1

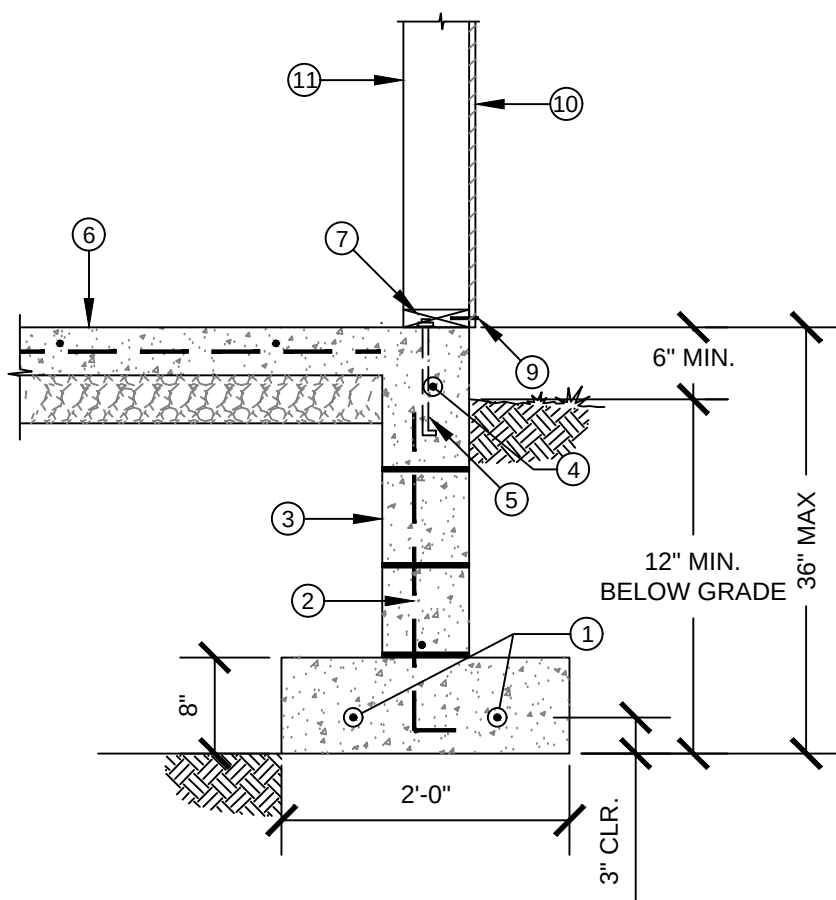
- 1- (1) #4 CONT. BOTTOM BAR FOR 12" FOOTINGS,
(2) #4 CONT. BOTTOM BARS FOR 16" FOOTINGS
2- 2x PT SILL PLATE
3- 2"Ø AB @ 60" O.C. MAX, 7" MIN. EMBEDMENT
4- FLOOR JOISTS PER PLAN
5- NOT USED
6- FLOOR SHEATHING PER PLAN
7- 2x6 CRIPPLE WALL STUDS, MATCH SPACING TO
WALL FRAMING ABOVE

**NOTES 8-12 APPLICABLE @ SHEARWALL AND/OR BRACED
WALL PANEL ABOVE LOCATIONS ONLY
8- 1/2" WALL SHEATHING, BENEATH BRACED/SHEARWALL
LOCATIONS ABOVE, TYP.
9- WALL EN PER BRACED/SHEAR WALL SCHEDULE
10- BN-8d @ 4" O.C., FLOOR SHEATHING TO CRIPPLE
WALL TOP PLATES
11- SN-16d @ 6" O.C.



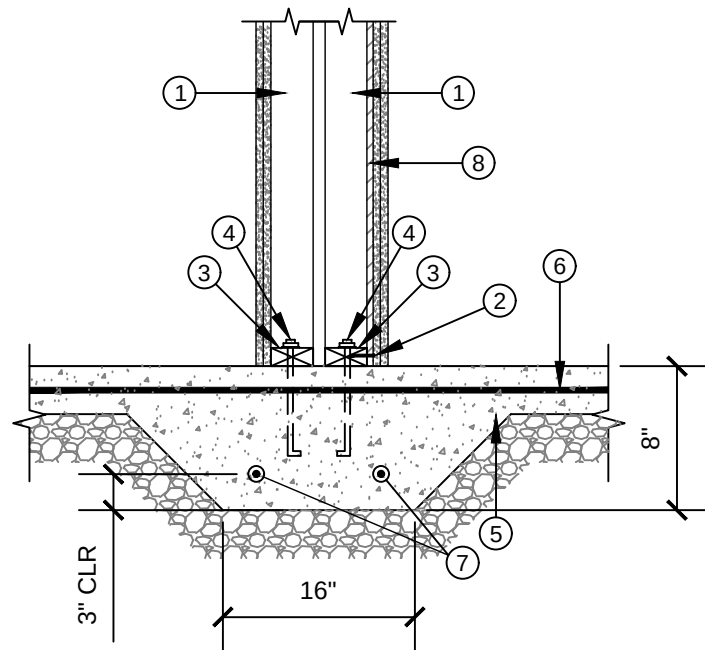
1 CRIPPLE WALL FOUNDATION PARALELL TO JOIST DETAIL
Scale: NTS

- 1- (2) #4 CONT. BOTTOM BARS
2- #4 VERTICAL W/ STD. HOOK @ 48" O.C., MAX
3- 8" CONCRETE OR FULLY GROUTED MASONRY
STEMWALL
4- #4 HORIZONTAL BARS @ 24" O.C. & AT TOP OF WALL
5- AB SIZE AND SPACING PER SW SCHED. AND WITHIN
12" OF SILL PLATE ENDS, 7" MIN. EMBEDMENT.
6- SLAB, BASE COARSE, AND REINFORCEMENT PER PLAN
7- 2x PT SILL PLATE
8- NOT USED
9- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @
6" O.C., TYP.
10- WALL SHEATHING PER SW SCHED., MIN. 1/2" PLYWOOD
OR OSB, TYP.
11- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.



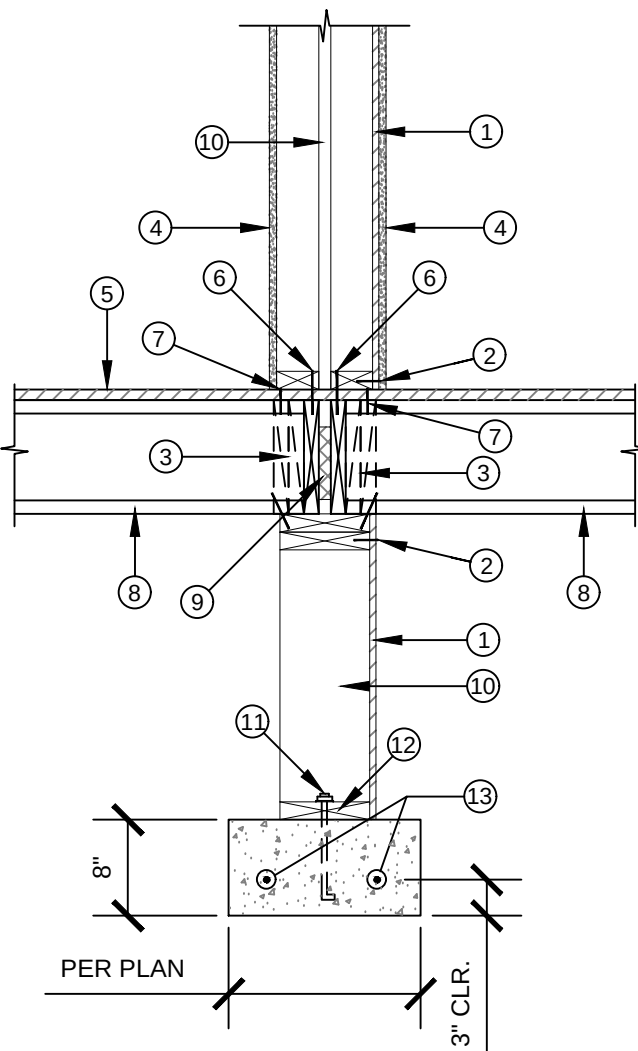
2 DAYLIGHT BASEMENT FOUNDATION DETAIL
Scale: NTS

- 1- WALL STUDS PER PLAN
2- EN-8d @ 6" O.C., TYP. UON PER LATERAL PLAN
3- PT SILL PLATE
4- J-BOLTS OR SIMPSON "TITEN HD" AB's SPACED
AS INDICATED BY SW SCHEDULE, PROVIDE
3x3/4" PLATE WASHERS AT SHEARWALLS/
BRACED WALLS, TYP.
5- SLAB AND BASE COURSE PER PLAN
6- SLAB REINFORCEMENT PER PLAN
7- (2) #4 CONTINUOUS BOTTOM BAR
8- WALL SHEATHING AS SPECIFIED PER SW
SCHEDULE.
9- FOOTING SHALL BE POURED AGAINST
UNDISTURBED NATIVE SOIL OR APPROVED
STRUCTURAL FILL.



3 THICKENED SLAB AT INTERIOR BEARING
Scale: NTS

- 1- WALL SHEATHING AS REQUIRED PER LATERAL PLAN,
INSTALL BEFORE SHEETROCK, TYP.
2- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
3- CONTINUOUS RIM JOIST W/ DOUBLE 2x BLOCKING EA BAY, FASTEN
TO WALL TOP PLATES w/10d TOENAILS @ 6" O.C., TYP.
4- (1) LAYERS 5/8" TYPE "X" GYP. BRD.
5- FLOOR SHEATHING PER PLAN, CONTINUOUS THRU DIVIDING WALL.
6- SN-16d @ 6" O.C., TYP.
7- BN-8d @ 6" O.C., TYP.
8- FLOOR JOISTS PER PLAN
9- FIREBLOCK AT CEILING
10- 2x8 CRIPPLE WALL STUDS @ 16" O.C.
11- 2"Ø AB @ 48" O.C. MAX, TYP., UON PER SW SCHEDULE, 6" MIN.
EMBEDMENT
12- 2x PT SILL PLATE
13- (2) #4 CONT. BOTTOM BARS



6 CRIPPLE WALL FOUNDATION DETAIL
Scale: NTS

RETAINING WALL NOTES:

1. PROVIDE 2FTx2FT CORNER BARS FOR ALL HORIZONTAL
WALL REINFORCING AT ALL CORNERS AND INTERSECTIONS
UNLESS SHOWN OR NOTED OTHERWISE. BARS TO BE THE
SAME SIZE AND SPACING AS HORIZONTAL REINFORCING.
2. ALL BENT REBAR (90 DEGREES) TO HAVE A RADIUS OF 4 BAR
DIAMETERS AND A HOOK LENGTH OF 12 BAR DIAMETERS.
3. REFER TO FOUNDATION DETAILS FOR CONNECTION DETAILS
OF WALL AND JOIST FRAMING AS APPLICABLE, TYP.

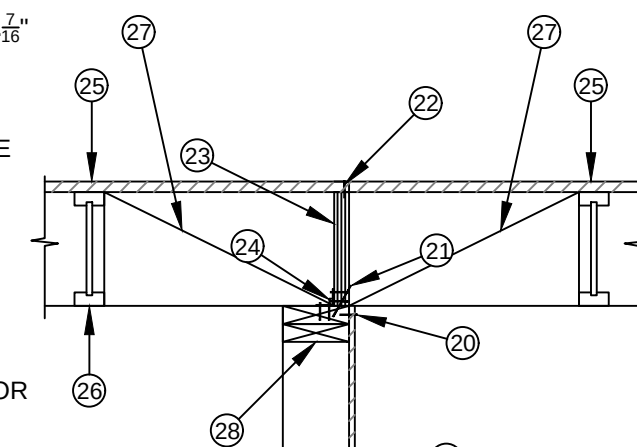
SPECIAL NOTE:

GROUNDWATER ELEVATION IS ASSUMED TO BE BELOW
FOOTING LEVEL.

ALL DAMPPROOFING, WATERPROOFING, DRAINAGE
COLLECTION, & DRAINAGE DISCHARGE IS THE
RESPONSIBILITY OF THE CONTRACTOR / OWNER.

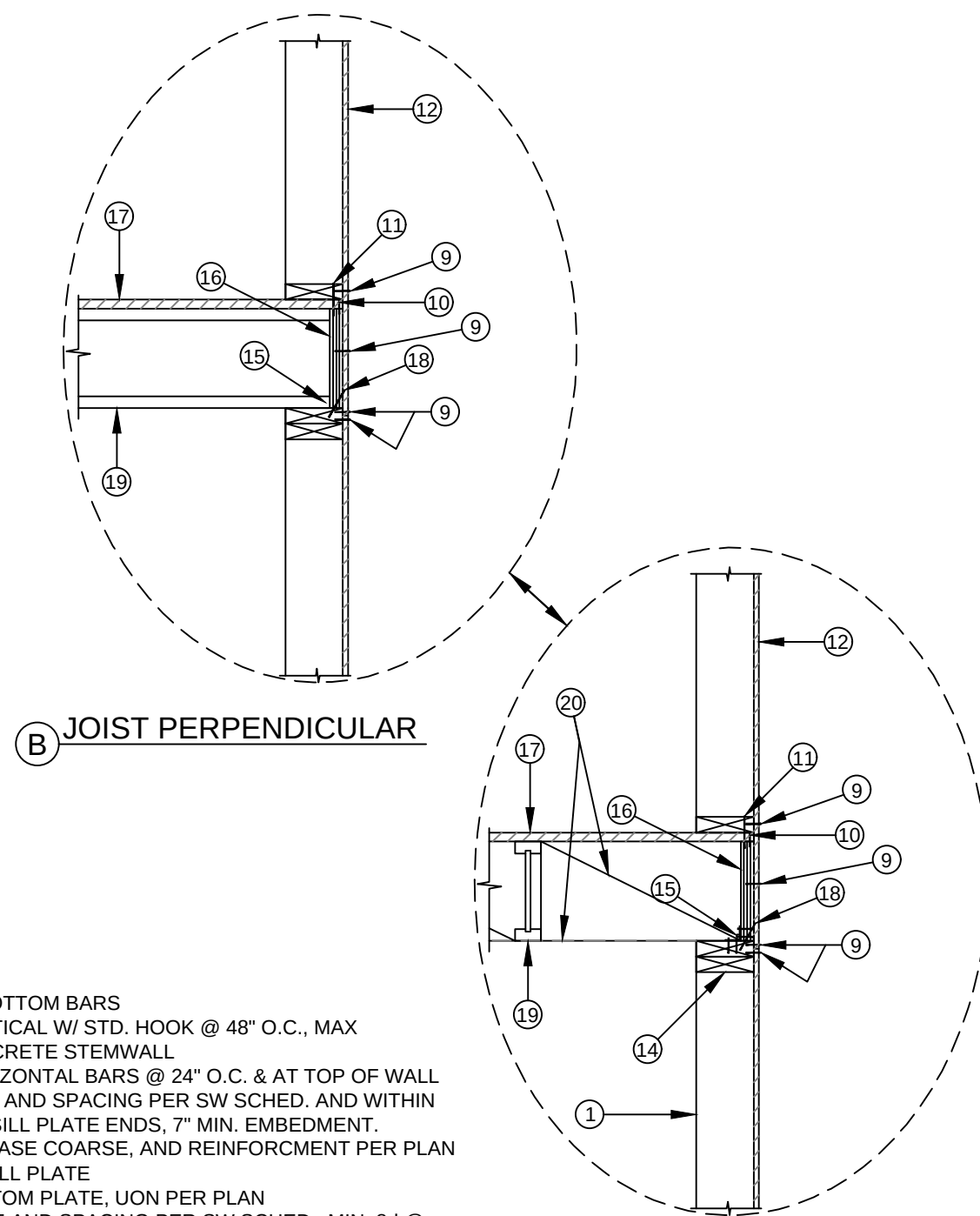
G.C. TO BACKFILL RETAINING WALL PRIOR TO CONSTRUCTING
WOOD FRAMED STRUCTURAL COMPONENTS.

- 1- 8" NOMINAL CONCRETE BLOCK or POURED
CONCRETE STEMWALL
2- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.
3- #5 @ 32" O.C. L-SHAPED BAR
CONTINUE INTO FTG. TOE.
4- WALL SHEATHING PER SW SCHED., MIN. 1/2"
PLYWOOD OR OSB, TYP.
5- (3)/5 CONTINUOUS
6- 2x PT SILL PLATE
7- CONCRETE SLAB PER PLAN, REINFORCE
W/ MIN. OF #3 @ 18" O.C. E.W.
8- #4 @ 24" O.C. DOWELS INTO SLAB
9- #4 @ 32" O.C. CONT. HORIZ. REIN.
10- #4 CONTINUOUS W/ CORNER BARS @
WALL TOP.
11- 4" DRAIN PIPE WITH FABRIC, SLOPE TO
DRAIN.
12- 12" MIN. OF DRAIN ROCK W/ NO FINES. OR
EQUIVALENT MATERIAL.
13- FABRIC
14- FOOTING SHALL BE POURED AGAINST
UNDISTURBED NATIVE SOIL.
15- AB SIZE AND SPACING PER SW SCHED. AND
WITHIN 12" OF SILL PLATE ENDS
16- IMPERVIOUS CLAY TYPE MATERIAL
17- WATERPROOFING MEMBRANE, TYP.
18- FINISHED GRADE BY OTHERS, SLOPE
AWAY FOR MIN. OF 4'
19- SN, SIZE AND SPACING PER SW SCHED., MIN 16d @
6" O.C., TYP.
20- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @
6" O.C., TYP.
21- 8d TOENAILS @ MATCH SPACING TO SW EN, TYP.,
6" O.C. MIN.
22- BN-8d @ 6" O.C. FLOOR SHEATHING TO RIM, TYP.
23- RIM JOIST
24- A35, IF REQ'D PER SW SCHED.
25- FLOOR SHEATHING PER PLAN
26- FLOOR JOISTS PER PLAN
27- JOISTS BLOCKING FIRST JOIST BAY EACH SIDE OF
WALL, FASTEN FLOOR SHEATHING TO BLOCKING
w(8) 8d AND BLOCKING TO WALL TOP PLATES
w(2)A35 CLIP ANGLES
28- DOUBLE TOP PLATES w(15) 16d EACH SIDE OF
EACH SPLICE, TYP.



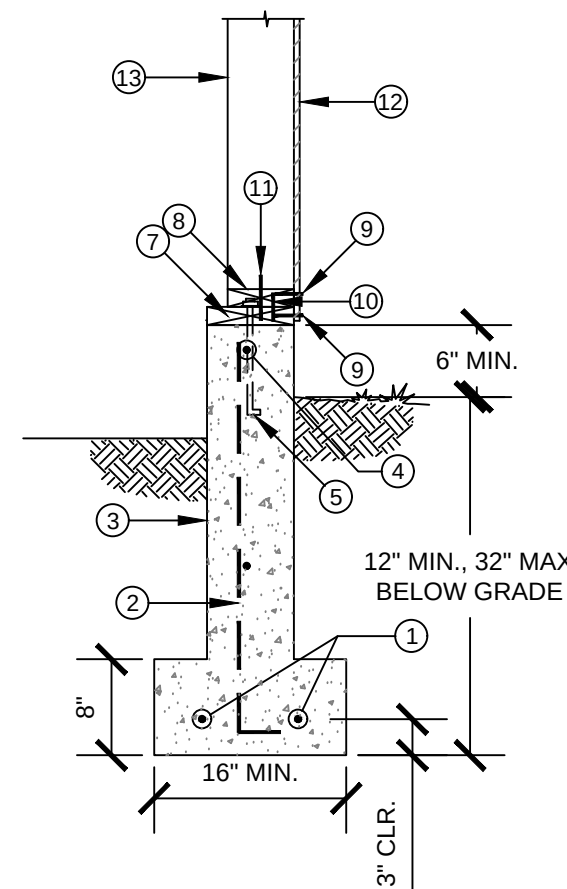
11 4' BASEMENT RETAINING WALL SECTION
Scale: N.T.S.

NOTE: MASONRY RETAINING WALLS REQUIRE SPECIAL
INSPECTION. CONTRACTOR SHALL
BE BILLED FOR THE ENGINEERS INSPECTION.



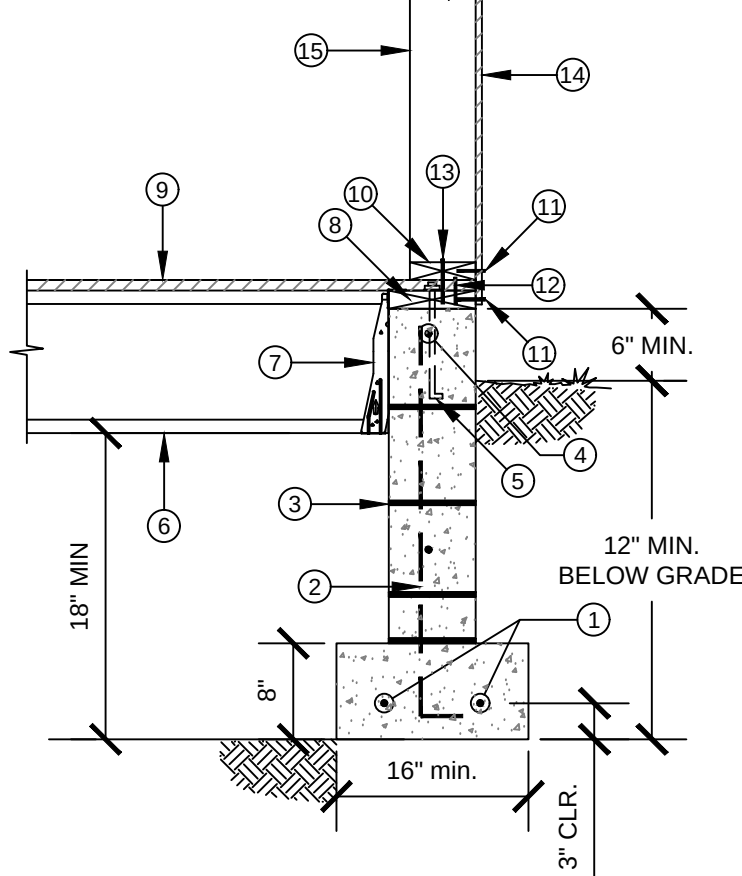
B JOIST PERPENDICULAR

- 1- (2)#4 BOTTOM BARS
2- #4 VERTICAL W/ STD. HOOK @ 48" O.C., MAX
3- 8" CONCRETE STEMWALL
4- #4 HORIZONTAL BARS @ 24" O.C. & AT TOP OF WALL
5- AB SIZE AND SPACING PER SW SCHED. AND WITHIN
12" OF SILL PLATE ENDS, 7" MIN. EMBEDMENT.
6- SLAB, BASE COARSE, AND REINFORCEMENT PER PLAN
7- 2x PT SILL PLATE
8- 2x BOTTOM PLATE, UON PER PLAN
9- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @
6" O.C., TYP.
10- BN-8d @ 6" O.C. FLOOR SHEATHING TO RIM, TYP.
11- SN, SIZE AND SPACING PER SW SCHED., MIN 16d @
6" O.C., TYP.
12- WALL SHEATHING PER SW SCHED., MIN. 1/2" PLYWOOD
OR OSB, TYP.
13- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.
14- DOUBLE TOP PLATES w(15) 16d EACH SIDE OF EACH
SPLICE, TYP.
15- A35, IF REQ'D PER SW SCHED.
16- RIM JOIST
17- FLOOR SHEATHING PER PLAN
18- 8d TOENAILS @ MATCH SPACING TO SW EN, TYP., 6"
O.C. MIN.
19- FLOOR JOISTS PER PLAN
20- JOISTS BLOCKING FIRST TWO JOIST BAYS, FASTEN
FLOOR SHEATHING TO BLOCKING w(8) 8d AND
BLOCKING TO WALL TOP PLATES w(2)A35 CLIP ANGLES



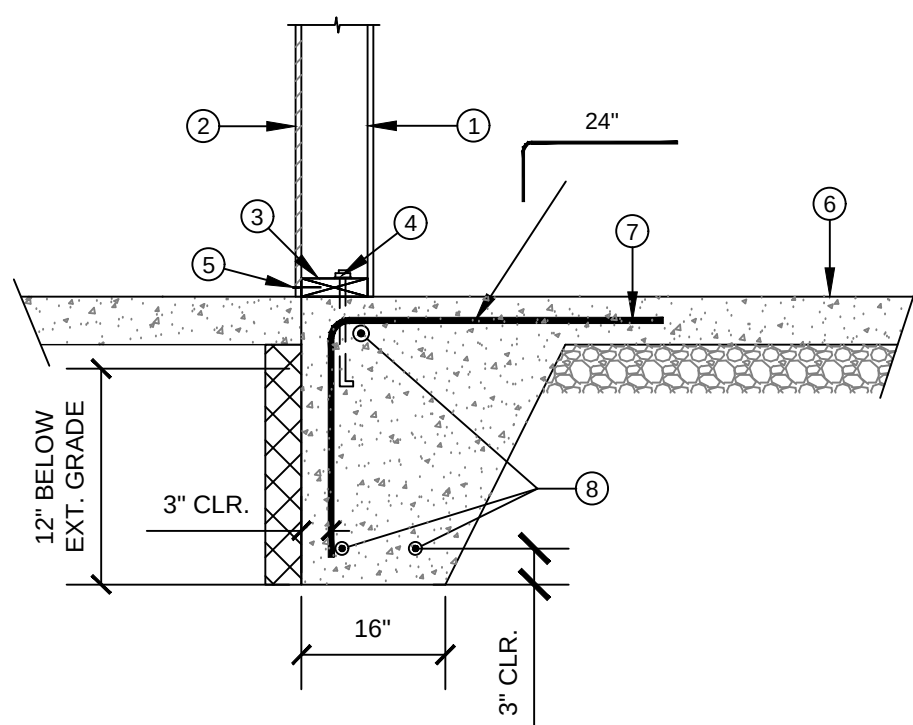
12 CRIPPLE WALL FOUNDATION DETAIL

- 1- (2)#4 BOTTOM BARS
2- #4 VERTICAL W/ STD. HOOK @ 48" O.C., MAX
3- CONCRETE OR 8" FULLY GROUTED MASONRY STEMWALL.
4- #4 HORIZONTAL BARS @ 24" O.C. & AT TOP OF WALL
5- AB SIZE AND SPACING PER SW SCHED. AND WITHIN
12" OF SILL PLATE ENDS, 7" MIN. EMBEDMENT.
6- FLOOR JOISTS PER PLAN
7- ITS JOIST HANGER
8- 2x PT SILL PLATE
9- FLOOR SHEATHING PER PLAN
10- 2x BOTTOM PLATE, UON PER PLAN
11- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @
6" O.C., TYP.
12- BN-8d @ 6" O.C. FLOOR SHEATHING TO SILL, TYP.
13- SN, SIZE AND SPACING PER SW SCHED., MIN 16d @
6" O.C., TYP.
14- WALL SHEATHING PER SW SCHED., MIN. 1/2" PLYWOOD
OR OSB, TYP.
15- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.



9 FOUNDATION DETAIL
Scale: NTS

- 1- 2x6 WALL STUDS @ 24" O.C. MAX
2- WALL SHEATHING PER SW SCHED.
3- PT SILL PLATE
4- J-BOLTS OR SIMPSON "TITEN HD" AB's SPACED
AS SPECIFIED BY SW SCHED.
5- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
6- SLAB AND BASE COURSE PER PLAN
7- #4 DOWELS @ 24" O.C., TYP
8- (2) #4 CONTINUOUS BOTTOM BARS AND
(3)/4" TOP BAR
9- EXTERIOR FINISHED GRADE, SLOPE AWAY
FROM BUILDING, TYP.
10- FOOTING SHALL BE POURED AGAINST
UNDISTURBED NATIVE SOIL OR APPROVED
STRUCTURAL FILL.

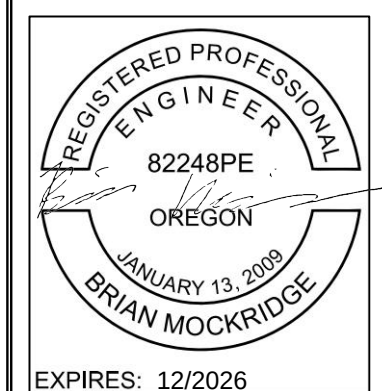


10 EXTERIOR FOOTING DETAIL
Scale: NTS

REVISIONS		
NO.	BY	DESCRIPTION

MockridgeEngineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:



**GRAND TERRACE
APARTMENT BLDG. #1**
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: DETAILS
SHEET

S1.2

LEGEND:

Load bearing wall above this floor

Load bearing wall below this floor

Load bearing wall above and below this floor

GENERAL SHEET NOTES:

1 Provide multiple studs beneath beams/trusses to match width of supported member, typ. Continue multiple studs in lower floors/crawlspace to foundation.

2 Provide solid blocking beneath posts/multiple studs to transfer loads to posts/multiple studs below.

3 Lay floor and roof structural panel sheathing perpendicular to the joist/rafter direction and continuous over two or more spans.

4 All exterior walls shall be type 6 per SW sched. unless otherwise noted on plans.

5 All posts that are not in a wall shall have post cap AND base capable of resisting 1000(lb) lateral load and 1500(lb) uplift, ref: Simpson CCQ

6 Floor sheathing shall be 7/8" or more thick with 48"/24" span rating. Use 8d @ 4" o.c. (BN) at exterior walls and interior shearwalls. 8d @ 6" o.c. at all panel edges and 8d @ 10" o.c. along intermediate supports. Provide 1 1/2" min. penetration into framing.

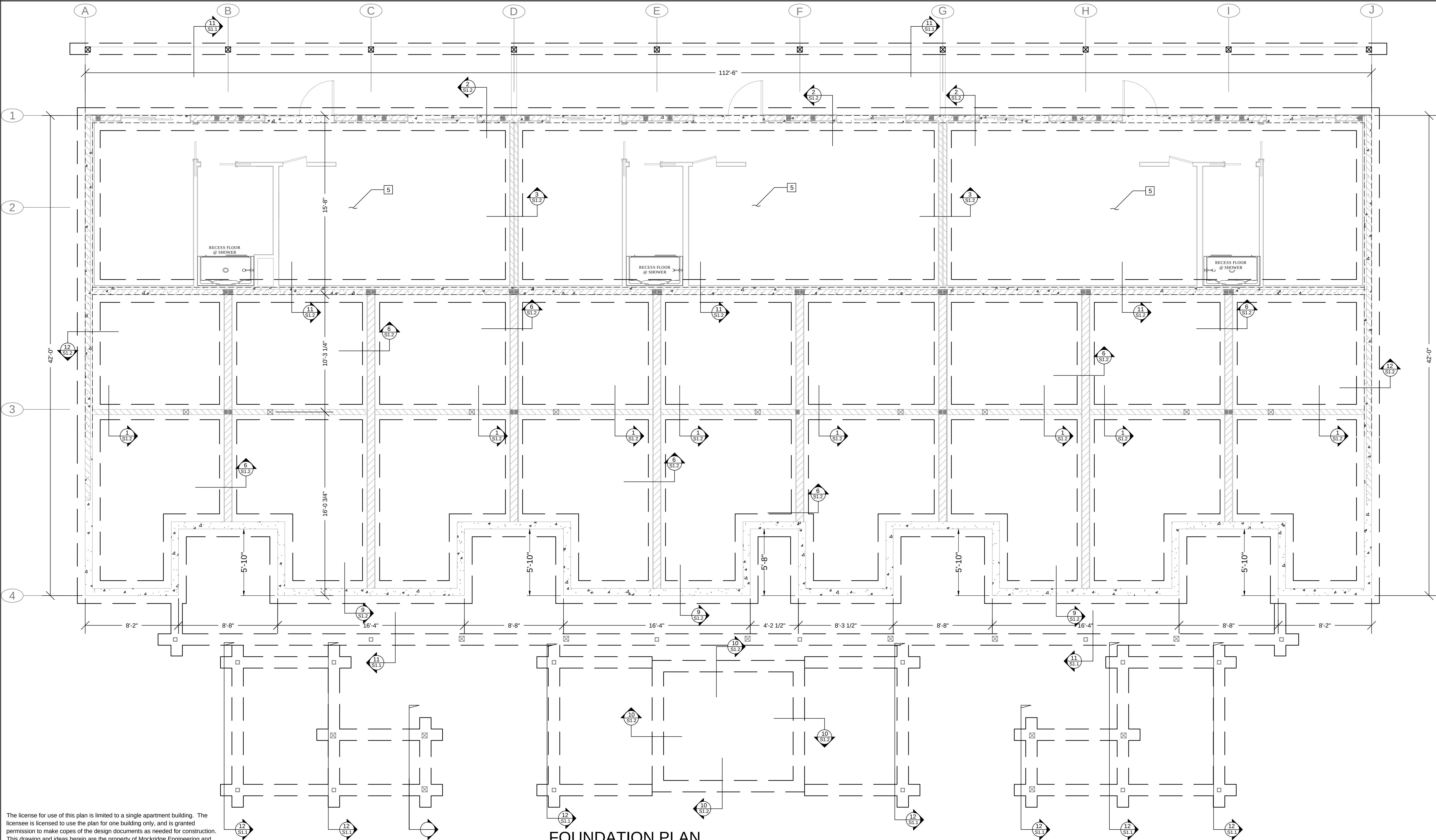
7 1 1/4" BCI 6000's @ 16" o.c., typ., refer to floor assembly on sheet A1.2 for floor topping, sound mat, resilient channel, etc.

8 4" thick concrete slab-on-grade over 4" of 3/4" compacted crushed rock. It is recommended that the slab be reinforced with #3 @ 18" o.c. EW or #4 @ 24" o.c. EW at mid-thickness of slab.

9 Center footing under post/walls uon on plans or details.

MARK	DIMENSIONS			BOTTOM REINFORCMENT (3" CLEAR)	
	LENGTH	WIDTH	DEPTH	LONGITUDINAL	TRANSVERSE
F18	1'-6"	1'-6"	0'-8"	(3) #4	(3) #4
F24	2'-0"	2'-0"	0'-8"	(3) #4	(3) #4
F30	2'-6"	2'-6"	1'-0"	(4) #4	(4) #4
F36	3'-0"	3'-0"	1'-0"	(5) #4	(5) #4
F42	3'-6"	3'-6"	1'-0"	(5) #5	(5) #5
F48	4'-0"	4'-0"	1'-0"	(6) #5	(6) #5
F54	4'-6"	2'-6"	1'-0"	(4) #5	(6) #5

COLUMN FOOTING SCHEDULE



FOUNDATION PLAN

SCALE: 1/4"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE
01	BM	Porch Size	5/05/25

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2020
BRIAN MOCKRIDGE
EXPIRES: 12/2026

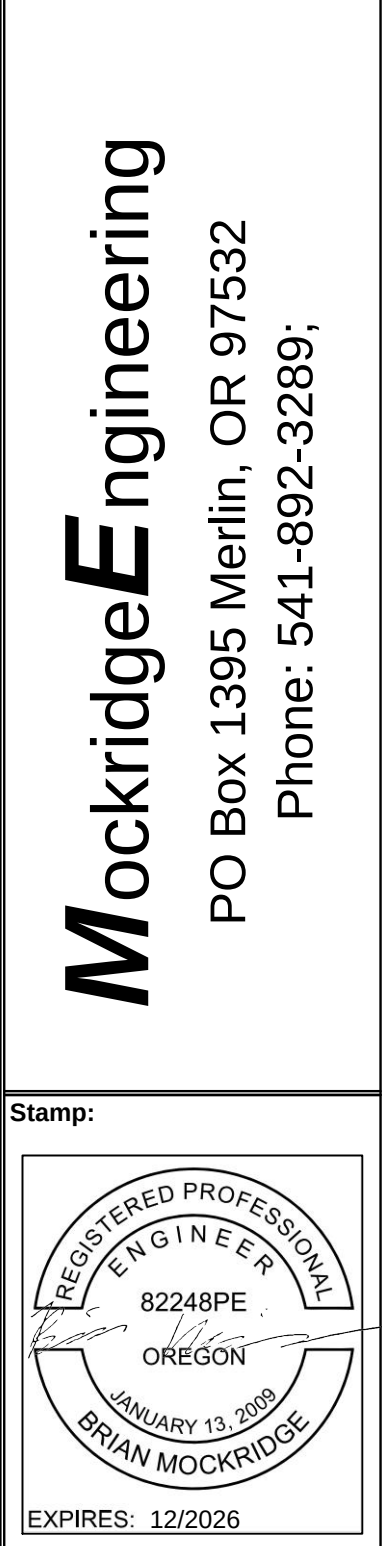
GRAND TERRACE
APARTMENT BLDG. #1

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: FOUNDATION PLAN
SHEET

S2.0

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

[illegible]

GRAND TERRACE APARTMENT BLDG. #1 HWY 99, Ashland OR Map & Tax Lot 38-1E-32, 1700 & 1702	
	Client: Kendrick Enterprises
	Phone: 541-944-0131
	Drawn By: BM
	Checked By: BM
	Issue Date: 09/25/2024
	ME Job #: 23-062a
	Scale: AS NOTED
	Title: Main Floor Framing
	SHEET S3.0

LEGEND:

////

Load bearing wall above this floor

≡≡≡

Load bearing wall below this floor

≡≡≡≡

Load bearing wall above and below this floor

GENERAL SHEET NOTES:

1

Provide multiple studs beneath beams/trusses to match width of supported member, typ. UOIN on plans. Continue multiple studs in lower floors/crawlspace to foundation.

2

Provide solid blocking beneath posts/multiple studs to transfer loads to posts/multiple studs below.

3

Lay floor and roof structural panel sheathing perpendicular to the joist/rafter direction and continuous over two or more spans.

4

All load-bearing wall studs shall be 2x6 DF#2 spaced no more than 24" o.c., studs spaced more than 16" o.c. shall be framed in-line with joists and/or trusses above, typ.

5

All posts that are not in a wall shall have post cap AND base capable of resisting 1000(lb) lateral load and 1500(lb) uplift, ref: Simpson CCQ

6

Floor sheathing shall be 7/8" or more thick with 48"/24" span rating. Use 8d @ 4" o.c. (BN) at exterior walls and interior shearwalls. 8d @ 6" o.c. at all panel edges and 8d @ 10" o.c. along intermediate supports. Provide 1 1/2" min. penetration into framing.

7

11 1/4" BCI 6000's @ 16" o.c., typ., refer to floor assembly on sheet A1.2 for floor topping, sound mat, resilient channel, etc.

8

Roof sheathing shall be 1/2" MIN., 5/8" recommended, APA rated plywood or OSB with 24/16 span rating. Fasten with 8d ring shank nails @ 6" o.c.(panel edges), 12" o.c.(field nailing), uon on plans.

9

14" BCI 6000's Roof Rafters @ 24" o.c., typ.

10

4" max Lightweight concrete over 3/4" min. marine grade plywood over 2x8 treated DF#2 @ 16" o.c., typ.

11

Knee braces may be eliminated by use 6x6x1/2" thick steel post continuous from foundation to second floor deck beams

UPPER FLOOR / LOWER ROOF FRAMING PLAN

SCALE: $\frac{1}{4}'' = 1'-0''$

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REVISIONS

NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Framing
SHEET

S3.1

Page 637 of 1568

LEGEND:

Shear wall / braced wall

Portal frame per details

Indicates holddown anchor

Shearwall type and length, nailing per sw schedule

GENERAL SHEET NOTES:

1

All exterior walls shall have structural sheathing applied and fastened to wall studs @ 6" o.c. max at all panel edges and 12" o.c. max at intermediate supports. Block all panel edges, typ.

2

Not used

3

Not used

4

Anchor schedule for HDU holdowns

HDU2 USE SSTB16

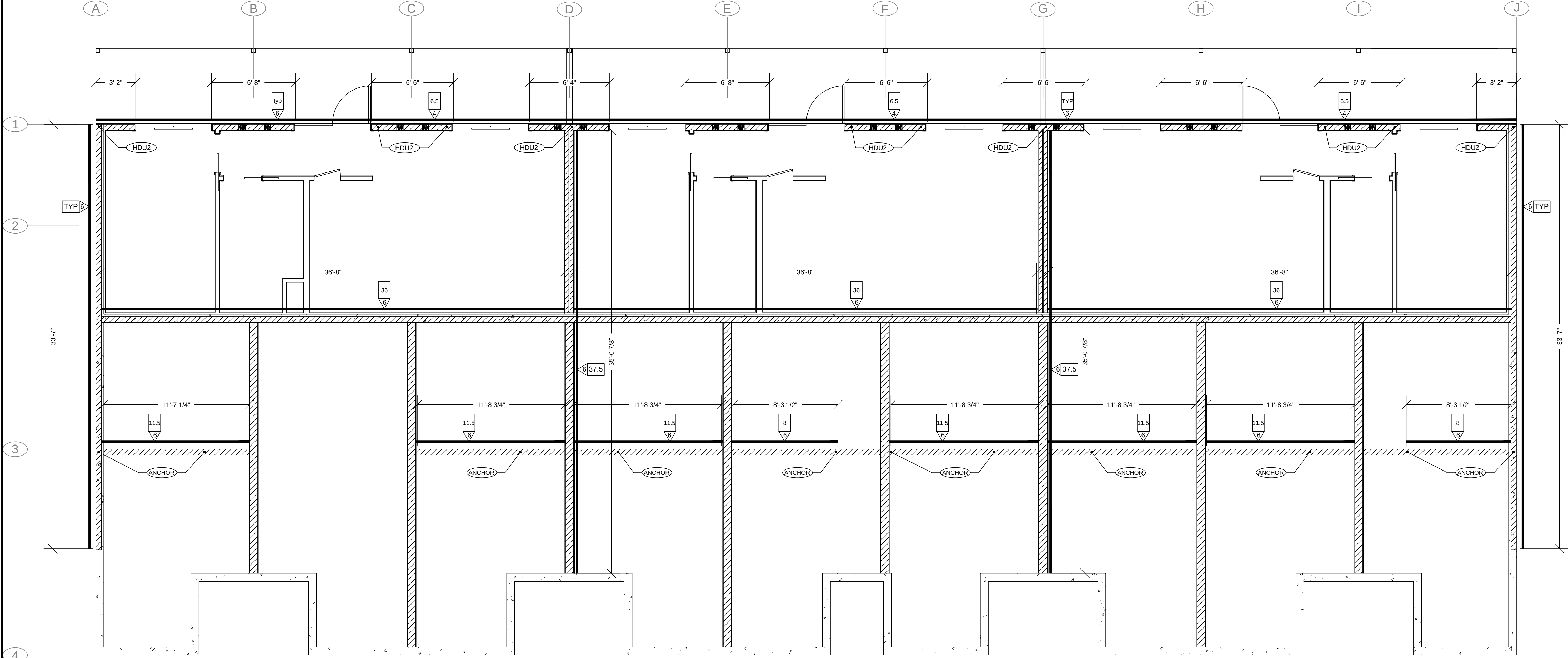
HDU4 USE SSTB24

HDU5 USE SSTB24

All anchors shall be installed following all manufacturers specifications and recommendations. For alternative anchorage methods submit shop drawing to EOR for approval.

MARK	SHEATHING	SHEATHING EDGE NAILING (EN)	BOT. PLATE SHEAR NAILING (SN)	BOT. PLATE ANCHOR BOLTS (AB)	BLOCKING/RIM CONNECTION AT WALL TOP	NOTES
XX						1) XX MIN. LENGTH OF SHEAR WALL REQ'D (FT)
	APA RATED PLYWOOD/OSB	8d @ 3" O.C.	16d @ 3" O.C.	1/2" @ 24" OR 1/2" @ 16" O.C.	A35 OR RBC @ 24" O.C.	2) NAILING AT INTERMEDIATE SUPPORTS (FIELD NAILING) SHALL BE SAME PENNY AS EN SPACED @ 12" O.C.
	APA RATED PLYWOOD/OSB	8d @ 4" O.C.	16d @ 4" O.C.	1/2" @ 32" OR 1/2" @ 24" O.C.	8d TOENAIL @ 4" O.C.	3) STUD SPACING SHALL BE 16" O.C. MAX
	APA RATED PLYWOOD/OSB	8d @ 6" O.C.	16d @ 6" O.C.	1/2" @ 60" OR 1/2" @ 48" O.C.	8d TOENAIL @ 6" O.C.	4) WALLS NOTED ON THIS PLAN REFER TO THE WALLS SUPPORTING THE FRAMING ABOVE
	APA RATED PLYWOOD/OSB	10d @ 4" O.C.	16d @ 4" O.C.	1/2" @ 24" OR 1/2" @ 16" O.C.	10d TOENAIL @ 4" O.C.	
PF1	APA SINGLE PORTAL FRAME PER PORTAL FRAME DETAILS					

SHEAR WALL SCHEDULE



BASEMENT/CRAWLSAPCE WIND/SEISMIC PLAN

SCALE: 1/4"=1'-0"

REVISIONS

NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
OREGON
JANUARY 13, 2020
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises

Phone: 541-944-0131

Drawn By: BM

Checked By: BM

Issue Date: 09/25/2024

ME Job #: 23-062a

Scale: AS NOTED

Title: Basement Lateral Plan
SHEET

S4.0

LEGEND:

Shear wall / braced wall

Portal frame per details

Indicates holddown anchor

Shearwall type and length, nailing per sw schedule

GENERAL SHEET NOTES:

All exterior walls shall have structural sheathing applied and fastened to wall studs @ 6" o.c. max at all panel edges and 12" o.c. max at intermediate supports. Block all panel edges, typ.

Not used

Not used

Anchor schedule for HDU holdowns

HDU2 USE SSTB16

HDU4 USE SSTB24

HDU5 USE SSTB24

All anchors shall be installed following all manufacturers specifications and recommendations. For alternative anchorage methods submit shop drawing to EOR for approval.

MARK	SHEATHING	SHEATHING EDGE NAILING (EN)	BOT. PLATE SHEAR NAILING (SN)	BOT. PLATE ANCHOR BOLTS (AB)	BLOCKING/RIM CONNECTION AT WALL TOP	NOTES
XX						1) XX MIN. LENGTH OF SHEAR WALL REQ'D (FT)
	APA RATED PLYWOOD/OSB	8d @ 3" O.C.	16d @ 3" O.C.	1/2" @ 24" OR 1/4" @ 16" O.C.	A35 OR RBC @ 24" O.C.	2) NAILING AT INTERMEDIATE SUPPORTS (FIELD NAILING) SHALL BE SAME PENNY AS EN SPACED @ 12" O.C.
	APA RATED PLYWOOD/OSB	8d @ 4" O.C.	16d @ 4" O.C.	1/2" @ 32" OR 1/4" @ 24" O.C.	8d TOENAIL @ 4" O.C.	3) STUD SPACING SHALL BE 16" O.C. MAX
	APA RATED PLYWOOD/OSB	8d @ 6" O.C.	16d @ 6" O.C.	1/2" @ 60" OR 1/4" @ 48" O.C.	8d TOENAIL @ 6" O.C.	4) WALLS NOTED ON THIS PLAN REFER TO THE WALLS SUPPORTING THE FRAMING ABOVE
	APA RATED PLYWOOD/OSB	10d @ 4" O.C.	16d @ 4" O.C.	1/2" @ 24" OR 1/4" @ 16" O.C.	10d TOENAIL @ 4" O.C.	
PF1	APA SINGLE PORTAL FRAME PER PORTAL FRAME DETAILS					

SHEAR WALL SCHEDULE

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MAIN FLOOR WIND/SEISMIC PLAN

SCALE: 1/4"=1'-0"

REVISIONS

NO.	BY	DESCRIPTION	DATE

MockridgeEngineering

PO Box 1395 Merlin, OR 97532

Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2020
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR

Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Main Floor Lateral Plan
SHEET

S4.1

Page 640 of 1568

LEGEND:

Shear wall / braced wall

Portal frame per details

Indicates holddown anchor

Shearwall type and length, nailing per sw schedule

GENERAL SHEET NOTES:

1 All exterior walls shall have structural sheathing applied and fastened to wall studs @ 6" o.c. max at all panel edges and 12" o.c. max at intermediate supports. Block all panel edges, typ.

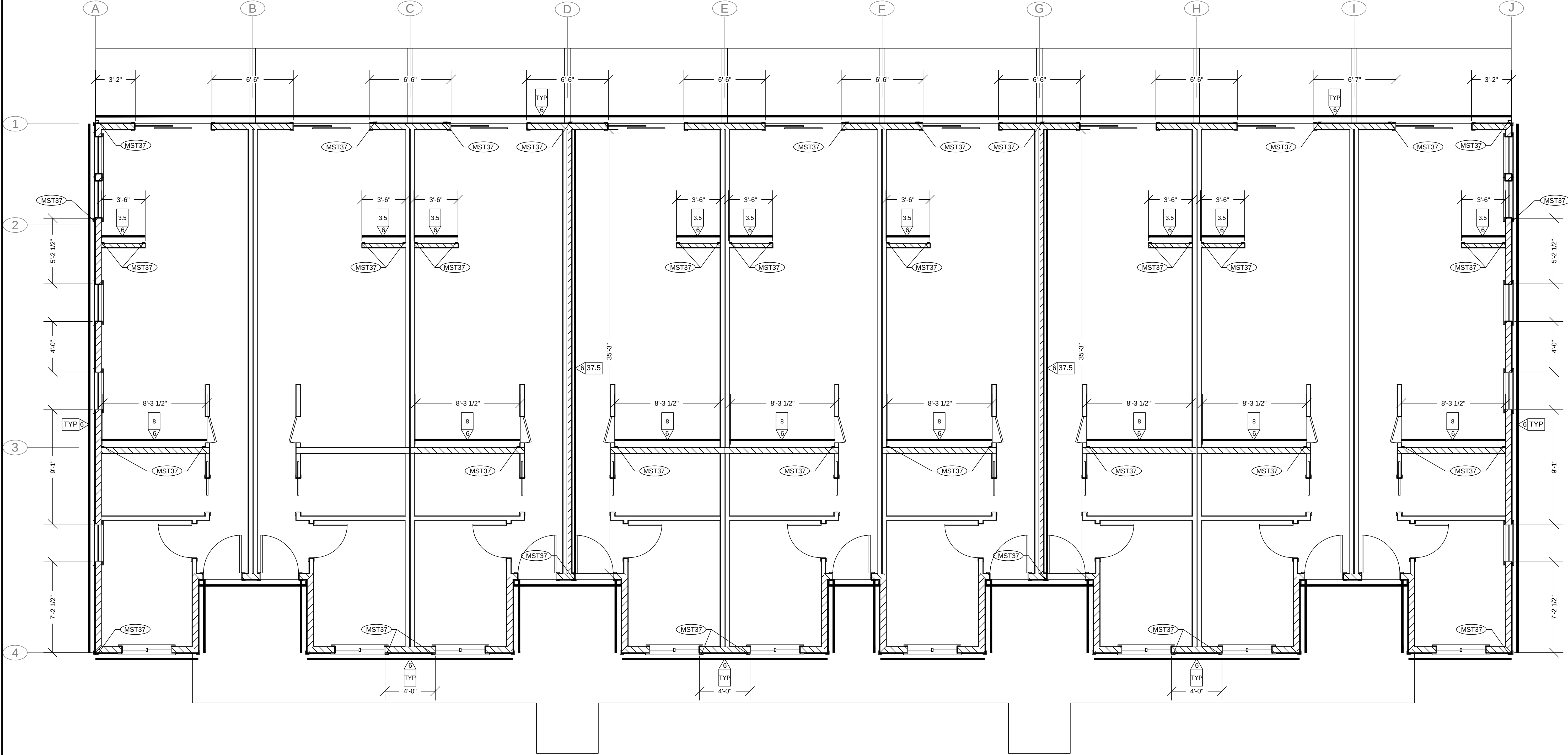
2 Not used

3 Not used

4 Anchor schedule for HDU holdowns
HDU2 USE SSTB16
HDU4 USE SSTB24
HDU5 USE SSTB24
All anchors shall be installed following all manufacturers specifications and recommendations. For alternative anchorage methods submit shop drawing to EOR for approval.

MARK	SHEATHING	SHEATHING EDGE NAILING (EN)	BOT. PLATE SHEAR NAILING (SN)	BOT. PLATE ANCHOR BOLTS (AB)	BLOCKING/RIM CONNECTION AT WALL TOP	NOTES
XX						1) XX MIN. LENGTH OF SHEAR WALL REQ'D (FT) 2) NAILING AT INTERMEDIATE SUPPORTS (FIELD NAILING) SHALL BE SAME PENNY AS EN SPACED @ 12" O.C. 3) STUD SPACING SHALL BE 16" O.C. MAX 4) WALLS NOTED ON THIS PLAN REFER TO THE WALLS SUPPORTING THE FRAMING ABOVE
1	APA RATED PLYWOOD/OSB	8d @ 3" O.C.	16d @ 3" O.C.	1/2" @ 24" OR 1/2" @ 16" O.C.	A35 OR RBC @ 24" O.C.	
2	APA RATED PLYWOOD/OSB	8d @ 4" O.C.	16d @ 4" O.C.	1/2" @ 32" OR 1/2" @ 24" O.C.	8d TOENAIL @ 4" O.C.	
3	APA RATED PLYWOOD/OSB	8d @ 6" O.C.	16d @ 6" O.C.	1/2" @ 60" OR 1/2" @ 48" O.C.	8d TOENAIL @ 6" O.C.	
4	APA RATED PLYWOOD/OSB	10d @ 4" O.C.	16d @ 4" O.C.	1/2" @ 24" OR 1/2" @ 16" O.C.	10d TOENAIL @ 4" O.C.	
PF1	APA SINGLE PORTAL FRAME PER PORTAL FRAME DETAILS					

SHEAR WALL SCHEDULE



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UPPER FLOOR WIND/SEISMIC PLAN

SCALE: 1/4"=1'-0"

REVISIONS		
NO.	BY	DESCRIPTION

MockridgeEngineering

PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL
ENGINEER
82248PE
OREGON
JANUARY 13, 2020
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Lateral Plan
SHEET

S4.2



Oregon

Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

May 12, 2025

Mr. Aaron Anderson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2024-00011, 1511 Highway 99 North

Dear Mr. Anderson,

Thank you for providing the Oregon Department of Transportation (the “Department” or “ODOT”) with the opportunity to provide comments associated with the proposed annexation and concurrent outline plan and final plan approval of approximately 8.53 acres at 1511 Highway 99 North (“Subject Property”). ODOT has worked with the City and the applicant to find solutions which work for all parties. ODOT supports the proposal with conditions described below.

- i. ODOT has reviewed the Traffic Impact Analysis (“TIA”) and subsequent trip update and traffic volume memos prepared by Sandow Engineering and generally agree with the findings, believing that the analysis satisfies the requirements of the Transportation Planning Rule related to Plan and Land Use Amendments (OAR 660-012-0060).
- ii. ODOT supports installation of frontage improvements including roadway, bike lane, and sidewalks along the Highway 99 parcel frontage, under the rail bridge and connecting south to existing sidewalks within City limits. In addition, we support installation of an RRFB and striped crosswalk near North Main Street and a southbound bus stop and pull out along the Subject Property Highway frontage. The sidewalk and bike lane improvements will generally be consistent with City of Ashland standards and the adopted Transportation System Plan, which exceed minimum standards identified in the State Highway Design Manual.
- iii. The applicant shall enter into a Cooperative Improvement Agreement with ODOT outlining the design, construction and inspection of transportation improvements prior to any disturbance of State facilities.
- iv. Legal access will not be granted to Highway 99 North until the applicant has obtained an ODOT reservation indenture and access permit.
- v. ODOT will require a drainage report demonstrating the proposal will not adversely affect State facilities consistent with standards in the ODOT Hydraulics Manual Chapter 4 Appendix C.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz

Micah Horowitz, AICP
Senior Transportation Planner

Affordable Units Total						24	ConstructionConcurentCompletion	
MarketUnits Total						186	Marketto Affordable	
Lot No	Bldg No	TOTAL MARKET UNITS	AFFORD UNITS IN BLDG	TOTAL ALL IN BLDG	Construction Total Completion	% Afford Units Completed	% All Completed U/Total	Total Units complete
1	1	19	2	21	2	8%	10%	21
2	2	19	2	21	4	17%	20%	42
3	3	18	3	21	7	29%	30%	63
4	4	18	3	21	10	42%	40%	84
5	5	19	2	21	12	50%	50%	105
6	6	19	2	21	14	58%	60%	126
7	7	19	2	21	16	67%	70%	147
7	8	18	3	21	19	79%	80%	168
8	9	18	3	21	22	92%	90%	189
8	10	19	2	21	24	100%	100%	210
		186	24	210	24			210



JACKSON COUNTY DEVELOPMENT SERVICES

TYPE 1 LAND USE REVIEW

Property Line Adjustment- Non-Resource Lands STAFF REPORT

DEVELOPMENT SERVICES

Samuel Beeler
Planner II

10 South Oakdale Ave.
Medford, OR 97501
Phone: (541) 774-6944
Fax: (541) 774-6791
beelersf@jacksoncountyor.gov

OWNER: Linda M Zare
716 N Laurel St
Ashland, OR 97520

FILE: 439-25-00027-SUB

AGENT: Kyle Taylor
1679 Jackson Road
Ashland, OR 97520

MAP DESCRIPTION:

TWP: 38S	RANGE: 1E	SECTION: 32	TAX LOT: 1700
TWP: 38S	RANGE: 1E	SECTION: 32	TAX LOT: 1702

LOCATION: 1511 Hwy 99 N. Ashland, OR 97520

NATURE OF APPLICATION: A Type 1 property line adjustment on non-resource lands on the subject parcels.

LOT LEGALITY: TL 1100 was created prior to adoption of county-wide zoning as recorded in V274 P545 dated 10/31/1946.

TL 1200 was created in accordance with land use laws via Minor Partition 439-88-24-MP dated 09/29/1988.

STAFF DECISION: Approved with conditions.

STAFF FINDINGS: The following serve as findings and show compliance with Sections 3.4, 8.5, and 8.7 of the LDO.

1. If in separate ownership, the owners of **both** properties that will be modified by the property line adjustment have signed the application form or a letter of authorization –OR– if in sole ownership, the owner of the properties has signed the application.

Met ☒ Not Met ☐

2. A to-scale plot plan on 8 ½" x 11" paper is included in this application.

Met ☐ Not Met ☒

Key Issue: Revised plot plan was submitted on a large paper. Condition added for a to-scale plot plan on 8 1/2 " x 11" paper prior to ordering FSI.

3. The plot plan shows or includes the following:

- a. The existing property lines and the proposed property lines.

Met ☒ Not Met ☐

- b. The amount of land in square footage or acres being added or subtracted and the resulting parcel size.

Met ☒ Not Met ☐

- c. Legal Descriptions:

TWP: 38 RANGE: 1E SECTION: 32 TAX LOT: 1700
Zone: RR-5

Acreage **before** the adjustment: 11.807 Acres
Acreage **after** the adjustment: 8.333 Acres

TWP: 38 RANGE: 1E SECTION: 32 TAX LOT: 1702
Zone: RR-5

Acreage **before** the adjustment: 5.056 Acres
Acreage **after** the adjustment: 8.529 Acres

- d. Septic systems, and wells and their distance from the proposed property line and easements.

Met ☒ Not Met ☐ N/A ☐

Key Issue: All systems are accurately shown on the to-scale plot plan. This criterion is met.

- i. The parcel is served by sewer district. Yes ☒ No ☐
ii. The parcel is served by water district. Yes ☐ No ☒

- e. The location of all above ground structures.

Met ☒ Not Met ☐ N/A ☐

Key Issue: All above ground structures are shown on the submitted Site Plan.

- f. The approximate location of areas subject to inundation or storm water overflow, all areas covered by water, and the location, width, and direction of flow of all water courses.

Met ☒ Not Met ☐ N/A ☐

Key Issue: Wetlands, TID canal and easement shown.

- g. No new parcels are being created by the property line adjustment.

Met ☒ Not Met ☐ N/A ☐

- h. All buildings comply with the minimum structural setbacks.

Met ☒ Not Met ☐ N/A ☐

Key Issue: All structures will remain in conformance with setbacks per LDO 8.2. The existing dwelling will have the minimum setback allowed in a RR-5 zone (20').

- i. One or both of the abutting properties are smaller than the minimum lot or parcel size for the applicable zone before the property line adjustment and after the adjustment one is as large as or larger than the minimum lot or parcel size for the applicable zone -OR- both abutting properties are smaller than the minimum lot or parcel size for the applicable zone before and after the property line adjustment.

Met ☒ Not Met ☐

Key Issue: Both tax lots are greater than the 5 acre minimum for RR-5 zoning. Neither will be made smaller than 5 acres. This criterion is met.

- j. The flagpole must maintain a minimum of 25' in width.

Met ☐ Not Met ☐ N/A ☒

Key Issue: No flagpole present, properties served by an easement off Hwy 99.

- k. The access to a public or private road is provided.

Met ☒ Not Met ☐ N/A ☐

Key Issue: Access via easement to Hwy 99 N, a state maintained road, will remain for both properties.

4. Both properties were lawfully created. (see above)

Met ☒ Not Met ☐

5. Will the property line adjustment reduce the prescribed fuelbreak setback?

Yes. ☒ No. ☐ N/A ☐

6. If the answer to the above question is yes, the fuelbreak reduction or easement is attached.

Met ☐ No. ☒ N/A ☐

Key Issue: The subject site is within the Hazardous Wildfire Area Map. The standards of LDO 8.7 apply and the Applicant must have a minimum 100-foot

fuelbreak developed and maintained around all new and existing structures including the dwelling. A fuelbreak may be extended onto an adjoining property with a recorded fuelbreak easement. Alternatively, the Applicants may apply and receive a fuelbreak reduction authorization. The standards of LDO Section 8.7 will be verified through a Fire Safety Inspection as coordinated through Jackson County Development Services and shall occur prior to final recording of the property line adjustment.

7. The building or improvement will not be made more nonconforming by the adjustment. Additionally, conforming on-site characteristics (e.g., landscaping or access) will not be made nonconforming.

Met ☒ Not Met ☐ N/A ☐

Key Issue: Staff finds that no structures nor features will be made nonconforming.

8. The adjustment will not result in a parcel being made buildable that was not capable of being developed prior to the adjustment for reasons such as being too small or narrow.

Met ☒ Not Met ☐ N/A ☐

Key Issue: The proposed adjustment will not result in a parcel being made buildable that was not capable of being developed prior to the adjustment.

9. The adjustment is necessary to acquire road frontage.

Yes ☐ No ☒

Key Issue: N/A.

10. The adjustment will not result in a parcel overlap a city limit, urban growth boundary, county, or State line.

Met ☒ Not Met ☐ N/A ☐

CONCLUSION

Based on the above findings, staff found the property line adjustment proposal to comply with the approval criteria of Section 3.4, 8.5, and 8.7 of the LDO. Conditions of approval are required to assure that the adjustment will be completed in conformance with the procedures required by Section 3.4.2.

DECISION

File 439-25-000027-SUB, an application for a Type 1 Permit to allow a property line adjustment on property described as Township 38 South, Range 1 East, Section 32, Tax Lot 1700, and Tax Lot 1702 is hereby approved, subject to the following conditions.

- 1) Revised Plot Plan: **Prior to ordering the FSI**, a revised plot plan must be submitted at a 1 to 10 scale on 8.5"x11" paper.
- 2) PTR – Fire Safety Inspection: **Prior to Recording of the Property Line Adjustment**, Fire

District #3 must inspect the property to verify that the Wildfire Safety Standards of Section 8.7.1 are in place. A Fire Safety Inspection must be requested and paid for at Development Services when all requirements have been met. An information sheet with a complete checklist of all requirements is available at Development Service or on-line on the Development Services page under ""Planning Guides.""

The following is a summary of the requirements that must be in place prior to the inspection request:

- A) A plot plan indicating the proposed structure(s) must be on record in the Planning Department.
- B) The proposed structure(s) must be staked out on the site.
- C) Address signs must be installed at the driveway entrance (visible from both directions) and at all forks in the drive, with directional arrows as needed.
- D) Driveway access to within 150' of all exterior first story walls of all buildings must be constructed to support a gross vehicle weight of 50,000 pounds and an occasional 60,000 pound load to accommodate heavy firefighting equipment. The driveway must terminate in an approved turnaround arrangement that meets the same load carrying capacity. A 22' fuelbreak including the driving surface is required along private accessways, driveways, private roads, and private access easements in accordance with Section 8.7.1(B)(1).
- E) A 100 foot fuelbreak must be developed and maintained around all new construction. If the 100 foot fuelbreak extends onto an adjoining parcel(s), then either a fuelbreak easement(s) must be recorded and submitted or a fuelbreak reduction application must be approved by the County.
- F) Other measures as recommended by the fire agency commenting on the application or the County Fire Safety Inspector.

Warning: In accordance with Section 8.6.4, no riparian habitat may be removed in order to comply with this section. Where the required fuelbreak is located within a protected riparian area, a fuelbreak reduction will be required for that portion of the required fuelbreak.

If Fire District #3 staff is not able to make the inspection, then the Applicant needs to hire an engineer or land surveyor to make a determination that the standards have been met.

- 3) Fuelbreak Reduction: The Owners/Applicants must apply for and receive approval of a Fuelbreak Reduction, OR provide copies of recorded fuelbreak easements to meet the required 100 foot fuelbreak around the dwelling.
- 4) FSI Fees: FIRE SAFETY INSPECTION fees must be paid at time of Fire Safety Inspection Request.
- 5) No New Parcels: No new parcels are authorized by this property line adjustment. (LDO

Section 3.4.3B)

- 6) Survey Requirements for PLA: A survey, consistent with the requirements in ORS Chapter 92, must be prepared by an Oregon licensed surveyor and submitted to the Planning Director for approval and signature. (LDO Section 3.4.2C) prior to filing with the County Surveyor.
- 7) PTR – Copies: **Prior to Recording of the Property Line Adjustment** for any of the adjusted parcels, a copy of the survey and/or new deed descriptions must be submitted to the Development Services Department.
- 8) Expiration: Within one **(1) year** of final approval of a property line adjustment application, the survey, if required, will be filed with the County Surveyor and the deeds or other instruments of conveyance will be recorded with the County Clerk. The deeds or other instruments will describe the adjusted properties in their entirety. Notwithstanding Section 2.6.8, a time extension of not more than 12 additional months may be granted by the Director based upon a written request from the applicant made prior to the expiration of the original 12 months, or within 30 days after that expiration date in accordance with Section 2.6.8. After 12 months, or at the end of any extension granted, the approval will be considered void if the required documents have not been recorded. In any event, the total time period within which to finalize the approval will not exceed two (2) years.

It is the applicant's responsibility to ensure that the property line adjustment occurs consistent with the submitted application. In order to complete the adjustment, new deeds must be prepared and recorded in the County Clerk's office for each parcel. The deeds must describe the new boundaries of each of the adjusted parcels. The deed should include a reference at the top stating "Property Line Adjustment, Jackson County File # 439-25-00027-SUB". A title company, attorney, or surveyor may be of assistance in preparing the deeds.

PLEASE NOTE THAT ALL TAXES MUST BE PAID IN FULL BEFORE THE ASSESSOR'S OFFICE WILL PROCESS THE PROPERTY LINE ADJUSTMENT.

This decision is limited to the County's review of applicable zoning rules and land use law, as outlined in the Jackson County Comprehensive Plan, the Jackson County Land Development Ordinance, and the Oregon Administrative Rules and Oregon Revised Statutes relating to land use. Other County, State and Federal agencies may have regulatory review authority for development projects. The decision rendered herein neither implies nor guarantees compliance with the requirements of any other regulatory agency. It is the property owner's responsibility to ensure that the development complies with the requirements of any other regulatory agency or provisions of law prior to initiating development.

JACKSON COUNTY PLANNING DIVISION

By: Sam Beeler
Planner II

Date: _____

Attachments: Site Plan, cc: Owner/Applicant, Agent

MAP OF SURVEY

LYING SITUATE WITHIN

THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Casita Developments LLC

716 North Laurel Street
Ashland, Oregon 97520

LEGEND

- ANNEXATION LINE
PROJECT PROPERTY LINE
BOUNDARY LINE
CENTERLINE
PREVIOUS DEED LINE
- 2 1/2" BRASS CAPPED IRON PIPE SECTION CORNER
PER SURVEY NO. 11551 AND JACKSON COUNTY
SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE QUARTER SECTION
CORNER PER SURVEY NO. 11551 & JACKSON COUNTY
SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE DONATION LAND
CLAIM CORNER PER SURVEY NO. 11551 & JACKSON
COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 5/8" IRON PIN - NO OTHER MARKINGS - PER O.S.H.D. 1952
RIGHT-OF-WAY SURVEY & S/N 7020, 11551 & 18445 (RECOVERED)
- 5/8" IRON PIN w/ 2" ALUMINUM CAP STAMPED "SWAIN LS 759 1990"
PER S/N 12047 (RECOVERED)
- 1/2" IRON PIPE w/ YELLOW PLASTIC PLUG STAMPED "SWAIN LS 759"
PER S/N 11259, 11551, 12814 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "D. HUCK LS 2023"
PER S/N 17105 & 20250 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "R. ROBERTS LS
1656" PER S/N 13704 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "RPLS-2339" PER
S/N 12439 (RECOVERED)
- 1/2" IRON PIPE - NO OTHER MARKINGS - PER BURRELL S/N 4084
(RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN
PLS 2883" PER S/N 16579 & 18445 (RECOVERED)
- 5/8" x 24" IRON PIN w/ ORANGE PLASTIC CAP
STAMPED "KAMPMANN PLS 2883" (ESTABLISHED)
- O.R.
D.R.
S/N
D.L.C.
O.S.H.D.
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- OFFICIAL RECORDS, JACKSON COUNTY CLERK
DEED RECORD VOLUME / PAGE, JACKSON COUNTY CLERK
SURVEY FILE NUMBER, JACKSON COUNTY SURVEYOR
DONATION LAND CLAIM, AS DESCRIBED
OREGON STATE HIGHWAY DEPARTMENT (O.D.O.T.)
OREGON DEPT. OF TRANSPORTATION HIGHWAY STATION
DEED RECORD DATA PER 2013-035734
SURVEY RECORD DATA PER S/N 11551, 12047, 12814 (SWAIN)
SURVEY RECORD DATA PER S/N 12439 & 13704 (EDWARDS)
SURVEY RECORD DATA PER OREGON STATE HIGHWAY DEPT.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2027

SURVEYED BY:

POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: JULY 24, 2025
PROJECT NO. 855-14

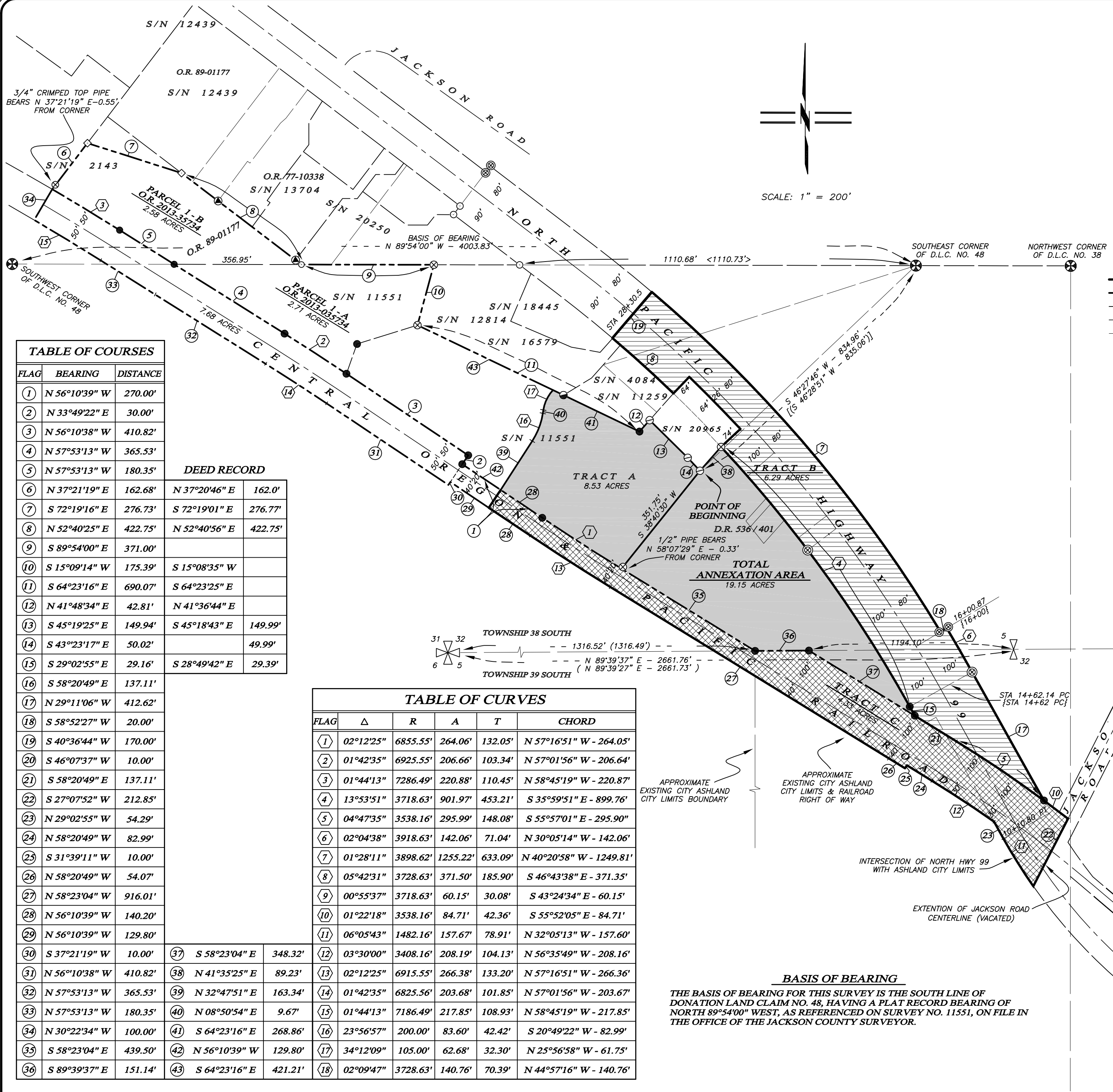


TABLE OF COURSES

FLAG	BEARING	DISTANCE
1	N 56°10'39" W	270.00'
2	N 33°49'22" E	30.00'
3	N 56°10'38" W	410.82'
4	N 57°53'13" W	365.53'
5	N 57°53'13" W	180.35'
6	N 37°21'19" E	162.68'
7	S 72°19'16" E	276.73'
8	N 52°40'25" E	422.75'
9	S 89°54'00" E	371.00'
10	S 15°09'14" W	175.39'
11	S 64°23'16" E	690.07'
12	N 41°48'34" E	42.81'
13	S 45°19'25" E	149.94'
14	S 43°23'17" E	50.02'
15	S 29°02'55" E	29.16'
16	S 58°20'49" E	137.11'
17	N 29°11'06" W	412.62'
18	S 58°52'27" W	20.00'
19	S 40°36'44" W	170.00'
20	S 46°07'37" W	10.00'
21	S 58°20'49" E	137.11'
22	S 27°07'52" W	212.85'
23	N 29°02'55" W	54.29'
24	N 58°20'49" W	82.99'
25	S 31°39'11" W	10.00'
26	N 58°20'49" W	54.07'
27	N 58°23'04" W	916.01'
28	N 56°10'39" W	140.20'
29	N 56°10'39" W	129.80'
30	S 37°21'19" W	10.00'
31	N 56°10'38" W	410.82'
32	N 57°53'13" W	365.53'
33	N 57°53'13" W	180.35'
34	N 30°22'34" W	100.00'
35	S 58°23'04" E	439.50'
36	S 89°39'37" E	151.14'

DEED RECORD

N 37°20'46" E	162.0'
S 72°19'01" E	276.77'
N 52°40'56" E	422.75'
S 15°08'35" W	
S 64°23'25" E	
N 41°36'44" E	
S 45°18'43" E	149.99'
S 28°49'42" E	29.39'

TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
1	02°12'25"	6855.55'	264.06'	132.05'	N 57°16'51" W - 264.05'
2	01°42'35"	6925.55'	206.66'	103.34'	N 57°01'56" W - 206.64'
3	01°44'13"	7286.49'	220.88'	110.45'	N 58°45'19" W - 220.87'
4	13°53'51"	3718.63'	901.97'	453.21'	S 35°59'51" E - 899.76'
5	04°47'35"	3538.16'	295.99'	148.08'	S 55°57'01" E - 295.90'
6	02°04'38"	3918.63'	142.06'	71.04'	N 30°05'14" W - 142.06'
7	01°28'11"	3898.62'	1255.22'	633.09'	N 40°20'58" W - 1249.81'
8	05°42'31"	3728.63'	371.50'	185.90'	S 46°43'38" E - 371.35'
9	00°55'37"	3718.63'	60.15'	30.08'	S 43°24'34" E - 60.15'
10	01°22'18"	3538.16'	84.71'	42.36'	S 55°52'05" E - 84.71'
11	06°05'43"	1482.16'	157.67'	78.91'	N 32°05'13" W - 157.60'
12	03°30'00"	3408.16'	208.19'	104.13'	N 56°35'49" W - 208.16'
13	02°12'25"	6915.55'	266.38'	133.20'	N 57°16'51" W - 266.36'
14	01°42'35"	6825.56'	203.68'	101.85'	N 57°01'56" W - 203.67'
15	01°44'13"	7186.49'	217.85'	108.93'	N 58°45'19" W - 217.85'
16	23°56'57"	200.00'	83.60'	42.42'	S 20°49'22" W - 82.99'
17	34°12'09"	105.00'	62.68'	32.30'	N 25°56'58" W - 61.75'
18	02°09'47"	3728.63'	140.76'	70.39'	N 44°57'16" W - 140.76'

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY IS THE SOUTH LINE OF
DONATION LAND CLAIM NO. 48, HAVING A PLAT RECORD BEARING OF
NORTH 89°54'00" WEST, AS REFERENCED ON SURVEY NO. 11551, ON FILE IN
THE OFFICE OF THE JACKSON COUNTY SURVEYOR.

EXHIBIT "B"

LEGAL DESCRIPTION – LINDA ZARE ANNEXATION TRACT
CITY OF ASHLAND NORTH MAIN STREET ANNEXATION
ASSESSOR'S MAP NO. 38 1E 32, TAX LOTS 1700 & 1702

A portion those tracts of land described within Instrument No. 2013-035734 of the Official Records in Jackson County, Oregon, lying situate within the Southeast Quarter of Section 31 and the Southwest Quarter of Section 32 in Township 38 South, Range 1 East, and the Northwest Quarter of Section 5 in Township 39 South, Range 1 East of the Willamette Meridian in Jackson County, Oregon, being more particularly described and bounded as follows, to wit;

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence South 46°27'46" West, 834.96 feet [Deed Record South 46° 28' 51" West, 835.06 feet] to a 1/2 inch iron pipe at the TRUE POINT OF BEGINNING; thence North 41°35'25" East, 89.23 feet to a 1/2 inch iron pipe situated on the southwesterly line of relocated North Pacific Highway No. 99; thence along said southwesterly line the following survey courses: North 47°03'14" East, 74.00 feet to a point on the centerline of North Pacific Highway No. 99 being 26.00 feet at right angles to said described centerline of said Highway 99; thence 204.53 feet along the arc of a 3792.63 radius curve to the left, having a delta angle of 03°05'23" (Chord bearing North 44°29'28" West, 204.51 feet; thence South 43°57'51" West, 64.00 feet to the southwesterly line of said Highway; thence 230.76 feet along the arc of a 03°32'44" foot radius curve to the left, having a delta angle of 03°32'44" (Chord bearing South 47°48'32" West, 230.70 feet) to OSHD Sta 28+30.5, 90.00 left; thence North 40°36'44" East, along Sta 28+30.5', 170.00 feet to intersect the northeasterly line of Highway 99 of Highway 99; thence along said northeasterly line the following survey courses: 1255.22 feet along the arc of a 3898.62 foot radius curve to the right, having a central angle of 01°28'11" (long chord bears South 40°20'58" East, 1249.81 feet); thence North 58°52'27" East, 20.00; thence 142.06 feet along the arc of a 3918.63 foot radius curve to the right, having a central angle of 02°04'38" (long chord bearing South 30°05'14" East, 142.06 feet) to a 5/8 iron pin; thence South 29°11'06" East, 412.62 feet to a 5/8 inch iron pin on the northeasterly line of Central Oregon & Pacific Railroad; thence along said northeasterly line, 84.71 feet along the arc of a 3538.16 foot radius curve to the right, having a central angle of 01°22'18" (long chord bearing South 55°52'05" East, 84.71 feet) to a point on the centerline of Jackson Road; thence South 27°07'52" West along an extension of the centerline of Jackson Road, a distance of 212.85 feet to a point on the southwesterly line of relocated Pacific Highway No. 99; thence along said southwesterly line 157.67 feet along the arc of a 1482.16 foot radius curve to the right, having a central angle of 06°05'43" (long chord bearing North 32°05'13" West, 157.60 feet); thence North 29°02'55" West, 54.29 feet to a point on the southerly line of Central Oregon & Pacific Railroad; thence 208.19 feet along the arc of a 3408.16 foot radius curve to the right, having a central angle of 03°30'00" (long chord bearing North 56°35'49" West, 208.16 feet); thence North 58°20'49" West, 82.99 feet; thence South 31°39'11" West, 10.00 feet; thence North 58°20'49" West, 54.07 feet; thence North 58°23'02" West, 916.01 feet; thence 266.38 foot along the arc of a 6915.55 foot curve to the right, having a central angle of 02°12'25" (long chord bearing North 57°16'51" West, 266.36 feet); thence North 56°10'39" West, 140.20 feet; thence North 33°49'21" East, 60.00 feet to a point on the northeasterly line of said right of way; thence North 32°47'51" East, 163.34 feet; thence 83.60 feet along the arc of a 200.00 foot radius curve to the left, having a central angle of 23°38'52" (long chord bears North 20°49'22" East, 82.99 feet); thence North 8°50'54" East, 9.67 feet; thence 62.68 feet along the curve of a 105.00 foot radius curve to the right, having a central angle of 34°12'10" (long chord bearing North 25°56'59" East, 61.75 feet); thence South 64°23'16" East, 268.86 feet; thence North 41°43'34" East, 42.81 feet to a 1/2 inch iron pipe; thence South 45°19'25" East, 149.94 feet to a 1/2 inch iron pipe; thence South 43°21'12" East, 50.02 feet to THE POINT OF BEGINNING.

Containing 19.46 acres, more or less.

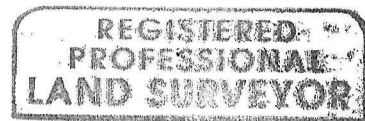
Prepared by:

Shawn Kampmann
Professional Land Surveyor

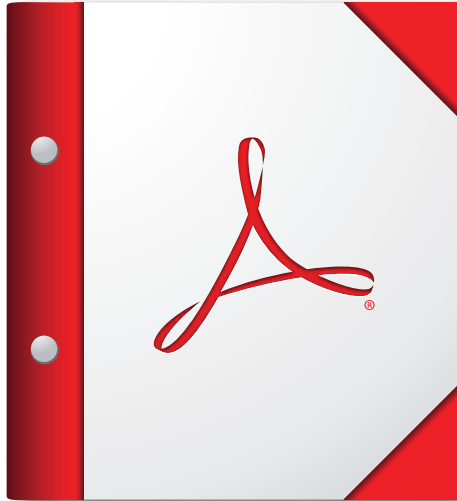
Polaris Land Surveying LLC
P.O. Box 459
Ashland, Oregon 97520

Date: January 15, 2025

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RENEWAL DATE: 6/30/27



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Council Business Meeting

Date: August 19, 2025

Agenda Item	Second Reading and Adoption of Findings for a Legislative Amendment to the Southern Oregon University Facilities Masterplan and Implementing Ordinances #3267, #3268, and #3269 (#PA-L-2025-00016
Department	Community Development
From	Brandon Goldman, Director of Community Development, Derek Severson, Planning Manager

TIME ESTIMATE

15 Minutes

CATEGORY

Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY

On July 15, 2025, the City Council approved First Reading of Ordinance No. 3267 (Comprehensive Plan amendment), Ordinance No. 3268 (Municipal Code amendments), and Ordinance No. 3269 (Zoning and Comprehensive Plan map amendments) to adopt the Southern Oregon University 2025 Facilities Master Plan, as amended at First Reading. These ordinances are now before the Council for Second Reading and final adoption.

POLICIES, PLANS & GOALS SUPPORTED

Ashland Comprehensive Plan – The Economy Element

Policy (7.07.03.6) *The City shall work with the College to encourage the growth of research and graduate programs. The City shall encourage the establishment of the Asian Studies facility, and other such facilities that provide a bridge to the international marketplace.*

Ashland Comprehensive Plan – Public Services Element

Goal (9.07.03): *To make maximum effort toward utilization of present and future educational and recreational facilities and resources through public, private and city cooperation*

BACKGROUND AND ADDITIONAL INFORMATION

Southern Oregon University submitted an amendment to the City of Ashland's Comprehensive Plan to adopt the 2025 Facilities Master Plan, which updates the University's long-term vision for campus development, design standards, and the disposition of surplus properties over the next decade. This legislative package includes three ordinances: Ordinance No. 3267 to incorporate the Master Plan as a supporting document in the Comprehensive Plan; Ordinance No. 3268 to amend sections of the Ashland Municipal Code for consistency with the Master Plan; and Ordinance No. 3269 to amend the Zoning and Comprehensive Plan maps to reflect changes for university-owned properties that may be sold into private ownership.

At First Reading on July 15, 2025, the Council approved all three ordinances and adopted specific amendments to Ordinance Nos. 3267 and 3268.

- Ordinance No. 3267 was amended to establish maximum height allowances throughout the new SO zone, allowing buildings up to 60 feet outright, and up to 70 feet with a Conditional Use Permit (CUP). For properties located along Ashland Street adjacent to the Climate Friendly Area (CFA) overlay, Council specified that height standards would align with CFA regulations: 50 feet permitted outright, 60 feet permitted outright with the inclusion of at least 25% affordable or student housing, and would allow buildings taller than 50' or 60' through a Conditional Use Permit (CUP) process, as originally recommended by the Planning Commission. This distinction maintains consistency with the adjacent





Council Business Meeting

Climate Friendly Area for permitted building heights and provides for a higher level of review for taller buildings within the designated “University District”.

- Ordinance No. 3268 was amended to increase the maximum allowable height for ground mounted solar installations in Section 5.C.5 to 38 feet, specifically to support the potential installation dual-axis solar tracking systems, which require additional vertical clearance. The ordinance was also clarified to treat references to the adopted SOU 2025 Facilities Master Plan as illustrative rather than mandatory, providing implementation flexibility.
- Ordinance No. 3269, which updates the Zoning and Comprehensive Plan maps consistent with the Master Plan, was approved without modification.

The ordinances, incorporating the amendments made at First Reading, are now presented to the Council for Second Reading and final adoption.

FISCAL IMPACTS

Adoption of the SOU 2025 Facilities Master Plan has no direct fiscal impact to the City. However, the plan supports the university's efforts to address financial challenges through the sale of surplus properties, which may generate new property tax revenue once in private ownership. Additionally, the plan facilitates future campus development that contributes to Ashland's economy through employment, student spending, and housing opportunities.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve Second Reading and adoption of the following ordinances, as amended at First Reading:

- **Ordinance No. 3267**, an ordinance amending the City of Ashland Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan;
- **Ordinance No. 3268**, an ordinance amending AMC 15.04.210–.216, AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.020, AMC 18.5.2.030, and AMC 18.5.7.020 to be consistent with the Southern Oregon University 2025 Facilities Master Plan Amendment;
- **Ordinance No. 3269**, an ordinance amending the adopted Zoning and Comprehensive Plan maps to be consistent with the Southern Oregon University 2025 Facilities Master Plan Amendment;
- and to approve the attached **Findings of Fact and Conclusions of Law**.

REFERENCES & ATTACHMENTS

1. Attach1_SOU_MasterPlan_CC_Findings_08192025
2. Attach1A_Staff Exhibit S-1_Zone Changes
3. Attach2_SOU Master Plan Update ORD 3267 AMENDED
4. Attach3_SOU Master Plan Update ORD 3268 AMENDED
5. Attach4_SOU Master Plan Update ORD 3269 AMENDED
6. Attach4A_Ord 3269 ExhibitA_COMPPLAN_MAP
7. Attach4B_Ord 3269 ExhibitB_ZONING_MAP
8. Attach5_SOU MASTER PLAN



**BEFORE THE CITY COUNCIL
CITY OF ASHLAND, JACKSON COUNTY, OREGON
August 19, 2025**

IN THE MATTER OF PLANNING ACTION #PA-L-2025-00016, A REQUEST)
FOR A LEGISLATIVE AMENDMENT TO THE SOUTHERN OREGON)
UNIVERSITY FACILITIES MASTER PLAN. THIS AMENDMENT)
INCLUDES PROPOSED ZONE CHANGES FOR SURPLUS PROPERTIES)
IDENTIFIED TO BE SOLD BY SOUTHERN OREGON UNIVERSITY. WITH) **FINDINGS,**
ADOPTION OF THIS MASTER PLAN AMENDMENT, THE ZONING FOR) **CONCLUSIONS &**
THESE PROPERTIES WILL BE CHANGED AS NOTED DETAILED IN THE) **ORDERS.**
PROPOSED MAPS UPON TRANSFER TO PRIVATE OWNERSHIP.)
)
OWNER/APPLICANT: Southern Oregon University)
_____)
)

RECITALS:

- 1) The Southern Oregon University campus boundary includes approximately 164 acres split roughly north-south by Siskiyou Boulevard. The Ashland Comprehensive Plan identifies the Southern Oregon University (SOU) land use classification as areas designed to provide for the unique needs of SOU. The ‘SOU’ land use classification is delineated on the Comprehensive Plan Map, and as outlined in the Comprehensive Plan, the boundary of the SOU area was mutually approved by SOU and the City. The Comprehensive Plan’s ‘SOU’ designation is implemented by [Chapter 18.3.6](#) “Southern Oregon University District” of the Ashland Land Use Ordinance, and the corresponding special district is established on the Zoning Map.
- 2) The SOU Master Plan establishes the permitted uses, campus-specific procedures and design standards and delineates anticipates development projects in the SOU zoning district over the upcoming decade. The current plan, the 2010-2020 SOU Master Plan, was approved and adopted by the City Council in April 2010. The Master Plan is generally completed in ten-year cycles looking at the upcoming decade, although the ten-year cycle here was disrupted by the COVID-19 pandemic.
- 3) The application proposes a legislative amendment to adopt an update to the Southern Oregon University Facilities Master Plan. This amendment includes proposed zone changes for properties that may be sold into private ownership by Southern Oregon University which are identified in the proposed plan. With the adoption of this Master Plan amendment, the zoning for these properties will be changed as noted on the attached map, however they would remain subject to the SOU Masterplan and SO zoning overlay regulations for as long as they continue to be under SOU ownership.

Once sold and under private ownership, each of these properties would be subject to the zoning regulations of the underlying zoning proposed here.

- 4) On June 24, 2025, the City of Ashland Planning Commission considered the amendment of the City of Ashland's Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document; to amend the Zoning Map and Comprehensive Plan Map; and to amend the Ashland Municipal Code and Land Use Ordinances to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing, and following deliberations, recommended approval of the amendments.
- 5) On July 15, 2025, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter. The Council determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.
- 6) AMC 18.5.9.020.B speaks to the requirements for "Type III" legislative amendments as follows:
 - B. **Type III.** It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter [18.5.8](#) for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.
 1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to

subsection [18.5.9.020.A](#), above.

2. Comprehensive Plan changes, including text and map changes or changes to other official maps.
3. Land Use Ordinance amendments.
4. Urban Growth Boundary amendments. (Ord. 3195 § 5, amended, 12/01/2020)

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

Now, therefore, the City Council of the City of Ashland finds, concludes, and recommends as follows:

2.1 The City Council finds that it has received all the information necessary to render a decision based on the complete application materials, staff report, public hearing testimony and exhibits; and by their reference each of these are incorporated herein as if set out in full.

2..2 The City Council further notes that as outlined in the Comprehensive Plan, the boundary of the SOU zoning district was mutually approved by SOU and the City. The campus boundary encompasses approximately 164-acres that are roughly split north and south by Siskiyou Boulevard. This Master Plan update does not propose an expansion of the existing Southern Oregon University campus boundary and its corresponding City of Ashland SOU special district zoning designation; however, this amendment does include proposed zone changes for properties identified on the attached map that may be sold into private ownership by Southern Oregon University. With adoption of this Master Plan amendment, the zoning for these properties is proposed to be changed as noted in the plan, however these properties would remain subject to the SOU Masterplan and SOU special district zoning overlay while under university ownership. Once under private ownership, these properties would be subject to the zoning regulations of the underlying zoning proposed here.

The Council also notes that the Master Plan proposes a number of code changes with regard to the campus, including:

- **AMC [15.04.216](#)** – As proposed, the city’s Demolition/Relocation Ordinance would no longer apply to university properties.
- **AMC [18.3.6](#)** – Proposed revisions would clarify that the SOU zone is subject to the Water Resource Protection Zones regulations in AMC 18.3.11 and that areas within 50-feet of privately owned property would be subject to “Type II” Site Design Review with a public hearing before the Planning Commission rather than to a Conditional Use Permit, and that any construction greater than 70 feet in height would be subject to a Conditional Use Permit.
- **AMC [18.4.7](#)** – As proposed, Southern Oregon University would not be subject to the sign regulations of AMC 18.4.7 but would be subject to a campus master sign program incorporated in the proposed Master Plan.
- **AMC [18.5.2.030](#)** – The proposal would clarify that any new building on campus greater than 15,000 square feet shall be reviewed through a “Type II” procedure with a public hearing at the Planning Commission.
- **AMC [18.5.7.020](#)** – The proposal would exempt tree maintenance and removal on campus from the city’s Tree Removal Permit process, but would require that SOU provide annual updates to the Planning Division through the Tree Management Advisory Committee similar to the handling of tree removals on Parks properties.

2.3 The City Council notes that the Planning Commission conducted a duly noticed public hearing on June 24, 2025. Following the close of that hearing, the Planning Commission recommended that the Council adopt the updated SOU Facilities Master Plan subject to a number of specific recommendations, including:

- The Planning Commission recommended that the Conditional Use Permit requirement be retained for any project within 50 feet of private property in order to preserve discretionary review and require consideration through a public hearing. Planning Commissioners also recommended that any project of 15,000 or more square feet of gross habitable floor area (GHFA) be subject to Type II Site Design Review procedure.
- The Planning Commission recommended that solar arrays over parking lots meeting the specific design requirements presented in the proposed Master Plan and associated draft ordinance be exempted from the land use process and instead be subject to administrative land use approval in conjunction with building permit review. The Planning Commission also recommended that it be made clear that the installation of solar arrays over existing parking lots would not trigger parking lots to be upgraded to new standards. The Commission further recommended that any newly constructed parking lots be required to comply with current parking lot standards.
- The Planning Commission recommended that a 50-foot height be outright permitted within the SOU district, with heights up to 60 feet to be outright permitted with the inclusion of affordable housing or student housing, with greater heights to require a

Conditional Use Permit. The Planning Commission further recommended that the height for the University District property bounded by Ashland Street, Walker Avenue, Webster and Stadium Streets be limited to no more than nine-stories or 110 feet under the Conditional Use Permit process.

- Planning Commissioners supported exempting the University from the Tree Removal Permit process in a manner similar to the treatment of the Parks Department in the code, with an annual report to the Tree Management Advisory Committee, provided that the University uses licensed professional arborists for tree removal work.
- In response to concern from neighbors over the lack of transparency with neighbors of the properties proposed for sale, Planning Commissioners also recommended that with Master Plan adoption, the University be required to establish a standard of direct communication with neighbors prior to the construction of new buildings, the sale of university property or the adoption of Master Plan updates.

2.4 The City Council notes that AMC 18.5.9.020 which speaks to Plan Amendments and Zone Changes, which are legislative in nature, in terms of achieving conformance with the Comprehensive Plan or meeting “*other changes in circumstances or conditions.*” There are no specific quasi-judicial land use approval criteria to be addressed.

The Council finds that The Economy Element of the Ashland Comprehensive Plan includes specific policy direction that, “*The City shall work with the College to encourage the growth of research and graduate programs. The City shall encourage the establishment of the Asian Studies facility, and other such facilities that provide a bridge to the international marketplace (7.07.03.6).*” The Council further finds that the university is “*a motor of economic growth for the city through generation of payroll, local purchases by employees and students, enhancement of student abilities to find or make jobs for themselves in Ashland, and as an incubator for innovations and as a favorable attraction for education-intensive firms that may be considering the move to Ashland.*”

The Council finds that there have been significant changes in circumstances or conditions relative to the university which necessitate the requested update to the SOU Facilities Master Plan. As the university team has explained through the application process, college campuses must constantly evolve within a broader context of higher education that includes changes to available state funding, the broader national economy, fluctuations in admissions, and changing demands for specific programming. SOU continues to work tirelessly to build a solid foundation and to innovate, and the proposed updated SOU Facilities Master Plan reflects new goals in response to these everchanging circumstances. This Master Plan identifies projects which the university indicates have a degree of certainty in terms of their need, funding and design, while also outlining future development opportunities and some base design standards to apply to those yet to be clearly defined projects. The university has explained that part of maintaining a solid foundation in terms of financial stability may necessitate the sale of certain properties, and as such this Master Plan identifies those lots which are being considered for potential sales and proposes changes to the underlying Zoning and Comprehensive Map designations, while maintaining the SOU District overlay

until those properties are sold. Without this proposed change, these properties would remain subject to the requirement to develop according to the Master Plan in support of the educational functions of the university, even if privately owned, unless individual developers were to obtain Conditional Use Permit approval or request property-specific legislative amendments to the Master Plan.

2.5 The Council finds that the Ashland Comprehensive Plan’s Public Services Element seeks to “*To make maximum effort toward utilization of present and future educational and recreational facilities and resources through public, private and city cooperation (Goal 9.07.03),*” and finds that coordinated master planning for the future development of the university district is beneficial to the city and the university.

2.6 The City Council finds that adoption of the SOU Facilities Master Plan update is in keeping with the Oregon Statewide Planning Goals and with OAR 660-030-0070 which calls for state agencies including universities to coordinate their land use planning efforts with cities to ensure compliance with local comprehensive plans.

Specifically with regard to state land use Goal 10 “Housing” which seeks “*To provide for the housing needs of citizen of the state,*” the Council finds that the Statewide Planning Program requires each city to inventory its buildable residential lands, project future housing needs, and provide the appropriate types and amounts of land within the UGB necessary to meet those needs. The Housing Element of the *Ashland Comprehensive Plan* was amended and acknowledged in 2019. The City of Ashland has an acknowledged Housing Capacity Analysis (2021) and Buildable Lands Inventory (2024) which provide a factual basis for needed housing types and available land supply. The City has acknowledged zoning standards relating to residential development including provisions for housing density, setbacks, parking requirements, lot coverage, types, and development in environmentally or physically constrained areas. The requested zone changes here will add 6.15 acres of additional residentially zoned land, which was formerly identified for university development, to accommodate further housing development within the city. While this land may have developed to accommodate student or faculty housing were it to remain part of the SOU zone, the likelihood and timing would remain uncertain whereas the zone change here enables the immediate sale of these properties to support private residential development in a location near the university where there is a need for student and faculty housing, and in a manner which seeks zoning compatible with the adjacent residential neighborhoods.

The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal, and the proposed amendments do not modify the existing goals and policies related to Goal 10. The proposed map and code amendments expand housing opportunities in ways consistent with comprehensive plan goals and policies, and as such, the Council finds that this Goal is met.

SECTION 3. DECISION

3.1 Ashland is fortunate to have Southern Oregon University within the community, as the university adds to the community’s diversity, the richness of our culture, and strengthens

the local economy. The master planning efforts of the university seek to ensure that it will remain a strong and viable institution within the Oregon University System, as well as to make certain that it recognizes the values and concerns of the Ashland community.

Based on the whole record of the public hearing on this matter, and all materials submitted by staff, the applicant and other participants, the City Council finds that this update of the SOU Facilities Master Plan is necessary to meet changing circumstances and conditions since the plan was last updated in 2010. As noted in the Economy Element of the Comprehensive Plan, “... *it is likely that ... [Southern Oregon University] will remain a motor of economic growth for the city through generation of payroll, local purchases by employees and students, enhancement of student abilities to find or make jobs for themselves in Ashland, and as an incubator for innovations and as a favorable attraction for education-intensive firms that may be considering the move to Ashland.*” This Master Plan update incorporates zone changes intended to enable the sale of some University properties to help address budget shortfalls which the University must address in the current fiscal year, and as such will have an indirect but positive impact to the city in alleviating shortfalls affecting a “*motor of economic growth for the city*” while also providing additional land to support needed private housing development near campus.

Therefore, the City Council approves the application and adopts this update of the SOU Facilities Master Plan as a supporting document to the Ashland Comprehensive Plan, with the inclusion of the following conditions, noting that this decision is supported by evidence contained in the whole record.

1. That all proposals of the applicant become conditions of approval unless otherwise specifically modified herein.
2. That a Conditional Use Permit (CUP) shall be required for any project within 50 feet of private property to preserve discretionary review and require consideration through a public hearing.
3. That any project of 15,000 square feet or more of gross habitable floor area (GHFA) shall be subject to Type II Site Design Review procedure.
4. That throughout the SO zone, buildings of up to 60 feet in height shall be permitted outright, and buildings up to 70 feet in height shall be permitted with a Conditional Use Permit (CUP), except that those University District properties located within the SO zone on the property bounded by Ashland Street, Walker Avenue, Webster Street and Stadium Street shall align with the CFA regulations and allow only a 50-foot height as permitted outright, with up to a 60-foot height permitted outright with the inclusion of at least 25 percent affordable or student housing. To exceed the outright permitted 50-foot height along Ashland Street without the inclusion of affordable or student housing, a CUP shall be required and the upper height limit for this ‘university district’ property at the corner of Ashland Street and Walker Avenue shall be nine-stories or 110 feet.

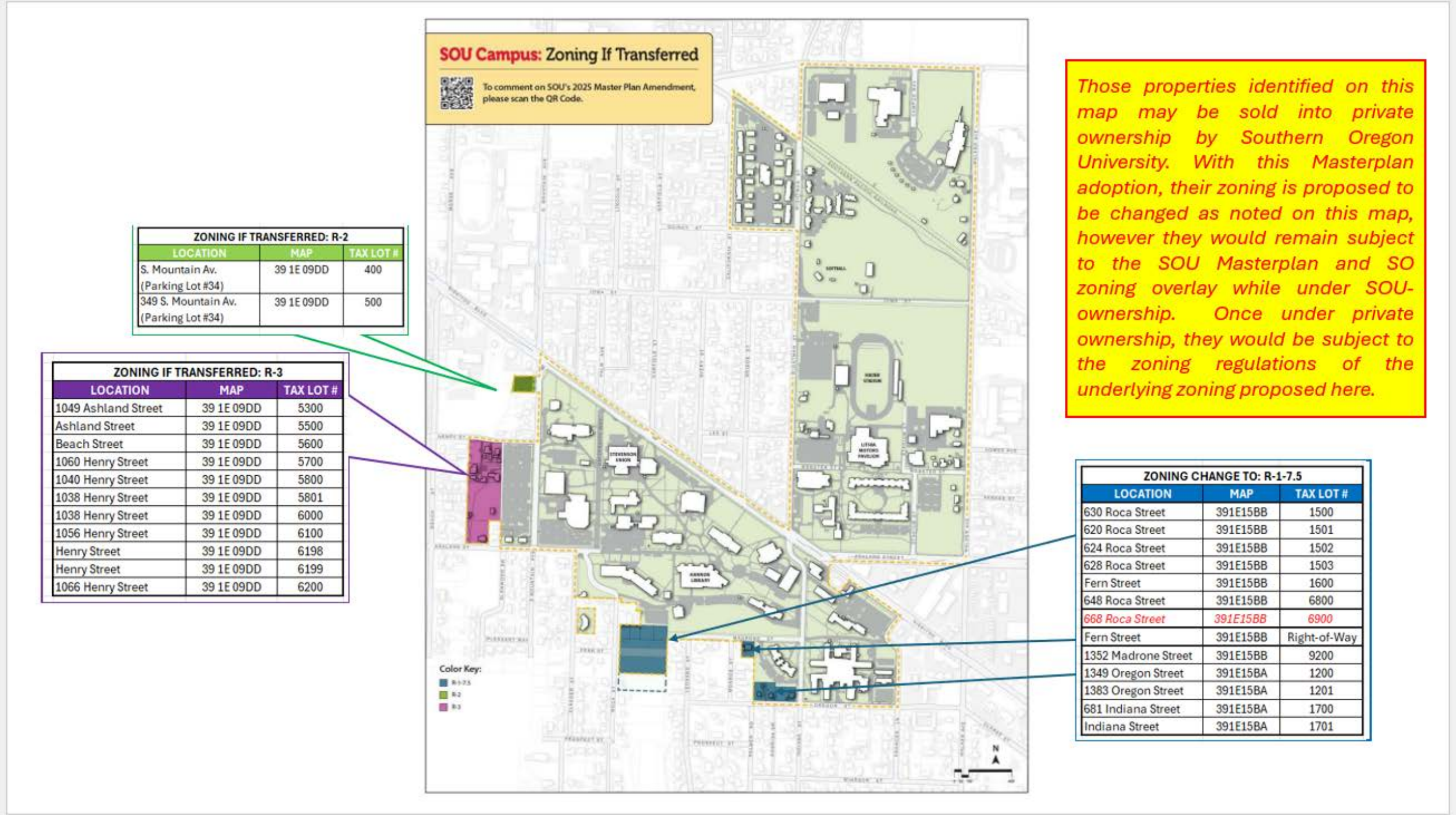
5. That solar arrays over parking lots which are generally consistent with the design requirements presented in the Master Plan shall be exempted from the land use process and instead be subject to administrative land use approval in conjunction with building permit review. The installation of solar arrays over existing parking lots shall not trigger parking lots to be upgraded to new standards, however any newly constructed parking lots shall be required to comply with current parking lot standards.
6. That the maximum allowable height for ground mounted solar installations in Section 5.C.5 shall be 38 feet, specifically to support the potential installation of dual-axis solar tracking systems, which require additional vertical clearance, and the ordinance shall also clarify that references to the design standards detailed in the SOU 2025 Facilities Master Plan are considered illustrative rather than mandatory to provide a measure of implementation flexibility to enable the installation of solar tracking systems.
7. That the University shall be exempted the Tree Removal Permit process in a manner similar to the treatment of the Parks Department in the code, with an annual report on removals over the past year and a plan for removals for the coming year to be provided to the Planning Division and its Tree Management Advisory Committee, and provided that the University uses licensed professional arborists for tree removal work.
8. That the University shall be required to provide public notice to neighboring property owners prior to the construction of new buildings, the sale of university property or the adoption of Master Plan updates.

Tonya Graham, *Mayor*

August 19, 2025

Date

Staff Exhibit S-1. Zoning for Transferred Properties



ORDINANCE NO. 3267

AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE PLAN TO ADOPT AND INCORPORATE THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT AS A SUPPORTING DOCUMENT TO THE CITY OF ASHLAND COMPREHENSIVE PLAN.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

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

WHEREAS, Oregon’s Statewide Planning Goal 2 “Land Use Planning”, Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University’s land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university’s facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland’s Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document; to amend the Zoning Map and Comprehensive Plan Map; and to amend the Ashland Municipal Code and Land Use Ordinances to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

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

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

SECTION 2. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS 2.04.15] is hereby amended to read as follows:

SOUTHERN OREGON UNIVERSITY (2.04.15)

These areas are designated to provide for the unique needs of Southern Oregon University (SOU). It is applied to areas that are located within the mutually approved SOU boundary and under University ownership. It is implemented by the Land Use Ordinance, but the actual rezoning of the property cannot occur until it is actually owned or controlled by the University. The SOU 2025 Facilities Master Plan Amendment is incorporated into the City of Ashland Comprehensive Plan in the Comprehensive Plan Appendix.

SECTION 3. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS 2.04.15] is hereby supported with the adoption and incorporation into the Comprehensive Plan Appendix of the document entitled “*Southern Oregon University 2025*

Facilities Master Plan Amendment” attached hereto as **Exhibit A**, as said plan is amended with conditions by the Planning Commission and City Council attached hereto as **Exhibit B**, said exhibits being attached hereto and incorporated herein by this reference.

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

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

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

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, City Attorney

Exhibit A

See attached “Southern Oregon University 2025 Facilities Master Plan Amendment”

Exhibit B

Conditions of Approval [PA-L-2025-00016]

Added by the Planning Commission and City Council through the public hearing process

The Planning Commission recommended adoption of the Southern Oregon University 2025 Facilities Master Plan Amendment including the zoning map amendment and zone changes for properties to be transferred and associated ordinance amendments, subject to the following adjustments:

- 1) That any project within 50 feet of private property shall require a Type II Conditional Use Permit.
- 2) That the construction of solar arrays over parking lots shall be exempt from land use review when proposed in a manner consistent with the illustrative standards detailed in the Facilities Master Plan with a maximum height not exceeding thirty-eight feet (38'). The construction of solar arrays over parking lots shall not trigger upgrades to the parking lots, however new parking lots shall comply with parking lot design requirements.
- 3) That maximum building heights within the SO zone shall be as follows: Throughout the SO zone exclusive of the University District noted below, building heights of up to 60 feet shall be permitted outright, and heights up to 70 feet shall be allowed with approval of a Conditional Use Permit. However, for properties within the University District bounded by Walker Avenue, Ashland Street, Webster Street, and Stadium Street, height allowances shall be consistent with those applied in Climate Friendly Areas (CFAs) with 50 feet permitted outright, up to 60 feet permitted outright with the inclusion of at least 25% affordable or student housing, and any height exceeding these permitted maximums shall require approval of a Conditional Use Permit, not to exceed 110 feet.
- 4) The projects with a gross habitable floor area (GHFA) of 15,000 square feet or more shall be subject to a Type II Site Design Review.
- 5) That properties within the SO zone shall be exempt from Tree Removal Permits provided that the work is completed by a licensed professional arborist, with the University to provide an annual report on tree-related activities on campus to the City and Tree Management Advisory Committee.
- 6) That properties within the SO zone shall be exempted from the sign ordinance and subject to the sign program put forth in the Facilities Master Plan.
- 7) That the University shall establish a standard of direct communication with neighbors before the construction of new buildings, sale of university property or future Master Plan updates.
- 8) That properties within the SO zone shall be subject to the Water Resources Protection Zones Ordinance.

ORDINANCE NO. 3268

AN ORDINANCE AMENDING AMC 15.04.210-.216, AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.020, AMC 18.5.2.030 & AMC 18.5.7.020 TO BE CONSISTENT WITH THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

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

WHEREAS, Oregon’s Statewide Planning Goal 2 “Land Use Planning”, Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University’s land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university’s facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: Powers of the City. The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland’s Zoning Map and Comprehensive Plan Map to align with the Southern Oregon

University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan; and to amend the Ashland Municipal Code Section AMC 15.04.210-.216 and the Land Use Ordinances AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.030 & AMC 18.5.7.020 to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

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

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

SECTION 2. Section 15.04.210 [Demolition or Relocation of Structures] of the Ashland Land Use Ordinance is hereby amended as follows:

AMC 15.04.210

- C. No demolition or relocation permit is required:
1. For structures of less than 500 square feet in size.
 2. For relocation of a structure upon the same lot.
 3. To demolish a building declared to be dangerous under the Uniform Code for the Abatement of Dangerous Buildings pursuant to AMC [15.04.010.B](#).
 4. **For any demolition within the SO district. Southern Oregon University shall be exempt from this ordinance, but shall comply with the demolition provisions within the adopted Southern University 2025 Facilities Master Plan Amendment.**

SECTION 3. Section 18.3.6 [Southern Oregon University District] of the Ashland Land Use Ordinance is hereby amended as follows:

18.3.6.020 Applicability

A. This chapter applies to properties designated as SO on the Zoning Map. The Southern Oregon University (SOU) district implements the Southern Oregon University 2025 Facilities Master Plan Amendment ~~Campus Master Plan Update for Southern Oregon University dated April 12, 2010,~~ with all conditions added by the Planning Commission and City Council, as adopted and incorporated into the Comprehensive Plan by Ordinance No. 3267 on August 5, 2025 ~~Ordinance No. 3014 on June 1, 2010.~~ It can be applied to all areas now or hereinafter owned by the State of Oregon acting by and through the State Board of Higher Education, and located within the SOU district boundary, as shown on the SOU 2025 Facilities Master Plan Amendment, adopted by SOU and approved by the City. The District shall not apply to properties identified on the Zoning If Transferred Map and transferred by SOU and no longer owned by SOU.

B. This chapter, together with chapters [18.5.2](#) Site Design Review, 18.4.3 Parking, Access, and Circulation, and 18.3.11 Water Resource Protection Zones are the only portions of this ordinance to be effective within the SOU zone; except that areas within 50 feet of privately owned land are subject to a Type II Conditional Use Permit review process. In addition, the creation or vacation of public streets or public ways shall be subject to mutual agreement between the City and SOU and all other applicable laws. Prior to the sale of university property, or to the submittal of applications to the city for the construction of new buildings or the amendment of the Southern Oregon University Facilities Master Plan, the University shall provide written notice to neighboring property owners of record within 200 feet of the project and provide written evidence of such notice to the city with the application submittal.

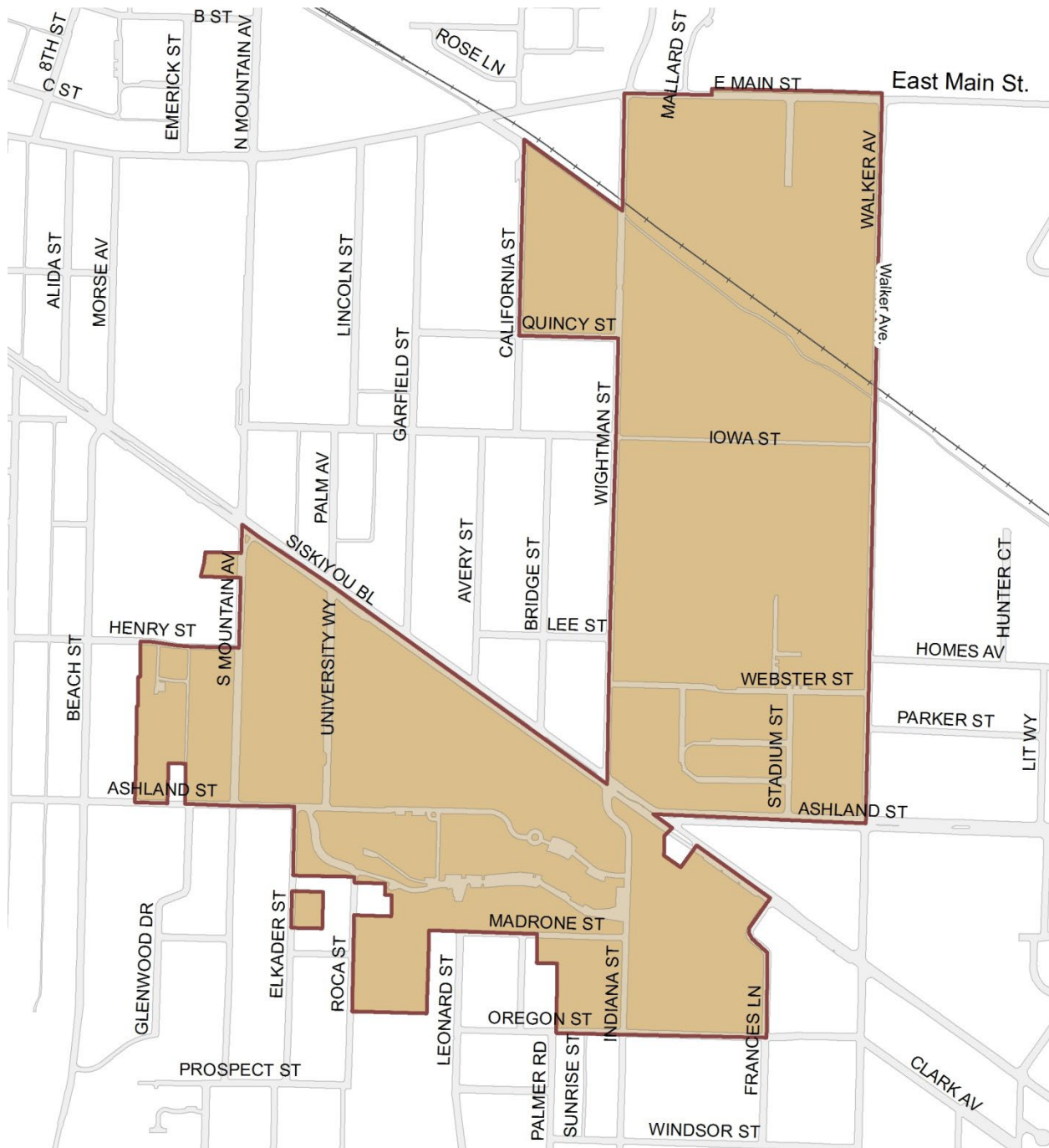


Figure 18.3.6.020. Southern Oregon University District

18.3.6.030 Permitted Uses

Permitted uses are as follows.

A. Uses permitted outright are all those which are directly and indirectly related to the educational functions of SOU, provided that such uses are indicated and located in conformance with the adopted and City approved SOU 2025 Facilities Master Plan Amendment.

B. Wireless Communication Facilities authorized pursuant to chapter [18.4.10](#) Wireless Communication Facilities.

18.3.6.040 Conditional Uses

Uses subject to approval of a conditional use permit, per chapter [18.5.4](#), are as follows.

A. Any use, site design, or construction or alteration of same not agreed upon in advance by the City and SOU in the SOU **2025 Facilities Master Plan Amendment**.

B. ~~Any construction over 40 feet in height~~ Construction that exceeds 60 feet in height within the SO zone, exclusive of the University District described in Section C below, shall require approval of a Conditional Use Permit, up to a maximum height of 70 feet.

C. Construction that exceeds the permitted maximum height of 50 feet, or 60 feet with the inclusion of at least 25 percent affordable or student housing, within the University District bounded by Walker Avenue, Ashland Street, Webster Street and Stadium Street, shall require approval of a Conditional Use Permit, up to a maximum height of 110 feet.

~~C.~~ **D.** Wireless Communication Facilities not permitted outright and authorized pursuant to chapter [18.4.10](#) Wireless Communication Facilities.}

SECTION 4. Section 18.4.7.040 [Exempted Signs] of the Ashland Land Use Ordinance is hereby amended as follows:

18.4.7.040 Exempted Signs

The following signs and devices shall not be subject to the provisions of this chapter. All of the following exempted signs shall be subject to the other regulations contained in chapter [18.4.7](#) relative to the size, lighting, or spacing of such signs.

N. Southern Oregon University. Signs on properties within the Southern Oregon University District on lands owned by the University shall be exempted from this chapter, and shall follow the guidelines for Signage on Campus contained within the Southern Oregon University 2025 Facilities Master Plan Amendment.

SECTION 5. Section 18.5.2.020 [Review Procedures] of the Ashland Land Use Ordinance is hereby amended as follows:

C. Exempt from Site Design Review. The following types of uses and projects are exempt from site design review:

1. Detached single-family dwellings and associated accessory structures and uses.
2. Accessory residential units meeting the requirements of subsection [18.2.3.040](#) and duplexes meeting the requirements of section [18.2.3.110](#).
3. Land divisions and property line adjustments, which are subject to review under chapter [18.5.3](#).
4. The following mechanical equipment:
 - a. Private, noncommercial radio and television antennas not exceeding a height of 70 feet above grade or 30 feet above an existing structure, whichever height is greater,

and provided no part of such antenna shall be within the setback yards required by this chapter. A building permit shall be required for any antenna mast or tower over 50 feet above grade or 30 feet above an existing structure when the same is constructed on the roof of the structure.

- b. Not more than three parabolic disc antennas, each under one meter in diameter, on any one lot or dwelling unit.
- c. Roof-mounted solar collection devices in all zones, with the exception of E-1 and C-1 zoned properties located within designated historic districts. The devices shall comply with solar setback standards described in chapter [18.4.8](#) and the height standards of the respective zoning district.
- d. Roof-mounted solar collection devices on E-1 and C-1 zoned properties located within designated historic districts if the footprint of the structure is not increased, the plane of the system is parallel to the slope of the roof and does not extend above the peak height of the roof or existing parapets, or is otherwise not visible from a public right-of-way. The devices shall comply with solar setback standards described in chapter [18.4.8](#) and height requirements of the respective zoning district.
- e. Installation of mechanical equipment other than those exempted in subsections a-d, above, and which is not visible from a public right-of-way, except alleys, or adjacent residentially zoned property and consistent with other provisions of the ordinance codified in this section, including solar access in chapter [18.4.8](#), and noise and setback requirements of subsection [18.2.4.020.B](#). See also screening standards for mechanical equipment in subsection [18.4.4.030.G.4](#).
- f. Routine maintenance and replacement of existing mechanical equipment in all zones. (Ord. 3229 § 9, amended, 12/19/2023; Ord. 3199 § 25, amended, 06/15/2021; Ord. 3155 § 15, amended, 07/17/2018)

5. Solar Arrays Over Parking Lots in the SO-zone. Solar arrays over parking lots shall be exempt from Site Design Review, and subject to ministerial approval in conjunction with building permit issuance, where they meet the following standards:

- a. The proposed solar array is consistent with the general design approach illustrated in the adopted SOU 2025 Facilities Master Plan Amendment, which is intended to be illustrative rather than prescriptive.**
- b. The proposed solar array does not exceed a height of 38 feet.**
- c. The proposed solar array complies with the Solar Access Ordinance in Chapter 18.4.8 where abutting privately-owned property to the north.**
- d. The proposed solar array does not impede emergency vehicle access or circulation.**
- e. Permits (structural and electrical) shall be obtained from the City of Ashland Building Division.**

SECTION 6. Section 18.5.2.030 [Review Procedures] of the Ashland Land Use Ordinance is hereby amended as follows:

18.5.2.030 Review Procedures

A. Type I Review. Except as provided by [18.5.2.030](#), subsections B - G, below, applications for Site Design Review are subject to the Type I procedure, pursuant to section [18.5.1.050](#).

B. C-1, E-1, HC, and M-1 Zones. In the C-1, E-1, HC, and M-1 zones, but not within the Downtown Design Standards or Detail Site Review overlays, new structures or additions greater than 15,000 square feet in gross floor area, or greater than 50 percent of an existing building's gross floor area are subject to Type II review.

C. Downtown Design Standards Overlay. In the Downtown Design Standards overlay, new structures or additions greater than 2,500 square feet in gross floor area, or greater than ten percent of an existing building's gross floor area are subject to Type II review.

D. Detail Site Review Overlay. In the Detail Site Review overlay, new structures or additions greater than 10,000 square feet in gross floor area, or longer than 100 feet in length or width are subject to Type II review.

E. Residential Site Review. Residential structures or additions greater than 10,000 square feet in gross floor area, other than single-family homes or accessory uses on individual lots, are subject to Type II review.

F. Croman Mill District. In the Croman Mill district, new structures or additions greater than 15,000 square feet in gross floor area are subject to Type II review.

G. Landscape and Irrigation Plan Amendments. Minor amendments to landscape and irrigation plans approved pursuant to chapter [18.4.4](#) to improve fire safety, public safety, water conservation, or energy efficiency may be processed as Ministerial or Type I actions.

H. Southern Oregon University District Site Review. In the SO District, new structures or additions greater than 15,000 square feet in gross habitable floor area (GHFA) are subject to Type II review. All other development subject to Site Design Review shall be reviewed as a Type I review for compliance with the current Southern Oregon University 2025 Facilities Master Plan Amendment development standards.

SECTION 7. Section 18.5.7.020 [Applicability and Review Procedure] of the Ashland Land Use Ordinance is hereby amended as follows:

AMC 18.5.7.020 Applicability and Review Procedure

C. Exempt from Tree Removal Permit. The following activities are exempt from the requirement for a tree removal permit in subsections [18.5.7.020.A](#) and [B](#), above:

1. Those activities associated with the establishment or alteration of any park under the Ashland Parks and Recreation Commission. However, the Parks and Recreation Department shall provide an annual plan in January to the Tree Commission outlining proposed tree removal and topping activities, and reporting on tree removal and topping activities that were carried out in the previous year.
2. Removal of trees in single-family residential zones on lots occupied only by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex, where the property is less than twice the minimum lot size or otherwise ineligible to be partitioned or subdivided, except as otherwise regulated by chapter [18.3.10](#), Physical and Environmental Constraints Overlay, and chapter [18.3.11](#), Water Resources Protection Zones (Overlays).
3. Removal of trees in multifamily residential and health care zones on lots occupied only by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex, where the property cannot be further developed with additional dwelling units other than an accessory residential unit or a duplex, except as otherwise regulated by chapter [18.3.10](#), Physical and Environmental Constraints Overlay, and chapter [18.3.11](#), Water Resources Protection Zones (Overlays).
4. Removal of trees less than six inches DBH in any zone, excluding those trees located within the public right-of-way or required as conditions of approval with landscape improvements for planning actions.
5. Removal of trees less than 18 caliper inches in DBH on any public school lands, ~~Southern Oregon University~~, and other public land, excluding heritage trees.
6. Removal of trees within the wildfire lands area of the City, as defined on adopted maps, for the purposes of wildfire fuel management consistent with the fuel modification area standards in section [18.3.10.100](#), and in accord with the requirements of chapter [18.3.10](#), Physical and Environmental Constraints Overlay, and chapter [18.3.11](#), Water Resources Protection Zones (Overlays).
7. Removal of dead trees.
8. Those activities associated with tree trimming for safety reasons, as mandated by the Oregon Public Utilities Commission, by the City's Electric and Telecommunication Utility. However, the Utility shall provide an annual plan to the Tree Commission outlining tree trimming activities and reporting on tree trimming activities that were carried out in the previous year. Tree trimming shall be done, at a minimum, by a journeyman tree trimmer, as defined by the Utility, and will be done in conformance and to comply with OPUC regulations.
9. Removal of street trees within the public right-of-way subject to street tree removal permits in AMC [13.16](#).

10. Those activities associated with tree trimming or removal at the airport, within the Airport (A) overlay zone for safety reasons, as mandated by the Federal Aviation Administration. The Public Works Department shall provide an annual report to the Tree Commission outlining tree trimming activities and reporting on tree trimming activities that were carried out in the previous year.

11. Those activities associated with the tree removal and maintenance of trees within the SO zone consistent with the current Southern Oregon University 2025 Facilities Master Plan Amendment when conducted by a licensed and certified arborist. However, Southern Oregon University shall provide an annual plan from its staff arborist or a contract arborist in January to the Tree Commission outlining proposed tree removal and topping activities, and reporting on tree removal and topping activities that were carried out in the previous year.

SECTION 8. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 9. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

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

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

Johan Pietila, City Attorney

ORDINANCE NO. 3269

AN ORDINANCE AMENDING THE ADOPTED ZONING AND COMPREHENSIVE PLAN MAPS TO BE CONSISTENT WITH THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

WHEREAS, Oregon’s Statewide Planning Goal 2 “Land Use Planning”, Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University’s land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university’s facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: Powers of the City. The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland’s Zoning Map and Comprehensive Plan Map to align with the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan; and to amend the Ashland Municipal Code and Land Use Ordinances to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly

advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

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

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

SECTION 2. The officially adopted City of Ashland Comprehensive Plan Map, adopted July 1, 2008 to guide development of the City to ensure the best use of financial, natural, and energy resources, and to serve as a guide for City planning, in conjunction with the Comprehensive Plan's goals and policies, is hereby amended to redesignate 26 properties totaling approximately 6.58 acres within the current Southern Oregon University District which have been identified by the University for disposition. With this redesignation and associated rezoning, these properties will be rezoned as noted in the attached maps. These properties will remain subject to regulation under the Southern Oregon University District zoning overlay while under University ownership, but with sale to non-University owners will be subject to regulation under the underlying zoning proposed herein. These amendments are reflected on the revised Comprehensive Plan Map, attached hereto as Exhibit A, and made a part hereof by this reference.

SECTION 3. The officially adopted City of Ashland Zoning Map, adopted and incorporated by Ashland Municipal Code Section 18.1.2.070 to delineate official zoning boundaries is hereby amended to rezone 26 properties totaling approximately 6.58 acres within the current Southern Oregon University District zoning overlay which have been identified by the University for disposition. These properties will be rezoned as noted in the attached map but will remain subject to regulation under the Southern Oregon University District zoning overlay while under University ownership. With sale to non-University owners, they will be subject to regulation under the underlying zoning proposed herein. These amendments are reflected on the revised Zoning Map, attached hereto as Exhibit B, and made a part hereof by this reference.

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

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

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

Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

Tonya Graham, Mayor

Reviewed as to form:

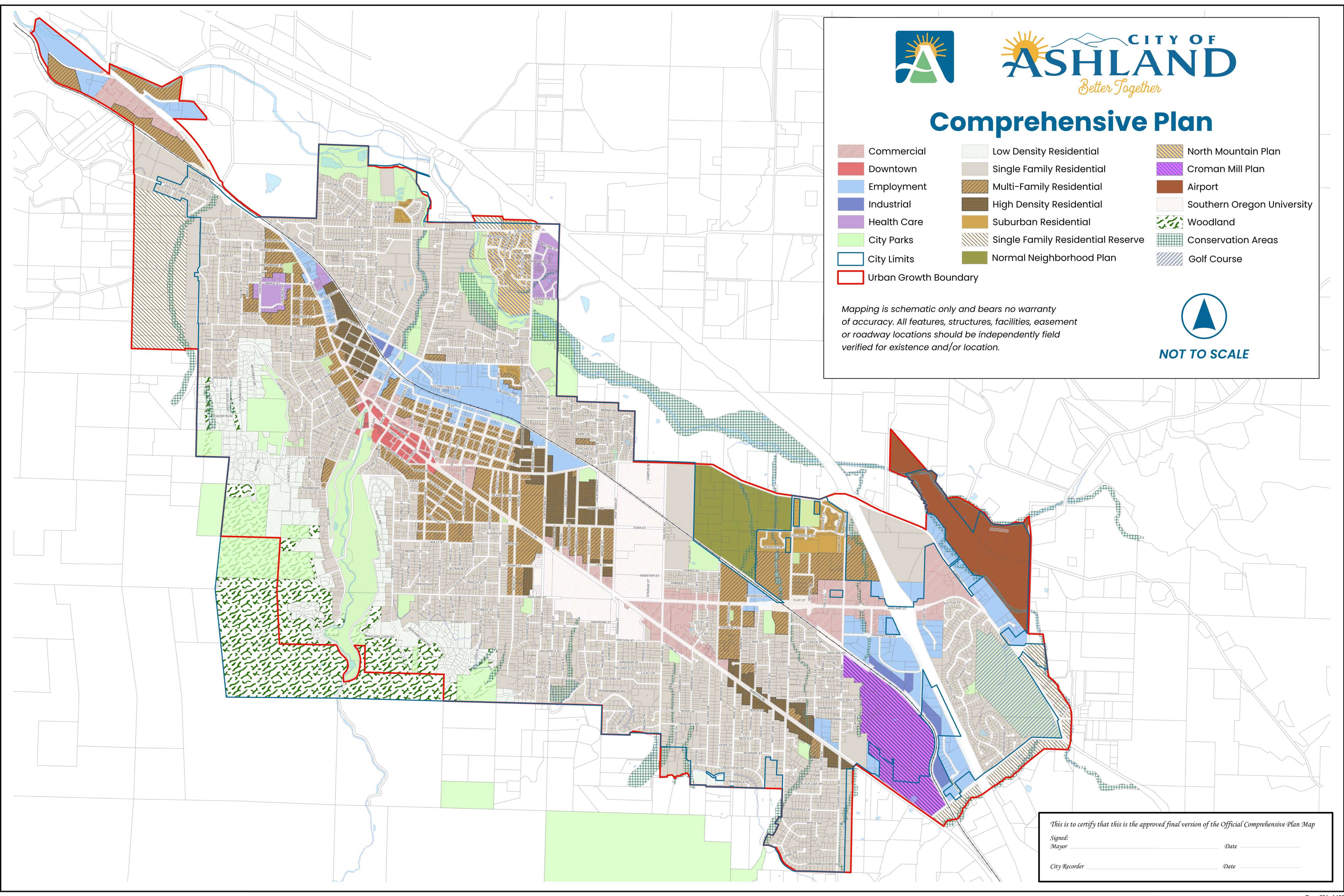
Johan Pietila, City Attorney

Exhibit A

Amended Comprehensive Plan Map

Exhibit B

Amended Zoning Map



Comprehensive Plan

- | | | |
|-----------------------|-----------------------------------|----------------------------|
| Commercial | Low Density Residential | North Mountain Plan |
| Downtown | Single Family Residential | Croman Mill Plan |
| Employment | Multi-Family Residential | Airport |
| Industrial | High Density Residential | Southern Oregon University |
| Health Care | Suburban Residential | Woodland |
| City Parks | Single Family Residential Reserve | Conservation Areas |
| City Limits | Normal Neighborhood Plan | Golf Course |
| Urban Growth Boundary | | |

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



NOT TO SCALE

This is to certify that this is the approved final version of the Official Comprehensive Plan Map

Signed: _____ Date _____
Mayor

City Recorder _____ Date _____

CITY OF

ASHLAND

Better Together

Zoning Map

- City Limits

CFA Overlay

P-overlay

Airport Overlay

Freeway Overlay

Residential Overlay

North Mountain Zone

Urban Growth Boundary

C-1

C-1-D

E-1

HC

M-1

NM

Croman Zone

R-1-10

R-1-3.5

R-1-5

R-1-7.5

R-2

R-3

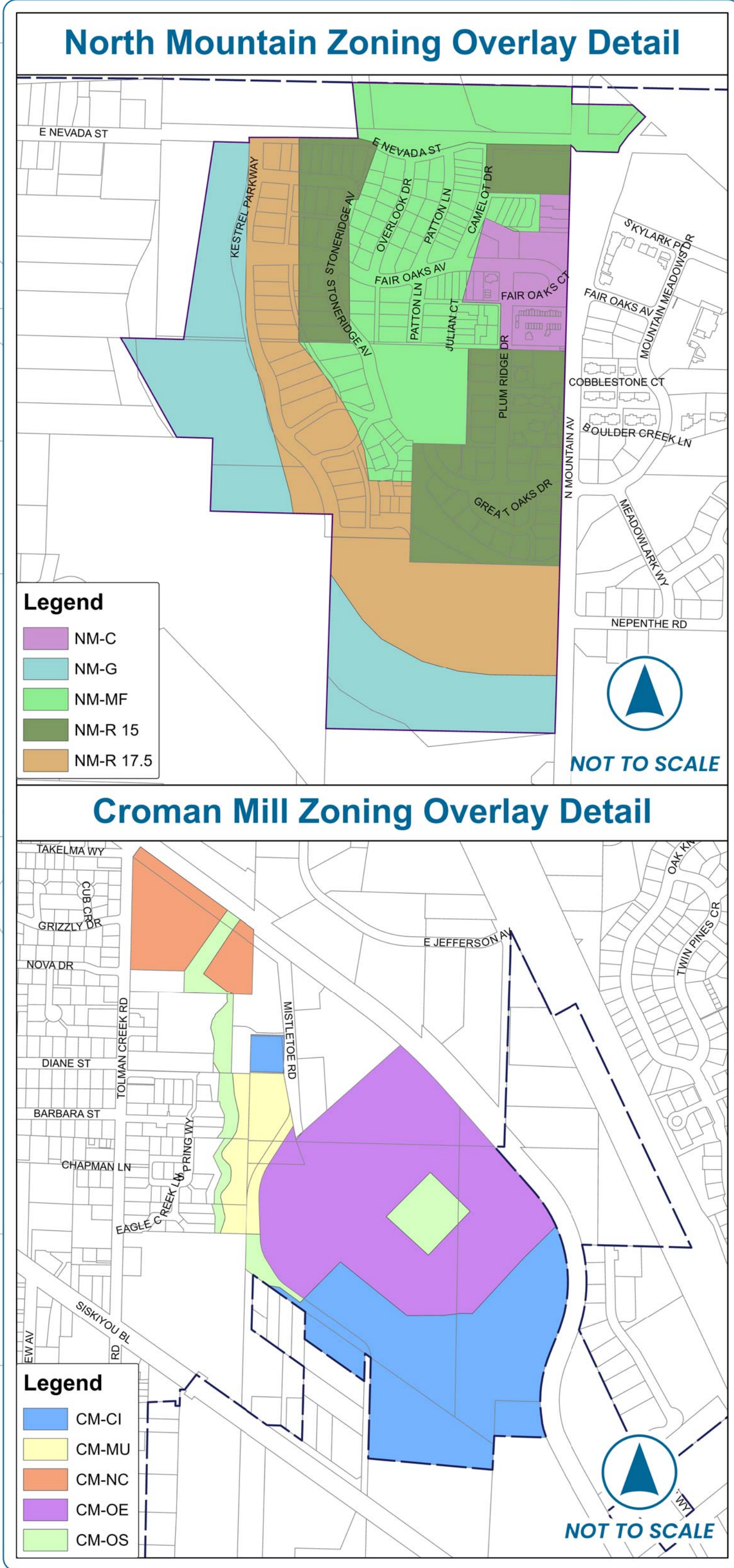
RR-.5

RR-1

SO

WR

WR-20
- NOT TO SCALE
- Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.



This is to certify that this is the approved final version of the Official Comprehensive Plan Map

Signed: _____ Date _____

City Recorder _____ Date _____



FACILITIES MASTER PLAN AMENDMENT

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SOU's Land Acknowledgment

We acknowledge that Southern Oregon University is located within the ancestral homelands of the **Shasta, Takelma, and Latgawa** peoples who lived here since time immemorial. These Tribes were displaced during rapid Euro-American colonization, the Gold Rush, and armed conflict between 1851 and 1856. In the 1850s, discovery of gold and settlement brought thousands of Euro-Americans to their lands, leading to warfare, epidemics, starvation, and villages being burned. In 1853 the first of several treaties were signed, confederating these Tribes and others together – who would then be referred to as the Rogue River Tribe. These treaties ceded most of their homelands to the United States, and in return they were guaranteed a permanent homeland reserved for them. At the end of the Rogue River Wars in 1856, these Tribes and many other Tribes from western Oregon were removed to the Siletz Reservation and the Grand Ronde Reservation. Today, the [Confederated Tribes of Grand Ronde Community of Oregon](#) and the [Confederated Tribes of Siletz Indians](#) are living descendants of the Takelma, Shasta, and Latgawa peoples of this area. We encourage YOU to learn about the land you reside on, and to join us in advocating for the inherent sovereignty of Indigenous people.

Chapter 1—Introduction

Substantial changes have occurred in higher education since the adoption of the Southern Oregon University Master Plan in 2010. In 2013, the Oregon University System and the Chancellor's Office were eliminated by the Oregon Legislature and each university became self-governed with an independent board of trustees. The state also created a Higher Education Coordinating Commission. These changes substantially altered the funding model for higher education in Oregon as well as the model for capital construction for Oregon's Technical and Regional Universities (TRUs).

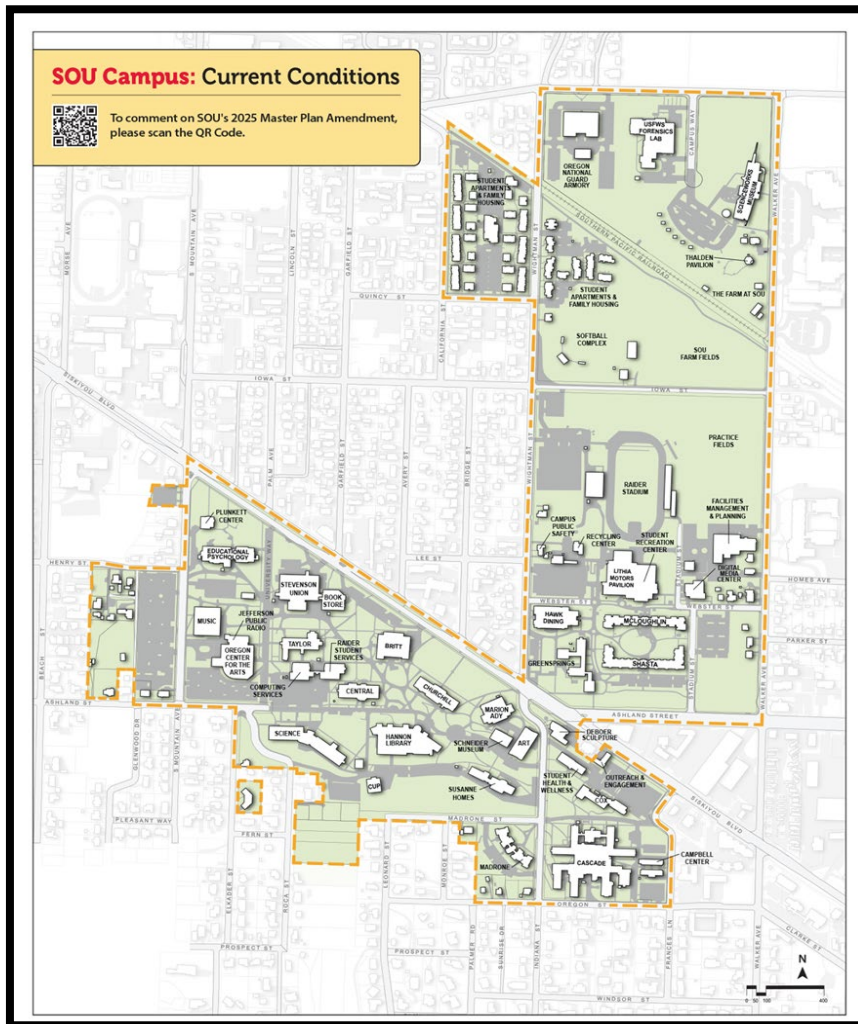
This 2025-35 Southern Oregon University Campus Facilities Master Plan (2025-35 Master Plan) is an update from the 2010-2020 SOU Master Plan and is prepared as a guide for campus facility development that is likely to occur during this cycle. This Facilities Master Plan seeks to embrace the current economic realities faced by SOU. With the State of Oregon's support of public universities and the reality that student tuition cannot continue to climb, this plan also addresses SOU's desire to create non-traditional revenue and cost containment methods for the long-term stability of SOU as well as put in place opportunities for SOU to build its reserve to face difficult times as we recently did during the pandemic.

SOU has intentionally not undergone extensive Visioning and Imagining exercises, as was done leading into the 2010-2020 Plan. This 2025-2035 Master Plan is designed to update changes from the 2010 plan that have occurred on campus as well as identify those projects which the University believes will occur in this cycle. Some Future Development areas are identified for desired projects which are, as yet, undefined and unfunded. The eventual design and use of these Future Development areas and potential projects, will likely require additional discussions and better development of the campus needs that each will address. It is anticipated that in the future, prior to the next iteration of a campus Facilities Master Plan, SOU will engage stakeholders and the community again, in a new strategic Visioning process. This 2025-35 Master Plan is broken down into sections that address the main facilities elements of the SOU campus, each with a map (See, Appendix A) identifying existing and future facilities:

- Capital Improvements generally;
- Academic Facilities;
- Housing Facilities;
- Athletic Facilities and
- Sustainability Infrastructure.

Understanding the 2025-35 Facilities Master Plan Maps

The maps are integral parts of this Master Plan. They both aide in the understanding of the future development of campus facilities and also help identify what is known about each project. To capture where we are going in the next decade, it is at times important to understand where we are today. Below is the map of the existing SOU campus:



Additionally, this Master Plan addresses some zoning and development code issues (See Appendix A, Map 6, Zoning if Transferred) which will help SOU and the City work together in the upcoming ten years.

This plan has been created by a Project Team tasked with identifying the facility needs that fit the goals and clear objectives of the University over this next ten-year period. This Facilities Master Plan supersedes the previous 2010-2020 Plan. In many ways, this 2025-35 Master Plan reflects where the University knows it is headed, while also anticipating the unknown demands on our campus, and provides the flexibility to respond to opportunities during this next ten-year period.

Who We Are

Southern Oregon University is a regionally-engaged learning community committed to being the educational provider of choice for learners throughout their lives.



WE INSPIRE curiosity and creativity, compel critical thinking, foster discovery, and cultivate bold ideas and actions.

WE ACHIEVE student success, professional preparation, and civic engagement through service excellence, evolving technologies, and innovative curriculum.

WE FOSTER access, equity, inclusion and diversity in thought and practice.

WE PREPARE our learners to be responsible, engaged citizens in our democracy.

WE PROMOTE economic vitality, sustainability, cultural enrichment, and social well-being in our region, the state, the nation, and the world.

Purpose of the Master Plan

The 2025 Master Plan serves several purposes. It is a guide to facility development, it anticipates student and faculty needs, and it creates certainty of process and understanding between SOU and the City of Ashland. This Master Plan supports the evolving academic and professional development needs of students by identifying facilities such as the Creative Industries Project and The Farm; it anticipates housing needs for the future such as the redevelopment of the Cascade future development area; and it fosters our culture and values by engaging tribal communities, celebrating and supporting our thriving Athletics programs, and embracing sustainability and renewable resources.

The Project Team conducted interviews with many stakeholders including Athletics staff; the SOU Native Nations Liaison; Sustainability Director; Facilities Management; University Housing staff; the Deans of Arts and Communication including Center for the Arts; Education, Leadership, Health, and Humanities; Social Sciences; Science and Business; Honors College; and the Dean of Undergraduate Studies and the University Library.

Outreach

The Project Team held two comment forums, both on-campus events, that were held on October 3, 2024 and October 10, 2024 to present the basic elements of this 2025-35 Master Plan. The goal of these sessions was to communicate the known projects for the next ten years, facilities challenges facing the University and the potential disposal of some University-owned property. During these forums participants could ask questions and concerns. SOU stakeholders and the surrounding community were invited by email and flyers. Based on stakeholder and community feedback, the Project Team included additional future development projects to the Master Plan and clarified the labeling and presentation of several items.

In addition to these forums, SOU created a website in order to make it easy for any interested party to submit comments to the Project Team. Examples of this successful outreach include the addition of more family housing for students on the map as well as refined places for public art.



The Project Team has also worked with Associated Students of Southern Oregon University (ASSOU) Leadership to discuss changes in the 2025-35 Master Plan.

Internal Comment Example

“The Hawk could improve the consistency and quality of offerings. The dorms could have maintenance promptly repair broken laundry machines. The dorm HVAC could be better explained to students and adjustments supported. The fire alarms could be monitored and false alarms fined to improve sleep quality for students.”

External Comment Example

“It would be helpful to have more than a map to look at and guess the intention. Could some text be added to the website to explain the maps? Is student population increasing? Decreasing? What majors are seeing greater/less interest? Providing some context around the uni’s patterns and goals would help us provide better feedback.”

City of Ashland Goals

Statewide planning Rules (OAR 660-30) direct State institutions such as SOU to coordinate with local jurisdictions on campus facilities. This recognizes the unique longevity, growth, and renovation needs for University facilities and the unique role of a university campus within any city. The City of Ashland has created a zoning designation for the SOU campus properties (Southern Oregon University District) that governs the use and development of this area. The specific provisions of that use and development, contained in this Master Plan, are intended to govern how the campus grows and functions. Once adopted by the City of Ashland, the provisions in [Chapter 7] of this Master Plan become the primary governing rules for SO -zoned property, including the future zoning of some property should it be transferred out of University System ownership.

In addition to the use and development provisions, the City works in partnership with SOU to create effective transportation systems, infrastructure and services. Together, both SOU and the City work together to benefit the surrounding businesses and community as a whole.

SOU’s direct academic programs involve over 5,000 individuals and create a large positive economic impact. Our graduates provide a workforce multiplier for the region and we offer many other campus outreach programs.

Contributing to Ashland and the Rogue Valley

Youth Programs/Summer Camps

SOU hosts and provides programming for more than 5,000 youth through our Youth Programs and Summer Camps, which include summer youth classes, the Black Youth Summer Institute, Konaway Nika Tillicum for Native American/Indigenous students, Summer ACADEMY, and Academia Latina.

Oregon Center for the Arts at SOU

The OCA at SOU educates students, artist-practitioners, and scholars in a learning environment that cultivates SOU's values of creativity, collaboration, discovery and diversity. Cumulatively, among music, theater, special events, concerts and others events, more than 16,000 members of the community stepped onto SOU for a cultural connection, including:

- 10,500 theater goers
- 1,300 musical concert series attendees
- 3,800 chamber music concert attendees

SOU Community Preschool

The Community Preschool at SOU provides a play-based environment for community members where experiential learning is encouraged. Its play-based curriculum bridges theory into practice and is guided by professional staff through careful observation and planning based on children's strength, interests and needs.

Employer for the Community

SOU employs nearly 750 faculty, classified and unclassified staff and administrators, making it one of the largest employers in Jackson County.

Hannon Library

The 122,830 square foot Hannon Library offers access to an ever-growing number of resources for instructional, research, and general information needs. The collections complement the educational programs of SOU and include materials in a variety of formats. Students and community members have access to 340,000 print volumes and 115,000 e-books, 296,000 government publications, and 1,689 periodical, serial, and newspaper subscriptions.

Jefferson Public Radio

JPR is a regional public radio broadcasting network serving over a million potential listeners in a 60,000 square-mile area in Southern Oregon and Northern California. JRP is owned by SOU and is headquartered on the Ashland Campus.

Schneider Museum of Art

The Schneider Museum of Art is a vital force in the intellectual life of Southern Oregon University that promotes an understanding of the visual arts within a liberal arts education. SMA serves both an academic and community audience and builds a challenging environment that engages with the visual arts through exhibitions and programs supporting interdisciplinary study, research and discourse. The museum is open year-round and The museum's permanent collection is primarily focused on works on paper from the twentieth century and beyond, and includes artists Mark Tobey, David Siqueiros, Jack McLarty, George Inness, and Alexander Calder. Other works in the collection: lithographs by William Hogarth, Pre-Columbian ceramics from Costa Rica, Native American baskets, and woven artifacts from New Guinea.

SOU Food Pantry

The SOU Food Pantry ensures that SOU students have food and other basic necessities to alleviate the effects of hunger and poverty, easing the burden on the greater Ashland community.

The Osher Lifelong Learning Institute (OLLI)

OLLI at SOU is a member-driven educational community of more than 1700 adults, primarily aged 50 and older who live in the Ashland area. OLLI brings its participants into connection with courses, activities, events and excursions each year during SOU's fall, winter and spring terms.

History

Southern Oregon University began as Ashland Academy in 1872, and went through several changes prior to being an official state normal school in 1887. The school was closed due to lack of funding in 1890-95 but reopened in 1899. In 1904, the school became a full state school but funding was again eliminated in 1909, leading to the facility being closed. Finally, in 1926 the school was reestablished in its current location.



The initial school facility was Churchill Hall, followed by Britt Hall in 1936 and Susanne Homes 1947 (original section). In 1939 three state normal schools were designated Colleges of Education by the state.

Naming Heritage

In 1956, the Southern Oregon College of Education became Southern Oregon College, and in 1975 the name changed to Southern Oregon State College. The current moniker of Southern Oregon University was adopted in 1997. Throughout that time, while the name had changed,

the mission of serving the educational needs of our students and helping make Ashland a vibrant community remained steadfast.

Bright Future

This 2025-35 Master Plan looks to a bright future honoring this legacy and charting a course to serve the students of a new era. Each section of this Master Plan addresses elements of campus and charts a path forward: Educational/Academic Facilities, Housing, Athletics, Sustainability, Future Development Areas, and Zoning and Development Standards.

A Master Plan is by its nature a forward-looking document but it is also an opportunity to reflect on the 2010-2020 Master Plan and identifies certain elements (completed, continuing, and discontinued), which will inform decisions for this next period of time. Each section of this Master Plan identifies some significant changes that have occurred in the past fifteen years such as upgrades to Churchill Hall and the Performing Arts / JPR Building, the creation of the Lithia Motors Pavilion and creation of Raider Village (Shasta Hall and McLoughlin Hall).

Changes Since 2010 Master Plan

Some projects identified in the 2010-2020 Master Plan have not been pursued and are now considered to be non-viable. These include the Arboretum, Faculty Housing facilities, and the stand-alone Jefferson Public Radio facility. Other priorities from that previous Master Plan have provided significant benefits to the SOU community, such as the pedestrian crossing upgrades along Siskiyou Blvd. and the SOU Solar Initiative. Solar power generation has continued through this past decade and is a significant part of SOU's ongoing success (see Sustainability, Chapter 5).



Some larger ideas discussed in the past, such as creating a special overlay zoning district with the City of Ashland, tentatively titled the "University District," or the construction of Faculty Housing, are no longer included. This idea of an overlay zoning district was discussed in the

Spotlight: Improved Safety

In 2012, as part of the North Campus Village ("NCV") residence halls project, SOU commissioned a traffic engineering study to analyze the vehicle and pedestrian traffic flow along and across Siskiyou Blvd and Ashland Street within the SOU campus boundaries. The consultants recommended installation of a new diagonal crosswalk at the major Siskiyou-Indiana-Wightman intersection as well as the installation of pedestrian-activated flashing crossing signals at other select locations along Siskiyou Blvd and Ashland St.

As part of the NCV construction project, SOU upgraded the traffic signals and installed the diagonal crosswalk at Siskiyou-Indiana-Wightman. As recommended by the traffic study, SOU also installed pedestrian-activated flashing crossing signals at Siskiyou Blvd & University Ave, Siskiyou Blvd & Garfield St, Siskiyou Blvd & Bridge St, Ashland St & Stadium St, and Siskiyou Blvd & Frances Lane.

Since the signalization and crosswalk improvements, pedestrian safety along Siskiyou has improved dramatically, with only 17 incidents down from 47 Motor Vehicle/Pedestrian incidents (as reported by Ashland Police Department) over this 12-year period.

2000 Master Plan and again is referenced in the 2010-2020 Master Plan. The potential benefits of providing for a pattern of development and redevelopment of property near or adjacent to the University is something that the University looks forward to discussing in the future, but is beyond the scope of a Facilities Master Plan.

By its nature, the creation of a University District zoning overlay will impact not only the University but our neighbors, so a larger process of engagement is critical and should be done through the leadership of the City. In 2018 the City did create the Transit Triangle District, which encompassed some of the area

bordering the University. Current discussions with the City indicated that this Transit Triangle District may evolve into a Climate Friendly Area, consistent with the state-wide Climate Friendly and Equitable Community Rules adopted by the State of Oregon. Faculty Housing was an approved element of the 2010-20 Master Plan but funding and design never occurred and has been removed. Related issues such as identifying the appropriate land use zone for property transferred by the University to a private party is addressed as part of the process of legislative adoption for this Master Plan by the City (“Zoning if Transferred” Map, Appendix A.)

Transportation System

Since the 2010-20 Master Plan the University has seen a significant reduction in enrollment, a significant increase in on-line or hybrid learning and a corresponding reduction in transportation impacts and needs. In recent years there has been a reduction in requested parking passes and no new parking facilities created. It is possible to get a discount for having a carpooling parking pass and the SOU community can get RVTD passes (free for faculty, staff, and discounted for students). RVTD reports increases in SOU pass usage. In light of current needs, no new or altered vehicle system elements (parking, roads or access points) are proposed to be changed.

Consistent with our goals of sustainability and multi-modal transportation, SOU continues to encourage bicycle use. There are 13 covered bike parking locations on campus providing 260 spots. Understanding that the primary use of bicycles by the SOU community and that the center of campus is encouraged to be ‘walkable’, these bike shelters are located primarily around the perimeter of the academic campus and at residence halls. The most recent residence halls (Shasta and McLoughlin) have included bike hangers in each room to provide this option to student bike owners. This is a recognition of security preferences and value of today’s bike. We will continue to review the needs of bike users and update our policies (currently evaluating how to address e-bikes in regard to safety and security) to reflect changing usage and equipment. This will also include working to add secure bike parking to the new Creative Industries project on the west side of campus that would be open to the public for visitors to that side of campus, including for theater or concert events.

Pedestrian connectivity and safety continue to be a focus for SOU (See Spotlight on Pedestrian Safety Crossing Siskiyou.) Facilities staff continue to work tirelessly to maintain the quality of pathways throughout campus as those are impacted by weather, landscaping and ordinary wear and tear. One significant project outlined in this Master Plan is within the Athletics core of campus - an improved pedestrian way from Raider Village to the new Softball Complex. This will connect the elements of the campus sporting facilities to the main residence and dining hub providing a comfortable and well signed spine through the north end of campus.

SOU prides itself in being a walk friendly and bike friendly campus and will continue to build on existing programs and initiatives through the length of this Master Plan.

Chapter 2—Academic Facilities

Where We Have Been

The 2010-20 Facilities Master Plan identified several SOU buildings in need of upgrades & re-investment. Churchill, Britt, Central, McNeal, Science, Theater Arts, and Cascade were identified on that list. SOU has been able to address all of these buildings since 2010 and has also made significant improvements to Taylor Hall. A Map of Academic Facilities and supporting buildings is attached as Appendix A and a full list of facilities and information about each is set forth in Appendix B.



Significant Changes to SOU Buildings Since 2010

Academic Buildings	Reno Dates	Work Scope	Notes
Churchill Hall	2011	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new windows, new interior finishes throughout	
Britt Hall	2019-24 (4 phases)	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new roof, new interior finishes throughout	
Central Hall	2022-current	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new interior finishes, new roof, exterior refurbish	Upper floor TI buildout scheduled for 2025
McNeal	2017-18	Building replaced by the new Lithia Motors Pavilion and Student Recreation Center	
Science Building	2015-16	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new windows, new roof, exterior waterproofing, all new interior finishes and equipment	
Theater Arts (Oregon Center for the Arts)	2017-18	Interior renovations to the existing building. Building additions to add new program spaces and faculty offices. New interior finishes	A new wing was added to the existing building for new JPR studios & offices.
Taylor Hall	2013 & 2022	Replacement of all windows, new exterior finishes, renovation of public restrooms, ADA upgrades, upgrades to lobbies & corridors, Anthropology dept. renovation	
North Campus Village (New Res Halls)	2011-12	Two all-new residence halls (Shasta & McLoughlin-700 beds) and a new Dining/Kitchen facility (Hawk Dining) were constructed on the north campus	Replacement of Cascade was envisioned in the 2010 MP
Cascade Complex	2024	Abatement & hazardous materials removal in progress. Complete demolition to be completed in 2025	Replacement of the Cascade complex was anticipated in the 2010 MP



Where We Are Going

This Master Plan anticipates significant work (beyond maintenance and repair) to several existing buildings in this 2025-35 cycle:

Academic Buildings	Anticipated dates	Work Scope	Notes
Music (Creative Industries)	2025-27	Complete renovation of the existing building and an approx. 10,000 sq. ft. addition for a new teaching theater, new ADA restrooms & support spaces	
Education-Psychology	2025-27	Exterior rehabilitation (new windows & doors, skylights, exterior waterproofing, interior renovations	No change in building footprint anticipated
Digital Media Center (DMC)	2027-28	Interior renovations and an approx. 4,000 sq. ft. addition	
Susanne Homes	Future Dev TBD	Partial demolition of the west wing, complete renovation of original building.	
The Farm Administration Building	Future Dev TBD	Demolition of old the farmhouse (155 Walker Ave). Construction of a new multi-purpose building for food prep, education, and administration	

SPOTLIGHT: The Farm at SOU

Located at the far north end of the SOU campus, adjacent to the ScienceWorks Hands-on Museum, The Farm at SOU is a center for sustainability. The student-led organic farm produces healthy, sustainably harvested food for the SOU community. It is a hub for education, student and faculty research and community outreach to Ashland and the entire Rogue Valley. Our projects are inspiring a generation of ecologically-committed leaders who promote a vision of living and working sustainably in community and on the land. The Farm at SOU is and was conceived as a learning laboratory where students from all disciplines can dream big. Student research and projects on this site have already included work on K-12 curriculum to teach watershed restoration, research on solar technologies in agricultural landscapes, the role of visual art in environmental activism, and research on soil water retention. The Farm hosts Farm to School programs through a collaboration with Rogue Valley Farm to School.

As shown on the Academic Facilities Map in Appendix A, The Farm has significant investment and anticipated development.

Pending projects include the new farmhouse (2,200 sq. ft), classrooms, exhibition space, offices, restrooms, a pollinator garden, and a commercial kitchen.

These improvements have been designed and will be incorporated around the existing Thalden Pavilion. Together with the Ashland School District and ScienceWorks, SOU commissioned plans for the phases of improving The Farm which are incorporated into this Master Plan and attached as Appendix A.

The Farm currently employs up to 12 students at one time. The Farm is critical to two SOU degrees as well as a Certificate in Environmental Horticulture and Horticultural Business. In addition to restoration ecology, hydrology, soil science, and agroecology, the following courses are taught exclusively at The Farm:

- Sustainable Food Systems: The Land
- Sustainable Food Systems: The Harvest
- Sustainable Food Systems: The Planting
- Propagation, Integrated Pest Management
- Irrigation Management
- Greenhouse Management

Creative Industries

The Creative Industries represent a dynamic economic and occupational subsector that encompasses a broad spectrum of activities focused on culture, entertainment, arts, and information. This project will transform the existing Music Building into a state-of-the-art collaborative learning environment, equipping students with professional-grade facilities and tools to thrive in the Creative Industries economy.

The renovation will include a seismic upgrade, full replacement of mechanical, electrical, and plumbing systems, new life-safety systems (fire alarms and sprinklers), substantial ADA accessibility improvements, and energy efficiency enhancements. A key component of the project is a 10,000-square-foot expansion, featuring a new teaching studio and support facilities to enhance hands-on learning opportunities.

This upgraded facility will enable students to integrate creativity and innovation into their educational experiences and career pathways. SOU's Creative Industries curriculum emphasizes STEM competencies while prioritizing creative production and storytelling. Students will be

prepared for diverse careers across music, performing arts, film and video, digital media, design, software development, television, radio, video gaming, eSports, virtual and augmented reality, product design, fashion, architecture, advertising, strategic communication, publishing, journalism, and more.

The skills cultivated within this program are not only essential for success in creative fields but also applicable across numerous economic sectors, highlighting the versatility and adaptability of creative development and production. This project is a critical step in preparing students to lead and innovate in the fast-evolving Creative Industries landscape.

Education-Psychology Building Renovation

Education-Psychology Building is a 47,000 sq. ft. 3-story academic building that was constructed in 1973. The facility is home to the Education and Psychology departments and houses numerous classrooms, faculty offices and the community pre-school. The facility is substantially unchanged since it was constructed 52 years ago.

SOU will rehabilitate the Ed-Psych “exterior envelope” over the next 2-3 years. Work scope will include new roofing, replacing the existing skylights, replacing exterior doors and windows, re-sealing patio decks and stair landings, and re-pointing and re-sealing the exterior brick veneer.

The building footprint will remain unchanged. The building appearance will be substantially unchanged after this envelope rehabilitation project is completed

Digital Media Center

SOU’s current Digital Media Center (DMC) is a vital hub for Creative Industries development and media literacy education in Southern Oregon. The DMC boasts unparalleled production resources in the region, including a sound recording booth, an equipment check-out facility, and a 1,000-square-foot multi-cam studio equipped with an LED lighting grid and green screen. These facilities have established the DMC as a key partner for local news organizations, K-12 media educators, and Southern Oregon Public Broadcasting Service (SOPBS).

As part of the Creative Industries Project, many current DMC functions will be merged into the new facility. Once the Creative Industries space is online, the existing DMC building will be repurposed for other academic and athletic uses, maximizing the value of SOU’s infrastructure.



Southern Oregon University

Susanne Homes Building

Susanne Homes, constructed in two phases (1947 and 1958), is another example of SOU's evolving campus needs. Originally designed as a dormitory to foster independent student living, its decades-old infrastructure—including obsolete and failing plumbing systems, steam heating, single-pane windows, community restrooms, and undersized electrical service—can no longer support student housing. Since 2018, the building has been partially occupied by the Honors College and SOU Service Center.

A high-level architectural review suggests that the 1958 addition should be demolished, while the original 1947 wing has potential for renovation into academic space. Although design and funding for a renovation have not yet begun, the deteriorating infrastructure necessitates future planning.

SOU's ability to fund academic structures largely relies on State bonding approved by the Oregon Legislature for maintenance, repairs, new construction, demolition, and substantial remodels. With significant deferred maintenance across campus, SOU has strategically allocated available funds to prioritize safe and effective learning environments. While the rising costs of renovation reflect the evolving nature of higher education and increasingly complex building operations, SOU remains committed to addressing these challenges.

Beyond maintenance, SOU has embraced innovation to meet the needs of modern students, offering flexible modalities such as online synchronous and asynchronous classes. These advancements require significant investment in physical spaces and technology to support delivery. Despite these shifts, SOU upholds the value of in-person instruction and human interaction, ensuring that the majority of courses continue to foster direct engagement in well-maintained and technologically advanced learning spaces.





Chapter 3—Athletics

Student-athletes play a substantial role in the fabric of SOU. With over 450 student-athletes, our athletic programs are key to SOU's recruitment and retention of students. Our student-athletes maintain higher-than-average grade point averages and tend to be some of our most involved students in both on- and off-campus activities.

SOU has a vision to provide student-athletes, alumni, donors, and fans with competitive facilities and outstanding game-day experiences.

A significant part of making this vision a reality was replacing McNeal Pavilion with the current Lithia Motors Pavilion and renovating Raider Stadium. These were key initiatives of the 2010 Master Plan which have been achieved.

Where We Have Been

The aging McNeal Pavilion was SOU's marquee athletics facility for nearly sixty years and was replaced with a state-of-the-art three-story building. The \$22 million secured by SOU in 2012, however, was based on renovating, not replacing, the pavilion. When architects and engineers determined that a full replacement was necessary for safety reasons, the state allocation was simply not enough to construct a new facility and house all necessary programs. SOU's national championship football program, among others, like track and field, was without a locker room in the current plan. The "finished" 100,000 square-foot Lithia Motors Pavilion was not large enough to accommodate all the needs of a growing athletic program for men and women competing in thirteen sports (now nineteen), as well as academic offices and classrooms. To mitigate space issues, SOU simultaneously renovated Raider Stadium. This ensured that SOU



could remain competitive in the recruitment of student-athletes and compliant with federally mandated Title IX requirements for gender equity.

The new Lithia Motors Pavilion is now providing both competition space and locker room space for men's and women's indoor sports (basketball, volleyball, and wrestling), men's and women's soccer, office space for athletic administration, as well as other academic programs. The building also continues to house the Bob Riehm Arena offering 1,400 seats for spectators attending SOU basketball, volleyball, and wrestling competitions. There are also four classrooms for students enrolled in the Outdoor Adventure Leadership Program and Health and Physical Education.

The Raider Stadium renovation project ensured that outdoor sports (in particular football and track and field/cross country) had coach offices, locker rooms for the men's and women's teams, meeting and conference areas, a training room, and a weightlifting area for all programs. Improvements have extended beyond the Stadium to Wightman Street, where three dilapidated tennis courts have been converted into sand volleyball courts used by our new Beach Volleyball team. The continued rehabilitation of this area may include upgrades to make the remaining space multi-functional for other similar sports such as Pickleball.





Where We Are Going

As shown on the Athletic Facilities Map, our facilities will continue to be centered around the Lithia Motors Pavilion. The vision for the SOU Athletics District includes a new pedestrian mall that flows seamlessly between Raider Village, the Lithia Motors Pavilion, and Raider Stadium and it will extend to connect to the Softball Complex. This proposed pedestrian walkway and plaza space will use pavers and other natural materials to unite the Athletics District and direct the SOU community to athletic events.

Proposed Improvements during this Master Plan include a Softball Complex (Spotlight below), a small expansion to the Lithia Motors Pavilion, a Practice Building, and upgraded facilities for concessions and food trucks.

This Master Plan anticipates the continued growth and success of our Athletics programs. We have identified areas that will serve this growth and where future development will take place.

SOU does anticipate the use of Future Development Areas shown on the Athletics Map, to be developed under the Design and Development Guidelines and will be in furtherance of our educational Mission. The full design, programming, and funding of such areas are as-yet undetermined. One example of a need that may be addressed with such future development is that our current roster of 110 wrestlers, between our men's and women's teams, would benefit from a potential new facility (labeled as Future Development), located between the Lithia Motors Pavilion and the Beach Volleyball courts. Similarly, we appreciate and embrace the passionate Raider fans who attend events at Raider Stadium and want to make this an amazing experience for attendees. This is why the development of a tailgating area has been identified for Future Development, but because there is no current design, timing, or funding for the project, it has been designated for Future Development.

SOU also anticipates needed upgrades for Raider Stadium. This facility was built in the 1980s and needs additional renovations. An assessment of every aspect—from bleachers to bathrooms to the press box—will be undertaken to move forward with making this facility the center of a quality game-time or graduation experience.

The Athletics District is an exciting hub of student life and community engagement with SOU. Investments in these facilities will continue to pay off, creating academic opportunities and top-notch venues for our student-athletes.



SPOTLIGHT: Softball Complex

Since the reintroduction of softball as an intercollegiate sport and the field conversion from baseball to softball, the SOU softball program has won several Conference Championships and three National Titles (2019, 2021 and 2023). The SOU softball program is one of the most popular sports with fans, SOU alumni, and community members.

Historically an underutilized baseball field, this portion of the Athletics District was revived in 2001 and the outfield and dirt infield were modified to softball field dimensions. The distance from the dugouts to the playing field remains at baseball field distances.

There is a seating capacity of 500 in the existing bleachers. The bleachers and press box have not been changed or upgraded since being installed or slightly improved in 2001 for the softball field conversion. The previous concession stand building has been converted to the team's locker room.

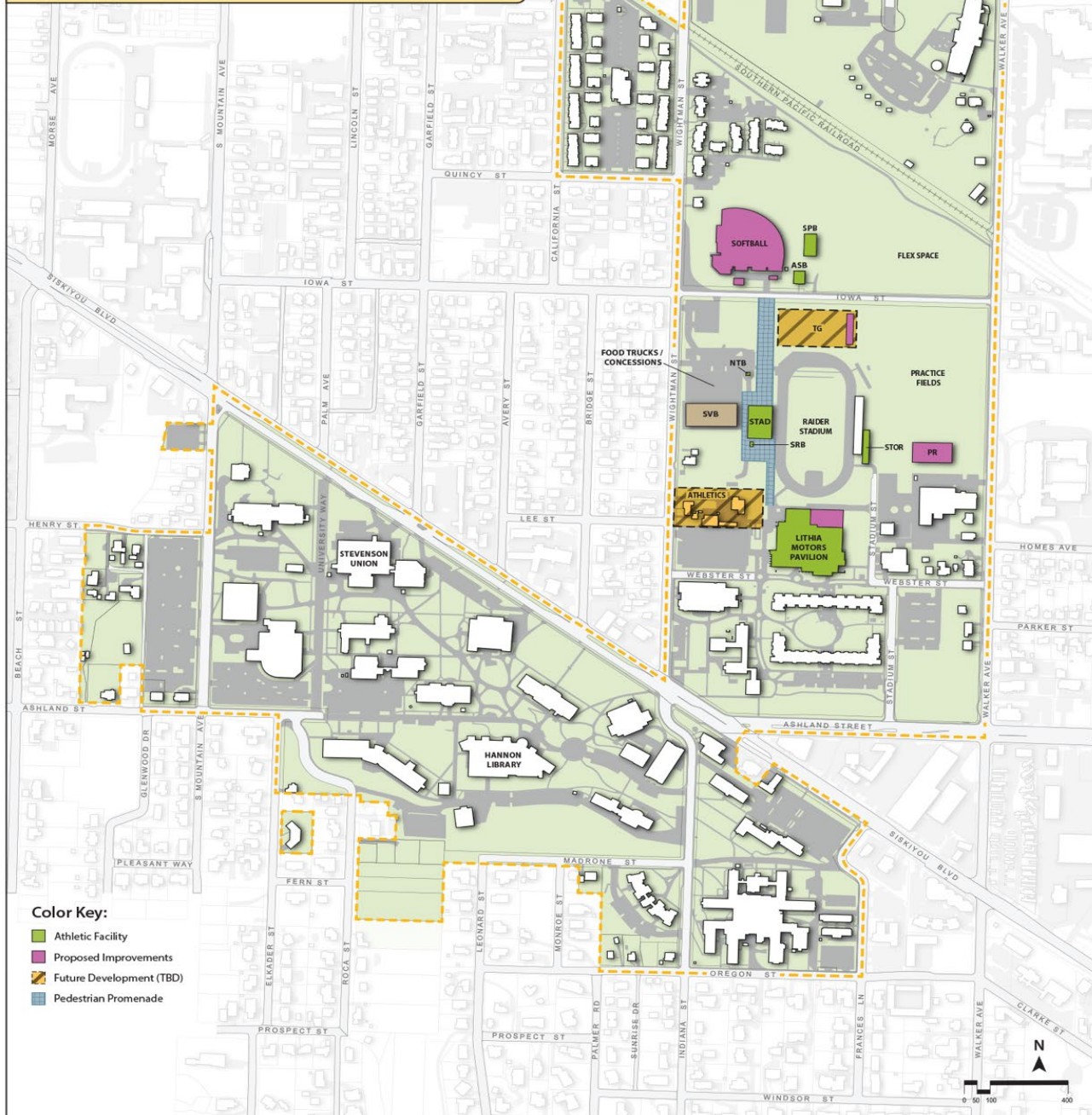
The City-approved plans for the new Softball Complex include new ADA facilities, increased seating capacity, a new entry plaza connecting the Softball Complex to Raider Village, new dugouts, concession facilities, a press box, and a renovated field to NCAA standards, including appropriate lighting and a scoreboard.



SOU Campus: Athletic Facilities



To comment on SOU's 2025 Master Plan Amendment, please scan the QR Code.



Color Key:

- Athletic Facility
- Proposed Improvements
- Future Development (TBD)
- Pedestrian Promenade

Building Key:

- ASB Athletics Services Building
- NTB North Ticket Booth
- PR Practice Building
- SPB Softball Practice Building
- STAD Stadium Facility
- SRB Stadium Retail Booth
- STOR Stadium Storage Facility
- SVB Sand Volleyball
- TG Tailgate Area / Food Trucks





Chapter 4—Housing

While SOU continues to modernize its curriculum and offer modalities like online learning, we strongly believe there is tremendous value to having in-person learning. We offer a variety of housing types and styles on campus including family housing. If SOU did not offer on-campus housing, there be further strain on local market rate housing which already has extremely low vacancy rates and, due to Ashland’s limited public transportation, may price some students out of having a collegiate in-person learning experience.

Our campus housing provides a socially rich and academically supported experience. Living on campus gives the advantage of being closer to classes and participating in SOU activities. Living on campus leads to making more friends, having better success in any course of study, and creating a tremendous sense of community.

In addition to creating a strong experience, living on campus reduces the impacts created by commuting to SOU and also helps to alleviate some of the demand on housing surrounding campus. As shown on Housing Facilities Map in Appendix A, we currently have 962 unrestricted beds available for housing in residence halls and 178 seasonally available beds in Greensprings. SOU also has 166 apartments at SAFH ranging from studios to four bedroom units, as shown on the Housing Map.

Where We Have Been

The on-campus residence hall experience has changed significantly over the years. The modern housing experience reflects more privacy, independence, and better amenities than units built decades ago. Aging facilities such as Cascade and Greensprings have come with a host of issues. Cascade was approved for demolition as part of the last Master Plan and will be completed in 2025. Greensprings continues to suffer infrastructure challenges as a result of its age and initial design. One of the most significant developments during the past fifteen years was the creation of Raider Village and construction of Shasta and McLoughlin Halls. These additions have been critical to providing housing that meets the current expectations and needs of our students.

McLoughlin Hall

SOU broke ground on Raider Village in April 2012 and officially opened in fall of 2013. McLoughlin Hall is part of Raider Village and features a suite design with both single and double rooms available. It's primarily a community for returning and transfer students but is open to all students. McLoughlin Hall is also home to the Multicultural Community on the second floor. The purpose of this Multicultural Themed Housing Community is to provide a space for students of different cultures and backgrounds to live, study, and intentionally engage with and explore their unique histories.



Shasta Hall

Shasta Hall is part of Raider Village and features a semi-suite design with both single and double rooms available. This is primarily a first-year community, but open to all students. Shasta Hall is also home to The Garden



(LGBTQIA+) Community on the 2nd floor. The purpose of The Garden (LGBTQIA+) Themed Housing community is to provide a safe space for LGBTQIA+ students and allies to live, study, and engage together.

Greensprings

The Greensprings complex is currently used for seasonal housing because of the deferred maintenance challenges impacting these facilities. The failure of critical infrastructure in the 1960s structures has limited its current use. The physical limitations include a lack of air-conditioning, no ADA-compliant amenities, and outdated electrical and plumbing systems. The layout of units, ceiling height, and outdated resident common areas are also sub-optimal and not what current students desire. We believe that prior to 2035 we may no longer be able to house students at any time of year due to the failing facilities which include heating for the building.



We recognize that this facility is located at the heart of campus and could meet many future needs if funding became available. Various options are being explored, including keeping the existing concrete structures and creating new interior spaces and infrastructure. A critical first step will be understanding the seismic condition of the current buildings and suitability for renovation. With such substantial work pending and no current plans beyond the current use, the rehabilitation of Greensprings is included as part of this 2025-35 Master Plan.

Where We Are Going

Student Apartments and Family Housing

Student Apartments & Family Housing serves members of the SOU community who would benefit from this living situation. This is also an area that we heard addressed many times during our listening sessions with the community and SOU stakeholders. As a result of these conversations, a Future Development Area for expanding the Student Apartment and Family Housing has been added to the Housing Map. It is designated as Future Development because

SPOTLIGHT: Cascade Future Development Area

As part of the 2010-20 Master Plan, the Cascade Complex was identified as having significant limitations and in need of massive renovation if it were to continue to serve as a residence hall. The scope of deficiencies and cost of even minimal upgrades made it unsustainable to continue its historic use. SOU discontinued use of Cascade as a residence hall in 2012. The building was used as flex space to support numerous capital renovations to other buildings on campus.

Aspen, Baker, and Cedar also functioned as SOU Conference space until the heating hot water infrastructure failed in late 2023. As part of the approval process for Shasta and McLoughlin Halls, Cascade was identified for demolition, with those facilities as replacements. The assessments and process for demolition are underway and this area is identified for future development. Funding for demolition was allocated to SOU in 2022, through the American Rescue Plan Act (ARPA) and will be completed in 2025. With the completion of the demolition of the old Cascade facility comes the opportunity to create something innovative and special. The options for the future of this area are vast, and discussed under the Future Development section of this Master Plan.

there is no current design or funding for this project. But it has clearly been identified as a need, being the type of housing most in demand with an extensive waiting list for available units. These units provide a flexible and economical option for members of the SOU community and particularly older students and those with families.

University District Lot

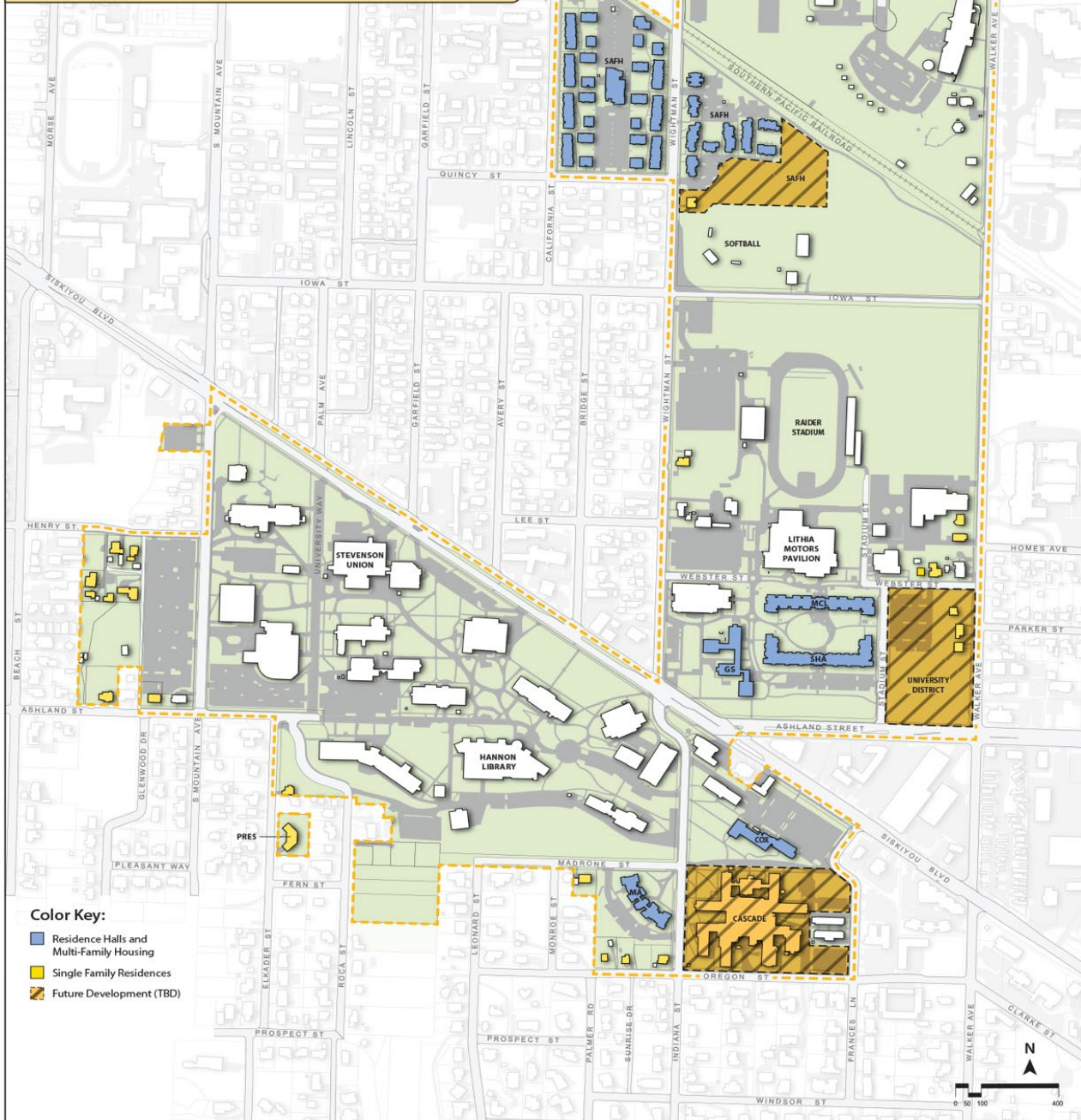
We also expect that the University District Future Development project will include housing facilities. The development of this important gateway to the SOU campus is too undefined in scope, design, or funding to discuss in detail. At some time in the future, should this project advance, we expect

that there will be more opportunities to discuss the design and uses of this area. While being the most undefined of all potential projects identified in this Master Plan, we could see a housing component at this site should SOU grow to the extent that this project is likely.

SOU Campus: Housing Facilities



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Building Key:

HOUSING

COX	Cox Residence Hall
GS	Greensprings Residence Hall
MCL	McLoughlin Residence Hall
MA	Madrone Residence Hall
PRES	President's Residence
SAFH	Student Apartments and Family Housing
SHA	Shasta Residence Hall

HOUSING TYPE	QUANTITY	NOTES
Residence Halls		
Total Beds Available	962	Unrestricted
Greensprings Beds Available	178	Seasonal (4 Months)
Student Apartments and Family Housing		
Studios	8	
One Bedroom	5	
Two Bedroom	97	
Three Bedroom	52	
Four Bedroom	4	
Single Family Residences		
Total Houses	23	13 Rented



Chapter 5—Future Development Areas

Generally

As shown on the Capital Improvements Map, there are areas that SOU anticipates will be developed for certain uses in the future. At this time, because there is no specific design nor funding, these projects are identified as “Future Development.” The University anticipates more discussion as the design of projects in these areas evolves, but it would be the intent of the University to develop projects within the approved Development and Design Guidelines contained in this 2025-35 Master Plan. These designated parts of campus are identified on both the Capital Improvements Map as well as the Maps for each type of use anticipated (Housing, Athletics, etc.)

Housing- Future Development

Faculty housing is no longer anticipated to be a project undertaken by the University. Land identified as potential faculty housing in the 2010-20 Master Plan is now targeted for rezoning and potential sale. While this is no longer a part of the Master Plan, the idea of housing for members of the SOU community, of all ages, continues to be an integral part of SOU’s mission.

Student Apartments and Family Housing (SAFH)

One of the key comments during the open forums on this Master Plan (from student leadership) was an identification that the most in-demand housing for students is Family Housing, which is available at the complex of apartment housing located at the north-west extension of SOU. It is an excellent resource for a member of the SOU community, making higher education possible while having a working spouse and children. Identified on the Housing Map as SAFH – Student Apartments and Family Housing – this area imagines an expansion of the existing SAFH development. The University has identified this as an area that could meet this need and would be compatible with the adjacent new Softball Complex.

Cascade Housing Complex

Surrounding the Campbell Center (where the Osher Lifelong Learning Institute (OLLI) program is housed), the Cascade project is one of the most exciting projects on the horizon at SOU. It is identified as a Future Development because the design and funding models are just now beginning to be developed. The Cascade building was identified in the 2010-20 Master Plan as



an aging facility, where demolition was a likely outcome for this resource and it is currently in the process of being demolished. The removal of this old facility will make way for a new housing facility and creates an opportunity for a new campus dynamic.

Retirement today looks very different than it did just decades ago. As people transition

from full-time careers, today's active and engaged retirees are looking for dynamic places to live, learn, and play. Across the nation, communities and campuses are embracing a cohort of older people who want to be part of a college environment. A new facility on the Cascade site could provide a living environment where everyone is involved in not just OLLI courses, but other campus academic courses, concerts, art installations, and athletic events. The educational opportunities for a new residence are limitless. Similar in many ways to the newest student housing (McLoughlin and Shasta residence halls), SOU envisions that this project would be a public/private partnership. It has the potential to generate revenue and welcome a whole new demographic of SOU students and community members. It is easy to imagine a facility that is not just for living but incorporates educational spaces where students are engaged with and learning from older students and residents. Residents are anticipated to be part of the SOU community, just as students living in Shasta Hall or student and their families living in SAFH apartments are today.



The University expects that development partners would work within the Design and Development Guidelines within this Master Plan and with the City of Ashland. Determining the viability, programming, and design for this facility is a top priority for the University.

Academic Facilities- Future Development

Native Nations Gathering Space, Native Gardens, Learning Garden

Southern Oregon University, in this 2025-2035 Master Plan, identifies several spaces on campus to honor and respect the history and land stewardship of the Indigenous people who lived here since time immemorial.

We know that our community benefits from the sharing and fostering of the deep cultural traditions and teachings made available to us by Indigenous communities. As a University, we actively look for ways to continuously develop this connection and recognition. The 2025-35 Master Plan is just one way in which we illustrate this commitment. In partnership with Native students, Native community members and our Native Nations Liaison, the University has identified three Future Development Areas to intentionally create space: The Learning Garden, the Native Garden, and the Native Nations Gathering Space.

The Learning Garden is proposed to be located in the heart of the Educational and Academic core of campus while the Native Garden is proposed to be located near The Farm at SOU. Both of these projects will foster Indigenous Traditional Ecological Knowledge (ITEK), implementing and promoting biodiversity, soil health, and ecosystem resiliency. Each area will feature hands-on learning and engagement through workshops, demonstrations, and cultural events.

The Native Nations Gathering Space is designated for a location within the North Campus Zone, which contains most of the residential and recreational elements of campus. While there are no current plans for specific development within this envelope, this space is envisioned to enhance the partnership and collaboration between the SOU community and the local Indigenous communities.



Athletics- Future Development

Field House

Between the Lithia Motors Pavilion and Raider Stadium, Athletics has identified an area for a future facility. The popularity of certain programs with student athletes justifies considering where growth for indoor programming might occur. There is currently no design nor funding for this project.



Tailgate area

Fantastic game day experiences are an important way for Ashland and all Raider fans to come to campus and be part of SOU. Located between Raider Stadium and the new Softball Complex, this area is identified for creating a place for game day experiences. Temporary food carts and concessions are existing uses and are will be connected by a new pedestrian mall, but this specific area is reserved for a more dynamic experiential area expanding and enhancing these offerings.

Mixed Use / Other – Future Development

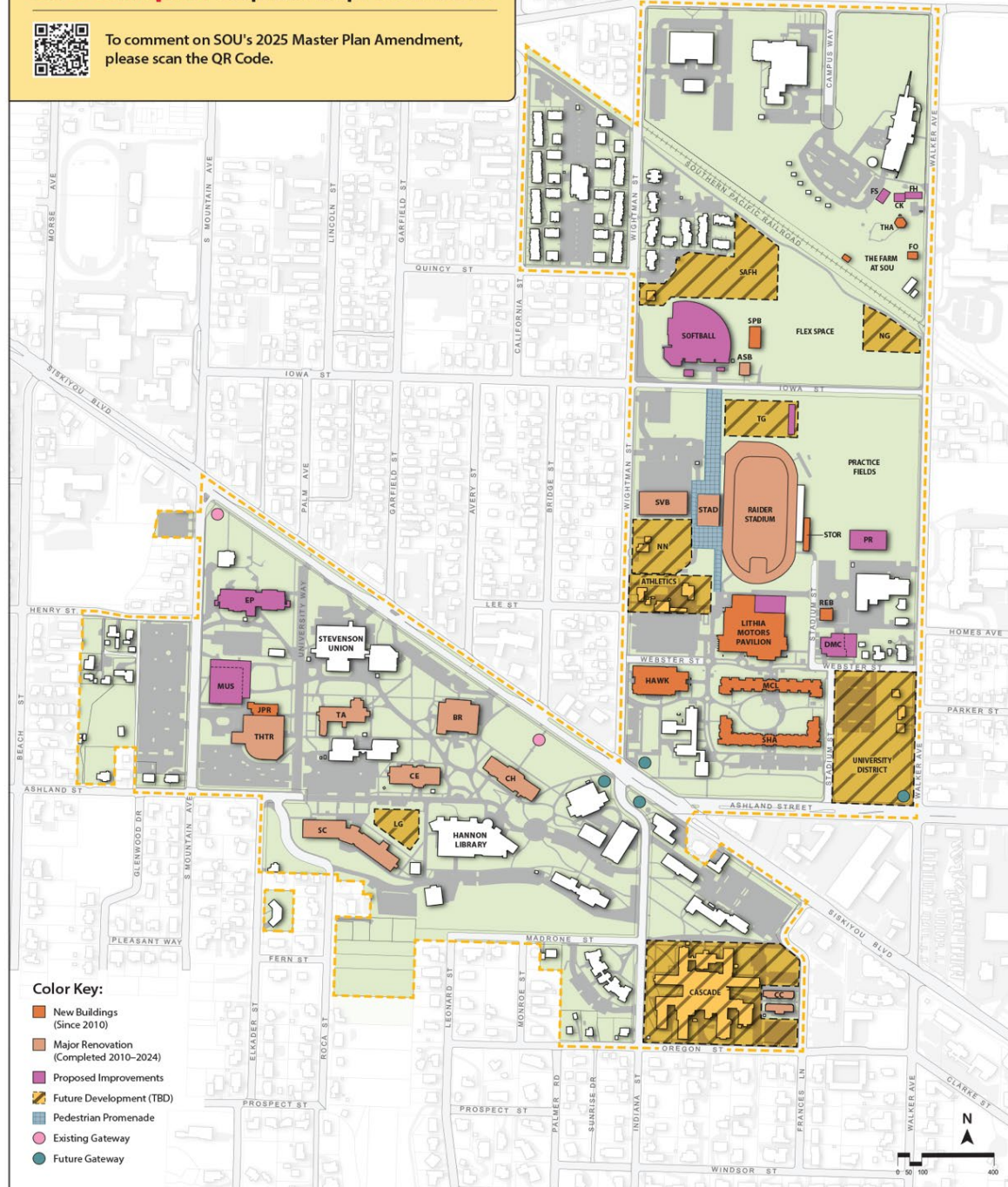
University District Property

After the potential new Cascade project, the University District Property is the most dynamic and far-reaching. This property is truly a blank slate on the edge of campus. Located at the corner of Walker Avenue and Ashland Street, this area, when developed, will become a significant gateway and signature feature of the SOU community. It is easy to imagine a project here embracing campus needs for housing, support services, academic space, or other retail opportunities that would transition from adjacent commercial uses to campus residence halls. With the widest range of potential, SOU believes it should have the widest range of development options and standards. The City has indicated that new zoning standards related to responsible infill and density may be appropriate here – if Ashland is to preserve its current boundaries, creative infill will be required, which the City has chosen to pursue in many elements of its Development Code. As such, the Design and Development standards in this Master Plan have specific provisions addressing flexibility in the development of this University District property.

SOU Campus: Capital Improvements



To comment on SOU's 2025 Master Plan Amendment, please scan the QR Code.



Chapter 6—Sustainability

SOU has an extensive history of environmental initiatives and sustainability practices. Climate and Sustainability have only become more important to our communities and to our world over the past fifteen years since the last Master Plan was approved. As part of the 2010 Master Plan, SOU outlined certain goals relating to achieving carbon net zero, developing a strong economy, ensuring sustainable use of natural resources, and preserving those resources. As discussed in that 2010 Master Plan, SOU adopted its own Climate Action Plan and related goals. See <https://sustainability.sou.edu/climate-action/>. SOU is a GOLD-rated university under the Sustainability Tracking Assessment & Rating System (STARS), a program run by the Association for the Advancement of Sustainability in Higher Education.

In 2019 Southern Oregon University received the national “Excellence and Innovation Award” from the American Association of State Colleges and Universities for developing “a comprehensive and impactful sustainability program by collaborating across operations, academics, and engagement.” This outstanding partnership continues as Southern Oregon University uses our land, buildings, and infrastructure as a living laboratory for hands-on learning in multiple disciplines including: hydrology, land use planning, restoration, sustainability management, climate and energy, project management, and art installation. Campus projects are intimately connected to the curriculum. Our students leave SOU knowing they can make a difference in the world, because they already have made a difference using the SOU campus as their lab.



In addition to the positive environmental impacts, SOU is also hoping our sustainability measures and goals will help to mitigate future costs. Our solar generation and energy efficiency goals, for example, will allow us to stabilize future costs and mitigate our need to raise fees to meet the continuously rising energy costs.

Where We Have Been

Transportation

SOU currently has 16 vehicle charging ports (8 double stations) on campus. These charging stations are located both at residential buildings and adjacent to workplace buildings. There are plans to continue to expand the number of electric vehicle charging ports on campus.

Recycling Program and Center

A recycling program with an on-campus recycling center for glass, plastics, paper, cardboard, and cans was founded by students in 2011 as part of a capstone project focused on diverting waste from landfill. This is supported by indoor and outdoor central collection points. Minimizing waste production and supporting reuse is our priority. Having a recycling center on campus helps ensure that the highest quality materials for recycling leave the campus. We also recycle a number of other materials and products including ink toner and cartridges, batteries, lamps, lightbulbs, electronic appliances and equipment, books, plants, oil, furniture, wood, scrap metal, marker pens, regular pens, and spray cans.



Energy Efficiency

SOU's proactive approach includes upgrading to energy-efficient lighting, boilers, and HVAC systems and installing new meters to better track energy consumption.

SOU upgraded the mechanical equipment at the Central Plant Building on campus in 2019. Boilers 1 and 2 were replaced with high-efficiency Hurst boilers with high-efficiency Riello Burners. Boilers 3 and 4 had the burners replaced with the same high-efficiency Riello Burners. A new Riello control system was installed to operate the boilers more efficiently. A new water softener system was installed to help reduce chemical usage. The existing 800-ton and 500-ton centrifugal chillers were replaced with two 800-ton, higher-efficiency centrifugal chillers. The roof-mounted, three-cell cooling tower was replaced with a larger-capacity, high-efficiency, two-cell cooling tower. One of the two existing condenser water pumps was replaced with a larger-capacity pump.

The operation of the HVAC system for each campus building on the University's direct digital control (DDC) system is scheduled based on the building occupancy information. When a building is not occupied, the temperature controls go into "unoccupied" status, with a lower setback temperature during the heating season and a higher setback temperature during the cooling season. HVAC systems are also upgraded during renovation projects across campus.

LED lighting became the SOU campus standard in 2016 and all new construction and renovation projects since 2016 have incorporated LED lighting. Projects with lighting retrofits throughout the building include the Theatre Building, The Lithia Motors/SRC, Britt Hall, and the Recycling Center. Other renovation projects with partial LED retrofits include the Music Building, Taylor Hall, the Science Building, the Osher Lifelong Learning Institute, and Raider Stadium. SOU has been gradually replacing exterior campus lighting with LED fixtures and more than half of the campus has been retrofitted with LED since 2016.

Solar

For a small public university, solar is a strong story for SOU. Ideally located in the Rogue Valley, the focus on solar energy dates back to 2000. The analysis of potential solar energy production was a significant goal of the 2010-20 Master Plan.

SOU currently has ten solar arrays on campus, totaling 696 kW of solar capacity, plus an array at the Higher Education Center in Medford and a pole-mounted array installed last year by a



nonprofit on land leased from SOU. SOU's first solar array was installed on its Library in 2000. This 6kw solar array has 24 solar panels. In January 2019, SOU expanded and added an additional 55.65 kW of solar to the site, increasing the system's capacity to 62.37 kW.

In 2013, students allocated \$85,000 from the student Green Fund to install a 32 kW solar array on the Stevenson Union.

In 2014, McLoughlin Hall and Shasta Hall both had solar panels added to their roof spaces.

McLoughlin Hall has a 73.7kW solar photovoltaic (PV) system and solar thermal panels. Shasta Hall incorporates an 82.5 kW.

In October 2018, the Student Recreation Center/Lithia Motors Pavilion added a 63 kW solar PV system to its facilities. The solar array contributes to the SRC/Lithia Motors Pavilion's LEED Gold Certification as one of its many green building features.

Designed with solar energy in mind, SOU's Recreation Storage Building boasts a south-facing roof with an optimal tilt to maximize the region's solar resource. The building showcases a 24.14 kW system. This was SOU's first net zero building, generating more electricity than it uses. Two more solar arrays came online in 2021, The Farm Storage with a 15,48 kW array and the Stadium Storage building with a 49.68kW array. Both net zero buildings mark a total of 3 net zero buildings on campus. In June 2024, SOU installed a 241 kW solar array in addition to the existing one on Lithia' Motors Pavilion, making it the largest solar array in the City of Ashland.

Clean renewable energy is supported by numerous programs such as Oregon's Clean Energy Targets greenhouse gas emission reduction targets as well as City of Ashland Climate and Energy Action Plan. Solar Arrays are an ideal form of clean energy in the Rogue Valley with the abundance of sunlight and SOU has taken the initiative of working to become the first publicly funded university to generate on campus 100% of its electrical usage. Solar Array locations are identified on the Photovoltaic Array Map (see Appendix A) and design standards are included in the Zoning and Design Guidelines chapter of this Master Plan.

Stormwater, Fire Resiliency, and Biodiversity

SOU has a long history of pursuing and achieving distinction relating to our efforts in managing landscaping and biodiversity. We continue to earn recognition as a Tree Campus USA—an honor we've held since 2014—and SOU was the first Bee Campus USA in 2014.



Our landscape planning relies heavily on ecological design practices, incorporating regionally-adapted, native, and drought-tolerant plant species. Our ongoing lawn conversion projects aim to increase plant biodiversity, continue to attract a greater number of bird and pollinator species as well as transition to a more drought-tolerant campus in recognition of the changing climate.

In 2019, a student project, funded by the Student Green Fund, led to the creation of a self-sustaining bioswale in parking lot 36, effectively managing stormwater and significantly reducing contaminants in

local waterways. Additionally, it serves as a practical model for eco-friendly water management, enhancing the campus's landscape and providing educational opportunities in environmental

science. There is also a stormwater drainage project at parking lot 4. Together these projects show our ability to innovate, educate and be environmentally conscious all at the same time.

Our projects capture stormwater and incorporate drought-tolerant, native plant species. Our irrigation development projects serve the long-term goal of reducing our irrigation water use through data-driven and sensor-based technologies. Low-volume/high-efficiency sprinklers, weather-based control systems, and lawn-replacement projects all contribute to operate with the least possible impact to our local watershed.



Where we are going

Sustainability is more than just a design feature or construction element at SOU; it is part of the culture. We continue to set goals that illustrate this commitment and pave the way for our future, both environmentally and as a cost-containment measure. Some of these key goals are set forth below.

Transportation system goals

- Achieve a 100% electric campus fleet
- Expand the number of electric vehicle charging stations on campus
- Improve commuter transport-related greenhouse gas

Recycling Program and Center goals

- Enhance waste reduction and recycling on campus to minimize landfill waste
- Foster awareness and participation in waste reduction and SOU's recycling programs

Energy Efficiency Goals

- Achieve 100% daytime electricity use through renewable electricity generation on campus by 2035
- Improve energy efficiency by 25% within 10 years (base year 2022)
- Reduce Scope 1 and Scope 2 emissions by 50% by 2033 (base year 2022)

Solar Energy Goals

SOU has the goal to generate 100% of its daytime electricity use on campus by solar and be the first public university to do so. It is aiming to have this in place by 2035. See Appendix A for the location of existing and proposed arrays. The future development as outlined in this Master Plan will not only address energy efficiency but will create shading of parking areas and improve water conservation.

Stormwater, Fire Resiliency, and Biodiversity Goals



- SOU's landscape and biodiversity is managed in a way that helps prepare for the changing climate, including transitioning to more drought-tolerant areas as well as ensuring fire resilience.
- To continue to enhance pollinator areas and maintain our certification for Bee Campus USA
- To explore rainwater capture and use, specifically as part of any new solar canopy system.
- To continue to care for the trees on campus and maintain certification for Tree Campus USA.
- SOU will continue to pursue its Climate Action Plan published 2010 and updated in

2021/2022 <https://sustainability.sou.edu/climate-action/>. The City of Ashland's Climate and Energy Action Plan, published in 2017, includes an assessment of Ashland's changing climate. We anticipate that during this 2025-2035 Master Plan, efforts towards climate change resiliency will only intensify.

Sustainability lies at the heart of our vision for the future of this campus, driving environmental stewardship, social responsibility, and economic resilience. By integrating innovative green infrastructure, fostering inclusive and equitable community engagement, and optimizing resource efficiency, we aim to create a campus that not only reduces its ecological footprint but also enriches the lives of its students, faculty, staff and surrounding community. Southern



Oregon University (SOU) has long embraced sustainability as a core principle, weaving it into every aspect of campus operations, academics, and community engagement. The achievements outlined in this Master Plan reflect SOU's commitment to environmental stewardship, innovation, and leadership in addressing the challenges of our changing climate. From energy efficiency and solar power expansion to sustainable landscaping, waste reduction, and the transformative learning experiences provided by The Farm, SOU has established itself as a pioneer in sustainable higher education.

Through strategic investments in sustainable practices, we are preparing for a future that balances growth with environmental integrity, enhances social well-being, and promotes long-term financial stability. This master plan commits to leading by example, cultivating a culture of sustainability that extends beyond our campus borders and inspires change at local, national, and global levels.



Looking forward, this Master Plan builds on that legacy with ambitious yet attainable goals to enhance energy efficiency, achieve carbon net zero, expand renewable energy use, and foster a campus culture centered on resilience, ecological responsibility, and social equity. At the heart of these efforts is a commitment to social justice—ensuring that sustainability initiatives empower all members of our campus and surrounding community, reduce environmental disparities, and promote inclusivity. By aligning our actions with the principles of equity, SOU aims to create solutions that serve the most vulnerable populations, address systemic inequities, and amplify the voices of historically marginalized groups.

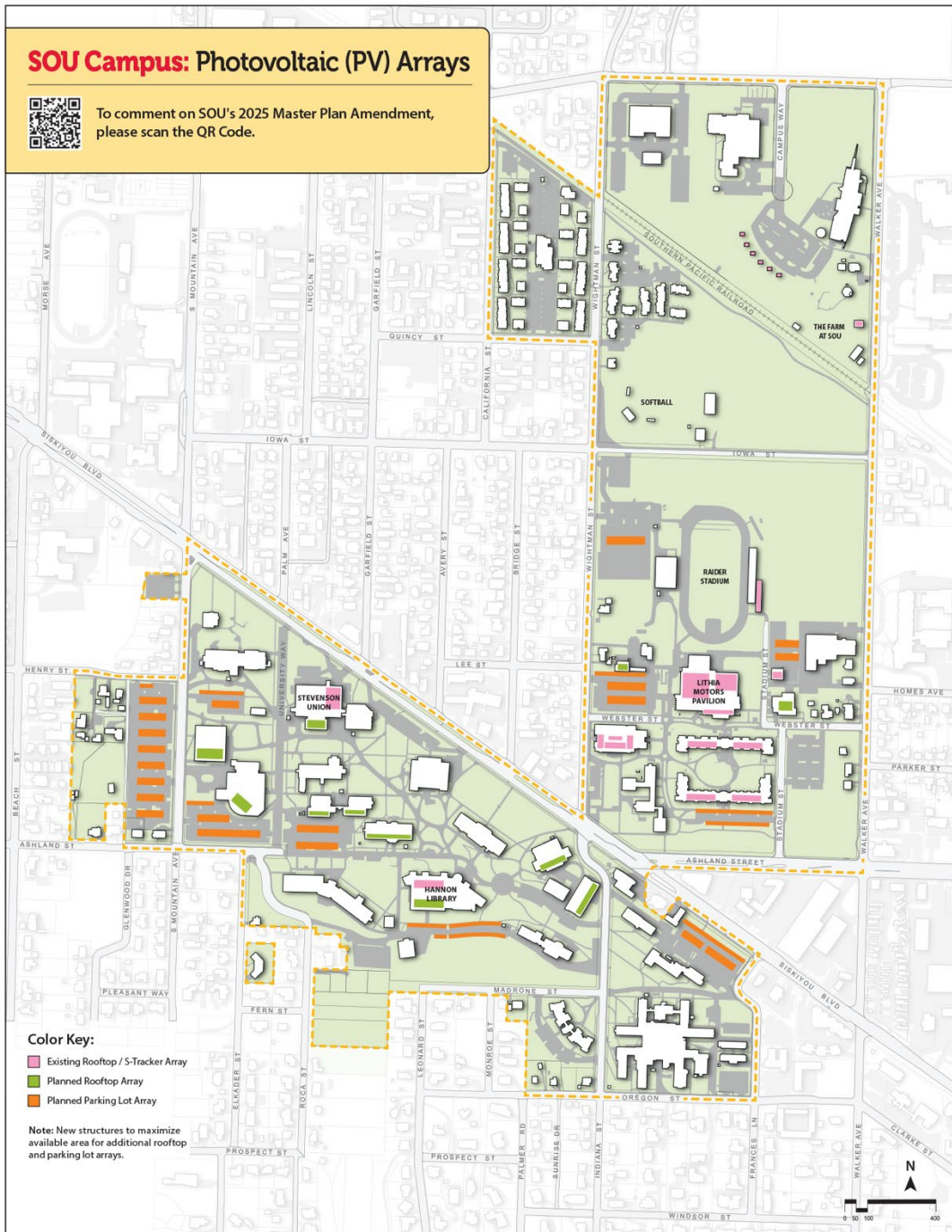
Whether through curriculum that equips students to tackle social and environmental challenges, partnerships with local organizations, or a focus on community resilience, SOU prioritizes a holistic approach to sustainability. These efforts underscore our belief that environmental justice and social justice are inextricably linked, and that a truly sustainable future is one where all people thrive.

Together, we can ensure that this campus thrives as a model for sustainable development—a place where innovation, creativity and education fuel a more equitable and resilient world. This Master Plan embodies SOU's enduring commitment to shaping a more sustainable, equitable, and just world.

SOU Campus: Photovoltaic (PV) Arrays



To comment on SOU's 2025 Master Plan Amendment, please scan the QR Code.



Chapter 7—Zoning and Design Guidelines

The design guidelines for development under this Facilities Master Plan update are intended to serve several goals:

- Provide for buildings at a density appropriate both to a significant university and to the scale of the Ashland community;
- Ensure that the scale and articulation of buildings enhance the ‘sense of place’ of the campus and support walking within the campus environment;
- Provide direction and certainty to the future development within the SO Zone;
- Express the permanence and long-term role of the University in the community.

Application of Master Plan Development Standards

The design guidelines in this Master Plan apply within the SO zone and have been adopted by Ordinance. These guidelines apply to projects and uses related to the educational function of the University and those accessory uses such as Athletic facilities, Housing facilities, Offices, Classrooms and a variety of other facilities described and anticipated in this Master Plan. Development of the SOU campus shall comply with the provisions of the Southern Oregon University District Overlay in the Ashland Municipal Code (AMC) 18.3.6.

Zoning

Property owned by the University is currently zoned SO and the uses and development of this property are addressed in AMC 18.3.6. In the past, property that is transferred from University ownership into private ownership has been required to go through the often challenging process of legislatively amending the zoning designation for that specific lot and the related land use maps of the City. SO zoning uses and standards, as addressed in City Code and in this Master Plan, are not appropriate once property is transferred to private ownership. To address this future contingency, SOU is seeking to rezone certain property as part of this Master Plan. These lots will obtain a new residential zone designation but still be subject to the SO District overlay and standards until such a time as the property is no longer owned by the University.

The University has identified properties that are under-utilized (listed on the Zoning if Transferred Map), which could conceivably be transferred in the next ten years. Adoption of this 2025-35 Master Plan by the City is a Type IV, legislative approval process, so it is the process necessary to address the potential zoning of property that may be transferred to private parties. Rezoning these lots will provide certainty of future zoning and allow the City

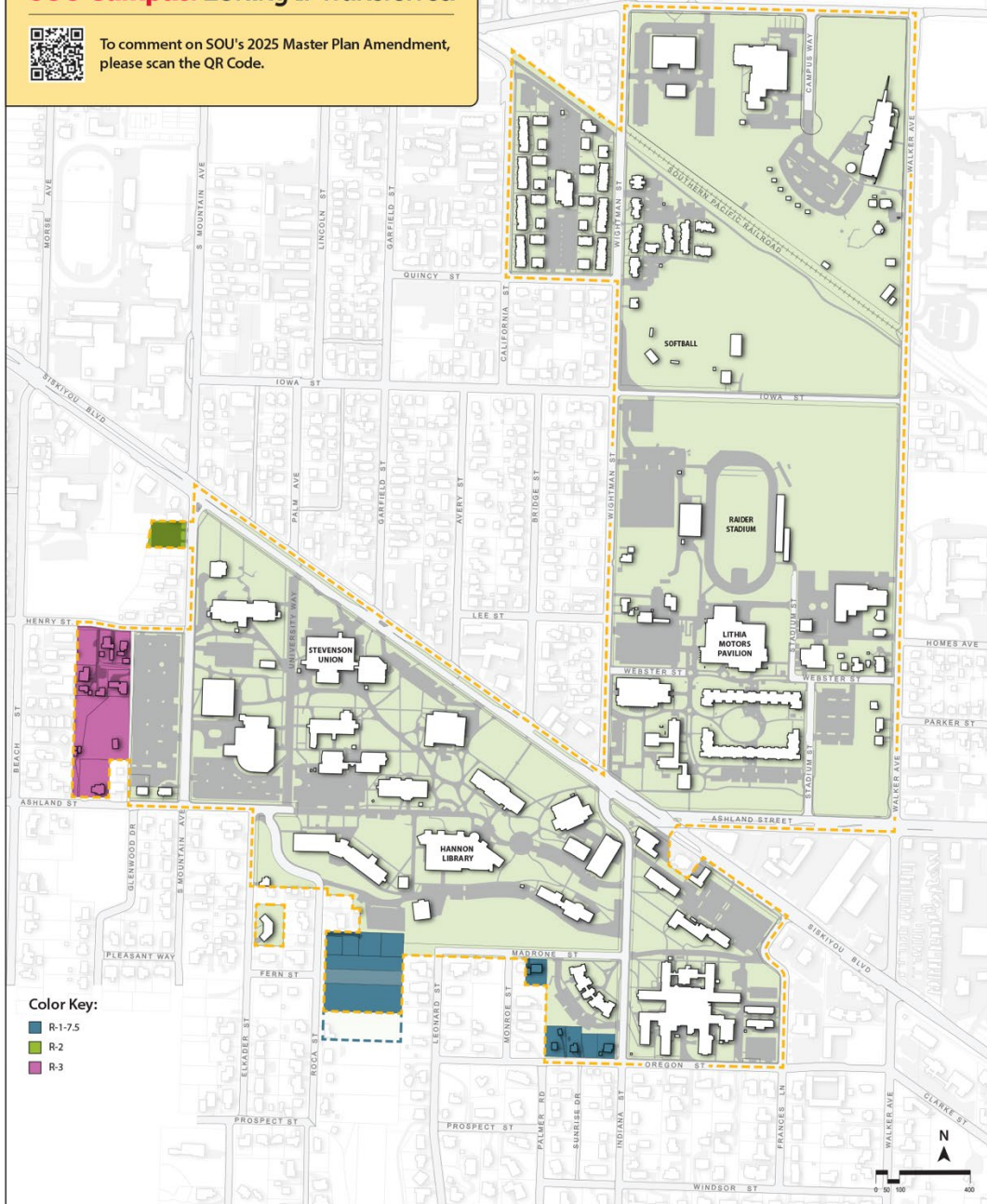
the opportunity to evaluate appropriate zoning of all parcels at one time, rather than lot by lot. This process is also an opportunity to address one lot which is currently zoned SO but has already been transferred from the University to a private party on Roca Street (668n Roca St.) and who are joining in the application for review of this Master Plan solely for the purposes of the proposed change in zoning from SO to R 1.75, consistent with other similarly situated lots adjacent to it.

The zoning of properties identified on the Zoning If Transferred Map will, upon completion of a transfer of any designated lot from the University / State of Oregon to a private party, will no longer be subject to the SO District overlay. (which by its terms applies only to University owned property.)

SOU Campus: Zoning If Transferred



To comment on SOU's 2025 Master Plan Amendment, please scan the QR Code.



ZONING IF TRANSFERRED: R-1-7.5

LOCATION	MAP	TAX LOT
Roca St.	39 1E 15BB	1500
"	"	1501
"	"	1502
"	"	1503
"	"	1600
"	"	6800
"	"	Fern St R.O.W.
Madrone St.	39 1E 15BB	9200
Oregon St.	39 1E 15BA	1200
"	"	1201
"	"	1700
"	"	1701

ZONE CHANGE PENDING: R-1-7.5

LOCATION	MAP	TAX LOT
668 Roca St.	39 1E 15BB	6900

ZONING IF TRANSFERRED: R-2

LOCATION	MAP	TAX LOT
Parking Lot 34	39 1E 09DD	400
"	"	500

ZONING IF TRANSFERRED: R-3

LOCATION	MAP	TAX LOT
Henry St.	39 1E 09DD	5300
"	"	5500
"	"	5600
"	"	5700
"	"	5800
"	"	5801
"	"	6000
"	"	6100
"	"	6198
"	"	6199
"	"	6200



Site Design Review

Projects as outlined in this 2025-35 Master Plan are anticipated to follow the standards of this Chapter. The City of Ashland has various levels of land use site plan review. For projects expressed in this Master Plan, within the areas identified on the applicable Maps, and within the design parameters of this Chapter and Master Plan, the following review process levels apply:

For projects 15,000 SF or less - Type I review

For projects greater than 15,000 - Type II review

Project Design Standards

Development density within a university campus is a complex issue, with advantages and disadvantages at both ends of the spectrum.

All new construction and major renovations by the University will strive to meet a minimum of Silver LEED standards. For projects serving the University built and operated by private partner, the University will encourage the builder to meet the LEED Silver standards.

Several factors specific to SOU support campus development at medium densities:

- SOU is relatively land-locked, and both the cost of land and the fact that the campus is surrounded by established neighborhoods limit the potential for expansion of the campus. Any future growth of campus will likely need to be accommodated within this limited land area.
- The nature of academic programs warrants durable construction at a scale that is cost effective and supports individual academic programs under one roof.
- Creating a cohesive campus community that is dense enough to support short walking distances – and ultimately improved transit – requires a density higher than low residential densities.

However, the University also recognizes that the land is located within a community with existing neighborhoods and that its developments ought to be of a compatible scale with those neighboring uses. This is recognized by the SO Zoning provisions calling for Type II or CUP approval processes for projects with potentially significant impacts to surrounding properties.

Building Massing and Orientation

Thoughtful orientation of buildings supports several important development goals. Orientation of entries to the pedestrian circulation system increases the walkable nature of the campus. A generally east-west orientation can help support energy efficiency in building design. And the treatment of building scale – how it is articulated and expressed – can help larger institutional

buildings be compatible with nearby residential uses. To accomplish the goals described above, the following guidelines apply to new campus construction and major renovations under this Master Plan.

Maximum Building Height

New construction will be limited to four story construction, except as specifically noted in this 2025-35 Master Plan document. Specific height in feet will be dependent on specific construction types.

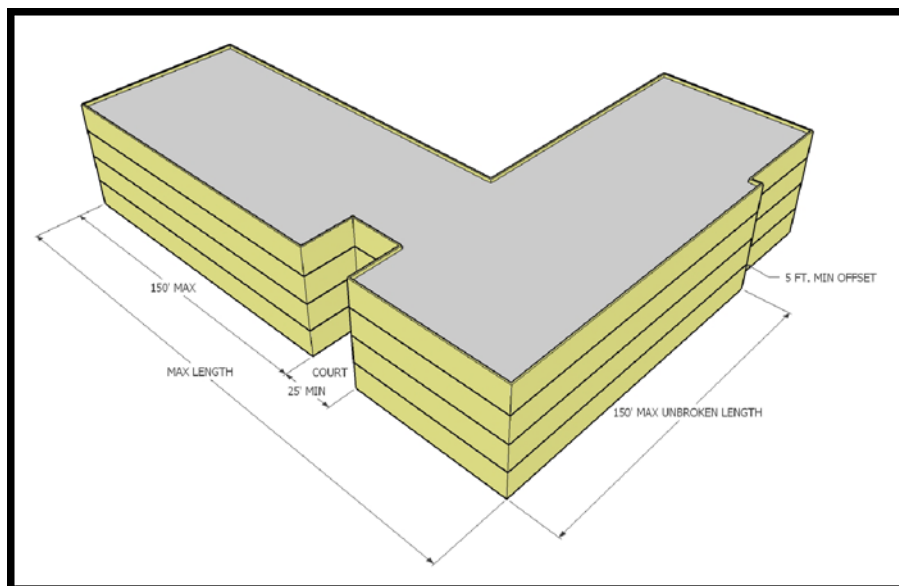
In areas adjacent to existing residential neighborhoods, building height will typically be lower in order to make an appropriate transition to the surrounding context. However, in order to create a campus that is compact, walkable, and more supportive of transit, single story buildings are strongly discouraged in all campus areas.

Maximum Building Size

In order to avoid potentially monotonous conditions, individual buildings shall be limited in overall length and footprint [i.e. ground area covered] as follows [See Figure 16]:

- 300' maximum length for academic buildings
- 250' maximum length for residential buildings
- 45,000 SF maximum footprint for buildings with retail uses open to the public
- No SF maximum footprint for academic or residential buildings

Figure 16: Building Length and Articulation Guidelines



Building Articulation

For any building longer than 200 feet, the plan shall include design elements to prevent unbroken wall lengths greater than 150 feet. These elements shall be an offset or 'jog' in the plan or a significant recessed entry or court of at least 25' in width.

Building Entries

Buildings that face a major street shall have a significant entry facing the street. Buildings facing the main campus open space shall have a major pedestrian entry facing that open space. Where a building faces both a significant street and the main campus open spaces, entries shall be provided to both. Entries shall be strongly articulated and clearly understandable as entries.

Development Along Siskiyou Boulevard

Any development or redevelopment along the south side of Siskiyou Boulevard shall seek to reinforce a strong relationship between the campus and the boulevard, through an appropriate combination of the following strategies:

- Development of a strongly articulated façade and pedestrian entries facing Siskiyou Boulevard.
- Minimization of service functions on the Siskiyou Boulevard face of the building, and enhanced screening of these functions where they exist.
- Improved, consistent and significant signage acknowledging that visitors have entered the campus.

Building Orientation

Wherever consistent with other design goals, such as street orientation, align buildings with the longer dimension in the east-west configuration, to improve potential for building design to capture energy savings related to passive solar management.

Setbacks

Where campus development occurs across a street from off-campus private housing, buildings shall be set back from the public right-of-way by at least 15 feet, to provide a buffering landscape.

Where campus development is across from commercial development and includes ground-floor non-residential uses, buildings shall be allowed and encouraged to be sited at the back of

the public right-of-way, to encourage a pedestrian-oriented urban streetscape pattern but also balanced with the historical pattern of campus development and building placement.

Materials and Character

Materials and construction systems shall be selected for long-term durability, and shall be generally consistent with existing campus buildings. While there is not a clear established palette of materials for campus buildings, preference should be given to materials similar to the more significant buildings on campus – such as Churchill Hall and Hannon Library – including red brick, concrete, and stucco. Scale, materials, and massing should be used to create an appropriate transition from the campus to adjacent neighborhoods. Rooftop mechanical equipment will be screened from street view.

Lighting

Integrate architectural lighting as cohesive elements of building designs in order to contribute to the atmosphere of the built environment and enhance safety. Exterior lighting will promote safe pedestrian environments along roadways, at intersections, and in public spaces.

Signage on Campus

SOU requires an effective system of visual communication that projects a uniform institutional identity, while at the same time integrating well with the present and future campus environment.

Good signage provides a harmonious and aesthetically pleasing arrangement in the following three areas of design:

1. **Communication:** What signs say, to whom, and for what purpose; how they say it; where the signs are located and how well signs communicate.
2. **Graphic Design:** How typography, maps, diagrams, iconic and coded symbols, and colors are used to organize information and emphasize messages to help create an overall visual identity.
3. **Sign Design:** How signs are fabricated and installed, their size and shape, how they are maintained and integrated within the campus physical environment and how they work within the City of Ashland.

All SOU signage shall be requested, designed and installed by Facilities Services to ensure all sign standards are followed. The SOU Sign Plan contained within this Master Plan governs the signs placed on property within the SO District overlay. All signs and sign structures shall comply with the standards identified in this Master Plan. When consistent with this Master Plan,

signage may be installed; any sign not within the size, display, or location standards in this Master Plan must have prior approval of the City of Ashland.

Signs that already exist upon adoption of the sign plan will continue to be approved signs. If an existing sign is replaced, then the sign plan policies apply. All signs shall be installed in a manner that does not damage existing buildings or structures or alter character defining features of buildings or structures. Additional care should be taken with the installation of signs on historic structures. Permanent signs required by building code shall be installed consistent with applicable regulations, standards, and guidelines. Signage along ODOT jurisdiction roadways will comply with any applicable standards and process prior to installation.

All other sign requests not included in this document must be submitted to SOU Facility Services for review and approval prior to installation. Any signs that exceed size limits or specific location standards shall be submitted to the City of Ashland for review and approval by the City.

Maximum Sign Sizes

Building Identification: 10 square feet.

Scoreboards: Any replacement of existing scoreboards may be the size of the current scoreboards at the Raider Stadium scoreboard and as approved for the Softball Complex.

Reader / Information boards: 9'-9" maximum height as described in this Master Plan. Display features, if visible from ODOT jurisdiction/roadway, shall comply with all applicable ODOT standards and shall go through any applicable ODOT approval process prior to installation.

Panel Boards; (3 feet square)

Sandwich Boards; (3 feet square)

Directional Signs; (ODOT Standards)

You are Here; (5 feet square unless otherwise placed in approved locations.)

Sign Area Calculations

Sign area shall include the entire area within a single perimeter composed of squares or rectangles.

When signs are constructed of individual elements, the area of all sign elements, which together convey a single, complete message, shall be considered as a single sign. The sign area is determined by calculating the area enclosed by the smallest single rectangle that will enclose the outside dimensions of the background panel or surface. The sign area is also determined by

calculating the area enclosed by the smallest single rectangle that will enclose the outside dimensions of the sign display.

SOU Banner Plan

The SOU Banner Plan, as established by the SOU Facilities department, identifies the parameters for artwork, message, and placement to guarantee that banners are used for SOU-appropriate information and represent the University with an overall institutional message. Any banners visible from an ODOT Right-of-Way must also comply with the applicable ODOT regulations.

As temporary signage, banners meeting the SOU Banner Plan may, upon prior approval by Facilities, be installed for an established limited period of time. The University uses outdoor lamp post banners to create a sense of place and as a method of celebrating SOU achievements and the University's strategic mission. Nothing in this chapter permits the use of the public Right-of-Way facilities for signage without prior approval of the City.

Sign Graphic Standards

The graphic standards for SOU signage will provide uniformity throughout campus. Message design, nomenclature, and application will be standardized according to this Master Plan (see SOU Graphic Identity Guidelines). Message legibility is considered from the perspective of a variety of users: visitors, university community, vendors and service visitors, people with vision impairment and people with mobility impairment, and other users. SOU may revise and change the graphic design, logo, and messaging within any sign provided that specifications on size, display or location in this Master Plan are still met.

SOU Graphic Identity Guidelines:

SOU Signage Design Standards

- SOU logo (horizontal configuration) must appear in white field at top of sign.
- Main purpose of sign appears in white on burgundy field separated from white field by black band. Color field CMYK formula is 12 cyan, 95 magenta, 59 yellow, 54 black.
- Typeface (font) required for SOU signage is Futura, which is available in multiple weights for flexible applications.
- Wayfinding arrows must appear exactly as shown above, and may be rotated in increments of 45 degrees to indicate direction.
- Lowest edge of any pole mounted sign must be at least 24" above ground level. Top of sign maximum 60" above ground level.
- SOU Marketing and Facilities Management Planning must be consulted prior to the creation of any new signage. Every effort will be made to address special circumstances or concerns.

Monument / Gateway Signs

At the gateways to campus, the primary entry and directional signs should be consistent in scale and materials. The base or backdrop for these monument signs should be constructed of durable materials and selected for compatibility with existing campus architecture. The preferred composition shall include steel, natural stone, concrete, or masonry, sited to blend with the natural topography. Earthen berms may be used to blend the sign base into the natural grade where adjacent slopes warrant their use. The entry portals to the campus are an important part of the wayfinding experience and appropriate design of these gateways should enhance the sense of arrival for SOU visitors. There are five (5) identified gateways, two existing and three potential future gateways, as identified on the Master Plan Educational Facilities Map.

Smart Kiosks

SOU may place electronic smart kiosks internally and externally facing which will have the ability to change a digital screen for purposes like, way finding, campus information, campus events, security, and emergency purposes. The smart kiosks will be similar in design but not limited to the design and size of the kiosk.

Kiosks for gateway entry, direction or informational signs within campus will be the Smart City Kiosk (Smart City Kiosk with 55" Display and Speakers from Peerless-AV. 84.1 x 35.4 x 9.9" / 2137 x 899 x 252 mm) or similar.



Sign Locations

Signs will be placed in standard locations where they can easily be found. Wherever possible, signs will be placed together in a unified system to avoid clutter to the landscape. Site signage will be located so as not to become an obstacle or to conflict with exit signs or pedestrian traffic.

Signs will be placed to allow safe pedestrian clearance, vertically and laterally. Sandwich boards shall not be placed on the sidewalk along Siskiyou Blvd. **No sign shall be placed within the public Right-of-Way (including sidewalks) or within the areas adjacent to intersections defined by the City of Ashland as a "Clear Vision Triangle."**

Site location should avoid conflict with door openings or vehicular operations. Signs will be located wherever possible in the “natural line of vision.” Consideration of those with limited head mobility and reduced peripheral vision will be given. Interior signage will be placed where it can easily be found, with consideration for tactile signs where possible.

Certain permitted signage, such as scoreboards or electronic reader boards, shall be allowed only in areas identified in this 2025-35 Master Plan. Any signage that is not in compliance with this Master Plan shall be approved by the City of Ashland through the normal process for obtaining a sign permit.

Sign Requests

Requests for signs can be made through the SOU Marketing Department.

Food Trucks

The perpetual operation of food trucks and seating may occur within the designated area for food trucks in this Master Plan (See, Maps). Temporary operation of food trucks and seating or the operation of a food truck and accessory seating lasting no more than 72 hours (including set-up and take-down) are permitted in the SO zone. Food truck vendors shall obtain a business license, register for, and pay applicable food and beverage tax, and receive any requisite inspections from the Building and Fire Departments and the Jackson County Environmental Public Health Department.

Tree Preservation and Removal

Climate change in the Rogue Valley has applied extreme stress to many of SOU’s legacy trees, including campus Douglas Fir, Ponderosa Pine, Sequoia, Ash & Oak species. Drought, prolonged excessive heat, the flat-headed fir borer, the emerald ash borer and the pine beetle have put unprecedented strain on SOU’s tree population. Despite our best efforts and practices, some of SOU’s trees do fall ill and die or become so unsafe that they must be removed. The decision to remove a tree is not taken lightly. SOU adheres to the following principles when deciding the fate of a tree:

- Identify the affliction;
- Contract with a licensed arborist to confirm diagnosis and recommend a care plan;
- Implement an appropriate care plan to be performed by SOU landscapers or a licensed arborist. Appropriate personnel will be decided on a case-by case basis jointly between the SOU Landscape Supervisor and contracted arborist;
- Selectively prune & remove dead or dying branches to boost afflicted tree’s survival chances;

- If a tree has died, it shall be removed as quickly as possible by SOU landscapers or a licensed arborist. Appropriate personnel will be decided on a case-by-case basis jointly between the SOU Landscape Supervisor and contracted arborist;
- SOU will replant a minimum of (1) tree for each tree that is removed.

Healthy trees shall be maintained wherever possible but can be removed if:

- The tree is unavoidably within the footprint of a remodeled or newly constructed building;
- The tree is causing significant damage to a building or infrastructure that cannot be economically remediated, other than through tree removal;
- The tree is deemed unsafe by a licensed arborist.

SOU shall have a certified arborist on staff or have a contract arborist (two year minimum agreement) who will maintain a comprehensive list of all significant trees as defined by Ashland Municipal Code 18.6.1.030, and who will document the reason for the removal of any such tree. The arborist shall maintain all supporting documentation demonstrating the need for removal.

The staff or contract arborist will deliver to the City an annual report (similar to what is provided at the time of this Master Plan by the City Parks Department) and documentation to the City. SOU will remove significant trees only upon consultation with licensed arborist (either on staff or contract). SOU will maintain records of any significant tree removal and arborists consultation and recommendations. The annual report will summarize significant tree removals on campus. Locations shall be marked on a campus map and an accompanying spreadsheet shall detail: location, species, cause of death (if applicable), reason for removal, actions taken for replacement.

Parking Lot Trees

The 2010 SOU Campus Master Plan established that: “Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses” and that new parking areas comply with City standards for parking lot shading and landscaping.

With SOU’s commitment to becoming the 1st publicly funded university to generate enough solar power to completely offset our daytime electrical consumption (estimated at 7.2GW), SOU will be installing parking lot canopies with solar arrays. This is consistent with the recently adopted Climate Initiatives adopted by the State and being implemented at the City level. Pursuing this Sustainability goal requires a change in SOU’s practices to prepare our parking lots

to be solar canopy ready. Parking lot design moving forward will prioritize maximum solar exposure to the South and limit tree plantings in traditional planter wells that used to be distributed throughout a parking lot. New parking facilities will comply with State and City standards for the number, location and maintenance of trees within parking areas and / or the creation of solar arrays.



Solar Arrays

Solar Arrays are supported by the Oregon Climate Initiative. SOU has taken the initiative of becoming the first publicly funded university to completely offset its electrical usage with solar power generation. Solar Array locations are identified on the Photovoltaic (PV) Array Map below (and in Appendix A) and equipment as described generally herein may be installed as rooftop or parking lot canopies. It is anticipated that while the technology of solar energy capture may evolve even through the duration of this Master Plan, SOU may continue to install similar equipment in these locations. Further, solar is anticipated to be an option on any new facilities, new development, or new parking areas on campus and is hereby approved to be installed in those locations consistent with the standards of this Master Plan.



Arrays within the areas identified on the Photovoltaic (PV) Map and meeting the following standards are permitted:

- painted steel canopies
- max length: approx. 120 ft
- max width: approx. 45 ft.
- max height: approx. 25 ft.

Demolition or Relocation of Buildings

As an enduring university institution, SOU has continually adapted to the needs of the community and its students. The combination of perpetual ownership and public benefit mission has

required an evolution of facilities, including the demolition and replacement of buildings. A university campus of this size is substantially different from the development and ownership of other individually owned lots within the City. As such, the provisions of Demolition and Relocation Standards of AMC 15.04 will generally not apply to redevelopment within the SO District overlay, except it is required to salvage or recycle construction and demolition debris. Prior to Demolition of facilities, SOU shall submit a plan for the salvage or recycling of construction and demolition debris to the City of Ashland Demolition Review Committee for conformance with City standards, which will reasonably approve or modify this Plan in accordance with those standards.

Art Installations

SOU believes that art in public places promotes visually diverse and culturally rich environments that enhance public spaces and contribute to the lives of Ashland's residents and



visitors. Selection of art for permanent installation on Campus will be made by a SOU Arts Selection Committee. The installation of permanent artwork on Campus shall follow the guidelines of Art in Public Places legislation.

Temporary installations of artwork are an important part of the University culture and contribute to an environment of innovation and growth. Temporary installations of art shall be located in designated areas established in this Master Plan (see Academic Facilities Map) pursuant to approval by the SOU Arts Section Committee.

Water Resource Protection Zones

Nothing in this Master Plan exempts property within the SO District from the standards of AMC 18.3 as it implements State policy, providing that SOU may work with the City and state and federal agencies such as DSL or the Army Corps. to identify applicable Water Resources.

Future Development Areas – Special Standards

This 2025-35 Master Plan contemplates several distinct areas of Future Development, as shown on the Capital Improvements Map: The University District lot, the Cascade Housing Facility redevelopment, expanded Family Housing, a Native Nations Facility and Gardens, as well as a new Athletics Field House and Tailgating area. Unlike other designated projects which have a fixed scope, purpose, and funding – the University anticipates these general projects to happen in the area shown but does not currently have project designs. As discussed in more detail in

the chapter on Future Development, these projects will either be built to the standards of this Chapter or pursuant to a Conditional Use Permit, pursuant to City Code.

University District Lot – Corner of Walker St. and Ashland St.

The University and the City share common goals of in-fill, increased density, and efficient development where possible. The City has promoted higher density and innovative development in many ways such as with its Transit Triangle district and its Cottage Cluster ordinance. The University anticipates that the University District Lot and privately owned property surrounding will create a focal hub of living and working in Ashland, centrally located between the historic downtown and larger commercial / employment areas to the south of town (such as the Croman area). Building height is limited to the height of the tallest existing building in Ashland. While these standards differ from surrounding current development, the option of vertical development could contribute to this node of Ashland. Parking needs, if any will be evaluated on a campus-wide basis.

Cascade Housing

For the Cascade Future Development Area. While not intended to substantially alter the nature of the surrounding neighborhood the density may be higher than the density of the prior Cascade Complex which was approximately 194,000 square feet of student housing. A maximum of five stories including residential living, educational instruction space and mixed-use is allowed including; the establishment of common areas, classrooms, medical offices, daycare, support uses (e.g. haircare, nailcare), and retirement living and/or medical facilities which may or may not be required to be licensed by the State of Oregon. Parking needs, if any will be evaluated on a campus-wide basis. Alternatively, the design of a new facility could have a lower architectural profile creating an expansive footprint.

Student Apartment and Family Housing

The existing demand for units with the existing Student Apartment and Family Housing area is very high. The University and the City share a common value in addressing the housing crisis facing all members of the Ashland community. Adequate housing stock is a national, state and local issue but it is acute to Ashland because of the livability here and the demands of both the University and the tourism industry. The City has promoted higher density and innovative housing development. Expansion of the SAFH units, as shown on the Housing Map may be a maximum of four-story housing units. Residential living and mixed-use is allowed including; the establishment of common areas, classrooms, daycare, and support uses (e.g. laundry, university services, and counseling). Maximum parking standards for this intensity of residential use shall be followed for this project.

Native Nations

The Native Nations Future Development Area reflects a desire to create a meeting and programming space for Native Nations activities for the campus and to liaise with the community at large. The University envisions a remodel of the existing single-family residential home or a new facility to accommodate the meeting and programming needs. A maximum of a three-story building may be considered that would meet with the character of the surrounding university athletic property and the multi-family housing that is being built near it. Parking needs, if any will be evaluated on a campus-wide basis.

Learning Garden

For the Learning Garden area identified in Attachment A, Map 2, Capital Improvements, LG the University desires to create an educational space and gathering space for projects will foster Indigenous Traditional Ecological Knowledge (ITEK), implementing and promoting biodiversity, soil health, and ecosystem resiliency. This area will feature hands-on learning and engagement through workshops, demonstrations, and cultural events. The university envisions a new facility to accommodate the meeting and programming needs. A maximum of three-story building may be installed with both indoor and outdoor spaces and meet with the architecture of the academic buildings surrounding it. No minimum or maximum parking on-site shall be required.

Native Garden & Greenhouse

For the Native Garden & Greenhouse area identified in Attachment A, Map 2, Capital Improvements, NG, the University desires to create an educational gardening space with a greenhouse to jumpstart a vision for Indigenous Traditional Ecological Knowledge (ITEK), implementing and promoting biodiversity, soil health, and ecosystem resiliency. This area is currently raw land that is planted and has water and electricity. The university envisions a new facility to accommodate the meeting and programming needs. A greenhouse will be installed and outdoor gardens will be planted. The university may install adjacent parking. No minimum or maximum parking on-site shall be required.

Conclusion

Like all development codes, these Design Guidelines will provide specific standards and direction to the University and its stakeholders. Renovation, development and wayfinding will all be improved by having this understanding with the City. While Master Plans cannot capture

all the future changes that may occur on a dynamic campus, it will provide the base standards for a new decade of success and positive growth.





2025 Facilities Master Plan Amendment Acknowledgments

We would like to acknowledge the following individuals and groups for their help in compiling this plan.

CONSULTANTS

Alan Harper, Land Use Consultant
ZCS, Architectural Consultant
Hathaway Larson, LLP, Legal

MASTER PLAN TEAM

Rob Patridge, Executive Sponsor & General Counsel
Leon Crouch, Director of Facilities Services
James McNamara, Projects & Planning Manager
Susan Dyssegard, Executive Assistant
Holly Frazier, Executive Assistant

SOU CABINET

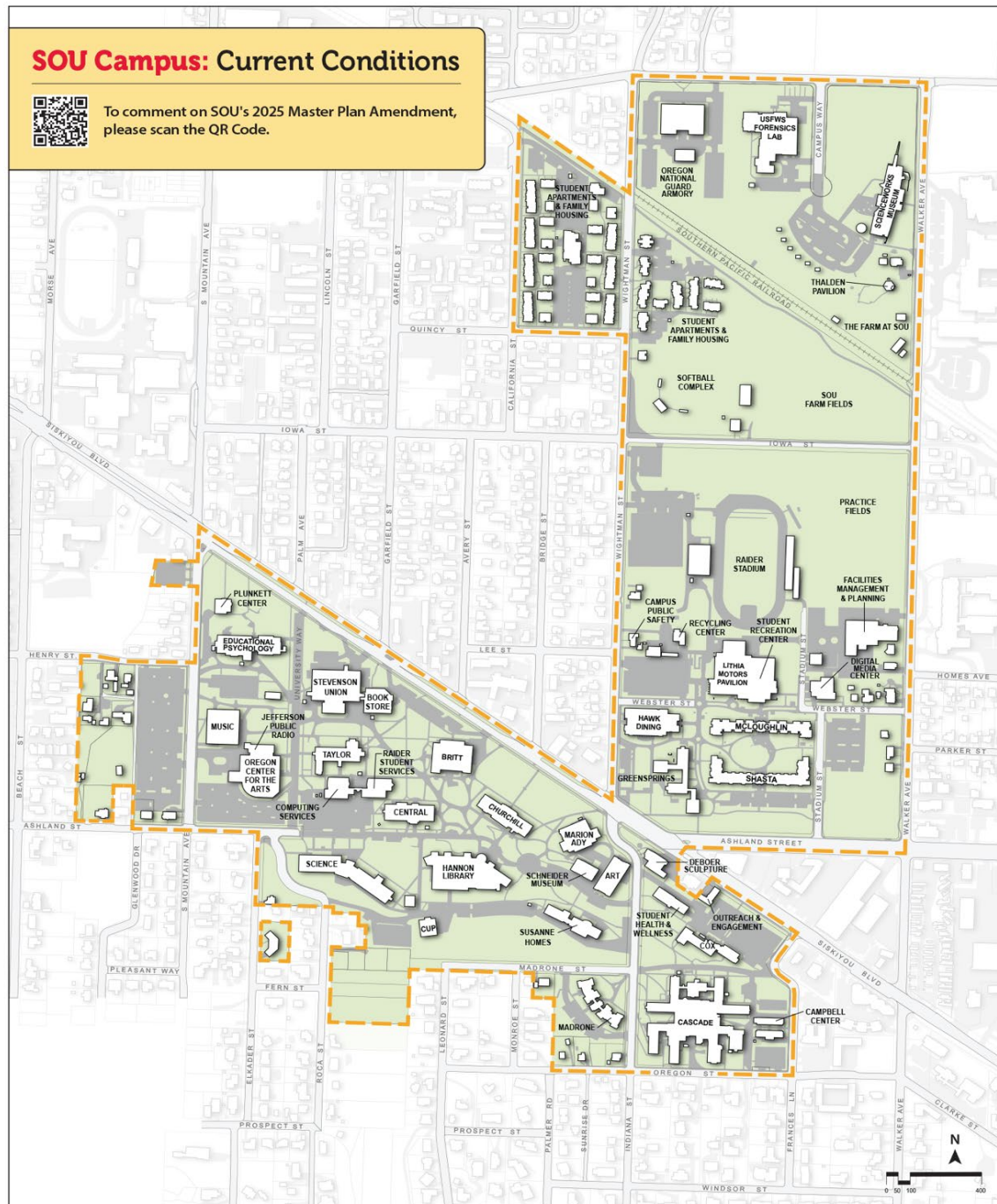
Dr. Richard J. Bailey, Jr., President
Dr. Casey Shillam, Executive Vice President & Provost
Dr. Peter Angstadt, Interim Vice President for Finance & Administration
Dr. Carson Howell, Vice President for Finance & Administration
Janet Fratella, Vice President for University Advancement
Rob Patridge, General Counsel
Sabrina Prud'homme, Board Secretary
Jonathan Chavez Baez, Assistant Vice President for Equity, Diversity & Inclusion
Dr. Carrie Vath, Dean of Students
Matt Sayre, Athletics Director

SPECIAL THANK YOU TO

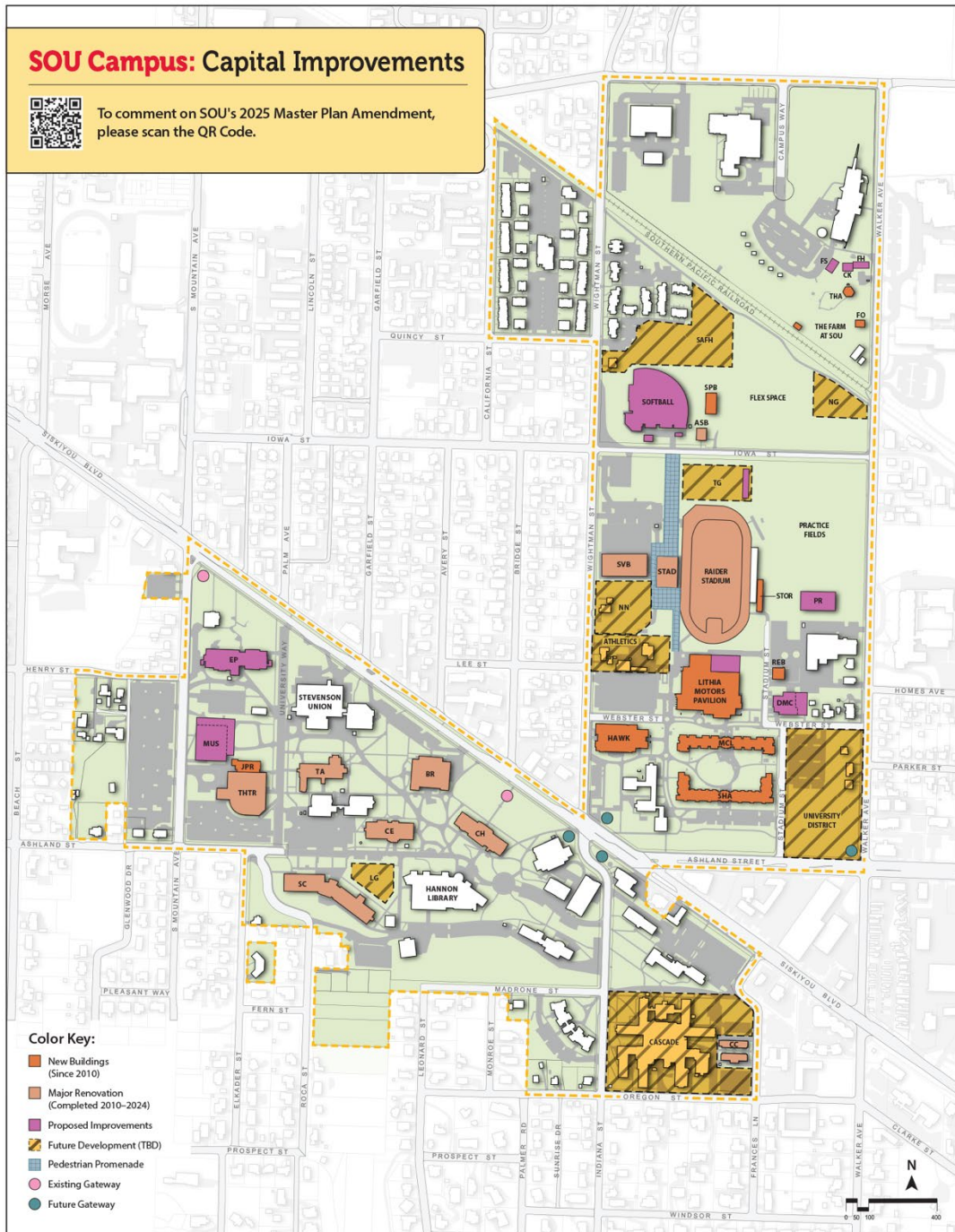
Faculty & Staff
Associated Students of Southern Oregon University (ASSOU)
Tiana Gilliland, President ASSOU
Dr. Vince Smith, Dean School of Science & Business
Becs Walker, Director of Sustainability
Kenwani'cahee Kravitz, Native Nations Liaison
Patricia Syquia, Attorney for the office of General Counsel

Appendix A — Maps

1) Current Conditions



2) Capital Improvements



3) Academic Facilities



Building Key:

INSTRUCTIONAL

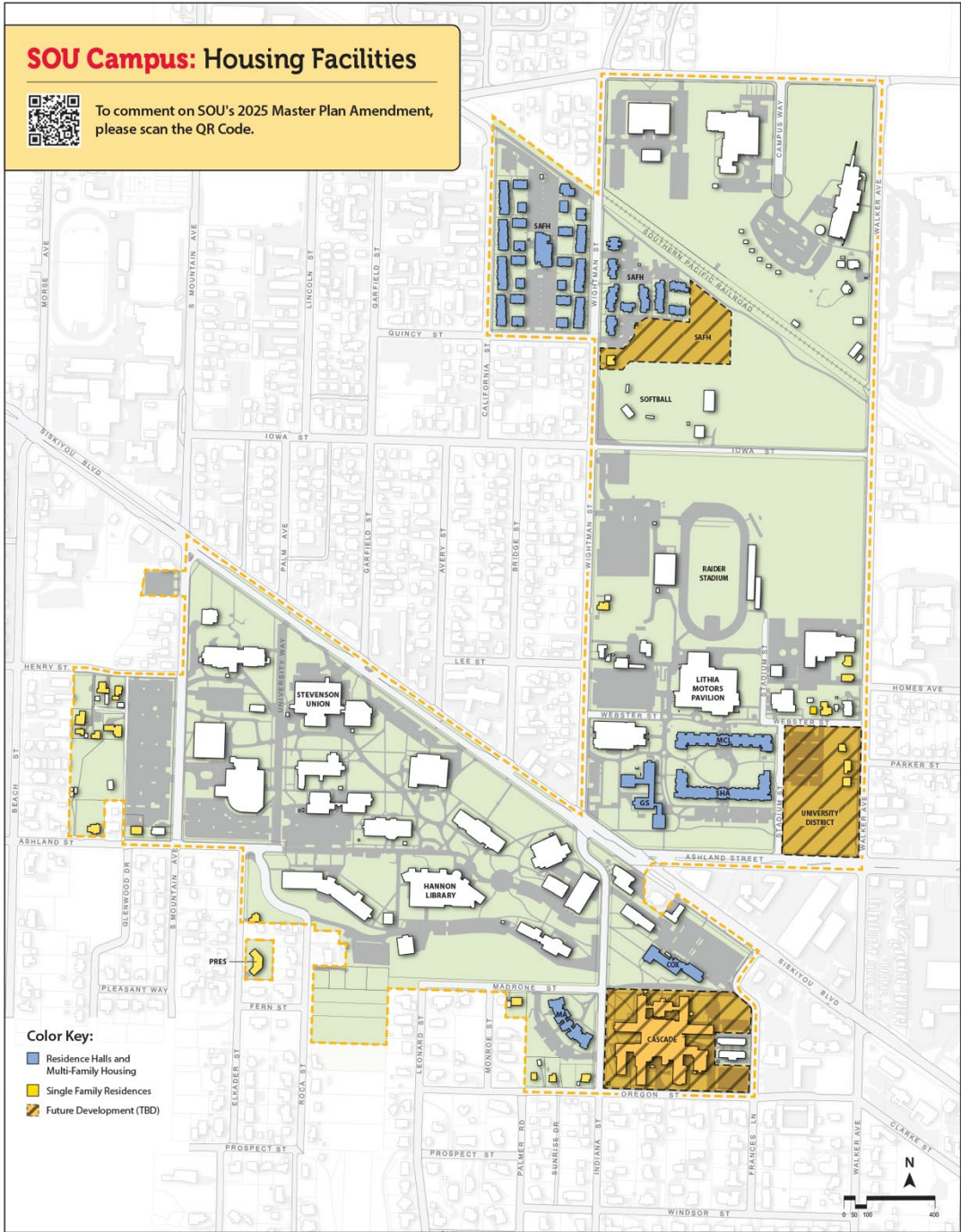
AB	Art Building	MUS	Music Building / Creative Industries
DB	Art East (DeBoer Sculpture)	NG	Native Garden / Greenhouse
BR	Britt Hall	SCH	Schneider Art Museum
CC	Campbell Center (OLLI)	SC	Science Building
CE	Central Hall	SCG	Sours Life Sciences Greenhouse
CH	Churchill Hall	SUS	Susanne Homes Hall
CS	Computing Services	TA	Taylor Hall
DMC	Digital Media Center	THA	Thalden Pavilion
EP	Education / Psychology	THTR	Theatre (Oregon Center for the Arts)
FO	Farm Operations		
LG	Learning Garden		
MA	Marion Ady		

SUPPORT

ASB	Athletics Services Building	MOT	Motor Pool Shop
BKS	Book Store	NTB	North Ticket Booth
CPS	Campus Public Safety	OFC	Offices (521 South Mountain)
CUP	Central Utility Plant	PLC	Plunkett Center
ECP	Extended Campus Programs	REB	Recreation Equipment Building
FA	Farm Admin Building	REC	Recycling Center
FMP	Facilities Management & Planning	SPB	Softball Practice Building
HAWK	Hawk Dining	SRB	Stadium Retail Booth
HAZ	Hazardous Materials Storage Building	STAD	Stadium Facility
IRR	Irrigation Filter Building	STOR	Stadium Storage Facility
JPR	Jefferson Public Radio	SHWC	Student Health & Wellness Center
MOD	Modular Office Building		



4) Housing Facilities



Building Key:

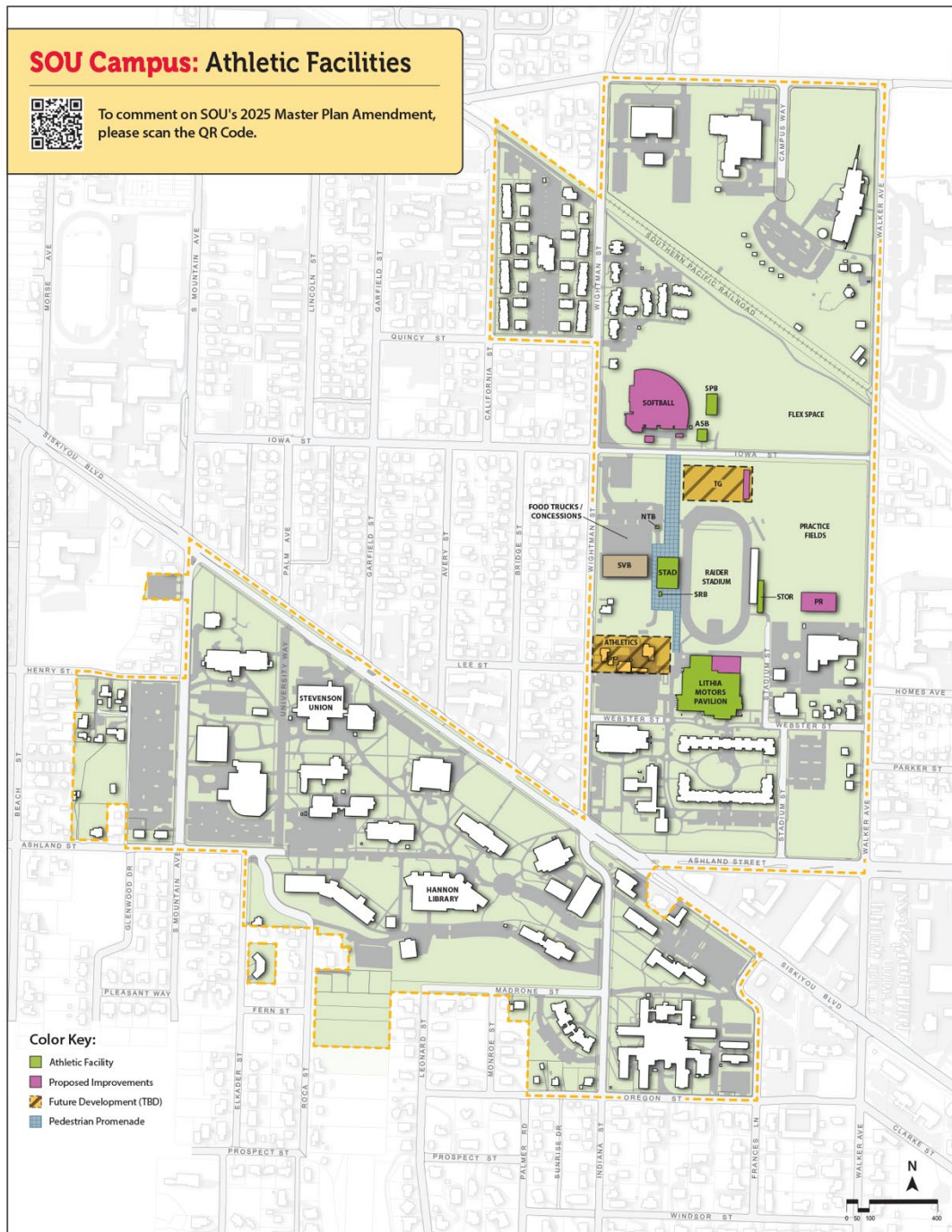
HOUSING

- COX Cox Residence Hall
GS Greensprings Residence Hall
MCL McLoughlin Residence Hall
MA Madrone Residence Hall
PRES President's Residence
SAFH Student Apartments and Family Housing
SHA Shasta Residence Hall

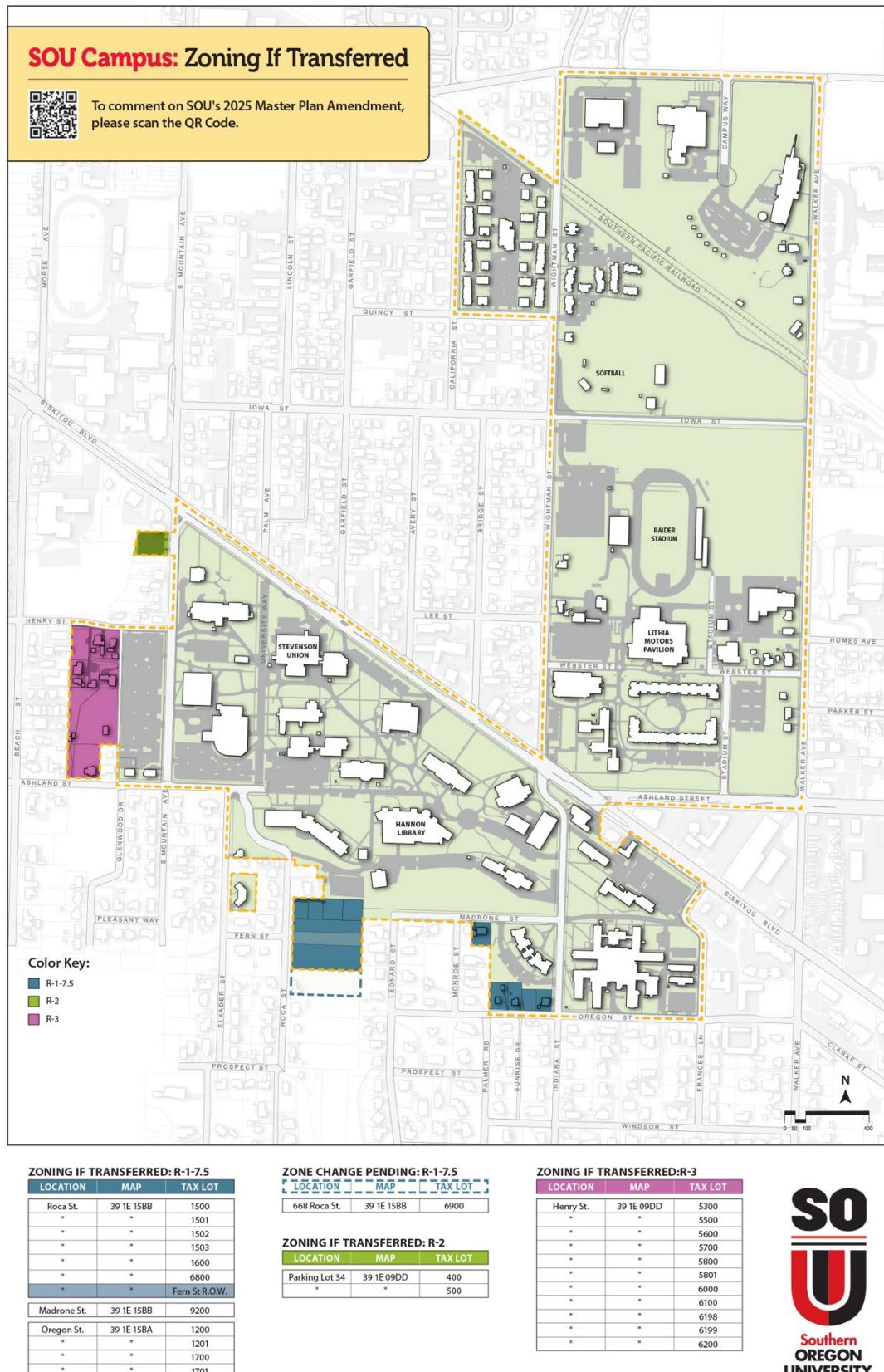
HOUSING TYPE	QUANTITY	NOTES
Residence Halls		
Total Beds Available	962	Unrestricted
Greensprings Beds Available	178	Seasonal (4 Months)
Student Apartments and Family Housing		
Studios	8	
One Bedroom	5	
Two Bedroom	97	
Three Bedroom	52	
Four Bedroom	4	
Single Family Residences		
Total Houses	23	13 Rented



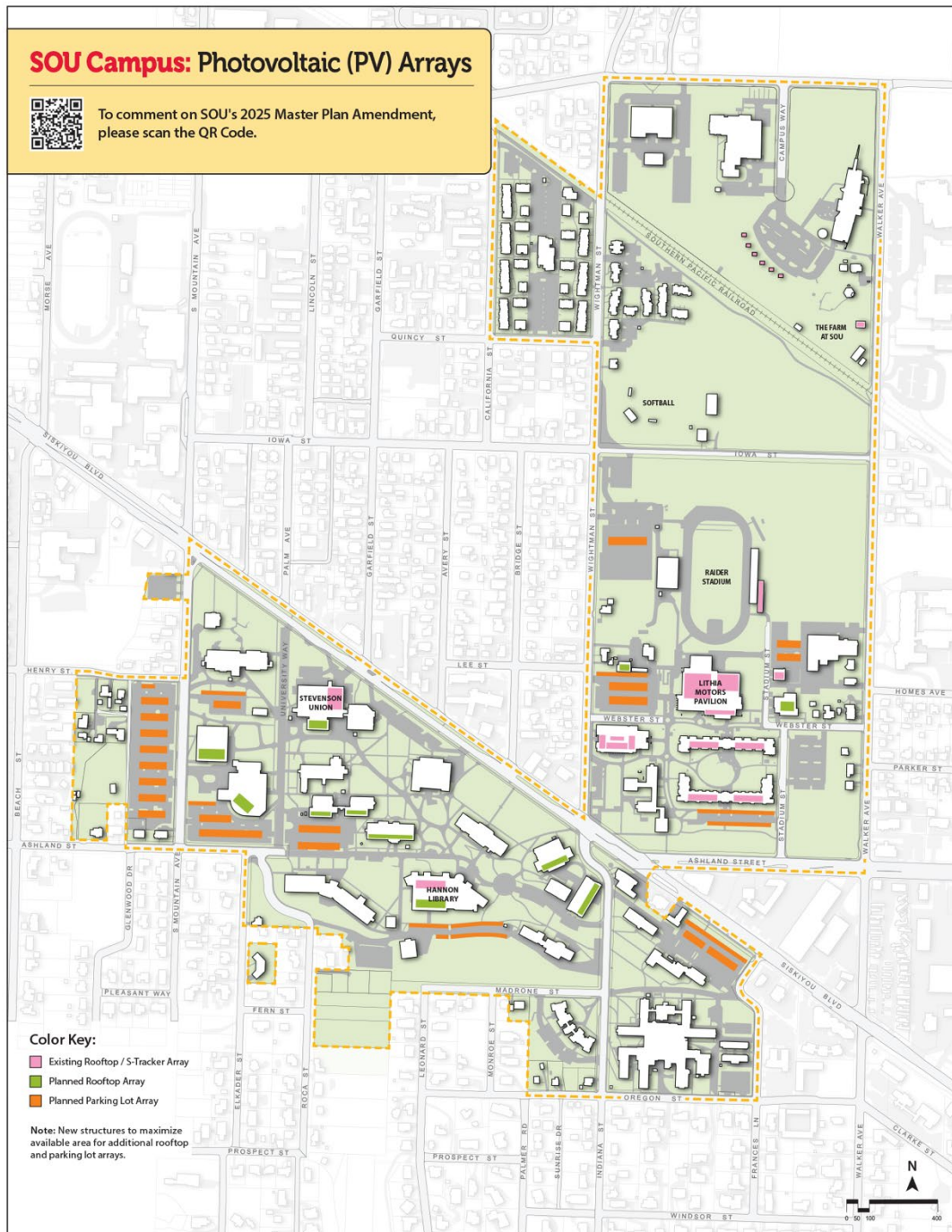
5) Athletic Facilities



6) Zoning if Transferred



7) Photovoltaic EV Arrays



Appendix B — Campus Facilities Details

Education & General (E & G) Buildings

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
SOU	B0035	ART BUILDING	Classrooms, Offices, Studios	19,254	100	2000		HVAC Upgrades scheduled 2025
SOU	B0128	ART EAST (DEBOR SCULPTURE)	Offices, Studios, Shops	6,870	100	1961	1997	
SOU	B0002	BRITT HALL	Classrooms, Offices	49,969	100	1936	2022-2024	Complete Building Renovation
SOU	B0182	CAMPBELL CENTER (OLLI)	Classrooms, Offices	5,311	100	1967	2019	
SOU	B0153	CAMPUS PUBLIC SAFETY	Offices, Storage	2,241	100	1958		Building in Poor Condition, Possible redevelopment of Site
SOU	B0012	CASCADE COMPLEX	Residence Halls	194,467	100	1964	1992(kitch-Din)	Complex to be demolished in 2025
SOU	B0013	CENTRAL HALL	Classrooms, Offices	56,544	100	1950	2022-2025	Complete Renewal to be completed 2025
SOU	B0018	CENTRAL HEAT PLANT	Utilities	9,918	100	1957	2019	
SOU	B0001	CHURCHILL HALL	Classrooms, Offices	36,098	100	1926	2011	Complete Building Renovation in 2012
SOU	B0006	COMPUTING SERVICES	Classrooms, Offices	32,770	100	1990		
SOU	B0056	DIGITAL MEDIA CENTER (DMC)	Classrooms, Offices	8,385	100	2003		Renovation & Small Addition planned for this MP cycle
SOU	B0020	EDUCATION/ PSYCHOLOGY	Classrooms, Offices	47,266	100	1973		Major Renovation planned in this MP cycle
SOU	B0191	EXTENDED CAMPUS PROGRAMS	Offices	2,384	100	1958		Building in Poor Condition, Possible redevelopment of Site
SOU	B0191	FACILITIES MANAGEMENT & PLANNING	Shops, Offices, Storage	34,375	100	1994		
SOU	B0222	FARM AT SOU - ADMIN BUILDING	Offices	1,612	100	1939		possible replacement in this MP cycle
SOU	B0222	FARM AT SOU - OPERATIONS BUILDING	Maintenance, Produce coolers	640	100	2019		
SOU	B0019	HANNON LIBRARY	Stacks, Classrooms, Offices	127,210	100	1967	2003	
SOU	B0060	HAZARDOUS WASTE STORAGE BUILDING	Storage	220	100	2007		
SOU	B0025	IRRIGATION FILTER BUILDING	Utilities	100	100	1970		
SOU	B0037	JEFFERSON PUBLIC RADIO (JPR)	Offices & Studios	6,468	100	2018		
SOU	various	JPR-REMOTE TRANSMITTER SITES	Utilities	2,356	100	various		
SOU	B0015(LITHIA), B0036(SRC)	LITHIA PAVILION-STUDENT REC CENTER	Gyms, Classrooms, Offices	94,021	100	2018		
SOU	B0009	MARION ADY	Classrooms, Offices, Studios	36,431	100	1958	2000	HVAC upgrades Planned for 2025
SOU	B0059	MEDFORD HIGHER EDUCATION CENTER	Classrooms, Offices, Labs	68,510	0.5	2008		
SOU	B0220	MODULAR OFFICE BUILDING	Offices	1,792	100	2011		

continues ...

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
SOU	B0154	MOTOR POOL SHOP	Vehicle Maintenance	2,420	100	1958		Possible redevelopment of site in this MP cycle
SOU	B0027	MUSIC BUILDING	Recital Hall, Classrooms, Offices	45,461	100	1970		Major Renovation-addition planned for this MP cycle
SOU	B0221	HAWK DINING	Food Service, Dining Hall	24,324	10	2012		
SOU	B0179	PLUNKETT CENTER	Offices	6,378	50	1890	1985	
SOU	B0016	PRESIDENTS RESIDENCE (610 ELKADER)	Residence	5,285	30	1950		
SOU	B033B	RECREATION EQUIPMENT BUILDING	Storage	3,391	1	2019		
SOU	B0155	RECYCLING CENTER	Trash Sorting & Recycling	960	1	1958	2019	
SOU	B0029	SCHNEIDER ART MUSEUM	Galleries, Offices	6,035	1	1985		Possible expansion or replacement in this MP cycle
SOU	B0010	SCIENCE BUILDING	Classrooms, Offices, Labs	80,998	1	1958	2016	
SOU	B0031	SOURS LIFE SCIENCES GREENHOUSE	Greenhouse	2,162	1	1980	2018	
SOU	B0033AB	STADIUM STORAGE FACILITY	Storage	1,920	33	2021		
SOU	B0014	STUDENT HEALTH & WELLNESS CENTER	Offices, Counseling, Clinical	11,016	100	1964		
SOU	B0005	SUSANNE HOMES HALL	Classrooms, Offices	39,163	100	1947		Possible renovation/adaptive reuse in this MP cycle
SOU	B0004	TAYLOR HALL	Classrooms, Offices	45,867	100	1965	2020	
SOU	B0028	THEATRE (OREGON CENTER FOR THE ARTS)	Performance, Shops, Offices	51,346	100	1981	2018	
SOU	B0118	521 SOUTH MOUNTAIN	Tutoring, Offices	2,436	100	1950		former rental house
				1,164,466				
Auxiliaries								
	B6852	STEVENSON UNION	Mtg rooms, food service, offices	95,600	0	1972		Possible renovation in this MP cycle
	B6837	STADIUM FACILITY	Weight rm, lockers, offices, seating	26,173	0	1983		
	B1917	ATHLETICS SERVICES BUILDING	Softball team room. Toilet rooms	1,380	0	1985		
		SOFTBALL PRACTICE BUILDING	Batting cages, storage	3,391	0	2014		
	B1916	NORTH TICKET BOOTH	Ticket sales	98	0	1983		
				126,642				
Residence Halls								
	B6858	COX HALL	Conference housing	43,826	0	1958		
	B6826	GREENSPRINGS	Residence Halls	84,799	0	1968		

continues . . .

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
	B6865	MADRONE HALL	Residence Hall	38,444	0	2005		
		SHASTA HALL	Residence Hall	106,582	0	2005		
		MCCLOUGHLIN HALL	Residence Hall	89,729	0	2013		
				363,380				
SAFH Multi-Family Housing Complex								
	B6686	Family Housing Unit #2	Apartments	4,308	0	1990		
	B6683	Family Housing Unit #22	Apartments	4,308	0	1990		
	B6822	Family Housing Unit #13	Apartments	2075	0	1990		
	B4624	Family Housing Unit #6	Apartments	10,298	0	1990		
	B6821	Family Housing Unit #12	Apartments	10,398	0	1990		
	B4754	Family Housing Unit #18	Apartments	10,398	0	1990		
	B4679	Old Mill Village Unit H	Apartments	4008	0	1996		
	B6688	Family Housing Unit #4	Apartments	6732	0	1990		
	B6685	Family Housing Unit #1	Apartments	3,419	0	1990		
	B6819	Family Housing Unit #10	Apartments	5,280	0	1990		
	B6861	Family Housing Unit #16	Apartments	5,280	0	1990		
	B4849	Old Mill Village Unit C	Apartments	4,008	0	1996		
	B4678	Old Mill Village Unit G	Apartments	4,008	0	1996		
	B6860	Family Housing Unit #15	Apartments	7,790	0	1990		
	B6849	Old Mill Village Unit F	Apartments	6,680	0	1996		
	B6847	Old Mill Village Unit D	Apartments	2,906	0	1996		
	B4750	Old Mill Village Unit A	Apartments	4,008	0	1996		
	B4752	Old Mill Village Unit B	Apartments	5,526	0	1996		
	B6848	Old Mill Village Unit E	Apartments	5,708	0	1996		
	B4753	Old Mill Village Unit I	Apartments	5,600	0	1996		
	B4755	Family Housing Unit #19	Apartments	2,458	0	1990		
	B4625	Family Housing Unit #7	Apartments	2,458	0	1990		
	B6682	Family Housing Unit #21	Apartments	8,548	0	1990		
	B6818	Family Housing Unit #9	Apartments	8,548	0	1990		
	B6680	Family Housing Unit #20	Apartments	3,632	0	1990		
	B6687	Family Housing Unit #3	Apartments	3,632	0	1990		
	B4623	Family Housing Unit #5	Apartments	3,632	0	1990		
	B6726	Family Housing Unit #8	Apartments	3,632	0	1990		

continues ...

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
	B6820	Family Housing Unit #11	Apartments	3,640	0	1990		
	B4677	Family Housing Unit #14	Apartments	3,640	0	1990		
	B1915	Family Housing Unit #17	Apartments	3,640	0	1990		
	B1919	FH Maintenance Bldg	Shop + Storage	2,020	0	1990		
	B6684	FH Community Bldg	mtg rooms, daycare, laundry, Offices	8,501	0	1990	Addition/remodel 2004	
				170,719				
Houses (rentals & vacant)								
	B1507	1555 Webster St	house	1,630	0			SOU acquired 1966
	B2011	381 Walker Ave	house	1,124	0			SOU acquired 1970
	B2192	1049 Ashland St	house	2,200	0	1900		
	B1887	1066-1066 1/2 Henry St	house + converted garage	1,428	0			SOU acquired 1973
	B1920	1038 Henry St	house	1,529	0			SOU acquired 1979
	B2279	393 Walker Ave	house	1,144	0			SOU acquired 1970
	B1881	1077 Ashland St	house	2,200	0	1940		
	B2010	1060 Henry St	house	1,396	0	1935		
	B2278	1551 Webster St	house	765	0			SOU acquired 1969
	B1884	380 Wightman St	house	3,128	0			SOU acquired 1979
	B1888	1040 Henry St	house	633	0	1950		
	B1889	1058 Henry St	house	754	0	1950		
	B1882	697 Indiana St	house	2,180	0			SOU acquired 1969
	B1933	580 Elkader	house	1,056	0	1961		
	B1883	164 Wightman St	house	798	0	1950		
	B1892	435 Walker Ave	house	850	0			SOU acquired 1966
	B2283	455 Walker Ave	house	2,710	0			SOU acquired 1966
	B1513	1352 Madrone St	house	1,333	0			SOU acquired 1973
	B1922	421 Walker Ave	house	1,732	0			SOU acquired 1966
		1349 Oregon St	house	667	0	1948		
		1383 Oregon St	house	2,296	0			SOU acquired 1964
	B1923	1056 Henry St	house	1,396	0	1890		
	B1891	467 Walker Ave	house	2,224	0			SOU acquired 1966
				35,173				
	Summary	Square Footage						
	E&G Buildings	1,164,466						
	Auxiliaries	126,642						
	Residence Halls	363,380						
	Family Housing Complex	170,719						
	Houses	35,173						
	SOU total(gsf)	1,860,380						

END

Appendix C — The Farm Design and Site Plan Documents





 SOUTHERN OREGON STATE UNIVERSITY 1200 UNIVERSITY AVENUE ASTORIA, OREGON 97103	
CONSULTANT:	
	
SOU SUSTAINABLE FARM SOUTHERN OREGON UNIVERSITY 1200 UNIVERSITY AVENUE ASTORIA, OREGON 97103	
RECEIVED DATE: _____ BY: _____ TITLE: _____ DEPT: _____ PHONE: _____ FAX: _____	THE WATER AGENCY 1100 N. 10TH ST. ASTORIA, OREGON 97103 PHONE: 325-2222 FAX: 325-2222
SO-CHEMISTICAL DESIGN Drawing Title: _____ Drawing No.: _____	

[illegible]



PHASE 3 IMAGERY



ARCHITECT
HARRIS, HAYES & ASSOCIATES, LLC
1000 N. 10TH AVE.
SUITE 100
PORTLAND, OR 97227
503.255.1111

SEAL OF THE ARCHITECT
STATE OF OREGON
NO. 10000
EXPIRATION DATE 12/31/2018

SOU SUSTAINABLE FARM
SOUTHERN OREGON UNIVERSITY
155 Walker Ave
Astoria, OR 97103

REVISION	DATE

DATE: 03/20/20
DRAWN BY: JH
CHECKED BY: JH
SCALE: 1/8" = 1'-0"

SCHEMATIC DESIGN

Drawing Title: _____
INCHES: _____
Drawing No.: **L 8**

155 Walker Ave



- Classroom/Lab
- Offices
- Sustainability Demonstration (ScienceWorks)
- Equipment Storage
- Commercial Kitchen
- Restrooms
- 3,960 Square feet





Council Business Meeting

Date: August 19, 2025

Agenda Item	Emergency Shelter Contract Amendment – Phase 2 Guaranteed Maximum Construction Price
Department	Public Works
From	Scott Fleury, Director

TIME ESTIMATE

20 Minutes

CATEGORY

Contract Approval - as the contract board, confirm proper procedure with a motion to approve.

SUMMARY

As established in Ashland Municipal Code (AMC) 2.50, the City Council acts as the local contract review board ensuring proper procurement procedures are utilized by staff in procuring services for the City of Ashland. This agenda item is to approve a contract amendment with Outlier Construction to implement Phase II Construction Improvements to 2200 Ashland St.

POLICIES, PLANS & GOALS SUPPORTED

Vision Statements for Success

- Ashland is a resilient, sustainable community that maintains the distinctive quality of place for which it is known
- We will continue to be a unique and caring city that stresses environmental conservation, fosters artistic expression, and is open to new ideas and innovation
- We will plan and direct our efforts to fulfill this Vision for the long term with a constant view toward being an open, welcoming community for all with a positive economic future

Community

- Community affordability, including available housing and childcare
- Belonging through mutual respect and openness, inclusion, and equity
- Quality of life that underpins the City's economic vibrancy
- Environmental resilience, including addressing climate change and ecosystem conservation
- Regional cooperation, including in support for public safety and homelessness

Organization

- Respect for the citizens we serve, for each other, and for the work we do
- Excellence in governance and city services
- Sustainability through creativity, affordability, and rightsized service delivery
- Public safety, including emergency preparedness for climate change risk
- Quality infrastructure and facilities through timely maintenance and community investment

BACKGROUND AND ADDITIONAL INFORMATION

Timeline

- August 15, 2023 – City Council approves purchase of 2200 Ashland St for use as an emergency shelter
- April 2, 2024 – Ad Hoc Committee established to provide recommendations for site use





Council Business Meeting

- November 18, 2024 – Ad Hoc Committee presents 2200 Ashland St Master Plan recommendations
- January 21, 2025 – City Council adopts the 2200 Ashland St Master Plan
- March 4, 2025 – Emergency Shelter Upgrade project for 2200 Ashland St posted on OregonBuys for public bid
- April 3, 2025 – Public bidding closes
- April 9, 2025 - Intent to Award to Outlier Construction posted
- May 21, 2025 – City enters Design-Build contract with Outlier Construction for up to \$43,640 for Phase I Schematic Design and Code Evaluation
- July 29, 2025 – City amends Design-Build contract to include up to \$42,020 for Phase I Construction Documents
- August 8, 2025 - City receives GMP Budget Estimate for Phase 2 construction

Project Summary

In 2023, the City of Ashland purchased 2200 Ashland St for use as an emergency shelter. In April 2024, the City formed an Ad Hoc Committee to make recommendations on the use and management of the building and site. Their work resulted in the 2200 Ashland St Master Plan, which was adopted by City Council on December 12, 2024.

The 2200 Ashland St Master Plan recommends that the on-site building be improved to (a) provide safe and secure shelter from severe weather and smoke, and (b) provide indoor day-services, including offices for social service providers, space for trainings and meetings, laundry, showers, and day storage.

To meet those recommendations from the 2200 Ashland St Master Plan, the City solicited bids for a design-build project to:

- Renovate and retrofit the building to ensure it meets egress and fire code standards to allow for its use as an emergency inclement weather shelter.
- Allow for sleeping throughout the building, including the garage area, during emergencies and severe weather events.
- Provide shower and restroom facilities in the main facility
- Provide shower and restroom facilities in the garage
- Provide laundry facilities to allow for two washers and dryers.

Bidding Procedure and Contract Process

Solicitation Process: Formal Design Build

Project Type: Design-Build in three phases

- Phase I: Preconstruction Services (schematic design, code evaluation, construction documents, and guaranteed maximum construction price for the recommended improvements).
- Phase II: Construction Services (final design, permitting, construction, and post-construction tasks including operation and maintenance manuals and relevant performance testing).
- Phase III: Warranty (one-year warranty period for improvements)

Number of Bids Received: 4

Selected Contractor: Outlier Construction

Implemented Contract:



Council Business Meeting

- May 21, 2025 – Design-Build contract with Outlier Construction for up to \$43,640 for Phase I Schematic Design and Code Evaluation
- July 29, 2025 –Design-Build contract amendment to include up to \$42,020 for Phase I Construction Documents

Project Status: Phase I Completed, Phase II work pending contract amendment approval.

Phase II Contract Amendment

Outlier Construction and subcontractor Arkitek have developed the construction design documents for the improvements to 2200 Ashland St (attached to this report). The Guaranteed Maximum Construction price for implementing that design is \$856,593 with no alternate additions.

The optional alternate additions are:

Alternate #1: Upgrade HVAC system to provide heating/cooling to the garage-shelter area - \$60,622

Alternate #2: Provide utilities to outdoor shower trailer location - \$30,721

FISCAL IMPACTS

The City budgeted \$856,178 in BN25-27 for this project. To date, \$85,640 has been spent on Phase I, leaving \$770,538 budgeted funds remaining.

Amendment Options	Total Not-to-Exceed Amount	Max Amount Over Budget
No alternate additions	\$856,593	\$86,355
With Alternate #1	\$917,215	\$146,677
With Alternate #2	\$887,314	\$116,776
With Alternate #1 + #2	\$947,936	\$177,398

If a contract amendment is approved, a budget supplemental will be used to adjust any costs over budget. The following options are ways to address a budget shortfall:

- Additional Opioid Settlement Funds – The City currently has approximately \$600,000 in Opioid Settlement Funds, of which \$500,000 is earmarked for the Emergency Shelter Upgrades. The City anticipates receiving \$100K-\$300K per year in additional opioid settlement funds over the next seven years.
- General Fund Contingency – The General Fund currently has \$1,256,376 in contingency funds available.

The budgeted funds are a mix of Opioid Settlement Funds and Community Development Block Grant (CDBG) Funds. If the project does not move forward, the City will be required to quickly prepare a new plan for the use of the CDBG funds per reporting and timing requirements. A memo from the City's Legal Department is attached to this report addresses the use of opioid settlement funds for this project.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

- I move to approve the contract amendment with Outlier Construction Company for the Emergency Shelter Upgrade Project in an amount not to exceed \$856,593.
- I move to approve the contract amendment with Outlier Construction Company for the Emergency Shelter Upgrade Project including alternate #1 in an amount not to exceed \$917,215.





Council Business Meeting

- I move to approve the contract amendment with Outlier Construction Company for the Emergency Shelter Upgrade Project including alternates #1 & 2 in an amount not to exceed \$947,936.

REFERENCES & ATTACHMENTS

1. 2200 Ashland St. Master Plan Report
2. 2200 Ashland Shelter - Preliminary Design
3. Ashland Emergency Shelter GMP Proposal - 8.8.25
4. 2022-12 Design Build Upgrades Ashland Emergency Shelter Bid Package
5. Memo Legal-Opioid



TO: Ashland City Council
FROM: 2200 Ashland St. Master Plan Ad hoc Committee
DATE: November 12, 2024
SUBJECT: **2200 Ashland St. Master Plan Recommendations**

The Committee

City Council appointed the 2200 Ashland St. Master Plan Ad hoc Committee to develop a Master Plan, which can serve as the basis for cost estimates and as a tool to leverage new funding for renovations and operations. The Committee was comprised of neighbors, people who have lived experienced with homelessness, advocates, and three non-voting members of City Council.

Jason Houk	Member
Rachel Jones	Member
Matthew McMillan	Member
Debbie Neisewander	Member
Avram Sacks	Member
Trina Sanford	Member
Allison Wildman	Member
Tonya Graham, Mayor	Non-voting Member
Gina DuQuenne, City Councilor	Non-voting Member
Bob Kaplan, City Councilor	Non-voting Member

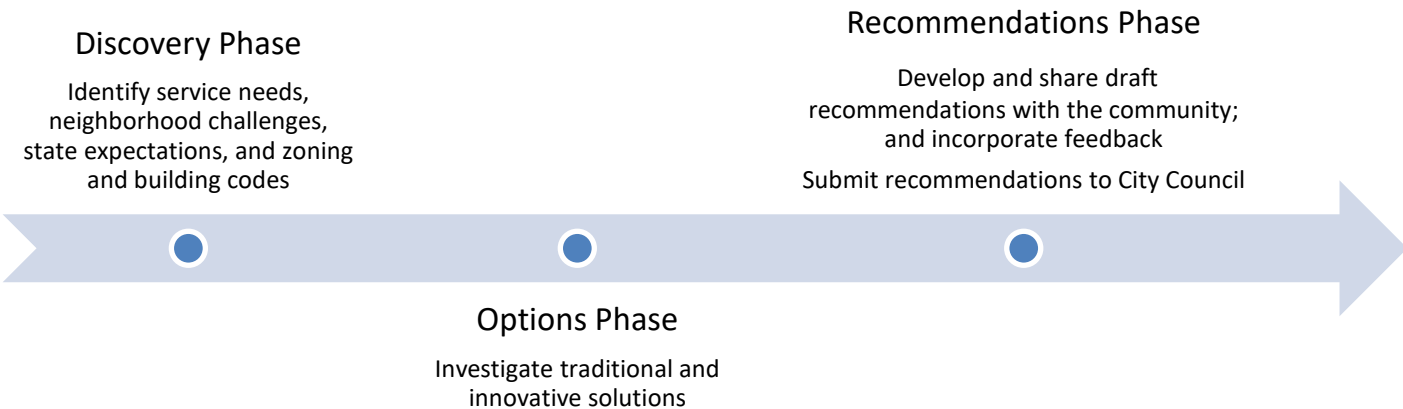
The Charge

The Committee's charge was to develop a master plan for the use of the 2200 Ashland St. property that

1. provides services to people experiencing homelessness,
2. furthers the community's goals regarding homeless services and affordable housing,
3. enhances the experience of the surrounding area.

The Timeline

The Committee began its work in June 2024 and concludes with this report presented for a City Council Study Session on November 18 and Council action on December 3, 2024.



The Role of the 2200 Ashland St. Master Plan

Having a property master plan is the foundation for

- Prioritizing site use
- Detailed facility design, for which cost estimates can be determined, and
- Seeking funding for site improvements and program operations.

All three steps above (prioritizing, designing, and funding) will take time, and thus mean a phased approach to implementing services.

Some components of the master plan will be immediate. For example, the site will continue to be used as a Severe Weather/Smoke Shelter, and it will be available as a community space in case of emergencies. These pre-determined uses are incorporated into the master plan and supported within the current City Budget.

The Limitations of the 2200 Ashland St. Master Plan

The 2200 Ashland St. Master Plan is only a small part of what is needed to address and prevent homelessness in Ashland and the surrounding region. **The need is much greater than can be met on this property.**

The services described in the 2200 Ashland St. Master Plan are intended to complement and not duplicate or compete with other services, as each plays a different role in addressing community needs.

Acknowledging the Challenges

As individuals, families, and interconnected sectors of the greater Ashland community, we recognize that the condition we call “homelessness” has many challenges. It is through the transparent examination of steps – and mis-steps – that the 2200 Ashland St. Master Plan Ad hoc Committee believes well-planned and well-managed efforts can create positive outcomes for everyone.

The Recommendations

The recommendations from the 2200 Ashland St. Master Plan Ad hoc Committee are based on the committee’s understanding of the directive to produce a Master Plan that

- Serves people experiencing homelessness, beyond just a severe weather shelter
- Does not foster negative impacts on the surrounding area

Attached, please find the Ad hoc Committee recommendations for 2200 Ashland St. **Site Use** (pgs. 3-4) and **Site Management** (pg. 5), as well as **Other Considerations** (pg. 6).

2200 Ashland St. Site Use

A. Severe Weather/Smoke Shelter

As directed by Council, 2200 Ashland St. shall be used to provide safe and secure shelter from severe weather and smoke, with every reasonable attempt made to provide adequate storage for personal belongings. Persons shall abide by City-approved rules and be allowed to access the service without an appointment. The Severe Weather/Smoke Shelter will be prioritized for facility improvements to eliminate barriers to providing this essential service.

B. Indoor Day Services by Appointment

Except for the Severe Weather/Smoke Shelter, any services provided on site shall be by appointment or pre-registration. The following indoor, daytime, by-appointment services are appropriate to be provided at this property:

1. Offices for social service providers to meet with clients
2. Laundry
3. Showers
4. Day storage

C. Transitional Housing

The property is appropriate to help meet the need for Transitional Housing, including Bridge Housing, as defined below:

- Transitional Housing provides up to 24 months of training, counseling, and support for clients to then move into a subsidized housing program with ongoing case management or housing without subsidy.
- Bridge Housing provides short-term housing for individuals who can be self-sufficient (e.g., they have a housing voucher or are enrolled in a subsidized housing program) but are seeking a rental unit.

The following facilities are appropriate for Transitional/Bridge Housing at the site:

1. Boarding Rooms in the existing building.
2. Tiny Home Village, where individuals or couples can reside in self-contained tiny homes, complete with bathrooms and kitchens.
3. Multi-floor Efficiency Apartments, also for individuals or couples, but making for more efficient use of the space.



D. Space for Training and Meetings

The site allow scheduling of appropriate space for training and meetings related to housing and homeless services.

E. Administrative Offices

The site allow for a limited number of office spaces for administrative use by organizations addressing housing and homeless services.

F. Maintenance

The property be fenced and well-maintained. The detailed Facility Plan should include placement of additional trees, as well as upgraded fire-safe landscaping. Continuous weed abatement and regular maintenance is necessary to ensure that the property is visually appealing, in keeping with the standards of other City buildings and properties and the goal of ensuring this property meets the goal of enhancing the experience of the surrounding area.

G. Amenities

The property include a multipurpose space that can be used for classes and meetings, as well as activities in response to a community emergency (e.g., flood, fire, earthquake).

The site include an adequate number of indoor restrooms to meet the needs for use, including the needs of participants at the Severe Weather/Smoke Shelter.

Other amenities be offered, including bicycle racks, visually appealing screening of any outdoor recycling or garbage bins (enclosed and locked), informational signage, and low-impact night lighting to be continuously illuminated. In addition, the City of Ashland should improve or replace the dilapidated shed attached to the west side of the building.

H. Prohibited Uses

Except for the Severe Weather/Smoke Shelter, the 2200 Ashland St. property shall not include:

1. Camping (including tents, cars, or other vehicles)
2. Low-barrier and/or congregate shelter
3. Porta-potties that are not fully screened and roofed
4. Service trailers
5. Drop-in services
6. Pallet houses

Exceptions may be made, particularly in response to a community emergency (e.g., flood, fire, earthquake).

2200 Ashland St. Site Management

Details regarding policies, rules, expectations, and responsibilities, referenced below are further discussed in "Other Considerations" on page 6.

- A. The City of Ashland shall provide strong and continuous contract management for program providers, with approval of program and site management policies before delivering services. Policies should include standards for client services, security, exit planning, and staff training.
- B. All clients (residents and non-residents) shall be provided a client bill of rights and supported with best practices in social services and coordination with other community resources to help them achieve self-sufficiency.
- C. The City of Ashland shall establish an ongoing 2200 Ashland St. advisory committee.
- D. Expectations shall be laid out in seeking service providers who will work with the City and surrounding area to deliver high-quality services and mitigate any concerns that arise.
- E. Clients served at this location shall abide by clearly communicated rules.
- F. Clients shall agree to a code of conduct and sign a behavior contract that describes expectations and protocols for completing or terminating services.
- G. This site is not suited to host or serve individuals who are unable to abide by the code of conduct and behavior contract. Services at this site appropriately focus on serving those who are taking steps toward self-sufficiency and are identified as such through a simple provider referral. This process will help ensure appropriate matching of needs and services.
- H. Residential stays shall be for a duration sufficient for individuals to prepare for self-sufficient living; likely no longer than 24 months.
- I. Residents shall be supported through services offered at this site in activities to increase their ability to be self-sufficient in stable housing.

Other Considerations

2200 Ashland St. is just one City-owned property, with a dedicated purpose to serve people experiencing homelessness. The location of this property and existence of a major homeless services center that is equipped to handle crisis situations within one mile of the site were major factors in shaping these recommendations.

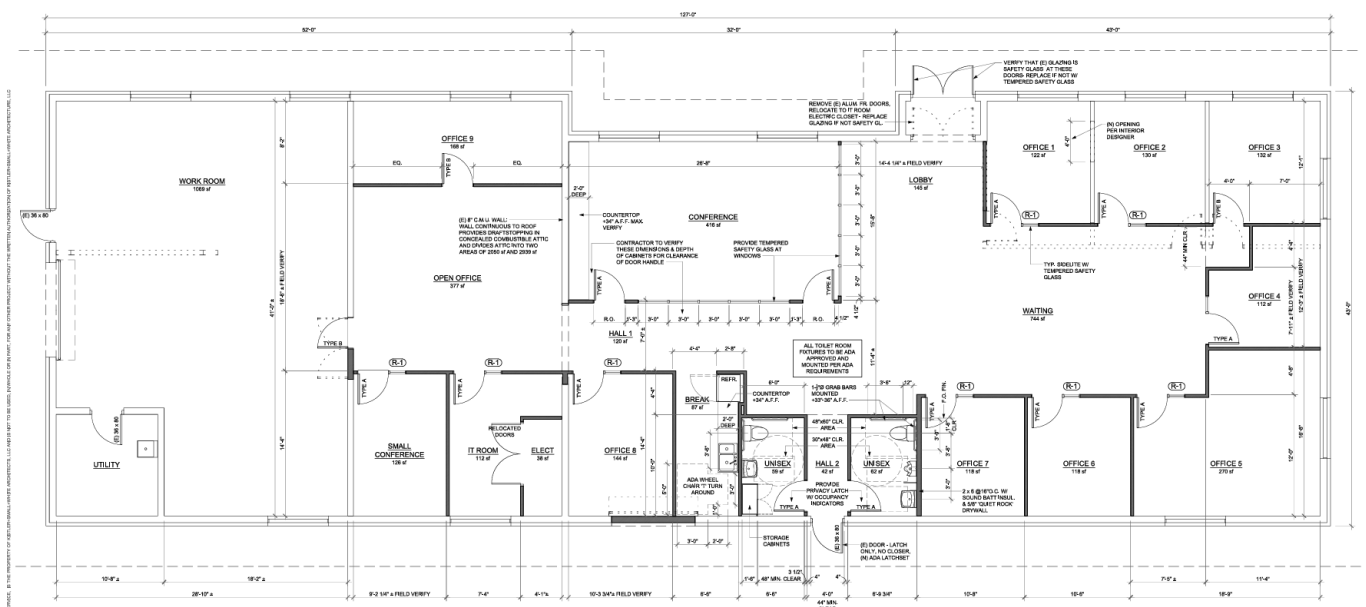
The site cannot meet all needs, or even the most critical needs of people experiencing homelessness. Anything located at the site should be well designed and complement other services offered by community partners. To that end, the following recommendations are offered:

- A. Services at 2200 Ashland St. be coordinated with other resources throughout the region to facilitate effective access to a network of homeless services.
- B. The City of Ashland use the action framework provided in the August 2024 Homeless Services Assessment Report to implement other viable and promising actions to help resolve and/or reduce homelessness, without further concentrating homeless services in south Ashland.
- C. The City of Ashland fill the staff position approved by Council to assist the City in advancing a coordinated and well-articulated approach to homelessness services, including supporting implementation of the recommendations within this document.
- D. The City of Ashland develop a communications and engagement plan for use with key stakeholders, including those in the surrounding area and potential clients to be served on the site.
- E. To expedite implementation, the City Council extend or otherwise re-charter the Ad hoc Committee with representatives from the surrounding area, as well as people with lived experience of homelessness to assist the City with the development of the following:
 1. A Site Plan Design that incorporates elements of these recommendations;
 2. A checklist for program and site management requirements (e.g., standards for client services, security, exit planning, and staff training);
 3. A client "bill of rights," code of conduct, and behavior contract;
 4. A set of site rules;
 5. The role of an ongoing 2200 Ashland St. Advisory Committee;
 6. Components of a communications and engagement plan for use with key stakeholders, including those in the surrounding area and potential clients to be served on site; and
 7. Interim uses for the site.

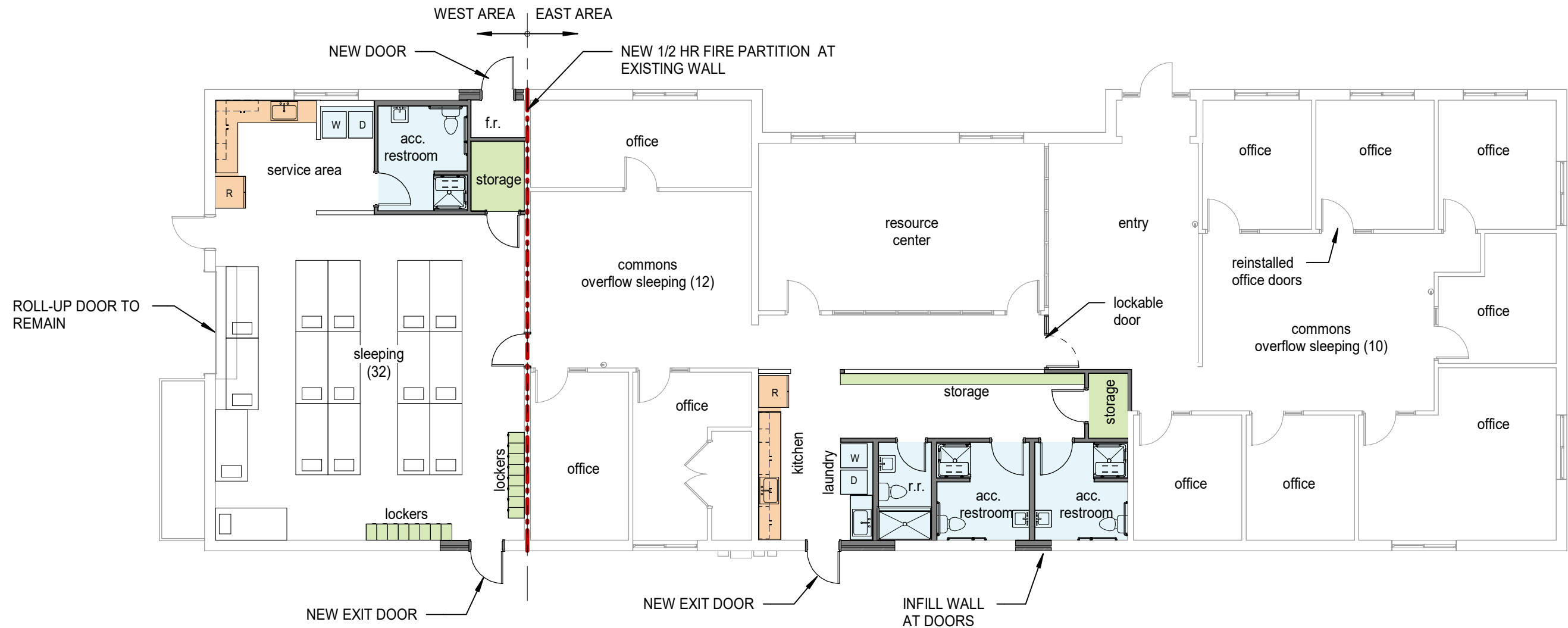
Attachment: 2200 Ashland St. site map and floor plan of existing building



Land: 52,272 sq. ft. (1.20 acres)



5,333 sq. ft. finished interior



BUILDING OPERATIONS NARRATIVE

COMMUNITY RESOURCE CENTER:
 OFFICE STAFF AND VISITORS: 51
 STAFF IN STORAGE AREA: 4

10 PRIVATE COMMUNITY SUPPORT OFFICES
 COMMUNITY RESOURCE CENTER
 LAUNDRY AVAILABLE
 WEST AREA USED FOR STORAGE

PLUMBING FIXTURES REQUIRED:
 • 4 TOILETS, 2 SINKS, 0 SHOWERS

PLUMBING FIXTURES PROVIDED:
 • 4 TOILETS, 4 SINKS, 4 SHOWERS

EMERGENCY SHELTER:
 SLEEPING CAPACITY: 32 GUEST IN WEST AREA
 OVERNIGHT STAFF: 2

WEST AREA SET UP AS SHELTER
 EAST AREA RESTROOMS/ RESOURCE CENTER OPEN
 EAST AREA OFFICES SECURED

PLUMBING FIXTURES REQUIRED:
 • 4 TOILETS, 4 SINKS, 4 SHOWERS

PLUMBING FIXTURES PROVIDED:
 • 4 TOILETS, 4 SINKS, 4 SHOWERS

EXTREME WEATHER OVERFLOW SHELTER:
 SLEEPING CAPACITY: 32 GUEST IN WEST AREA
 22 GUEST IN EAST AREA
 OVERNIGHT STAFF: 4

WEST AREA SET UP AS SHELTER
 EAST AREA RESTROOMS/ RESOURCE CENTER OPEN
 EAST AREA OVERFLOW SLEEPING AREAS OPEN
 EAST AREA OFFICES SECURED

PLUMBING FIXTURES REQUIRED:
 • 6 TOILETS, 6 SINKS, 7 SHOWERS

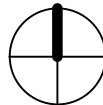
PLUMBING FIXTURES PROVIDED:
 • 4 TOILETS, 4 SINKS, 4 SHOWERS
 • SHOWER TRAILER W/ 3 SHOWERS REQUIRED
 • 2 PORTABLE TOILETS REQUIRED

PROPOSED BUILDING PROGRAM

EAST AREA:
 SLEEPING CAPACITY: 22 OVERFLOW (BUNK)
 PRIVATE OFFICES: 10
 RESTROOMS: 3 UNISEX W/ SHOWER (2 ACCESSIBLE)
 WARMING KITCHEN: REFRIGERATOR, SINK, MICROWAVE
 LAUNDRY: WASHER, DRYER, WASHOUT SINK

WEST AREA:
 SLEEPING CAPACITY: 32 (BUNK)
 RESTROOMS: 1 UNISEX W/ SHOWER (ACCESSIBLE)
 WARMING KITCHEN: REFRIGERATOR, SINK, MICROWAVE
 LAUNDRY: WASHER, DRYER
 LOCKERS: 32 (12"x18"x72" TWO-TIER)

PROPOSED FLOOR PLAN
 SCALE: 3/32"=1'-0"



2200 ASHLAND ST SHELTER
 CITY OF ASHLAND



OUTLIER

CONSTRUCTION CO.

ASHLAND EMERGENCY SHELTER RENOVATIONS

To: City of Ashland – Scott Fleury

Date: 08.08.2025

Project Address: 2200 Ashland St, Ashland, Oregon 97520

Description: Outlier Construction is providing a GMP Budget Estimate based on Permit Set documents provided by Arkitek Design & Architecture dated 07.28.2025. Due to project schedule requirements, Outlier has identified line items on the estimate breakdown (included within this document) identifying allowances on scopes of work that are currently out to bid. Once subcontractor bids are received, these allowances will be reconciled via change request to the project.

Proposed GMP Amendment Amount: \$856,593

Alternate 1 – Additional Cooling to Garage/Shelter Area: \$60,622

Alternate 2 – Utilities to Shower Trailer Location: \$30,721

- **Permit Set GMP Budget and Estimating Recap:**

- Design and Precon Services to SD Documents - Original Contract Amount - \$43,640
- Design and Precon Services to CD Documents – Amendment 1 - \$42,020
- Proposed GMP Amendment (without alternates) - \$856,593

- **Proposed Total GMP (without alternates) - \$942,253**

- **Budget Qualifications**

- Budget includes a 5% contractor contingency to be utilized by Outlier Construction with owner approval.
- Budget includes Davis-Bacon Prevailing Wage Rates per city direction.
- Finish scope is limited to areas of the building that will be impacted for renovations. When possible, existing finishes will remain in unrenovated areas. See finish plan and schedule in documents provided by Arkitek.
- Exterior brick infills and repairs are not guaranteed to match current brick due to weathering, exposure, and potential material changes. Outlier will provide samples for the team to review and select closest match.
- Further coordination is required on selective demo of existing hard lid ceilings to facilitate fire sprinkler installation and structural modifications for HVAC units. Drywall repairs are carried as an allowance until design is complete, and these scopes can be defined.
- Lighting replacement is limited to Garage/Shelter (flat panel LED), emergency lighting to meet code requirement (wall mounted bug eyes), and restroom/services/storage/fire riser room (wafer style LED's). All other existing lighting to remain.
- Includes new ceiling mounted electric heaters in new restrooms.



OUTLIER

CONSTRUCTION CO.

- Alternate 1: Includes RV style pedestal for power and water supply, pressure treated wood post for mounting gas supply, and cleanout cover for sanitary sewer supply.
- All finishes to be selected from manufactures standard options to meet budget and schedule requirements.
- Fire sprinkler piping, conduit, ductwork, and plumbing piping will be ran exposed where required. When possible, piping will be concealed at renovated areas.
- **General Exclusions:** 3rd party inspections to be paid for direct by owner and coordinated by Outlier, handling or disposal of hazardous, all permit and city related fees, costs from utility providers, builders risk insurance (to be provided by owner), unsuitable and/or contaminated soil, unforeseen conditions, furniture, FFE, audio/visual/electronics/devices, cost or schedule impacts related to tariffs
- **Project Specific Exclusions**
 - Supply of appliances. This includes but is not limited to washers, dryers, kitchen appliances. Outlier to provide utilities for appliances provided by the city. This estimate assumes dryers are electric.
 - All security and access control
 - Data and low voltage. It is assumed that existing network and LV systems will remain
 - Replacement of light fixtures outside of areas outlined in Budget Qualifications section. If desired, Outlier can provide the city with the additional cost to replace lighting throughout building
 - Final keying
 - Storage racking and shelving
 - All signage that is not required by code. Signage scope is limited to fire riser room and restroom signage. All wayfinding, monument, and general building signage is excluded.

Please contact me with any questions.

Sincerely,



Mason Drake
541-326-7473
Mason@outlierbuilt.com





Project name	Ashland Emergency Shelter GMP Budget - 8.8.25 2200 Ashland St
Report format	Sorted by 'Group phase/Phase' 'Detail' summary Paginate



	Spreadsheet Level	Takeoff Quantity	Labor Price	Labor Cost/Unit	Material Price	Material Amount	Labor Amount	Sub Amount	Equip Price	Equip Amount	Other Price	Other Amount	Total Cost/Unit	Total Amount
1	01-000.00 GENERAL CONDITIONS													
2	01-018.00 Surveying													
3	Surveying - ALLOWANCE	1.00 Isum	-	-	-	-	-	2,500	-	-	-	-	2,500.00 /Isum	2,500
	Surveying	1.00 Isum		/Isum				2,500					2,500.00 /Isum	2,500
4	01-019.00 Layout													
5	Layout	20.00 hrs	78.00 /hrs	78.00 /hrs	17.00 /hrs	340	1,560	-	-	-	-	-	95.00 /hrs	1,900
	Layout	1.00 Isum		1,560.00 /Isum		340	1,560						1,900.00 /Isum	1,900
6	01-027.00 Structural & MEPF Engineering													
7	Structural and MEPF Engineering	1.00 Isum	/Isum		2,500.00 /Isum	2,500		-	-	-	-	-	2,500.00 /Isum	2,500
	Structural & MEPF Engineering	1.00 Isum		/Isum		2,500							2,500.00 /Isum	2,500
8	01-340.00 Drawings/Prints													
9	Drawings/Prints	1.00 Isum	/Isum		640.00 /Isum	640		-	-	-	-	-	640.00 /Isum	640
	Drawings/Prints	1.00 Isum		/Isum		640							640.00 /Isum	640
10	01-410.00 Testing Lab													
11	Testing Lab	1.00 Isum	/Isum		1,060.00 /Isum	1,060		-	-	-	-	-	1,060.00 /Isum	1,060
	Testing Lab			/Is		1,060							/Is	1,060
12	01-510.00 Temp Power													
13	Temp Power	3.00 mo	/mo		405.00 /mo	1,215		-	-	-	-	-	405.00 /mo	1,215
	Temp Power	1.00 Isum		/Isum		1,215							1,215.00 /Isum	1,215
14	01-514.00 Temp Phone													
15	Temp Phone	3.00 mo	/mo		145.00 /mo	435		-	-	-	-	-	145.00 /mo	435
	Temp Phone	1.00 Isum		/Isum		435							435.00 /Isum	435
16	01-514.50 Temp Internet													
17	Temp Internet	3.00 mo	/mo		225.00 /mo	675		-	-	-	-	-	225.00 /mo	675
	Temp Internet	1.00 Isum		/Isum		675							675.00 /Isum	675
18	01-515.00 Temp Water													
19	Temp Water	3.00 mo	/mo		105.00 /mo	315		-	-	-	-	-	105.00 /mo	315
	Temp Water	1.00 Isum		/Isum		315							315.00 /Isum	315
20	01-517.00 Temp Toilet													
21	Temp Toilet	3.00 mo	/mo		340.00 /mo	1,020		-	-	-	-	-	340.00 /mo	1,020
	Temp Toilet	1.00 Isum		/Isum		1,020							1,020.00 /Isum	1,020
22	01-523.00 Temp Partitions													
23	Temp Partitions and Infills	1.00 Isum	1,720.00 /Isum	1,720.00 /Isum	465.00 /Isum	465	1,720	-	-	-	-	-	2,185.00 /Isum	2,185
	Temp Partitions	1.00 Isum		1,720.00 /Isum		465	1,720						2,185.00 /Isum	2,185
24	01-524.00 Temp Enclosures													
25	Temp Enclosures	3.00 mo	/mo		-	-		-	165.00 /mo	495	-	-	165.00 /mo	495
	Temp Enclosures	1.00 Isum		/Isum						495			495.00 /Isum	495
26	01-525.00 Temp Office													
27	Temp Office	3.00 mo	/mo		120.00 /mo	360		-	275.00 /mo	825	-	-	395.00 /mo	1,185
	Temp Office	1.00 Isum		/Isum		360				825			1,185.00 /Isum	1,185
28	01-528.00 Fire Protection													
29	Fire Protection	1.00 Isum	/Isum		300.00 /Isum	300		-	-	-	-	-	300.00 /Isum	300

	Spreadsheet Level	Takeoff Quantity	Labor Price	Labor Cost/Unit	Material Price	Material Amount	Labor Amount	Sub Amount	Equip Price	Equip Amount	Other Price	Other Amount	Total Cost/Unit	Total Amount
	Fire Protection	1.00 Isum		/Isum		300							300.00 /Isum	300
30	01-529.00 Security													
31	Security	1.00 Isum	/Isum		175.00 /Isum	175		-	-	-	-	-	175.00 /Isum	175
	Security	1.00 Isum		/Isum		175							175.00 /Isum	175
32	01-601.00 Fork Lift													
33	Fork Lift	1.00 Isum	/Isum		-	-		-	3,500.00 /Isum	3,500	-	-	3,500.00 /Isum	3,500
	Fork Lift	1.00 Isum		/Isum						3,500			3,500.00 /Isum	3,500
34	01-604.00 Equipment Rental													
35	Equipment Rental	1.00 Isum	/Isum		-	-		-	1,480.00 /Isum	1,480	-	-	1,480.00 /Isum	1,480
	Equipment Rental	1.00 Isum		/Isum						1,480			1,480.00 /Isum	1,480
36	01-605.00 Small Tools													
37	Small Tools	1.00 Isum	/Isum		646.00 /Isum	646		-	-	-	-	-	646.00 /Isum	646
	Small Tools	1.00 Isum		/Isum		646							646.00 /Isum	646
38	01-607.00 Equip. Fuel/Cartage													
39	Equip. Fuel/Cartage	1.00 Isum	1,200.00 /Isum	1,200.00 /Isum	840.00 /Isum	840	1,200	-	-	-	-	-	2,040.00 /Isum	2,040
	Equip. Fuel/Cartage	1.00 Isum		1,200.00 /Isum		840	1,200						2,040.00 /Isum	2,040
40	01-612.00 Misc. Items													
41	Misc. Items	1.00 Isum	/Isum		400.00 /Isum	400		-	-	-	-	-	400.00 /Isum	400
	Misc. Items	1.00 Isum		/Isum		400							400.00 /Isum	400
42	01-614.00 Safety Measures													
43	Safety Measures	1.00 Isum	1,560.00 /Isum	1,560.00 /Isum	475.00 /Isum	475	1,560	-	-	-	-	-	2,035.00 /Isum	2,035
	Safety Measures	1.00 Isum		1,560.00 /Isum		475	1,560						2,035.00 /Isum	2,035
44	01-701.00 Punch list													
45	Punch list	1.00 Isum	1,040.00 /Isum	1,040.00 /Isum	410.00 /Isum	410	1,040	-	-	-	-	-	1,450.00 /Isum	1,450
	Punch list	1.00 Isum		1,040.00 /Isum		410	1,040						1,450.00 /Isum	1,450
46	01-710.00 General Clean Up													
47	General Clean Up	1.00 Isum	3,120.00 /Isum	3,120.00 /Isum	1,560.00 /Isum	1,560	3,120	-	-	-	-	-	4,680.00 /Isum	4,680
	General Clean Up	1.00 Isum		3,120.00 /Isum		1,560	3,120						4,680.00 /Isum	4,680
48	01-711.00 Final Cleaning													
49	Final Cleaning	4,995.00 sf	/sf		-	-		4,246	-	-	-	-	0.85 /sf	4,246
	Final Cleaning	1.00 Isum		/Isum				4,246					4,245.75 /Isum	4,246
50	01-800.00 Supervision													
51	Field Supervision	368.00 hrs	105.00 /hrs	105.00 /hrs	-	-	38,640	-	-	-	-	-	105.00 /hrs	38,640
	Supervision	1.00 Isum		38,640.00 /Isum			38,640						38,640.00 /Isum	38,640
52	01-801.00 Project Engineer													
53	Project Engineer	1.00 Isum	2,500.00 /Isum	2,500.00 /Isum	-	-	2,500	-	-	-	-	-	2,500.00 /Isum	2,500
	Project Engineer	1.00 Isum		2,500.00 /Isum			2,500						2,500.00 /Isum	2,500
54	01-910.00 Project Signs													
55	Project Signs / Safety Signage	1.00 Isum	/Isum		400.00 /Isum	400		-	-	-	-	-	400.00 /Isum	400
	Project Signs	1.00 Isum		/Isum		400							400.00 /Isum	400
56	01-912.00 Photographs													
57	Progress Photographs	1.00 Isum	/Isum		800.00 /Isum	800		-	-	-	-	-	800.00 /Isum	800

	Spreadsheet Level	Takeoff Quantity	Labor Price	Labor Cost/Unit	Material Price	Material Amount	Labor Amount	Sub Amount	Equip Price	Equip Amount	Other Price	Other Amount	Total Cost/Unit	Total Amount
	Photograghs	1.00 Isum		/Isum		800							800.00 /Isum	800
58	01-996.00 Project Management													
59	Project Management	120.00 hrs	115.00 /hrs	115.00 /hrs	-	-	13,800	-	-	-	-	-	115.00 /hrs	13,800
	Project Management	1.00 Isum		13,800.00 /Isum			13,800						13,800.00 /Isum	13,800
	GENERAL CONDITIONS	1.00 Isum		65,140.00 /Isum		15,031	65,140	6,746		6,300			93,216.75 /Isum	93,217
60	02-000.00 SITEWORK													
61	02-018.00 Hand Excavation													
62	Hand Excavation	40.00 hrs	78.00 /hrs	78.00 /hrs	13.63 /hrs	545	3,120	-	-	-	-	-	91.63 /hrs	3,665
	Hand Excavation	1.00 Isum		3,120.00 /Isum		545	3,120						3,665.00 /Isum	3,665
63	02-100.00 Excavation													
64	Excavation / Utilities	1.00 Isum	/Isum		-	-	111,317		-	-	-	-	111,317.00 /Isum	111,317
	Excavation	1.00 Isum		/Isum			111,317						111,317.00 /Isum	111,317
65	02-115.00 Demolition													
66	Selective Demolition	1.00 Isum	9,860.00 /Isum	9,860.00 /Isum	2,240.00 /Isum	2,240	9,860	2,703	800.00 /Isum	800	-	-	15,603.00 /Isum	15,603
	Demolition	1.00 Isum		9,860.00 /Isum		2,240	9,860	2,703		800			15,603.00 /Isum	15,603
67	02-480.00 Landscaping													
68	Landscape Repairs	680.00 sf	/sf		-	-	2,890		-	-	-	-	4.25 /sf	2,890
	Landscaping	1.00 Isum		/Isum			2,890						2,890.00 /Isum	2,890
69	02-600.00 Parking Lines													
70	Parking Lines	1.00 Isum	/Isum		-	-	2,232		-	-	-	-	2,232.00 /Isum	2,232
	Parking Lines	1.00 Isum		/Isum			2,232						2,232.00 /Isum	2,232
71	02-610.00 Handicap Signage													
72	Handicap and No Parking Signage	5.00 ea	/ea		-	-	2,325		-	-	-	-	465.00 /ea	2,325
	Handicap Signage	1.00 Isum		/Isum			2,325						2,325.00 /Isum	2,325
	SITEWORK	1.00 Isum		12,980.00 /Isum		2,785	12,980	121,467		800			138,032.00 /Isum	138,032
73	03-000.00 CONCRETE													
74	03-200.00 Building Slab Concrete													
75	Building Slab Concrete	530.00 sf	7.70 /sf	7.70 /sf	4.72 /sf	2,500	4,080	-	1.19 /sf	630	-	-	13.60 /sf	7,210
	Patch Back													
	Building Slab Concrete	1.00 Isum		4,080.00 /Isum		2,500	4,080			630			7,210.00 /Isum	7,210
76	03-500.00 Site Flatwork Concrete													
77	Site Flatwork Concrete	510.00 sf	/sf		-	-	5,432		-	-	-	-	10.65 /sf	5,432
	Site Flatwork Concrete	1.00 Isum		/Isum			5,432						5,431.50 /Isum	5,432
	CONCRETE	1.00 Isum		4,080.00 /Isum		2,500	4,080	5,432		630			12,641.50 /Isum	12,642
78	04-000.00 MASONRY													
79	04-100.00 Masonry Subcontract													
80	Brick Veneer Infills - ALLOWANCE	165.00 sf	-	-	-	-	-	6,377	-	-	-	-	38.65 /sf	6,377
	Masonry Subcontract	1.00 Isum		/Isum			6,377						6,377.25 /Isum	6,377

	Spreadsheet Level	Takeoff Quantity	Labor Price	Labor Cost/Unit	Material Price	Material Amount	Labor Amount	Sub Amount	Equip Price	Equip Amount	Other Price	Other Amount	Total Cost/Unit	Total Amount
	MASONRY	1.00 Isum		/Isum				6,377					6,377.25 /Isum	6,377
81	06-000.00 WOOD & PLASTICS													
82	06-100.00 Rough Carpentry													
83	Rough Carpentry - Exterior Infls, HVAC Framing, Wall Framing, Blocking/Backing	1.00 Isum	14,280.00 /Isum	14,280.00 /Isum	5,225.00 /Isum	5,225	14,280	-	800.00 /Isum	800	-	-	20,305.00 /Isum	20,305
	Rough Carpentry	1.00 Isum		14,280.00 /Isum		5,225	14,280			800			20,305.00 /Isum	20,305
84	06-431.00 FRP Paneling													
85	FRP Paneling	50.00 sheets	86.00 /sheets	86.00 /sheets	112.00 /sheets	5,600	4,300	-	-	-	-	-	198.00 /sheets	9,900
	FRP Paneling	1.00 Isum		4,300.00 /Isum		5,600	4,300						9,900.00 /Isum	9,900
86	06-640.00 Millwork/ Casework													
87	Casework and Countertops	26.00 lf	/lf		-	-		9,360	-	-	-	-	360.00 /lf	9,360
	- ALLOWANCE													
	Millwork/ Casework	1.00 Isum		/Isum				9,360					9,360.00 /Isum	9,360
	WOOD & PLASTICS	1.00 Isum		18,580.00 /Isum		10,825	18,580	9,360		800			39,565.00 /Isum	39,565
88	07-000.00 THERMAL/MOISTURE													
89	07-206.00 Insulation Systems													
90	Batt Insulation and Replacment Above Ceiling	1.00 Isum	-	-	-	-	-	2,105	-	-	-	-	2,105.00 /Isum	2,105
	Insulation Systems	1.00 Isum		/Isum				2,105					2,105.00 /Isum	2,105
91	07-260.00 Weather Barrier													
92	Weather Barrier at Exterior Infills	135.00 sf	-	-	-	-	-	1,181	-	-	-	-	8.75 /sf	1,181
	Weather Barrier	1.00 Isum		/Isum				1,181					1,181.25 /Isum	1,181
93	07-401.00 General Sheet Metal													
94	General Sheet Metal	1.00 Isum	-	-	-	-	-	615	-	-	-	-	615.00 /Isum	615
	General Sheet Metal	1.00 Isum		/Isum				615					615.00 /Isum	615
95	07-402.00 Roofing													
96	Membrane Roof Patching and Boots	1.00 Isum	-	-	-	-	-	4,700	-	-	-	-	4,700.00 /Isum	4,700
	Roofing	1.00 Isum		/Isum				4,700					4,700.00 /Isum	4,700
97	07-920.00 Caulking and Sealants													
98	Caulking and Sealants	4,995.00 sf	0.25 /sf	0.25 /sf	0.15 /sf	749	1,249		-	-	-	-	0.40 /sf	1,998
	Caulking and Sealants	1.00 Isum		1,248.75 /Isum		749	1,249						1,998.00 /Isum	1,998
		1.00 Isum		1,248.75 /Isum		749	1,249	8,601					10,599.25 /Isum	10,599
	THERMAL/MOISTURE													
	E													
99	08-000.00 DOORS & WINDOWS													
100	08-120.00 Door/ Hardware Install													
101	Door/ Hardware Install	11.00 ea	425.00 /ea	425.00 /ea	105.00 /ea	1,155	4,675		-	-	-	-	530.00 /ea	5,830
102	Door/ Hardware Supply - ALLOWANCE	9.00 ea	-	-	3,760.00 /ea	33,840	-		-	-	-	-	3,760.00 /ea	33,840

	Spreadsheet Level	Takeoff Quantity	Labor Price	Labor Cost/Unit	Material Price	Material Amount	Labor Amount	Sub Amount	Equip Price	Equip Amount	Other Price	Other Amount	Total Cost/Unit	Total Amount
	Door/ Hardware Install	1.00 Isum		4,675.00 /Isum		34,995	4,675						39,670.00 /Isum	39,670
	DOORS & WINDOWS	1.00 Isum		4,675.00 /Isum		34,995	4,675						39,670.00 /Isum	39,670
103	09-000.00 FINISHES													
104	09-330.00 Drywall Systems													
105	Drywall Systems - New Walls and Ceilings - ALLOWANCE	3,082.00 sf	-	-	-	-	-	11,249	-	-	-	-	3.65 /sf	11,249
106	Drywall Systems - Patching - ALLOWANCE	500.00 sf	-	-	-	-	-	2,325	-	-	-	-	4.65 /sf	2,325
	Drywall Systems	1.00 Isum		/Isum				13,574					13,574.30 /Isum	13,574
107	09-600.00 Liquid Applied Flooring													
108	Grind and Sealed Concrete - ALLOWANCE	2,575.00 sf	-	-	-	-	-	10,944	-	-	-	-	4.25 /sf	10,944
	Liquid Applied Flooring	1.00 Isum		/Isum				10,944					10,943.75 /Isum	10,944
109	09-860.00 Resilient													
110	Rubber Base	1.00 Isum	-	-	-	-	-	2,500	-	-	-	-	2,500.00 /Isum	2,500
	Resilient	1.00 Isum		/Isum				2,500					2,500.00 /Isum	2,500
111	09-940.00 Painting													
112	Painting - ALLOWANCE	4,995.00 sf	-	-	-	-	-	42,108	-	-	-	-	8.43 /sf	42,108
	Painting	1.00 Isum		/Isum				42,108					42,107.85 /Isum	42,108
	FINISHES	1.00 Isum		/Isum				69,126					69,125.90 /Isum	69,126
113	10-000.00 SPECIALTIES													
114	10-430.00 Signage													
115	Signage - Code Required Only	1.00 Isum	170.00 /Isum	170.00 /Isum	385.00 /Isum	385	170		-	-	-	-	555.00 /Isum	555
	Signage	1.00 Isum		170.00 /Isum		385	170						555.00 /Isum	555
116	10-522.00 Fire Extinguishers													
117	Fire Extinguishers	3.00 ea	150.00 /ea	150.00 /ea	680.00 /ea	2,040	450		-	-	-	-	830.00 /ea	2,490
	Fire Extinguishers	1.00 Isum		450.00 /Isum		2,040	450						2,490.00 /Isum	2,490
118	10-550.00 Lockers													
119	Lockers	27.00 ea	176.00 /ea	176.00 /ea	349.50 /ea	9,437	4,752	-	-	-	-	-	525.50 /ea	14,189
	Lockers	1.00 Isum		4,752.00 /Isum		9,437	4,752						14,188.50 /Isum	14,189
120	10-800.00 Toilet Accessories													
121	Toilet Accessories - ALLOWANCE	4.00 ea	340.00 /ea	340.00 /ea	860.00 /ea	3,440	1,360		-	-	-	-	1,200.00 /ea	4,800
	Toilet Accessories	1.00 Isum		1,360.00 /Isum		3,440	1,360						4,800.00 /Isum	4,800
	SPECIALTIES	1.00 Isum		6,732.00 /Isum		15,302	6,732						22,033.50 /Isum	22,034
122	15-000.00 MECHANICAL													
123	15-400.00 Plumbing													
124	Plumbing	1.00 Isum	-	-	-	-	-	84,865	-	-	-	-	84,865.00 /Isum	84,865
	Plumbing	1.00 Isum		/Isum				84,865					84,865.00 /Isum	84,865
125	15-500.00 Fire Protection													

	Spreadsheet Level	Takeoff Quantity	Labor Price	Labor Cost/Unit	Material Price	Material Amount	Labor Amount	Sub Amount	Equip Price	Equip Amount	Other Price	Other Amount	Total Cost/Unit	Total Amount
126	15-500.00 Fire Protection													
	Fire Protection	1.00 Isum	-	-	-	-	-	74,698	-	-	-	-	74,698.00 /Isum	74,698
	Fire Protection	1.00 Isum		/Isum				74,698					74,698.00 /Isum	74,698
127	15-700.00 HVAC													
	HVAC	1.00 Isum	-	-	-	-	-	81,360	-	-	-	-	81,360.00 /Isum	81,360
	HVAC	1.00 Isum		/Isum				81,360					81,360.00 /Isum	81,360
	MECHANICAL	1.00 Isum		/Isum				240,923					240,923.00 /Isum	240,923
129	16-000.00 ELECTRICAL													
130	16-100.00 Electrical													
	Electrical	1.00 Isum	-	-	-	-	-	31,340	-	-	-	-	31,340.00 /Isum	31,340
	Electrical	1.00 Isum		/Isum				31,340					31,340.00 /Isum	31,340
132	16-250.00 Fire Alarm													
	Fire Alarm	1.00 Isum	-	-	-	-	-	20,000	-	-	-	-	20,000.00 /Isum	20,000
	Fire Alarm	1.00 Isum		/Isum				20,000					20,000.00 /Isum	20,000
	ELECTRICAL	1.00 Isum		/Isum				51,340					51,340.00 /Isum	51,340

Estimate Totals

Description	Amount	Totals	Hours	Rate
Labor	113,436			
Material	82,187			
Subcontract	519,372			
Equipment	8,530			
Other				
Construction Costs	723,524	723,524		
Liability Insurance	8,566			1.000 %
nance and Payment Bond	10,302			
w/ Ins	18,868	742,392		
CAT	4,883			0.570 %
Overhead & Profit	68,527			8.000 %
w/ O&P	73,410	815,802		
Contractor Contingency	40,790			5.000 %
	40,790	856,593		
Total		856,593		



CONCEPTUAL RENDERING

2200 ASHLAND ST SHELTER

CITY OF ASHLAND

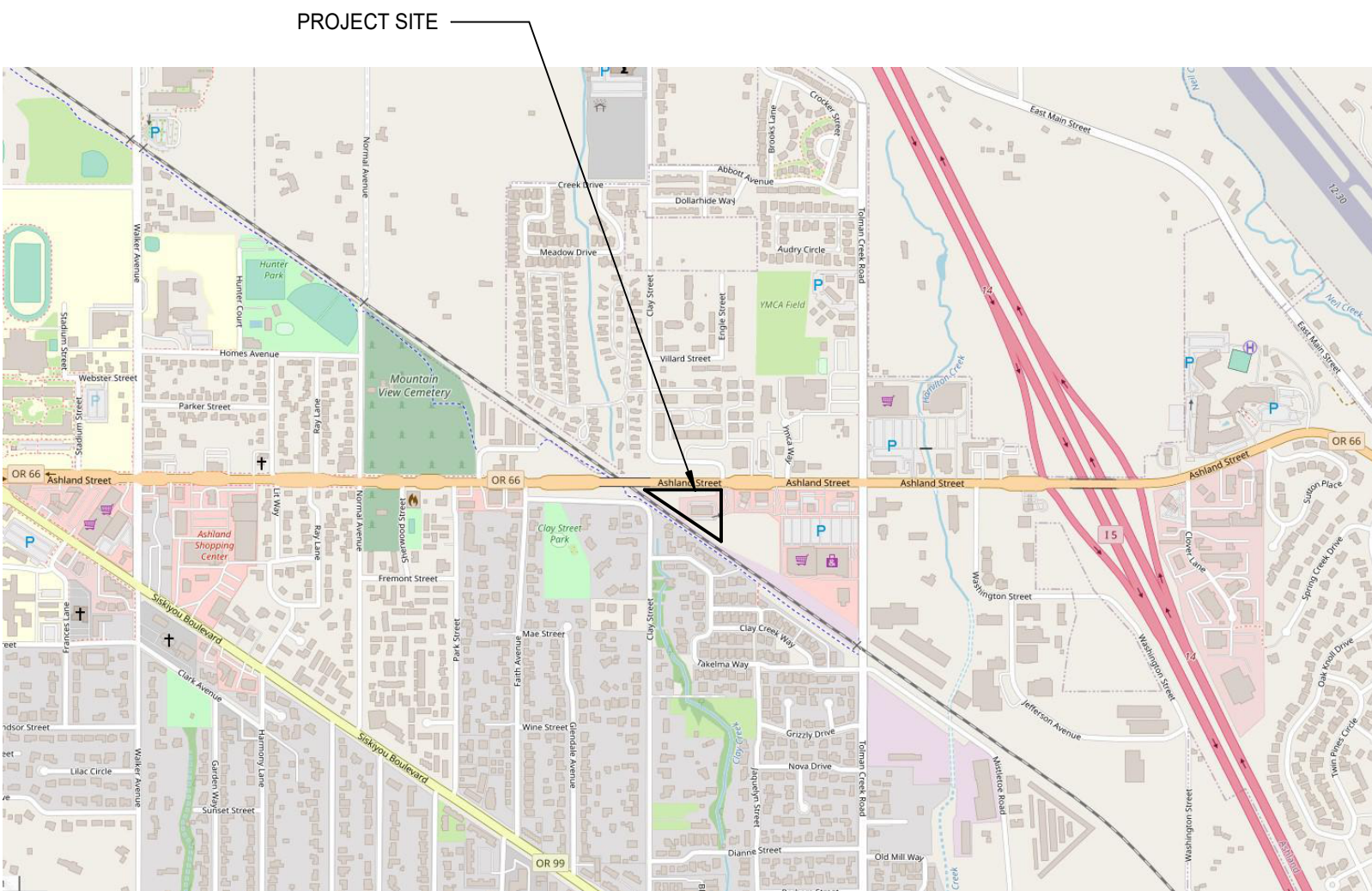
2200 ASHLAND ST
ASHLAND, OR 97520

PERMIT SET
07/28/25

OUTLIER
CONSTRUCTION CO.



VICINITY MAP



PROJECT ADDRESS:

2200 ASHLAND ST
ASHLAND, OR 97520

PROJECT SUMMARY:

THE PROJECT CONSIST OF THE CONVERSION OF AN OFFICE BUILDING INTO AN INCLEMENT WEATHER SHELTER, INCLUDING FIRE AND LIFE SAFETY IMPROVEMENTS AND MISCELLANEOUS SITE IMPROVEMENTS.

PROJECT TEAM

CLIENT
CITY OF ASHLAND OREGON
https://ashlandoregon.gov
20 E Main Street
Ashland, OR 97520
(541) 552-2412
Scott A. Fleury, Public Works Director

DESIGN/ BUILD GENERAL CONTRACTOR
OUTLIER CONSTRUCTION CO.
www.outlierbuilt.com
2870 Nansen Dr
Medford, Or 97504
(541) 292-6367
Ryan Beugli, COO

ARCHITECT
ARKITEK: DESIGN & ARCHITECTURE
www.arkitek.us
426 a street, suite 101
ashland, OR 97520
(541) 591-9988
Christopher Brown, Principal

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POWELL ENGINEERING + CONSULTING
www.powellengineeringconsulting.com
100 E. main St, suite "O"
medford, OR 97501
(541) 613-0723
Todd Powell, Civil Engineer

DEFERRED SUBMITTALS

REFER TO SPECIFICATION SECTION 01 1100 FOR BIDDER DESIGN REQUIREMENTS FOR BOTH AHJ REVIEW ITEMS AND NON-AHJ DEFERRED ITEMS. SUBMITTAL DOCUMENTS FOR AHJ DEFERRED SUBMITTAL ITEMS SHALL BE SUBMITTED TO THE ARCHITECT OF RECORD BY THE GENERAL CONTRACTOR. ARCHITECT AND APPROPRIATE ENGINEER OF RECORD SHALL REVIEW AND RETURN. THE GENERAL CONTRACTOR SHALL THEN FORWARD AHJ SUBMITTAL ITEMS TO THE BUILDING OFFICIAL FOR AHJ APPROVAL WITH A NOTATION INDICATING THAT THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND THAT THEY HAVE BEEN FOUND IN GENERAL CONFORMANCE WITH THE DESIGN OF THE BUILDING. THE AHJ DEFERRED SUBMITTAL ITEMS SHALL NOT BE INSTALLED UNTIL THEIR DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.

AUTHORITY HAVING JURISDICTION (AHJ) DEFERRED SUBMITTAL ITEMS:

- A. FIRESTOPPING - DIVISION 07
- B. FIRE SPRINKLER SYSTEM - DIVISION 21
- C. PLUMBING - DIVISION 22
- D. HEATING, VENTILATION, AND AIR CONDITIONING - DIVISION 23
- E. ELECTRICAL - DIVISION 26
- F. COMMUNICATIONS - DIVISION 27
- G. FIRE ALARM - DIVISION 28

SEE SPECIFICATION SECTION 01 1100 SUBMITTAL REQUIREMENTS FOR NON-AHJ BIDDER DESIGNED/ENGINEERED ITEMS.

PROJECT NOTES

- THE CONSTRUCTION CONTRACT IS FOR THE CONSTRUCTION OF A COMPLETE AND FULLY FUNCTIONING INSTALLATION. THESE DOCUMENTS DESCRIBE THE DESIGN INTENT AND SPECIFIC REQUIREMENTS OF THE INSTALLATION. THESE DOCUMENTS DO NOT INTEND TO COVER EVERY ITEM REQUIRED TO CONSTRUCT THE WORK. ITEMS SUCH AS FASTENERS, CONNECTORS, FILLERS, MISCELLANEOUS CLOSURE ELEMENTS, ANCILLARY CONTROL WIRING AND POWER WHERE REQUIRED FOR THE CONTROL OR OPERATION OF THE PROVIDED EQUIPMENT ARE NOT ALWAYS SHOWN BUT ARE CONSIDERED INCLUDED IN THE SCOPE OF THE WORK. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE A FULLY FUNCTIONING INSTALLATION WHICH MEETS THE DESIGN INTENT, INCLUDING THE SPECIFIC REQUIREMENTS INCLUDED IN THESE DOCUMENTS.
- ALL ITEMS IN THESE DOCUMENTS ARE NEW UNLESS OTHERWISE NOTED.
- THESE DOCUMENTS DESCRIBE A SINGLE CONSTRUCTION CONTRACT. THE USE OF SUBCONTRACTORS IS THE ELECTION OF THE CONTRACTOR. THESE DOCUMENTS DO NOT INTEND TO DIVIDE THE WORK AMONG THE CONTRACTOR'S SUBCONTRACTORS. WHERE THE DOCUMENTS IDENTIFY WORK WHICH IS "NOT IN MECHANICAL WORK" OR "NOT IN ELECTRICAL WORK" IT MEANS THAT WORK IS NOT FURTHER DESCRIBED OR SPECIFIED IN THE MECHANICAL OR ELECTRICAL DRAWINGS OR SPECIFICATIONS. IT DOES NOT PRECLUDE THE CONTRACTOR FROM DELEGATING THE WORK TO THE ENTITIES OF HIS ELECTION. IN ADDITION THE DIVISION OF THE CONTRACT DOCUMENTS INTO ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL AND OTHER DESIGN DISCIPLINES DOES NOT DIVIDE THE WORK FOR THOSE DISCIPLINES AS SHOWN ONLY IN THOSE DRAWINGS OR SPECIFICATIONS.
- ITEMS INDICATED IN THIS SET NOTED "BY OWNER" OR "BY DISTRICT" ARE NOT IN THE CONTRACT (N.I.C.).
- UNLESS OTHERWISE NOTED, IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR AND THE SUBCONTRACTORS TO REVIEW ALL DRAWINGS, PROJECT MANUAL, ADDENDA, ETC. IN ORDER TO ASSURE THE COORDINATION OF ALL WORK AFFECTING EACH TRADE. FAILURE TO REVIEW AND COORDINATE ALL CONTRACT DOCUMENTS BY THE GENERAL CONTRACTOR WITH ALL THE SUBCONTRACTORS FOR APPLICABLE ITEMS OF THE WORK SHALL NOT RELIEVE THE RESPONSIBLE PARTY FROM PERFORMING ALL WORK SO REQUIRED AS PART OF THE CONTRACT.
- UNLESS OTHERWISE NOTED, THE PROJECT MANUAL, WHICH INCLUDES THE GENERAL CONDITIONS, SUPPLEMENTAL CONDITIONS, AND TECHNICAL SPECIFICATIONS, AND THE DRAWINGS ARE COMPLEMENTARY AND TOGETHER DESCRIBE THE PROJECT REQUIREMENTS. WHERE THERE ARE DISCREPANCIES BETWEEN THE PROJECT MANUAL AND THE DRAWINGS, THE CONTRACTOR SHALL ADVISE THE ARCHITECT AND REQUEST A CLARIFICATION. THE ORDER OF PRECEDENCE BETWEEN THE DRAWINGS AND THE PROJECT MANUAL IS AS DEFINED IN THE PROJECT MANUAL.
- UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL LAYOUT AND SEQUENCE THE INSTALLATION OF THE WORK SO THAT THE DIFFERENT SYSTEMS DO NOT OBSTRUCT THE INSTALLATION OF SUCCESSIVE WORK. IN GENERAL, SYSTEMS INSTALLED FIRST BE KEPT AS HIGH AND TIGHT TO STRUCTURE AS POSSIBLE TO LEAVE SPACE AVAILABLE FOR SYSTEMS WHICH FOLLOW.
- REFER TO THE PROJECT MANUAL FOR SPECIFICATIONS, GENERAL INFORMATION, PRODUCTS AND EXECUTION REQUIREMENTS. REQUIREMENTS OF THE SPECIFICATIONS APPLY TO ALL ASPECTS OF THE WORK AND ARE INCLUDED AS ADDITIONAL INFORMATION FOR EACH ITEM SPECIFIED. IF DISCREPANCIES EXISTS BETWEEN THE SPECIFICATIONS AND DRAWINGS, THE MORE STRINGENT REQUIREMENTS SHALL PREVAIL. THE GENERAL CONTRACTOR SHALL NOTIFY THE OWNERS REPRESENTATIVES OF ANY DISCREPANCIES.
- THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS WILL VISIT THE SITE PRIOR TO BIDDING IN ORDER TO FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE IMPACT OF THE PROPOSED NEW WORK, INDICATED ON THE DRAWINGS AND SPECIFICATIONS, ON THESE CONDITIONS. ANY QUESTIONS REGARDING THE COORDINATION OF NEW WORK OR EXISTING CONDITIONS MUST BE SUBMITTED TO THE OWNER'S REPRESENTATIVE IN WRITING PRIOR TO BID SUBMISSION AND WITH ADEQUATE TIME FOR RESPONSE TO ALL BIDDERS. THE OWNER'S REPRESENTATIVE WILL RESPOND TO QUESTIONS, SUBMITTED IN A TIMELY MANNER, WITH WRITTEN CLARIFICATIONS FORWARDED TO ALL BIDDERS.
- THE EXISTING DIMENSIONS AND CONDITIONS SHOWN ON THESE DRAWINGS ARE ASSUMED TO BE ACCURATE BASED ON AVAILABLE INFORMATION. THE CONTRACTOR SHALL, PRIOR TO THE START OF CONSTRUCTION, VERIFY ALL EXISTING CONDITIONS, PROVIDE A COMPLETE FIELD LAYOUT ON THE JOB SITE, AND NOTIFY THE OWNER'S REPRESENTATIVE OF ANY DEVIATIONS OR CONFLICTS WITH THESE DRAWINGS.
- THE DRAWINGS SHALL NOT BE SCALED. THE GENERAL CONTRACTOR SHALL REFER TO THE DIMENSIONS INDICATED OR THE ACTUAL SIZES OF CONSTRUCTION ITEMS. WHERE NO DIMENSIONS OR METHOD OF DETERMINING A LOCATION IS GIVEN, VERIFY CORRECT DIMENSIONS OR LOCATION WITH THE OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- THE DRAWINGS AND REFERENCED DETAILS HAVE BEEN DIMENSIONED IN ORDER TO ESTABLISH THE CONTROL AND GUIDELINES FOR FIELD LAYOUT. WHERE A DISCREPANCY EXISTS BETWEEN THE DRAWING AND THE DETAIL THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR CLARIFICATION PRIOR TO INSTALLATION.
- DIMENSIONS ARE TO FACE OF STUD UNLESS OTHERWISE NOTED.
- WHERE DIMENSIONS ARE NOTED TO BE VERIFIED IN THE FIELD (V/F) THE DIMENSION SHOWN IS THE DESIGN BASIS, BUT MAY DIFFER FROM ACTUAL CONDITIONS. CONTRACTOR SHALL VERIFY THESE DIMENSIONS WHILE LAYING OUT THE WORK AND REPORT ANY DISCREPANCIES BETWEEN THE DESIGN BASIS AND ACTUAL DIMENSIONS TO THE OWNER'S REPRESENTATIVE PRIOR TO PROCEEDING WITH THE WORK. WHERE DIMENSIONS ARE NOTED "N.I." FIELD DIMENSIONS MAY VARY FROM THE NOTED DIMENSIONS BY MINOR AMOUNTS. IF THE CONTRACTOR IDENTIFIES DIMENSIONS IN THE FIELD THAT DIFFER BY MORE THAN 1" FROM THE +/- DIMENSIONS INDICED IN THE DRAWINGS, THE CONTRACTOR SHOULD CONFIRM DIFFERENTIAL WITH ARCHITECTS.
- INTERIOR DETAILS ARE KEYED TO THE PLANS AT TYPICAL LOCATIONS. TYPICAL DETAILS APPLY TO ALL LOCATIONS WHICH ARE SIMILAR BUT ARE NOT OTHERWISE DETAILED. THE CONTRACTOR AND SUBCONTRACTORS ARE RESPONSIBLE FOR COORDINATING THE LOCATION OF TYPICAL DETAILS AND INSTALL THE WORK INDICATED. IF DISCREPANCIES EXIST OR QUALIFICATION IS REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR CLARIFICATION PRIOR TO PROCEEDING.
- INTERIOR FINISHES ARE KEYED TO THE DRAWINGS AT TYPICAL LOCATIONS. THE FINISHES APPLY TO ALL LOCATIONS WHICH ARE SIMILAR BUT ARE NOT OTHERWISE DETAILED. CONTRACTOR AND SUBCONTRACTORS ARE RESPONSIBLE TO COORDINATE THE LOCATION OF ALL TYPICAL DETAILS AND INSTALLING THE WORK INDICATED. IF DISCREPANCIES EXIST OR QUALIFICATION IS REQUIRED, THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE FOR CLARIFICATION PRIOR TO PROCEEDING.
- ABBREVIATIONS ON SHEET G2.01 APPLY TO THE ENTIRE SET UNLESS OTHERWISE NOTED.
- WALL FIRE RATING INDICATIONS ON THE FLOOR PLANS SHOW EXTENT OF FIRE RATED PARTITION. FIRE RATING IN A PARTITION SHALL CONTINUE OVER DOOR OR WINDOW OPENING WHETHER OR NOT THEY APPEAR IN PLAN.
- IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO VERIFY SIZE AND INVERT ELEVATION OF OPENINGS / SLEEVES THROUGH CONCRETE AND MASONRY WALLS AND CONCRETE FOUNDATION WALLS. OPENINGS / SLEEVES ARE NOT LIMITED TO THOSE SHOWN ON STRUCTURAL DRAWING SHEETS.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO COORDINATE AND MAKE PROVISIONS FOR ALL PIPE / CONDUIT SLEEVES THROUGH CONCRETE WALLS.
- ELEVATIONS ARE TO TOP OF CONCRETE OR OTHER HARD SURFACE MATERIAL. DO NOT SCALE DRAWINGS. USE DIMENSIONS INDICATED.
- DETAILS ARE INTENDED TO SHOW METHOD AND MANNER OF ACCOMPLISHING THE WORK. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT JOB DIMENSIONS OR CONDITIONS AND SHALL BE INCLUDED AS PART OF THE WORK.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND EXISTING CONDITIONS AT THE SITE BEFORE COMMENCING WORK AND REPORT ANY DISCREPANCIES TO THE ARCHITECT PRIOR TO START OF THE WORK. IN CASE OF CONFLICT BETWEEN ARCHITECTURAL AND CONSULTANTS DRAWINGS, THE ARCHITECT WILL DETERMINE THE CORRECT INTENTION OF THE WORK.
- PROVIDE PEDESTRIAN PROTECTION AS NECESSARY AND AS REQUIRED BY THE AUTHORITY HAVING JURISDICTION.
- ALL CONSTRUCTION RELATING TO BUILDING, PARKING OR SITE DEVELOPMENT SHALL CONFORM TO STATE OF OREGON AND JURISDICTIONAL ACCESSIBILITY REQUIREMENTS.
- THE CONTRACTOR SHALL COORDINATE ANY AND ALL REQUIREMENTS FOR OFF-SITE IMPROVEMENTS, INCLUDING BUT NOT LIMITED TO SIDEWALKS, DRIVEWAYS, CURBS, GUTTERS, UTILITIES, ETC. OFF SITE IMPROVEMENTS SHALL MEET THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION (AHJ).
- NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. SPECIFIC NOTES ON DETAILS APPLY TO SIMILAR CONDITIONS UNLESS NOTED OTHERWISE (UNO / UON).
- WHERE FIRE RATED OPENING PROTECTION IS REQUIRED, THE FIRE DOORS AND SMOKE AND DRAFT CONTROL ASSEMBLIES INSTALLED IN CORRIDOR OPENINGS SHALL BE TESTED AND LABELED IN ACCORDANCE WITH OSSC CURRENT EDITION CHAPTER 7 IN ACCORDANCE WITH THE REQUIREMENTS OF THE LISTED ASSEMBLY, THE MANUFACTURER'S INSTALLATION INSTRUCTIONS SHALL BE PROVIDED WITH EACH ASSEMBLY FOR INSTALLATION AND FOR REVIEW BY THE INSPECTION AUTHORITY.
- MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER, AND FIRE ALARM IMPROVEMENTS WILL BE REQUIRED AND WILL BE COORDINATED WITH THE ARCHITECT AND THE CITY. ALL MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER, AND FIRE ALARM WORK WILL BE DESIGN/BUILD BY THE ASSOCIATED SUBCONTRACTOR. FINAL DESIGNS SHALL BE SUBMITTED TO THE ARCHITECT AND THE CITY FOR REVIEW AND APPROVAL PRIOR TO THE COMMENCEMENT OF ANY WORK.

ABBREVIATIONS

#	POUND OR NUMBER	EXT	EXTERIOR	NTS	NOT TO SCALE
AC	AIR CONDITIONING	FA	FIRE ALARM	OA	OVERALL
AB	ANCHOR BOLT	FD	FLUID APPLIED FLOORING	OC	ON CENTER
ACT	ACOUSTICAL CEILING TILE	FD	FLOOR DRAIN, FIRE DAMPER	OD	OUTSIDE DIAMETER
AD	AREA DRAIN	FE	FIRE EXTINGUISHER	OPG	OPENING
ADD	ADDENDUM	FEC	FIRE EXTINGUISHER CABINET	OPP	OPPOSITE
AH	ADHESIVE	FF	FINISH FLOOR	OVHD	OVERHEAD
AFF	ABOVE FINISH FLOOR	FFE	FURNISHINGS FIXTURES AND EQUIPMENT	P-LAM	PLASTIC LAMINATE
AGG	AGGREGATE	FGL	FIBERGLASS	PAR	PARAPET
AHJ	AUTHORITY HAVING JURISDICTION	FHC	FIRE HOSE CABINET	PERF	PERFORATE(D)
AL(UM)	ALUMINUM	FHMS	FLATHEAD MACHINE SCREW	PJT	PANEL JOINT
ALT	ALTERNATE	FHWS	FLATHEAD WOOD SCREW	PNL	PANEL
ANOD	ANODIZED	FIN	FINISHED	PNT	PAINT
AP	ACCESS / ACOUSTIC PANEL	FL	FLOOR	PP	PREPARED
ARCH	ARCHITECTURAL	FLASHG	FLASHING	REQD	REQUIRED
AUTO	AUTOMATIC	FLOO	FLOOR CLEANOUT	PSF	POUNDS PER SQUARE FOOT
BATT	BATT INSULATION	FLR	FLOORING	PSI	POUNDS PER SQUARE INCH
BD	BOARD	FLUOR	FLUORESCENT	PT	PRESSURE TREATED
BIT	BITUMINOUS	FND	FOUNDATION	PTD	PAPER TOWEL DISPENSER
BLDG	BUILDING	FOC	FACE OF CONCRETE	PTN	PARTITION
BM	BENCH MARK	FOF	FACE OF FINISH	PVC	POLYVINYL CHLORIDE
BO	BOTTOM OF	FOS	FACE OF STEEL	PWD	PLYWOOD
BOL	BOLLARD	FP	FIREPROOFING	QT	QUARRY TILE
BOT	BOTTOM	FR	FRAME(D), FRAMING	RA	RETURN AIR
BRN/ Z	BRONZE	FS	FULL SIZE, FLAME SPREAD	RAD	RADIUS
CB	CATCH BASIN	FT	FIRE TREATED	RO	ROOF DRAIN
CCTV	CLOSED CIRCUIT TV	FTG	FOOTING	REF	REFERENCE
CEM	CEMENT	GA	GALVE	REINF	REINFORCED, REINFORCING
CF	CUBIC FOOT	GALV	GALVANIZED	REQD	REQUIRED
CG	CORNER GUARD	GB	GRAB BAR, GYPSUM BOARD	REV	REVISION(S), REVISED
CI	CONTINUOUS INSULATION	GI	CONTINUOUS INSULATION	RH	RIGHT HAND
CJT	CONTROL JOINT	GL	GLASS, GLAZING	RM	ROOM
CL	CENTERLINE	GPL	GALVANIZED PIPE	RND	ROUND
CLG	CEILING	GSS	GALVANIZED STEEL SHEET	RO	ROUGH OPENING
CLR	CLEAR(ANCE)	GWB	GYPSUM WALL BOARD	S	SOUTH
CMU	CONCRETE MASONRY UNIT	GYP	GYPSUM	SA	SUPPLY AIR
COL	COLUMN	GYP BD	GYPSUM BOARD	SC	SOLID CORE
CONC	CONCRETE	HOB	HOSE BIB	SCHED	SCHEDULE
CONST	CONSTRUCTION	HBD	HARDBOARD	SEC	SECTION
CONT	CONTINUE, CONTINUOUS	HC	HOLLOW CORE	SIM	SIMILAR
CONTR	CONTRACT	HD	HEAVY DUTY	SL	SLEEVE
COORD	COORDINATE	HDR	HEADER	SPEC	SPECIFICATION(S)
CRS	COURSE	HDW	HARDWARE	SQ	SQUARE
CS	COUNTERSINK	HM	HOLLOW METAL	SS	STAINLESS STEEL
CSMT	CASEMENT	HR(H)Z	HORIZONTAL	STD	STANDARD
CT	CERAMIC TILE	HR	HOUR	STL	STEEL
CTR	CENTER	HT	HEIGHT	STRUCT	STRUCTURAL
CTN	CONNECTION	HTG	HEATING	SUPP	SUPPLEMENT, SUPPLY
CY	CUBIC YARD	HVAC	HEATING, VENTILATION, AND AIR CONDITIONING	SUSP	SUSPENDED
DEM	DEMOLISH, DEMOLITION	HWD	HARDWOOD	SV	SHEET VINYL
DEP	DEPRESSED	HWH	HOT WATER HEATER	TB	TACKBOARD
DF	DRINKING FOUNTAIN	ID	INSIDE DIAMETER	TKBD	TELEPHONE
DIA	DIAMETER	INCL	INCLUDED, INCLUDING	TEMP	TEMPERED, TEMPERATURE
DIAG	DIAGONAL	INS(UL)	INSULATE(D), INSULATION	TG, T&G	TONGUE AND GROOVE
DIM	DIMENSION	INT	INTERIOR	TO	TO
DISP	DISPENSER	JAN(T)	JANITOR	TOC	TOP OF CURB, TOP OF CONCRETE
DIV	DIVISION	JAN(T)	JANITOR'S CLOSET	TOF	TOP OF FRAMING
DL	DEAD LOAD	JT	JOINT	TOP	TOP OF PARAPET
DMT	DEMOUNTABLE	LAM	LAMINATE(D)	TOPL	TOP OF PLATE
DN	DOWN	LAV	LAVATORY	TOR	TOP OF ROOF
DR	DOOR	LH	LEFT HAND	TOS	TOP OF STEEL
DS	DOWNSPROUT	MAX	MAXIMUM	TS	TUBE STEEL
DTL	DETAIL	MB	MACHINE BOLT	TW	TOP OF WALL
DWG(S)	DRAWING(S)	MECH	MECHANICAL	TYP	TYPICAL
DWR	DRAWER	MEZZ	MEZZANINE	UNO, UNO	UNLESS NOTED OTHERWISE
E	EAST	MFR	MANUFACTURE(R)	VB	VAPOR BARRIER
EA	EACH	MGR	MANAGER	VCT	VINYL COMPOSITION TILE
EB	EXPANSION BOLT	MH	MANHOLE	VERT	VERTICAL
EJ	EXPANSION JOINT	MIN	MINIMUM	VG	VERTICAL GRAIN
EL, ELEV	ELEVATION	MISC	MISCELLANEOUS	VIF	VERIFY IN FIELD
ELEC	ELECTRICAL	MO	MASONRY OPENING	W	WEST
EMER(G)	EMERGENCY	MOD	MODULAR	WI	WITH
ENCL	ENCLOSE(URE)	MP	METAL PANEL	W/O	WITHOUT
EOS	EDGE OF STUD	MRGB	MOISTURE RESISTANT GYPSUM WALL BOARD	WC	WATER CLOSET
EP	ELECTRICAL PANEL BOARD	MTL	METAL	WD	WOOD
EPDM	ETHYLENE PROPYLENE DIENEMONOMER	MULL	MULLION	WP	WATERPROOF(ING)
EQ	EQUAL	MWP	MEMBRANE WATERPROOFING	WS	WATERSTOP
EQUIP	EQUIPMENT	N	NORTH	WWF	WELODED WIRE FABRIC
EST	ESTIMATE	NAT	NATURAL	±	PLUS OR MINUS
EX	EXIST(ING)	NIC	NOT IN CONTRACT	#	DIAMETER
EXH	EXHAUST	NOM	NOMINAL		
EXP	EXPOSED, EXPANSION				

SYMBOLS LEGEND

	BUILDING SECTION MARK 1=SECTION NO. A101= SHEET NO.		INTERIOR WINDOW MARK
	WALL SECTION MARK 1=SECTION NO. A101= SHEET NO.		EXTERIOR WINDOW MARK
	EXTERIOR ELEVATION MARK 1=SECTION NO. A101= SHEET NO.		NORTH ARROW
	INTERIOR ELEVATION MARK FILLED 1=SECTION NO. A101= SHEET NO.		LEVEL MARK
	DETAIL SECTION MARK 1=SECTION NO. A101= SHEET NO.		GRID HEAD
	ENLARGED VIEW MARK 1=SECTION NO. A101= SHEET NO.		KEYNOTE - REFER TO LEGEND ON SHEET
	PARTITION MARK (REF. PARTITION TYPES)		REVISION CLOUD AND MARK
	DOOR TAG		CONTROL JOINT
	MATCHLINE		GRAPHIC SCALE

SHEET INDEX

01 - GENERAL

- G0.01 COVER SHEET
- G1.01 PROJECT INFO
- G2.01 ACCESSIBILITY
- G3.01 CODE ANALYSIS/ FLS PLAN

02 -DEMOLITION

- AD1.01 EXISTING/ DEMOLITION SITE PLAN
- AD2.01 EXISTING/ DEMOLITION PLANS

03 - ARCHITECTURAL

- A0.01 SPECIFICATIONS
- A0.02 EXTERIOR/ INTERIOR ASSEMBLIES
- A1.01 ARCHITECTURAL SITE PLAN
- A2.01 PROPOSED PLANS
- A3.01 EXTERIOR ELEVATIONS
- A4.01 ENLARGED PLANS/ INTERIOR ELEVATIONS
- A4.02 ENLARGED PLANS/ INTERIOR ELEVATIONS
- A8.01 DOOR SCHEDULE AND FRAME TYPES
- A9.01 FINISH FLOOR PLAN
- A9.11 INTERIOR DETAILS

MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER, AND FIRE ALARM DRAWINGS

ALL REQUIRED MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER, AND FIRE ALARM DESIGNS, DRAWINGS, AND SPECIFICATIONS SHALL BE PROVIDED BY THE ASSOCIATED DESIGN/ BUILD SUBCONTRACTOR AS DEFERRED SUBMITTALS.

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426 a street
ashland, or 97520
tel: 541.591.9988

REGISTERED ARCHITECT
CHRISTOPHER
PLUMMER BROWN
ARCHITECT
STATE OF OREGON

OUTLIER
CONSTRUCTION CO.

CITY OF ASHLAND
2200 ASHLAND ST SHELTER
2200 ASHLAND ST
ASHLAND, OR 97520



Consultant

Revisions

No. Description Date

PERMIT SET

Date

07/28/25

Job No. 25_07

Drawn By Author

Checked By Checker

PROJECT INFO

PERMIT SET

Date

07/28/25

Project Number

25_07

Drawing Title

PROJECT INFO

Sheet No.

G1.01

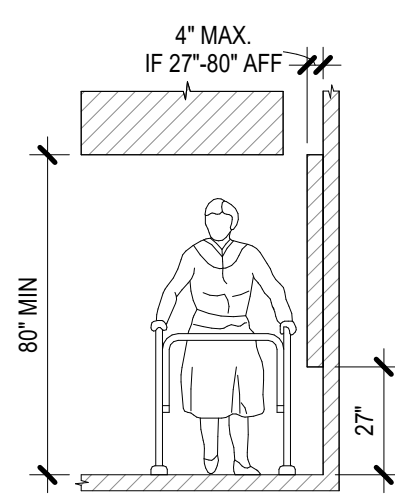
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No.	Description	Date

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Job No.	25_0000
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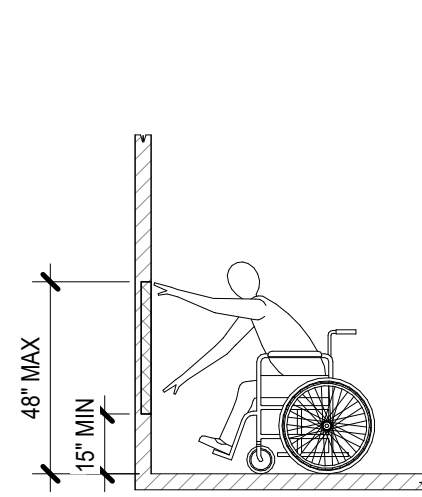
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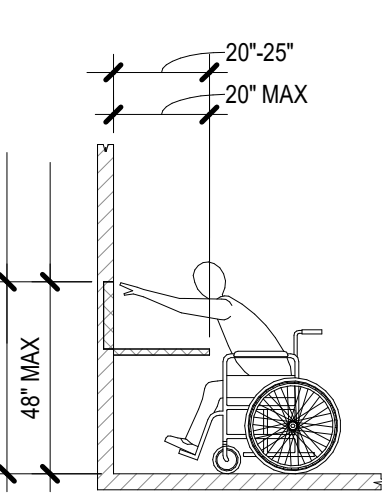
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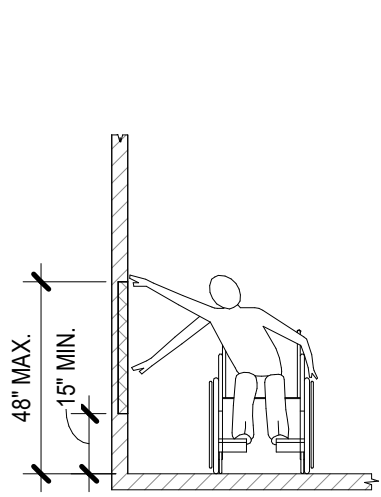
A117.1 FIGURE 307.2
LIMITS OF
PROTRUDING OBJECTS



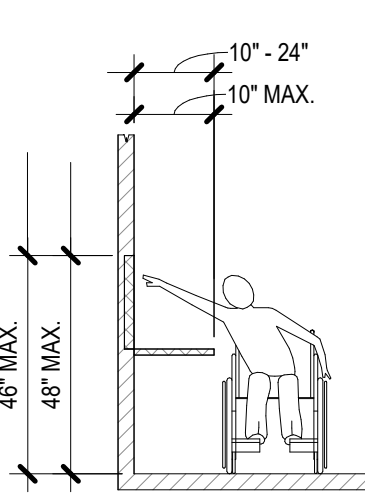
A117.1 FIGURE 308.2.1
UNOBSTRUCTED FORWARD
REACH



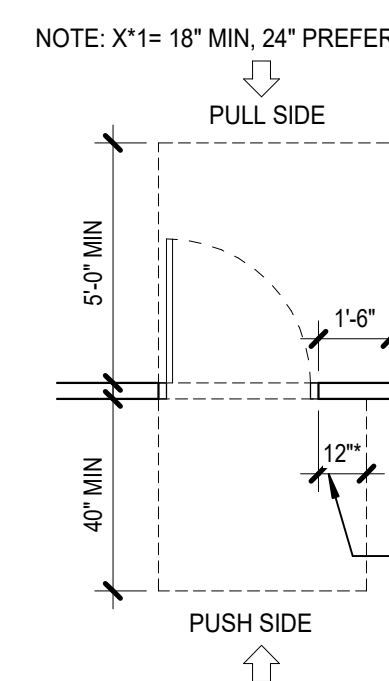
A117.1 FIGURE 308.2.2
OBSTRUCTED HIGH FORWARD
REACH (A) AND (B)



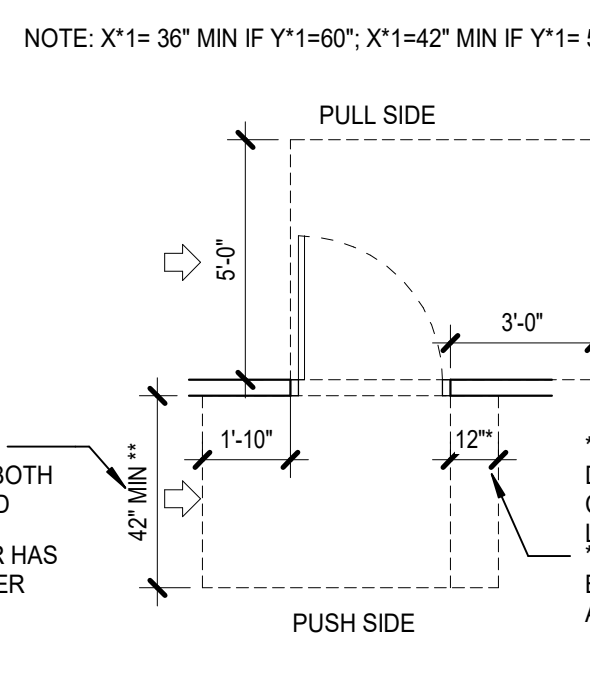
A117.1 FIGURE 308.3.1
UNOBSTRUCTED SIDE REACH



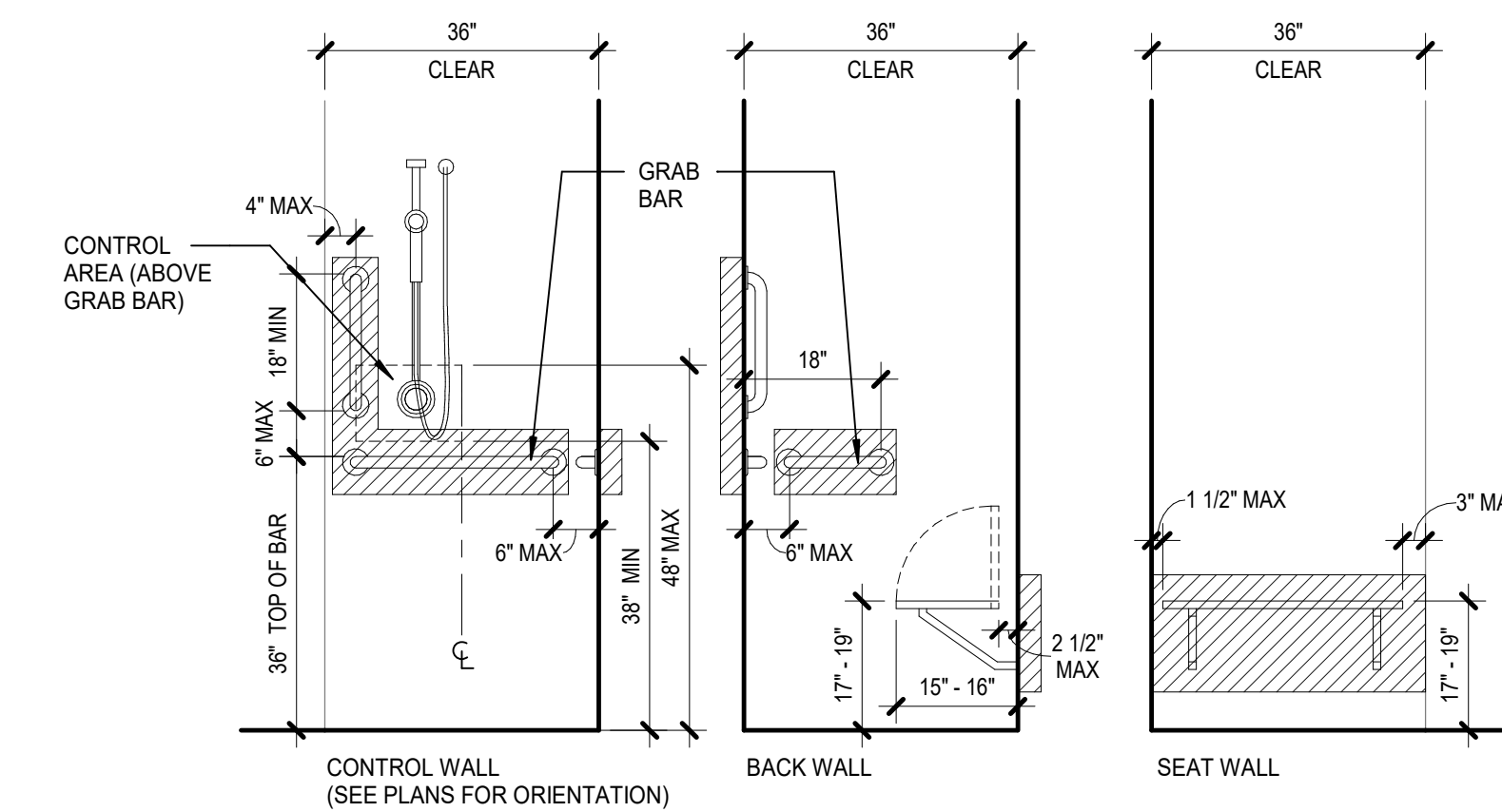
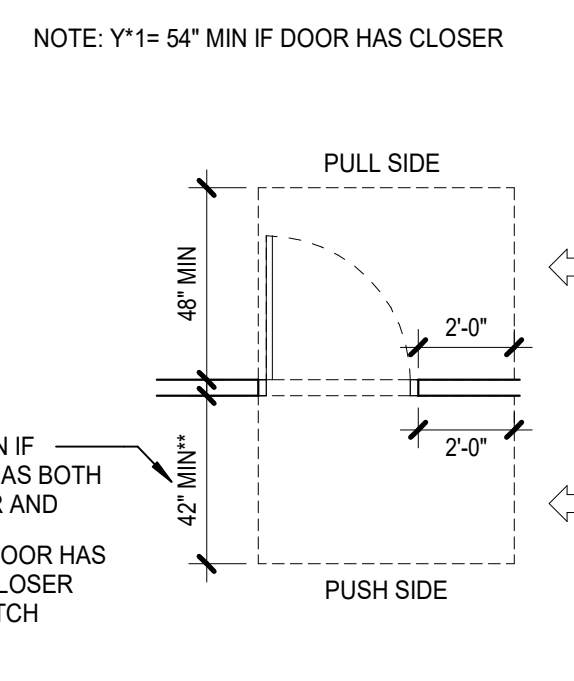
A117.1 FIGURE 308.3
OBSTRUCTED HIGH
REACH (A) AND (B)



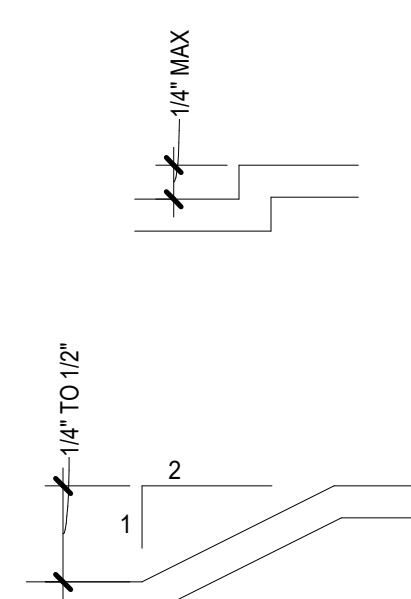
TYP ACC. DOOR CLEARANCES



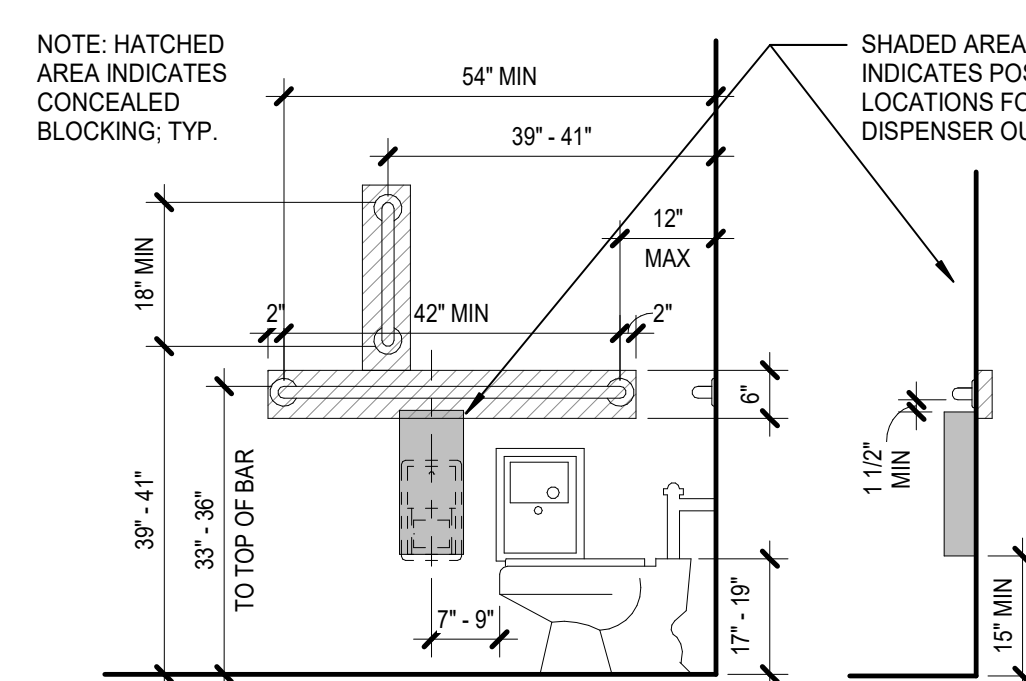
LEARNCES



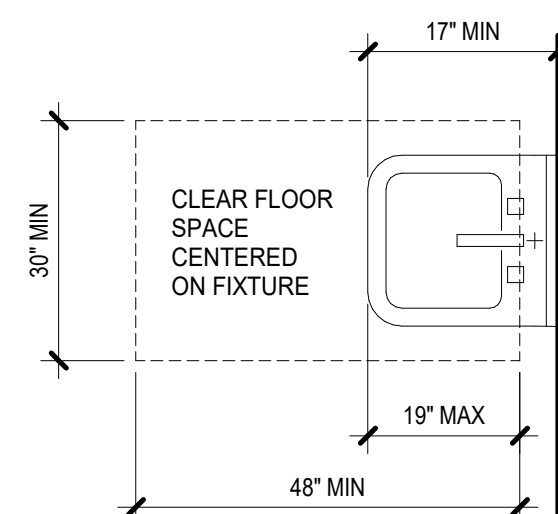
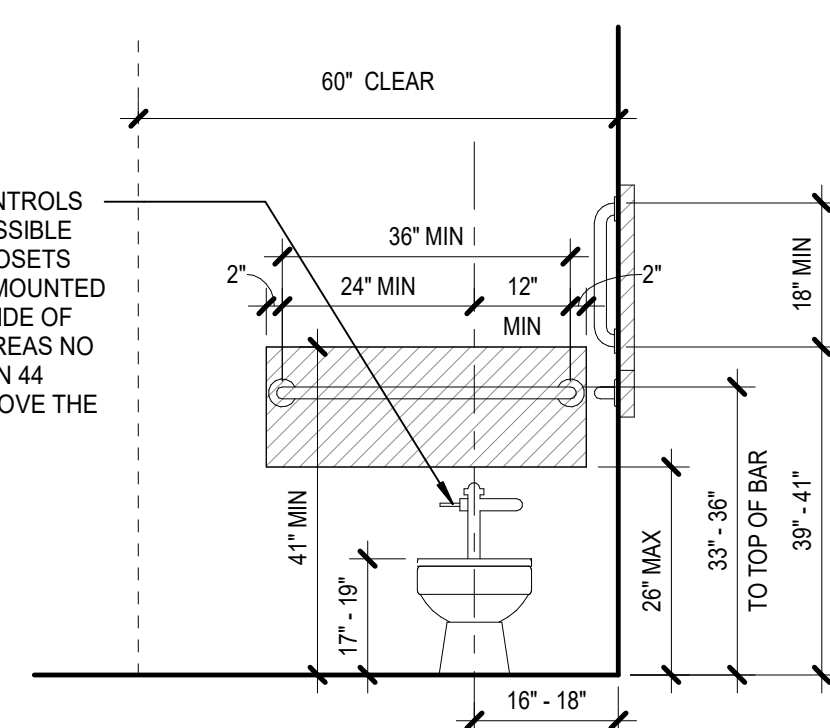
ACC. TRANSFER-TYPE SHOWER

$$1/2^* = 1'-0^*$$


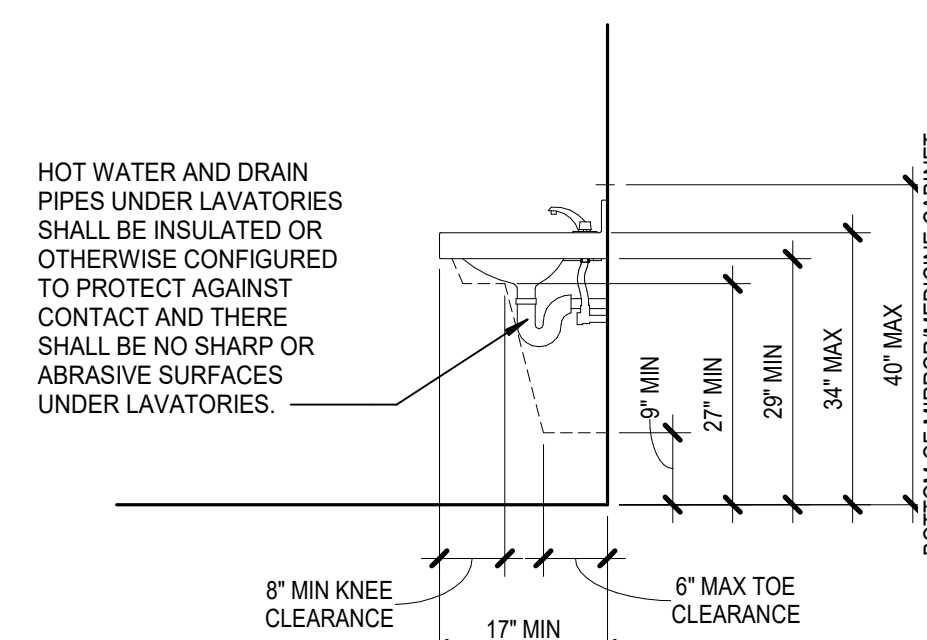
LEVEL CHANGES



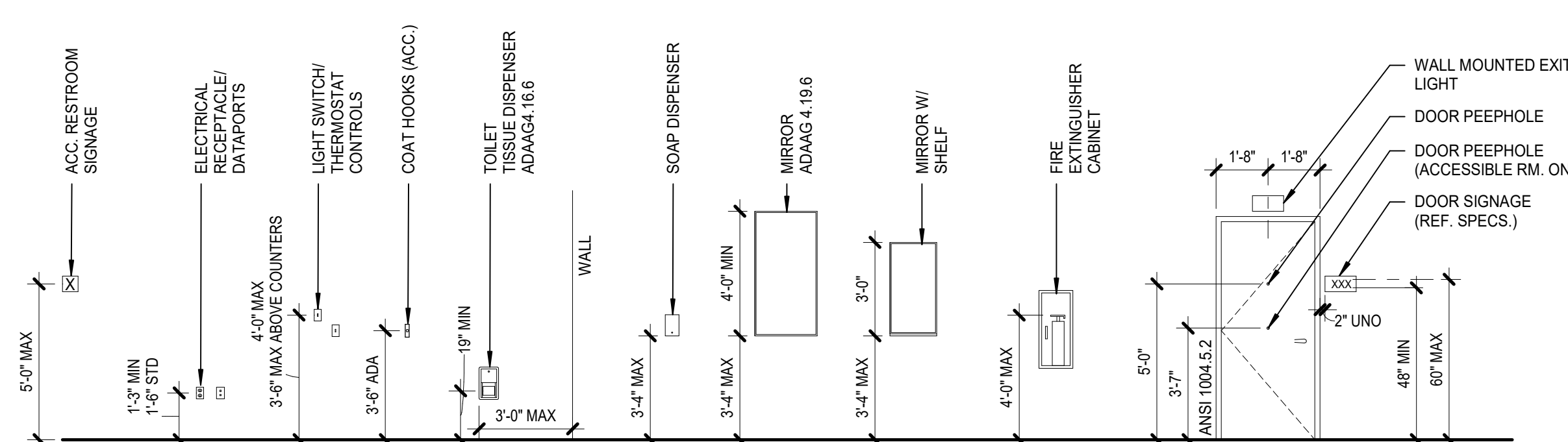
ACC. WC ELEVATIONS



TYP LAVATORY PLAN



TYP LAVATORY ELEVATION



TYP ACC. MOUNTING HEIGHTS

CODE ANALYSIS

PROJECT INFORMATION

PROJECT NAME: 2200 ASHLAND ST SHELTER
PROJECT DESCRIPTION: EMERGENCY SHELTER CONVERSION
ADDRESS: 2200 ASHLAND ST
ASHLAND, OR 97520
MAP & TAX LOT: 391E14BB 300

CLIENT INFORMATION

NAME: CITY OF ASHLAND OREGON
CONTACT: SCOTT A. FLEURY, PUBLIC WORKS DIRECTOR
(541) 552-2412, SCOTT.FLEURY@ASHLAND.OR.US
ADDRESS: 20 EAST MAIN ST
ASHLAND, OREGON 97520

NARRATIVE

THE PROJECT CONSIST OF THE CONVERSION OF AN EXISTING OFFICE BUILDING INTO AN INCLEMENT WEATHER SHELTER, INCLUDING FIRE AND LIFE SAFETY IMPROVEMENTS AND MISCELLANEOUS SITE IMPROVEMENTS.

BUILDING AREA SUMMARY

EXISTING BUILDING AREA 5334 SF
PROPOSED BUILDING AREA NO CHANGE

GOVERNING CODES

THE DESIGN OF THIS PROJECT IS BASED ON THE FOLLOWING CODES:

OREGON STRUCTURAL SPECIALTY CODE, 2022 ED.
OREGON ENERGY EFFICIENCY SPECIALTY CODE, 2025 ED.
OREGON MECHANICAL SPECIALTY CODE, 2022 ED.
OREGON PLUMBING SPECIALTY CODE, 2023 ED.
OREGON ELECTRICAL SPECIALTY CODE, 2023 ED.
OREGON FIRE CODE, 2022 ED.
2017 ICC A117.1 ACCESSIBILITY STANDARDS

EXISTING BUILDING CODE ANALYSIS

OSSC CHAPTER 34 COMPLIANCE METHOD: SEC 3405 PRESCRIPTIVE ALTERATION

PRESCRIPTIVE COMPLIANCE NOTES:

- 3403.6 ALL NEW ACCESSIBLE FEATURES TO COMPLY WITH 2022 OSSC CHAP 11 AND 2017 ICC A117.1. ALL CHANGES MADE TO ACCESSIBLE ROUTES MEET ACCESSIBILITY REQUIREMENTS.
3403.7.2 MODIFICATIONS TO BUILDING FIRE ALARM SYSTEM TO MEET THE REQUIREMENTS OF THE NEW R-1 OCCUPANCY.
3405.3.1 ALL NEW CONSTRUCTION TO COMPLY WITH 2022 OSSC.
3405.3.2 BUILDING NOT LOCATED IN FLOOD HAZARD AREA.
3405.3.3 NO CHANGES MADE TO EXISTING STRUCTURAL ELEMENTS CARRYING GRAVITY LOAD.
3405.3.4 NO CHANGES MADE TO EXISTING STRUCTURAL ELEMENTS CARRYING LATERAL LOAD.
3405.8 CHANGE OF OCCUPANCY FROM B TO R-1 AFFECTS THE BUILDINGS COMPLIANCE WITH THE CURRENT BUILDING CODE. SEE DETAILED CODE ANALYSIS.

PLUMBING IMPROVEMENTS NOTES:

1. DEMOLITION OF SELECT PLUMBING FIXTURES, DRAIN PIPING, AND SUPPLY PIPING.
2. INSTALLATION OF PLUMBING FIXTURES, DRAIN PIPING, AND SUPPLY PIPING.
3. PLUMBING DESIGN TO BE DESIGN/ BUILD BY SUBCONTRACTOR AND SHALL COMPLY WITH ALL APPLICABLE CODES.

MECHANICAL IMPROVEMENTS NOTES:

1. DEMOLITION OF SELECT HVAC EQUIPMENT, DUCTWORK, AND FIXTURES.
2. REPLACEMENT OF SELECT HVAC ROOFTOP UNITS.
3. INSTALLATION OF NEW HVAC EQUIPMENT, DUCTWORK, AND FIXTURES.
4. MECHANICAL DESIGN TO BE DESIGN/ BUILD BY SUBCONTRACTOR AND SHALL COMPLY WITH ALL APPLICABLE CODES.

ELECTRICAL IMPROVEMENTS NOTES:

1. DEMOLITION OF SELECT ELECTRICAL EQUIPMENT AND FIXTURES.
2. INSTALLATION OF NEW ELECTRICAL EQUIPMENT AND FIXTURES.
3. ELECTRICAL DESIGN TO BE DESIGN/ BUILD BY SUBCONTRACTOR AND SHALL COMPLY WITH ALL APPLICABLE CODES.

OCCUPANCY AND USE SUMMARY

EXISTING OCCUPANCY/ USE: B (EXISTING OFFICES)
S-1 (EXISTING STORAGE, ACCESSORY)

PROPOSED OCCUPANCY/ USE: MIXED OCCUPANCY, NON-SEPARATED
R-1 (NEW WEST SHELTER AREA, TRANSIENT)
B (EXISTING OFFICES)
S-1 (EXISTING STORAGE, ACCESSORY)

TYPE OF CONSTRUCTION

EXISTING AND PROPOSED CONSTRUCTION TYPE: IIIB

EXISTING AND PROPOSED RESISTANCE RATINGS:

PRIMARY STRUCTURAL FRAME: 0 HR
BEARING WALLS, EXTERIOR: 0 HR
BEARING WALLS, INTERIOR: 0 HR
NON-BEARING PARTITION WALLS, EXTERIOR: 0 HR
NON-BEARING PARTITION WALLS, INTERIOR: 0 HR
FLOOR CONSTRUCTION: 0 HR
ROOF CONSTRUCTION: 0 HR

BUILDING FIRE PROTECTION

FIRE SPRINKLERS:

THE BUILDING WILL BE EQUIPPED THROUGHOUT WITH A NEW NFPA 13 FIRE SPRINKLER SYSTEM.

FIRE ALARM SYSTEM:

THE BUILDING WILL BE EQUIPPED THROUGHOUT WITH A NEW FIRE ALARM SYSTEM COMPLYING WITH OSSC SEC 907.2.8.

FIRE SEPARATION DISTANCES

NO CHANGE TO BUILDING FIRE SEPARATION DISTANCES. CURRENT FIRE SEPARATION DISTANCES MEET REQUIREMENTS OF NEW R-1 OCCUPANCY.

BUILDING HEIGHT AND AREA

NO CHANGES MADE TO BUILDING HEIGHT AND AREA. CURRENT BUILDING HEIGHT AND AREA MEETS REQUIREMENTS OF NEW R-1 OCCUPANCY.

MAX ALLOWABLE BUILDING HEIGHTS AND AREA:

TABULAR FLOOR AREA (A/T) (IIB, S1): B 76000 SF
NUMBER OF STORIES/ HEIGHT (IIB, S): 4/ 75'
FRONTAGE INCREASE (IF): 100%
OPEN SPACE: >30'
FRONTAGE INCREASE FACTOR: 0.75

ALLOWABLE BUILDING AREA/ FLOOR (A/A): 76000 SF (R-1, MOST RESTRICTIVE)

ACTUAL BUILDING AREA, STORIES, AND HEIGHT:

FLOOR AREA 5334 SF
NUMBER OF STORIES/ HEIGHT: 1/18'

OCCUPANCY SEPARATIONS

THERE ARE CURRENTLY NO RATED OCCUPANT SEPARATION ASSEMBLIES IN THE BUILDING.

THE NEW R-1 OCCUPANCY REQUIRES 1/2 HR RATED FIRE PARTITIONS SEPARATING SLEEPING ROOMS FROM OTHER SLEEPING ROOMS AND OTHER OCCUPANCIES. PER OSSC SEC 708.3, EXCEPTION 2.

THE MAIN DEMISING WALL BETWEEN THE WESTERN AND EASTERN PORTIONS OF THE BUILDING WILL BE UPGRADED TO A 1/2 HR RATED FIRE PARTITION TO SEPARATE THE SHELTER SLEEPING AREA FROM THE REST OF THE BUILDING.

CARBON MONOXIDE DETECTION

EXISTING CARBON MONOXIDE ALARMS MEET THE REQUIREMENTS OF THE NEW R-1 OCCUPANCY.

EGRESS REQUIREMENTS

NUMBER OF EXITS: 2
NUMBER OF EXITS REQUIRED: 2
NUMBER OF EXITS PROVIDED: 4

MAX ALLOWED TRAVEL DISTANCE: 250'/ 300'
R-1 (SPRINKLERS) B (SPRINKLERS)

MAX ALLOWED COMMON PATH: 75'/ 100'
R-1 (SPRINKLERS) B (SPRINKLERS)

EGRESS LIGHTING:
EGRESS LIGHTING REQUIRED ALONG THE EGRESS PATH PER OSSC SECTION 1008.1.

BUILDING OPERATIONS NARRATIVE

THE PURPOSE OF THE CHANGE OF OCCUPANCY AND BUILDING UPGRADES IS TO ALLOW FOR THE FOLLOWING BUILDING USE SCENARIOS: A COMMUNITY RESOURCE CENTER, AN INCLEMENT WEATHER SHELTER AND AN OVERFLOW INCLEMENT WEATHER SHELTER.

- OCCUPANT LOADS FOR EACH USE SCENARIO SUMMARIZED IN "OCCUPANT LOADS" SECTION
- PLUMBING FIXTURE CALCULATIONS FOR EACH USE SCENARIO SHOWN IN "PLUMBING SUMMARY" SECTION
- EXITING AND OCCUPANCY ANALYSIS FOR EACH USE SCENARIO SHOWN IN "EXITING/ OCCUPANCY PLANS"

USE SCENARIO DESCRIPTIONS:

USE SCENARIO 1 - COMMUNITY RESOURCE CENTER

THIS WOULD BE THE TYPICAL USE CASE FOR THE BUILDING. THE OFFICES IN THE EASTERN PORTION OF THE BUILDING WOULD BE OCCUPIED/ LEASED BY TENANTS OFFERING COMMUNITY SUPPORT SERVICES. THE RESTROOMS IN BOTH PORTIONS OF THE BUILDING WOULD BE AVAILABLE FOR USE BY THE OFFICE TENANTS AND THEIR CLIENTS. THE OFFICES WOULD BE OPEN DURING REGULAR BUSINESS HOURS. THE WESTERN PORTION OF THE BUILDING WOULD BE USED FOR STORAGE, AND NO OVERNIGHT SLEEPING WOULD OCCUR.

USE SCENARIO 2 - INCLEMENT WEATHER SHELTER

WHEN REQUIRED, THE WESTERN PORTION OF THE BUILDING CAN BE CONVERTED INTO AN EMERGENCY OVERNIGHT SHELTER WITH ROOM FOR UP TO 32 GUESTS. THE GUESTS WOULD HAVE ACCESS TO THE RESTROOMS IN BOTH PORTIONS OF THE BUILDING, WHICH WOULD MEET THE PLUMBING FIXTURE REQUIREMENTS FOR THE SHELTER OCCUPANT LOAD. THE SHELTER WOULD BE OPERATED BY 2 OVERNIGHT STAFF. THE PRIVATE OFFICES WOULD REMAIN SECURE DURING SHELTER OPERATIONS.

USE SCENARIO 3 - OVERFLOW INCLEMENT WEATHER SHELTER

DURING EXTREME WEATHER EVENTS (MAJOR SNOW STORM), PARTS OF THE EAST SECTION OF THE BUILDING CAN BE CONVERTED INTO OVERFLOW SLEEPING AREAS, ALLOWING FOR AN ADDITIONAL 22 GUESTS (54 BEDS TOTAL). THE SHELTER WOULD BE OPERATED BY 2 OVERNIGHT STAFF. THE INCREASED NUMBER OF GUESTS WOULD REQUIRE ADDITIONAL PORTABLE RESTROOM FACILITIES.

OCCUPANT LOADS

USE SCENARIO 1 - COMMUNITY RESOURCE CENTER

OCCUPANT LOAD DETERMINED BY FUNCTION OF SPACE (TABLE OSSC 1004.5).

OCC.	FUNCTION	LOAD FACTOR	AREA	OCCUPANTS
B (A-3<50)	BUSINESS AREAS	150 GROSS	3342 SF	23
	UNCONCENTRATED TABLES AND CHAIRS	15 NET	416 SF	28
S-1	ACC. STORAGE	300 GROSS	1178 SF	4
TOTAL NUMBER OF OCCUPANTS:				55

USE SCENARIO 2 - INCLEMENT WEATHER SHELTER

OCCUPANT LOAD DETERMINED BY MAX SHELTER BEDS IN WEST PORTION OF BUILDING.

OCC.	FUNCTION	OCCUPANTS
R-1	TRANSIENT RESIDENTIAL GUEST	32
	SHELTER STAFF	2
TOTAL NUMBER OF OCCUPANTS:		34

USE SCENARIO 3 - OVERFLOW INCLEMENT WEATHER SHELTER

OCCUPANT LOAD DETERMINED BY MAX SHELTER BEDS IN WEST AND EAST PORTION OF BUILDING.

OCC.	FUNCTION	OCCUPANTS
R-1	TRANSIENT RESIDENTIAL GUEST	54
	SHELTER STAFF	4
TOTAL NUMBER OF OCCUPANTS:		58

PLUMBING SUMMARY

USE SCENARIO 1 - COMMUNITY RESOURCE CENTER

FIXTURE CALCULATIONS - COMMUNITY RESOURCE CENTER												
WC FORMULA			LAV FORMULA			WC CALC			LAV CALC		B/S	DF
USE	M	F	M	F	OCC	M	F	M	F			
B	1:25<50, 1:50>50		1:40<80, 1:80>80		51	1.02	1.02	0.64	0.64	-	-	
S-1	1:100		1:100		4	0.02	0.02	0.02	0.02	-	-	
M/F REQUIRED:												
						2	2	1	1			
TOTAL REQUIRED:						4		2		0	0	
M/F PROVIDED:												
						0	0	0	0			
UNISEX PROVIDED:						4		4				
TOTAL PROVIDED:						4		4		4	1 (SINK)	

USE SCENARIO 2 - INCLEMENT WEATHER SHELTER

FIXTURE CALCULATIONS - INCLEMENT WEATHER SHELTER											
		WC FORMULA		LAV FORMULA		WC CALC		LAV CALC		B/S	DF
USE	M	F	M	F	OCC	M	F	M	F		
B	1:25<50, 1:50>50		1:40<80, 1:80>80		2	0.04	0.04	0.03	0.03	-	-
R-1	1:10		1:10		32	1.60	1.60	1.60	1.60	4	0.32
M/F REQUIRED:						2	2	2	2		
TOTAL REQUIRED:						4		4		4	1
M/F PROVIDED:						0	0	0	0		
UNISEX PROVIDED:						4		4			
TOTAL PROVIDED:						4	4	4	4	1 (SINK)	

FIXTURE CALCULATION NOTES - EMERGENCY SHELTER:

1. GIVEN THE NATURE OF THE SHARED SLEEPING AREAS AND THE TEMPORARY USE OF THE BUILDING AS A SHELTER, "BOARDING HOUSE" FACTORS HAVE BEEN USED FOR RESIDENTIAL FIXTURE COUNT.
2. DRINKING FOUNTAIN REQUIREMENT MET BY SERVICES AREA SINK.

USE SCENARIO 3 - OVERFLOW INCLEMENT WEATHER SHELTER

FIXTURE CALCULATIONS - OVERFLOW INCLEMENT WEATHER SHELTER											
		WC FORMULA		LAV FORMULA		WC CALC		LAV CALC		B/S	DF
USE		M	F	M	F	OCC		M	F		
B	1:25<50, 1:50>50	1:40<80, 1:80>80		4	0.08	0.08		0.05	0.05	-	-
R-1	1:10	1:10		54	2.70	2.70		2.70	2.70	6.75	0.54
M/F REQUIRED:											
		3	3	3	3						
TOTAL REQUIRED:		6		6		7		1			
M/F PROVIDED:											
		0	0	0	0	0					
UNISEX PROVIDED:		6 (2 PORTABLE)	6 (2 PORTABLE)	7 (3 TRL)							
TOTAL PROVIDED:		6 (2 PORTABLE)	6 (2 PORTABLE)	7 (3 TRL)	1 (SINK)						

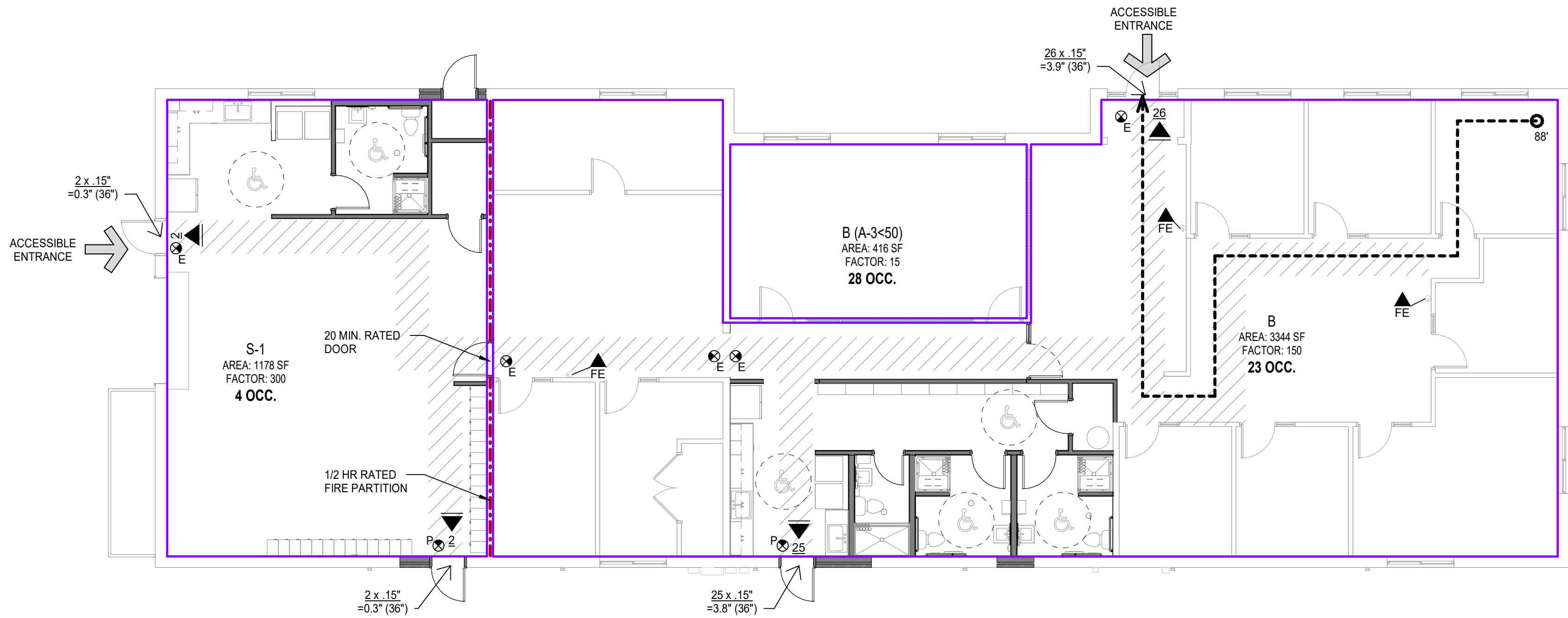
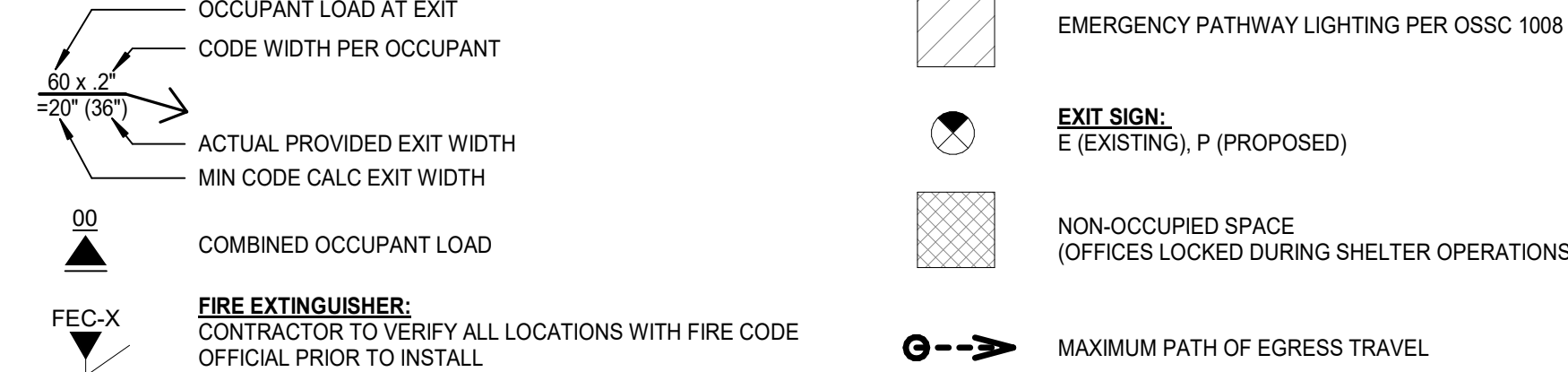
FIXTURE CALCULATION NOTES - EXTREME WEATHER OVERFLOW SHELTER:

1. GIVEN THE NATURE OF THE SHARED SLEEPING AREAS AND THE TEMPORARY USE OF THE BUILDING AS A SHELTER, "BOARDING HOUSE" FACTORS HAVE BEEN USED FOR RESIDENTIAL FIXTURE COUNT.
2. PORTABLE TOILET AND SHOWER UNITS TO BE PLACED ON SITE WHEN EXTREME WEATHER OVERFLOW SHELTER IS IN OPERATION.
A. 2 PORTABLE TOILETS
B. SHOWER TRAILER W/ 3 SHOWERS
3. DRINKING FOUNTAIN REQUIREMENT MET BY SERVICES AREA SINK.

SHEET NOTES

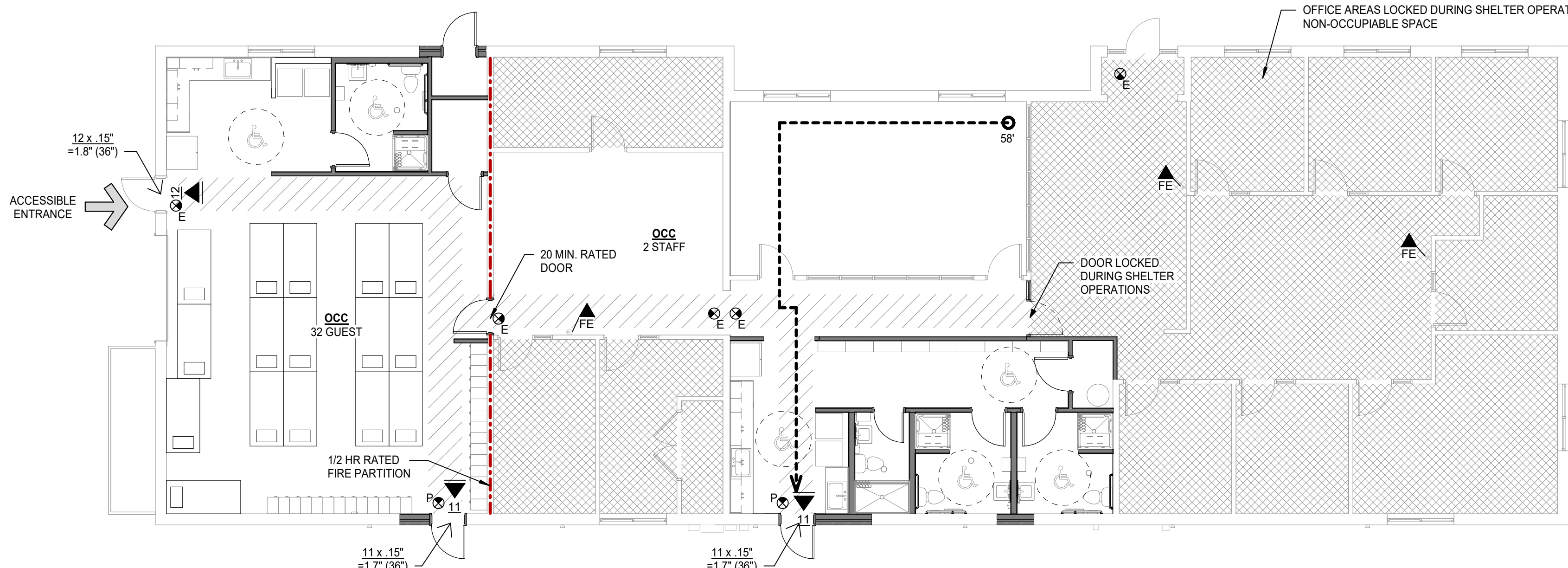
- VERIFY ALL FIRE EXTINGUISHER LOCATIONS WITH FIRE CODE OFFICIAL PRIOR TO INSTALLATION.
- INSTALL NEW "NO SMOKING" SIGNS OUTSIDE EACH SLEEPING AREA AND IN MAIN COMMON AREAS.
- REFERENCE ELECTRICAL PLANS FOR ALL EXIT SIGN, SMOKE DETECTOR, AND EMERGENCY LIGHTING LOCATIONS.

LEGEND



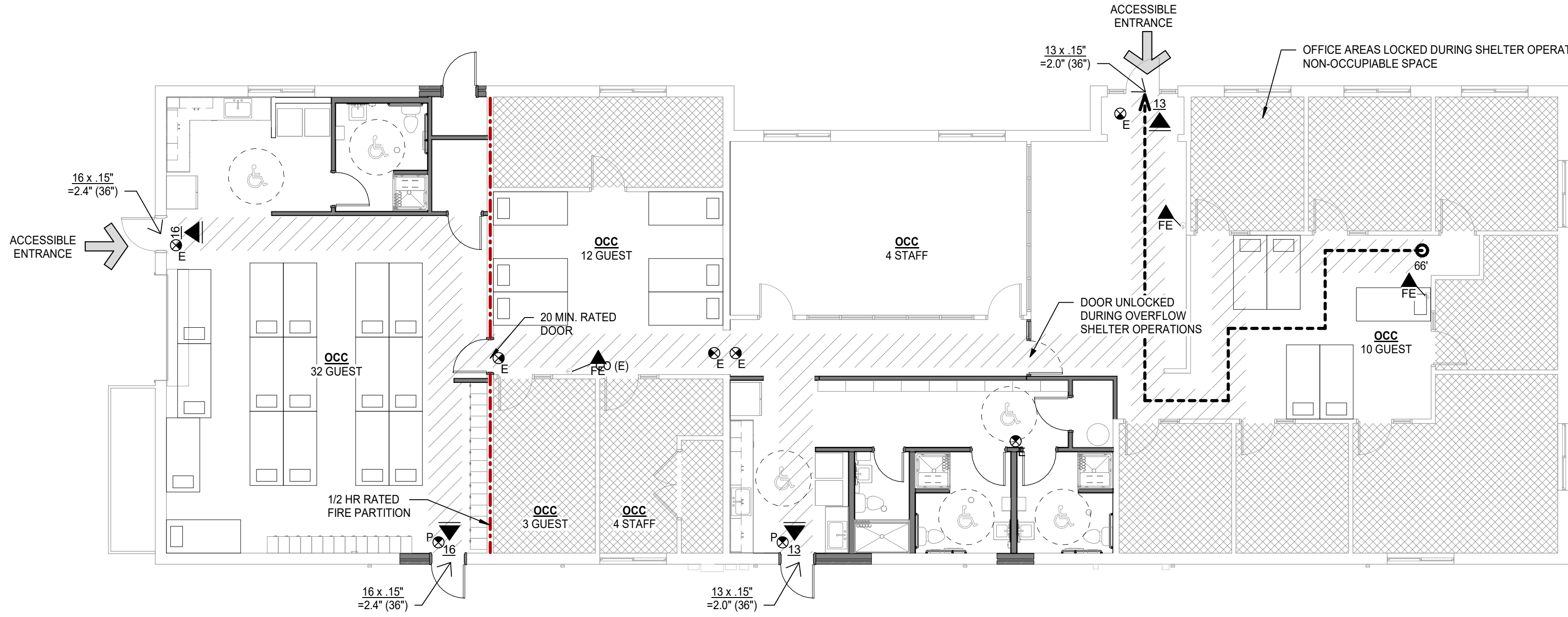
1 EXITING/ OCCUPANCY PLAN - COMMUNITY RESOURCE CENTER OPERATIONS

1/8" = 1'-0"



2 EXITING/ OCCUPANCY PLAN - INCLEMENT WEATHER SHELTER OPERATIONS

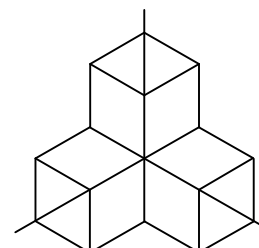
1/8" = 1'-0"



3 EXITING/ OCCUPANCY PLAN - OVERFLOW INCLEMENT WEATHER SHELTER OPERATIONS

1/8" = 1'-0"

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Project

Consultant

Revisions

No. Description Date

Date 07/28/25

Job No. 25_07

Drawn By Author

Checked By Checker

PERMIT SET

Date

07/28/25

Project Number

25_07

Drawing Title

CODE ANALYSIS/
FLS PLAN

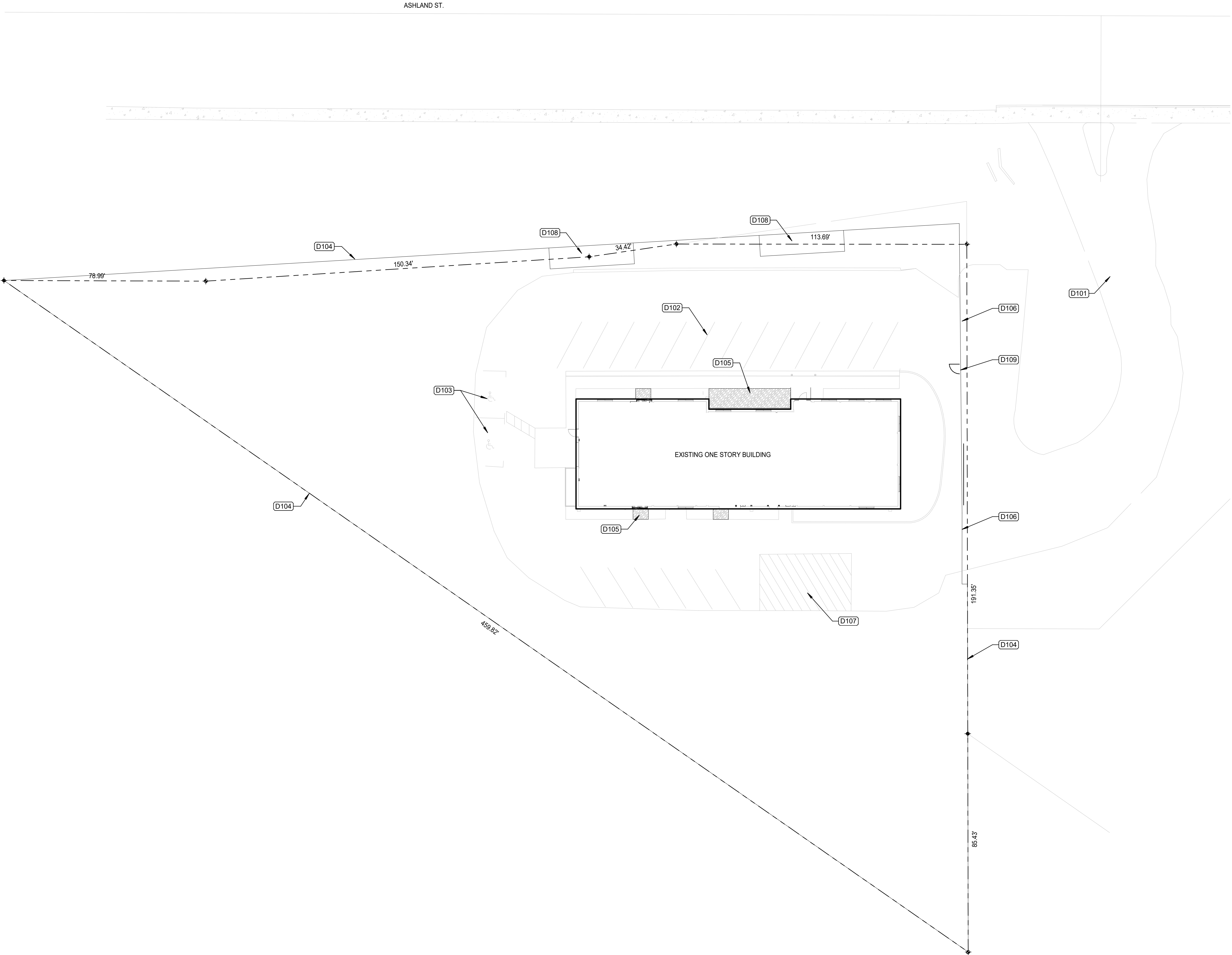
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1 EXISTING/ DEMOLITION SITE PLAN

1" = 20'-0"



GENERAL DEMOLITION NOTES

1. THESE DRAWING ARE ONLY TO ASSIST IN SHOWING SCOPE OF DEMOLITION WORK AND ARE NOT INTENDED TO INDICATE ALL DEMOLITION.
2. NOT ALL ITEMS TO BE DEMOLISHED ARE SHOWN ON THE PLANS. CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING A WALK-THRU OF THE SITE PRIOR TO BID AND CONSTRUCTION AND BECOMING FAMILIAR WITH ALL EXISTING CONDITIONS FOR THE PURPOSE OF IDENTIFYING POSSIBLE CRITICAL ITEMS, NOT ADDRESSED OR INCORRECTLY ADDRESSED, WHICH REQUIRE REMOVAL OR RELOCATION.
3. EXECUTION OF DEMOLITION SHALL PROGRESS IN SUCH A MANNER AS NOT TO INTERFERE WITH SAFETY AND CONVENIENCE THE PUBLIC AND THOSE AROUND THE SITE.
4. CONTRACTOR SHALL PROVIDE TEMPORARY PARTITION DUST BARRIERS IN ORDER TO MINIMIZE THE SPREAD OF DUST AND DEBRIS, AND TO PROTECT ADJACENT SPACES.
5. REMOVE ALL EXISTING CONSTRUCTIONS AND FINISHES NECESSARY FOR THE COMPLETION OF THE WORK AS DEPICTED ON THE DRAWINGS. NECESSARY DISCONNECTS AND ALTERATIONS TO EXISTING MECHANICAL, PLUMBING, AND ELECTRICAL SYSTEMS SHALL BE INCLUDED. PATCH AS REQUIRED ALL CONSTRUCTIONS TO REMAIN IN ACCORDANCE WITH THE CONTRACT DRAWINGS.
6. REMOVE ONLY NON-LOAD BEARING CONSTRUCTION AND PARTITIONS UNLESS NOTED IN DRAWINGS. CONTRACTOR TO VERIFY, PRIOR TO REMOVAL, THAT NO STRUCTURAL COMPONENTS, I.E. BEARING WALLS, BEAMS, HEADERS, ETC., SUPPORTING FLOOR, ROOF OR CEILING JOISTS ARE DESIGNATED FOR REMOVAL. CONTACT THE ARCHITECT PRIOR TO REMOVAL OF ANY CONSTRUCTION IN QUESTION OR DEVIATING FROM THE DESIGN INTENT. CONTRACTOR'S NON-CONTACT OF ARCHITECT PRIOR TO REMOVAL OF ANY WORK INDICATES THEIR CONSENT UNDERSTANDING THAT NO LOAD BEARING OR STRUCTURAL WORK OUTSIDE OF THE SCOPE IS BEING ALTERED UNDER THIS CONTRACT.
7. WHERE EXISTING BEARING BUILDING ELEMENTS ARE SCHEDULED FOR DEMOLITION, OR WHERE WORK OCCURS IN CLOSE PROXIMITY TO STRUCTURAL ELEMENTS TO REMAIN, PROVIDE TEMPORARY SHORING/BRACING AS REQUIRED TO SUPPORT EXISTING LOADS PRIOR TO STARTING DEMOLITION. ASSESSMENT OF SHORING/ BRACING REQUIREMENTS, ANALYSIS OF TEMPORARY LOADS, AND SHORING/ BRACING DESIGN ARE THE RESPONSIBILITY OF THE CONTRACTOR.
8. CONTRACTOR SHALL PROVIDE STAGING/DEMOLITION PLAN AND COORDINATE WITH CLIENT ON SITE ACCESS DURING PRE-CONSTRUCTION MEETING.
9. WASTE MATERIALS AND RUBBISH FROM DEMOLITION OPERATIONS SHALL BE REMOVED FROM SITE AS RAPIDLY AS POSSIBLE AND SHALL NOT BE ALLOWED TO ACCUMULATE ON PREMISES. CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF ALL WASTE MATERIAL.
10. PULL ANY DEMOLISHED WIRING BACK TO THE NEAREST JUNCTION BOX AND CAP IN ACCORDANCE WITH CODE.
11. PULL ANY DEMOLISHED PLUMBING LINES BACK TO THE NEAREST POINT OF CIRCULATION AND CAP IN ACCORDANCE WITH CODE.
12. CONTRACTOR SHALL PROTECT EXISTING STRUCTURE, DUCTWORK, AND CEILING SYSTEMS SCHEDULED TO REMAIN. PATCH AND REPAIR ALL EXISTING SURFACES DAMAGED BY DEMOLITION AND/OR INSTALLATION OF NEW WORK, AS REQUIRED TO MATCH ADJACENT SURFACES AND TO RECEIVE NEW FINISHES.
13. CONTRACTOR SHALL EXERCISE EXTREME CARE WHEN REMOVING EXISTING ITEMS THAT ARE SCHEDULED TO BE RELOCATED AND/OR REUSED. PROTECT AND STORE ITEMS ON SITE. NOTIFY ARCHITECT OF ANY ITEMS THAT ARE DETERMINED TO BE NON-FUNCTIONAL AND MAY REQUIRE REPLACEMENT INSTEAD OF RE-INSTALLATION.
14. VERIFY EXTENT OF DEMOLITION WITH PROPOSED FLOOR PLANS.
15. PATCH ALL EXISTING WALLS AS REQUIRED TO PROVIDE A SMOOTH SURFACE FOR NEW FINISHES.
16. ALL MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER DEMOLITION SHOWN FOR REFERENCE. FINAL DEMOLITION SCOPE PER PERTINENT DESIGN/BUILD SUB-CONTRACTOR.

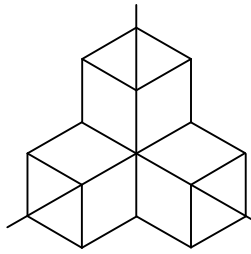
SHEET NOTES - SITE DEMO PLAN

1. SEE CIVIL AND LANDSCAPE DRAWINGS FOR ADDITIONAL SITE DEMOLITION WORK.
2. THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. PATCH ALL EXISTING SURFACES AS REQUIRED TO PROVIDE A SMOOTH SURFACE FOR NEW FINISHES.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLITION MATERIAL, IN ACCORDANCE WITH DISTRICT STANDARDS.
5. PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
6. THE INTENT OF THE PROPOSED CONSTRUCTION IS TO PRESERVE AS MUCH OF THE EXISTING PAVEMENT, CURB, GUTTER, AND SIDEWALK AS POSSIBLE. PROTECT EXISTING SITE IMPROVEMENTS TO REMAIN FROM DAMAGE DURING CONSTRUCTION.

KEYNOTES

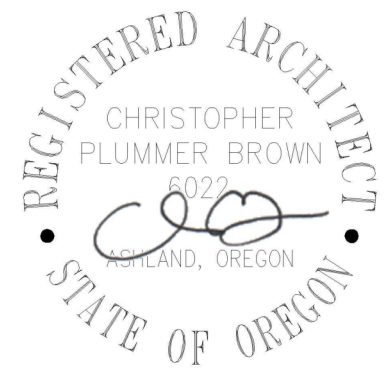
MARK	DESCRIPTION
D101	(E) SITE PAVING
D102	(E) PARKING STRIPING
D103	(E) ACCESSIBLE PARKING SPACE
D104	(E) CHAIN LINK SECURITY FENCE
D105	DEMOLISH (E) LANDSCAPE AT (N) SIDEWALK, TYP.
D106	(E) AUTOMATIC CHAIN LINK SECURITY SLIDING GATE
D107	(E) FIRE LANE STRIPING
D108	(E) DOG RUN
D109	(E) CHAIN LINK SWING GATE

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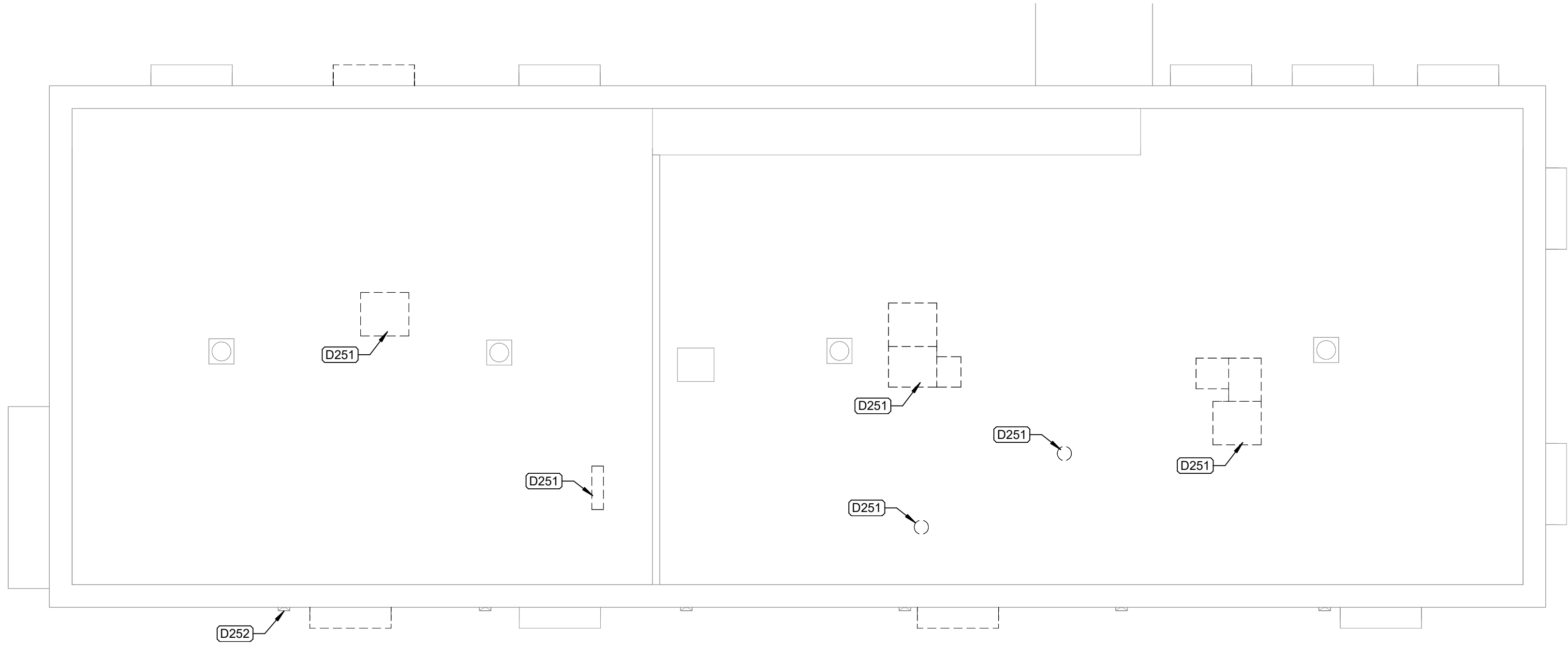
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Drawing Title
EXISTING/ DEMOLITION SITE PLAN

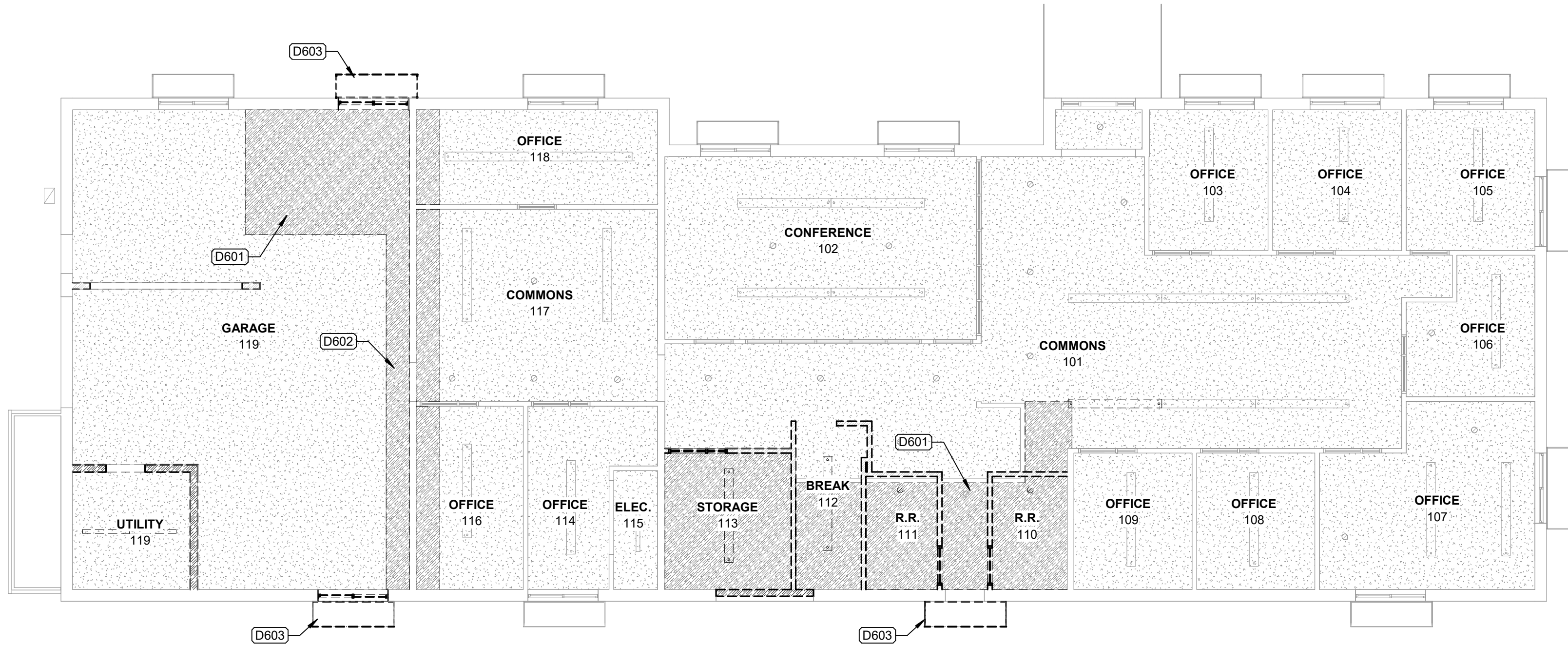
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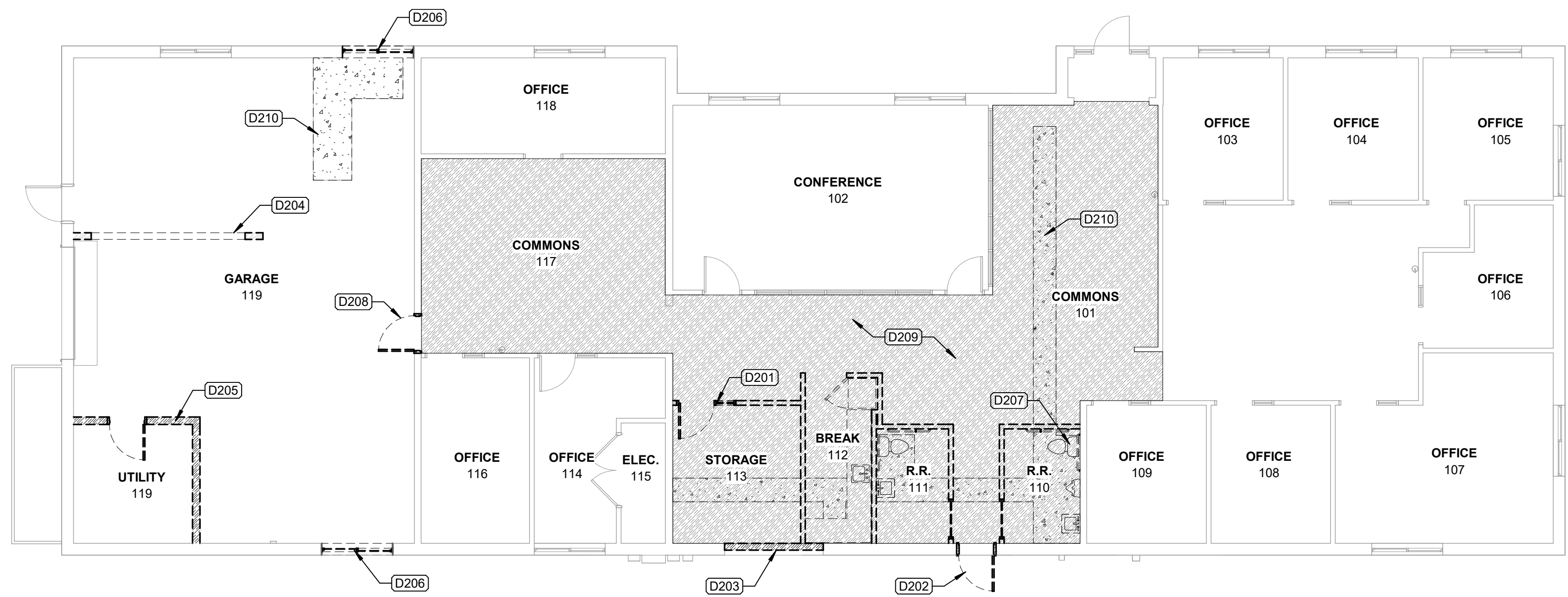
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3 EXISTING/ DEMOLITION ROOF PLAN
1/8" = 1'-0"



2 EXISTING/ DEMOLITION REFLECTED CEILING PLAN
1/8" = 1'-0"



1 EXISTING/ DEMOLITION FLOOR PLAN
1/8" = 1'-0"



SHEET NOTES - DEMO PLANS

1. VERIFY EXTENT OF DEMOLITION WITH PROPOSED FLOOR PLANS.
2. PATCH ALL EXISTING WALLS AS REQUIRED TO PROVIDE A SMOOTH SURFACE FOR NEW FINISHES.
3. CONTRACTOR SHALL PROVIDE TEMPORARY PARTITION DUST BARRIERS IN ORDER TO MINIMIZE THE SPREAD OF DUST AND DEBRIS, AND TO PROTECT ADJACENT SPACES.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL DEMOLITION MATERIAL, IN ACCORDANCE WITH DISTRICT STANDARDS.
5. PULL ANY DEMOLISHED WIRING BACK TO THE NEAREST JUNCTION BOX AND CAP IN ACCORDANCE WITH CODE.
6. PULL ANY DEMOLISHED PLUMBING LINES BACK TO THE NEAREST POINT OF CIRCULATION AND CAP IN ACCORDANCE WITH CODE.
7. REFER TO NON-ARCHITECTURAL SHEETS FOR ADDITIONAL DEMOLITION SCOPE.
8. ALL MECHANICAL, ELECTRICAL, PLUMBING, AND FIRE SPRINKLER DEMOLITION SHOWN FOR REFERENCE. FINAL DEMOLITION SCOPE PER PERTINENT DESIGN/BUILD SUB-CONTRACTOR.

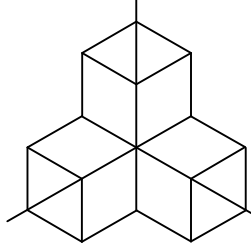
LEGEND - DEMO PLANS

- EXISTING FRAMED WALL TO REMAIN
- EXISTING MASONRY WALL TO REMAIN
- WALL TO BE DEMOLISHED
- FLOORING TO BE DEMOLISHED
- EXISTING DOOR, FRAME AND ASSOCIATED ACCESSORIES AND ATTACHMENTS TO BE DEMOLISHED
- AREA OF NO WORK (NOT IN CONTRACT)
- EXISTING HOSE BIBB
- GYP BD CEILING / SOFFIT TO BE DEMOLISHED
- AIR TERMINAL TO BE DEMOLISHED
- LIGHT FIXTURE TO BE REMOVED/ DEMOLISHED. STORE LIGHTS TO BE REUSED

KEYNOTES

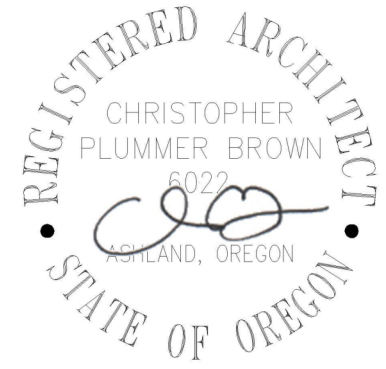
MARK	DESCRIPTION
D201	REMOVE (E) STOREFRONT DOOR AND FRAME, STORE FOR REUSE.
D202	REMOVE (E) HM DOOR AND FRAME, STORE FOR REUSE, PREP OPENING FOR (N) INFILL WALL.
D203	DEMOLISH (E) WOOD STUD INFILL WALL, PREP FOR (N) INFILL WALL AND (N) DOOR.
D204	DEMOLISH (E) WOOD FRAMED WALL AND POST.
D205	DEMOLISH (E) CMU PARTITION WALL.
D206	DEMOLISH (E) WINDOW AND PORTION OF WALL BELOW AT (N) EXTERIOR DOOR, PREP OPENING FOR (N) INFILL WALL AND DOOR.
D207	REMOVE (E) PLUMBING FIXTURES, STORE FOR REUSE, TYP.
D208	DEMOLISH (E) DOOR AND FRAME, PREP FOR (N) DOOR.
D209	DEMOLISH (E) FLOORING AT ENTRY, COMMONS, AND AREAS OF MAJOR RENOVATION, PREP FOR (N) CONC. PATCH, GRINDING, AND SEALING.
D210	DEMOLISH PORTIONS (E) CONC. SLAB AT (N) PLUMBING DRAIN LINES AND (N) RECESSED SLAB FOR SHOWER ENCLOSURES, SHOWN FOR REFERENCE ONLY, FINAL DEMOLITION SCOPE PER PLUMBING SUBCONTRACTOR.
D251	(E) ROOFTOP HVAC UNITS TO BE REPLACED, FINAL DEMOLITION SCOPE PER MECH. SUBCONTRACTOR.
D252	(E) SCUPPERS AND DOWNSPOUTS TO REMAIN, TYP.
D601	DEMOLISH (E) GYP BD CEILING AT AREAS OF MAJOR RENOVATION, TYP.
D602	DEMOLISH PORTIONS (E) GYP BD CEILING AS NEEDED TO PERFORM WORK AT (N) FIRE PARTITION, TYP.
D603	DEMOLISH (E) AWNING.

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Revisions

No.	Description	Date
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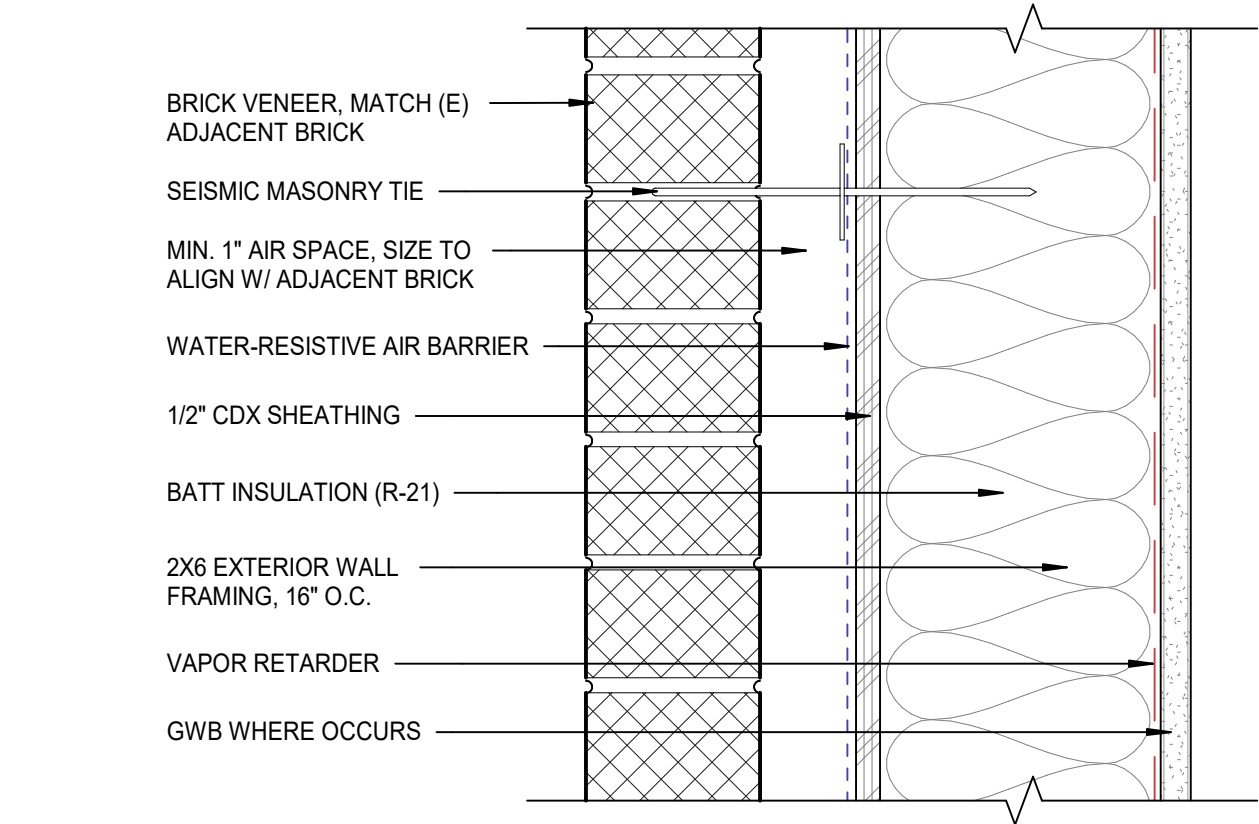
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Date
07/28/25
Project Number
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EXISTING/
DEMOLITION PLANS

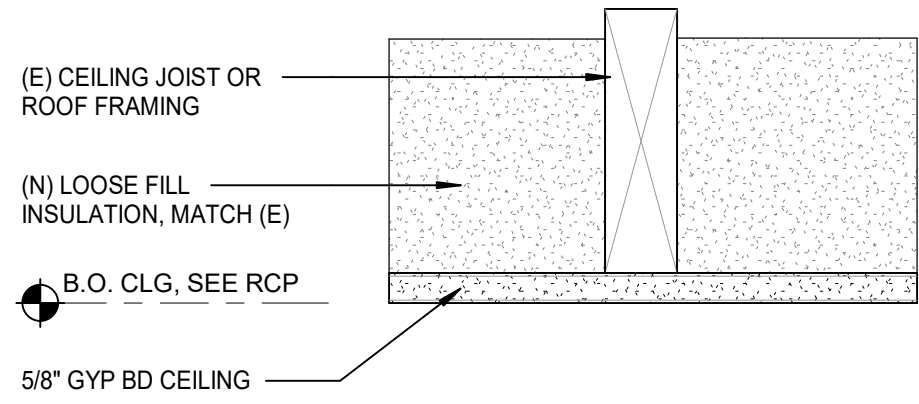
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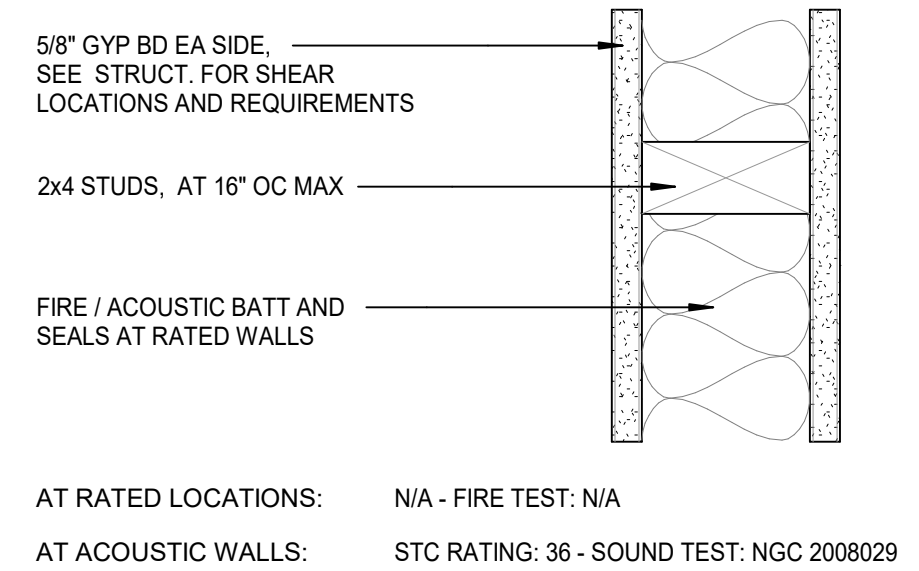
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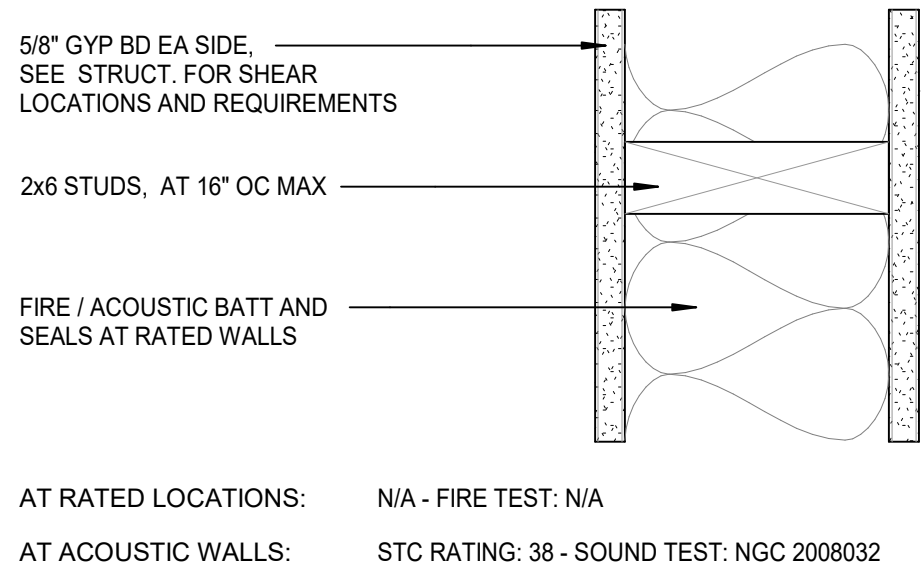
XW1 EXT. WALL ASSEMBLY
BRICK VENEER
3" = 1'-0"



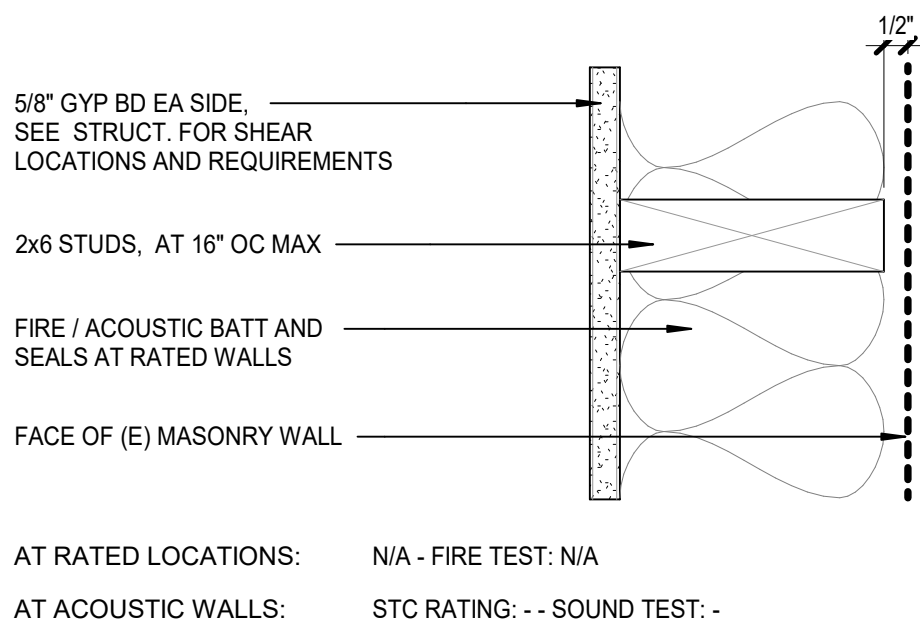
C1 CEILING TYPE 'C1'
3" = 1'-0"



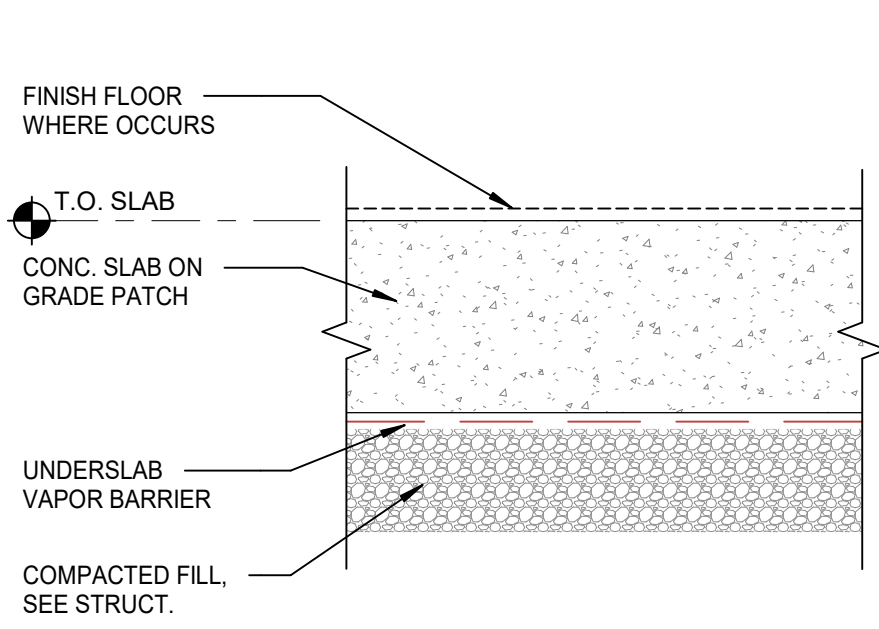
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AT ACOUSTIC WALLS: STC RATING: 36 - SOUND TEST: NGC 2008029



AT RATED LOCATIONS: N/A - FIRE TEST: N/A
AT ACOUSTIC WALLS: STC RATING: 38 - SOUND TEST: NGC 2008032



AT RATED LOCATIONS: N/A - FIRE TEST: N/A
AT ACOUSTIC WALLS: STC RATING: -- SOUND TEST: --



F1 FLOOR ASSEMBLY "F1"
CONCRETE SOG
3" = 1'-0"

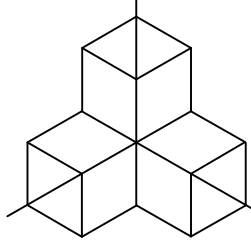
SHEET NOTES

- DIMENSIONS ARE GENERALLY PROVIDED WITH REFERENCE TO NEAREST GRIDLINE WITHIN THAT QUADRANT OR AREA.
- ALL DIMENSIONS ARE FACE OF STUD (F.O.S.) UNLESS OTHERWISE NOTED.
- DIMENSION STRINGS ARE TO BE RECONCILED TO COLUMN GRIDLINES AT EACH INTERSECTION WITH A PERPENDICULAR RUN OF PLAN DIMENSIONS.
- F.O.S. DIMENSION FROM COLUMN CENTERLINE FOR PRIMARY CORRIDOR WALLS TO BE VERIFIED DURING LAYOUT TO ASSURE REQUIRED AND/OR PRESCRIBED CLEARANCES FOR FRAMING, FIRESTOP DETAILS AT TOP OF WALL, DOOR POCKETS AND WALL RECESSES ARE ACCOMMODATED FOLLOWING LAYOUT OF BOTTOM PLATE. ASSUMPTIONS ARE BOTTOM PLATE IS FIRST LAYOUT COMPONENT, FOLLOWED BY TOP PLATE AND THEN VERTICAL STUD FRAMING INCLUDING KING STUDS, ETC. THEREFORE, ACCOMMODATION OF REQUIRED CLEARANCES IS TO BE CONFIRMED FOLLOWING LAYOUT OF BOTTOM PLATE.
- CONTRACTOR SHALL COORDINATE LAYOUT WITH RESPECT TO REQUIREMENTS OF OPENINGS AS INDICATED ON PARTITION TYPES AND ARCHITECTURAL DETAILS SUCH AS, BUT NOT LIMITED TO, FLOOR/CILING PENETRATION DETAILS.
- ALL "MINIMUM" OR "CLEAR" DIMENSIONS SHALL BE MAINTAINED. ALL OTHER "MINIMUM" AND "CLEAR" DIMENSIONS NOTED ON PLAN ARE TO BE MAINTAINED. ADA AND OTHER CODE REQUIRED MINIMUM DIMENSIONS ARE TO BE MAINTAINED AND FINAL CONFORMING LAYOUT VERIFICATIONS ARE THE CONTRACTOR'S RESPONSIBILITY.
- FIXED DIMENSIONS NOTED OUTSIDE THESE AREAS AND NOT NOTED AS "MINIMUM" OR "CLEAR" DIMENSIONS MAY BE ASSUMED TO HAVE A TOLERANCE OF +/- 1/4".
- WALL LOCATIONS NOT SPECIFICALLY DIMENSIONED BUT IN CLOSE RELATIVE LOCATION TO DIMENSIONED WALLS ARE TO BE ALIGNED FLUSH. ARCHITECT TO PROVIDE CLARIFICATION AT AREAS OF CONCERN.
- WHERE TWO CORRIDORS INTERSECT, IT IS TO BE ASSUMED THAT THE WALL FACES ACROSS THE INTERSECTING CORRIDOR SHOULD CONTINUE IN ALIGNMENT (KEEPING A CONSISTENT CORRIDOR WIDTH).
- FRAMING:
 - NON-BEARING INTERIOR PARTITIONS SHALL BE CAPABLE OF SUPPORTING EQUIPMENT AND FURNISHINGS SPECIFIED FOR THE BUILDING. FOR INTERIOR PARTITION FRAMING USE MINIMUM 2X4 WOOD STUDS. STUD SPACING SHALL BE 16- INCHES ON CENTER MAXIMUM. FOR SPECIAL REQUIREMENTS, USE OTHER SIZES OR SYSTEMS AS APPROPRIATE. WHERE PIPE SPACES ARE REQUIRED, SIZE PARTITION FRAMING THICKNESS TO CONCEAL PIPING. PROVIDE SUPPORT REQUIRED FOR EQUIPMENT, FURNISHINGS, AND WORK OF OTHER TRADES.
- SHEATHING:
 - USE 5/8-INCH THICK TYPE X GYPSUM, WATER RESISTANT CORE WALLBOARD ASTM C1396, EXCEPT FOR SPECIAL CONDITIONS. USE FIRE RESISTANT TYPE X WALLBOARD ASTM C1398 IN FIRE RESISTANT RATED ASSEMBLIES. USE MOISTURE RESISTANT GLASS MAT PANELS ASTM C1658 AT PAINTED AREAS SUBJECT TO MOISTURE.
- FINISH:
 - PROVIDE ACCESSORIES, FASTENERS, AND FINISHING MATERIALS IN ACCORDANCE WITH ASTM C1047, C1002, AND C840. INSTALL AND FINISH GYPSUM WALLBOARD IN ACCORDANCE WITH ASTM C840. USE LEVEL 4 "SMOOTH" FINISH FOR ALL OCCUPIED AREAS WITH PAINT FINISH. PROVIDE LEVEL 3 FINISH FOR SURFACES TO RECEIVE WALL COVERINGS. PROVIDE LEVEL 2 FINISH IN ROOMS OR SPACES FOR WHICH NO DECORATIVE FINISH IS SPECIFIED.
- RATED:
 - PROVIDE FIRE AND/OR SMOKE RATED PARTITIONS THAT COMPLY WITH PUBLISHED UL, FM GLOBAL, OR IBC DESIGNS.
- FIREBLOCKING:
 - PROVIDE 2X OR 3/4" PLYWOOD FIREBLOCKING PER OSSC SEC 718 IN CONCEALED SPACES AT CEILING AND FLOOR LEVELS, HORIZONTALLY AND VERTICALLY AT INTERVALS NOT GREATER THAN 10'.

LEGEND - PARTITION TYPES

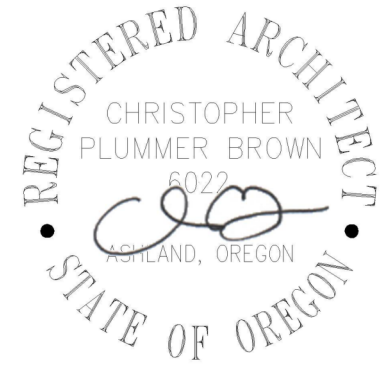
PARTITION TYPE	PARTITION FIRE RATING
BLANK	NON RATED
.S	SMOKE 1 HOUR RATED.
PARTITION FIRE RATING	.1 1 HOUR RATED.
.2	2 HOUR RATED.
PARTITION ACOUSTIC RATING	PARTITION HEIGHT:
BLANK	GYP BD TERMINATE 6" ABOVE FINISHED CEILING.
A	BOTH SIDES OF GYP BD TO U/S OF DECK
B	ONE SIDE OF GYP BD EXTEND TO U/S OF DECK
XX	PARTIAL WALL HEIGHT (IN INCHES)
PARTITION HEIGHT	PARTITION ACOUSTIC RATING:
BLANK	NO ACOUSTIC REQUIREMENT
XX	ACOUSTIC WALL (SPECIFIC STC RATING); SOUND BATT FULL CAVITY WIDTH AND HEIGHT

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Project

Consultant

Revisions

No.	Description	Date
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Date	07/28/25
Job No.	25_07
Drawn By	Author
Checked By	Checker
PERMIT SET	

Date	07/28/25
Project Number	25_07
Drawing Title	EXTERIOR/ INTERIOR ASSEMBLIES

Sheet No.

A0.02

PLANNING INFORMATION

PROJECT INFORMATION:

PROJECT NAME: 2200 ASHLAND ST SHELTER
PROJECT DESCRIPTION: EMERGENCY SHELTER CONVERSION
ADDRESS: 2200 ASHLAND ST
ASHLAND, OR 97520
MAP & TAX LOT: 391E14BB 300

CLIENT INFORMATION:

NAME: CITY OF ASHLAND OREGON
CONTACT: SCOTT A. FLEURY, PUBLIC WORKS DIRECTOR
(541) 552-2412, SCOTT.FLEURY@ASHLAND.ORG
ADDRESS: 20 EAST MAIN ST
ASHLAND, OREGON 97520

PROJECT NARRATIVE:

THE PROJECT CONSIST OF THE CONVERSION OF AN EXISTING OFFICE BUILDING INTO AN INCLEMENT WEATHER SHELTER, INCLUDING FIRE AND LIFE SAFETY IMPROVEMENTS AND MISCELLANEOUS SITE IMPROVEMENTS.

ZONING INFORMATION:

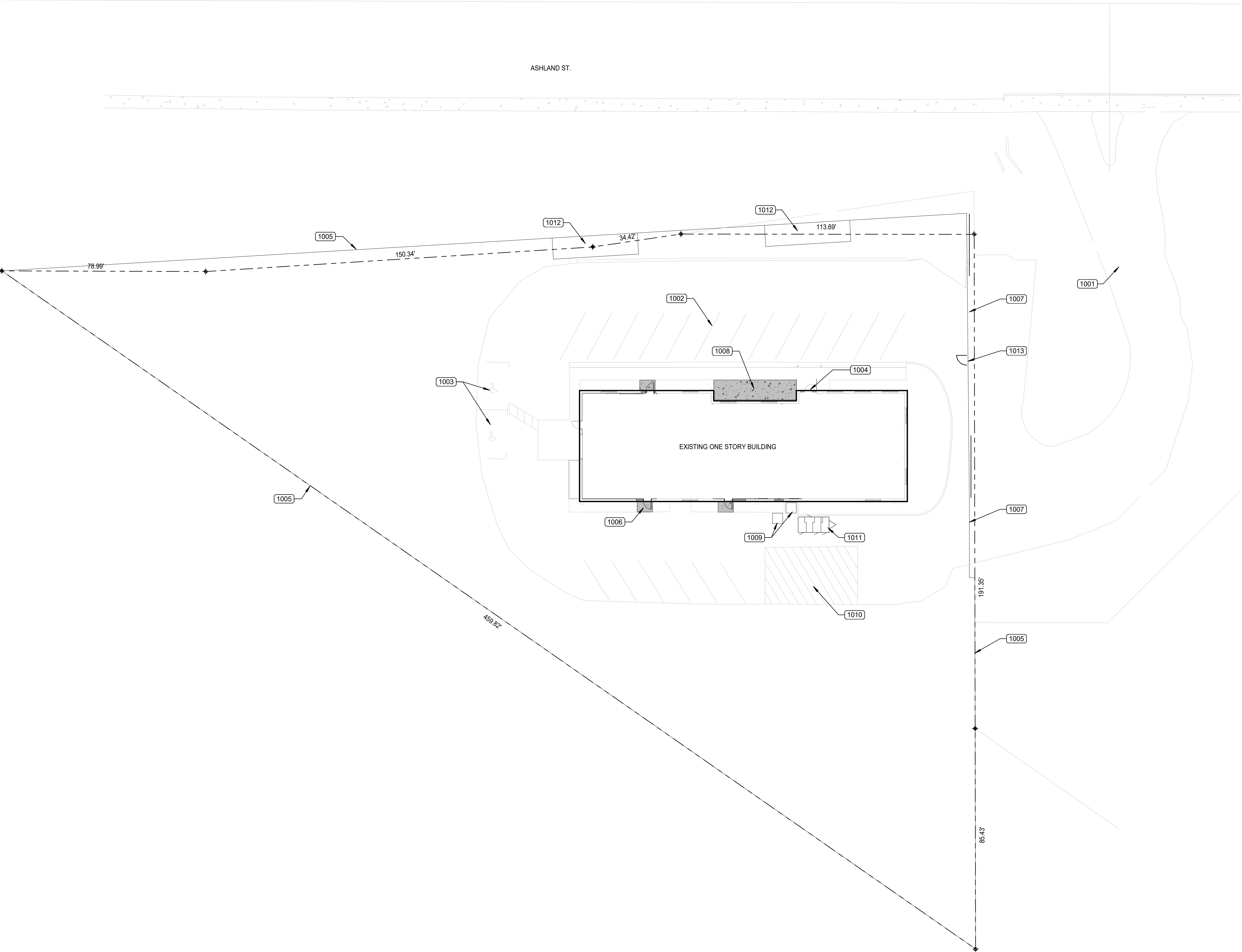
ZONING: C-1
SETBACKS:
FRONT: 0 FT
SIDE: 0 FT
REAR: 10 FT
BUILDING HEIGHT: 40 FT
LANDSCAPE AREA (MIN): 15%

PLANNING SUMMARY:

LOT AREA COVERAGE	AREA	% OF LOT
TOTAL LOT AREA	52196 SF	100%
MAX ALLOWABLE COVERAGE	52196 SF	100%
EXISTING STRUCTURES (TO REMAIN)	5334 SF	10.2%
TOTAL LOT COVERAGE	5334 SF	10.2%
NO CHANGE TO LOT COVERAGE		
LANDSCAPED AREA		
EXISTING STRUCTURES	5334 SF	10.2%
EXISTING HARDSCAPE	17014 SF	32.6%
NEW HARDSCAPE	190 SF	0.4%
TOTAL IMPERVIOUS AREA	22538 SF	43.2%
TOTAL LANDSCAPED AREA	29658 SF	56.8%
LANDSCAPED AREA > 15%		

BUILDING AREA SUMMARY:

EXISTING BUILDING:	5334 SF
NO INCREASE IN BUILDING AREA	
PARKING CALCULATIONS:	
EXISTING VEHICLE PARKING:	17
STANDARD	2
ACCESSIBLE	19
TOTAL	
NO CHANGE TO EXISTING PARKING	



1 PROPOSED ARCHITECTURAL SITE PLAN

1" = 20'-0"

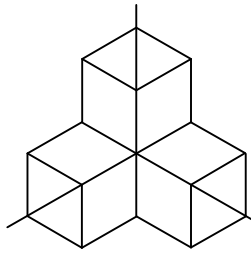
SHEET NOTES

- SEE CIVIL FOR THE LOCATION AND SIZE OF ALL PUBLIC AND PRIVATE UTILITIES, INCLUDING STORMWATER, WATER, SEWER, GAS, AND ELECTRIC.
- SEE ELECTRICAL PLANS FOR ELECTRICAL IMPROVEMENTS.
- THE CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE OWNER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE APPROPRIATE CITY AND STATE REGULATIONS.
- ALL PAVING, CONCRETE CURB, GUTTER AND SIDEWALK SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF LOCAL JURISDICTION.
- CLEARED MATERIALS SHALL BE REMOVED FROM PROJECT SITE.
- PROTECT AND MAINTAIN BENCHMARKS AND SURVEY CONTROL POINTS FROM DISTURBANCE DURING CONSTRUCTION.
- THE INTENT OF THE PROPOSED CONSTRUCTION IS TO PRESERVE AS MUCH OF THE EXISTING PAVEMENT, CURB, GUTTER AND SIDEWALK AS POSSIBLE.
- ALL SIDEWALK, RAMP, STAIR, AND WALL PATCHES TO MATCH EXISTING AND ADJACENT GRADES, DIMENSIONS, AND FINISHES.
- REPLACEMENT LANDSCAPE AND IRRIGATION AT AREAS OF DEMOLITION TO MATCH EXISTING. INSTALL REPLACEMENT IRRIGATION LINE AND SPRINKLERS AS NEEDED. TIE INTO EXISTING SYSTEM AND VERIFY FUNCTIONALITY.
- PROTECT EXISTING SITE FEATURES TO REMAIN DURING CONSTRUCTION.

KEYNOTES

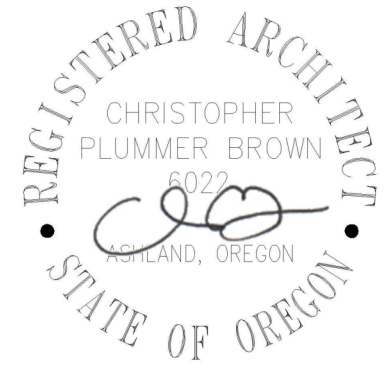
MARK	DESCRIPTION
1001	(E) SITE PAVING
1002	(E) PARKING STRIPING
1003	(E) ACCESSIBLE PARKING SPACE
1004	(E) ACCESSIBLE ENTRANCE
1005	(E) CHAIN LINK SECURITY FENCE
1006	(N) CONC. SIDEWALK AT (N) EXTERIOR DOORS, TYP.
1007	(E) AUTOMATIC CHAIN LINK SECURITY SLIDING GATE
1008	(N) CONC. SIDEWALK AT (N) COVERED BICYCLE PARKING AREA, BICYCLE RACKS BY OWNER, N.C.
1009	TWO TEMPORARY TOILETS TO BE ADDED WHEN SHELTER IS AT OPERATING AT OVERFLOW CAPACITY
1010	(E) FIRE LANE STRIPING
1011	TEMPORARY SHOWER TRAILER W/ 3 SHOWERS TO BE ADDED WHEN SHELTER IS AT OPERATING AT OVERFLOW CAPACITY. TRAILER BY OWNER, N.C. PROVIDE UTILITY HOOKUPS INCLUDING SANITARY SEWER, WATER, ELECTRICAL, AND GAS, FINAL UTILITY HOOKUP DESIGN PER PERTINENT DESIGN BUILDING SUBCONTRACTOR
1012	(E) DOG RUN
1013	(E) CHAIN LINK SWING GATE

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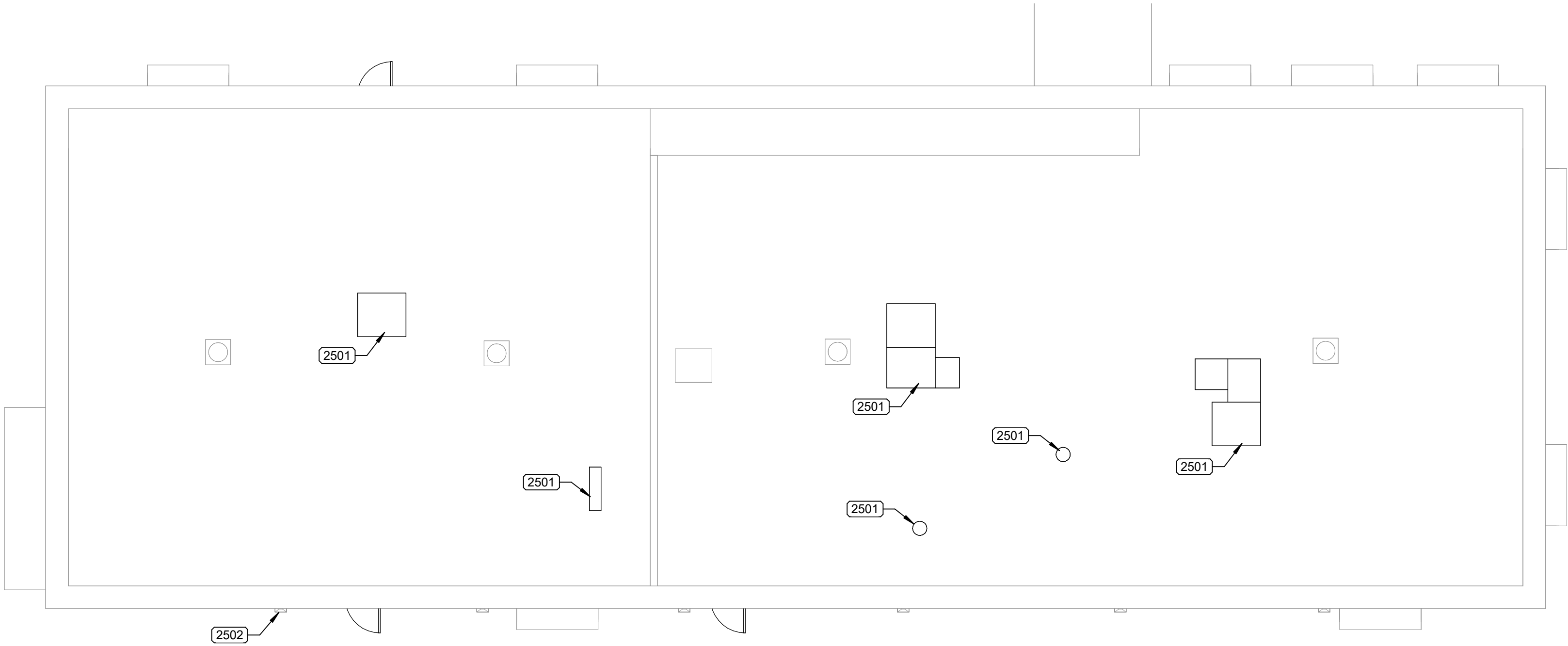
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ARCHITECTURAL
SITE PLAN

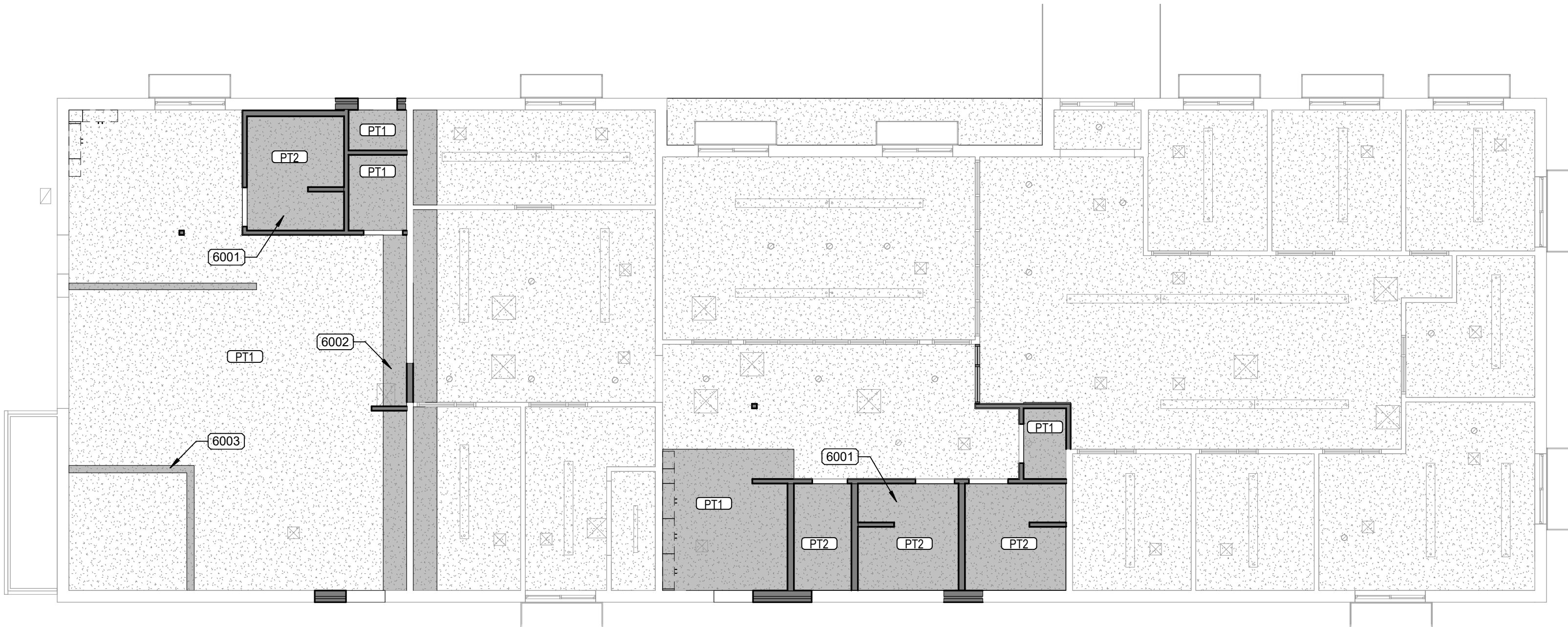
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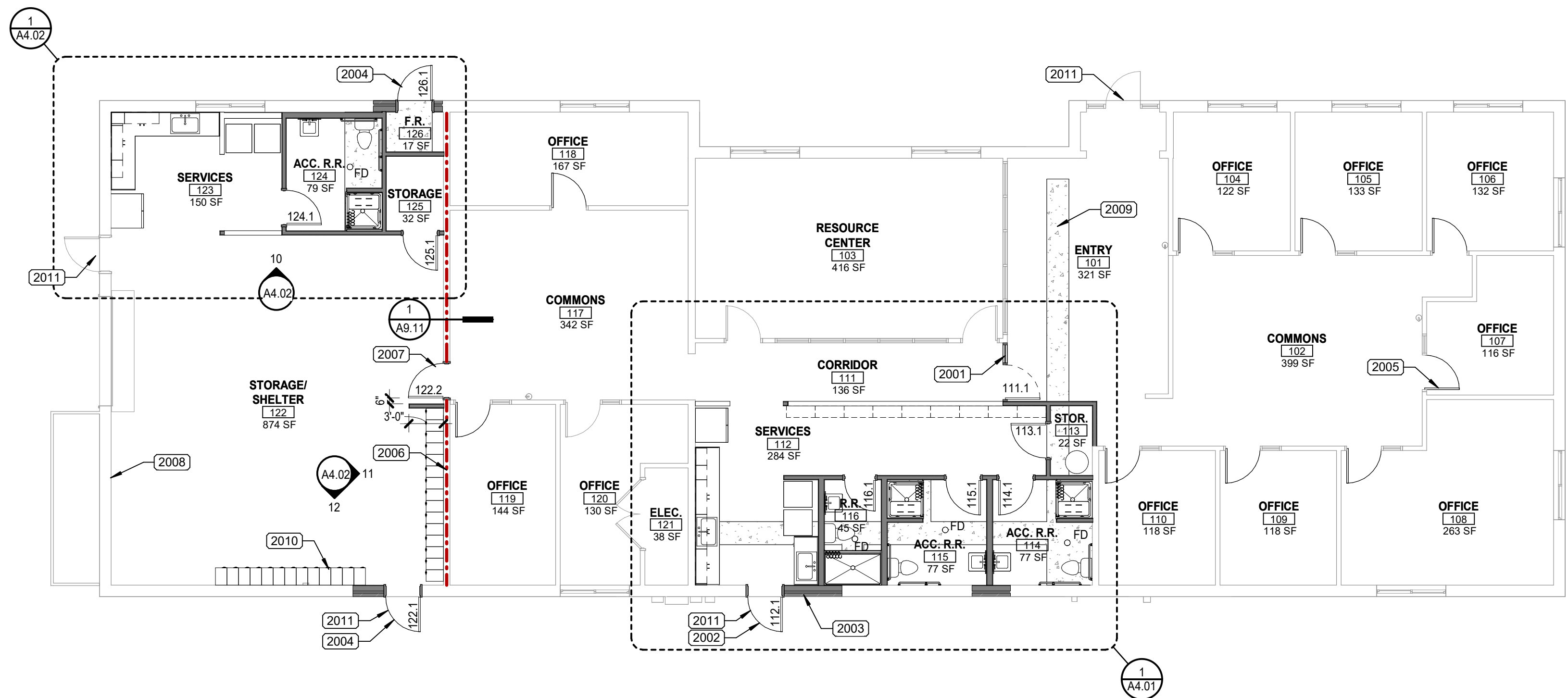
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3 PROPOSED ROOF PLAN



2 PROPOSED REFLECTED CEILING PLAN



1 PROPOSED FLOOR PLAN

SHEET NOTES

- REFERENCE PARTIAL FLOOR PLANS AND DETAILS FOR ADDITIONAL DIMENSIONS AND WALL LOCATES.
- SEE SITE PLAN FOR SITE IMPROVEMENTS.
- ANY INTERIOR WALLS NOT LABELED WITH A WALL TAG SHALL BE AS FOLLOWS:
FRAMED WALL WITH FINISH BOTH SIDES = WALL TYPE W1
FRAMED WALL WITH FINISH ONE SIDE = WALL TYPE W1F
- REFER TO SHEET A4.01 FOR INTERIOR PARTITION TYPES AND KEY.
- REFER TO SHEET A4.01 FOR DIMENSIONAL STANDARDS.
- REFER TO SHEET G2.01 FOR ACCESSIBLE DIMENSIONAL REQUIREMENTS AND TYPICAL ACCESSORY MOUNTING HEIGHTS.
- REFER TO SHEET A4.01 FOR NEW FLOOR FINISHES.
- ALL ACOUSTIC WALL SEPARATIONS MUST BE SEALED FOR SOUND TRANSMISSION.
- REFER TO ENGINEER'S DRAWINGS FOR LIGHT SWITCHING AND SPECIFICATION, EXIT SIGN LOCATIONS, AND ELECTRICAL AND MECHANICAL SYSTEMS.
- REPORT TO ARCHITECT ANY CONFLICTS BETWEEN ELECTRICAL, MECHANICAL, OR STRUCTURAL DRAWINGS AND THIS LAYOUT.
- ALL NEW VISIBLE STRUCTURE, DUCTWORK, PIPES, CONDUITS, AND OTHER ASSOCIATED COMPONENTS NOT FULLY CONCEALED BEHIND A CONTINUOUS CEILING TO BE PAINTED.
- ALL LIGHTS AND GRIDS ARE TO BE CENTERED IN ROOM, UON.
- VERIFY ALL CEILING AND SOFFIT HEIGHTS. REPLACEMENT CEILING AND SOFFIT HEIGHTS TO MATCH EXISTING HEIGHTS, UON.
- MATCH EXISTING CEILING TYPE, SOFFIT TYPE, AND TRIM AT ALL PARTIALLY REPLACED CEILINGS AND SOFFITS.
- ALL ROOF TOP EQUIPMENT WILL REQUIRE COLLATERAL PENETRATION FLASHING FOR CONDUIT AND/OR PIPING, NOT ALL PENETRATIONS ARE INDICATED ON THIS PLAN. REFER TO THE MECHANICAL AND ELECTRICAL DRAWINGS AND THE SPECIFICATIONS MANUAL LOCATIONS AND QUANTITIES OF OTHER PENETRATIONS NOT INDICATED ON THIS PLAN.
- ALL CRICKETS ARE ACHIEVED WITH TAPERED RIGID INSULATION WITH A 1/4" PER FOOT RETURN SLOPE TYPICAL AT FLAT ROOF AREA, UNLESS OTHERWISE NOTED.
- ROOF ELEVATIONS SHOWN TO TOP OF THE ROOF SYSTEM (T.O.R.), TOP OF PARAPET (T.O.P.), OR TOP OF WALL (T.O.W.). ALL ROOF ELEVATIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED.
- REFER TO TYPICAL ROOF DETAILS FOR FURTHER INFORMATION.
- ALL DOWNSPOUTS ARE 6" DIA UNLESS NOTED OTHERWISE.
- ALL MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER, AND FIRE ALARM IMPROVEMENTS SHOWN FOR REFERENCE ONLY. FINAL DESIGN PER PERTINENT DESIGN/BUILD SUB-CONTRACTOR.

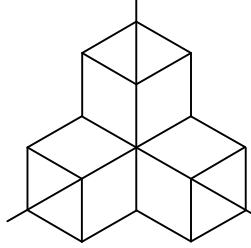
LEGEND

- ENLARGED VIEW MARK
1=SECTION NO.
A101= SHEET NO.
- PARTITION MARK
(REF. PARTITION TYPES)
- DOOR TAG
- FLOOR DRAIN - SEE PLUMBING DRAWINGS
- AREA OF NO WORK
(NOT IN CONTRACT)
- NEW WALL
- EXISTING WALL TO REMAIN
- CEILING SPOT HEIGHT
"X-XX"
- FINISH CEILING HEIGHT ABOVE FINISH FLOOR
"X-X"
- LIGHT FIXTURE HEIGHT ABOVE FIN FLOOR TO BOTTOM OF FIXTURE, TYP FOR ROOM UON
"X-X" 8' FOOT
- GYP BD CEILING / SOFFIT
- CEILING ACCESS PANEL
- AIR TERMINAL SHOWN FOR LOCATION ONLY - NOT ALL LOCATIONS MAY BE SHOWN. SEE MECHANICAL DRAWINGS FOR QTY
- LIGHT FIXTURE TYPES - SEE ELECTRICAL
- DIRECTION OF ROOF SLOPE
"X" / 12"
- ROOF VENTS AND EQUIPMENT - SEE MECH DWGS
- ROOF TOP SPLIT UNIT ON P.T. SLEEPERS - SEE SLEEPER DETAIL

KEYNOTES

MARK	DESCRIPTION
2001	REINSTALLED (E) STOREFRONT DOOR AND FRAME IN (N) PARTITION
2002	REINSTALLED (E) HM DOOR AND FRAME IN (N) INFILL EXTERIOR WALL
2003	(N) INFILL EXTERIOR WALL W/ BRICK VENEER, TYP. AT ALL EXTERIOR WALL INFILL
2004	(N) HM DOOR AND FRAME IN (N) INFILL EXTERIOR WALL
2005	REINSTALLED (E) DOORS IN (E) STOREFRONT FRAMES, TYP. AT ALL (E) OFFICES
2006	1/2" RATED FIRE PARTITION, (E) 5/8" GYP BD BELOW CEILING, (N) 5/8" GYP BD ABOVE CEILING, EACH SIDE
2007	(N) 20 MIN. FIRE RATED HM DOOR AND FRAME IN (E) OPENING, DOOR TO REMAIN UNLOCKED DURING SHELTER OPERATIONS
2008	(N) PAINT AT (E) WALLS IN SHELTER, TYP.
2009	(N) CONC. SLAB PATCH, TYP. AT ALL (N) PLUMBING DRAIN LINES AND (N) SHOWER STALLS
2010	(N) 12"x18"x72" TWO-TIER PLASTIC LOCKERS, TYP.
2011	(N) ACCESS CONTROLS AT ALL EXTERIOR DOORS, COORDINATE ELECTRICAL AND LOW VOLTAGE REQ. W/ CITY IT STAFF AND THIRD-PARTY SECURITY SUB-CONTRACTOR
2501	(N) ROOFTOP HVAC UNITS. FINAL DESIGN AND SPECIFICATIONS PER MECH. SUBCONTRACTOR. PROVIDE (N) ROOF CURBS AND FLASHING AS NEEDED
2502	(E) SCUPPERS AND DOWNSPOUTS TO REMAIN, TYP.
6001	(N) GYP BD CEILING AT AREAS OF MAJOR RENOVATION, TYP.
6002	(N) GYP BD CEILING PATCH AT (N) FIRE PARTITION, TYP.
6003	(N) GYP BD CEILING PATCH AT DEMOLISHED WALLS, TYP.

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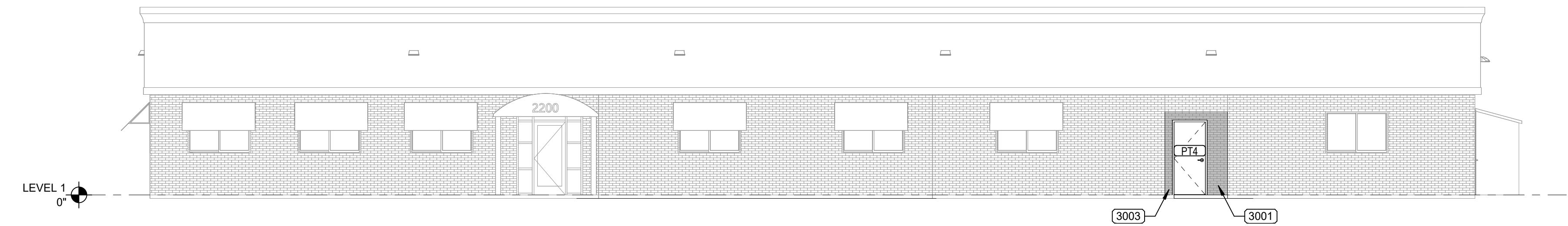
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PROPOSED PLANS

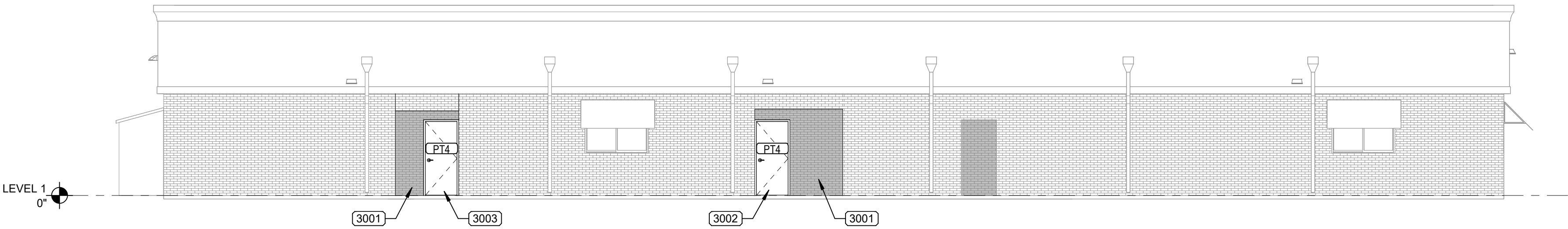
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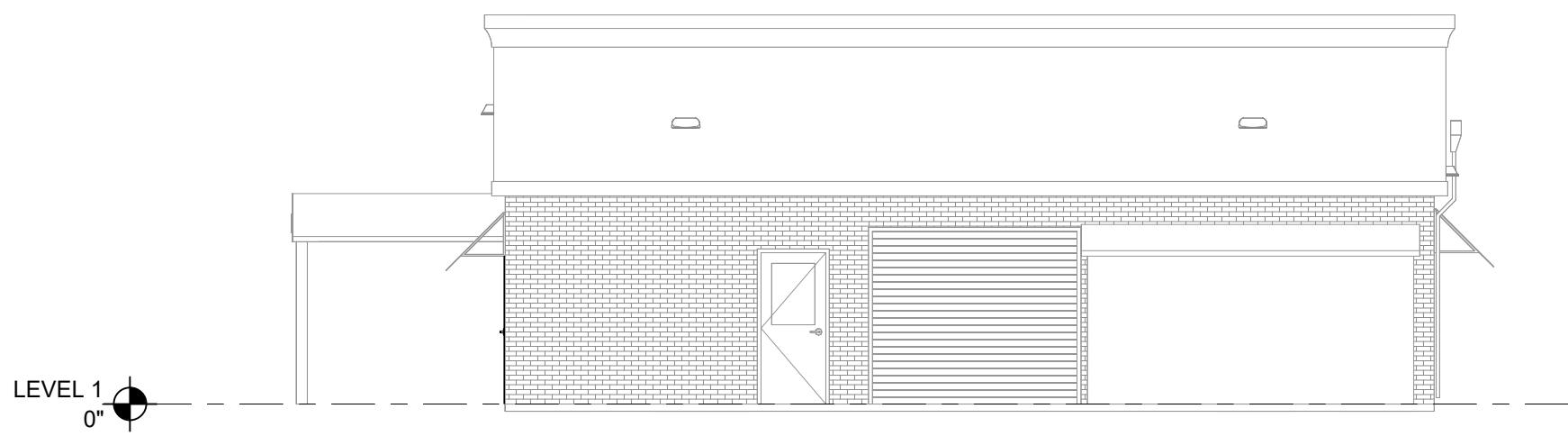
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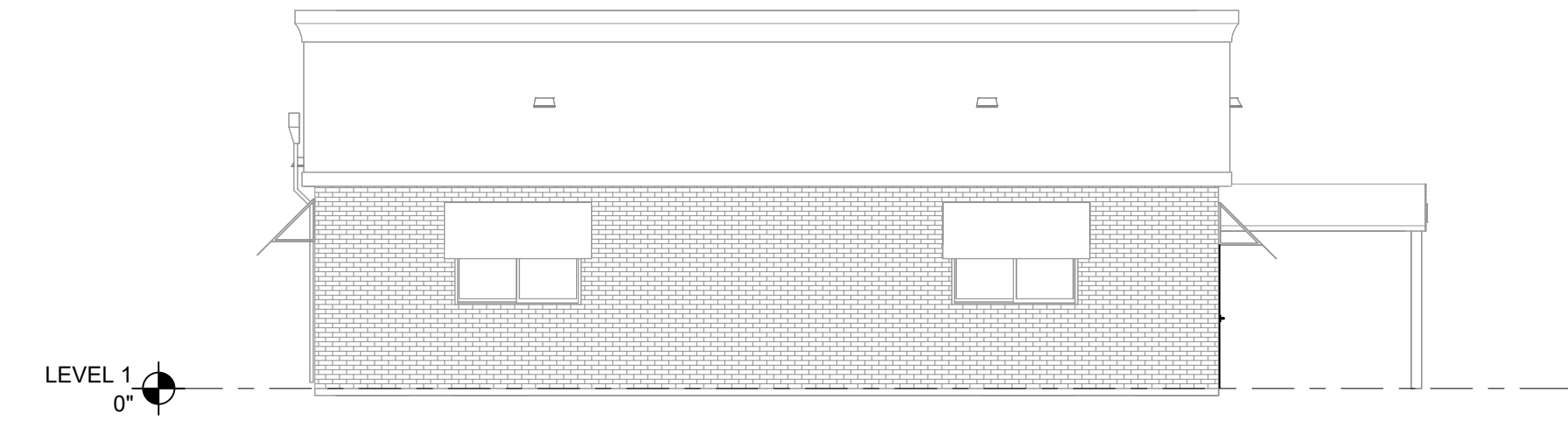
3 EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"



1 EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



4 EXTERIOR ELEVATION - WEST
1/8" = 1'-0"



2 EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

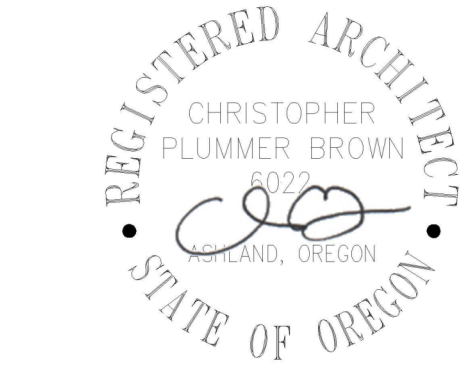
SHEET NOTES - EXT ELEVATIONS

1. REFER TO EXTERIOR ASSEMBLIES TYPES ON A0.01
2. REFER TO EXTERIOR FRAME TYPES ON A0.01

KEYNOTES

MARK	DESCRIPTION
3001	(N) INFILL EXTERIOR WALL W/ BRICK VENEER, TYP. AT ALL EXTERIOR WALL INFILL
3002	REINSTALLED (E) HM DOOR AND FRAME IN (N) INFILL EXTERIOR WALL
3003	(N) HM DOOR AND FRAME IN (N) INFILL EXTERIOR WALL

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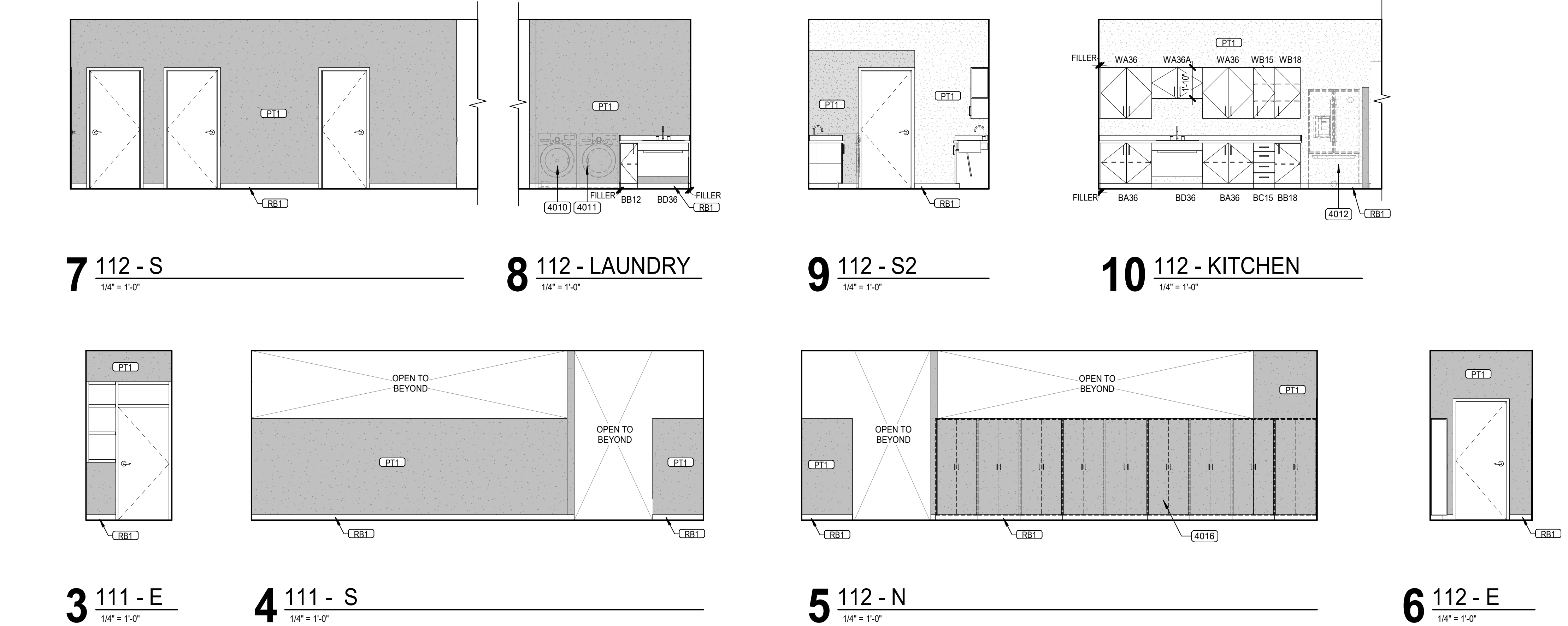
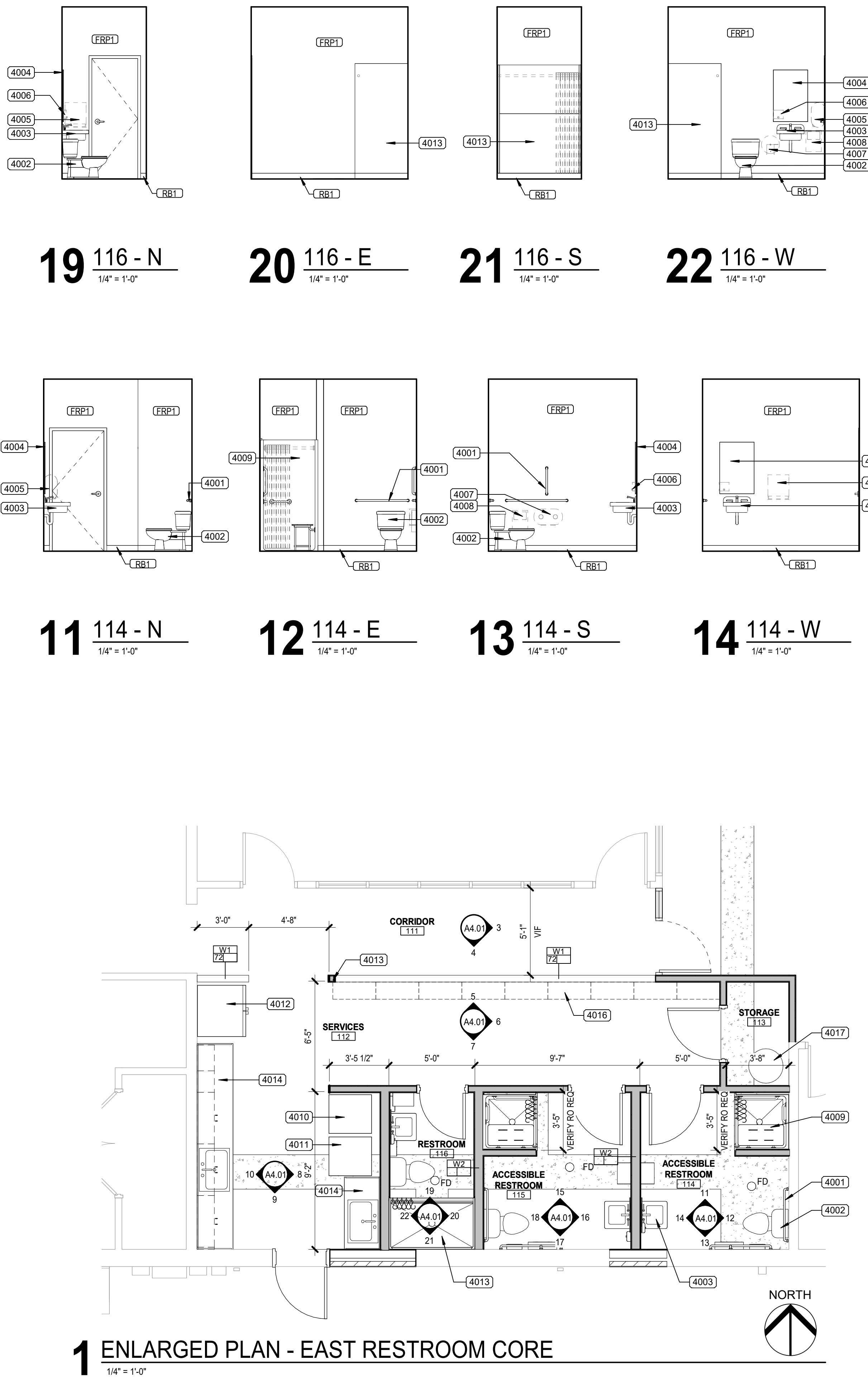
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EXTERIOR ELEVATIONS

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A3.01

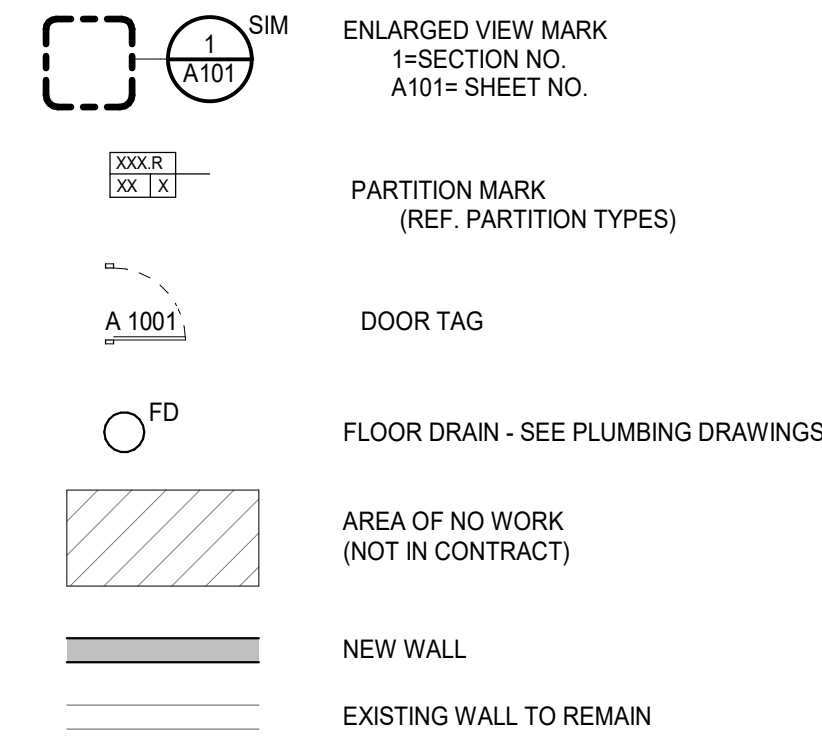
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SHEET NOTES - ENLARGED PLAN

1. REFERENCE PARTIAL FLOOR PLANS AND DETAILS FOR ADDITIONAL DIMENSIONS AND EXTERIOR WALL LOCATIONS.
2. ANY INTERIOR WALL NOT LABELED WITH A WALL TAG SHALL BE WALL TYPE W1.
3. REFER TO SHEET A4.01 FOR INTERIOR PARTITION TYPES AND KEY.
4. REFER TO SHEET A4.01 FOR DIMENSIONAL STANDARDS.
5. REFER TO SHEET A4.01 FOR ACCESSIBLE DIMENSIONAL REQUIREMENTS AND TYPICAL ACCESSORY MOUNTING HEIGHTS.
6. ALL ACOUSTIC WALL SEPARATIONS MUST BE SEALED FOR SOUND TRANSMISSION. SEE FF&E RESPONSIBILITY MATRIX ON A4.01 FOR WHO IS PROVIDING OR INSTALLING CERTAIN ITEMS.
7. PROVIDE IN-WALL BACKING FOR ALL WALL-MOUNTED ITEMS.
8. SEE CASEWORK LEGEND ON A4.01.
9. SEE HM FRAME AND DOOR TYPES ON A4.01.
10. ALL MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER, AND FIRE ALARM IMPROVEMENTS SHOWN FOR REFERENCE ONLY. FINAL DESIGN PER PERTINENT DESIGN/BUILD SUB-CONTRACTOR.

LEGEND



KEYNOTES

MARK	DESCRIPTION
4001	ACCESSIBLE GRAB BARS, TYP. ALL ACC. RESTROOMS
4002	FLOOR-MOUNT ACCESSIBLE TOILET, TANK TYPE, TYP. ALL RESTROOMS
4003	WALL-MOUNT ACCESSIBLE LAVATORY, TYP. ALL RESTROOMS
4004	2'-0" X 3'-0" MIRROR
4005	PAPER TOWEL DISPENSER
4006	SOAP DISPENSER
4007	TOILET PAPER DISPENSER
4008	SANITARY NAPKIN RECEPTACLE
4009	PREFABRICATED ACC. FIBERGLASS TRANSFER-STYLE SHOWER, 36"x36" CLEAR W/ BENCH, GRAB BARS, AND SHOWER CURTAIN, 1/2" SLAB RECESS, VERIFY SHOWER R.O. AND RECESS REQ. W/ PLUMBING, TYP. AT ACC. RESTROOMS
4010	ACC FRONT LOAD WASHER, BY OWNER, N.I.C., PROVIDE WATER AND DRAIN HOOKUP
4011	ACC FRONT LOAD ELECTRIC DRYER, BY OWNER, N.I.C., PROVIDE POWER AND VENT
4012	ACC REFRIGERATOR, N.I.C., BY OWNER, PROVIDE POWER
4013	FULL HEIGHT 4X4 COLUMN W/ GWB WRAP
4014	PLAM COUNTER TOP
4016	STORAGE, 12" O MAX, BY OWNER, N.I.C.
4017	WATER HEATER, FINAL LOCATION AND SPECIFICATION PER PLUMBING SUBCONTRACTOR

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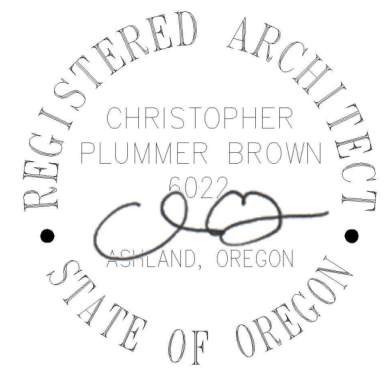
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Drawing Title
ENLARGED PLANS/
INTERIOR
ELEVATIONS

Sheet No
A4.01

1. REFERENCE PARTIAL FLOOR PLANS AND DETAILS FOR ADDITIONAL DIMENSIONS AND EXTERIOR WALL LOCATIONS.
2. ANY INTERIOR WALL NOT LABELED WITH A WALL TAG SHALL BE WALL TYPE W1.
3. REFER TO SHEET A0.1 FOR INTERIOR PARTITION TYPES AND KEY.
4. REFER TO SHEET A0.1 FOR DIMENSIONAL STANDARDS.
5. REFER TO SHEET E2.01 FOR ACCESSIBLE DIMENSIONAL REQUIREMENTS AND TYPICAL ACCESSORY MOUNTING HEIGHTS.
6. ALL WALLS AND PARTITIONS MUST BE SEALED FOR SOUND TRANSMISSION.
7. SEE FFEE RESPONSIBILITY MATRIX ON A0.1 FOR WHO IS PROVIDING OR INSTALLING CERTAIN ITEMS.
8. PROVIDE 1/2" WALL BACKING FOR ALL WALL-MOUNTED ITEMS.
9. SEE CASEWORK LEGEND ON A0.1.
10. SEE HM FRAME AND DOOR TYPES ON A0.01.
11. ALL MECHANICAL, ELECTRICAL, PLUMBING, FIRE SPRINKLER AND FIRE ALARM IMPROVEMENTS SHOWN ON THIS SHEET SHALL BE PERMANENTLY FASTENED TO THE DESIGNBUILT SUB-CONTRACTOR.

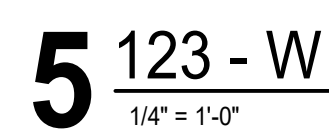
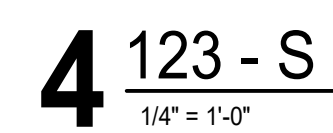
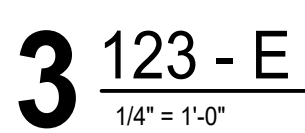
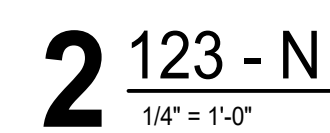
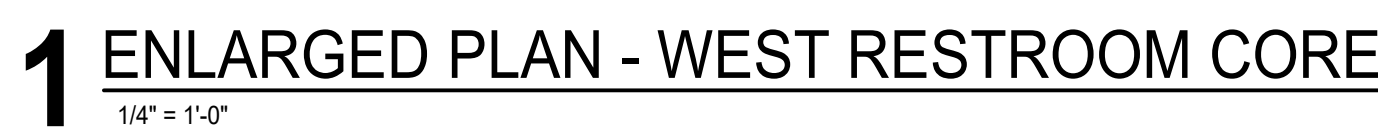
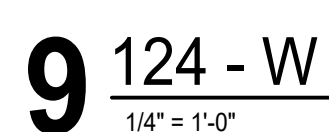
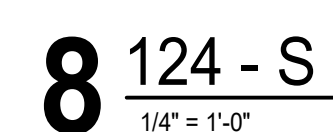
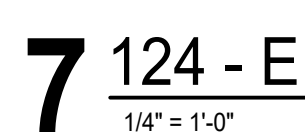
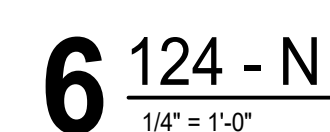
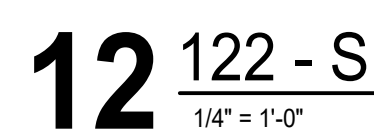
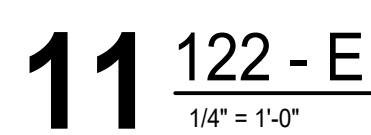
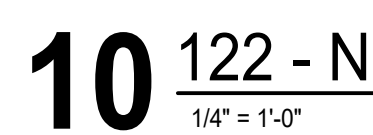
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MARK	DESCRIPTION
4001	ACCESSIBLE GRAB BARS, TYP. ALL ACC. RESTROOMS
4002	FLOOR MOUNT ACCESSIBLE TOILET, TANK TYP. TYP. ALL RESTROOMS
4003	WALL MOUNT ACCESSIBLE LAVATORY, TYP. ALL RESTROOMS
4004	2'-0" X 3'-0" MIRROR
4005	SOAP TOWEL DISPENSER
4006	PAPER DISPENSER
4007	TOILET PAPER DISPENSER
4008	SANITARY NAIL RECEPTACLE
4009	PREFABRICATED ACC. FIBERGLASS TRANSFER-STYLE SHOWER, 36"x36" CLEAR W/ BENCH, GRAB BARS AND SHOWER CURTAIN, 1/2" BARS RECESS, VERIFY SHOWER AND ACCESS RAMP W/ NO CURB AT ACC. RESTROOM
4010	ACC. FRONT LOAD WASH, BY OWNER, N.C. PROVIDE WATER AND DRAIN HOOKUP
4011	ACC. FRONT LOAD ELECTRIC DRYER, BY OWNER, N.C. PROVIDE POWER AND VENT
4012	ACC. REFRIGERATOR, N.C. BY OWNER, PROVIDE POWER
4013	FULL HEIGHT AXA COLUMN W/ GWB RAMP
4014	PLUM COUNTER TOP
4015	12"x18"x2" TWO-TIER PLASTIC LOCKERS, TYP.



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No.	Description	Date
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Date	07/28/25
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Date
07/28/25

Project Number
25_07

Drawing Title

**ENLARGED PLANS,
INTERIOR
ELEVATIONS**

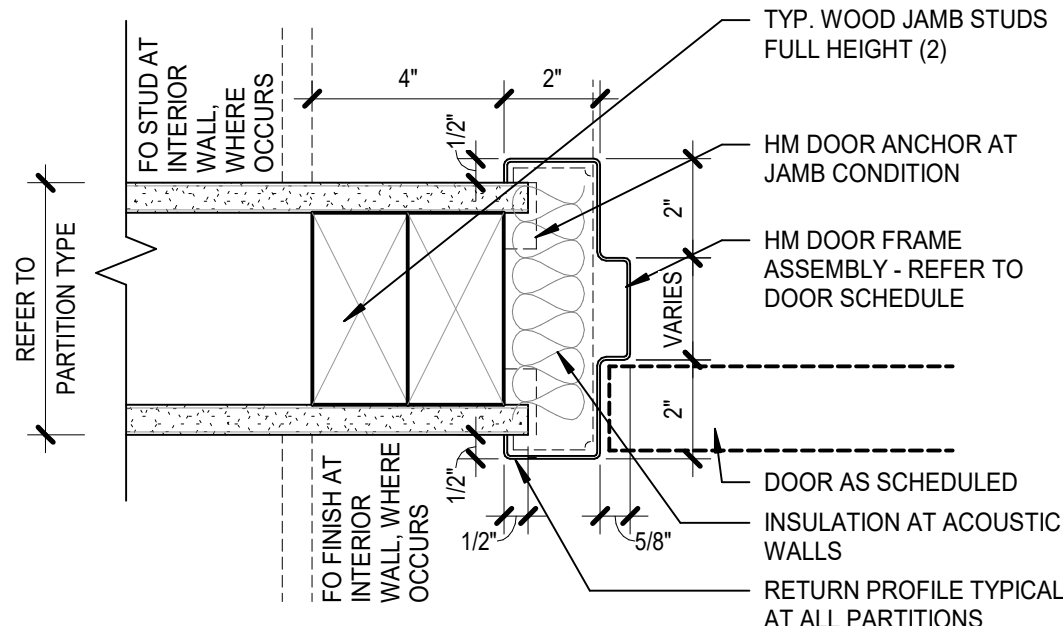
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LEGEND - DOOR TYPES

LEGEND - FRAME TYPES



TYPICAL HOLLOW METAL FRAME INFORMATION:

1. SEE WALL TYPE FOR STUD WIDTH
2. FRAME THROAT IS TO BE SIZED TO RECEIVE FULL PARTITION THICKNESS UNLESS DETAILED OTHERWISE.
3. FULLY WELD FRAMES-(FWF).

1 HM JAMB DETAIL (HEAD SIM)

3" = 1'-0"

DOOR AND FRAME SCHEDULE															
MARK	DOORS						FRAMES						HARDWARE SET	FIRE RATING LABEL (MIN.)	NOTES
	OPENING SIZE		HGT.	TYPE	MAT	FIN	TYPE	MAT	FIN	DETAILS					
	WIDTH	3'-0"								HEAD	JAMB				
111.1	3'-0"	6'-8"	(E)	(E)	(E)	(E)	(E)	(E)	(E)	(E)			5		REINSTALLED SALVAGED DOOR AND STOREFRONT FRAME
112.1	3'-0"	7'-0"	(E)	(E)	(E)	(E)	(E)	(E)	(E)	(E)			(E)		REINSTALLED SALVAGED HM DOOR AND FRAME
113.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					1		
114.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					2		
115.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					2		
116.1	2'-6"	7'-0"	F	HM	PT	H1	HM	PT					2		
122.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					3		
122.2	3'-0"	6'-8"	F	HM	PT	H1	HM	PT					4	20 MIN.	
124.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					2		
125.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					1		
126.1	3'-0"	7'-0"	F	HM	PT	H1	HM	PT					3		

DOOR GENERAL NOTES

1. ALL DOORS SHALL COMPLY WITH APPLICABLE REQUIREMENTS OF THE OSSC, ADMG, AND ANSI A117.1.
2. PROVIDE LEVER-HANDLE LOCKSETS AND EXIT DEVICE TRIM. KNOB-HANDLES ARE NOT PERMITTED.
3. HARDWARE FINISHES SHALL BE BRUSHED CHROME UNLESS NOTED OTHERWISE.
4. PROVIDE HINGES IN QUANTITY RECOMMENDED BY DOOR MANUFACTURER. PROVIDE NON-REMOVABLE HINGES AT EXTERIOR DOORS AND DOORS WITH PUBLIC EXPOSURE.
5. PROVIDE SILENCERS ON ALL SWINGING DOORS.
6. PROVIDE DOOR SCOPE AT CASH ROOM DOOR.
7. PROVIDE FLOOR OR WALL STOPS AS REQUIRED TO PREVENT DOORS FROM IMPACTING ADJACENT WALLS.
8. PROVIDE CLOSERS, GASKETS, AND KICK PLATES AT ALL NEW DOORS.
9. CONFIRM KEYWAY WITH CLIENT.

MATERIAL ABBREVIATIONS

HM HOLLOW METAL
PT PAINT

HARDWARE SETS:

SET:	LOCK FUNCTION:	SPECIFICATION:
1	STOREROOM LOCK, FREE EGRESS FROM INTERIOR, TURN KEY LOCKING ON EXTERIOR	SCHLAGE ND80PD SPA (OR EQ)
2	DEAD BOLT OCCUPANCY INDICATOR, PUSH PLATE AT INTERIOR, PULL HANDLE AT EXTERIOR	SCHLAGE B571 (OR EQ)
3	ENTRANCE LOCK, FREE EGRESS FROM INTERIOR, TURN KEY LOCKING ON EXTERIOR	SCHLAGE ND53 (OR EQ)
4	PASSAGE LOCK, BOTH LEVERS ALWAYS UNLATCHED	SCHLAGE ND10S (OR EQ)
5	OFFICE LOCK, PUSH BUTTON LOCKING, FREE EGRESS FROM INTERIOR, TURN KEY LOCKING ON EXTERIOR	SCHLAGE ND50PD (OR EQ)

SHEET NOTES

1. "SAFETY GLAZING" SHALL BE PROVIDED IN ALL "HAZARDOUS LOCATIONS" DEFINED IN OSSC 2406.4. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL ADJACENT TO A DOOR WHERE THE NEAREST VERTICAL EDGE OF THE GLAZING IS WITHIN A 24-INCH ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1524 MM) ABOVE THE WALKING SURFACE SHALL BE CONSIDERED TO BE A HAZARDOUS LOCATION. GLAZING IN AN INDIVIDUAL FIXED OR OPERABLE PANEL THAT MEETS ALL OF THE FOLLOWING CONDITIONS SHALL BE CONSIDERED TO BE A HAZARDOUS LOCATION: THE EXPOSED AREA OF AN INDIVIDUAL PANE IS GREATER THAN 9 SQUARE FEET, THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 18 INCHES ABOVE THE FLOOR, THE TOP EDGE OF THE GLAZING IS GREATER THAN 36 INCHES ABOVE THE FLOOR, ONE OR MORE WALKING SURFACE(S) ARE WITHIN 36 INCHES MEASURED HORIZONTALLY AND IN A STRAIGHT LINE, OF THE PLANE OF THE GLAZING.
2. VERIFY ALL ROUGH OPENING DIMENSIONS WITH MANUFACTURER.

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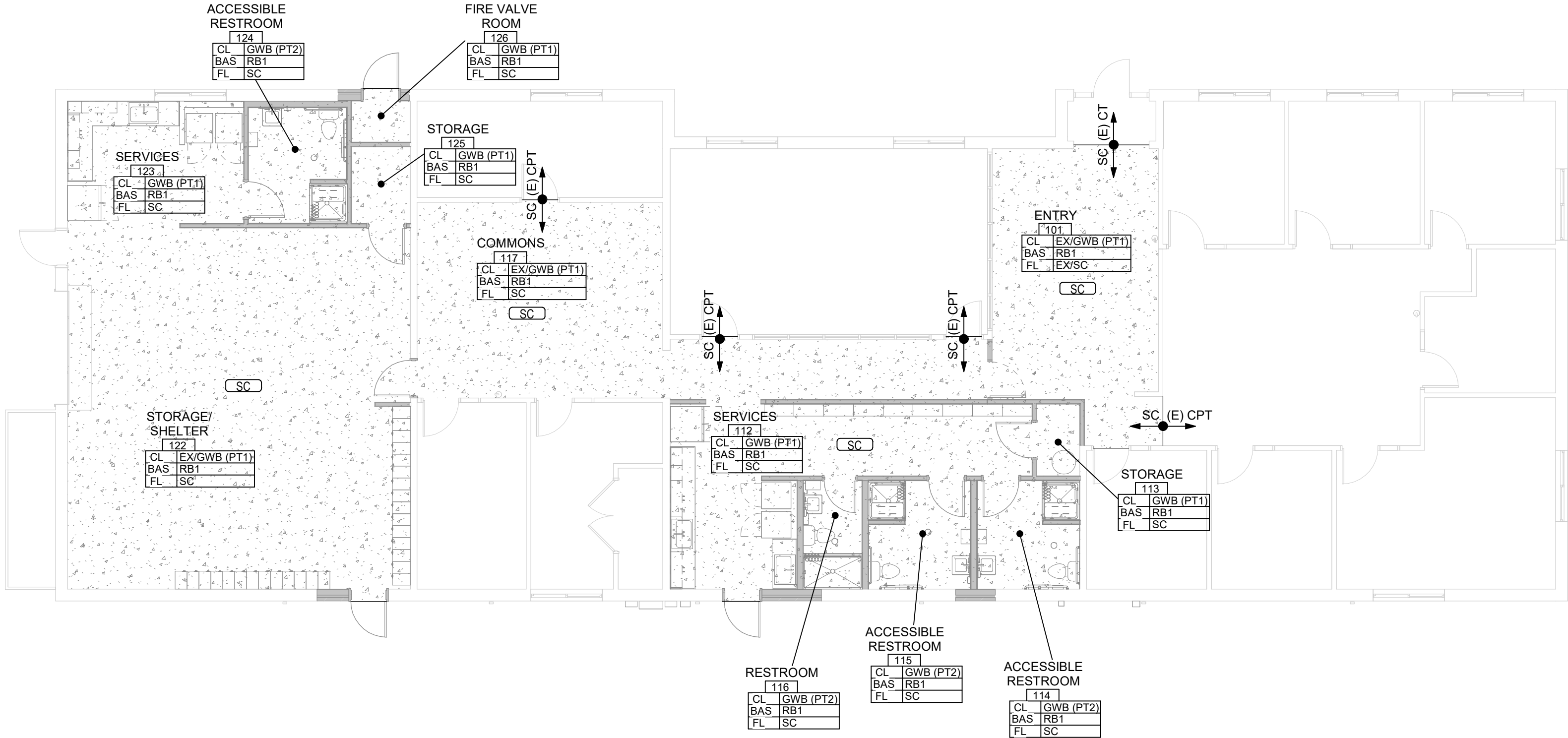
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Drawing Title DOOR SCHEDULE AND FRAME TYPES

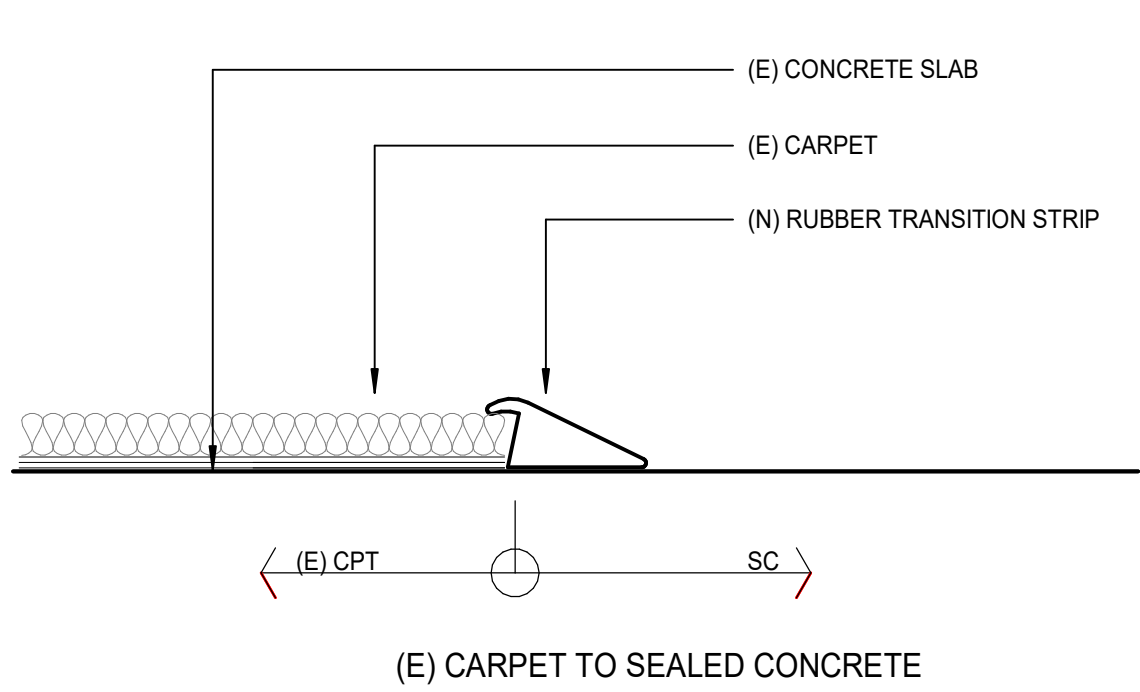
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NO.	ROOM NO.	ROOM NAME	FLOOR	BASE	WALLS - MATERIAL (FINISH)				CEILING MATERIAL (FINISH)	CASEWORK FINISH CODE* (SEE NOTES)	MISC
					NORTH	EAST	SOUTH	WEST			
101	ENTRY	EX/SC	RB1	-	-	-	EX(P11)/GWB(P11)	EX(P11)/GWB(P11)	EX/GWB (PT1)		
102	COMMONS	SC	-	-	-	-	-	-	-		
103	RESOURCE CENTER	-	-	-	-	-	-	-	-		
104	OFFICE	-	-	-	-	-	-	-	-		
105	OFFICE	-	-	-	-	-	-	-	-		
106	OFFICE	-	-	-	-	-	-	-	-		
107	OFFICE	-	-	-	-	-	-	-	-		
108	OFFICE	-	-	-	-	-	-	-	-		
109	OFFICE	-	-	-	-	-	-	-	-		
110	OFFICE	-	-	-	-	-	-	-	-		
111	CORRIDOR	SC	RB1	-	EX (PT1)	GWB1 (PT1)	-	EX/GWB(P11)	EX/GWB (PT1)		
112	SERVICES	SC	RB1	-	GWB (PT1)	GWB1 (PT1)	GWB (PT1)	GWB (PT1)	GWB (PT1)	A	
113	STORAGE	SC	RB1	-	GWB (PT1)	EX(P11)/GWB1(PT1)	GWB (PT1)	GWB (PT1)	GWB (PT1)		
114	ACCESSIBLE RESTROOM	SC	RB1	-	FRP1	FRP1	FRP1	FRP1	GWB (PT2)		
115	ACCESSIBLE RESTROOM	SC	RB1	-	FRP1	FRP1	FRP1	FRP1	GWB (PT2)		
116	RESTROOM	SC	RB1	-	FRP1	FRP1	FRP1	FRP1	GWB (PT2)		
117	COMMONS	SC	RB1	-	-	-	-	-	EX/GWB (PT1)		
118	OFFICE	-	-	-	-	-	-	-	-		
119	OFFICE	-	-	-	-	-	-	-	-		
120	OFFICE	-	-	-	-	-	-	-	-		
121	ELECTRICAL	-	-	-	-	-	-	-	-		
122	STORAGE/ SHELTER	SC	RB1	-	EX (PT3)	EX (PT3)	EX(P13)	EX (PT3)	EX/GWB (PT1)		
123	SERVICES	SC	RB1	-	EX (PT1) /GWB (PT1)	GWB1 (PT1)	EX(P11)	EX (PT1)	GWB (PT1)	A	
124	ACCESSIBLE RESTROOM	SC	RB1	-	FRP1	FRP1	FRP1	FRP1	GWB (PT2)		
125	STORAGE	SC	RB1	-	GWB (PT1)	EX (PT1)	GWB (PT1)	GWB (PT1)	GWB (PT1)		
126	FIRE VALVE ROOM	SC	RB1	-	GWB (PT1)	EX (PT1)	GWB (PT1)	GWB (PT1)	GWB (PT1)		

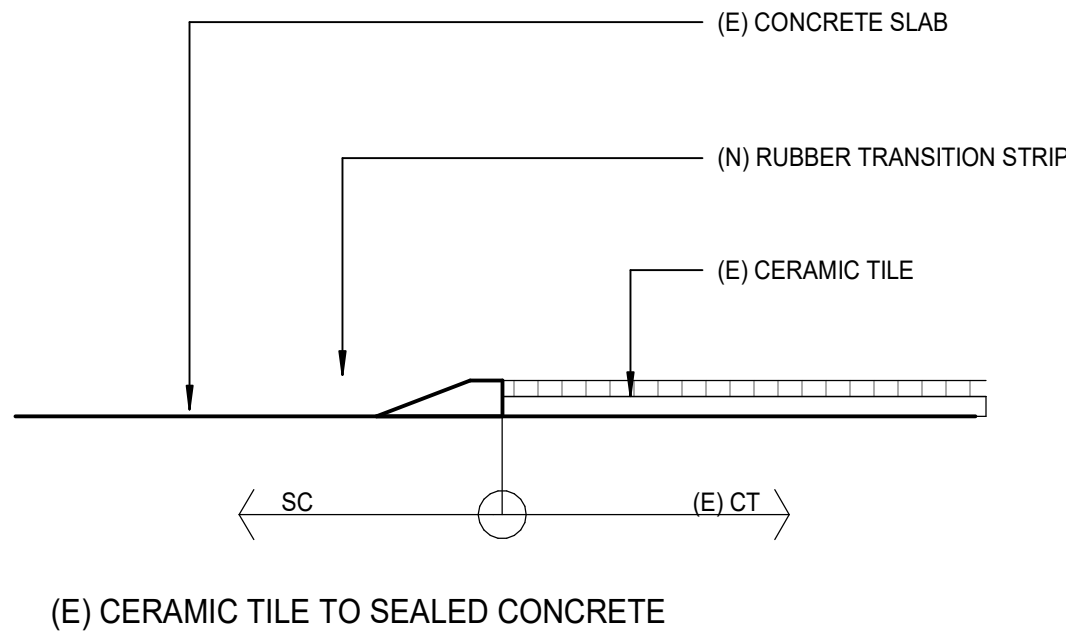


FINISH/ MATERIAL SCHEDULE							
TAG	DESCRIPTION	MANUFACTURER	COLLECTION	COLOR	SIZE	FINISH	NOTES
BASE							
RB1	RESILIENT BASE 4"	-	-	MATCH EXISTING	4"	-	-
FLOORING							
SC	SEALED CONCRETE	SASE	SPR3 FULLY PENETRATING SEALER	CLEAR	-	-	GRIND AND PATCH (E) CONC. SLAB
PAINT							
PT1	STANDARD WALL PAINT	MILLER	PREMIUM INTERIOR	MATCH EXISTING	-	MATCH EXISTING	AT ALL NEW GYP BOARD, UNLESS NOTED OTHERWISE
PT2	RESTROOM PAINT	PPG	PITT GLAZE WB1	MATCH EXISTING	-	SEMI-GLOSS	AT ALL RESTROOM RENOVATION WALLS
PT3	INTERIOR CMU	MILLER	PREMIUM INTERIOR	MATCH EXISTING	-	SEMI-GLOSS	AT INTERIOR CMU WALLS
PT4	DOOR/ TRIM PAINT	MILLER	ACRIMETAL DTM	MATCH EXISTING	-	SEMI-GLOSS	AT INDICATED HM DOORS AND FRAMES
WALL							
FRP1	FIBERGLASS REINFORCED PANEL, FULL HEIGHT	CRANE	GLASBORD	WHITE	-	SMOOTH	-

SELECT FFE RESPONSIBILITY MATRIX				
ITEM DESCRIPTION	PROVIDED / INSTALLED / RESPONSIBILITY			COMMENTS
	CF/CI	OF/CI	OF/OI	
ELECTRIC FRONT LOAD DRYER			X	
FRONT LOAD WASHER			X	
MIRROR - R.R. 2'x3'	X		X	
PAPER TOWEL DISPENSER			X	
REFRIGERATOR			X	
SHOWER ROD AND CURTAIN	X			
SOAP DISPENSER			X	



2 FLOOR TRANSITION - CPT TO SC
6" = 1'-0"



3 FLOOR TRANSITION SC TO CT
6" = 1'-0"

SHEET NOTES

- PROVIDE FLOOR TRANSITIONS BETWEEN DISSIMILAR FLOORING MATERIALS, WHERE NOT INDICATED. TRANSITION IS TO OCCUR CENTERED UNDER DOOR.
- TILE WALLS TO INTEGRATE ELEC OUTLETS AND SWITCH PLATES, TOILET ACCESSORIES, ETC INTO TILE PATTERN.

*CASEWORK FINISH CODES:

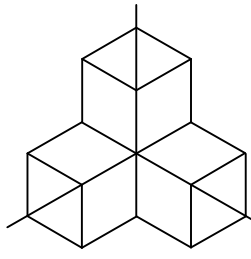
A. PLAM-1 HORIZONTAL, PLAM-2 VERTICAL

NOTE: HORIZONTAL = COUNTERTOPS, BACKSPASHES, ETC
VERTICAL = UPPER AND LOWER CABINET FACES

FINISH ABBREVIATIONS:

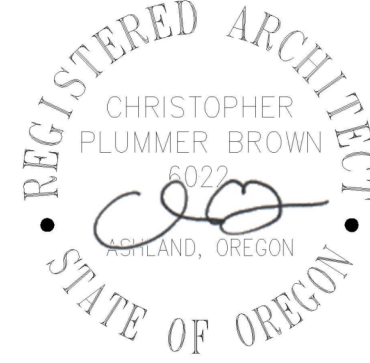
CPT	CARPET TILE
CT	CERAMIC OR PORCELAIN TILE
EX	EXISTING
FRP	FIBERGLASS-REINFORCED PLASTIC
GWB	GYPSUM WALL BOARD
PT	PAINT
PLAM	PLASTIC LAMINATE
RB	RESILIENT BASE
SC	SEALED CONCRETE

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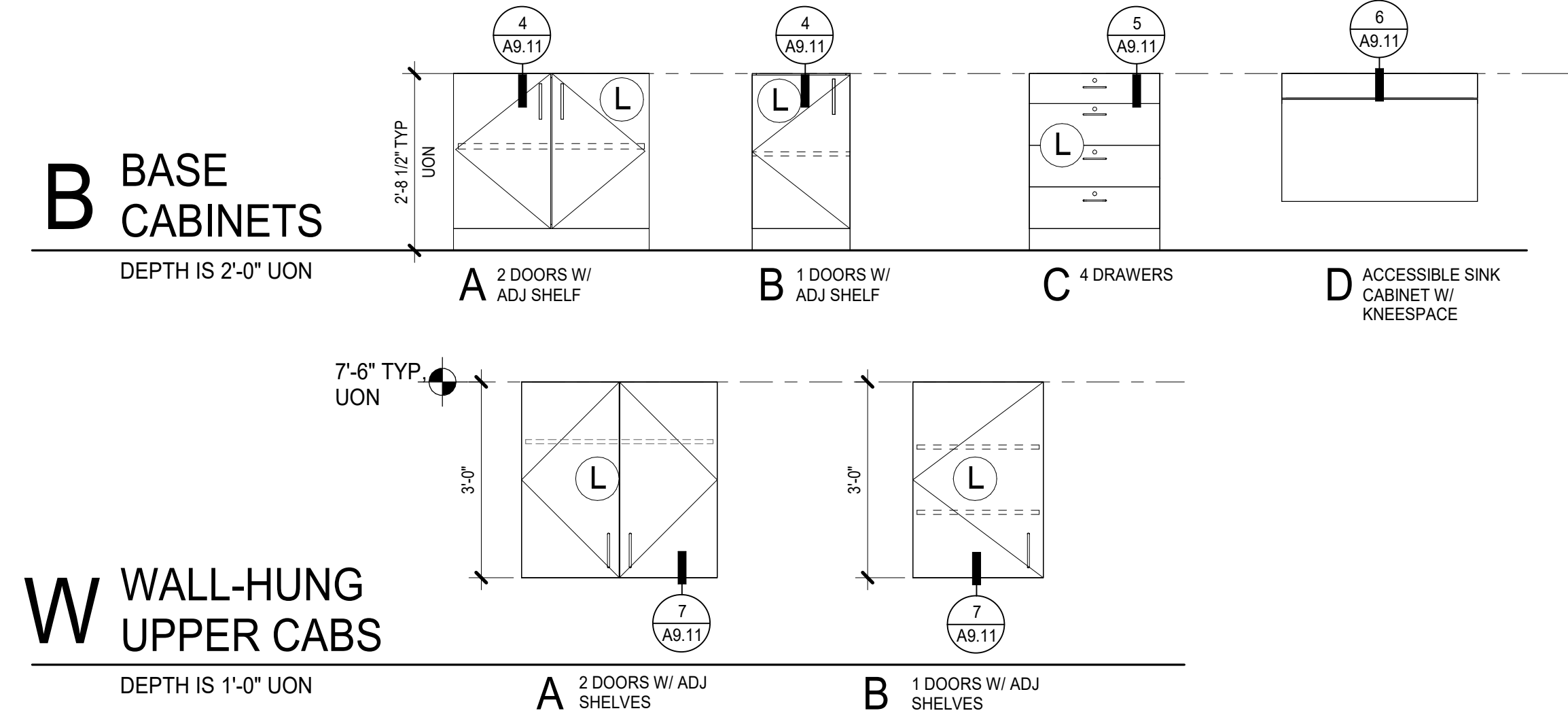
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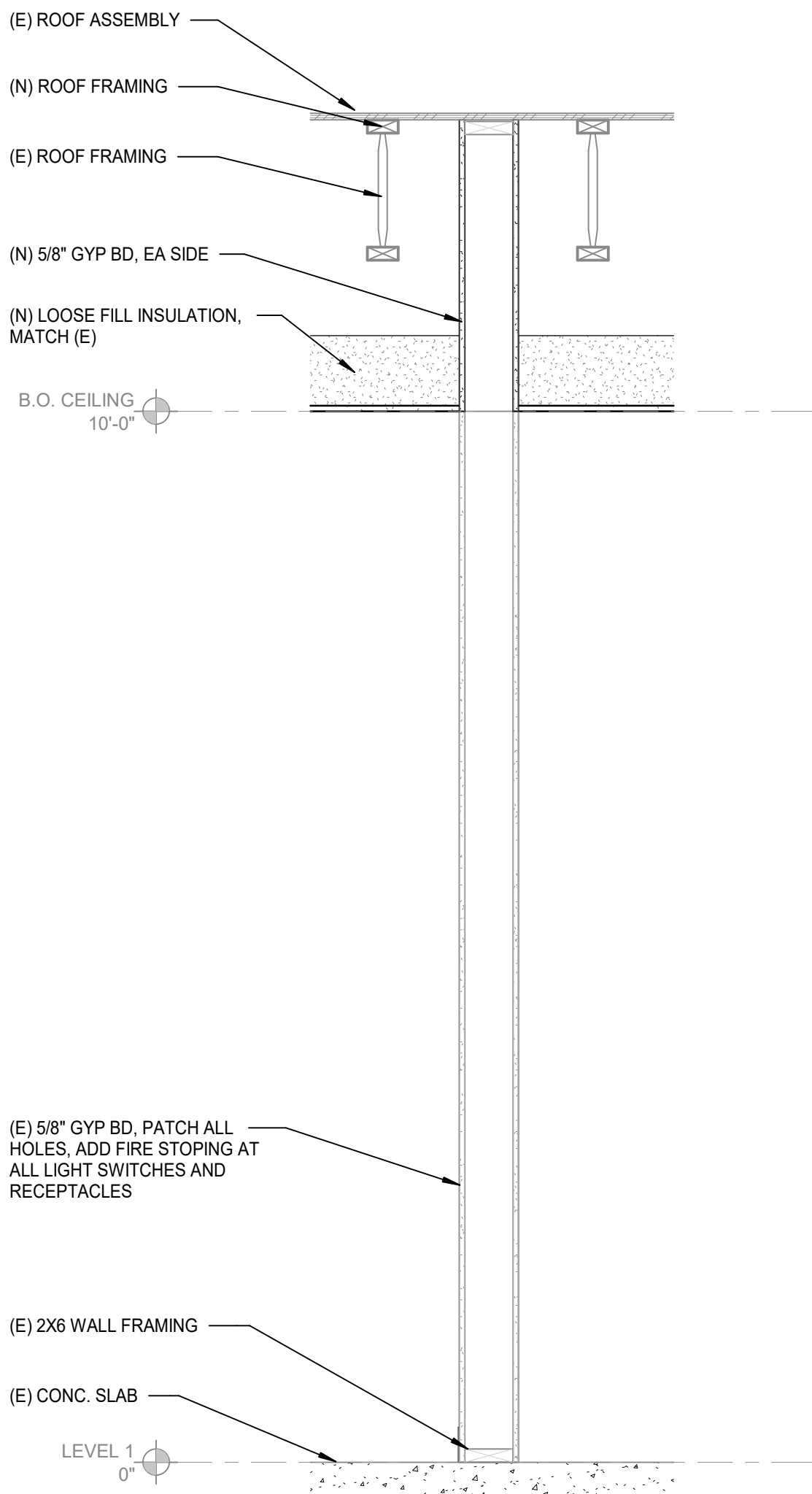
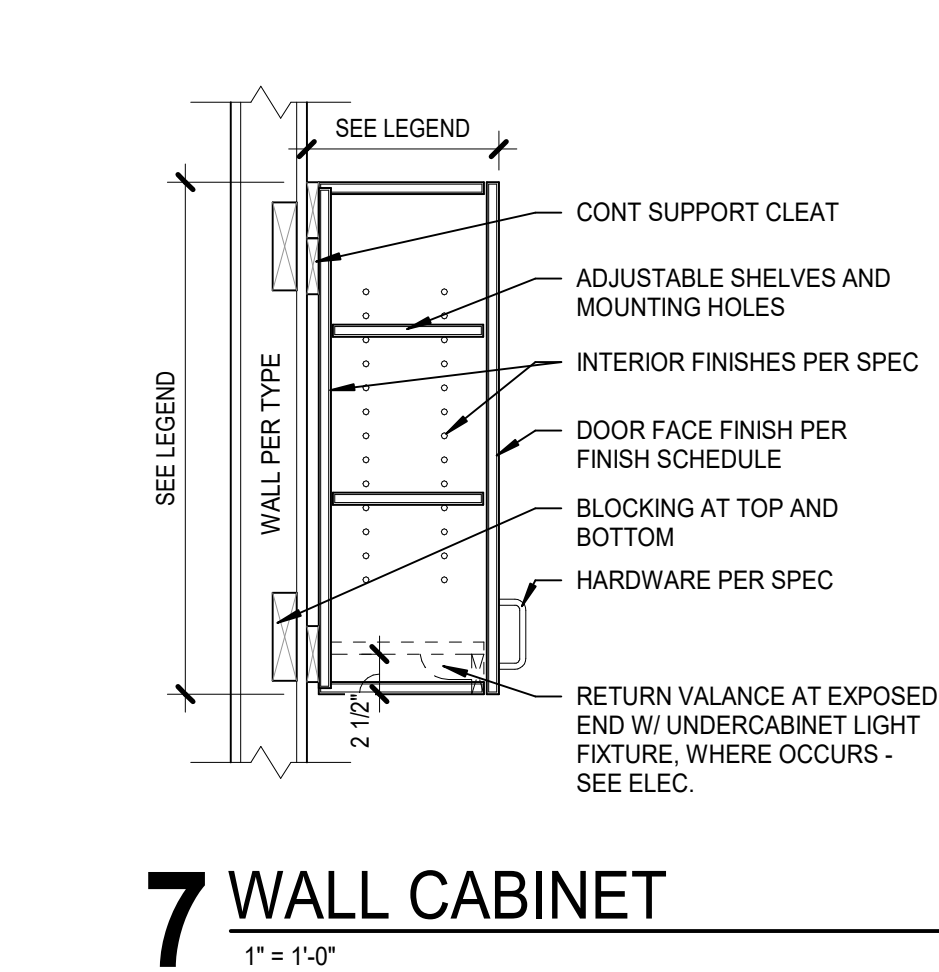
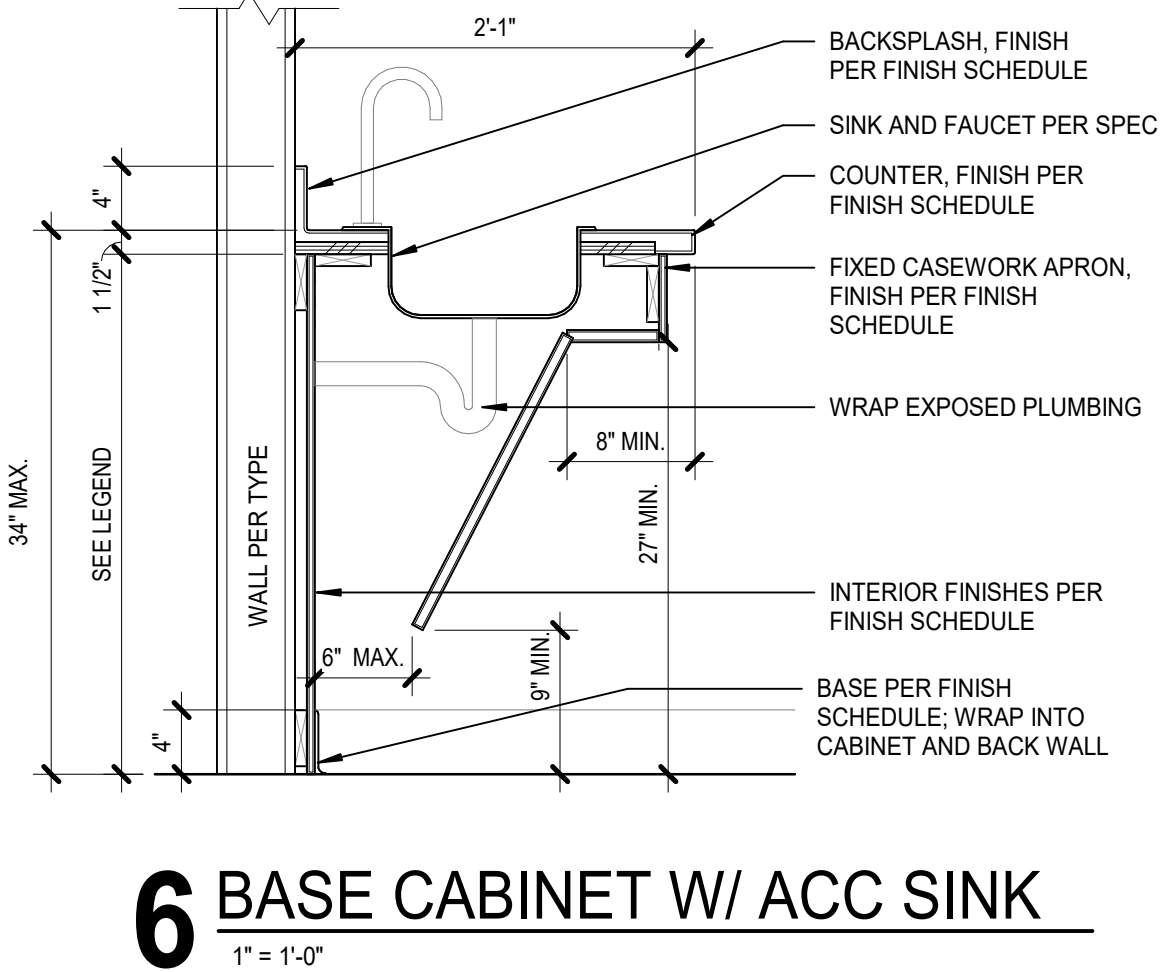
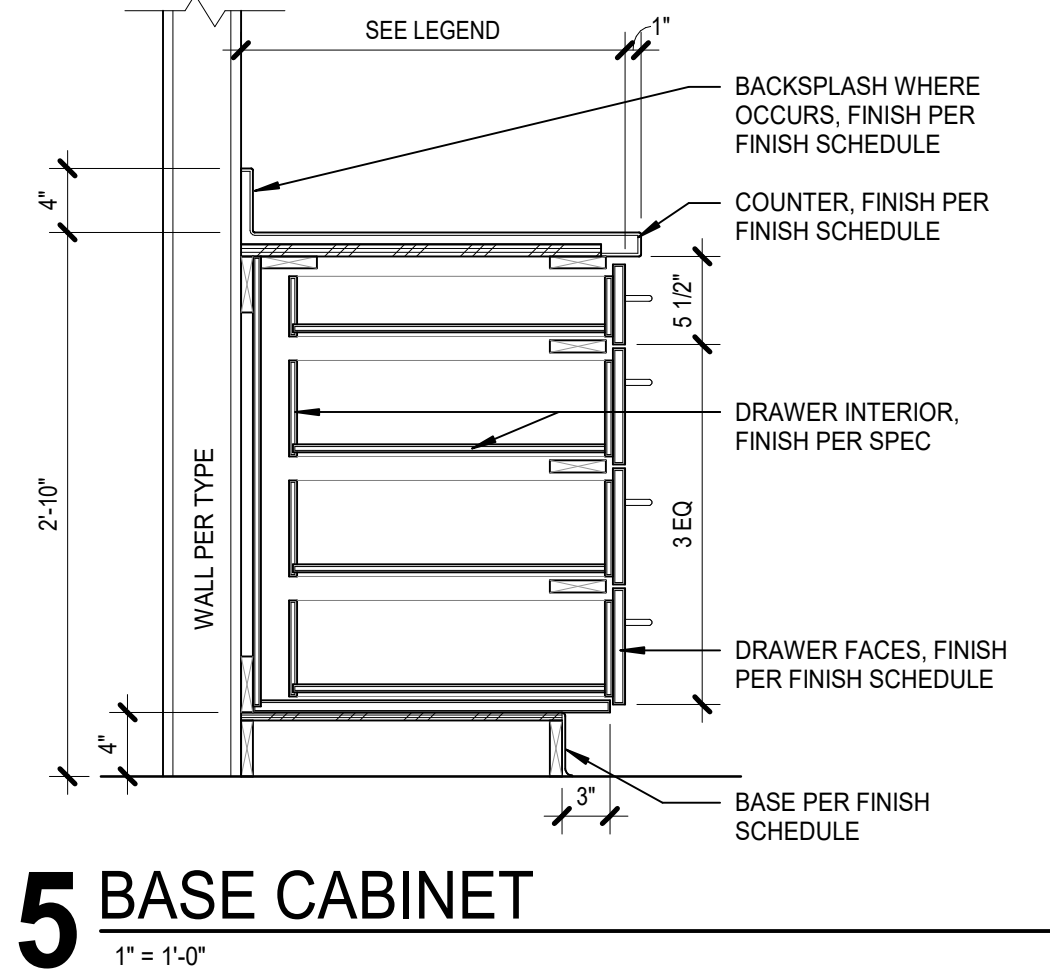
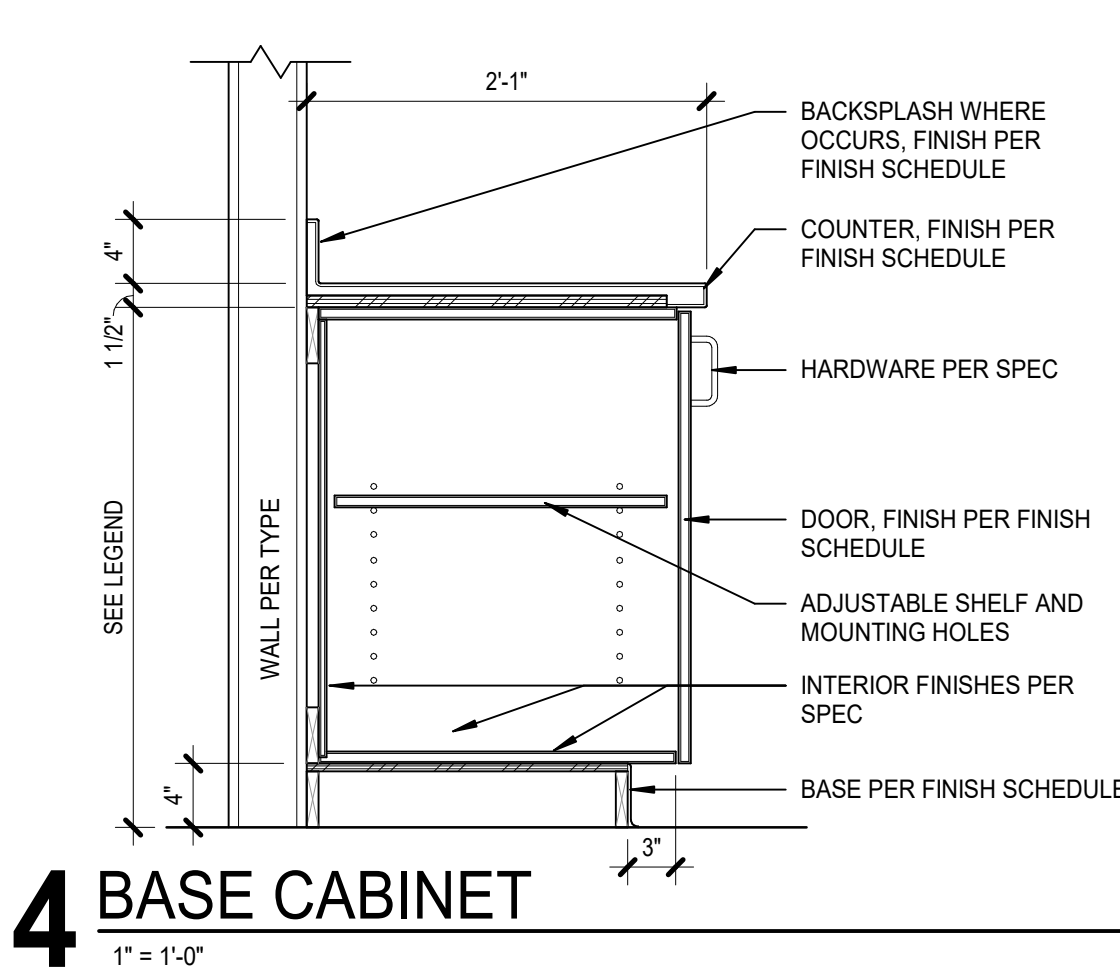
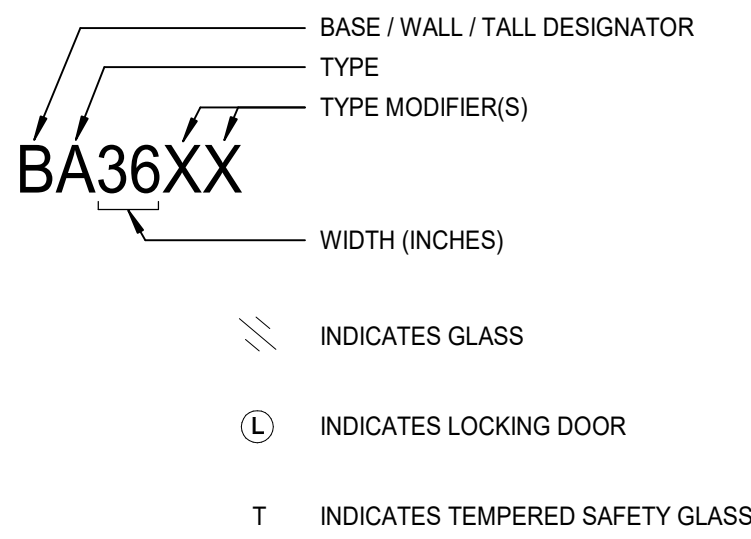
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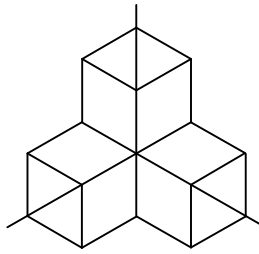


CASEWORK LEGEND

CASEWORK

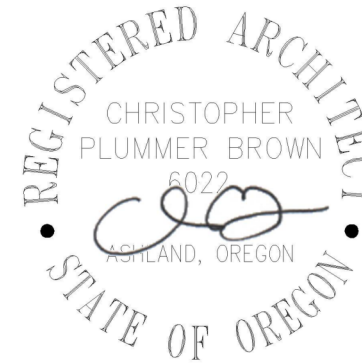


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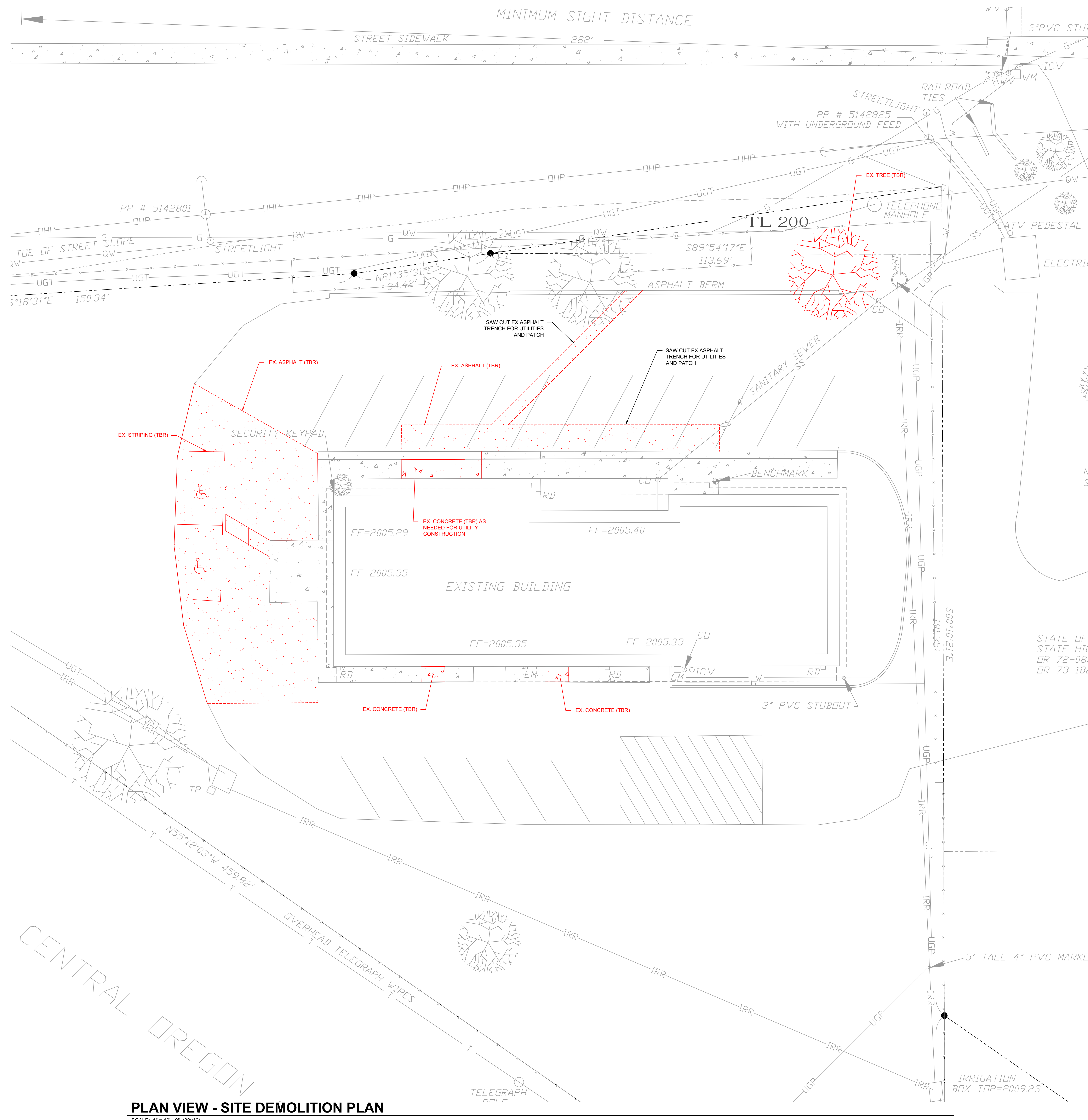
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Drawing Title

SITE DEMO PLAN

C1 2



PLAN VIEW - SITE DEMOLITION PLAN

SCALE: 1" = 10' - 0" (30x42)

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Last Save: July 25, 2025 1:36 PM
Plot Date: July 25, 2025 1:38 PM
By: Nancy

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PROGRESSIVE DESIGN BUILD PROCUREMENT

Request for Proposals

Project No. 2022-12: Emergency Shelter Upgrades

ISSUE DATE: March 4, 2025

PROPOSALS DUE: April 3, 2025
not later than **2:00 PM Local Time**

REFER QUESTIONS TO:

Scott Fleury PE, Public Works Director
Phone: 541-488-5587

Email:

scott.fleury@ashlandoregon.gov

SUBMIT PROPOSALS TO:

City of Ashland Public Works
20 E Main St (mail) or
51 Winburn Way (personal delivery)
Ashland, OR 97520

PRE-PROPOSAL CONFERENCE: There will be a **MANDATORY** pre-proposal conference on March 20, 2025 at 2:00 PM at the Project Site, 2200 Ashland Street.

**CITY OF
ASHLAND**

PUBLIC WORKS / ENGINEERING

20 E. MAIN STREET

ASHLAND OR 97520

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ADVERTISEMENT
CITY OF ASHLAND PUBLIC WORKS - REQUEST FOR PROPOSALS (RFP)
FOR
DESIGN BUILD SERVICES

The City of Ashland ("City" or "Owner") will receive Proposals from Proposers interested in acting as a Design Builder (DB) and providing services and performing Work for the development of Project No. 2022-12: Emergency Shelter Upgrades (Project). This procurement is conducted in accordance with model rules adopted by the Attorney General under Oregon Revised Statutes (ORS) 279A.065(3).

Work will generally include the provision of updating a commercial office building to a code compliant emergency shelter.

Phase One: DB to perform preconstruction services and develop with Owner's input pricing-level design documents and information such that the DB can prepare and provide a Design-Build Proposal to be reviewed and approved by the Owner. Phase One will result in provision of a Guaranteed Maximum Price (GMP) proposal and schedule.

Phase Two: If the DB's Proposal prepared in Phase One is approved by the Owner, the DB will complete design, permitting, construction, and post-construction tasks, including operation and maintenance manuals for the building systems and relevant performance testing.

Phase Three: The Design Builder will provide a one-year warranty period for improvements executed under this solicitation.

Note: Required permitting activities are included in Phase One and Two.

Proposals must be physically received by **Thursday, April 3, 2025**, not later than **2:00 PM local time** (main lobby clock), in the City of Ashland Engineering Office located at 51 Winburn Way, Ashland OR 97520 or by mail at 20 E. Main Street, Ashland, OR 97520. Proposers mailing proposals should allow normal delivery time to ensure the timely receipt of their proposals. Any proposal received after the date and time set for receipt of proposals will not be considered and will be returned to the proposer unopened. For further information, contact Scott Fleury PE, Public Works Director at 541/488-5587 or by email at scott.fleury@ashlandoregon.gov Consultant selection is anticipated to result in the issuance of a Progressive Design Build Contract, in a form substantially similar to the one provided in this RFP (see Attachment A – Standard Form of Agreement Between Owner and Design-Build, AIA Document A141-2014).

There will be a **MANDATORY** pre-proposal conference on March 20, 2025 at 2:00 PM at the Project Site, 2200 Ashland Street, Ashland, OR 97520.

Proposal documents may be downloaded from OregonBuys eProcurement System. Any addenda that may be issued, relating to this RFP will be available from OregonBuys and potential proposers are cautioned to continuously monitor the site for updates and addenda.

All proposals shall be submitted as set forth in SECTION 4 - Instructions to Proposers. City is not responsible for Proposals submitted in any manner, format, or to any delivery point other than as required by this RFP.

Proposals shall be limited to 8 pages and must include the services of a Professional Engineer registered in Oregon.

Consultant selection will be based upon weighed criteria as set forth in this RFP and will include criteria including, but not limited to: similar project experiences, general experience, staffing availability, schedule and response time.

The City of Ashland reserves the right to cancel this procurement or to reject any and all Proposals in accordance with ORS 279B.100.

The Work shall require a 100% Performance Bond and a 100% Payment Bond from the DB.

As part of the contract requirements, the successful Proposer will be required to comply with applicable federal, state, and local laws. All construction completed as a part of this Project will be subject to the Bureau of Labor and Industries (BOLI) Prevailing Wage requirements. *"Federal funding is being utilized for this project, and therefore compliance with Davis-Bacon Act requirements, including the payment of prevailing wages to laborers and mechanics, will be mandatory."*

Any change to the wage rates that is made prior to execution of the Design Build (DB) agreement will be in effect for the duration of the Project. The DB agrees to be bound by and will comply with the provisions of ORS 279C.800 through ORS 279C.870.

No Proposal for DB services related to this Project shall be received or considered by the Owner unless the Proposer has a current, valid certificate of registration issued by the Construction Contractors Board.

The Owner will be the sole judge in determining award of contract and reserves the right to reject any or all Proposals in accordance with ORS 279B.100, including the requirement to demonstrate the proposer's responsibility under ORS 279C.375(3)(b).



Scott Fleury, P.E., Public Works Director

First date of solicitation: March 4, 2025

RFP for Project No. 2022-12

City of Ashland
Department of Public Works
Request for Proposals / Progressive Design Build Procurement
Project No. 2018-34: Public Works Operations Building and Maintenance Yard

SECTION 1. BACKGROUND INFORMATION

1.1 Introduction

The scope of services consists of complete Design Build services for the construction and design of upgrades to 2200 Ashland Street commercial office building, converting it to an emergency shelter. For the purposes of this RFP the term **Design Builder (DB)** shall mean the General Contractor and the associated DB team contracted to the General Contractor. The term **Project Team** shall mean the City of Ashland Project Management team, DB and City staff from Public Works, Facilities Services, and other key internal stakeholders.

The DB will work closely with the Project Team to provide code evaluation which will drive the design and construction of improvements to approximately 3,100 SF of commercial office space. The facility is located at 2200 Ashland Street and was previously purchased by the City of Ashland with grant monies to provide shelter services for the community.

1.2 Background

The City of Ashland (City) purchased 2200 Ashland Street in 2023 with the intent to operate it under previously accepted grants as a low barrier and inclement weather shelter. The facility is a 3097 square foot commercial office space on 1.2 acres that abuts the Central Oregon and Pacific Railroad. The property is completely fenced with gated access. Reference appendix 1(A) for building floorplan.

The facility was partially converted to provide low barrier and inclement weather shelter services. The City was able to provide for this function under the Governor's emergency authorization as the facility itself does not meet critical building code requirements for permanent operation as an inclement weather shelter. The City now intends to improve the facility to meet current building code requirements for operation as an inclement weather shelter.

The property is currently zoned C-1 under the City of Ashland zoning regulations. The property has City of Ashland water, sewer and electric service provided to it.

SECTION 2. PROJECT OVERVIEW

2.1 Scope of Work

The Work will generally include code evaluation and design of upgrades to meet fire code, building code and Americans with Disabilities accommodations of a commercial office building conversion to an emergency shelter.

The goal of the project is to:

Renovate and retrofit the building to ensure it meets egress and fire code standards to allow for (in order of priority):

- Sleeping throughout the building including the garage area for unhoused population during emergencies and severe weather events
- A shower facility to include two full restrooms in the main facility while retaining the current restrooms (family style) to allow for shower services for unhoused and use during emergencies.
- A full restroom to include a shower in the garage (family style) for unhoused and use during emergency.
- A laundry facility to allow for 2 washers and 2 dryers for unhoused and use during an emergency.

2.2 Project Schedule

Design is expected to begin in spring of 2025 and occupancy of the renovated facility is planned to occur by late fall of 2025. This project will be incorporating the principles of Progressive Design Build which includes a Guaranteed Maximum Price and transparency to the bidding process similar to a Construction Manager/General Contractor (CM/GC) contract.

Project Schedule will initially be driven by public procurement model rules the Attorney General adopts under ORS 279A.065. The below schedule provides the owner's best **estimates** of dates and durations. The Owner reserves the right to change the below schedule.

EVENT	DAILY COUNT (CALENDAR DAYS)	DATE
Begin RFP Solicitation	0	March 4, 2025
Mandatory Pre-Proposal Meeting	14 days prior to closing	March 20, 2025
Questions/Change Requests due to City	10 days prior to closing	March 24, 2025
Last Day for Owner to Post Addendum	3 days prior to closing	March 31, 2025
RFP Closing Date at 2:00 PM Local Time	30 days after RFP release	April 3, 2025
Finalists Selected	14 days after closing	April 17, 2025
Optional Interviews (if applicable)	21 days after closing	April 24, 2025
Notice of Intent to Award Contract	28 days after closing	May 1, 2022
Design Build Agreement Executed	42 days after closing	May 20, 2025
Notice to Proceed	1 day after contract execution	May 21, 2025
Date of GMP/Pricing Amendment	60 days after contract execution	July 21, 2025
Project Completion	3.5 months after GMP/Pricing Amendment	November 1, 2025

SECTION 3. PROGRESSIVE DESIGN-BUILD SERVICES

3.1 General

The DB will provide services in three distinct phases. **Phase One** will generally consist of preconstruction services include code evaluation, preliminary engineering, and the design development required for the preparation of a Project Guaranteed Maximum Price (GMP) Proposal and Schedule.

Phase Two services, if authorized by Owner in its sole discretion, generally encompass completing the Project's final design and construction. Required permitting activities are included in each of the first two phases. **Phase Three** is a 1-year warranty period following construction.

Phase One Services – DB's Proposal:

Article 4 of the Sample AIA A141 Contract (**APPENDIX 3**) provides the scope of work to be included in Phase One resulting in the DB's Proposal, including without limitation:

- Perform a code review
 - Identify Occupancy types as described in Chapter 3 of the OSSC (Oregon Structural Specialty Code)
 - Identify separated or non-separated uses as defined in 508 OSSC. This is a code path option that the design professional (architect) will choose to direct the design.
 - Identify construction types as defined in Chapter 6 of the OSSC (Oregon Structural Specialty Code)
 - Provide occupancy load factors and calculations based on proposed use of each space. Occupancy load factors are specified in 1004.5 of the OSSC.
 - Identify accessibility requirements for the removal of architectural barrier as identified in ORS 447.241. This is factored based on qualifying factors of the valuation of the project and 25% of the qualifying valuations are required to be spent on accessible upgrades starting with accessible routes from public sidewalks and parking. We have form available that will assist the design professional in calculating this accurately, and identify how the requirement is being met.
 - Identify sprinkler requirements based on occupancy and use as scoped in 903 OSSC.
 - Identify Fire alarm, smoke and carbon monoxide detection requirements scoped in 907 OSSC.
 - Identify Plumbing fixture requirements based on Chapter 29 OSSC determined by occupancy use and occupant loads.
 - Identify fire partition requirements scoped in 420 and 708 OSSC.
 - Identify Exiting requirements based on travel distance, and occupant loads.
 - Show that qualifying exits meet the minimum separation requirements outlined in 1007 OSSC.
 - Provide Exit signs as required by 1013 OSSC.
 - Provide Emergency Egress lighting as required by 1008.3
 - Identify Common Path, Exit Access Travel Distances are within the minimum requirements are met as identified in 1006 and 1017 OSSC.
 - Show how accessibility for newly provided features meet the requirements scoped in Chapter 11 of the OSSC and the ICC A117.1-2017.

- Identify existing water supply and sewer pipe sizes to verify they can handle the minimum demands placed on them. Chapter 6 and 7 of the OPSC (Oregon Plumbing Specialty Code) addresses these requirements.
- Develop a Preliminary Design to be approved by the Owner following outcomes of code review.
- Prepare a draft Phase Two Project Schedule including interim design and cost estimate milestones and review with City.
- Perform additional due diligence inquiries as appropriate to refine the Preliminary Design and associated cost estimate.
- Identify Project permitting requirements.
- Develop Preliminary Design, schedule and cost estimating documents and include the supporting design documentation and open-book cost information utilized for the DB's Proposal from conception to completion.
- Participate in regular meetings with City.

Phase Two Services described as “Work Following Execution of the Design-Build Amendment” in Article 5 of the Sample AIA A141 Contract (**APPENDIX 3**) including but not limited to:

- Coordinate regular Phase Two meetings with City and City's consultants.
- Prepare permit construction drawings and 90% specifications for City review and approval prior to submittal.
- Complete all construction documents.
- Procure equipment and subcontractors to construct the building per approved plans.
- Secure all necessary permits.
- Construct the Project.
- Conduct startup and performance testing as required.
- Provide warranty coverage.
- Prepare any O&M Manuals.
- Accommodate Owner access and site visits during the course of construction as requested.

3.2 Roles and Responsibilities

Owner: City will cooperate with DB and will fulfill its responsibilities in a timely manner to facilitate the DB's timely and efficient performance of services. City responsibilities include:

- Review submissions and provide timely comments to DB.
- Provide information and provide (or engage DB to perform) additional studies that may be necessary to complete the Project.
- Provide funding consistent with approved Guaranteed Maximum Price.
- Provide access to the Project site and any necessary easements.

- Provide City personnel and necessary data and inputs for Project startup and performance testing.

DB: The DB will cooperate with the Owner and will provide in a timely manner the Phase One and Phase Two services necessary to complete the Project scope specified in this RFP. DB responsibilities include:

- Obtain all required land use and building permits required for construction and occupancy.
- Prepare design and construction documents.
- Procure Project subcontractors and vendors.
- Supervise subcontractors and DB personnel.
- Maintain site security.
- Conduct any performance testing.
- Implement quality-management procedures.
- Complete startup and commissioning.
- Respond to owner as needed during the one-year workmanship warranty period to ensure systems and products are performing as expected.

SECTION 4. INSTRUCTIONS TO PROPOSERS

This section contains administrative and procedural information and instructions for preparation and submittal of the Proposal. All proposals and contracts are subject to the provision and requirements of Oregon Revised Statutes, Sections 279A and 279B. Engineering contracts are further subject to 279C and City of Ashland Municipal Code Section 2.50.

4.1 Definitions

For the purpose of this RFP:

“City” or “Owner” means City of Ashland.

“Business days” means calendar days, excluding Saturdays, Sundays and all City recognized holidays.

“Calendar days” or “days” means any day appearing on the calendar, whether a weekday, weekend day, national holiday, State holiday or other day.

“Council” means City of Ashland Council

“Design Builder” or “DB” means the General Contractor and the associated DB team contracted to the General Contractor

“Department” means the City of Ashland Engineering Department

“Manager” means the City of Ashland Project Manager

“Project Management Team” means the City of Ashland Project Management team, DB and City staff from Public Works, Facilities Services, and other key internal stakeholders

“Proposers”- All firms submitting Proposals are referred to as Proposers in this document; after negotiations, an awarded Proposer will be designated as “Consultant”.

“Qualifications Based Selection” or “QBS” means evaluations and scoring of proposals based on qualifications, experiences and project approach, without considering cost.

“RFP” means Request for Proposal.

“RFQ” means Request for Qualifications.

“Scope of Work” means the general character and range of services and supplies needed to complete the work’s purpose and objectives, and an overview of the performance outcomes expected by Owner.

“Services” means the services to be performed under the Contract by the Consultant.

“Statement of Work” means the specific provision in the final Contract which sets forth and defines in detail (within the identified Scope of Work) the agreed-upon objectives, expectations, performance standards, services, deliverables, schedule for delivery and other obligations.

4.2 Information of Record

This Request for Proposal (RFP) will be distributed through the OregonBuys eProcurement System. All updates, addenda, and related communications will be published through OregonBuys. All prospective proposers are advised to continuously monitor the website for information regarding this proposal. It is the sole responsibility of the proposer to check the website on a timely basis, however City may, as a courtesy, elect to email copies of addenda or notices to registered proposers, but doing so does not remove the proposer’s responsibility for checking the website for critical information regarding the proposal.

4.3 Qualifications Requirements

Each Proposer shall respond to the Proposal requirements as presented in SECTION 5, Proposal Submittal Requirements, of this RFP. Proposals received without the required information may be rejected as being non-responsive.

The Owner shall have the right to disqualify any Proposal as a result of the information gathered in its research.

4.4 State License Requirements for Contractors, Architects, Engineers

In compliance with ORS 671.530, no proposal for a construction contract shall be received or considered by the public contracting agency unless the Proposer is registered with the Construction Contractors Board or licensed by the State Landscape Contractors Board. In addition, the Prime Architect providing

architecture or engineering services shall be licensed as required and applicable under ORS 671.020, ORS 671.030, ORS 672.020, and ORS 672.060.

4.5 Questions, Clarifications and Requested Changes

All inquiries, whether relating to the RFP process, administration, deadline or award, or to the intent or technical aspects of the services, must be submitted in writing to City's Project Manager listed in the advertisement for this Proposal, at 20 East Main Street, Ashland, Oregon 97520. All questions must be received not later than ten (10) calendar days prior to the proposal submission deadline.

Any person who contemplates submitting a Proposal in response to this RFP and who finds discrepancies in, or omissions from, or is in doubt as to the true meaning of any part of the RFP document must submit to City's Project Manager a written request for a clarification or interpretation thereof not later than ten (10) calendar days prior to the proposal submission deadline.

Explanations, clarifications or interpretations of the Proposal documents will be made only by written notification. The Owner is not responsible for any explanation, clarification, or interpretation given in any manner except by written notification. Answers to questions received by City, which are deemed by City to be substantive, will be issued as official addenda to this RFP to ensure that all proposers base their proposals on the same information. When appropriate, as determined by City in its sole discretions, revisions, substitution, or clarification of the RFP or attached terms and conditions, an official addendum to this RFP will be issued. Proposer shall indicate receipt of all issued addenda by indicating the number of addenda received on the Proposal Form.

Any addendum or addenda issued by City which may include changes, corrections, additions, interpretations, or information, and issued seventy-two (72) hours or more before the scheduled closing time for submission of bids, Saturday, Sunday, and legal holidays not included, shall be binding upon the proposer. City may elect to email addendum to registered proposers but will do so as a courtesy only. All official addendums will be issued through OregonBuys, and it shall be the proposer's sole responsibility to acquire any and all addendum pertaining to RFP. The proposer is strongly cautioned to monitor this site on a continual basis.

4.6 Protest of Solicitation Document and Procurement Process

A prospective Proposer may protest the procurement process or the solicitation document for a contract. A prospective Proposer must provide a written protest no later than ten (10) calendar days prior to the advertised proposal closing date. The protest must indicate (a) a detailed statement of the legal and factual grounds for the protest; (b) the reasons for the disagreement through a written protest; and (c) a statement of the desired changes to the procurement process or the solicitation document that the prospective Proposer believes will remedy the conditions upon which the prospective Proposer based its protest.

All protests shall be mailed or otherwise delivered to City marked as follows:

PROPOSAL PROTEST

Project No. **2022-12**

ATTN: City of Ashland Public Works Director

20 East Main St
Ashland, OR 97520

City Response: City may reject without consideration a proposer's protest after the deadline established for submitting protest. City shall provide notice to the applicable proposer if it entirely rejects a protest. If City agrees with the proposer's protest, in whole or in part, City shall either issue an addendum reflecting its determination or cancel the solicitation.

Extension of Closing: If City receives a written protest from a proposer in accordance with this rule, City may extend closing if City determines an extension necessary to consider the protest and to issue addenda, if any, to the solicitation of document.

Judicial review of City's decision relating to a specification protest shall be in accordance with ORS. 279B.405.

4.7 Addenda

A copy of any written clarification or interpretation and of each addendum will be posted on OregonBuys. Any addendum so issued is to be considered a part of the RFP document. The Owner is not responsible for any change or approval made or given in any manner except by addenda. Addenda, if necessary, will be issued not later than five (5) business days prior to the RFP closing date. Addenda shall be signed by the same individual that signs the Proposal and SHALL BE SUBMITTED with the Proposal or as otherwise directed by instructions printed on the addenda. Proposals received without properly signed addenda may be considered non-responsive. Acknowledgement of receipt of all issued addenda on Proposal Form (required) also satisfies this requirement.

4.8 Protests of Addenda

A prospective Proposer may submit a written protest to an addendum within 48 hours by the close of City's next business day after issuance of the addendum. The written protest shall (1) Sufficiently identify the addendum being protested; (2) Identify the specific grounds that demonstrate how the addenda is contrary to law, unnecessarily restrictive, legally flawed or improperly specifies a brand name; (3) Include evidence or supporting documentation that supports the grounds on which the protest is based; (4) Identify the relief sought; and (5) Include a statement of the desired changes to the addendum that the prospective Proposer believes will remedy the conditions upon which the bidder based its protest. The Owner will not consider a protest to matters not added or modified by the protested addendum. All protests shall be mailed or otherwise delivered to City as described in Section 4.6.

4.9 Conformance to Solicitation Requirements

Proposals shall conform to the requirements of the Request for Proposals. All necessary attachments shall be submitted with the proposal and in the required format. Failure to comply with all requirements may result in proposal rejection.

4.10 Economy of Proposal Preparation

Proposals should be prepared simply and economically, by providing a straightforward, concise description of the Proposer's capabilities related to specified elements units or services. Proposals should not include any information not specifically identified or specified as a required response.

4.11 Execution of the Proposal

Proposals shall be signed in ink by an authorized representative of the Proposer. Signature on a proposal certifies that the proposal is made without connection with any person, firm or corporation making a proposal for the same goods and/or services and is in all respects fair and made without collusion or fraud. Signature on a proposal also certifies that the Proposer has read, fully understands and agrees with all solicitation requirements, terms and conditions. No consideration will be given to any claim resulting from proposing without fully comprehending all requirements of the Request for Proposals.

4.12 Submission of Proposal

Proposals may be mailed or hand-delivered to the addresses shown on the cover page and advertisement of this RFP. No oral, telegraphic, facsimile, or email proposals will be accepted.

Proposals will be received until the date and time identified on the cover page and advertisement of this RFP. No late proposals will be accepted.

Note: Proposal format and required content are addressed in SECTION 5 of this RFP.

4.13 Modification of Proposal

Modifications or erasures made before proposal submission shall be initialed in ink by the person signing the proposal. Proposals, once submitted, may be modified in writing before the time and date set for proposal closing. Any modification shall be prepared on company letterhead, shall be signed by an authorized representative, and shall state that the new document supersedes or modifies prior proposal submissions and any other prior proposal modifications. Proposal modifications shall be submitted in a sealed envelope clearly marked "Proposal Modification," identifying the RFP number and closing date and time. Proposers may not modify proposals after proposal closing date and time.

4.14 Withdrawal of Proposal

Proposer(s) may withdraw their Proposal, by written notice submitted on the Proposer's letterhead, signed by the Proposer's authorized representative, delivered to the Project Manager. To be effective, the withdrawal must be received prior to closing of the RFP. The Proposer or Proposer's authorized representative may withdraw their Proposal by appearing in person before the Project Manager prior to closing, with presentation of appropriate identification and evidence of authority to make the withdrawal satisfactory to the Project Manager.

4.15 Acceptance of Proposal Content

The contents of the Proposal of the successful Proposer(s) will become contractual obligations if acceptance action ensues. Failure of the successful Proposer(s) to accept these obligations in a contract may result in cancellation of the award.

4.16 Incurred Costs

Neither the Owner, nor its officers, agents, or employees are liable for any cost incurred by Proposer(s) prior to issuance of an agreement, contract, or purchase order. All prospective Proposer(s) who respond to this RFP do so solely at the Proposer's cost and expense.

4.17 Public Records and Confidentiality of Proposal

By submitting a Proposal, the Proposer(s) acknowledges that information submitted in response to this RFP is open to public inspection under the Oregon Public Records Law, ORS 192.311 through 192.513. The Proposer(s) are responsible for becoming familiar with and understanding the provisions of the Public Records Law.

4.18 Discrimination in Subcontracting Prohibited

Proposer agrees to actively engage with, create a bidding environment that encourages participation in, and not to discriminate against disadvantaged business enterprises, a minority-owned business, a woman-owned business, a business that a service-disabled veteran owns or an emerging small business certified under ORS 200.055 in awarding subcontracts as required by ORS 279A.110.

4.19 Access to Records

The Successful Proposer shall maintain and City and its authorized representatives shall have access to all books, documents, papers and records of Proposer which relate to this contract for the purpose of making audit, examination, excerpts, and transcripts for a period of three (3) years after final payment. Copies of applicable records shall be made available upon request. Payment for cost of copies is reimbursable by City.

4.20 Right to Modify Process

The Owner reserves the right to modify the selection process or other aspects of this RFP process at its sole discretion. Any modification or clarification to the RFP shall be posted on OregonBuys.

4.21 Disputes

In case of any doubt or differences of opinions as to the items or service to be furnished hereunder, or the interpretation of the provisions of the RFP, the decision of the Owner shall be final and binding upon all parties.

4.22 Resident Proposer

The Owner shall, pursuant to ORS 279A.120, for the purposes of awarding the contract, add a percent increase on the proposal of a nonresident proposer equal to the percent, if any, of the preference given to that proposer in the state in which the proposer resides.

“Resident proposer” means a proposer that has paid unemployment taxes or income taxes in this state during the 12 calendar months immediately preceding submission of the proposal, has a business address in this state and has stated in the proposal whether the proposer is a “resident proposer”.

SECTION 5. PROPOSAL SUBMITTAL REQUIREMENTS

5.1 Format of Proposals

Proposals should be prepared simply and economically and should provide a straight-forward, concise description of the Proposer's ability to satisfy the requirements of this RFP. The Owner shall not be liable for any expense incurred in the preparation of Proposals.

- A. **Page Size:** Submit on 8.5x11-inch paper with basic text and graphic information. Simple, succinct, and clear responses are preferred. Value is given to short and complete responses vs. long or cumbersome responses.
- B. **Page Limitation:** The Proposal must not exceed eight (8) total pages single sided, excluding, as applicable, a cover letter, front and back covers, index or table of contents, title pages/separation tabs, and/or appendices. Evaluation is based on completeness and quality vs. length of responses.
- C. **Number of Copies:** One (1) original wet-signed proposal, three (3) hard copies, and (1) electronic copy on a USB drive.

5.2 Required Content

Proposals shall include the following content in the order identified below:

- A. Response to all Evaluation Criteria listed in Section 5.3, in the order presented below.
- B. Proposal Appendix A: Resumes for all Key Personnel that support their relevant experience. Each resume should not exceed one (1) page.
- C. Proposal Appendix B: A completed, signed Proposal Form. A blank copy of the Proposal Form is provided in RFP **APPENDIX 2**.
- D. Proposal Appendix C: A completed, signed Independent Contractor Certification Form. A blank copy of the Independent Contractor Certification Form is provided in RFP **APPENDIX 2**.

5.3 Evaluation Criteria

Written proposals will be evaluated and scored, and a contract may be awarded based upon the proposer's qualifications and experience as described below:

5.3.1 Project Approach

(Maximum Score: 30 Points)

Provide a conceptual description of the Proposer's approach for managing and performing its services during Phase One and Phase Two of the Project. At a minimum, the following items should be addressed:

- A. Discuss how a collaborative relationship with the Owner will be established for Phase One.
- B. Describe the process and schedule for the design phase, developing the DB's Proposal, permitting, procurement, construction, and closeout processes.
- C. Explain how you will approach cost estimating, value engineering, and construction to complete the Project within the established budget.
- D. Describe your company's quality control program and describe how it will be implemented in this Project.
- E. City's stated project budget is \$800,000. Identify whether the Proposer considers this to be an achievable budget given the scope of DB services and program and schedule identified in this RFP. Describe any program or schedule changes the Proposer would recommend City consider achieving the desired services within the DB Budget.

5.3.2 Design-Build Team and Key Personnel

(Maximum Score: 20 Points)

- A. Describe the composition and organization of the proposed DB team, including DB (Contractor and Architect), and other subcontractors and subconsultants that will be substantially involved in this project. Concisely indicate the roles and responsibilities of each proposed member of the DB team.
- B. Provide a list of the Key Personnel proposed for this project. Clearly identify their proposed roles. Include Key Personnel's relevant experience, with specific examples from similar projects. Submit resumes in Appendix A of your proposal that support the relevant experience of each Key Personnel.

5.3.3 Project Experience

(Maximum Score: 30 Points)

Describe the Proposer's experience with up to three (3) projects of comparative size and complexity over the last five (5) years. Municipal projects located in Oregon are preferred. At a minimum, provide the following information:

- A. Concise description of the project, including location, completion date, and final project budget
- B. Indicate whether the project was completed on time and on budget or needed to be revised. Briefly explain the reasons for revisions, and any actions that were taken to bring the project back on schedule and withing budget.
- C. Name of Owner, Owner's contact, and current phone number and/or email

- D. Indicate which Key Personnel from the proposed DB team, if any, worked on each of the reference projects (including their roles). These team members should be included in the Key Persons list submitted in 5.3.1, above.

5.3.4 Design Fee Proposal

(Maximum Score: 20 Points)

Provide a Fee Proposal for Phase One services on a time and materials cost reimbursement basis up to a maximum not-to-exceed amount. Indicate a breakdown of the costs including a listing of the types of personnel performing the work, an estimate of their hours and rates charged for their services. Scoring will be based solely on the total maximum not-to-exceed amount.

The Fee Proposal should NOT include reimbursable expenses. A list of reimbursable expenses, and the method of payment of such expenses, is addressed in §2.1.3 of the Contract Form (see APPENDIX 3).

The Fee Proposal will become the initial contract amount for the awardee with Construct Phase Services being added via a Pricing Amendment if/when applicable.

Note: Formula for scoring Fee Points will be as follows: Lowest Fee will receive full points. Higher proposed fees will receive proportionally lower points according to this formula: $(\text{Low Fee}/\text{Fee}) \times \text{Points Available}$.

5.3.5 Termination for Default

(Pass or Fail)

Indicate whether the Proposer has had a contract terminated for default in the last five years. Termination for default is defined as notice to stop performance that was delivered to the Proposer due to the Proposer's non-performance or poor performance and the issue of performance was either (a) not litigated due to inaction on the part of the Proposer, or (b) litigated and determined that the Proposer was in default.

NOTE: If a Proposer has had a contract terminated for default in this period, submit full details including the other party's name, address and phone number. City will evaluate the facts and may, at its sole discretion, reject the proposal on the grounds of past performance.

SECTION 6. EVALUATION PROCESS & DB SELECTION

Proposals will be reviewed and evaluated by an evaluation committee of reviewers consisting of at least three City employees. The total number of points possible for written proposals is 100 and an additional 100 points may be scored through the interview process if the interview is initiated.

6.1 Review and Acknowledgment of Defective Proposals

Due to limited resources, City generally will not completely review or analyze Proposals, that on their faces, fail to comply with the minimum mandatory requirements of this RFP, nor will City generally investigate the references or qualifications of such Proposals. Therefore, City will not acknowledge

whether or not an unsuccessful Proposal was complete, responsive, responsible, sufficient, or lawful in any respect. This is a public solicitation, the processes and procedures which are established and required by Oregon law and City adopted rules. Proposers are advised to strictly follow the process, procedures, and requirements as set forth in this RFP and not anticipate or rely on any opportunity to negotiate, beyond such limitations that are identified herein.

6.2 Right of Rejection

Proposers must comply with all terms of this RFP, and all applicable local, state, and federal laws, administrative rules, and regulations. City may reject any Proposal that does not comply with all of the material and substantial terms, conditions, and performance requirements of this RFP.

Proposers may not qualify the proposal nor restrict the rights of City. If a Proposer does so, City may determine the Proposal to be a non-responsive counteroffer, and the Proposal may be rejected.

- Minor informalities that may be waived include those that:
- do not affect responsiveness,
- are merely a matter of form or format,
- do not change the relative standing or otherwise prejudice other offers,
- are trivial, negligible, or immaterial in nature,
- do not reflect a material change in the work, or,
- do not constitute a substantial reservation against a requirement or provision,

City reserves the right to refrain from making an award if City determines that to be in its best interest.

Note: A Proposal from a debarred or suspended Proposer shall be rejected.

6.3 References

City reserves the right to investigate any and all references and the past performance information provided in the proposal with respect to Respondent's successful performance of similar projects, compliance with specifications and contractual obligations, completion or delivery of a project on a schedule, and lawful payment of employees and workers.

City reserves the right to check any and all sources for information and to include sources for information and to include sources other than the references provided in the Proposer's proposal. City may consider information available from any such source including government bodies and regulatory authorities in evaluating respondents.

6.4 Responsibility

City reserves the right to investigate and evaluate, at any time prior to award and execution of the Contract, the apparent successful Proposer's responsibility for performing the Contract. Submission of a signed proposal shall constitute approval for City to obtain any information City deems necessary to conduct evaluation. City reserves the right to request additional information or documentation from the successful Proposer prior to award of contract. Such information may include, but is not limited to,

current and recent balance sheets, income statements, cash flow statements, or a performance bond from an acceptable surety. Failure to provide this information will result in rescission of City's Intent to Award.

City may postpone the award of Contract after announcement of the apparent successful Proposer in order to complete its investigation and evaluation. Failure of the apparent successful Proposer to demonstrate responsibility shall render the Proposer non-responsible and shall constitute grounds for rejection of the proposal.

6.5 Clarification of Response

City reserves the right to request clarification of any item in any proposal, or to request additional information necessary to properly evaluate a particular proposal. All request for clarification and responses shall be in writing.

During the evaluation of Proposals, Proposers must respond to any request for clarification from the Evaluation Committee within 24 hours of request (Monday through Friday). Inability of the Evaluation Committee to reach a Proposer for clarification and/or failure of a Proposer to respond within the time stated may result in rejection of the Proposer's Proposal.

6.6 Interviews

The outcome of the proposal evaluations **may** result in placement on an interview (short-listed) with time and date of the interview. Should City elect to hold interviews, the total additional points possible for the interview will be **100**.

City may invite the two highest-ranked firms to interview. The Firm's Key Personnel, as identified by City shall be prepared to attend the interview within five (5) business days of notification by City and shall be prepared to answer questions provided with the Interview Invite letter, and questions that will be provided at the time of the interview and discuss the Firm's proposed project approach.

6.7 Finalist Selection

The firm with the highest total score as a result of written proposal scoring and interview scoring, if conducted, will be considered the Finalist, and all other firms will be ranked according to next highest score, etc.

6.8 Ties among Proposers

If City determines after the ranking of potential firms, that two or more of them are equally qualified to be the Finalist, City may select a candidate through any process that City believes will result in the best value for taking into account the scope, complexity and nature of the Work. The process shall instill public confidence through ethical and fair dealing, honesty and good faith on the part of City and Proposers and shall protect the integrity of the public contracting process.

As part of the procedure for choosing the Finalist between two or more equally qualified candidates, City may elect to give a preference to a local consulting firm.

6.9 Notice of Intent to Award

All responsive and evaluated Proposers to the formal RFP will be notified of Owner's intent to award contracts not less than seven days prior to award. The Owner will issue a Notice of Intent to Award based on the results of its evaluation process. The Notice of Intent to Award contracts will be directed to the person who has signed the Proposal on behalf of the Proposer(s).

6.10 Contract Negotiation

City will conduct direct negotiations with the Finalist to finalize the Contract for Phase One Services. If City and Finalist are unable for any reason to reach agreement on a Contract within a reasonable amount of time City shall, either orally or in writing, formally terminate negotiations with the Finalist. City may thereafter negotiate with the second ranked Proposer, and if necessary, with the third ranked Proposer, and so on, until negotiations result in a Contract. If negotiations with any Proposer do not result in a Contract within a reasonable amount of time, as determined solely by City, City may end the particular formal solicitation. Nothing in the rule precludes City from proceeding with a new formal solicitation for the same Work described in the RFP that failed to result in a Contract.

6.11 Protest Procedures

A Proposer may protest the award of contracts or the intent to award such contracts, whichever occurs first, if the Proposer claims to have been adversely affected or aggrieved by the selection of a Proposer. A Proposer submitting a protest must claim that the protesting Proposer is the highest ranked Proposer because the Proposals of all higher ranked Proposers failed to meet the requirements of the RFP or because the highest ranked Proposers otherwise are not qualified to perform the services described in the RFP.

Proposers protesting award shall follow the procedures described herein. Protests that do not follow these procedures shall not be considered. This protest procedure constitutes the sole administrative remedy available to Proposers.

- A. Protests must be received within seven (7) days after issuance of the notice of intent to award the Contract. City will not consider late protests.
- B. All protests must be in writing, signed by the protesting party or an authorized Agent. The protest must state all facts and arguments on which the protesting party is basing the protest.
- C. Only protests stipulating an issue of fact concerning a matter of bias, discrimination or conflict of interest, non-compliance with procedures described in the procurement documents, or City policy shall be considered. Protests based on procedural matters will not be considered.
- D. City's Public Works Director will review the protest and will email and mail the protesting party a written response within three (3) business days of receipt of the written protest to the email and address provided in the written protest. Any written response may be comprised of a determination of the protest, a notice to the protesting party of the need for additional time in which to evaluate the matter, or other notice to the protesting party.
- E. If the Public Works Director's determination (response) is adverse to the protester, any further appeal of the Public Works Director's determination by the party must be submitted in writing

to the City Manager within three (3) business days of issuance of the Public Works Director's determination (response).

- F. The City Manager will review any appeal of the Public Works Director's determination and shall email and mail, to the email and address provided in the protest, the City Manager's written determination within three (3) business days of receipt of the written appeal.
- G. If the determination of the City Manager is adverse to the protesting party's interest, the protesting party may only appeal to the Ashland Municipal Court by filing a written notice of appeal to the Municipal Court within two (2) business days of issuance of the City Manager's written determination.
- H. The Municipal Judge in considering the protest, shall review the documentation presented to the Public Works Director and the City Manager in a timely manner and thereafter, base their decision on such material. Judicial review will be limited to the evaluation of compliance with City's policies and procedures, requirements of the RFP and the equal and fair application of City's public contracting rules. The Municipal Judge's 's determination shall be the City's final decision.

An adversely affected or aggrieved proposer must exhaust all avenues of administrative review procedures and relief before seeking judicial review of City's Consultant selection or Award of Contract decision.

6.12 Notice to Proceed

The Finalist shall be given fourteen (14) calendar days to execute the contract and return it to the Owner. Contractual Work may not begin until the Notice to Proceed has been issued. The Notice to Proceed will be issued after execution of the contracts by the Owner. The Notice to Proceed will authorize commencement of the Work based on the contract

SECTION 7. CONTRACT

7.1 Contract Form

The Finalist selected by the City will be expected to enter into a written contract in substantially similar form to the one attached to this RFP in **APPENDIX 3**. The Finalist's Proposal, by means of an executed Proposal Form, indicates acceptance of the City's contract provision. Suggested reasonable alternatives that do not substantially impair City's rights under the contract may be submitted during contract negotiations. Unconditional refusal to accept the contract provisions will result in proposal rejection.

A Proposer may not condition its Proposal on execution of any Agreement it submits. Any such condition shall result in rejection of the Proposal.

7.2 Order of Precedence

In the event of conflicts, inconsistencies, discrepancies or ambiguities between or among the Contract Documents, interpretations shall be based on the following order of precedence:

- A. Modifications of the contract with those of a later date having precedence over those of an earlier date.
- B. AIA A141–2014 Standard Form of Agreement between Owner and Contractor as modified.
- C. The City of Ashland Request for Proposals with Addenda.
- D. Design Builder Proposal

7.3 Contract Payments

Contingent upon City's need, consultant's performance and availability of approved funding, City reserves the right to amend the contract (within the scope of the project described in this RFP) for additional tasks, project phases and compensation as necessary to complete a particular project. Proposers are advised that the award and potential dollar amount of the contract under this RFP will be contingent upon approval by the Ashland City Council acting as the Local Contract Review Board.

Payment will be made for completion of, or acceptable monthly progress on, tasks and deliverables in conformance with contract requirements and applicable standards. The method of compensation will be determined by the City and may be based upon any one or combination of the following methods:

- Cost plus fixed-fee, up to a maximum NTE amount
- Fixed price for all services. Fixed price per deliverable. Fixed price per milestone
- Time and materials, up to a maximum NTE amount (City preferred method)
- Price per unit

7.4 Bonding

Once the construction work scope and budget are included in the contract and authorized by the Owner to be performed by the DB, the DB must provide a performance bond and payment bond each in the full amount of the GMP. The DB shall utilize the performance and payment bond forms, attached to the Insurance and Bonding Exhibit of the Sample AIA 141 Contract Form in **APPENDIX 3**. In the event an amendment to the DB contract is made so that the GMP must be increased, the performance bond and the payment bond must each be increased in an amount equal to the increased GMP. The Owner will not pay any amount that exceeds the GMP specified in the contract unless the amount results from material changes to the scope of work set forth in the contract and parties to the contract agree in writing to the material changes.

The DB shall have a public works bond filed with the Construction Contractors Board prior to starting work on the project, in accordance with ORS 279C.836. Additionally, the DB shall include in every subcontract a provision requiring the subcontractor to have a public works bond filed with the Construction Contractors Board before starting work, in accordance with ORS 279C.836.

7.5 Wage Requirements and Labor Standards

The project will be partially funded using Community Block Development Grant funds and is therefore subject to specific wage and labor standards.

Debarred, Suspended or Ineligible Contractors, Subrecipient or Officers

The contractor agrees to comply with the applicable provisions of 24 CFR 570.609 regarding the Debarred, Suspended or Ineligible Contractors or Contractors. The Contractor shall not use CDBG funds to employ directly or indirectly, award contracts to, or otherwise engage the services of, of fund any contractor or contractor during any period of debarment, suspension, or placement in ineligibility status under the provisions of 24 CFR part 24. The Contractor shall not have officers or board members that are debarred, suspended or ineligible to work on projects using federal funds.

Labor Standards

The Contractor agrees to comply with the applicable provisions of the Davis-Bacon Act, the Contract Work Hours and Safety Standards Act (CWHSSA), the Copeland Act and the Fair Labor Standards Act covered under the regulations in 29 CFR Parts 1,3,5,6 and 7. The Contractor shall pay all laborers and mechanics employed by contractor or subcontractors on construction work financed in whole or in part with CDBG funds wage rates not less than those prevailing on similar construction in the locality as determined by the Secretary of Labor in accordance with the Davis-Bacon Act. The Contract Work Hours and Safety Standards also apply. However, these requirements apply to the rehabilitation of residential property only if such property contains not less than 8 units.

Davis Bacon and Related Act Checklist is attached as **APPENDIX 4**.

- sam.gov - This website provides a single location for federal contracting officers to use in obtaining appropriate Service Contract Act (SCA) and Davis-Bacon Act (DBA) wage determinations (WDs) for each official contract action. The website is available to the general public as well. Guidance in selecting WDs from this website is provided in the <https://sam.gov/content/home> Learning Center.

7.6 Ashland Living Wage Requirements

For job classifications not covered by Prevailing Wage requirements, DB must comply with Chapter 3.12 of the Ashland Municipal Code by paying at least the living wage as established by the City of Ashland on June 30, 2024 (\$18.92 per hour). Additional details on the Ashland Living Wage, including applicability, are provided in **APPENDIX 4**.

7.7 Insurance Requirements

Contractor shall at its own expense provide the following insurance:

- a. Worker's Compensation insurance in compliance with ORS 656.017, which requires subject employers to provide Oregon workers' compensation coverage for all their subject workers.
- b. Professional Liability insurance with a combined single limit, or the equivalent, of not less than \$2,000,000 for each claim, incident or occurrence. This is to cover damages caused by error, omission or negligent acts related to the professional services to be provided under this contract.
- c. General Liability insurance with a combined single limit, or the equivalent, of not less than \$2,000,000 for each occurrence for bodily injury and property damage. It shall include contractual liability coverage for the indemnity provided under this contract.

- d. Automobile Liability insurance with a combined single limit, or the equivalent, of not less than \$2,000,000 for each accident for bodily injury and property damage, including coverage for owned, hired or non-owned vehicles, as applicable.
- e. Notice of Cancellation or Change. There shall be no cancellation, material change, reduction of limits or intent not to renew the insurance coverage(s) without 30 days' written notice from the contractor or its insurer(s) to the City.

Additional Insured/Certificates of Insurance. Contractor shall name the City of Ashland, Oregon, and its elected officials, officers and employees as additional insurers on any insurance policies required herein but only with respect to contractor's services to be provided under this contract. As evidence of the insurance coverage required by this contract, the contractor shall furnish acceptable insurance certificates and endorsements prior to commencing work under this contract. The certificate will specify all of the parties who are additional insures. The consultant's insurance is primary and non-contributory. Insuring companies or entities are subject to the City's acceptance. If requested, complete copies of insurance policies; trust agreements, etc. shall be provided to the City. The contractor shall be financially responsible for all pertinent deductibles, self-insured retention and/or self-insurance.

7.8 Business License Required

The selected proposer must have or acquire a current City of Ashland business license prior to conducting any work under this contract.

7.9 Laws and Regulations

The proposer is assumed to be familiar with all Federal, State, County or City laws or regulations, which in any manner affect those engaged or employed in the work or the materials or equipment used or which in any way affect the conduct of the work, and no pleas of misunderstanding will be considered on account of ignorance thereof. If the proposer shall discover any provision in these specifications or project information, plans or contract documents which is contrary to or inconsistent with any law or regulations, they shall report it to the City of Ashland in writing.

All work performed by the successful proposer shall be in compliance with all Federal, State, County and local laws, regulations and ordinances. Unless otherwise specified, the successful proposer shall be responsible for applying for applicable permits and licenses.

— End of RFP —

APPENDIX 1. BACKGROUND DOCUMENTS

- A. Facility Floor Plan

APPENDIX 2. REQUIRED ATTACHMENTS TO PROPOSAL

Proposal Form

Independent Contractor Certification

APPENDIX 3. DRAFT AIA A141 CONTRACT FORM

AIA A141 Standard Form of Agreement between Owner and Design Builder

Exhibit A – AIA A141 Design-Build Amendment

Exhibit B – AIA A141 Insurance and Bonds

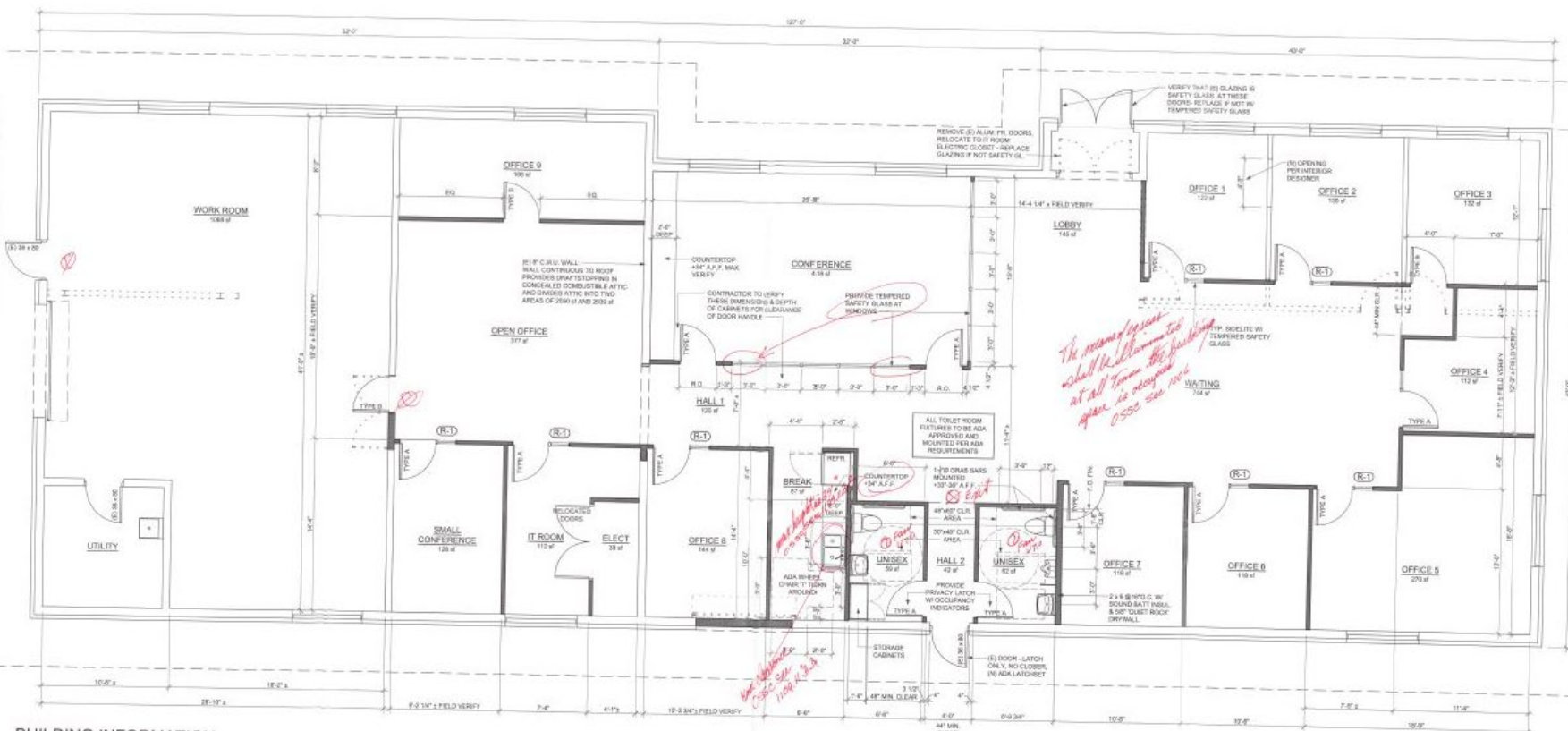
APPENDIX 4. CURRENT WAGE REQUIREMENTS FOR PUBLIC IMPROVEMENT CONTRACTS

- A. BOLI Wage Rates Information
- B. City of Ashland Living Wage

APPENDIX 1. SAMPLE AIA A141 2014 CONTRACT FORM

Appendix 1 Includes:

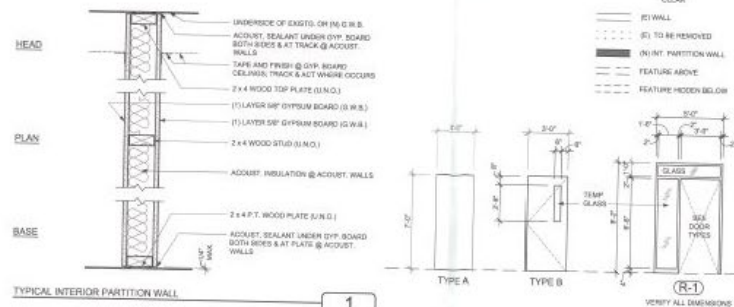
- Facility Floor Plan



BUILDING INFORMATION

CONSTRUCTION TYPE	EXISTING TYPE V-B	PROPOSED TYPE V-B
FIRE SPRINKLERS	NONE	NONE
OCCUPANCY	GROUP B	GROUP B
BUILDING AREA:		
NET AREA	4,989 sf	
GROSS AREA	5,318 sf	
FIRE AREA	5,760 sf	
ALLOWABLE AREA:	9,000 sf	

OCCUPANT LOAD					
TYPE	NAME	AREA (SF)	LOAD FACTOR	# OCCUPANTS	# OF EXITS
B	OFFICE AREA	3264 SF	100	33	1
B	CONFERENCE	416 SF	15	28	1
B	SMALL CONFERENCE	120 SF	15	8	1
B	WORK AREA / UTILITY	1153 SF	100	12	1
FLOOR TOTAL		4,989 SF		82	2



FLOOR PLAN 1



COMING ATTRACTIONS THEATRES
INTERIOR OFFICE TENANT IMPROVEMENTS
OWNER: JOHN C. SCHWEIGER
2200 ASHLAND ST. ASHLAND, OREGON

kistler+small+white architects 340 A STREET ASHLAND, OR 97520 TEL: 541.481.4500	REGISTERED ARCHITECT EROME MITE STATE OF OREGON 10400	FOR CONSTRUCTION THESE DRAWINGS MAY BE USED FOR: CONSTRUCTION REVISIONS CONVEYANCE ISSUANCE OF A PERMIT 11-23-11	REVISIONS SHEET:
		PROJECT: 11-008 ISSUE DATE: 11-23-11 SHEET TITLE: FLOOR PLAN	

A2

RECEIVED

NOV 23 2011
City of Ashland
FMS - Office - County

APPENDIX 2. REQUIRED ATTACHMENTS TO PROPOSAL

Proposal Form

The Proposer warrants that the Proposer has carefully reviewed the RFP and that this Proposal represents Proposer's full response to the requirements described in the RFP. The Proposer further warrants that if this Proposal is accepted, the Proposer will contract with the Owner, agrees to all terms and conditions found in the attached contract and will provide all necessary labor, materials, equipment, and other means required to complete the Work in accordance with the requirements of the RFP and contract documents.

The Proposer acknowledges that the Proposer must be licensed by the State of Oregon Construction Contractors Board before signing the construction agreement or otherwise making an offer to perform the Work. In addition, the Prime Architect providing architecture or engineering services shall be licensed as required and applicable under ORS 671.020, ORS 671.030, ORS 672.020, and ORS 672.060.

REQUIRED RESPONSE DOCUMENTS:

The following information must be returned with your response (Place a check in front of the item indicating inclusion in your response):

- ☐ RESPONSE TO ALL EVALUATION CRITERIA listed in SECTION 5
- ☐ Proposal Form
- ☐ Independent Contractor Certification

MWESB INFORMATION:

City encourages contracting with minority owned, woman owned, and emerging small business (MWESB). The State of Oregon offers a certification process. Indicate below if your business is a MWESB and if so, which categories have been state certified. MWESB certified? ☐ Yes ☐ No If yes, indicate which categories:

- ☐ Minority Owned ☐ Woman Owned ☐ Emerging Small Business ☐ Veteran Owned

ACKNOWLEDGMENT OF RECEIPT OF ADDENDA TO PROPOSAL DOCUMENTS:

Proposer acknowledges receipt of Addenda and agrees to be bound by their contents.

- Check each RFP addendum received: ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ 7 ☐ 8 ☐ 9 ☐ 10
- Check if not applicable or no addenda were received: ☐

OSEBEELS / OSBGE / ORBAE Nos.:

Provide names, titles, and certification numbers for Key Personnel listed in response to Section SECTION 5 of the RFP. Attach additional pages as needed.

Name	Title	Certification No.

PROPOSER INFORMATION:

Company Name: _____ Oregon CCB #: _____

Business Address: _____

Telephone: _____ Email: _____

Person Signing Proposal: _____ Title: _____

Authorized Signature: _____ Date: _____

Independent Contractor Certification

CERTIFICATIONS/REPRESENTATIONS: Contractor, by and through its authorized representative, under penalty of perjury, certifies that (a) the number shown on the attached W-9 form is its correct taxpayer ID (or is waiting for the number to be issued to it and (b) Contractor is not subject to backup withholding because: (i) it is exempt from backup withholding, or (ii) it has not been notified by the Internal Revenue Service (IRS) that it is subject to backup withholding as a result of a failure to report all interest or dividends, or (iii) the IRS has notified it that it is no longer subject to backup withholding. Contractor further represents and warrants to City that: (a) it has the power and authority to enter into this Agreement and perform the Work, (b) the Agreement, when executed and delivered, shall be a valid and binding obligation of Consultant enforceable in accordance with its terms, (c) the work under the Agreement shall be performed in accordance with the highest professional standards, and (d) Contractor is qualified, professionally competent, and duly licensed (if applicable) to perform the Work. Contractor also certifies under penalty of perjury that its business is not in violation of any Oregon tax laws, it is an independent contractor as defined in the Agreement, it is authorized to do business in the State of Oregon, and Contractor has checked four or more of the following criteria that apply to its business.

- ☐ (1) Contractor carries out the work or services at a location separate from a private residence or is in a specific portion of a private residence, set aside as the location of the business.
- ☐ (2) Commercial advertising or business cards or a trade association membership are purchased for the business.
- ☐ (3) Telephone listing is used for the business separate from the personal residence listing.
- ☐ (4) Labor or services are performed only pursuant to written contracts.
- ☐ (5) Labor or services are performed for two or more different persons within a period of one year.
- ☐ (6) Contractor assumes financial responsibility for defective workmanship or for service not provided as evidenced by the ownership of performance bonds, warranties, errors and omission (professional liability) insurance or liability insurance relating to the Work or services to be provided.

Authorized Signature

Date

APPENDIX 3. SAMPLE AIA A141 2014 CONTRACT FORM

Appendix 3 Includes:

- Contract Form
- Exhibit A – Design-Build Amendment
- Exhibit B – Insurance and Bonds

DRAFT AIA® Document A141® – 2014

Standard Form of Agreement Between Owner and Design-Builder

AGREEMENT made as of the «» day of «» in the year «»
(In words, indicate day, month and year.)

BETWEEN the Owner:
(Name, legal status, address and other information)

«City of Ashland »«an Oregon Municipal Corporation »
«20 East Main Street »
« Ashland, Oregon 97520
« »

and the Design-Builder:
(Name, legal status, address and other information)

« »« »
« »
« »
« »

for the following Project:
(Name, location and detailed description)

«Project Number 2022-12: Emergency Shelter Upgrades »
«2200 Ashland Street, Ashland Oregon, 97520»
«the project will involve the Progressive Design Build delivery method for upgrades to a commercial office space converting it to a code compliant emergency shelter.»

The Owner and Design-Builder agree as follows.

ADDITIONS AND DELETIONS:

The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Consultation with an attorney is also encouraged with respect to professional licensing requirements in the jurisdiction where the Project is located.

ELECTRONIC COPYING of any portion of this AIA® Document to another electronic file is prohibited and constitutes a violation of copyright laws as set forth in the footer of this document.

TABLE OF ARTICLES

- 1 GENERAL PROVISIONS
- 2 COMPENSATION AND PROGRESS PAYMENTS
- 3 GENERAL REQUIREMENTS OF THE WORK OF THE DESIGN-BUILD CONTRACT
- 4 WORK PRIOR TO EXECUTION OF THE DESIGN-BUILD AMENDMENT
- 5 WORK FOLLOWING EXECUTION OF THE DESIGN-BUILD AMENDMENT
- 6 CHANGES IN THE WORK
- 7 OWNER'S RESPONSIBILITIES
- 8 TIME
- 9 PAYMENT APPLICATIONS AND PROJECT COMPLETION
- 10 PROTECTION OF PERSONS AND PROPERTY
- 11 UNCOVERING AND CORRECTION OF WORK
- 12 COPYRIGHTS AND LICENSES
- 13 TERMINATION OR SUSPENSION
- 14 CLAIMS AND DISPUTE RESOLUTION
- 15 MISCELLANEOUS PROVISIONS
- 16 SCOPE OF THE AGREEMENT

TABLE OF EXHIBITS

- A DESIGN-BUILD AMENDMENT
- B INSURANCE AND BONDS
- C SUSTAINABLE PROJECTS

ARTICLE 1 GENERAL PROVISIONS

§ 1.1 Owner's Criteria

This Agreement is based on the Owner's Criteria set forth in this Section 1.1.

(Note the disposition for the following items by inserting the requested information or a statement such as "not applicable" or "unknown at time of execution." If the Owner intends to provide a set of design documents, and the requested information is contained in the design documents, identify the design documents and insert "see Owner's design documents" where appropriate.)

§ 1.1.1 The Owner's program for the Project:

(Set forth the program, identify documentation in which the program is set forth, or state the manner in which the program will be developed.)

« »

§ 1.1.2 The Owner's design requirements for the Project and related documentation:

(Identify below, or in an attached exhibit, the documentation that contains the Owner's design requirements, including any performance specifications for the Project.)

« »

§ 1.1.3 The Project's physical characteristics:

(Identify or describe, if appropriate, size, location, dimensions, or other pertinent information, such as geotechnical reports; site, boundary and topographic surveys; traffic and utility studies; availability of public and private utilities and services; legal description of the site; etc.)

« »

§ 1.1.4 The Owner's anticipated Sustainable Objective for the Project, if any:

(Identify the Owner's Sustainable Objective for the Project such as Sustainability Certification, benefit to the environment, enhancement to the health and well-being of building occupants, or improvement of energy efficiency. If the Owner identifies a Sustainable Objective, incorporate AIA Document A141™-2014, Exhibit C, Sustainable Projects, into this Agreement to define the terms, conditions and Work related to the Owner's Sustainable Objective.)

« »

§ 1.1.5 Incentive programs the Owner intends to pursue for the Project, including those related to the Sustainable Objective, and any deadlines for receiving the incentives that are dependent on, or related to, the Design-Builder's services, are as follows:

(Identify incentive programs the Owner intends to pursue for the Project and deadlines for submitting or applying for the incentive programs.)

« »

§ 1.1.6 The Owner's budget for the Work to be provided by the Design-Builder is set forth below:

(Provide total for Owner's budget, and if known, a line item breakdown of costs.)

« »

§ 1.1.7 The Owner's design and construction milestone dates:

.1 Design phase milestone dates:

« »

.2 Submission of Design-Builder Proposal:

« »

.3 Phased completion dates:

« »

.4 Substantial Completion date:

« »

.5 Other milestone dates:

« »

§ 1.1.8 The Owner requires the Design-Builder to retain the following Architect, Consultants and Contractors at the Design-Builder's cost:

(List name, legal status, address and other information.)

.1 Architect

« »

.2 Consultants

« »

.3 Contractors

« »

§ 1.1.9 Additional Owner's Criteria upon which the Agreement is based:

(Identify special characteristics or needs of the Project not identified elsewhere, such as historic preservation requirements.)

« »

§ 1.1.10 The Design-Builder shall confirm that the information included in the Owner's Criteria complies with applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of public authorities.

§ 1.1.10.1 If the Owner's Criteria conflicts with applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of public authorities, the Design-Builder shall notify the Owner of the conflict.

§ 1.1.11 If there is a change in the Owner's Criteria, the Owner and the Design-Builder shall execute a Modification in accordance with Article 6.

§ 1.1.12 If the Design-Builder and Contractor intend to transmit Instruments of Service or any other information or documentation in digital form, or utilize building information modeling, they shall endeavor to establish written protocols governing the development, use, transmission, reliance, and exchange of digital data, including building information modeling.

§ 1.2 Project Team

§ 1.2.1 The Owner identifies the following representative in accordance with Section 7.1.1:

(List name, address and other information.)

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

« »

« »

« »

« »

« »

§ 1.2.2 The persons or entities, in addition to the Owner's representative, who are required to review the Design-Builder's Submittals are as follows:

(List name, address and other information.)

« »

§ 1.2.3 The Owner will retain the following consultants and separate contractors:
(List discipline, scope of work, and, if known, identify by name and address.)

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§ 1.2.4 The Design-Builder identifies the following representative in accordance with Section 3.1.2:
(List name, address and other information.)

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§ 1.2.5 Neither the Owner's nor the Design-Builder's representative shall be changed without ten days' written notice to the other party.

§ 1.3 Binding Dispute Resolution

For any Claim subject to, but not resolved by, mediation pursuant to Section 14.3, the method of binding dispute resolution shall be the following:

(Check the appropriate box. If the Owner and Design-Builder do not select a method of binding dispute resolution below, or do not subsequently agree in writing to a binding dispute resolution other than litigation, Claims will be resolved by litigation in a court of competent jurisdiction.)

- ☐ Arbitration pursuant to Section 14.4
- ☐ Litigation in a court of competent jurisdiction
- ☐ Other: (Specify)
- ☐

§ 1.4 Definitions

§ 1.4.1 Design-Build Documents. The Design-Build Documents consist of this Agreement between Owner and Design-Builder and its attached Exhibits (hereinafter, the "Agreement"); other documents listed in this Agreement; and Modifications issued after execution of this Agreement. A Modification is (1) a written amendment to the Contract signed by both parties, including the Design-Build Amendment, (2) a Change Order, or (3) a Change Directive.

§ 1.4.2 The Contract. The Design-Build Documents form the Contract. The Contract represents the entire and integrated agreement between the parties and supersedes prior negotiations, representations or agreements, either written or oral. The Contract may be amended or modified only by a Modification. The Design-Build Documents shall not be construed to create a contractual relationship of any kind between any persons or entities other than the Owner and the Design-Builder.

§ 1.4.3 The Work. The term "Work" means the design, construction and related services required to fulfill the Design-Builder's obligations under the Design-Build Documents, whether completed or partially completed, and includes all labor, materials, equipment and services provided or to be provided by the Design-Builder. The Work may constitute the whole or a part of the Project.

§ 1.4.4 The Project. The Project is the total design and construction of which the Work performed under the Design-Build Documents may be the whole or a part, and may include design and construction by the Owner and by separate contractors.

§ 1.4.5 Instruments of Service. Instruments of Service are representations, in any medium of expression now known or later developed, of the tangible and intangible creative work performed by the Design-Builder, Contractor(s),

Architect, and Consultant(s) under their respective agreements. Instruments of Service may include, without limitation, studies, surveys, models, sketches, drawings, specifications, digital models and other similar materials.

§ 1.4.6 Submittal. A Submittal is any submission to the Owner for review and approval demonstrating how the Design-Builder proposes to conform to the Design-Build Documents for those portions of the Work for which the Design-Build Documents require Submittals. Submittals include, but are not limited to, shop drawings, product data, and samples. Submittals are not Design-Build Documents unless incorporated into a Modification.

§ 1.4.7 Owner. The Owner is the person or entity identified as such in the Agreement and is referred to throughout the Design-Build Documents as if singular in number. The term “Owner” means the Owner or the Owner’s authorized representative.

§ 1.4.8 Design-Builder. The Design-Builder is the person or entity identified as such in the Agreement and is referred to throughout the Design-Build Documents as if singular in number. The term “Design-Builder” means the Design-Builder or the Design-Builder’s authorized representative.

§ 1.4.9 Consultant. A Consultant is a person or entity providing professional services for the Design-Builder for all or a portion of the Work, and is referred to throughout the Design-Build Documents as if singular in number. To the extent required by the relevant jurisdiction, the Consultant shall be lawfully licensed to provide the required professional services.

§ 1.4.10 Architect. The Architect is a person or entity providing design services for the Design-Builder for all or a portion of the Work, and is lawfully licensed to practice architecture in the applicable jurisdiction. The Architect is referred to throughout the Design-Build Documents as if singular in number.

§ 1.4.11 Contractor. A Contractor is a person or entity performing all or a portion of the construction, required in connection with the Work, for the Design-Builder. The Contractor shall be lawfully licensed, if required in the jurisdiction where the Project is located. The Contractor is referred to throughout the Design-Build Documents as if singular in number and means a Contractor or an authorized representative of the Contractor.

§ 1.4.12 Confidential Information. Confidential Information is information containing confidential or business proprietary information that is clearly marked as “confidential.”

§ 1.4.13 Contract Time. Unless otherwise provided, Contract Time is the period of time, including authorized adjustments, as set forth in the Design-Build Amendment for Substantial Completion of the Work.

§ 1.4.14 Day. The term “day” as used in the Design-Build Documents shall mean calendar day unless otherwise specifically defined.

§ 1.4.15 Contract Sum. The Contract Sum is the amount to be paid to the Design-Builder for performance of the Work after execution of the Design-Build Amendment, as identified in Article A.1 of the Design-Build Amendment.

ARTICLE 2 COMPENSATION AND PROGRESS PAYMENTS

§ 2.1 Compensation for Work Performed Prior To Execution of Design-Build Amendment

§ 2.1.1 Unless otherwise agreed, payments for Work performed prior to Execution of the Design-Build Amendment shall be made monthly. For the Design-Builder’s performance of Work prior to the execution of the Design-Build Amendment, the Owner shall compensate the Design-Builder as follows:

(Insert amount of, or basis for, compensation, including compensation for any Sustainability Services, or indicate the exhibit in which the information is provided. If there will be a limit on the total amount of compensation for Work performed prior to the execution of the Design-Build Amendment, state the amount of the limit.)

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§ 2.1.2 The hourly billing rates for services of the Design-Builder and the Design-Builder’s Architect, Consultants and Contractors, if any, are set forth below.

(If applicable, attach an exhibit of hourly billing rates or insert them below.)

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§ 2.1.3 Compensation for Reimbursable Expenses Prior To Execution of Design-Build Amendment

§ 2.1.3.1 Reimbursable Expenses are in addition to compensation set forth in Section 2.1.1 and 2.1.2 and include expenses, directly related to the Project, incurred by the Design-Builder and the Design-Builder's Architect, Consultants, and Contractors, as follows:

- .1 Transportation and authorized out-of-town travel and subsistence;
- .2 Dedicated data and communication services, teleconferences, Project web sites, and extranets;
- .3 Fees paid for securing approval of authorities having jurisdiction over the Project;
- .4 Printing, reproductions, plots, standard form documents;
- .5 Postage, handling and delivery;
- .6 Expense of overtime work requiring higher than regular rates, if authorized in advance by the Owner;
- .7 Renderings, physical models, mock-ups, professional photography, and presentation materials requested by the Owner;
- .8 All taxes levied on professional services and on reimbursable expenses; and
- .9 Other Project-related expenditures, if authorized in advance by the Owner.

§ 2.1.3.2 For Reimbursable Expenses, the compensation shall be the expenses the Design-Builder and the Design-Builder's Architect, Consultants and Contractors incurred, plus an administrative fee of «» percent («» %) of the expenses incurred.

§ 2.1.4 Payments to the Design-Builder Prior To Execution of Design-Build Amendment

§ 2.1.4.1 Payments are due and payable upon presentation of the Design-Builder's invoice. Amounts unpaid «» («») days after the invoice date shall bear interest at the rate entered below, or in the absence thereof at the legal rate prevailing from time to time at the principal place of business of the Design-Builder.
(Insert rate of monthly or annual interest agreed upon.)

«» % «»

§ 2.1.4.2 Records of Reimbursable Expenses and services performed on the basis of hourly rates shall be available to the Owner at mutually convenient times for a period of two years following execution of the Design-Build Amendment or termination of this Agreement, whichever occurs first.

§ 2.2 Contract Sum and Payment for Work Performed After Execution of Design-Build Amendment

For the Design-Builder's performance of the Work after execution of the Design-Build Amendment, the Owner shall pay to the Design-Builder the Contract Sum in current funds as agreed in the Design-Build Amendment.

ARTICLE 3 GENERAL REQUIREMENTS OF THE WORK OF THE DESIGN-BUILD CONTRACT**§ 3.1 General**

§ 3.1.1 The Design-Builder shall comply with any applicable licensing requirements in the jurisdiction where the Project is located.

§ 3.1.2 The Design-Builder shall designate in writing a representative who is authorized to act on the Design-Builder's behalf with respect to the Project.

§ 3.1.3 The Design-Builder shall perform the Work in accordance with the Design-Build Documents. The Design-Builder shall not be relieved of the obligation to perform the Work in accordance with the Design-Build Documents by the activities, tests, inspections or approvals of the Owner.

§ 3.1.3.1 The Design-Builder shall perform the Work in compliance with applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of public authorities. If the Design-Builder performs Work contrary to applicable laws, statutes, ordinances, codes, rules and regulations, and lawful orders of public authorities, the Design-Builder shall assume responsibility for such Work and shall bear the costs attributable to correction.

§ 3.1.3.2 Neither the Design-Builder nor any Contractor, Consultant, or Architect shall be obligated to perform any act which they believe will violate any applicable laws, statutes, ordinances, codes, rules and regulations, or lawful

orders of public authorities. If the Design-Builder determines that implementation of any instruction received from the Owner, including those in the Owner's Criteria, would cause a violation of any applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of public authorities, the Design-Builder shall notify the Owner in writing. Upon verification by the Owner that a change to the Owner's Criteria is required to remedy the violation, the Owner and the Design-Builder shall execute a Modification in accordance with Article 6.

§ 3.1.4 The Design-Builder shall be responsible to the Owner for acts and omissions of the Design-Builder's employees, Architect, Consultants, Contractors, and their agents and employees, and other persons or entities performing portions of the Work.

§ 3.1.5 General Consultation. The Design-Builder shall schedule and conduct periodic meetings with the Owner to review matters such as procedures, progress, coordination, and scheduling of the Work.

§ 3.1.6 When applicable law requires that services be performed by licensed professionals, the Design-Builder shall provide those services through qualified, licensed professionals. The Owner understands and agrees that the services of the Design-Builder's Architect and the Design-Builder's other Consultants are performed in the sole interest of, and for the exclusive benefit of, the Design-Builder.

§ 3.1.7 The Design-Builder, with the assistance of the Owner, shall prepare and file documents required to obtain necessary approvals of governmental authorities having jurisdiction over the Project.

§ 3.1.8 Progress Reports

§ 3.1.8.1 The Design-Builder shall keep the Owner informed of the progress and quality of the Work. On a monthly basis, or otherwise as agreed to by the Owner and Design-Builder, the Design-Builder shall submit written progress reports to the Owner, showing estimated percentages of completion and other information identified below:

- .1 Work completed for the period;
- .2 Project schedule status;
- .3 Submittal schedule and status report, including a summary of outstanding Submittals;
- .4 Responses to requests for information to be provided by the Owner;
- .5 Approved Change Orders and Change Directives;
- .6 Pending Change Order and Change Directive status reports;
- .7 Tests and inspection reports;
- .8 Status report of Work rejected by the Owner;
- .9 Status of Claims previously submitted in accordance with Article 14;
- .10 Cumulative total of the Cost of the Work to date including the Design-Builder's compensation and Reimbursable Expenses, if any;
- .11 Current Project cash-flow and forecast reports; and
- .12 Additional information as agreed to by the Owner and Design-Builder.

§ 3.1.8.2 In addition, where the Contract Sum is the Cost of the Work with or without a Guaranteed Maximum Price, the Design-Builder shall include the following additional information in its progress reports:

- .1 Design-Builder's work force report;
- .2 Equipment utilization report; and
- .3 Cost summary, comparing actual costs to updated cost estimates.

§ 3.1.9 Design-Builder's Schedules

§ 3.1.9.1 The Design-Builder, promptly after execution of this Agreement, shall prepare and submit for the Owner's information a schedule for the Work. The schedule, including the time required for design and construction, shall not exceed time limits current under the Design-Build Documents, shall be revised at appropriate intervals as required by the conditions of the Work and Project, shall be related to the entire Project to the extent required by the Design-Build Documents, shall provide for expeditious and practicable execution of the Work, and shall include allowances for periods of time required for the Owner's review and for approval of submissions by authorities having jurisdiction over the Project.

§ 3.1.9.2 The Design-Builder shall perform the Work in general accordance with the most recent schedules submitted to the Owner.

§ 3.1.10 Certifications. Upon the Owner's written request, the Design-Builder shall obtain from the Architect, Consultants, and Contractors, and furnish to the Owner, certifications with respect to the documents and services provided by the Architect, Consultants, and Contractors (a) that, to the best of their knowledge, information and belief, the documents or services to which the certifications relate (i) are consistent with the Design-Build Documents, except to the extent specifically identified in the certificate, and (ii) comply with applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of public authorities governing the design of the Project; and (b) that the Owner and its consultants shall be entitled to rely upon the accuracy of the representations and statements contained in the certifications. The Design-Builder's Architect, Consultants, and Contractors shall not be required to execute certificates or consents that would require knowledge, services or responsibilities beyond the scope of their services.

§ 3.1.11 Design-Builder's Submittals

§ 3.1.11.1 Prior to submission of any Submittals, the Design-Builder shall prepare a Submittal schedule, and shall submit the schedule for the Owner's approval. The Owner's approval shall not unreasonably be delayed or withheld. The Submittal schedule shall (1) be coordinated with the Design-Builder's schedule provided in Section 3.1.9.1, (2) allow the Owner reasonable time to review Submittals, and (3) be periodically updated to reflect the progress of the Work. If the Design-Builder fails to submit a Submittal schedule, the Design-Builder shall not be entitled to any increase in Contract Sum or extension of Contract Time based on the time required for review of Submittals.

§ 3.1.11.2 By providing Submittals the Design-Builder represents to the Owner that it has (1) reviewed and approved them, (2) determined and verified materials, field measurements and field construction criteria related thereto, or will do so and (3) checked and coordinated the information contained within such Submittals with the requirements of the Work and of the Design-Build Documents.

§ 3.1.11.3 The Design-Builder shall perform no portion of the Work for which the Design-Build Documents require Submittals until the Owner has approved the respective Submittal.

§ 3.1.11.4 The Work shall be in accordance with approved Submittals except that the Design-Builder shall not be relieved of its responsibility to perform the Work consistent with the requirements of the Design-Build Documents. The Work may deviate from the Design-Build Documents only if the Design-Builder has notified the Owner in writing of a deviation from the Design-Build Documents at the time of the Submittal and a Modification is executed authorizing the identified deviation. The Design-Builder shall not be relieved of responsibility for errors or omissions in Submittals by the Owner's approval of the Submittals.

§ 3.1.11.5 All professional design services or certifications to be provided by the Design-Builder, including all drawings, calculations, specifications, certifications, shop drawings and other Submittals, shall contain the signature and seal of the licensed design professional preparing them. Submittals related to the Work designed or certified by the licensed design professionals, if prepared by others, shall bear the licensed design professional's written approval. The Owner and its consultants shall be entitled to rely upon the adequacy, accuracy and completeness of the services, certifications or approvals performed by such design professionals.

§ 3.1.12 Warranty. The Design-Builder warrants to the Owner that materials and equipment furnished under the Contract will be of good quality and new unless the Design-Build Documents require or permit otherwise. The Design-Builder further warrants that the Work will conform to the requirements of the Design-Build Documents and will be free from defects, except for those inherent in the quality of the Work or otherwise expressly permitted by the Design-Build Documents. Work, materials, or equipment not conforming to these requirements may be considered defective. The Design-Builder's warranty excludes remedy for damage or defect caused by abuse, alterations to the Work not executed by the Design-Builder, improper or insufficient maintenance, improper operation, or normal wear and tear and normal usage. If required by the Owner, the Design-Builder shall furnish satisfactory evidence as to the kind and quality of materials and equipment.

§ 3.1.13 Royalties, Patents and Copyrights

§ 3.1.13.1 The Design-Builder shall pay all royalties and license fees.

§ 3.1.13.2 The Design-Builder shall defend suits or claims for infringement of copyrights and patent rights and shall hold the Owner and its separate contractors and consultants harmless from loss on account thereof, but shall not be responsible for such defense or loss when a particular design, process or product of a particular manufacturer or manufacturers is required by the Owner, or where the copyright violations are required in the Owner's Criteria.

However, if the Design-Builder has reason to believe that the design, process or product required in the Owner's Criteria is an infringement of a copyright or a patent, the Design-Builder shall be responsible for such loss unless such information is promptly furnished to the Owner. If the Owner receives notice from a patent or copyright owner of an alleged violation of a patent or copyright, attributable to the Design-Builder, the Owner shall give prompt written notice to the Design-Builder.

§ 3.1.14 Indemnification

§ 3.1.14.1 To the fullest extent permitted by law, the Design-Builder shall indemnify and hold harmless the Owner, including the Owner's agents and employees, from and against claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of or resulting from performance of the Work, but only to the extent caused by the negligent acts or omissions of the Design-Builder, Architect, a Consultant, a Contractor, or anyone directly or indirectly employed by them or anyone for whose acts they may be liable. Such obligation shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity that would otherwise exist as to a party or person described in this Section 3.1.14.

§ 3.1.14.2 The indemnification obligation under this Section 3.1.14 shall not be limited by a limitation on amount or type of damages, compensation, or benefits payable by or for Design-Builder, Architect, a Consultant, a Contractor, or anyone directly or indirectly employed by them, under workers' compensation acts, disability benefit acts or other employee benefit acts.

§ 3.1.15 Contingent Assignment of Agreements

§ 3.1.15.1 Each agreement for a portion of the Work is assigned by the Design-Builder to the Owner, provided that

- .1 assignment is effective only after termination of the Contract by the Owner for cause, pursuant to Sections 13.1.4 or 13.2.2, and only for those agreements that the Owner accepts by written notification to the Design-Builder and the Architect, Consultants, and Contractors whose agreements are accepted for assignment; and
- .2 assignment is subject to the prior rights of the surety, if any, obligated under bond relating to the Contract.

When the Owner accepts the assignment of an agreement, the Owner assumes the Design-Builder's rights and obligations under the agreement.

§ 3.1.15.2 Upon such assignment, if the Work has been suspended for more than 30 days, the compensation under the assigned agreement shall be equitably adjusted for increases in cost resulting from the suspension.

§ 3.1.15.3 Upon such assignment to the Owner under this Section 3.1.15, the Owner may further assign the agreement to a successor design-builder or other entity. If the Owner assigns the agreement to a successor design-builder or other entity, the Owner shall nevertheless remain legally responsible for all of the successor design-builder's or other entity's obligations under the agreement.

§ 3.1.16 Design-Builder's Insurance and Bonds. The Design-Builder shall purchase and maintain insurance and provide bonds as set forth in Exhibit B.

ARTICLE 4 WORK PRIOR TO EXECUTION OF THE DESIGN-BUILD AMENDMENT

§ 4.1 General

§ 4.1.1 Any information submitted by the Design-Builder, and any interim decisions made by the Owner, shall be for the purpose of facilitating the design process and shall not modify the Owner's Criteria unless the Owner and Design-Builder execute a Modification.

§ 4.1.2 The Design-Builder shall advise the Owner on proposed site use and improvements, selection of materials, and building systems and equipment. The Design-Builder shall also provide the Owner with recommendations, consistent with the Owner's Criteria, on constructability; availability of materials and labor; time requirements for procurement, installation and construction; and factors related to construction cost including, but not limited to, costs of alternative designs or materials, preliminary budgets, life-cycle data, and possible cost reductions.

§ 4.2 Evaluation of the Owner's Criteria

§ 4.2.1 The Design-Builder shall schedule and conduct meetings with the Owner and any other necessary individuals or entities to discuss and review the Owner's Criteria as set forth in Section 1.1. The Design-Builder shall thereafter

again meet with the Owner to discuss a preliminary evaluation of the Owner's Criteria. The preliminary evaluation shall address possible alternative approaches to design and construction of the Project and include the Design-Builder's recommendations, if any, with regard to accelerated or fast-track scheduling, procurement, or phased construction. The preliminary evaluation shall consider cost information, constructability, and procurement and construction scheduling issues.

§ 4.2.2 After the Design-Builder meets with the Owner and presents the preliminary evaluation, the Design-Builder shall provide a written report to the Owner, summarizing the Design-Builder's evaluation of the Owner's Criteria. The report shall also include

- .1 allocations of program functions, detailing each function and their square foot areas;
- .2 a preliminary estimate of the Cost of the Work, and, if necessary, recommendations to adjust the Owner's Criteria to conform to the Owner's budget;
- .3 a preliminary schedule, which shall include proposed design milestones; dates for receiving additional information from, or for work to be completed by, the Owner; anticipated date for the Design-Builder's Proposal; and dates of periodic design review sessions with the Owner; and
- .4 the following:
(List additional information, if any, to be included in the Design-Builder's written report.)

«»

§ 4.2.3 The Owner shall review the Design-Builder's written report and, if acceptable, provide the Design-Builder with written consent to proceed to the development of the Preliminary Design as described in Section 4.3. The consent to proceed shall not be understood to modify the Owner's Criteria unless the Owner and Design-Builder execute a Modification.

§ 4.3 Preliminary Design

§ 4.3.1 Upon the Owner's issuance of a written consent to proceed under Section 4.2.3, the Design-Builder shall prepare and submit a Preliminary Design to the Owner. The Preliminary Design shall include a report identifying any deviations from the Owner's Criteria, and shall include the following:

- .1 Confirmation of the allocations of program functions;
- .2 Site plan;
- .3 Building plans, sections and elevations;
- .4 Structural system;
- .5 Selections of major building systems, including but not limited to mechanical, electrical and plumbing systems; and
- .6 Outline specifications or sufficient drawing notes describing construction materials.

The Preliminary Design may include some combination of physical study models, perspective sketches, or digital modeling.

§ 4.3.2 The Owner shall review the Preliminary Design and, if acceptable, provide the Design-Builder with written consent to proceed to development of the Design-Builder's Proposal. The Preliminary Design shall not modify the Owner's Criteria unless the Owner and Design-Builder execute a Modification.

§ 4.4 Design-Builder's Proposal

§ 4.4.1 Upon the Owner's issuance of a written consent to proceed under Section 4.3.2, the Design-Builder shall prepare and submit the Design-Builder's Proposal to the Owner. The Design-Builder's Proposal shall include the following:

- .1 A list of the Preliminary Design documents and other information, including the Design-Builder's clarifications, assumptions and deviations from the Owner's Criteria, upon which the Design-Builder's Proposal is based;
- .2 The proposed Contract Sum, including the compensation method and, if based upon the Cost of the Work plus a fee, a written statement of estimated cost organized by trade categories, allowances, contingencies, Design-Builder's Fee, and other items that comprise the Contract Sum;
- .3 The proposed date the Design-Builder shall achieve Substantial Completion;
- .4 An enumeration of any qualifications and exclusions, if applicable;
- .5 A list of the Design-Builder's key personnel, Contractors and suppliers; and
- .6 The date on which the Design-Builder's Proposal expires.

§ 4.4.2 Submission of the Design-Builder's Proposal shall constitute a representation by the Design-Builder that it has visited the site and become familiar with local conditions under which the Work is to be completed.

§ 4.4.3 If the Owner and Design-Builder agree on a proposal, the Owner and Design-Builder shall execute the Design-Build Amendment setting forth the terms of their agreement.

ARTICLE 5 WORK FOLLOWING EXECUTION OF THE DESIGN-BUILD AMENDMENT

§ 5.1 Construction Documents

§ 5.1.1 Upon the execution of the Design-Build Amendment, the Design-Builder shall prepare Construction Documents. The Construction Documents shall establish the quality levels of materials and systems required. The Construction Documents shall be consistent with the Design-Build Documents.

§ 5.1.2 The Design-Builder shall provide the Construction Documents to the Owner for the Owner's information. If the Owner discovers any deviations between the Construction Documents and the Design-Build Documents, the Owner shall promptly notify the Design-Builder of such deviations in writing. The Construction Documents shall not modify the Design-Build Documents unless the Owner and Design-Builder execute a Modification. The failure of the Owner to discover any such deviations shall not relieve the Design-Builder of the obligation to perform the Work in accordance with the Design-Build Documents.

§ 5.2 Construction

§ 5.2.1 Commencement. Except as permitted in Section 5.2.2, construction shall not commence prior to execution of the Design-Build Amendment.

§ 5.2.2 If the Owner and Design-Builder agree in writing, construction may proceed prior to the execution of the Design-Build Amendment. However, such authorization shall not waive the Owner's right to reject the Design-Builder's Proposal.

§ 5.2.3 The Design-Builder shall supervise and direct the Work, using the Design-Builder's best skill and attention. The Design-Builder shall be solely responsible for, and have control over, construction means, methods, techniques, sequences and procedures, and for coordinating all portions of the Work under the Contract, unless the Design-Build Documents give other specific instructions concerning these matters.

§ 5.2.4 The Design-Builder shall be responsible for inspection of portions of Work already performed to determine that such portions are in proper condition to receive subsequent Work.

§ 5.3 Labor and Materials

§ 5.3.1 Unless otherwise provided in the Design-Build Documents, the Design-Builder shall provide and pay for labor, materials, equipment, tools, construction equipment and machinery, water, heat, utilities, transportation, and other facilities and services, necessary for proper execution and completion of the Work, whether temporary or permanent, and whether or not incorporated or to be incorporated in the Work.

§ 5.3.2 When a material or system is specified in the Design-Build Documents, the Design-Builder may make substitutions only in accordance with Article 6.

§ 5.3.3 The Design-Builder shall enforce strict discipline and good order among the Design-Builder's employees and other persons carrying out the Work. The Design-Builder shall not permit employment of unfit persons or persons not properly skilled in tasks assigned to them.

§ 5.4 Taxes

The Design-Builder shall pay sales, consumer, use and similar taxes, for the Work provided by the Design-Builder, that are legally enacted when the Design-Build Amendment is executed, whether or not yet effective or merely scheduled to go into effect.

§ 5.5 Permits, Fees, Notices and Compliance with Laws

§ 5.5.1 Unless otherwise provided in the Design-Build Documents, the Design-Builder shall secure and pay for the building permit as well as any other permits, fees, licenses, and inspections by government agencies, necessary for proper execution of the Work and Substantial Completion of the Project.

§ 5.5.2 The Design-Builder shall comply with and give notices required by applicable laws, statutes, ordinances, codes, rules and regulations, and lawful orders of public authorities, applicable to performance of the Work.

§ 5.5.3 Concealed or Unknown Conditions. If the Design-Builder encounters conditions at the site that are (1) subsurface or otherwise concealed physical conditions that differ materially from those indicated in the Design-Build Documents or (2) unknown physical conditions of an unusual nature that differ materially from those ordinarily found to exist and generally recognized as inherent in construction activities of the character provided for in the Design-Build Documents, the Design-Builder shall promptly provide notice to the Owner before conditions are disturbed and in no event later than 21 days after first observance of the conditions. The Owner shall promptly investigate such conditions and, if the Owner determines that they differ materially and cause an increase or decrease in the Design-Builder's cost of, or time required for, performance of any part of the Work, shall recommend an equitable adjustment in the Contract Sum or Contract Time, or both. If the Owner determines that the conditions at the site are not materially different from those indicated in the Design-Build Documents and that no change in the terms of the Contract is justified, the Owner shall promptly notify the Design-Builder in writing, stating the reasons. If the Design-Builder disputes the Owner's determination or recommendation, the Design-Builder may proceed as provided in Article 14.

§ 5.5.4 If, in the course of the Work, the Design-Builder encounters human remains, or recognizes the existence of burial markers, archaeological sites, or wetlands, not indicated in the Design-Build Documents, the Design-Builder shall immediately suspend any operations that would affect them and shall notify the Owner. Upon receipt of such notice, the Owner shall promptly take any action necessary to obtain governmental authorization required to resume the operations. The Design-Builder shall continue to suspend such operations until otherwise instructed by the Owner but shall continue with all other operations that do not affect those remains or features. Requests for adjustments in the Contract Sum and Contract Time arising from the existence of such remains or features may be made as provided in Article 14.

§ 5.6 Allowances

§ 5.6.1 The Design-Builder shall include in the Contract Sum all allowances stated in the Design-Build Documents. Items covered by allowances shall be supplied for such amounts, and by such persons or entities as the Owner may direct, but the Design-Builder shall not be required to employ persons or entities to whom the Design-Builder has reasonable objection.

§ 5.6.2 Unless otherwise provided in the Design-Build Documents,

- .1 allowances shall cover the cost to the Design-Builder of materials and equipment delivered at the site and all required taxes, less applicable trade discounts;
- .2 the Design-Builder's costs for unloading and handling at the site, labor, installation costs, overhead, profit, and other expenses contemplated for stated allowance amounts, shall be included in the Contract Sum but not in the allowances; and
- .3 whenever costs are more than or less than allowances, the Contract Sum shall be adjusted accordingly by Change Order. The amount of the Change Order shall reflect (1) the difference between actual costs and the allowances under Section 5.6.2.1 and (2) changes in Design-Builder's costs under Section 5.6.2.2.

§ 5.6.3 The Owner shall make selections of materials and equipment with reasonable promptness for allowances requiring Owner selection.

§ 5.7 Key Personnel, Contractors and Suppliers

§ 5.7.1 The Design-Builder shall not employ personnel, or contract with Contractors or suppliers to whom the Owner has made reasonable and timely objection. The Design-Builder shall not be required to contract with anyone to whom the Design-Builder has made reasonable and timely objection.

§ 5.7.2 If the Design-Builder changes any of the personnel, Contractors or suppliers identified in the Design-Build Amendment, the Design-Builder shall notify the Owner and provide the name and qualifications of the new personnel, Contractor or supplier. The Owner may reply within 14 days to the Design-Builder in writing, stating (1) whether the Owner has reasonable objection to the proposed personnel, Contractor or supplier or (2) that the Owner requires additional time to review. Failure of the Owner to reply within the 14-day period shall constitute notice of no reasonable objection.

§ 5.7.3 Except for those persons or entities already identified or required in the Design-Build Amendment, the Design-Builder, as soon as practicable after execution of the Design-Build Amendment, shall furnish in writing to the Owner the names of persons or entities (including those who are to furnish materials or equipment fabricated to a special design) proposed for each principal portion of the Work. The Owner may reply within 14 days to the Design-Builder in writing stating (1) whether the Owner has reasonable objection to any such proposed person or entity or (2) that the Owner requires additional time for review. Failure of the Owner to reply within the 14-day period shall constitute notice of no reasonable objection.

§ 5.7.3.1 If the Owner has reasonable objection to a person or entity proposed by the Design-Builder, the Design-Builder shall propose another to whom the Owner has no reasonable objection. If the rejected person or entity was reasonably capable of performing the Work, the Contract Sum and Contract Time shall be increased or decreased by the difference, if any, occasioned by such change, and an appropriate Change Order shall be issued before commencement of the substitute person or entity's Work. However, no increase in the Contract Sum or Contract Time shall be allowed for such change unless the Design-Builder has acted promptly and responsively in submitting names as required.

§ 5.8 Documents and Submittals at the Site

The Design-Builder shall maintain at the site for the Owner one copy of the Design-Build Documents and a current set of the Construction Documents, in good order and marked currently to indicate field changes and selections made during construction, and one copy of approved Submittals. The Design-Builder shall deliver these items to the Owner in accordance with Section 9.10.2 as a record of the Work as constructed.

§ 5.9 Use of Site

The Design-Builder shall confine operations at the site to areas permitted by applicable laws, statutes, ordinances, codes, rules and regulations, lawful orders of public authorities, and the Design-Build Documents, and shall not unreasonably encumber the site with materials or equipment.

§ 5.10 Cutting and Patching

The Design-Builder shall not cut, patch or otherwise alter fully or partially completed construction by the Owner or a separate contractor except with written consent of the Owner and of such separate contractor; such consent shall not be unreasonably withheld. The Design-Builder shall not unreasonably withhold from the Owner or a separate contractor the Design-Builder's consent to cutting or otherwise altering the Work.

§ 5.11 Cleaning Up

§ 5.11.1 The Design-Builder shall keep the premises and surrounding area free from accumulation of waste materials or rubbish caused by operations under the Contract. At completion of the Work, the Design-Builder shall remove waste materials, rubbish, the Design-Builder's tools, construction equipment, machinery and surplus materials from and about the Project.

§ 5.11.2 If the Design-Builder fails to clean up as provided in the Design-Build Documents, the Owner may do so and Owner shall be entitled to reimbursement from the Design-Builder.

§ 5.12 Access to Work

The Design-Builder shall provide the Owner and its separate contractors and consultants access to the Work in preparation and progress wherever located. The Design-Builder shall notify the Owner regarding Project safety criteria and programs, which the Owner, and its contractors and consultants, shall comply with while at the site.

§ 5.13 Construction by Owner or by Separate Contractors

§ 5.13.1 Owner's Right to Perform Construction and to Award Separate Contracts

§ 5.13.1.1 The Owner reserves the right to perform construction or operations related to the Project with the Owner's own forces; and to award separate contracts in connection with other portions of the Project, or other construction or operations on the site, under terms and conditions identical or substantially similar to this Contract, including those terms and conditions related to insurance and waiver of subrogation. The Owner shall notify the Design-Builder promptly after execution of any separate contract. If the Design-Builder claims that delay or additional cost is involved because of such action by the Owner, the Design-Builder shall make a Claim as provided in Article 14.

§ 5.13.1.2 When separate contracts are awarded for different portions of the Project or other construction or operations on the site, the term “Design-Builder” in the Design-Build Documents in each case shall mean the individual or entity that executes each separate agreement with the Owner.

§ 5.13.1.3 The Owner shall provide for coordination of the activities of the Owner’s own forces, and of each separate contractor, with the Work of the Design-Builder, who shall cooperate with them. The Design-Builder shall participate with other separate contractors and the Owner in reviewing their construction schedules. The Design-Builder shall make any revisions to the construction schedule deemed necessary after a joint review and mutual agreement. The construction schedules shall then constitute the schedules to be used by the Design-Builder, separate contractors and the Owner until subsequently revised.

§ 5.13.1.4 Unless otherwise provided in the Design-Build Documents, when the Owner performs construction or operations related to the Project with the Owner’s own forces or separate contractors, the Owner shall be deemed to be subject to the same obligations, and to have the same rights, that apply to the Design-Builder under the Contract.

§ 5.14 Mutual Responsibility

§ 5.14.1 The Design-Builder shall afford the Owner and separate contractors reasonable opportunity for introduction and storage of their materials and equipment and performance of their activities, and shall connect and coordinate the Design-Builder’s construction and operations with theirs as required by the Design-Build Documents.

§ 5.14.2 If part of the Design-Builder’s Work depends upon construction or operations by the Owner or a separate contractor, the Design-Builder shall, prior to proceeding with that portion of the Work, prepare a written report to the Owner, identifying apparent discrepancies or defects in the construction or operations by the Owner or separate contractor that would render it unsuitable for proper execution and results of the Design-Builder’s Work. Failure of the Design-Builder to report shall constitute an acknowledgment that the Owner’s or separate contractor’s completed or partially completed construction is fit and proper to receive the Design-Builder’s Work, except as to defects not then reasonably discoverable.

§ 5.14.3 The Design-Builder shall reimburse the Owner for costs the Owner incurs that are payable to a separate contractor because of the Design-Builder’s delays, improperly timed activities or defective construction. The Owner shall be responsible to the Design-Builder for costs the Design-Builder incurs because of a separate contractor’s delays, improperly timed activities, damage to the Work or defective construction.

§ 5.14.4 The Design-Builder shall promptly remedy damage the Design-Builder wrongfully causes to completed or partially completed construction or to property of the Owner or separate contractors as provided in Section 10.2.5.

§ 5.14.5 The Owner and each separate contractor shall have the same responsibilities for cutting and patching the Work as the Design-Builder has with respect to the construction of the Owner or separate contractors in Section 5.10.

§ 5.15 Owner’s Right to Clean Up

If a dispute arises among the Design-Builder, separate contractors and the Owner as to the responsibility under their respective contracts for maintaining the premises and surrounding area free from waste materials and rubbish, the Owner may clean up and will allocate the cost among those responsible.

ARTICLE 6 CHANGES IN THE WORK

§ 6.1 General

§ 6.1.1 Changes in the Work may be accomplished after execution of the Contract, and without invalidating the Contract, by Change Order or Change Directive, subject to the limitations stated in this Article 6 and elsewhere in the Design-Build Documents.

§ 6.1.2 A Change Order shall be based upon agreement between the Owner and Design-Builder. The Owner may issue a Change Directive without agreement by the Design-Builder.

§ 6.1.3 Changes in the Work shall be performed under applicable provisions of the Design-Build Documents, and the Design-Builder shall proceed promptly, unless otherwise provided in the Change Order or Change Directive.

§ 6.2 Change Orders

A Change Order is a written instrument signed by the Owner and Design-Builder stating their agreement upon all of the following:

- .1 The change in the Work;
- .2 The amount of the adjustment, if any, in the Contract Sum or, if prior to execution of the Design-Build Amendment, the adjustment in the Design-Builder's compensation; and
- .3 The extent of the adjustment, if any, in the Contract Time.

§ 6.3 Change Directives

§ 6.3.1 A Change Directive is a written order signed by the Owner directing a change in the Work prior to agreement on adjustment, if any, in the Contract Sum or, if prior to execution of the Design-Build Amendment, the adjustment in the Design-Builder's compensation, or Contract Time. The Owner may by Change Directive, without invalidating the Contract, order changes in the Work within the general scope of the Contract consisting of additions, deletions or other revisions, the Contract Sum or, if prior to execution of the Design-Build Amendment, the adjustment in the Design-Builder's compensation, and Contract Time being adjusted accordingly.

§ 6.3.2 A Change Directive shall be used in the absence of total agreement on the terms of a Change Order.

§ 6.3.3 If the Change Directive provides for an adjustment to the Contract Sum or, if prior to execution of the Design-Build Amendment, an adjustment in the Design-Builder's compensation, the adjustment shall be based on one of the following methods:

- .1 Mutual acceptance of a lump sum properly itemized and supported by sufficient substantiating data to permit evaluation;
- .2 Unit prices stated in the Design-Build Documents or subsequently agreed upon;
- .3 Cost to be determined in a manner agreed upon by the parties and a mutually acceptable fixed or percentage fee; or
- .4 As provided in Section 6.3.7.

§ 6.3.4 If unit prices are stated in the Design-Build Documents or subsequently agreed upon, and if quantities originally contemplated are materially changed in a proposed Change Order or Change Directive so that application of such unit prices to quantities of Work proposed will cause substantial inequity to the Owner or Design-Builder, the applicable unit prices shall be equitably adjusted.

§ 6.3.5 Upon receipt of a Change Directive, the Design-Builder shall promptly proceed with the change in the Work involved and advise the Owner of the Design-Builder's agreement or disagreement with the method, if any, provided in the Change Directive for determining the proposed adjustment in the Contract Sum or, if prior to execution of the Design-Build Amendment, the adjustment in the Design-Builder's compensation, or Contract Time.

§ 6.3.6 A Change Directive signed by the Design-Builder indicates the Design-Builder's agreement therewith, including adjustment in Contract Sum or, if prior to execution of the Design-Build Amendment, the adjustment in the Design-Builder's compensation, and Contract Time or the method for determining them. Such agreement shall be effective immediately and shall be recorded as a Change Order.

§ 6.3.7 If the Design-Builder does not respond promptly or disagrees with the method for adjustment in the Contract Sum or, if prior to execution of the Design-Build Amendment, the method for adjustment in the Design-Builder's compensation, the Owner shall determine the method and the adjustment on the basis of reasonable expenditures and savings of those performing the Work attributable to the change, including, in case of an increase, an amount for overhead and profit as set forth in the Agreement, or if no such amount is set forth in the Agreement, a reasonable amount. In such case, and also under Section 6.3.3.3, the Design-Builder shall keep and present, in such form as the Owner may prescribe, an itemized accounting together with appropriate supporting data. Unless otherwise provided in the Design-Build Documents, costs for the purposes of this Section 6.3.7 shall be limited to the following:

- .1 Additional costs of professional services;
- .2 Costs of labor, including social security, unemployment insurance, fringe benefits required by agreement or custom, and workers' compensation insurance;
- .3 Costs of materials, supplies and equipment, including cost of transportation, whether incorporated or consumed;
- .4 Rental costs of machinery and equipment, exclusive of hand tools, whether rented from the Design-Builder or others;

- .5 Costs of premiums for all bonds and insurance, permit fees, and sales, use or similar taxes related to the Work; and
- .6 Additional costs of supervision and field office personnel directly attributable to the change.

§ 6.3.8 The amount of credit to be allowed by the Design-Builder to the Owner for a deletion or change that results in a net decrease in the Contract Sum or, if prior to execution of the Design-Build Amendment, in the Design-Builder's compensation, shall be actual net cost. When both additions and credits covering related Work or substitutions are involved in a change, the allowance for overhead and profit shall be figured on the basis of net increase, if any, with respect to that change.

§ 6.3.9 Pending final determination of the total cost of a Change Directive to the Owner, the Design-Builder may request payment for Work completed under the Change Directive in Applications for Payment. The Owner will make an interim determination for purposes of certification for payment for those costs deemed to be reasonably justified. The Owner's interim determination of cost shall adjust the Contract Sum or, if prior to execution of the Design-Build Amendment, the Design-Builder's compensation, on the same basis as a Change Order, subject to the right of Design-Builder to disagree and assert a Claim in accordance with Article 14.

§ 6.3.10 When the Owner and Design-Builder agree with a determination concerning the adjustments in the Contract Sum or, if prior to execution of the Design-Build Amendment, the adjustment in the Design-Builder's compensation and Contract Time, or otherwise reach agreement upon the adjustments, such agreement shall be effective immediately and the Owner and Design-Builder shall execute a Change Order. Change Orders may be issued for all or any part of a Change Directive.

ARTICLE 7 OWNER'S RESPONSIBILITIES

§ 7.1 General

§ 7.1.1 The Owner shall designate in writing a representative who shall have express authority to bind the Owner with respect to all Project matters requiring the Owner's approval or authorization.

§ 7.1.2 The Owner shall render decisions in a timely manner and in accordance with the Design-Builder's schedule agreed to by the Owner. The Owner shall furnish to the Design-Builder, within 15 days after receipt of a written request, information necessary and relevant for the Design-Builder to evaluate, give notice of or enforce mechanic's lien rights. Such information shall include a correct statement of the record legal title to the property on which the Project is located, usually referred to as the site, and the Owner's interest therein.

§ 7.2 Information and Services Required of the Owner

§ 7.2.1 The Owner shall furnish information or services required of the Owner by the Design-Build Documents with reasonable promptness.

§ 7.2.2 The Owner shall provide, to the extent under the Owner's control and if not required by the Design-Build Documents to be provided by the Design-Builder, the results and reports of prior tests, inspections or investigations conducted for the Project involving structural or mechanical systems; chemical, air and water pollution; hazardous materials; or environmental and subsurface conditions and information regarding the presence of pollutants at the Project site. Upon receipt of a written request from the Design-Builder, the Owner shall also provide surveys describing physical characteristics, legal limitations and utility locations for the site of the Project, and a legal description of the site under the Owner's control.

§ 7.2.3 The Owner shall promptly obtain easements, zoning variances, and legal authorizations or entitlements regarding site utilization where essential to the execution of the Project.

§ 7.2.4 The Owner shall cooperate with the Design-Builder in securing building and other permits, licenses and inspections.

§ 7.2.5 The services, information, surveys and reports required to be provided by the Owner under this Agreement, shall be furnished at the Owner's expense, and except as otherwise specifically provided in this Agreement or elsewhere in the Design-Build Documents or to the extent the Owner advises the Design-Builder to the contrary in writing, the Design-Builder shall be entitled to rely upon the accuracy and completeness thereof. In no event shall the Design-Builder be relieved of its responsibility to exercise proper precautions relating to the safe performance of the Work.

§ 7.2.6 If the Owner observes or otherwise becomes aware of a fault or defect in the Work or non-conformity with the Design-Build Documents, the Owner shall give prompt written notice thereof to the Design-Builder.

§ 7.2.7 Prior to the execution of the Design-Build Amendment, the Design-Builder may request in writing that the Owner provide reasonable evidence that the Owner has made financial arrangements to fulfill the Owner's obligations under the Design-Build Documents and the Design-Builder's Proposal. Thereafter, the Design-Builder may only request such evidence if (1) the Owner fails to make payments to the Design-Builder as the Design-Build Documents require; (2) a change in the Work materially changes the Contract Sum; or (3) the Design-Builder identifies in writing a reasonable concern regarding the Owner's ability to make payment when due. The Owner shall furnish such evidence as a condition precedent to commencement or continuation of the Work or the portion of the Work affected by a material change. After the Owner furnishes the evidence, the Owner shall not materially vary such financial arrangements without prior notice to the Design-Builder.

§ 7.2.8 Except as otherwise provided in the Design-Build Documents or when direct communications have been specially authorized, the Owner shall communicate through the Design-Builder with persons or entities employed or retained by the Design-Builder.

§ 7.2.9 Unless required by the Design-Build Documents to be provided by the Design-Builder, the Owner shall, upon request from the Design-Builder, furnish the services of geotechnical engineers or other consultants for investigation of subsurface, air and water conditions when such services are reasonably necessary to properly carry out the design services furnished by the Design-Builder. In such event, the Design-Builder shall specify the services required. Such services may include, but are not limited to, test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, ground corrosion and resistivity tests, and necessary operations for anticipating subsoil conditions. The services of geotechnical engineer(s) or other consultants shall include preparation and submission of all appropriate reports and professional recommendations.

§ 7.2.10 The Owner shall purchase and maintain insurance as set forth in Exhibit B.

§ 7.3 Submittals

§ 7.3.1 The Owner shall review and approve or take other appropriate action on Submittals. Review of Submittals is not conducted for the purpose of determining the accuracy and completeness of other details, such as dimensions and quantities; or for substantiating instructions for installation or performance of equipment or systems; or for determining that the Submittals are in conformance with the Design-Build Documents, all of which remain the responsibility of the Design-Builder as required by the Design-Build Documents. The Owner's action will be taken in accordance with the submittal schedule approved by the Owner or, in the absence of an approved submittal schedule, with reasonable promptness while allowing sufficient time in the Owner's judgment to permit adequate review. The Owner's review of Submittals shall not relieve the Design-Builder of the obligations under Sections 3.1.11, 3.1.12, and 5.2.3. The Owner's review shall not constitute approval of safety precautions or, unless otherwise specifically stated by the Owner, of any construction means, methods, techniques, sequences or procedures. The Owner's approval of a specific item shall not indicate approval of an assembly of which the item is a component.

§ 7.3.2 Upon review of the Submittals required by the Design-Build Documents, the Owner shall notify the Design-Builder of any non-conformance with the Design-Build Documents the Owner discovers.

§ 7.4 Visits to the site by the Owner shall not be construed to create an obligation on the part of the Owner to make on-site inspections to check the quality or quantity of the Work. The Owner shall neither have control over or charge of, nor be responsible for, the construction means, methods, techniques, sequences or procedures, or for the safety precautions and programs in connection with the Work, because these are solely the Design-Builder's rights and responsibilities under the Design-Build Documents.

§ 7.5 The Owner shall not be responsible for the Design-Builder's failure to perform the Work in accordance with the requirements of the Design-Build Documents. The Owner shall not have control over or charge of, and will not be responsible for acts or omissions of the Design-Builder, Architect, Consultants, Contractors, or their agents or employees, or any other persons or entities performing portions of the Work for the Design-Builder.

§ 7.6 The Owner has the authority to reject Work that does not conform to the Design-Build Documents. The Owner shall have authority to require inspection or testing of the Work in accordance with Section 15.5.2, whether or not

such Work is fabricated, installed or completed. However, neither this authority of the Owner nor a decision made in good faith either to exercise or not to exercise such authority shall give rise to a duty or responsibility of the Owner to the Design-Builder, the Architect, Consultants, Contractors, material and equipment suppliers, their agents or employees, or other persons or entities performing portions of the Work.

§ 7.7 The Owner shall determine the date or dates of Substantial Completion in accordance with Section 9.8 and the date of final completion in accordance with Section 9.10.

§ 7.8 Owner's Right to Stop Work

If the Design-Builder fails to correct Work which is not in accordance with the requirements of the Design-Build Documents as required by Section 11.2 or persistently fails to carry out Work in accordance with the Design-Build Documents, the Owner may issue a written order to the Design-Builder to stop the Work, or any portion thereof, until the cause for such order has been eliminated; however, the right of the Owner to stop the Work shall not give rise to a duty on the part of the Owner to exercise this right for the benefit of the Design-Builder or any other person or entity, except to the extent required by Section 5.13.1.3.

§ 7.9 Owner's Right to Carry Out the Work

If the Design-Builder defaults or neglects to carry out the Work in accordance with the Design-Build Documents and fails within a ten-day period after receipt of written notice from the Owner to commence and continue correction of such default or neglect with diligence and promptness, the Owner may, without prejudice to other remedies the Owner may have, correct such deficiencies. In such case, an appropriate Change Order shall be issued deducting from payments then or thereafter due the Design-Builder the reasonable cost of correcting such deficiencies. If payments then or thereafter due the Design-Builder are not sufficient to cover such amounts, the Design-Builder shall pay the difference to the Owner.

ARTICLE 8 TIME

§ 8.1 Progress and Completion

§ 8.1.1 Time limits stated in the Design-Build Documents are of the essence of the Contract. By executing the Design-Build Amendment the Design-Builder confirms that the Contract Time is a reasonable period for performing the Work.

§ 8.1.2 The Design-Builder shall not, except by agreement of the Owner in writing, commence the Work prior to the effective date of insurance, other than property insurance, required by this Contract. The Contract Time shall not be adjusted as a result of the Design-Builder's failure to obtain insurance required under this Contract.

§ 8.1.3 The Design-Builder shall proceed expeditiously with adequate forces and shall achieve Substantial Completion within the Contract Time.

§ 8.2 Delays and Extensions of Time

§ 8.2.1 If the Design-Builder is delayed at any time in the commencement or progress of the Work by an act or neglect of the Owner or of a consultant or separate contractor employed by the Owner; or by changes ordered in the Work by the Owner; or by labor disputes, fire, unusual delay in deliveries, unavoidable casualties or other causes beyond the Design-Builder's control; or by delay authorized by the Owner pending mediation and binding dispute resolution or by other causes that the Owner determines may justify delay, then the Contract Time shall be extended by Change Order for such reasonable time as the Owner may determine.

§ 8.2.2 Claims relating to time shall be made in accordance with applicable provisions of Article 14.

§ 8.2.3 This Section 8.2 does not preclude recovery of damages for delay by either party under other provisions of the Design-Build Documents.

ARTICLE 9 PAYMENT APPLICATIONS AND PROJECT COMPLETION

§ 9.1 Contract Sum

The Contract Sum is stated in the Design-Build Amendment.

§ 9.2 Schedule of Values

Where the Contract Sum is based on a stipulated sum or Guaranteed Maximum Price, the Design-Builder, prior to the first Application for Payment after execution of the Design-Build Amendment shall submit to the Owner a

schedule of values allocating the entire Contract Sum to the various portions of the Work and prepared in such form and supported by such data to substantiate its accuracy as the Owner may require. This schedule, unless objected to by the Owner, shall be used as a basis for reviewing the Design-Builder's Applications for Payment.

§ 9.3 Applications for Payment

§ 9.3.1 At least ten days before the date established for each progress payment, the Design-Builder shall submit to the Owner an itemized Application for Payment for completed portions of the Work. The application shall be notarized, if required, and supported by data substantiating the Design-Builder's right to payment as the Owner may require, such as copies of requisitions from the Architect, Consultants, Contractors, and material suppliers, and shall reflect retainage if provided for in the Design-Build Documents.

§ 9.3.1.1 As provided in Section 6.3.9, Applications for Payment may include requests for payment on account of changes in the Work that have been properly authorized by Change Directives, or by interim determinations of the Owner, but not yet included in Change Orders.

§ 9.3.1.2 Applications for Payment shall not include requests for payment for portions of the Work for which the Design-Builder does not intend to pay the Architect, Consultant, Contractor, material supplier, or other persons or entities providing services or work for the Design-Builder, unless such Work has been performed by others whom the Design-Builder intends to pay.

§ 9.3.2 Unless otherwise provided in the Design-Build Documents, payments shall be made for services provided as well as materials and equipment delivered and suitably stored at the site for subsequent incorporation in the Work. If approved in advance by the Owner, payment may similarly be made for materials and equipment suitably stored off the site at a location agreed upon in writing. Payment for materials and equipment stored on or off the site shall be conditioned upon compliance by the Design-Builder with procedures satisfactory to the Owner to establish the Owner's title to such materials and equipment or otherwise protect the Owner's interest, and shall include the costs of applicable insurance, storage and transportation to the site for such materials and equipment stored off the site.

§ 9.3.3 The Design-Builder warrants that title to all Work, other than Instruments of Service, covered by an Application for Payment will pass to the Owner no later than the time of payment. The Design-Builder further warrants that, upon submittal of an Application for Payment, all Work for which Certificates for Payment have been previously issued and payments received from the Owner shall, to the best of the Design-Builder's knowledge, information and belief, be free and clear of liens, claims, security interests or encumbrances in favor of the Design-Builder, Architect, Consultants, Contractors, material suppliers, or other persons or entities entitled to make a claim by reason of having provided labor, materials and equipment relating to the Work.

§ 9.4 Certificates for Payment

The Owner shall, within seven days after receipt of the Design-Builder's Application for Payment, issue to the Design-Builder a Certificate for Payment indicating the amount the Owner determines is properly due, and notify the Design-Builder in writing of the Owner's reasons for withholding certification in whole or in part as provided in Section 9.5.1.

§ 9.5 Decisions to Withhold Certification

§ 9.5.1 The Owner may withhold a Certificate for Payment in whole or in part to the extent reasonably necessary to protect the Owner due to the Owner's determination that the Work has not progressed to the point indicated in the Design-Builder's Application for Payment, or the quality of the Work is not in accordance with the Design-Build Documents. If the Owner is unable to certify payment in the amount of the Application, the Owner will notify the Design-Builder as provided in Section 9.4. If the Design-Builder and Owner cannot agree on a revised amount, the Owner will promptly issue a Certificate for Payment for the amount that the Owner deems to be due and owing. The Owner may also withhold a Certificate for Payment or, because of subsequently discovered evidence, may nullify the whole or a part of a Certificate for Payment previously issued to such extent as may be necessary to protect the Owner from loss for which the Design-Builder is responsible because of

- .1 defective Work, including design and construction, not remedied;
- .2 third party claims filed or reasonable evidence indicating probable filing of such claims unless security acceptable to the Owner is provided by the Design-Builder;
- .3 failure of the Design-Builder to make payments properly to the Architect, Consultants, Contractors or others, for services, labor, materials or equipment;
- .4 reasonable evidence that the Work cannot be completed for the unpaid balance of the Contract Sum;

- .5 damage to the Owner or a separate contractor;
- .6 reasonable evidence that the Work will not be completed within the Contract Time, and that the unpaid balance would not be adequate to cover actual or liquidated damages for the anticipated delay; or
- .7 repeated failure to carry out the Work in accordance with the Design-Build Documents.

§ 9.5.2 When the above reasons for withholding certification are removed, certification will be made for amounts previously withheld.

§ 9.5.3 If the Owner withholds certification for payment under Section 9.5.1.3, the Owner may, at its sole option, issue joint checks to the Design-Builder and to the Architect or any Consultants, Contractor, material or equipment suppliers, or other persons or entities providing services or work for the Design-Builder to whom the Design-Builder failed to make payment for Work properly performed or material or equipment suitably delivered.

§ 9.6 Progress Payments

§ 9.6.1 After the Owner has issued a Certificate for Payment, the Owner shall make payment in the manner and within the time provided in the Design-Build Documents.

§ 9.6.2 The Design-Builder shall pay each Architect, Consultant, Contractor, and other person or entity providing services or work for the Design-Builder no later than the time period required by applicable law, but in no event more than seven days after receipt of payment from the Owner the amount to which the Architect, Consultant, Contractor, and other person or entity providing services or work for the Design-Builder is entitled, reflecting percentages actually retained from payments to the Design-Builder on account of the portion of the Work performed by the Architect, Consultant, Contractor, or other person or entity. The Design-Builder shall, by appropriate agreement with each Architect, Consultant, Contractor, and other person or entity providing services or work for the Design-Builder, require each Architect, Consultant, Contractor, and other person or entity providing services or work for the Design-Builder to make payments to subconsultants and subcontractors in a similar manner.

§ 9.6.3 The Owner will, on request and if practicable, furnish to the Architect, a Consultant, Contractor, or other person or entity providing services or work for the Design-Builder, information regarding percentages of completion or amounts applied for by the Design-Builder and action taken thereon by the Owner on account of portions of the Work done by such Architect, Consultant, Contractor or other person or entity providing services or work for the Design-Builder.

§ 9.6.4 The Owner has the right to request written evidence from the Design-Builder that the Design-Builder has properly paid the Architect, Consultants, Contractors, or other person or entity providing services or work for the Design-Builder, amounts paid by the Owner to the Design-Builder for the Work. If the Design-Builder fails to furnish such evidence within seven days, the Owner shall have the right to contact the Architect, Consultants, and Contractors to ascertain whether they have been properly paid. The Owner shall have no obligation to pay or to see to the payment of money to a Consultant or Contractor, except as may otherwise be required by law.

§ 9.6.5 Design-Builder payments to material and equipment suppliers shall be treated in a manner similar to that provided in Sections 9.6.2, 9.6.3 and 9.6.4.

§ 9.6.6 A Certificate for Payment, a progress payment, or partial or entire use or occupancy of the Project by the Owner shall not constitute acceptance of Work not in accordance with the Design-Build Documents.

§ 9.6.7 Unless the Design-Builder provides the Owner with a payment bond in the full penal sum of the Contract Sum, payments received by the Design-Builder for Work properly performed by the Architect, Consultants, Contractors and other person or entity providing services or work for the Design-Builder, shall be held by the Design-Builder for the Architect and those Consultants, Contractors, or other person or entity providing services or work for the Design-Builder, for which payment was made by the Owner. Nothing contained herein shall require money to be placed in a separate account and not commingled with money of the Design-Builder, shall create any fiduciary liability or tort liability on the part of the Design-Builder for breach of trust or shall entitle any person or entity to an award of punitive damages against the Design-Builder for breach of the requirements of this provision.

§ 9.7 Failure of Payment

If the Owner does not issue a Certificate for Payment, through no fault of the Design-Builder, within the time required by the Design-Build Documents, then the Design-Builder may, upon seven additional days' written notice

to the Owner, stop the Work until payment of the amount owing has been received. The Contract Time shall be extended appropriately and the Contract Sum shall be increased by the amount of the Design-Builder's reasonable costs of shut-down, delay and start-up, plus interest as provided for in the Design-Build Documents.

§ 9.8 Substantial Completion

§ 9.8.1 Substantial Completion is the stage in the progress of the Work when the Work or designated portion thereof is sufficiently complete in accordance with the Design-Build Documents so that the Owner can occupy or utilize the Work for its intended use. The date of Substantial Completion is the date certified by the Owner in accordance with this Section 9.8.

§ 9.8.2 When the Design-Builder considers that the Work, or a portion thereof which the Owner agrees to accept separately, is substantially complete, the Design-Builder shall prepare and submit to the Owner a comprehensive list of items to be completed or corrected prior to final payment. Failure to include an item on such list does not alter the responsibility of the Design-Builder to complete all Work in accordance with the Design-Build Documents.

§ 9.8.3 Upon receipt of the Design-Builder's list, the Owner shall make an inspection to determine whether the Work or designated portion thereof is substantially complete. If the Owner's inspection discloses any item, whether or not included on the Design-Builder's list, which is not sufficiently complete in accordance with the Design-Build Documents so that the Owner can occupy or utilize the Work or designated portion thereof for its intended use, the Design-Builder shall, before issuance of the Certificate of Substantial Completion, complete or correct such item upon notification by the Owner. In such case, the Design-Builder shall then submit a request for another inspection by the Owner to determine Substantial Completion.

§ 9.8.4 Prior to issuance of the Certificate of Substantial Completion under Section 9.8.5, the Owner and Design-Builder shall discuss and then determine the parties' obligations to obtain and maintain property insurance following issuance of the Certificate of Substantial Completion.

§ 9.8.5 When the Work or designated portion thereof is substantially complete, the Design-Builder will prepare for the Owner's signature a Certificate of Substantial Completion that shall, upon the Owner's signature, establish the date of Substantial Completion; establish responsibilities of the Owner and Design-Builder for security, maintenance, heat, utilities, damage to the Work and insurance; and fix the time within which the Design-Builder shall finish all items on the list accompanying the Certificate. Warranties required by the Design-Build Documents shall commence on the date of Substantial Completion of the Work or designated portion thereof unless otherwise provided in the Certificate of Substantial Completion.

§ 9.8.6 The Certificate of Substantial Completion shall be submitted by the Design-Builder to the Owner for written acceptance of responsibilities assigned to it in the Certificate. Upon the Owner's acceptance, and consent of surety, if any, the Owner shall make payment of retainage applying to the Work or designated portion thereof. Payment shall be adjusted for Work that is incomplete or not in accordance with the requirements of the Design-Build Documents.

§ 9.9 Partial Occupancy or Use

§ 9.9.1 The Owner may occupy or use any completed or partially completed portion of the Work at any stage when such portion is designated by separate agreement with the Design-Builder, provided such occupancy or use is consented to, by endorsement or otherwise, by the insurer providing property insurance and authorized by public authorities having jurisdiction over the Project. Such partial occupancy or use may commence whether or not the portion is substantially complete, provided the Owner and Design-Builder have accepted in writing the responsibilities assigned to each of them for payments, retainage, if any, security, maintenance, heat, utilities, damage to the Work and insurance, and have agreed in writing concerning the period for correction of the Work and commencement of warranties required by the Design-Build Documents. When the Design-Builder considers a portion substantially complete, the Design-Builder shall prepare and submit a list to the Owner as provided under Section 9.8.2. Consent of the Design-Builder to partial occupancy or use shall not be unreasonably withheld. The stage of the progress of the Work shall be determined by written agreement between the Owner and Design-Builder.

§ 9.9.2 Immediately prior to such partial occupancy or use, the Owner and Design-Builder shall jointly inspect the area to be occupied or portion of the Work to be used in order to determine and record the condition of the Work.

§ 9.9.3 Unless otherwise agreed upon, partial occupancy or use of a portion or portions of the Work shall not constitute acceptance of Work not complying with the requirements of the Design-Build Documents.

§ 9.10 Final Completion and Final Payment

§ 9.10.1 Upon receipt of the Design-Builder's written notice that the Work is ready for final inspection and acceptance and upon receipt of a final Application for Payment, the Owner will promptly make such inspection. When the Owner finds the Work acceptable under the Design-Build Documents and the Contract fully performed, the Owner will, subject to Section 9.10.2, promptly issue a final Certificate for Payment.

§ 9.10.2 Neither final payment nor any remaining retained percentage shall become due until the Design-Builder submits to the Owner (1) an affidavit that payrolls, bills for materials and equipment, and other indebtedness connected with the Work, for which the Owner or the Owner's property might be responsible or encumbered, (less amounts withheld by Owner) have been paid or otherwise satisfied, (2) a certificate evidencing that insurance required by the Design-Build Documents to remain in force after final payment is currently in effect, (3) a written statement that the Design-Builder knows of no substantial reason that the insurance will not be renewable to cover the period required by the Design-Build Documents, (4) consent of surety, if any, to final payment, (5) as-constructed record copy of the Construction Documents marked to indicate field changes and selections made during construction, (6) manufacturer's warranties, product data, and maintenance and operations manuals, and (7) if required by the Owner, other data establishing payment or satisfaction of obligations, such as receipts, or releases and waivers of liens, claims, security interests, or encumbrances, arising out of the Contract, to the extent and in such form as may be designated by the Owner. If an Architect, a Consultant, or a Contractor, or other person or entity providing services or work for the Design-Builder, refuses to furnish a release or waiver required by the Owner, the Design-Builder may furnish a bond satisfactory to the Owner to indemnify the Owner against such liens, claims, security interests, or encumbrances. If such liens, claims, security interests, or encumbrances remains unsatisfied after payments are made, the Design-Builder shall refund to the Owner all money that the Owner may be compelled to pay in discharging such liens, claims, security interests, or encumbrances, including all costs and reasonable attorneys' fees.

§ 9.10.3 If, after Substantial Completion of the Work, final completion thereof is materially delayed through no fault of the Design-Builder or by issuance of Change Orders affecting final completion, the Owner shall, upon application by the Design-Builder, and without terminating the Contract, make payment of the balance due for that portion of the Work fully completed and accepted. If the remaining balance for Work not fully completed or corrected is less than retainage stipulated in the Design-Build Documents, and if bonds have been furnished, the written consent of surety to payment of the balance due for that portion of the Work fully completed and accepted shall be submitted by the Design-Builder to the Owner prior to issuance of payment. Such payment shall be made under terms and conditions governing final payment, except that it shall not constitute a waiver of claims.

§ 9.10.4 The making of final payment shall constitute a waiver of Claims by the Owner except those arising from

- .1 liens, Claims, security interests or encumbrances arising out of the Contract and unsettled;
- .2 failure of the Work to comply with the requirements of the Design-Build Documents; or
- .3 terms of special warranties required by the Design-Build Documents.

§ 9.10.5 Acceptance of final payment by the Design-Builder shall constitute a waiver of claims by the Design-Builder except those previously made in writing and identified by the Design-Builder as unsettled at the time of final Application for Payment.

ARTICLE 10 PROTECTION OF PERSONS AND PROPERTY

§ 10.1 Safety Precautions and Programs

The Design-Builder shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the performance of the Contract.

§ 10.2 Safety of Persons and Property

§ 10.2.1 The Design-Builder shall be responsible for precautions for the safety of, and reasonable protection to prevent damage, injury or loss to

- .1 employees on the Work and other persons who may be affected thereby;
- .2 the Work and materials and equipment to be incorporated therein, whether in storage on or off the site, under care, custody or control of the Design-Builder or the Architect, Consultants, or Contractors, or other person or entity providing services or work for the Design-Builder; and

- 3 other property at the site or adjacent thereto, such as trees, shrubs, lawns, walks, pavements, roadways, or structures and utilities not designated for removal, relocation or replacement in the course of construction.

§ 10.2.2 The Design-Builder shall comply with, and give notices required by, applicable laws, statutes, ordinances, codes, rules and regulations, and lawful orders of public authorities, bearing on safety of persons or property, or their protection from damage, injury or loss.

§ 10.2.3 The Design-Builder shall implement, erect, and maintain, as required by existing conditions and performance of the Contract, reasonable safeguards for safety and protection, including posting danger signs and other warnings against hazards, promulgating safety regulations, and notify owners and users of adjacent sites and utilities of the safeguards and protections.

§ 10.2.4 When use or storage of explosives or other hazardous materials or equipment, or unusual methods, are necessary for execution of the Work, the Design-Builder shall exercise utmost care, and carry on such activities under supervision of properly qualified personnel.

§ 10.2.5 The Design-Builder shall promptly remedy damage and loss (other than damage or loss insured under property insurance required by the Design-Build Documents) to property referred to in Sections 10.2.1.2 and 10.2.1.3, caused in whole or in part by the Design-Builder, the Architect, a Consultant, a Contractor, or anyone directly or indirectly employed by any of them, or by anyone for whose acts they may be liable and for which the Design-Builder is responsible under Sections 10.2.1.2 and 10.2.1.3; except damage or loss attributable to acts or omissions of the Owner, or anyone directly or indirectly employed by the Owner, or by anyone for whose acts the Owner may be liable, and not attributable to the fault or negligence of the Design-Builder. The foregoing obligations of the Design-Builder are in addition to the Design-Builder's obligations under Section 3.1.14.

§ 10.2.6 The Design-Builder shall designate a responsible member of the Design-Builder's organization, at the site, whose duty shall be the prevention of accidents. This person shall be the Design-Builder's superintendent unless otherwise designated by the Design-Builder in writing to the Owner.

§ 10.2.7 The Design-Builder shall not permit any part of the construction or site to be loaded so as to cause damage or create an unsafe condition.

§ 10.2.8 Injury or Damage to Person or Property. If the Owner or Design-Builder suffers injury or damage to person or property because of an act or omission of the other, or of others for whose acts such party is legally responsible, written notice of the injury or damage, whether or not insured, shall be given to the other party within a reasonable time not exceeding 21 days after discovery. The notice shall provide sufficient detail to enable the other party to investigate the matter.

§ 10.3 Hazardous Materials

§ 10.3.1 The Design-Builder is responsible for compliance with any requirements included in the Design-Build Documents regarding hazardous materials. If the Design-Builder encounters a hazardous material or substance not addressed in the Design-Build Documents and if reasonable precautions will be inadequate to prevent foreseeable bodily injury or death to persons resulting from a material or substance, including but not limited to asbestos or polychlorinated biphenyl (PCB), encountered on the site by the Design-Builder, the Design-Builder shall, upon recognizing the condition, immediately stop Work in the affected area and report the condition to the Owner in writing.

§ 10.3.2 Upon receipt of the Design-Builder's written notice, the Owner shall obtain the services of a licensed laboratory to verify the presence or absence of the material or substance reported by the Design-Builder and, in the event such material or substance is found to be present, to cause it to be rendered harmless. Unless otherwise required by the Design-Build Documents, the Owner shall furnish in writing to the Design-Builder the names and qualifications of persons or entities who are to perform tests verifying the presence or absence of such material or substance or who are to perform the task of removal or safe containment of such material or substance. The Design-Builder will promptly reply to the Owner in writing stating whether or not the Design-Builder has reasonable objection to the persons or entities proposed by the Owner. If the Design-Builder has an objection to a person or entity proposed by the Owner, the Owner shall propose another to whom the Design-Builder has no reasonable objection. When the material or substance has been rendered harmless, Work in the affected area shall resume upon

written agreement of the Owner and Design-Builder. By Change Order, the Contract Time shall be extended appropriately and the Contract Sum shall be increased in the amount of the Design-Builder's reasonable additional costs of shut-down, delay and start-up.

§ 10.3.3 To the fullest extent permitted by law, the Owner shall indemnify and hold harmless the Design-Builder, the Architect, Consultants, and Contractors, and employees of any of them, from and against claims, damages, losses and expenses, including but not limited to attorneys' fees, arising out of or resulting from performance of the Work in the affected area, if in fact the material or substance presents the risk of bodily injury or death as described in Section 10.3.1 and has not been rendered harmless, provided that such claim, damage, loss or expense is attributable to bodily injury, sickness, disease or death, or to injury to, or destruction of, tangible property (other than the Work itself), except to the extent that such damage, loss or expense is due to the fault or negligence of the party seeking indemnity.

§ 10.3.4 The Owner shall not be responsible under this Section 10.3 for materials or substances the Design-Builder brings to the site unless such materials or substances are required by the Owner's Criteria. The Owner shall be responsible for materials or substances required by the Owner's Criteria, except to the extent of the Design-Builder's fault or negligence in the use and handling of such materials or substances.

§ 10.3.5 The Design-Builder shall indemnify the Owner for the cost and expense the Owner incurs (1) for remediation of a material or substance the Design-Builder brings to the site and negligently handles, or (2) where the Design-Builder fails to perform its obligations under Section 10.3.1, except to the extent that the cost and expense are due to the Owner's fault or negligence.

§ 10.3.6 If, without negligence on the part of the Design-Builder, the Design-Builder is held liable by a government agency for the cost of remediation of a hazardous material or substance solely by reason of performing Work as required by the Design-Build Documents, the Owner shall indemnify the Design-Builder for all cost and expense thereby incurred.

§ 10.4 Emergencies

In an emergency affecting safety of persons or property, the Design-Builder shall act, at the Design-Builder's discretion, to prevent threatened damage, injury or loss.

ARTICLE 11 UNCOVERING AND CORRECTION OF WORK

§ 11.1 Uncovering of Work

The Owner may request to examine a portion of the Work that the Design-Builder has covered to determine if the Work has been performed in accordance with the Design-Build Documents. If such Work is in accordance with the Design-Build Documents, the Owner and Design-Builder shall execute a Change Order to adjust the Contract Time and Contract Sum, as appropriate. If such Work is not in accordance with the Design-Build Documents, the costs of uncovering and correcting the Work shall be at the Design-Builder's expense and the Design-Builder shall not be entitled to a change in the Contract Time unless the condition was caused by the Owner or a separate contractor in which event the Owner shall be responsible for payment of such costs and the Contract Time will be adjusted as appropriate.

§ 11.2 Correction of Work

§ 11.2.1 Before or After Substantial Completion. The Design-Builder shall promptly correct Work rejected by the Owner or failing to conform to the requirements of the Design-Build Documents, whether discovered before or after Substantial Completion and whether or not fabricated, installed or completed. Costs of correcting such rejected Work, including additional testing and inspections, the cost of uncovering and replacement, and compensation for any design consultant employed by the Owner whose expenses and compensation were made necessary thereby, shall be at the Design-Builder's expense.

§ 11.2.2 After Substantial Completion

§ 11.2.2.1 In addition to the Design-Builder's obligations under Section 3.1.12, if, within one year after the date of Substantial Completion of the Work or designated portion thereof or after the date for commencement of warranties established under Section 9.9.1, or by terms of an applicable special warranty required by the Design-Build Documents, any of the Work is found not to be in accordance with the requirements of the Design-Build Documents, the Design-Builder shall correct it promptly after receipt of written notice from the Owner to do so unless the Owner has previously given the Design-Builder a written acceptance of such condition. The Owner shall

give such notice promptly after discovery of the condition. During the one-year period for correction of the Work, if the Owner fails to notify the Design-Builder and give the Design-Builder an opportunity to make the correction, the Owner waives the rights to require correction by the Design-Builder and to make a claim for breach of warranty. If the Design-Builder fails to correct nonconforming Work within a reasonable time during that period after receipt of notice from the Owner, the Owner may correct it in accordance with Section 7.9.

§ 11.2.2.2 The one-year period for correction of Work shall be extended with respect to portions of Work first performed after Substantial Completion by the period of time between Substantial Completion and the actual completion of that portion of the Work.

§ 11.2.2.3 The one-year period for correction of Work shall not be extended by corrective Work performed by the Design-Builder pursuant to this Section 11.2.

§ 11.2.3 The Design-Builder shall remove from the site portions of the Work that are not in accordance with the requirements of the Design-Build Documents and are neither corrected by the Design-Builder nor accepted by the Owner.

§ 11.2.4 The Design-Builder shall bear the cost of correcting destroyed or damaged construction of the Owner or separate contractors, whether completed or partially completed, caused by the Design-Builder's correction or removal of Work that is not in accordance with the requirements of the Design-Build Documents.

§ 11.2.5 Nothing contained in this Section 11.2 shall be construed to establish a period of limitation with respect to other obligations the Design-Builder has under the Design-Build Documents. Establishment of the one-year period for correction of Work as described in Section 11.2.2 relates only to the specific obligation of the Design-Builder to correct the Work, and has no relationship to the time within which the obligation to comply with the Design-Build Documents may be sought to be enforced, nor to the time within which proceedings may be commenced to establish the Design-Builder's liability with respect to the Design-Builder's obligations other than specifically to correct the Work.

§ 11.3 Acceptance of Nonconforming Work

If the Owner prefers to accept Work that is not in accordance with the requirements of the Design-Build Documents, the Owner may do so instead of requiring its removal and correction, in which case the Contract Sum will be reduced as appropriate and equitable. Such adjustment shall be effected whether or not final payment has been made.

ARTICLE 12 COPYRIGHTS AND LICENSES

§ 12.1 Drawings, specifications, and other documents furnished by the Design-Builder, including those in electronic form, are Instruments of Service. The Design-Builder, and the Architect, Consultants, Contractors, and any other person or entity providing services or work for any of them, shall be deemed the authors and owners of their respective Instruments of Service, including the Drawings and Specifications, and shall retain all common law, statutory and other reserved rights, including copyrights. Submission or distribution of Instruments of Service to meet official regulatory requirements, or for similar purposes in connection with the Project, is not to be construed as publication in derogation of the reserved rights of the Design-Builder and the Architect, Consultants, and Contractors, and any other person or entity providing services or work for any of them.

§ 12.2 The Design-Builder and the Owner warrant that in transmitting Instruments of Service, or any other information, the transmitting party is the copyright owner of such information or has permission from the copyright owner to transmit such information for its use on the Project.

§ 12.3 Upon execution of the Agreement, the Design-Builder grants to the Owner a limited, irrevocable and non-exclusive license to use the Instruments of Service solely and exclusively for purposes of constructing, using, maintaining, altering and adding to the Project, provided that the Owner substantially performs its obligations, including prompt payment of all sums when due, under the Design-Build Documents. The license granted under this section permits the Owner to authorize its consultants and separate contractors to reproduce applicable portions of the Instruments of Service solely and exclusively for use in performing services or construction for the Project. If the Design-Builder rightfully terminates this Agreement for cause as provided in Section 13.1.4 or 13.2.1 the license granted in this Section 12.3 shall terminate.

§ 12.3.1 The Design-Builder shall obtain non-exclusive licenses from the Architect, Consultants, and Contractors, that will allow the Design-Builder to satisfy its obligations to the Owner under this Article 12. The Design-Builder's licenses from the Architect and its Consultants and Contractors shall also allow the Owner, in the event this Agreement is terminated for any reason other than the default of the Owner or in the event the Design-Builder's Architect, Consultants, or Contractors terminate their agreements with the Design-Builder for cause, to obtain a limited, irrevocable and non-exclusive license solely and exclusively for purposes of constructing, using, maintaining, altering and adding to the Project, provided that the Owner (1) agrees to pay to the Architect, Consultant or Contractor all amounts due, and (2) provide the Architect, Consultant or Contractor with the Owner's written agreement to indemnify and hold harmless the Architect, Consultant or Contractor from all costs and expenses, including the cost of defense, related to claims and causes of action asserted by any third person or entity to the extent such costs and expenses arise from the Owner's alteration or use of the Instruments of Service.

§ 12.3.2 In the event the Owner alters the Instruments of Service without the author's written authorization or uses the Instruments of Service without retaining the authors of the Instruments of Service, the Owner releases the Design-Builder, Architect, Consultants, Contractors and any other person or entity providing services or work for any of them, from all claims and causes of action arising from or related to such uses. The Owner, to the extent permitted by law, further agrees to indemnify and hold harmless the Design-Builder, Architect, Consultants, Contractors and any other person or entity providing services or work for any of them, from all costs and expenses, including the cost of defense, related to claims and causes of action asserted by any third person or entity to the extent such costs and expenses arise from the Owner's alteration or use of the Instruments of Service under this Section 12.3.2. The terms of this Section 12.3.2 shall not apply if the Owner rightfully terminates this Agreement for cause under Sections 13.1.4 or 13.2.2.

ARTICLE 13 TERMINATION OR SUSPENSION

§ 13.1 Termination or Suspension Prior to Execution of the Design-Build Amendment

§ 13.1.1 If the Owner fails to make payments to the Design-Builder for Work prior to execution of the Design-Build Amendment in accordance with this Agreement, such failure shall be considered substantial nonperformance and cause for termination or, at the Design-Builder's option, cause for suspension of performance of services under this Agreement. If the Design-Builder elects to suspend the Work, the Design-Builder shall give seven days' written notice to the Owner before suspending the Work. In the event of a suspension of the Work, the Design-Builder shall have no liability to the Owner for delay or damage caused by the suspension of the Work. Before resuming the Work, the Design-Builder shall be paid all sums due prior to suspension and any expenses incurred in the interruption and resumption of the Design-Builder's Work. The Design-Builder's compensation for, and time to complete, the remaining Work shall be equitably adjusted.

§ 13.1.2 If the Owner suspends the Project, the Design-Builder shall be compensated for the Work performed prior to notice of such suspension. When the Project is resumed, the Design-Builder shall be compensated for expenses incurred in the interruption and resumption of the Design-Builder's Work. The Design-Builder's compensation for, and time to complete, the remaining Work shall be equitably adjusted.

§ 13.1.3 If the Owner suspends the Project for more than 90 cumulative days for reasons other than the fault of the Design-Builder, the Design-Builder may terminate this Agreement by giving not less than seven days' written notice.

§ 13.1.4 Either party may terminate this Agreement upon not less than seven days' written notice should the other party fail substantially to perform in accordance with the terms of this Agreement through no fault of the party initiating the termination.

§ 13.1.5 The Owner may terminate this Agreement upon not less than seven days' written notice to the Design-Builder for the Owner's convenience and without cause.

§ 13.1.6 In the event of termination not the fault of the Design-Builder, the Design-Builder shall be compensated for Work performed prior to termination, together with Reimbursable Expenses then due and any other expenses directly attributable to termination for which the Design-Builder is not otherwise compensated. In no event shall the Design-Builder's compensation under this Section 13.1.6 be greater than the compensation set forth in Section 2.1.

§ 13.2 Termination or Suspension Following Execution of the Design-Build Amendment

§ 13.2.1 Termination by the Design-Builder

§ 13.2.1.1 The Design-Builder may terminate the Contract if the Work is stopped for a period of 30 consecutive days through no act or fault of the Design-Builder, the Architect, a Consultant, or a Contractor, or their agents or employees, or any other persons or entities performing portions of the Work under direct or indirect contract with the Design-Builder, for any of the following reasons:

- .1** Issuance of an order of a court or other public authority having jurisdiction that requires all Work to be stopped;
- .2** An act of government, such as a declaration of national emergency that requires all Work to be stopped;
- .3** Because the Owner has not issued a Certificate for Payment and has not notified the Design-Builder of the reason for withholding certification as provided in Section 9.5.1, or because the Owner has not made payment on a Certificate for Payment within the time stated in the Design-Build Documents; or
- .4** The Owner has failed to furnish to the Design-Builder promptly, upon the Design-Builder's request, reasonable evidence as required by Section 7.2.7.

§ 13.2.1.2 The Design-Builder may terminate the Contract if, through no act or fault of the Design-Builder, the Architect, a Consultant, a Contractor, or their agents or employees or any other persons or entities performing portions of the Work under direct or indirect contract with the Design-Builder, repeated suspensions, delays or interruptions of the entire Work by the Owner as described in Section 13.2.3 constitute in the aggregate more than 100 percent of the total number of days scheduled for completion, or 120 days in any 365-day period, whichever is less.

§ 13.2.1.3 If one of the reasons described in Section 13.2.1.1 or 13.2.1.2 exists, the Design-Builder may, upon seven days' written notice to the Owner, terminate the Contract and recover from the Owner payment for Work executed, including reasonable overhead and profit, costs incurred by reason of such termination, and damages.

§ 13.2.1.4 If the Work is stopped for a period of 60 consecutive days through no act or fault of the Design-Builder or any other persons or entities performing portions of the Work under contract with the Design-Builder because the Owner has repeatedly failed to fulfill the Owner's obligations under the Design-Build Documents with respect to matters important to the progress of the Work, the Design-Builder may, upon seven additional days' written notice to the Owner, terminate the Contract and recover from the Owner as provided in Section 13.2.1.3.

§ 13.2.2 Termination by the Owner For Cause

§ 13.2.2.1 The Owner may terminate the Contract if the Design-Builder

- .1** fails to submit the Proposal by the date required by this Agreement, or if no date is indicated, within a reasonable time consistent with the date of Substantial Completion;
- .2** repeatedly refuses or fails to supply an Architect, or enough properly skilled Consultants, Contractors, or workers or proper materials;
- .3** fails to make payment to the Architect, Consultants, or Contractors for services, materials or labor in accordance with their respective agreements with the Design-Builder;
- .4** repeatedly disregards applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of a public authority; or
- .5** is otherwise guilty of substantial breach of a provision of the Design-Build Documents.

§ 13.2.2.2 When any of the above reasons exist, the Owner may without prejudice to any other rights or remedies of the Owner and after giving the Design-Builder and the Design-Builder's surety, if any, seven days' written notice, terminate employment of the Design-Builder and may, subject to any prior rights of the surety:

- .1** Exclude the Design-Builder from the site and take possession of all materials, equipment, tools, and construction equipment and machinery thereon owned by the Design-Builder;
- .2** Accept assignment of the Architect, Consultant and Contractor agreements pursuant to Section 3.1.15; and
- .3** Finish the Work by whatever reasonable method the Owner may deem expedient. Upon written request of the Design-Builder, the Owner shall furnish to the Design-Builder a detailed accounting of the costs incurred by the Owner in finishing the Work.

§ 13.2.2.3 When the Owner terminates the Contract for one of the reasons stated in Section 13.2.2.1, the Design-Builder shall not be entitled to receive further payment until the Work is finished.

§ 13.2.2.4 If the unpaid balance of the Contract Sum exceeds costs of finishing the Work and other damages incurred by the Owner and not expressly waived, such excess shall be paid to the Design-Builder. If such costs and damages exceed the unpaid balance, the Design-Builder shall pay the difference to the Owner. The obligation for such payments shall survive termination of the Contract.

§ 13.2.3 Suspension by the Owner for Convenience

§ 13.2.3.1 The Owner may, without cause, order the Design-Builder in writing to suspend, delay or interrupt the Work in whole or in part for such period of time as the Owner may determine.

§ 13.2.3.2 The Contract Sum and Contract Time shall be adjusted for increases in the cost and time caused by suspension, delay or interruption as described in Section 13.2.3.1. Adjustment of the Contract Sum shall include profit. No adjustment shall be made to the extent

- .1 that performance is, was or would have been so suspended, delayed or interrupted by another cause for which the Design-Builder is responsible; or
- .2 that an equitable adjustment is made or denied under another provision of the Contract.

§ 13.2.4 Termination by the Owner for Convenience

§ 13.2.4.1 The Owner may, at any time, terminate the Contract for the Owner's convenience and without cause.

§ 13.2.4.2 Upon receipt of written notice from the Owner of such termination for the Owner's convenience, the Design-Builder shall

- .1 cease operations as directed by the Owner in the notice;
- .2 take actions necessary, or that the Owner may direct, for the protection and preservation of the Work; and,
- .3 except for Work directed to be performed prior to the effective date of termination stated in the notice, terminate all existing Project agreements, including agreements with the Architect, Consultants, Contractors, and purchase orders, and enter into no further Project agreements and purchase orders.

§ 13.2.4.3 In case of such termination for the Owner's convenience, the Design-Builder shall be entitled to receive payment for Work executed, and costs incurred by reason of such termination, along with reasonable overhead and profit on the Work not executed.

ARTICLE 14 CLAIMS AND DISPUTE RESOLUTION

§ 14.1 Claims

§ 14.1.1 Definition. A Claim is a demand or assertion by one of the parties seeking, as a matter of right, payment of money, or other relief with respect to the terms of the Contract. The term "Claim" also includes other disputes and matters in question between the Owner and Design-Builder arising out of or relating to the Contract. The responsibility to substantiate Claims shall rest with the party making the Claim.

§ 14.1.2 Time Limits on Claims. The Owner and Design-Builder shall commence all claims and causes of action, whether in contract, tort, breach of warranty or otherwise, against the other, arising out of or related to the Contract in accordance with the requirements of the binding dispute resolution method selected in Section 1.3, within the time period specified by applicable law, but in any case not more than 10 years after the date of Substantial Completion of the Work. The Owner and Design-Builder waive all claims and causes of action not commenced in accordance with this Section 14.1.2.

§ 14.1.3 Notice of Claims

§ 14.1.3.1 Prior To Final Payment. Prior to Final Payment, Claims by either the Owner or Design-Builder must be initiated by written notice to the other party within 21 days after occurrence of the event giving rise to such Claim or within 21 days after the claimant first recognizes the condition giving rise to the Claim, whichever is later.

§ 14.1.3.2 Claims Arising After Final Payment. After Final Payment, Claims by either the Owner or Design-Builder that have not otherwise been waived pursuant to Sections 9.10.4 or 9.10.5, must be initiated by prompt written notice to the other party. The notice requirement in Section 14.1.3.1 and the Initial Decision requirement as a condition precedent to mediation in Section 14.2.1 shall not apply.

§ 14.1.4 Continuing Contract Performance. Pending final resolution of a Claim, except as otherwise agreed in writing or as provided in Section 9.7 and Article 13, the Design-Builder shall proceed diligently with performance of the Contract and the Owner shall continue to make payments in accordance with the Design-Build Documents.

§ 14.1.5 Claims for Additional Cost. If the Design-Builder intends to make a Claim for an increase in the Contract Sum, written notice as provided herein shall be given before proceeding to execute the portion of the Work that relates to the Claim. Prior notice is not required for Claims relating to an emergency endangering life or property arising under Section 10.4.

§ 14.1.6 Claims for Additional Time

§ 14.1.6.1 If the Design-Builder intends to make a Claim for an increase in the Contract Time, written notice as provided herein shall be given. The Design-Builder's Claim shall include an estimate of cost and of probable effect of delay on progress of the Work. In the case of a continuing delay, only one Claim is necessary.

§ 14.1.6.2 If adverse weather conditions are the basis for a Claim for additional time, such Claim shall be documented by data substantiating that weather conditions were abnormal for the period of time, could not have been reasonably anticipated, and had an adverse effect on the scheduled construction.

§ 14.1.7 Claims for Consequential Damages

The Design-Builder and Owner waive Claims against each other for consequential damages arising out of or relating to this Contract. This mutual waiver includes

- .1 damages incurred by the Owner for rental expenses, for losses of use, income, profit, financing, business and reputation, and for loss of management or employee productivity or of the services of such persons; and
- .2 damages incurred by the Design-Builder for principal office expenses including the compensation of personnel stationed there, for losses of financing, business and reputation, and for loss of profit except anticipated profit arising directly from the Work.

This mutual waiver is applicable, without limitation, to all consequential damages due to either party's termination in accordance with Article 13. Nothing contained in this Section 14.1.7 shall be deemed to preclude an award of liquidated damages, when applicable, in accordance with the requirements of the Design-Build Documents.

§ 14.2 Initial Decision

§ 14.2.1 An initial decision shall be required as a condition precedent to mediation of all Claims between the Owner and Design-Builder initiated prior to the date final payment is due, excluding those arising under Sections 10.3 and 10.4 of the Agreement and Sections B.3.2.9 and B.3.2.10 of Exhibit B to this Agreement, unless 30 days have passed after the Claim has been initiated with no decision having been rendered. Unless otherwise mutually agreed in writing, the Owner shall render the initial decision on Claims.

§ 14.2.2 Procedure

§ 14.2.2.1 Claims Initiated by the Owner. If the Owner initiates a Claim, the Design-Builder shall provide a written response to Owner within ten days after receipt of the notice required under Section 14.1.3.1. Thereafter, the Owner shall render an initial decision within ten days of receiving the Design-Builder's response: (1) withdrawing the Claim in whole or in part, (2) approving the Claim in whole or in part, or (3) suggesting a compromise.

§ 14.2.2.2 Claims Initiated by the Design-Builder. If the Design-Builder initiates a Claim, the Owner will take one or more of the following actions within ten days after receipt of the notice required under Section 14.1.3.1: (1) request additional supporting data, (2) render an initial decision rejecting the Claim in whole or in part, (3) render an initial decision approving the Claim, (4) suggest a compromise or (5) indicate that it is unable to render an initial decision because the Owner lacks sufficient information to evaluate the merits of the Claim.

§ 14.2.3 In evaluating Claims, the Owner may, but shall not be obligated to, consult with or seek information from persons with special knowledge or expertise who may assist the Owner in rendering a decision. The retention of such persons shall be at the Owner's expense.

§ 14.2.4 If the Owner requests the Design-Builder to provide a response to a Claim or to furnish additional supporting data, the Design-Builder shall respond, within ten days after receipt of such request, and shall either (1) provide a response on the requested supporting data, (2) advise the Owner when the response or supporting data will

be furnished or (3) advise the Owner that no supporting data will be furnished. Upon receipt of the response or supporting data, if any, the Owner will either reject or approve the Claim in whole or in part.

§ 14.2.5 The Owner's initial decision shall (1) be in writing; (2) state the reasons therefor; and (3) identify any change in the Contract Sum or Contract Time or both. The initial decision shall be final and binding on the parties but subject to mediation and, if the parties fail to resolve their dispute through mediation, to binding dispute resolution.

§ 14.2.6 Either party may file for mediation of an initial decision at any time, subject to the terms of Section 14.2.6.1.

§ 14.2.6.1 Either party may, within 30 days from the date of an initial decision, demand in writing that the other party file for mediation within 60 days of the initial decision. If such a demand is made and the party receiving the demand fails to file for mediation within the time required, then both parties waive their rights to mediate or pursue binding dispute resolution proceedings with respect to the initial decision.

§ 14.2.7 In the event of a Claim against the Design-Builder, the Owner may, but is not obligated to, notify the surety, if any, of the nature and amount of the Claim. If the Claim relates to a possibility of a Design-Builder's default, the Owner may, but is not obligated to, notify the surety and request the surety's assistance in resolving the controversy.

§ 14.2.8 If a Claim relates to or is the subject of a mechanic's lien, the party asserting such Claim may proceed in accordance with applicable law to comply with the lien notice or filing deadlines.

§ 14.3 Mediation

§ 14.3.1 Claims, disputes, or other matters in controversy arising out of or related to the Contract, except those waived as provided for in Sections 9.10.4, 9.10.5, and 14.1.7, shall be subject to mediation as a condition precedent to binding dispute resolution.

§ 14.3.2 The parties shall endeavor to resolve their Claims by mediation which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Mediation Procedures in effect on the date of the Agreement. A request for mediation shall be made in writing, delivered to the other party to the Contract, and filed with the person or entity administering the mediation. The request may be made concurrently with the filing of binding dispute resolution proceedings but, in such event, mediation shall proceed in advance of binding dispute resolution proceedings, which shall be stayed pending mediation for a period of 60 days from the date of filing, unless stayed for a longer period by agreement of the parties or court order. If an arbitration proceeding is stayed pursuant to this Section 14.3.2, the parties may nonetheless proceed to the selection of the arbitrator(s) and agree upon a schedule for later proceedings.

§ 14.3.3 The parties shall share the mediator's fee and any filing fees equally. The mediation shall be held in the place where the Project is located, unless another location is mutually agreed upon. Agreements reached in mediation shall be enforceable as settlement agreements in any court having jurisdiction.

§ 14.4 Arbitration

§ 14.4.1 If the parties have selected arbitration as the method for binding dispute resolution in Section 1.3, any Claim subject to, but not resolved by, mediation shall be subject to arbitration which, unless the parties mutually agree otherwise, shall be administered by the American Arbitration Association in accordance with its Construction Industry Arbitration Rules in effect on the date of the Agreement. A demand for arbitration shall be made in writing, delivered to the other party to the Contract, and filed with the person or entity administering the arbitration. The party filing a notice of demand for arbitration must assert in the demand all Claims then known to that party on which arbitration is permitted to be demanded.

§ 14.4.1.1 A demand for arbitration shall be made no earlier than concurrently with the filing of a request for mediation, but in no event shall it be made after the date when the institution of legal or equitable proceedings based on the Claim would be barred by the applicable statute of limitations or statute of repose. For statute of limitations or statute of repose purposes, receipt of a written demand for arbitration by the person or entity administering the arbitration shall constitute the institution of legal or equitable proceedings based on the Claim.

§ 14.4.2 The award rendered by the arbitrator or arbitrators shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction.

§ 14.4.3 The foregoing agreement to arbitrate, and other agreements to arbitrate with an additional person or entity duly consented to by parties to the Agreement, shall be specifically enforceable under applicable law in any court having jurisdiction thereof.

§ 14.4.4 Consolidation or Joinder

§ 14.4.4.1 Either party, at its sole discretion, may consolidate an arbitration conducted under this Agreement with any other arbitration to which it is a party provided that (1) the arbitration agreement governing the other arbitration permits consolidation, (2) the arbitrations to be consolidated substantially involve common questions of law or fact, and (3) the arbitrations employ materially similar procedural rules and methods for selecting arbitrator(s).

§ 14.4.4.2 Either party, at its sole discretion, may include by joinder persons or entities substantially involved in a common question of law or fact whose presence is required if complete relief is to be accorded in arbitration, provided that the party sought to be joined consents in writing to such joinder. Consent to arbitration involving an additional person or entity shall not constitute consent to arbitration of any claim, dispute or other matter in question not described in the written consent.

§ 14.4.4.3 The Owner and Design-Builder grant to any person or entity made a party to an arbitration conducted under this Section 14.4, whether by joinder or consolidation, the same rights of joinder and consolidation as the Owner and Design-Builder under this Agreement.

ARTICLE 15 MISCELLANEOUS PROVISIONS

§ 15.1 Governing Law

The Contract shall be governed by the law of the place where the Project is located except that, if the parties have selected arbitration as the method of binding dispute resolution, the Federal Arbitration Act shall govern Section 14.4.

§ 15.2 Successors and Assigns

§ 15.2.1 The Owner and Design-Builder, respectively, bind themselves, their partners, successors, assigns and legal representatives to the covenants, agreements and obligations contained in the Design-Build Documents. Except as provided in Section 15.2.2, neither party to the Contract shall assign the Contract as a whole without written consent of the other. If either party attempts to make such an assignment without such consent, that party shall nevertheless remain legally responsible for all obligations under the Contract.

§ 15.2.2 The Owner may, without consent of the Design-Builder, assign the Contract to a lender providing construction financing for the Project, if the lender assumes the Owner's rights and obligations under the Design-Build Documents. The Design-Builder shall execute all consents reasonably required to facilitate such assignment.

§ 15.2.3 If the Owner requests the Design-Builder, Architect, Consultants, or Contractors to execute certificates, other than those required by Section 3.1.10, the Owner shall submit the proposed language of such certificates for review at least 14 days prior to the requested dates of execution. If the Owner requests the Design-Builder, Architect, Consultants, or Contractors to execute consents reasonably required to facilitate assignment to a lender, the Design-Builder, Architect, Consultants, or Contractors shall execute all such consents that are consistent with this Agreement, provided the proposed consent is submitted to them for review at least 14 days prior to execution. The Design-Builder, Architect, Consultants, and Contractors shall not be required to execute certificates or consents that would require knowledge, services or responsibilities beyond the scope of their services.

§ 15.3 Written Notice

Written notice shall be deemed to have been duly served if delivered in person to the individual, to a member of the firm or entity, or to an officer of the corporation for which it was intended; or if delivered at, or sent by registered or certified mail or by courier service providing proof of delivery to, the last business address known to the party giving notice.

§ 15.4 Rights and Remedies

§ 15.4.1 Duties and obligations imposed by the Design-Build Documents, and rights and remedies available thereunder, shall be in addition to and not a limitation of duties, obligations, rights and remedies otherwise imposed or available by law.

§ 15.4.2 No action or failure to act by the Owner or Design-Builder shall constitute a waiver of a right or duty afforded them under the Contract, nor shall such action or failure to act constitute approval of or acquiescence in a breach thereunder, except as may be specifically agreed in writing.

§ 15.5 Tests and Inspections

§ 15.5.1 Tests, inspections and approvals of portions of the Work shall be made as required by the Design-Build Documents and by applicable laws, statutes, ordinances, codes, rules and regulations or lawful orders of public authorities. Unless otherwise provided, the Design-Builder shall make arrangements for such tests, inspections and approvals with an independent testing laboratory or entity acceptable to the Owner, or with the appropriate public authority, and shall bear all related costs of tests, inspections and approvals. The Design-Builder shall give the Owner timely notice of when and where tests and inspections are to be made so that the Owner may be present for such procedures. The Owner shall bear costs of (1) tests, inspections or approvals that do not become requirements until after bids are received or negotiations concluded, and (2) tests, inspections or approvals where building codes or applicable laws or regulations prohibit the Owner from delegating their cost to the Design-Builder.

§ 15.5.2 If the Owner determines that portions of the Work require additional testing, inspection or approval not included under Section 15.5.1, the Owner will instruct the Design-Builder to make arrangements for such additional testing, inspection or approval by an entity acceptable to the Owner, and the Design-Builder shall give timely notice to the Owner of when and where tests and inspections are to be made so that the Owner may be present for such procedures. Such costs, except as provided in Section 15.5.3, shall be at the Owner's expense.

§ 15.5.3 If such procedures for testing, inspection or approval under Sections 15.5.1 and 15.5.2 reveal failure of the portions of the Work to comply with requirements established by the Design-Build Documents, all costs made necessary by such failure shall be at the Design-Builder's expense.

§ 15.5.4 Required certificates of testing, inspection or approval shall, unless otherwise required by the Design-Build Documents, be secured by the Design-Builder and promptly delivered to the Owner.

§ 15.5.5 If the Owner is to observe tests, inspections or approvals required by the Design-Build Documents, the Owner will do so promptly and, where practicable, at the normal place of testing.

§ 15.5.6 Tests or inspections conducted pursuant to the Design-Build Documents shall be made promptly to avoid unreasonable delay in the Work.

§ 15.6 Confidential Information

If the Owner or Design-Builder transmits Confidential Information, the transmission of such Confidential Information constitutes a warranty to the party receiving such Confidential Information that the transmitting party is authorized to transmit the Confidential Information. If a party receives Confidential Information, the receiving party shall keep the Confidential Information strictly confidential and shall not disclose it to any other person or entity except as set forth in Section 15.6.1.

§ 15.6.1 A party receiving Confidential Information may disclose the Confidential Information as required by law or court order, including a subpoena or other form of compulsory legal process issued by a court or governmental entity. A party receiving Confidential Information may also disclose the Confidential Information to its employees, consultants or contractors in order to perform services or work solely and exclusively for the Project, provided those employees, consultants and contractors are subject to the restrictions on the disclosure and use of Confidential Information as set forth in this Contract.

§ 15.7 Capitalization

Terms capitalized in the Contract include those that are (1) specifically defined, (2) the titles of numbered articles or (3) the titles of other documents published by the American Institute of Architects.

§ 15.8 Interpretation

§ 15.8.1 In the interest of brevity the Design-Build Documents frequently omit modifying words such as "all" and "any" and articles such as "the" and "an," but the fact that a modifier or an article is absent from one statement and appears in another is not intended to affect the interpretation of either statement.

§ 15.8.2 Unless otherwise stated in the Design-Build Documents, words which have well-known technical or construction industry meanings are used in the Design-Build Documents in accordance with such recognized meanings.

ARTICLE 16 SCOPE OF THE AGREEMENT

§ 16.1 This Agreement is comprised of the following documents listed below:

- .1 AIA Document A141™-2014, Standard Form of Agreement Between Owner and Design-Builder
- .2 AIA Document A141™-2014, Exhibit A, Design-Build Amendment, if executed
- .3 AIA Document A141™-2014, Exhibit B, Insurance and Bonds
- .4 AIA Document A141™-2014, Exhibit C, Sustainable Projects, if completed
- .5 AIA Document E202™-2022, BIM Exhibit for Sharing Models with Project Participants, Where Model Versions May Not be Enumerated as a Contract Document, if completed, or the following:

«»

- .6 Other:

«»

This Agreement entered into as of the day and year first written above.

« »

OWNER (Signature)

« »« »

(Printed name and title)

« »

DESIGN-BUILDER (Signature)

« »« »

(Printed name and title)

DRAFT AIA® Document A141® – 2014

Exhibit A

Design-Build Amendment

This Amendment is incorporated into the accompanying AIA Document A141™–2014, Standard Form of Agreement Between Owner and Design-Builder dated the « » day of « » in the year « » (the “Agreement”)
(In words, indicate day, month and year.)

for the following PROJECT:

(Name and location or address)

« »
« »

THE OWNER:

(Name, legal status and address)

« »« »
« »

THE DESIGN-BUILDER:

(Name, legal status and address)

« »« »
« »

The Owner and Design-Builder hereby amend the Agreement as follows.

TABLE OF ARTICLES

- A.1 CONTRACT SUM
- A.2 CONTRACT TIME
- A.3 INFORMATION UPON WHICH AMENDMENT IS BASED
- A.4 DESIGN-BUILDER’S PERSONNEL, CONTRACTORS AND SUPPLIERS
- A.5 COST OF THE WORK

ARTICLE A.1 CONTRACT SUM

§ A.1.1 The Owner shall pay the Design-Builder the Contract Sum in current funds for the Design-Builder’s performance of the Contract after the execution of this Amendment. The Contract Sum shall be one of the following and shall not include compensation the Owner paid the Design-Builder for Work performed prior to execution of this Amendment:

(Check the appropriate box.)

[« »] Stipulated Sum, in accordance with Section A.1.2 below

[« »] Cost of the Work plus the Design-Builder’s Fee, in accordance with Section A.1.3 below

ADDITIONS AND DELETIONS:

The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Consultation with an attorney is also encouraged with respect to professional licensing requirements in the jurisdiction where the Project is located.

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[« »] Cost of the Work plus the Design-Builder's Fee with a Guaranteed Maximum Price, in accordance with Section A.1.4 below

(Based on the selection above, complete Section A.1.2, A.1.3 or A.1.4 below.)

§ A.1.2 Stipulated Sum

§ A.1.2.1 The Stipulated Sum shall be « » (\$ « »), subject to authorized adjustments as provided in the Design-Build Documents.

§ A.1.2.2 The Stipulated Sum is based upon the following alternates, if any, which are described in the Design-Build Documents and are hereby accepted by the Owner:

(State the numbers or other identification of accepted alternates. If the Owner is permitted to accept other alternates subsequent to the execution of this Amendment, attach a schedule of such other alternates showing the change in Stipulated Sum for each and the deadline by which the alternate must be accepted.)

« »

§ A.1.2.3 Unit prices, if any:

(Identify item, state the unit price, and state any applicable quantity limitations.)

Item	Units and Limitations	Price per Unit (\$0.00)
------	-----------------------	-------------------------

§ A.1.3 Cost of the Work Plus Design-Builder's Fee

§ A.1.3.1 The Cost of the Work is as defined in Article A.5, Cost of the Work.

§ A.1.3.2 The Design-Builder's Fee:

(State a lump sum, percentage of Cost of the Work or other provision for determining the Design-Builder's Fee, and the method for adjustment to the Fee for changes in the Work.)

« »

§ A.1.4 Cost of the Work Plus Design-Builder's Fee With a Guaranteed Maximum Price

§ A.1.4.1 The Cost of the Work is as defined in Article A.5, Cost of the Work.

§ A.1.4.2 The Design-Builder's Fee:

(State a lump sum, percentage of Cost of the Work or other provision for determining the Design-Builder's Fee and the method for adjustment to the Fee for changes in the Work.)

« »

§ A.1.4.3 Guaranteed Maximum Price

§ A.1.4.3.1 The sum of the Cost of the Work and the Design-Builder's Fee is guaranteed by the Design-Builder not to exceed « » (\$ « »), subject to additions and deductions for changes in the Work as provided in the Design-Build Documents. Costs that would cause the Guaranteed Maximum Price to be exceeded shall be paid by the Design-Builder without reimbursement by the Owner.

(Insert specific provisions if the Design-Builder is to participate in any savings.)

« »

§ A.1.4.3.2 Itemized Statement of the Guaranteed Maximum Price

Provided below is an itemized statement of the Guaranteed Maximum Price organized by trade categories, allowances, contingencies, alternates, the Design-Builder's Fee, and other items that comprise the Guaranteed Maximum Price.

(Provide information below or reference an attachment.)

« »

§ A.1.4.3.3 The Guaranteed Maximum Price is based on the following alternates, if any, which are described in the Design-Build Documents and are hereby accepted by the Owner:

(State the numbers or other identification of accepted alternates. If the Owner is permitted to accept other alternates subsequent to the execution of this Amendment, attach a schedule of such other alternates showing the change in the Cost of the Work and Guaranteed Maximum Price for each and the deadline by which the alternate must be accepted.)

« »

§ A.1.4.3.4 Unit Prices, if any:

(Identify item, state the unit price, and state any applicable quantity limitations.)

Item	Units and Limitations	Price per Unit (\$0.00)
------	-----------------------	-------------------------

§ A.1.4.3.5 Assumptions, if any, on which the Guaranteed Maximum Price is based:

« »

§ A.1.5 Payments

§ A.1.5.1 Progress Payments

§ A.1.5.1.1 Based upon Applications for Payment submitted to the Owner by the Design-Builder, the Owner shall make progress payments on account of the Contract Sum to the Design-Builder as provided below and elsewhere in the Design-Build Documents.

§ A.1.5.1.2 The period covered by each Application for Payment shall be one calendar month ending on the last day of the month, or as follows:

« »

§ A.1.5.1.3 Provided that an Application for Payment is received not later than the « » day of the month, the Owner shall make payment of the certified amount to the Design-Builder not later than the « » day of the « » month. If an Application for Payment is received by the Owner after the application date fixed above, payment shall be made by the Owner not later than « » (« ») days after the Owner receives the Application for Payment.

(Federal, state or local laws may require payment within a certain period of time.)

§ A.1.5.1.4 With each Application for Payment where the Contract Sum is based upon the Cost of the Work, or the Cost of the Work with a Guaranteed Maximum Price, the Design-Builder shall submit payrolls, petty cash accounts, receipted invoices or invoices with check vouchers attached, and any other evidence required by the Owner to demonstrate that cash disbursements already made by the Design-Builder on account of the Cost of the Work equal or exceed (1) progress payments already received by the Design-Builder, less (2) that portion of those payments attributable to the Design-Builder's Fee; plus (3) payrolls for the period covered by the present Application for Payment.

§ A.1.5.1.5 With each Application for Payment where the Contract Sum is based upon a Stipulated Sum or Cost of the Work with a Guaranteed Maximum Price, the Design-Builder shall submit the most recent schedule of values in accordance with the Design-Build Documents. The schedule of values shall allocate the entire Contract Sum among the various portions of the Work. Compensation for design services, if any, shall be shown separately. Where the Contract Sum is based on the Cost of the Work with a Guaranteed Maximum Price, the Design-Builder's Fee shall be shown separately. The schedule of values shall be prepared in such form and supported by such data to substantiate its accuracy as the Owner may require. This schedule of values, unless objected to by the Owner, shall be used as a basis for reviewing the Design-Builder's Applications for Payment.

§ A.1.5.1.6 In taking action on the Design-Builder's Applications for Payment, the Owner shall be entitled to rely on the accuracy and completeness of the information furnished by the Design-Builder and shall not be deemed to have made a detailed examination, audit or arithmetic verification of the documentation submitted in accordance with Sections A.1.5.1.4 or A.1.5.1.5, or other supporting data; to have made exhaustive or continuous on-site inspections; or

to have made examinations to ascertain how or for what purposes the Design-Builder has used amounts previously paid. Such examinations, audits and verifications, if required by the Owner, will be performed by the Owner's auditors acting in the sole interest of the Owner.

§ A.1.5.1.7 Except with the Owner's prior approval, the Design-Builder shall not make advance payments to suppliers for materials or equipment which have not been delivered and stored at the site.

§ A.1.5.2 Progress Payments—Stipulated Sum

§ A.1.5.2.1 Applications for Payment where the Contract Sum is based upon a Stipulated Sum shall indicate the percentage of completion of each portion of the Work as of the end of the period covered by the Application for Payment.

§ A.1.5.2.2 Subject to other provisions of the Design-Build Documents, the amount of each progress payment shall be computed as follows:

- .1 Take that portion of the Contract Sum properly allocable to completed Work as determined by multiplying the percentage completion of each portion of the Work by the share of the Contract Sum allocated to that portion of the Work in the schedule of values, less retainage of « » percent (« » %) on the Work. Pending final determination of cost to the Owner of Changes in the Work, amounts not in dispute shall be included as provided in Section 6.3.9 of the Agreement;
- .2 Add that portion of the Contract Sum properly allocable to materials and equipment delivered and suitably stored at the site for subsequent incorporation in the completed construction (or, if approved in advance by the Owner, suitably stored off the site at a location agreed upon in writing), less retainage of « » percent (« » %);
- .3 Subtract the aggregate of previous payments made by the Owner; and
- .4 Subtract amounts, if any, the Owner has withheld or nullified, as provided in Section 9.5 of the Agreement.

§ A.1.5.2.3 The progress payment amount determined in accordance with Section A.1.5.2.2 shall be further modified under the following circumstances:

- .1 Add, upon Substantial Completion of the Work, a sum sufficient to increase the total payments to the full amount of the Contract Sum, less such amounts as the Owner shall determine for incomplete Work, retainage applicable to such work and unsettled claims; and
(Section 9.8.6 of the Agreement discusses release of applicable retainage upon Substantial Completion of Work.)
- .2 Add, if final completion of the Work is thereafter materially delayed through no fault of the Design-Builder, any additional amounts payable in accordance with Section 9.10.3 of the Agreement.

§ A.1.5.2.4 Reduction or limitation of retainage, if any, shall be as follows:

(If it is intended, prior to Substantial Completion of the entire Work, to reduce or limit the retainage resulting from the percentages inserted in Sections A.1.5.2.2.1 and A.1.5.2.2.2 above, and this is not explained elsewhere in the Design-Build Documents, insert provisions here for such reduction or limitation.)

« »

§ A.1.5.3 Progress Payments—Cost of the Work Plus a Fee

§ A.1.5.3.1 Where the Contract Sum is based upon the Cost of the Work plus a fee without a Guaranteed Maximum Price, Applications for Payment shall show the Cost of the Work actually incurred by the Design-Builder through the end of the period covered by the Application for Payment and for which Design-Builder has made or intends to make actual payment prior to the next Application for Payment.

§ A.1.5.3.2 Subject to other provisions of the Design-Build Documents, the amount of each progress payment shall be computed as follows:

- .1 Take the Cost of the Work as described in Article A.5 of this Amendment;
- .2 Add the Design-Builder's Fee, less retainage of « » percent (« » %). The Design-Builder's Fee shall be computed upon the Cost of the Work described in the preceding Section A.1.5.3.2.1 at the rate stated in Section A.1.3.2; or if the Design-Builder's Fee is stated as a fixed sum in that Section, an amount which bears the same ratio to that fixed-sum Fee as the Cost of the Work in that Section bears to a reasonable estimate of the probable Cost of the Work upon its completion;

- .3 Subtract retainage of « » percent (« » %) from that portion of the Work that the Design-Builder self-performs;
- .4 Subtract the aggregate of previous payments made by the Owner;
- .5 Subtract the shortfall, if any, indicated by the Design-Builder in the documentation required by Section A.1.5.1.4 or resulting from errors subsequently discovered by the Owner's auditors in such documentation; and
- .6 Subtract amounts, if any, for which the Owner has withheld or withdrawn a Certificate of Payment as provided in the Section 9.5 of the Agreement.

§ A.1.5.3.3 The Owner and Design-Builder shall agree upon (1) a mutually acceptable procedure for review and approval of payments to the Architect, Consultants, and Contractors and (2) the percentage of retainage held on agreements with the Architect, Consultants, and Contractors, and the Design-Builder shall execute agreements in accordance with those terms.

§ A.1.5.4 Progress Payments—Cost of the Work Plus a Fee with a Guaranteed Maximum Price

§ A.1.5.4.1 Applications for Payment where the Contract Sum is based upon the Cost of the Work Plus a Fee with a Guaranteed Maximum Price shall show the percentage of completion of each portion of the Work as of the end of the period covered by the Application for Payment. The percentage of completion shall be the lesser of (1) the percentage of that portion of the Work which has actually been completed; or (2) the percentage obtained by dividing (a) the expense that has actually been incurred by the Design-Builder on account of that portion of the Work for which the Design-Builder has made or intends to make actual payment prior to the next Application for Payment by (b) the share of the Guaranteed Maximum Price allocated to that portion of the Work in the schedule of values.

§ A.1.5.4.2 Subject to other provisions of the Design-Build Documents, the amount of each progress payment shall be computed as follows:

- .1 Take that portion of the Guaranteed Maximum Price properly allocable to completed Work as determined by multiplying the percentage of completion of each portion of the Work by the share of the Guaranteed Maximum Price allocated to that portion of the Work in the schedule of values. Pending final determination of cost to the Owner of changes in the Work, amounts not in dispute shall be included as provided in Section 6.3.9 of the Agreement.
- .2 Add that portion of the Guaranteed Maximum Price properly allocable to materials and equipment delivered and suitably stored at the site for subsequent incorporation in the Work, or if approved in advance by the Owner, suitably stored off the site at a location agreed upon in writing;
- .3 Add the Design-Builder's Fee, less retainage of « » percent (« » %). The Design-Builder's Fee shall be computed upon the Cost of the Work at the rate stated in Section A.1.4.2 or, if the Design-Builder's Fee is stated as a fixed sum in that Section, shall be an amount that bears the same ratio to that fixed-sum fee as the Cost of the Work bears to a reasonable estimate of the probable Cost of the Work upon its completion;
- .4 Subtract retainage of « » percent (« » %) from that portion of the Work that the Design-Builder self-performs;
- .5 Subtract the aggregate of previous payments made by the Owner;
- .6 Subtract the shortfall, if any, indicated by the Design-Builder in the documentation required by Section A.1.5.1.4 to substantiate prior Applications for Payment, or resulting from errors subsequently discovered by the Owner's auditors in such documentation; and
- .7 Subtract amounts, if any, for which the Owner has withheld or nullified a payment as provided in Section 9.5 of the Agreement.

§ A.1.5.4.3 The Owner and Design-Builder shall agree upon (1) a mutually acceptable procedure for review and approval of payments to the Architect, Consultants, and Contractors and (2) the percentage of retainage held on agreements with the Architect, Consultants, and Contractors; and the Design-Builder shall execute agreements in accordance with those terms.

§ A.1.5.5 Final Payment

§ A.1.5.5.1 Final payment, constituting the entire unpaid balance of the Contract Sum, shall be made by the Owner to the Design-Builder not later than 30 days after the Design-Builder has fully performed the Contract and the requirements of Section 9.10 of the Agreement have been satisfied, except for the Design-Builder's responsibility to correct non-conforming Work discovered after final payment or to satisfy other requirements, if any, which extend beyond final payment.

§ A.1.5.5.2 If the Contract Sum is based on the Cost of the Work, the Owner's auditors will review and report in writing on the Design-Builder's final accounting within 30 days after the Design-Builder delivers the final accounting to the Owner. Based upon the Cost of the Work the Owner's auditors report to be substantiated by the Design-Builder's final accounting, and provided the other conditions of Section 9.10 of the Agreement have been met, the Owner will, within seven days after receipt of the written report of the Owner's auditors, either issue a final Certificate for Payment, or notify the Design-Builder in writing of the reasons for withholding a certificate as provided in Section 9.5.1 of the Agreement.

ARTICLE A.2 CONTRACT TIME

§ A.2.1 Contract Time, as defined in the Agreement at Section 1.4.13, is the period of time, including authorized adjustments, for Substantial Completion of the Work.

§ A.2.2 The Design-Builder shall achieve Substantial Completion of the Work not later than « » (« ») days from the date of this Amendment, or as follows:

(Insert number of calendar days. Alternatively, a calendar date may be used when coordinated with the date of commencement. If appropriate, insert requirements for earlier Substantial Completion of certain portions of the Work.)

« »

Portion of Work	Substantial Completion Date

, subject to adjustments of the Contract Time as provided in the Design-Build Documents.

(Insert provisions, if any, for liquidated damages relating to failure to achieve Substantial Completion on time or for bonus payments for early completion of the Work.)

« »

ARTICLE A.3 INFORMATION UPON WHICH AMENDMENT IS BASED

§ A.3.1 The Contract Sum and Contract Time set forth in this Amendment are based on the following:

§ A.3.1.1 The Supplementary and other Conditions of the Contract:

Document	Title	Date	Pages

§ A.3.1.2 The Specifications:

(Either list the specifications here or refer to an exhibit attached to this Amendment.)

« »

Section	Title	Date	Pages

§ A.3.1.3 The Drawings:

(Either list the drawings here or refer to an exhibit attached to this Amendment.)

« »

Number	Title	Date

§ A.3.1.4 The Sustainability Plan, if any:

(If the Owner identified a Sustainable Objective in the Owner's Criteria, identify the document or documents that comprise the Sustainability Plan by title, date and number of pages, and include other identifying information. The Sustainability Plan identifies and describes the Sustainable Objective; the targeted Sustainable Measures;

implementation strategies selected to achieve the Sustainable Measures; the Owner's and Design-Builder's roles and responsibilities associated with achieving the Sustainable Measures; the specific details about design reviews, testing or metrics to verify achievement of each Sustainable Measure; and the Sustainability Documentation required for the Project, as those terms are defined in Exhibit C to the Agreement.)

Title	Date	Pages
-------	------	-------

Other identifying information:

<< >>

§ A.3.1.5 Allowances and Contingencies:

(Identify any agreed upon allowances and contingencies, including a statement of their basis.)

.1 Allowances

<< >>

.2 Contingencies

<< >>

§ A.3.1.6 Design-Builder's assumptions and clarifications:

<< >>

§ A.3.1.7 Deviations from the Owner's Criteria as adjusted by a Modification:

<< >>

§ A.3.1.8 To the extent the Design-Builder shall be required to submit any additional Submittals to the Owner for review, indicate any such submissions below:

<< >>

ARTICLE A.4 DESIGN-BUILDER'S PERSONNEL, CONTRACTORS AND SUPPLIERS

§ A.4.1 The Design-Builder's key personnel are identified below:

(Identify name, title and contact information.)

.1 Superintendent

<< >>

.2 Project Manager

<< >>

.3 Others

<< >>

§ A.4.2 The Design-Builder shall retain the following Consultants, Contractors and suppliers, identified below:
(List name, discipline, address and other information.)

<< >>

ARTICLE A.5 COST OF THE WORK

§ A.5.1 Cost To Be Reimbursed as Part of the Contract

§ A.5.1.1 Labor Costs

§ A.5.1.1.1 Wages of construction workers directly employed by the Design-Builder to perform the construction of the Work at the site or, with the Owner's prior approval, at off-site workshops.

§ A.5.1.1.2 With the Owner's prior approval, wages or salaries of the Design-Builder's supervisory and administrative personnel when stationed at the site.

(If it is intended that the wages or salaries of certain personnel stationed at the Design-Builder's principal or other offices shall be included in the Cost of the Work, identify below the personnel to be included, whether for all or only part of their time, and the rates at which their time will be charged to the Work.)

Person Included	Status (full-time/part-time)	Rate (\$0.00)	Rate (unit of time)

§ A.5.1.1.3 Wages and salaries of the Design-Builder's supervisory or administrative personnel engaged at factories, workshops or on the road, in expediting the production or transportation of materials or equipment required for the Work, but only for that portion of their time required for the Work.

§ A.5.1.1.4 Costs paid or incurred by the Design-Builder for taxes, insurance, contributions, assessments and benefits required by law or collective bargaining agreements and, for personnel not covered by such agreements, customary benefits such as sick leave, medical and health benefits, holidays, vacations and pensions, provided such costs are based on wages and salaries included in the Cost of the Work under Section A.5.1.1.

§ A.5.1.1.5 Bonuses, profit sharing, incentive compensation and any other discretionary payments paid to anyone hired by the Design-Builder or paid to the Architect or any Consultant, Contractor or supplier, with the Owner's prior approval.

§ A.5.1.2 **Contract Costs.** Payments made by the Design-Builder to the Architect, Consultants, Contractors and suppliers in accordance with the requirements of their subcontracts.

§ A.5.1.3 Costs of Materials and Equipment Incorporated in the Completed Construction

§ A.5.1.3.1 Costs, including transportation and storage, of materials and equipment incorporated or to be incorporated in the completed construction.

§ A.5.1.3.2 Costs of materials described in the preceding Section A.5.1.3.1 in excess of those actually installed to allow for reasonable waste and spoilage. Unused excess materials, if any, shall become the Owner's property at the completion of the Work or, at the Owner's option, shall be sold by the Design-Builder. Any amounts realized from such sales shall be credited to the Owner as a deduction from the Cost of the Work.

§ A.5.1.4 Costs of Other Materials and Equipment, Temporary Facilities and Related Items

§ A.5.1.4.1 Costs of transportation, storage, installation, maintenance, dismantling and removal of materials, supplies, temporary facilities, machinery, equipment and hand tools not customarily owned by construction workers that are provided by the Design-Builder at the site and fully consumed in the performance of the Work. Costs of materials, supplies, temporary facilities, machinery, equipment and tools that are not fully consumed shall be based on the cost or value of the item at the time it is first used on the Project site less the value of the item when it is no longer used at the Project site. Costs for items not fully consumed by the Design-Builder shall mean fair market value.

§ A.5.1.4.2 Rental charges for temporary facilities, machinery, equipment and hand tools not customarily owned by construction workers that are provided by the Design-Builder at the site and costs of transportation, installation, minor repairs, dismantling and removal. The total rental cost of any Design-Builder-owned item may not exceed the purchase price of any comparable item. Rates of Design-Builder-owned equipment and quantities of equipment shall be subject to the Owner's prior approval.

§ A.5.1.4.3 Costs of removal of debris from the site of the Work and its proper and legal disposal.

§ **A.5.1.4.4** Costs of document reproductions, electronic communications, postage and parcel delivery charges, dedicated data and communications services, teleconferences, Project websites, extranets and reasonable petty cash expenses of the site office.

§ **A.5.1.4.5** Costs of materials and equipment suitably stored off the site at a mutually acceptable location, with the Owner's prior approval.

§ **A.5.1.5 Miscellaneous Costs**

§ **A.5.1.5.1** Premiums for that portion of insurance and bonds required by the Design-Build Documents that can be directly attributed to the Contract. With the Owner's prior approval self-insurance for either full or partial amounts of the coverages required by the Design-Build Documents.

§ **A.5.1.5.2** Sales, use or similar taxes imposed by a governmental authority that are related to the Work and for which the Design-Builder is liable.

§ **A.5.1.5.3** Fees and assessments for the building permit and for other permits, licenses and inspections for which the Design-Builder is required by the Design-Build Documents to pay.

§ **A.5.1.5.4** Fees of laboratories for tests required by the Design-Build Documents, except those related to defective or nonconforming Work for which reimbursement is excluded by Section 15.5.3 of the Agreement or by other provisions of the Design-Build Documents, and which do not fall within the scope of Section A.5.1.6.3.

§ **A.5.1.5.5** Royalties and license fees paid for the use of a particular design, process or product required by the Design-Build Documents; the cost of defending suits or claims for infringement of patent rights arising from such requirement of the Design-Build Documents; and payments made in accordance with legal judgments against the Design-Builder resulting from such suits or claims and payments of settlements made with the Owner's consent. However, such costs of legal defenses, judgments and settlements shall not be included in the calculation of the Design-Builder's Fee or subject to the Guaranteed Maximum Price. If such royalties, fees and costs are excluded by the second to last sentence of Section 3.1.13.2 of the Agreement or other provisions of the Design-Build Documents, then they shall not be included in the Cost of the Work.

§ **A.5.1.5.6** With the Owner's prior approval, costs for electronic equipment and software directly related to the Work.

§ **A.5.1.5.7** Deposits lost for causes other than the Design-Builder's negligence or failure to fulfill a specific responsibility in the Design-Build Documents.

§ **A.5.1.5.8** With the Owner's prior approval, which shall not be unreasonably withheld, legal, mediation and arbitration costs, including attorneys' fees, other than those arising from disputes between the Owner and Design-Builder, reasonably incurred by the Design-Builder after the execution of the Agreement and in the performance of the Work.

§ **A.5.1.5.9** With the Owner's prior approval, expenses incurred in accordance with the Design-Builder's standard written personnel policy for relocation, and temporary living allowances of, the Design-Builder's personnel required for the Work.

§ **A.5.1.5.10** That portion of the reasonable expenses of the Design-Builder's supervisory or administrative personnel incurred while traveling in discharge of duties connected with the Work.

§ **A.5.1.6 Other Costs and Emergencies**

§ **A.5.1.6.1** Other costs incurred in the performance of the Work if, and to the extent, approved in advance in writing by the Owner.

§ **A.5.1.6.2** Costs incurred in taking action to prevent threatened damage, injury or loss in case of an emergency affecting the safety of persons and property.

§ **A.5.1.6.3** Costs of repairing or correcting damaged or nonconforming Work executed by the Design-Builder, Contractors or suppliers, provided that such damaged or nonconforming Work was not caused by negligence or

failure to fulfill a specific responsibility of the Design-Builder and only to the extent that the cost of repair or correction is not recovered by the Design-Builder from insurance, sureties, Contractors, suppliers, or others.

§ A.5.1.7 Related Party Transactions

§ A.5.1.7.1 For purposes of Section A.5.1.7, the term “related party” shall mean a parent, subsidiary, affiliate or other entity having common ownership or management with the Design-Builder; any entity in which any stockholder in, or management employee of, the Design-Builder owns any interest in excess of ten percent in the aggregate; or any person or entity which has the right to control the business or affairs of the Design-Builder. The term “related party” includes any member of the immediate family of any person identified above.

§ A.5.1.7.2 If any of the costs to be reimbursed arise from a transaction between the Design-Builder and a related party, the Design-Builder shall notify the Owner of the specific nature of the contemplated transaction, including the identity of the related party and the anticipated cost to be incurred, before any such transaction is consummated or cost incurred. If the Owner, after such notification, authorizes the proposed transaction, then the cost incurred shall be included as a cost to be reimbursed, and the Design-Builder shall procure the Work, equipment, goods or service from the related party, as a Contractor, according to the terms of Section A.5.4. If the Owner fails to authorize the transaction, the Design-Builder shall procure the Work, equipment, goods or service from some person or entity other than a related party according to the terms of Section A.5.4.

§ A.5.2 Costs Not to Be Reimbursed as Part of this Contract

The Cost of the Work shall not include the items listed below:

- .1 Salaries and other compensation of the Design-Builder's personnel stationed at the Design-Builder's principal office or offices other than the site office, except as specifically provided in Section A.5.1.1;
- .2 Expenses of the Design-Builder's principal office and offices other than the site office;
- .3 Overhead and general expenses, except as may be expressly included in Section A.5.1;
- .4 The Design-Builder's capital expenses, including interest on the Design-Builder's capital employed for the Work;
- .5 Except as provided in Section A.5.1.6.3 of this Agreement, costs due to the negligence or failure of the Design-Builder, Contractors and suppliers or anyone directly or indirectly employed by any of them or for whose acts any of them may be liable to fulfill a specific responsibility of the Contract;
- .6 Any cost not specifically and expressly described in Section A.5.1; and
- .7 Costs, other than costs included in Change Orders approved by the Owner, that would cause the Guaranteed Maximum Price to be exceeded.

§ A.5.3 Discounts, Rebates, and Refunds

§ A.5.3.1 Cash discounts obtained on payments made by the Design-Builder shall accrue to the Owner if (1) before making the payment, the Design-Builder included them in an Application for Payment and received payment from the Owner, or (2) the Owner has deposited funds with the Design-Builder with which to make payments; otherwise, cash discounts shall accrue to the Design-Builder. Trade discounts, rebates, refunds and amounts received from sales of surplus materials and equipment shall accrue to the Owner, and the Design-Builder shall make provisions so that they can be obtained.

§ A.5.3.2 Amounts that accrue to the Owner in accordance with Section A.5.3.1 shall be credited to the Owner as a deduction from the Cost of the Work.

§ A.5.4 Other Agreements

§ A.5.4.1 When the Design-Builder has provided a Guaranteed Maximum Price, and a specific bidder (1) is recommended to the Owner by the Design-Builder; (2) is qualified to perform that portion of the Work; and (3) has submitted a bid that conforms to the requirements of the Design-Build Documents without reservations or exceptions, but the Owner requires that another bid be accepted, then the Design-Builder may require that a Change Order be issued to adjust the Guaranteed Maximum Price by the difference between the bid of the person or entity recommended to the Owner by the Design-Builder and the amount of the subcontract or other agreement actually signed with the person or entity designated by the Owner.

§ A.5.4.2 Agreements between the Design-Builder and Contractors shall conform to the applicable payment provisions of the Design-Build Documents, and shall not be awarded on the basis of cost plus a fee without the prior consent of the Owner. If an agreement between the Design Builder and a Contractor is awarded on a cost plus a fee basis, the Design-Builder shall provide in the agreement for the Owner to receive the same audit rights with regard

to the Cost of the Work performed by the Contractor as the Owner receives with regard to the Design-Builder in Section A.5.5, below.

§ A.5.4.3 The agreements between the Design-Builder and Architect and other Consultants identified in the Agreement shall be in writing. These agreements shall be promptly provided to the Owner upon the Owner's written request.

§ A.5.5 Accounting Records

The Design-Builder shall keep full and detailed records and accounts related to the cost of the Work and exercise such controls as may be necessary for proper financial management under the Contract and to substantiate all costs incurred. The accounting and control systems shall be satisfactory to the Owner. The Owner and the Owner's auditors shall, during regular business hours and upon reasonable notice, be afforded access to, and shall be permitted to audit and copy, the Design-Builder's records and accounts, including complete documentation supporting accounting entries, books, correspondence, instructions, drawings, receipts, subcontracts, Contractor's proposals, purchase orders, vouchers, memoranda and other data relating to the Contract. The Design-Builder shall preserve these records for a period of three years after final payment, or for such longer period as may be required by law.

§ A.5.6 Relationship of the Parties

The Design-Builder accepts the relationship of trust and confidence established by this Agreement and covenants with the Owner to exercise the Design-Builder's skill and judgment in furthering the interests of the Owner; to furnish efficient construction administration, management services and supervision; to furnish at all times an adequate supply of workers and materials; and to perform the Work in an expeditious and economical manner consistent with the Owner's interests.

This Amendment to the Agreement entered into as of the day and year first written above.

OWNER *(Signature)*

« »« »

(Printed name and title)

DESIGN-BUILDER *(Signature)*

« »« »

(Printed name and title)

DRAFT AIA® Document A141® – 2014

Exhibit B

Insurance and Bonds

for the following PROJECT:

(Name and location or address)

« »
« »

THE OWNER:

(Name, legal status and address)

« »« »
« »

THE DESIGN-BUILDER:

(Name, legal status and address)

« »« »
« »

THE AGREEMENT

This Insurance Exhibit is part of the accompanying agreement for the Project, between the Owner and the Design-Builder (hereinafter, the Agreement), dated the « » day of « » in the year « ».

(In words, indicate day, month and year.)

TABLE OF ARTICLES

- B.1 GENERAL
- B.2 DESIGN BUILDER'S INSURANCE AND BONDS
- B.3 OWNER'S INSURANCE
- B.4 SPECIAL TERMS AND CONDITIONS

ARTICLE B.1 GENERAL

The Owner and Design-Builder shall purchase and maintain insurance and provide bonds as set forth in this Exhibit B. Where a provision in this Exhibit conflicts with a provision in the Agreement into which this Exhibit is incorporated, the provision in this Exhibit will prevail.

ARTICLE B.2 DESIGN BUILDER'S INSURANCE AND BONDS

§ B.2.1 The Design-Builder shall purchase and maintain the following types and limits of insurance from a company or companies lawfully authorized to do business in the jurisdiction where the Project is located. The Design-Builder shall maintain the required insurance until the expiration of the period for correction of Work as set forth in Section 11.2.2.1 of the Agreement, unless a different duration is stated below:

(If the Design-Builder is required to maintain insurance for a duration other than the expiration of the period for correction of Work, state the duration.)

ADDITIONS AND DELETIONS:

The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An Additions and Deletions Report that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.



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§ B.2.1.1 Commercial General Liability with policy limits of not less than «Two Million Dollars and Zero Cents» (\$ «2,000,000.00») for each occurrence in the aggregate providing coverage for claims including

- .1 damages because of bodily injury, sickness or disease, including occupational sickness or disease, and death of any person;
- .2 personal injury;
- .3 damages because of injury to or destruction of tangible property;
- .4 bodily injury or property damage arising out of completed operations; and
- .5 contractual liability applicable to the Design-Builder's obligations under Section 3.1.14 of the Agreement.

§ B.2.1.2 Automobile Liability covering vehicles owned by the Design-Builder and non-owned vehicles used by the Design-Builder with policy limits of not less than «Two Million Dollars and Zero Cents» (\$ «2,000,000.00 ») per claim in the aggregate for bodily injury, death of any person, and property damage arising out of the ownership, maintenance and use of those motor vehicles specified in this Section B.2.1.2, along with any other statutorily required automobile coverage.

§ B.2.1.3 The Design-Builder may achieve the required limits and coverage for Commercial General Liability and Automobile Liability through a combination of primary and excess liability insurance, provided such primary and excess insurance policies result in the same or greater coverage as those required under Sections B.2.1.1 and B.2.1.2.

§ B.2.1.4 Workers' Compensation at statutory limits.

§ B.2.1.5 Employers' Liability with policy limits as provided below:

§ B.2.1.6 Professional Liability covering negligent acts, errors and omissions in the performance of professional services, with policy limits of not less than «Two Million Dollars and Zero Cents» (\$ «2,000,000.00») per claim in the aggregate.

§ B.2.1.7 Not used

§ B.2.1.7.1 No used

§ B.2.1.8 The Design-Builder shall provide written notification to the Owner of the cancellation or expiration of any insurance required by this Article B.2. The Design-Builder shall provide such written notice within five (5) business days of the date the Design-Builder is first aware of the cancellation or expiration, or is first aware that the cancellation or expiration is threatened or otherwise may occur, whichever comes first.

§ B.2.1.9 **Additional Insured Obligations.** The Owner and its consultants and contractors shall be additional insureds on the Design-Builder's primary and excess insurance policies for Commercial General Liability, Automobile Liability and Pollution Liability. The additional insured coverage shall be primary and non-contributory to any of the Owner's insurance policies. The additional insured coverage shall apply to both ongoing operations and completed operations. The policy limits applicable to the additional insureds shall be the same amount applicable to the named insured or, if the policy provides otherwise, policy limits not less than the amounts required under this Agreement.

§ B.2.1.10 **Certificates of Insurance.** The Design-Builder shall provide certificates of insurance acceptable to the Owner evidencing compliance with the requirements in this Article B.2: (1) prior to commencement of the Work; (2) upon renewal or replacement of each required policy of insurance; and (3) upon Owner's written request. An additional certificate evidencing continuation of liability coverage, including coverage for completed operations, shall be submitted with the final Application for Payment as required by Section 9.10.2 of the Agreement and thereafter upon renewal or replacement of such coverage until the expiration of the time required by Section B.2.1. The certificates will show the Owner and its consultants and contractors as additional insureds on the Design-Builder's primary and excess insurance policies for Commercial General Liability, Automobile Liability, and

Pollution Liability. Information concerning reduction of coverage on account of revised limits, claims paid under the General Aggregate or both, shall be furnished by the Design-Builder with reasonable promptness.

§ B.2.2 Performance Bond and Payment Bond

The Design-Builder shall provide surety bonds as follows:
(Specify type and penal sum of bonds.)

Type	Penal Sum (\$0.00)
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§ B.2.2.1 Upon the request of any person or entity appearing to be a potential beneficiary of bonds covering payment of obligations arising under the Agreement, the Design-Builder shall promptly furnish a copy of the bonds or shall permit a copy to be made.

ARTICLE B.3 OWNER'S INSURANCE

§ B.3.1 Owner's Liability Insurance

The Owner shall be responsible for purchasing and maintaining the Owner's usual liability insurance.

§ B.3.2 Property Insurance

§ B.3.2.1 Unless otherwise provided, at the time of execution of the Design-Build Amendment, the Owner shall purchase and maintain, in a company or companies lawfully authorized to do business in the jurisdiction where the Project is located, property insurance written on a builder's risk "all-risk" or equivalent policy form in the amount of the initial Contract Sum, plus the value of subsequent Modifications and cost of materials supplied or installed by others, comprising the total value for the entire Project at the site on a replacement cost basis without optional deductibles. If any construction that is part of the Work shall commence prior to execution of the Design-Build Amendment, the Owner shall, prior to commencement of construction, purchase and maintain property insurance as described above in an amount sufficient to cover the total value of the Work at the site on a replacement cost basis without optional deductibles. The insurance required under this section shall include interests of the Owner, Design-Builder, Architect, Consultants, Contractors, and Subcontractors in the Project. The property insurance shall be maintained, unless otherwise provided in the Design-Build Documents or otherwise agreed in writing by all persons and entities who are beneficiaries of the insurance, until the Owner has issued a Certificate of Substantial Completion in accordance with Section 9.8 of the Agreement. Unless the parties agree otherwise, upon issuance of a Certificate of Substantial Completion, the Owner shall replace the insurance policy required under this Section B.3.2 with another property insurance policy written for the total value of the Project that shall remain in effect until expiration of the period for correction of the Work set forth in Section 11.2.2 of the Agreement.

§ B.3.2.1.1 The insurance required under Section B.3.2.1 shall include, without limitation, insurance against the perils of fire (with extended coverage) and physical loss or damage including, without duplication of coverage, theft, vandalism, malicious mischief, collapse, earthquake, flood, windstorm, falsework, testing and startup, temporary buildings and debris removal, including demolition occasioned by enforcement of any applicable legal requirements, and shall cover reasonable compensation for the Design-Builder's services and expenses required as a result of such insured loss.

§ B.3.2.1.2 If the insurance required under Section B.3.2.1 requires deductibles, the Owner shall pay costs not covered because of such deductibles.

§ B.3.2.1.3 The insurance required under Section B.3.2.1 shall cover portions of the Work stored off the site, and also portions of the Work in transit.

§ B.3.2.1.4 Partial occupancy or use in accordance with Section 9.9 of the Agreement shall not commence until the insurance company or companies providing the insurance required under Section B.3.2.1 have consented to such partial occupancy or use by endorsement or otherwise. The Owner and the Design-Builder shall take reasonable steps to obtain consent of the insurance company or companies and shall, without mutual written consent, take no action with respect to partial occupancy or use that would cause cancellation, lapse or reduction of insurance.

§ B.3.2.2 Boiler and Machinery Insurance. The Owner shall purchase and maintain boiler and machinery insurance, which shall specifically cover commissioning, testing, or breakdown of equipment required by the Work, if not covered by the insurance required in Section B.3.2.1. This insurance shall include the interests of the Owner,

Design-Builder, Architect, Consultants, Contractor and Subcontractors in the Work, and the Owner and Design-Builder shall be named insureds.

§ B.3.2.3 If the Owner does not intend to purchase the insurance required under Sections B.3.2.1 and B.3.2.2 with all of the coverages in the amounts described above, the Owner shall inform the Design-Builder in writing prior to any construction that is part of the Work. The Design-Builder may then obtain insurance that will protect the interests of the Owner, Design-Builder, Architect, Consultants, Contractors, and Subcontractors in the Work. The cost of the insurance shall be charged to the Owner by an appropriate Change Order. If the Owner does not provide written notice, and the Design-Builder is damaged by the failure or neglect of the Owner to purchase or maintain insurance as described above, the Owner shall bear all reasonable costs and damages attributable thereto.

§ B.3.2.4 Loss of Use Insurance. At the Owner's option, the Owner may purchase and maintain insurance to insure the Owner against loss of use of the Owner's property due to fire or other hazards, however caused. The Owner waives all rights of action against the Design-Builder for loss of use of the Owner's property, including consequential losses due to fire or other hazards covered under the property insurance required under this Exhibit B to the Agreement.

§ B.3.2.5 If during the Project construction period the Owner insures properties, real or personal or both, at or adjacent to the site by property insurance under policies separate from those insuring the Project, or if after final payment property insurance is to be provided on the completed Project through a policy or policies other than those insuring the Project during the construction period, the Owner shall waive all rights in accordance with the terms of Section B.3.2.7 for damages caused by fire or other causes of loss covered by this separate property insurance. All separate policies shall provide this waiver of subrogation by endorsement or otherwise.

§ B.3.2.6 Before an exposure to loss may occur, the Owner shall file with the Design-Builder a copy of each policy that includes insurance coverages required by this Section B.3.2. Each policy shall contain all generally applicable conditions, definitions, exclusions and endorsements related to this Project. The Owner shall provide written notification to the Design-Builder of the cancellation or expiration of any insurance required by this Article B.3. The Owner shall provide such written notice within five (5) business days of the date the Owner is first aware of the cancellation or expiration, or is first aware that the cancellation or expiration is threatened or otherwise may occur, whichever comes first.

§ B.3.2.7 Waivers of Subrogation. The Owner and Design-Builder waive all rights against (1) each other and any of their consultants, subconsultants, contractors and subcontractors, agents and employees, each of the other, and (2) any separate contractors described in Section 5.13 of the Agreement, if any, and any of their subcontractors, sub-subcontractors, agents and employees, for damages caused by fire or other causes of loss to the extent covered by property insurance obtained pursuant to Section B.3.2 or other property insurance applicable to the Work and completed construction, except such rights as they have to proceeds of such insurance held by the Owner as fiduciary. The Owner or Design-Builder, as appropriate, shall require of the separate contractors described in Section 5.13 of the Agreement, if any, and the subcontractors, sub-subcontractors, agents and employees of any of them, by appropriate agreements, written where legally required for validity, similar waivers each in favor of the other parties enumerated herein. The policies shall provide such waivers of subrogation by endorsement or otherwise. A waiver of subrogation shall be effective as to a person or entity even though that person or entity would otherwise have a duty of indemnification, contractual or otherwise, did not pay the insurance premium directly or indirectly, and whether or not the person or entity had an insurable interest in the property damaged.

§ B.3.2.8 A loss insured under the Owner's property insurance shall be adjusted by the Owner as fiduciary and made payable to the Owner as fiduciary for the insureds, as their interests may appear, subject to requirements of any applicable mortgagee clause and of Section B.3.2.10. The Design-Builder shall pay the Architect, Consultants and Contractors their just shares of insurance proceeds received by the Design-Builder, and by appropriate agreements, written where legally required for validity, the Design-Builder shall require the Architect, Consultants and Contractors to make payments to their consultants and subcontractors in similar manner.

§ B.3.2.9 If required in writing by a party in interest, the Owner as fiduciary shall, upon occurrence of an insured loss, give bond for proper performance of the Owner's duties. The cost of required bonds shall be charged against proceeds received as fiduciary. The Owner shall deposit in a separate account proceeds so received, which the Owner shall distribute in accordance with such agreement as the parties in interest may reach, or as determined in accordance with the method of binding dispute resolution selected in the Agreement between the Owner and

Design-Builder. If after such loss no other special agreement is made and unless the Owner terminates the Contract for convenience, replacement of damaged property shall be performed by the Design-Builder after notification of a Change in the Work in accordance with Article 6 of the Agreement.

§ B.3.2.10 The Owner as fiduciary shall have power to adjust and settle a loss with insurers unless one of the parties in interest shall object in writing within five days after occurrence of a loss to the Owner's exercise of this power. If an objection is made, the dispute shall be resolved in the manner selected by the Owner and Design-Builder as the method of binding dispute resolution in the Agreement. If the Owner and Design-Builder have selected arbitration as the method of binding dispute resolution, the Owner as fiduciary shall make settlement with insurers or, in the case of a dispute over distribution of insurance proceeds, in accordance with the directions of the arbitrators.

ARTICLE B.4 SPECIAL TERMS AND CONDITIONS

Special terms and conditions that modify this Insurance and Bonds Exhibit, if any, are as follows:

« B.4.1 Public Works Bond

The Design Builder and all subcontractors shall file with the Construction Contractors Board a public works bond with a corporate surety authorized to do business in this state in the amount of \$30,000 as required by ORS 279C.836 and shall cause all subcontractors to do the same prior to starting work on the project. [ORS279C.830(2)].

The bond must provided that the Design-Builder or subcontractor will pay claims ordered by the Bureau of Labor and Industries to workers performing labor upon public works projects.

The bond must be a continuing obligation, and the surety's liability for the aggregate of claims that may be payable from the bond may not exceed the penal sum of the bond. The bond must remain in effect until depleted by claims paid under this section, unless the surety sooner cancels the bond.

The Design-Builder shall verify that subcontractors have complied with this requirement prior to permitting the subcontractor to start work on the project.

B.4.2 Owner's Standard Forms for Performance and Payment Bonds

The Design-Builder shall have its surety (or sureties) provide Performance and Payment Bonds on the Owner's standard forms, provided in Attachment 1 to this Exhibit B.»

ATTACHMENT 1 TO EXHIBIT B:
CITY OF ASHLAND STANDARD FORMS
PERFORMANCE BOND
&
PAYMENT BOND

**CITY OF ASHLAND
PERFORMANCE BOND**

Bond No. _____

Project No. _____

Project Name: _____

_____ (Surety No. 1) Bond Amount: \$ _____

_____ (Surety No. 2)* Bond Amount: \$ _____

**if using multiple sureties* Total Penal Sum of Bond: \$ _____

The undersigned _____, as Principal, further referred to in this bond as Contractor, and above identified Surety(ies), further referred to in this bond as Surety(ies), are jointly and severally bound unto City of Ashland, as obligee, further referred to in this bond as City, in the sum of (Total Penal Sum of Bond) _____ Dollars (\$ _____).

Contractor and City have entered into a written contract dated _____, the plans, specifications, terms and conditions of which are contained in the above-referenced Solicitation. This contract is further referred to in this bond as the Contract and is incorporated into this bond by this reference.

The conditions of this bond are:

1. If Contractor faithfully performs the Contract in accordance with the plans, specifications and conditions of the contract within the time prescribed by the Contract, as required by ORS 279C. 380 through 279C.385, then this obligation is null and void; otherwise it shall remain in full force and effect.
2. If Contractor is declared by City to be in default under the Contract, the Surety shall promptly remedy the default, perform all of Contractor's obligations under the contract in accordance with its terms and conditions and pay to City all damages that are due under the Contract.
3. This bond is subject to claims under ORS 279C.380 through 279C.390.
4. This obligation jointly and severally binds Contractor and Surety and their respective heirs, executors, administrators, successors.
5. Surety waives notice of modification of the Contract or extension of the Contract time.

6. Nonpayment of the bond premium shall not invalidate this bond.
7. The name, address, and telephone number of the agent authorized to receive notices concerning this bond are as follows.

Signed this _____ day of _____, 20_____.

PRINCIPAL:

Corporate name of the Principal

Signature of the Principal's representative

Printed name of the Principal's representative

SURETY

[add signatures for each surety if using multiple bonds]

Corporate name of the Surety

Signature of the Surety's attorney-in-fact

Printed name of the Surety's attorney-in-fact

Street address of the Surety's attorney-in-fact

City, state, zip code of Surety's attorney-in-fact

Telephone of the Surety's attorney-in-fact

Email of the Surety's attorney-in-fact

The Surety's Corporate Seal
(attach the power-of-attorney)

**CITY OF ASHLAND
PAYMENT BOND**

Bond No. _____

Project No. _____

Project Name: _____

_____ (Surety No. 1) Bond Amount: \$ _____

_____ (Surety No. 2)* Bond Amount: \$ _____

**if using multiple sureties* Total Penal Sum of Bond: \$ _____

The undersigned _____, as Principal, further referred to in this bond as Contractor, and above identified Surety(ies), further referred to in this bond as Surety(ies), are jointly and severally bound unto City of Ashland, as obligee, further referred to in this bond as City, in the sum of (Total Penal Sum of Bond) _____ Dollars (\$ _____).

Contractor and City have entered into a written contract dated _____, the plans, specifications, terms and conditions of which are contained in the above-referenced Solicitation. This contract is further referred to in this bond as the Contract and is incorporated into this bond by this reference.

The conditions of this bond are:

8. If Contractor faithfully performs the Contract in accordance with the plans, specifications and conditions of the contract within the time prescribed by the Contract, as required by ORS 279C. 380 through 279C.385, then this obligation is null and void; otherwise it shall remain in full force and effect.
9. If Contractor is declared by City to be in default under the Contract, the Surety shall promptly remedy the default, perform all of Contractor's obligations under the contract in accordance with its terms and conditions and pay to City all damages that are due under the Contract.
10. This bond is subject to claims under ORS 279C.380 through 279C.390.
11. This obligation jointly and severally binds Contractor and Surety and their respective heirs, executors, administrators, successors.
12. Surety waives notice of modification of the Contract or extension of the Contract time.

13. Nonpayment of the bond premium shall not invalidate this bond.

14. The name, address, and telephone number of the agent authorized to receive notices concerning this bond are as follows.

Signed this _____ day of _____, 20_____.

PRINCIPAL:

Corporate name of the Principal

Signature of the Principal's representative

Printed name of the Principal's representative

SURETY

[add signatures for each surety if using multiple bonds]

Corporate name of the Surety

Signature of the Surety's attorney-in-fact

Printed name of the Surety's attorney-in-fact

Street address of the Surety's attorney-in-fact

City, state, zip code of Surety's attorney-in-fact

Telephone of the Surety's attorney-in-fact

Email of the Surety's attorney-in-fact

The Surety's Corporate Seal
(attach the power-of-attorney)

APPENDIX 4. CURRENT WAGE REQUIREMENTS FOR PUBLIC IMPROVEMENT CONTRACTS

Appendix 4 Includes:

- City of Ashland Living Wage
- Davis Bacon and Related Acts Checklist

City of Ashland

LIVING WAGE

ALL employers described below must comply with City of Ashland laws regulating payment of a living wage.



\$18.92 per hour, effective June 30, 2024.

The Living Wage is adjusted annually every June 30 by the Consumer Price Index.

Employees must be paid a living wage:

- For all hours worked under a service contract between their employer and the City of Ashland if the contract exceeds \$26,429.65 or more.
- For all hours worked in a month, if the employee spends 50% or more of the employee's time in that month working on a project or

portion of the business of their employer, if the employer has ten or more employees, and has received financial assistance for the project or business from the City of Ashland over \$26,429.65;

- If their employer is the City of Ashland, including the Parks and Recreation Department.
- In calculating the living wage, employers may add the value

of health care, retirement, 401K, and IRS eligible cafeteria plans (including childcare) benefits to the employee's amount of wages.

- **Note:** For temporary and part-time employees, the Living Wage does not apply to the first 1040 hours worked in any calendar year. For more details, please see Ashland Municipal Code Section 3.12.020.

For additional information:

Call the Ashland City Manager's office at 541-488-6002 or write to the City Manager, City Hall, 20 East Main Street, Ashland, OR 97520, or visit the City's website at www.ashland.or.us.

Notice to Employers: This notice must be posted in areas where it can be seen by all employees.



Federal Labor Standards Compliance – Davis-Bacon and Related Acts (DBRA) Checklist
PUBLIC HOUSING, TRIBALLY DESIGNATED HOUSING ENTITY, TRIBAL HOUSING PROGRAM ADMINISTERING
NAHASDA, NHHL and COMMUNITY DEVELOPMENT PROGRAMS
Davis-Bacon and Related Acts applicable for contracts over \$2,000

Project Name/Number: _____ Contract Dollar Amount: _____

- ☐ Prepare bid/contract documents
- ☐ Obtain Davis-Bacon Wage Rate <https://beta.sam.gov/> - Date: _____
- ☐ Federal Labor Standard Provisions (check one that applies)
https://www.hud.gov/program_offices/administration/hudclips/forms
PIH-HUD-5370 EZ _____ (Contracts \$2,000 - \$100,000.00) HUD-5370 _____ (Contracts over \$100,000)
CPD-HUD-4010 _____ (Contracts over \$2,000)
- ☐ 10 days prior to bid opening check wage determinations for any modifications
 - ☐ If there is a modification notify all bidders of change or document reason for non-notification
Notification date: _____
 - ☐ Sign contract within 90 days of bid opening. If not, obtain new wage decision
Contract signature date: _____
 - ☐ For additional wage rates email HUD-4230A to DOL at
whd-cbaconformance.incoming@dol.gov
https://www.hud.gov/program_offices/administration/hudclips/forms/hud4
Date emailed: _____ Date DOL response received: _____
- ☐ Verify contractor eligibility at www.sam.gov (prior to contract execution & print result for project file)
 - ☐ Debarred ☐ Not Debarred Date: _____
- ☐ Provide contractor training – Date: _____
Handouts: ☐ Wage Decision
☐ Applicable Federal Labor Standards Provisions
☐ Contractor Guide Book
☐ Explain additional classification process for trades missing from wage decision
☐ Other items local contracting agency wants to add to contractor packet
- ☐ Employees Rights under the Davis-Bacon Act poster (take picture of postings on site to include in project file)
English: <http://www.dol.gov/whd/regs/compliance/posters/fedprojc.pdf>
Spanish: <http://www.dol.gov/whd/regs/compliance/posters/davispan.pdf>
Date posted on job site: _____
- ☐ Conduct weekly or monthly (determined on the duration of project) on-site interviews using HUD-11
Date: _____ Date: _____ Date: _____ Date: _____ Date: _____
- ☐ Receive weekly payrolls; identify conduct payroll reviews; identify deficiencies; compare payrolls to Employee Interviews (HUD-11);
When required, obtain supporting documentation to verify apprenticeship status, J/A ratio, apprentice percentage of pay, and employee signed deduction authorization forms for other deductions identified on the certified payrolls.
Follow-up required: _____
- ☐ Resolve all discrepancies, including overtime payments. If required, send questionnaires, using HUD Form 4730, to workers to verify pay data. Follow-up required: _____
DBLS Forms: https://www.hud.gov/program_offices/administration/hudclips/forms

Memo

LEGAL DEPARTMENT

To: Ashland City Council

Date: August 19, 2025 Business Meeting

From: Carmel Zahran, Deputy City Attorney

Re: Opioid Settlement Background

Settlement Background:

The allocated funds, as described above, are part of a nationwide settlement for companies' role in perpetuating the opioid crisis (Teva, Allergan, CVS, Walgreens, Walmart). The suit was filed by state and local governments on behalf of affected residents. To effectuate distribution, the settlement uses state and local municipalities as a mechanism to address those impacted by the crisis. It is intended to support addiction treatment, prevention, and remediation efforts. Distribution was based on a court calculation that proportionally allocated funds to jurisdictions - which is how the City of Ashland, among other localities, became a steward of these funds.

Settlement Fund Parameters:

Exhibit E lays out the variety of ways that recipients can comply with the terms of the settlement agreement. To summarize, opioid settlement funds are intended to support a comprehensive array of strategies to combat the opioid crisis, such as increasing the availability of naloxone and medication-assisted treatment (MAT), providing targeted services for vulnerable populations, individuals involved in the criminal justice system, and expanding access to recovery support services and connections to care. These funds also support prevention and harm reduction strategies. They also can be used to bolster the capacity of first responders, community organizations, and governmental entities through training, leadership development, and coordinated planning regarding prevention, treatment, recovery, and related topics.

Since this is settlement funds are to compensate the victims of the opioid crisis, the enforcement mechanisms differ from something like traditional grant oversight. Should suspected fraud be detected, the Secretary of State's office, which possesses investigative audit capabilities, may investigate fraud or abuse allegations and refer the case to the Attorney General's office to pursue potential violations.

Examples of Current Opioid Uses:

Since the distribution of settlement funds, Oregon provided two annual reports that summarized opioid settlement expenditures:

Memo

LEGAL DEPARTMENT

- 2022-2023:
<https://www.oregon.gov/oha/PH/PREVENTIONWELLNESS/SUBSTANCEUSE/OPIOIDS/Documents/opioid-settlement-report-fy-22-23.pdf>
- 2023-2024:
<https://www.oregon.gov/oha/PH/PREVENTIONWELLNESS/SUBSTANCEUSE/OPIOIDS/Documents/opioid-settlement-report-fy-2023-24.pdf>

From these reports, here are examples of local entities that hired or contributed to the funding of a behavioral staff person for a variety of services:

- | | |
|--------------------|-------------------|
| • Coos County | • Linn County |
| • Independence | • Milwaukie |
| • Jackson County | • Newburg |
| • Josephine County | • Oregon City |
| • Lake Oswego | • State of Oregon |

Additionally, nine entities funded or contributed funding to the construction of recovery centers, sober centers, juvenile facilities or renovated housing, including architectural design work:

- | | |
|------------------|---------------------|
| • Beaverton | • Marion County |
| • Coos County | • Portland |
| • Forest Grove | • State of Oregon |
| • Klamath County | • Washington County |
| • Lincoln County | |

Ashland's proposal:

The proposed renovation of the building at 2200 Ashland Street aligns with the eligible uses for opioid settlement funds, as outlined in Exhibit E. The cross-system service center is intended to act as a central point for collaborative, cross-system coordination, which is a crucial strategy for preventing over-prescribing, addressing opioid misuse, and supporting individuals with OUD and co-occurring disorders. The planned upgrades, including ADA compliance, provisions for sleeping, shower, and laundry facilities, will enable the center to provide comprehensive wrap-around services and a continuum of care for vulnerable populations affected by the opioid crisis. By co-locating various services and resources, the center will facilitate connections to treatment, recovery, housing, and other essential support systems, thereby directly addressing the goals of opioid abatement and community support specified in the settlement agreement.



Council Business Meeting

Date: August 19, 2025

Agenda Item	2025 Ashland Community Wildfire Protection Plan (CWPP)
Department	Fire and Safety
From	Chris Chambers, Forestry Officer

TIME ESTIMATE

15 minutes

CATEGORY

Action Needed - Motion to approve an action

SUMMARY

The 2025 Community Wildfire Protection Plan (CWPP) is a roadmap for living more safely with wildfire. This agenda item provides a brief overview of the proposed 2025 CWPP, addresses Council's request from the July Study Session, and brings the CWPP to a Council vote.

POLICIES, PLANS & GOALS SUPPORTED

Council Goals:

- **Livability**, including a focus on Community character and community amenities, reliable utility services, progressiveness in rate structures and support for attainable housing;
 - The CWPP prioritizes supporting and protecting socially vulnerable populations, low-income housing, and economic institutions that provide employment.
- **Risk Reduction**, including Wildfire risk reduction and CEAP (Climate Energy Action Plan) execution;
 - The CWPP addresses head-on the need for a new paradigm in wildfire risk reduction across sectors and settings, anticipating the increased risk posed by our changing climate.
- **Economic Development**, including development of eco-tourism related accomplishments like trails, and ensuring City processes such as planning are supportive of attracting new business and supporting those already here;
 - The CWPP addresses the insurance crisis that is undermining real estate markets and affordability, and an overall sense of security that threatens livability and desirability of our community. The CWPP also reinforces efforts to create long-term ecological sustainability of local forests where trails are located.
- **Efficient and Effective Government**, including equity of access, customer focus, transparent and frequent communication, strong regional partnerships, use of technology, execution of maintaining City facilities and public infrastructure.
 - The CWPP emphasizes maintenance and upgrades to City facilities and infrastructure protection using cutting edge technology and analysis.

Ashland Natural Hazards Mitigation Plan (NHMP)

- Addresses Ashland's #1 hazard utilizing all mitigations listed in the NHMP.

Ashland Forest Plan

- Supports the 2016 Ashland Forest Plan goals including the Climate Change Addendum adopted by Council in 2023.





Council Business Meeting

2021 Electric System Wildfire Mitigation Plan

- The CWPP references initiatives in the Electric System Wildfire Mitigation Plan and supports implementation of the entire mitigation plan.

Other City-adopted plans supported by the CWPP:

Emergency Operations Plan

Climate and Energy Action Plan (CEAP)

Ashland Community Smoke Response Plan

BACKGROUND AND ADDITIONAL INFORMATION

Since the City's first Community Wildfire Protection Plan (CWPP) in 2004, the wildfire landscape has changed drastically. The City has built and implemented nationally recognized programs like the Ashland Forest Resiliency Stewardship Project, Fire Adapted Ashland, Firewise USA, SmokeWise Ashland, and others. As the climate changes, we face an increasing risk of wildfires both in our forests and in the city itself, more summer smoke, and a growing insurability crisis. The proposed 2025 CWPP addresses the increasing fire threat by adopting a new vision, goals, priorities, and initiatives informed by cutting-edge research, hazard assessment, prioritization, social science, and community input. At the heart of the 2025 CWPP is the goal of achieving the highest degree of wildfire readiness on at least 90% of properties in the city within 10 years.

Attached to this council report is the proposed 2025 Ashland Community Wildfire Protection Plan and a document outlining Council's request from the July Study Session.

FISCAL IMPACTS

Adoption of the 2025 CWPP does not cause any direct fiscal impacts to the City. Various initiatives within the plan, however, will when implemented. The Council's passage of the Wildfire Risk Reduction Fee in May of this year is a significant statement of our commitment to wildfire preparedness and opens doors to external funding options by providing local matching funds.

Estimating the cost of implementing the full plan is challenging because an entire community hasn't attempted to mitigate the wildfire threat at the scale this CWPP is proposing. With the best information we have and using recent program experience, we conservatively estimate \$80-\$100 million investment is needed over a decade at all levels from individuals, rental property owners, local government, state government, federal government, non-profits, foundations, businesses, and institutions. With the recent passage of wildfire prevention funding from the Oregon Legislature, an upcoming U.S. Forest Service grant opportunity, and interest from foundations and the business community, we anticipate ample opportunities to use the City's wildfire risk reduction fee dollars to leverage and match external funding. Lastly, we expect property owners to contribute towards work on their properties while using external funds to the extent available to offset costs for those with financial need and to mitigate risk to critical community assets.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

"I move to approve adoption of the 2025 Ashland Community Wildfire Protection Plan."

REFERENCES & ATTACHMENTS





Council Business Meeting

1. Memo_CWPP City Roles
2. 250624_Ashland_CWPP_FINAL
3. 250624_Ashland_CWPPAppendices_FINAL



Memo

DATE: August 13th, 2025

TO: City Council and Mayor

FROM: Chris Chambers, Forestry Officer

DEPT: Fire

RE: City Roles in CWPP Implementation

At Council's request from the July 14th Study Session, below are the core roles and functions the City of Ashland will assume under the 2025 Community Wildfire Protection Plan (CWPP). Funding allocated through the adopted budget and the Wildfire Risk Reduction Fund are the City's current financial contributions. This funding will be strategically invested on projects demonstrating the greatest benefit to the community and will be utilized as match to leverage external funding opportunities.

- **Strategic Leadership, Funding & Policy**

- Set and maintain the overall vision and policy framework for community wildfire risk reduction through collaborative engagement with partners.
- Evaluate consistency with other City strategic planning documents, programs, and projects.
- Maintain overall vision and values including a focus on equitable risk reduction.
- Work with partners to secure and allocate resources (financial, personnel, and technology) necessary for plan implementation in collaboration with project partners.

- **Coordination & Collaboration**

- Serve as the central hub for coordinating with all levels of government to ensure regulatory compliance and political alignment.
- Convene and coordinate community partners, develop relationships, agreements, and establish working roles.
- Maintain formal partnerships and communication channels for information sharing and joint planning.

CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900

Memo

- Collaborate with Pacific Power, Avista, RVTD, cellular carriers, ODOT, and Jackson County to integrate risk reduction and safety measures across utility, communication, and transportation sectors.
- **Community Engagement & Public Outreach**
 - Lead efforts to educate and involve residents, property owners, rental agencies, and other local stakeholders on wildfire risk reduction standards and evacuation procedures.
 - Work with partners to organize public meetings, workshops, and training sessions to ensure community awareness and preparedness.
 - Develop and disseminate clear, actionable messages that promote wildfire risk reduction behaviors.
- **Lead by Example**
 - Ensure all City buildings, grounds, and open space are managed to meet code and best practices for wildfire risk reduction
 - Prioritize critical City infrastructure mitigation to maintain essential services during and after a wildfire.
- **Operational Planning & Implementation Consistency**
 - Work with partners to ensure consistency with the Vision, Goals, and Initiatives in the CWPP.
 - Ensure that plans integrate closely with the City's and partner emergency management and disaster response frameworks.
- **Data Management, Mapping & Risk Assessment**
 - Oversee the collection, analysis, and sharing of wildfire risk and hazard mapping data (including GIS tools) to inform planning decisions.
 - Coordinate structure assessments by staff, volunteers, and partners to maintain consistent data quality, analysis, and sharing.
 - Maintain updated inventories of vulnerable assets, critical infrastructure, and wildland fuels treatments.
 - Use data to model risks and prioritize mitigation efforts across the community by maintaining research partnerships.
- **Code Development & Regulatory Attainment**
 - Update wildfire mitigation measures in land use and development codes and ordinances.
 - Development, revision, adoption and enforcement of codes and ordinances designed to reduce wildfire risk.

Memo

- o Balance growth and development with necessary environmental and safety standards.
- **Emergency Preparedness & Incident Response Integration**
 - o Ensure CWPP initiatives are incorporated into the broader city emergency response and recovery plans and operations.
 - o Facilitate joint exercises and scenario planning with first responders and emergency management partners.
 - o Leverage completed risk reduction and preparedness into emergency response pre-planning and tactics.
- **Landscape Resiliency and Risk Reduction**
 - o Lead planning and implementation of forest and other vegetation management efforts that reduce fuel loads in and around the community.
 - o Liaise with state and federal natural resource agencies on restoration, conservation, and hazard mitigation projects.
- **Continuous Review, Evaluation & Adaptation**
 - o Monitor progress and adjust strategies based on periodic reviews, feedback, and after-action assessments of CWPP implementation.
 - o Adapt and update protocols and plans based on lessons learned, changing environmental conditions, and evolving community needs.
 - o Report progress to stakeholders, elected officials, and the public, ensuring transparency and accountability.

CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900



2025 Ashland Community Wildfire Protection Plan

Photo credit: Darren Campbell



Signature Page

The following signatures indicate review and approval of the 2025 Ashland Community Wildfire Protection Plan with Appendices (2025 Ashland CWPP).

-----	-----
Tonya Graham – Mayor, City of Ashland	Date
-----	-----
Marshall Rasor – Interim Fire Chief, City of Ashland	Date
-----	-----
Dan Quinones – Southwest Oregon District Forester, Oregon Department of Forestry	Date

Acknowledgments

Approximately 100 individuals, representing various partner organizations, were involved in the City of Ashland Community Wildfire Protection Plan (CWPP) Management Advisory Committee (MAC) and/or various working groups that contributed to the overall outcome of the 2025 City of Ashland Community Wildfire Protection Plan. Many of these individuals served on multiple working groups, in addition to their other responsibilities within their respective organizations. The following list identifies these individuals by name and affiliation. City of Ashland personnel greatly value and appreciate the contributions of our cooperators in this endeavor to make the City of Ashland safer and more resilient to the threat of wildfire. If we inadvertently missed anyone, please know that we greatly appreciate your contributions to this effort.

State Representatives	Affiliation
Jeff Golden	Oregon State Senator for District 3
Pam Marsh	Oregon State Representative for District 5
Ross Ballou	Oregon Dept. of Forestry – Southwest District Fire Planner
Silvia Ceron	Oregon Dept. of Human Services (ODHS) Office of Resilience and Emergency Management (OREM)
Taham "Kilo" Khosroabadi	Oregon Army National Guard
Teresa Vonn	Oregon State Fire Marshall – Regional Fire Risk Reduction Specialist

City Council/Mayor	Affiliation
Bob Kaplan	City Councilor

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City Council/Mayor	Affiliation
Doug Knauer	City Councilor
Dylan Bloom	City Councilor
Tonya Graham	City Mayor

City Staff	Affiliation
Brian Hendrix	Fire & Rescue – Fire Adapted Communities Coordinator
Chad Woodward	Climate and Energy Coordinator
Chris Chambers	Fire & Rescue – Forestry Officer
Dorinda Cottle	Communications Officer
Emily Matlock	Fire & Rescue – Senior Administrative Analyst
Hannah King	Fire & Rescue – Wildfire Risk Reduction Specialist, Ashland Wildfire Mitigation Project
Kelly Burns	Emergency Management Coordinator
Leslie Eldridge	Ashland Parks & Recreation – Acting Superintendent
Linda Reid	Housing Program Specialist
Mark Shay	Fire & Rescue – Fire Marshal, Deputy Fire Chief – Wildfire & Community Risk Reduction
Marshall Rasor	Fire & Rescue – Interim Fire Chief
Ralph Sartain	Fire & Rescue – Fire Chief (retired)

City Staff	Affiliation
Rick Landt	Ashland Parks & Recreation Commission Chair
Rickey Fite	Senior GIS Analyst
Robby Moles	Ashland School District – Facilities Director
Sabrina Cotta	City Manager
Sara Jones	Fire & Rescue – Community Engagement Coordinator, Ashland Forest Resiliency Stewardship Project (SmokeWise & Fire Ecology Education)
Scott Fluery	Public Works Director
Sydney Jenkins	Fire & Rescue – Fire & Life Safety Specialist
Tighe O'Meara	Police Chief
Tom McGowan	Fire & Rescue – Training Officer
Tom McBartlet	Electric Department

City Committee Reps	Affiliation
Charisse Sydoriak	Fire Adapted Ashland Management Advisory Committee
Frank Betlejewski	Forest Lands Management Advisory Committee
John Williams	Forest Lands Management Advisory Committee
Kent Romney	Fire Adapted Ashland Management Advisory Committee
Priscila Franco	Forest Lands Management Advisory Committee

City Committee Reps	Affiliation
Rachel Glass	Forest Lands Management Advisory Committee
Reggie Windham	Fire Adapted Ashland Management Advisory Committee

Chamber	Affiliation
Bonnie Chirrick	Ashland Chamber of Commerce, Travel Ashland
Greg White	Reinholdt Insurance, Current Chamber President
Eli Katkin	Owner, Brickroom Restaurant, Chamber Legislative Chair
Jordan Pease	Rogue Valley Metaphysical Library, Chamber Board Member
Mary Gardiner	Retired SOU, Past Chamber President
Meiwen Richards	Retired Bank Manager, Past Chamber President
Sandra Slattery	Ashland Chamber of Commerce, Executive Director

Businesses	Affiliation
Catherine Hatfield	Rogue Valley Association of Realtors – Official Rep. (Windermere)
Chris Leishman	Gambrel Gallery
Chris Myron	Rogue Valley Association of REALTORS®
Cindy Bernard	Rogue Valley Roasting Company
Doug Volk	Mt. Ashland Association

Businesses	Affiliation
Eli Katkin	Brickroom Restaurant
Eric Ahnmark	Recology Ashland
Eric Walker	Oregon Shakespeare Festival
Gary Blake	Recology Ashland
Greg Panero	Good Life Property Management Company
Greg White	Owner Reinholdt & O'Harra Insurance and Ashland Chamber Board President/Emergency Preparedness Committee Chair
Jeff & Amber Ekwall	Lithia Property Management
Mark Gibson	Timberland Helicopters
Sean Holt	Good Life Property Management Company

Jackson County	Affiliation
Delaney Huerta	Jackson County Deputy Emergency Manager
Holly Powers	Jackson County Emergency Manager

Universities	Affiliation
Ashley Bosa	Boise State University – Ph.D. candidate, Department of Geosciences

Universities	Affiliation
Brittany Brand	Boise State University – Director of the Hazard and Climate Resilience Institute
Chris Dunn	OSU – Research Associate in the College of Forestry
Erica Fischer	OSU – Associate Professor in the School of Civil and Construction Engineering
E. Jaime Trammell	SOU – Chair and Associate Professor of Environmental Science & Policy
Jessica Piekielek	SOU – Chair of Sociology & Anthropology and Professor of Anthropology
Michael Olsen	OSU – Professor in the School of Civil and Construction Engineering
Rachel Fields	OSU – Master’s Student, Department of Forest Engineering, Resources & Management
Robert Gibson	SOU Campus Public Safety

Federal	Affiliation
	*Employees of the USDA Forest Service served solely in an advisory capacity.
Bill Kuhn	U.S. Forest Service, Rogue River–Siskiyou National Forest, Ecologist*
Jennifer Sanborn	District Ranger, Siskiyou Mountains Ranger District *
Kristofer (Kit) Colbenson	U.S. Forest Service, Rogue River–Siskiyou National Forest*
Laura Lowrey	USFS Entomologist*
Lindsey Negherbon	U.S. Forest Service, Rogue River–Siskiyou National Forest*

Federal	Affiliation <i>*Employees of the USDA Forest Service served solely in an advisory capacity.</i>
Michael Ingman	U.S. Forest Service, Rogue River-Siskiyou National Forest*

Homeowners' Associations	Affiliation
Betsy Baruso	Glenn Vista Estates HOA
David Intersimone	Park Estates HOA Firewise Committee Chairman
Kathy Rishel	Firewise USA® Resident Leader, Oak Knoll Meadows
Keila Miramontez	Mountain Meadows Retirement Community

Hospitals	Affiliation
Robin Hanson	Asante Ashland Community Hospital, Emergency Manager
Scott Clemetson	Asante Rogue Regional, Emergency Manager
Stephanie Roland	Asante Community Health Foundation, Executive Director

Media Organization	Affiliation
Bert Etling	Ashland.News

Non-Government Orgs	Affiliation
Amber Ferguson	Rogue Food Unites

Non-Government Orgs	Affiliation
Cole Smith	ACCESS, Landlord Engagement Specialist
Ellie Holty	ReOregon & RV COAD Program Coordinator
Tucker Teutsch III	Director, Firebrand Resiliency Collective
Tessa Elbettar	Jackson County Long-Term Recovery Program

Local Residents	Affiliation
John Scarborough	Rotary Club, Resident
Rachel Glass	Landscape Architect, Resident
Richard Whitley	Rotary, Resident
Steve Jensen	Former City Councilor

Contractors	Affiliation
Charisse Sydoriak	CWPP Subcontractor
Dena DeRose	CWPP Subcontractor – Intently Collaborative, LLC
Dustin Tetrault	CWPP Subcontractor – Target Hazard Consulting, LLC
Elijah Polsky	Aerial LiDAR Contractor – Rogue Reconnaissance LLC
Jerry McAdams	CWPP Contractor – MC Fire, LLC
Justice Jones	CWPP Subcontractor – Wildfire Justice, LLC

Contractors	Affiliation
Kevin Preister	Center for Social Ecology and Public Policy
Nate Casebeer	CWPP Subcontractor
Trevor Pereira	American Red Cross, Cascades Region
Trish Malone	Center for Social Ecology and Public Policy

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Executive Summary

Executive Summary

The 2025 City of Ashland Community Wildfire Protection Plan (CWPP) reflects a citywide commitment to address the escalating threat of wildfire with inclusive planning, science-based strategies, and community-driven solutions. Guided by the Ashland City Council’s 2022 “priorities, vision, and values” statements, this CWPP is a comprehensive wildfire risk reduction blueprint that ensures equitable access to services and resources.

Since adopting its first CWPP in 2004, Ashland has led with action — building nationally recognized programs like the Ashland Forest Resiliency (AFR) Stewardship Project. Through strategic local investment, the city has leveraged over \$30 million in external funding to reduce wildfire risk in Ashland’s municipal watershed and surrounding forests. Programs like Fire Adapted Ashland, Firewise USA®, SmokeWise Ashland, volunteer-run wildfire risk assessments, and school-based wildfire education initiatives have deepened community engagement across all sectors.

With climate-driven catastrophic urban wildfires, a growing insurability crisis, and stretched wildfire risk mitigation resources has brought Ashland to a pivotal moment. The risk facing Ashland is urgent and deeply personal. The 2009 Siskiyou Fire underscored the importance of proactive forest management, the 2010 Oak Knoll Fire destroyed 11 homes, and the 2020 Alameda Fire, ignited within Ashland’s city limits, devastated neighboring communities and claimed three lives.

What is a CWPP?

A CWPP is a community-driven roadmap for living more safely with wildfire. Under federal guidelines, every CWPP must:

- Be developed collaboratively with local, state, and federal partners, along with other community stakeholders.
- Identify and prioritize areas for hazardous fuel reduction — and recommend the best methods.
- Suggest practical actions that homeowners and neighborhoods can take to make homes and structures more resistant to fire.

The Healthy Forest Restoration Act (HFRA) defines these requirements — and gives funding priority to communities that have an up-to-date CWPP.

Figure 1: CWPP

Evacuations were required in every case. Wildfire is no longer a mere possibility; it is a growing and pressing reality.



Figure 2: Ashland Skyline, Photo Courtesy of Jeremy Pawlowski

Vision Statement: *We envision a future where Ashland’s fabric, economy, and spirit not only withstand wildfire—but grows stronger and more connected because of it. In this future, residents, students, workers, visitors, and pets remain safe during wildfires and return quickly to undamaged homes, schools, businesses, and gathering places.*

The creation of this update to Ashland’s 2004 CWPP was supported by a USDA Community Wildfire Defense Grant. The updating process engaged over 4,600 Ashland community members through surveys, meetings, and working groups. This CWPP marks a community-wide commitment to protect Ashland. It calls everyone—residents, businesses, and leaders alike—to act, to lead, and to work

together toward a future where wildfire resilience is not just possible, but enduring. That future begins with a **Vision**. To realize this **Vision**—before wildfire reshapes the city—Ashland must unite behind bold, achievable goals that turn intention into action. Embracing these goals will transform Ashland from a vulnerable fuel source into a community strong enough to slow fire, resist ignition, and protect everything we value. Five thematic goals form the pillars of Ashland’s path to wildfire resilience—and the foundation for protecting our future.

Thematic Goals
Stronger Together, Safer Forever – Inspire and mobilize the Ashland community through trust, shared leadership, and open dialogue to achieve 90% risk reduction within 10 years.
Strengthen What Matters, Track What Counts – Harden Ashland’s highly valued resources and assets (HVRAs) to wildfire through data-informed strategic planning, regular risk assessments, and monitoring progress.
Smart Standards, Big Results – Revise municipal codes to align with the 90% risk reduction goal by integrating clear compliance timelines and financial assistance for eligible populations.
Strengthen Our Core, Fund the Mission – Establish a reliable local funding mechanism and build core capacity to partner, secure, manage, and match essential risk reduction resources.
Meaningful Work, Massive Impact – Secure funding to support wildfire risk assessments, implement inclusive community engagement initiatives, create and maintain resilient forests, and fund structure-hardening and defensible space work.

Figure 3: Thematic Goals

Implementation Priorities
Scaling up wildfire risk assessments and structure-hardening programs citywide.
Strengthening evacuation systems and smoke resilience initiatives.
Focusing outreach on socially vulnerable populations and renters , ensuring equitable access to wildfire risk reduction resources.
Building a full-time CWPP implementation team and a robust tracking dashboard.
Securing an average of \$8 million annually for 10 years to fund wildfire mitigation, workforce development, and public engagement.
Revamping local codes and ordinances to align with modern wildfire science.

Figure 4: Implementation Priorities

Attaining the Vision, Goals, and Implementation Priorities takes more than technical solutions—it requires ongoing community involvement at every level. This plan lays out a clear path where each step—including motivating citizen action, strengthening homes, securing funding, and expanding capacity—moves Ashland closer to becoming stronger together and safer from wildfire.

Navigating the Plan

To drive actionable outcomes, the plan uses the analogy of building a home: the five **Thematic Goals** form the foundation, each supported by **Key Results** that function like structural pillars—defining **major objectives** needed to create a strong, resilient community. Approximately 40 identified **Challenges** represent real-world barriers to public safety, infrastructure, environmental health, economic stability, and equity. These are addressed through targeted **Initiatives**, which serve as construction drawings within an implementation blueprint. Every step—from assessing community risk and assembling resources to adapting during setbacks—is guided by measurable outcomes, enabling regular public updates, annual evaluations, and continual adjustments. Together, these building blocks create a clear, flexible path forward.

Through the interactive Table of Contents (TOC) readers may easily navigate to each section.

Supporting information is provided in the listed [appendices](#).

- A. Community Profile
- B. Table of Initiatives
- C. Funding Mechanisms
- D. Highly Valued Resources and Assets (HVRAs)
- E. Whole Community Report
- F. Socially Vulnerable Populations Project Report
- G. Property Management Survey Report
- H. Rental Owners Survey Report
- I. CWPP DRAFT Comments and Responses

While this plan is relatively comprehensive—because the mission demands it—implementation is designed to be clear, logical, and actionable. It moves step-by-step from ambitious goals through focused objectives, connected challenge statements, and specific initiatives that drive real results. The 2025 CWPP is Ashland’s blueprint for action. It builds on the community’s legacy of environmental leadership and resilience, charting a necessary course toward a safer, stronger future—where every resident, business, and institution plays a vital role in meeting the wildfire challenge head-on.

Section 1

Overview of the Planning Process

Section 1: Overview of the Planning Process

“A top priority is wildfire risk reduction that supports principles of equity and access.”

–Ashland City Council

Introduction

In the summer of 2022, the Ashland City Council adopted Vision and Value Statements for the city which are embraced in this Community Wildfire Protection Plan (CWPP). In March 2023, the Mayor and City Council formally adopted priorities to take the city into the 2023-25 Biennium and beyond. A top priority is wildfire risk reduction that supports “principles of equity of access” to city services (Ashland City Council, 2022).

Ashland has a distinct environment and governance framework (see [Appendices](#)), which provides a foundation for understanding the community’s wildfire challenges. There are many wildfire concerns expressed by residents which reflect strong feelings and ideas about how to reduce collective risk. It is evident that the community cares, as indicated by the level of community involvement in developing the 2025 City of Ashland CWPP.

Wildfire Potential in Ashland

Situated in a fire-dependent dry forest ecoregion, Ashland has experienced over a century of fire exclusion, leading to dense secondary growth and an overabundance of woody vegetation in forested areas (Halofsky, 2016, 2020; Metlen et al., 2017). Historically, naturally occurring and indigenous-set fires in the Rogue Valley were the norm. Human suppression of these fires, starting in the mid-to-late 1800s, has resulted in diminished ecosystem function and structural resilience (Hessburg et al., 2019; Borgias in City of Ashland Forest Plan Appendix 8.3, 2004). Additionally, extensive logging has left unnaturally dense second-growth conifer forests (Metlen et al., 2017). Over

a century of land disturbance in the lower elevations, near the main core of Ashland, has transformed former savanna oak woodlands into annual-dominated, non-native grasslands.

A stark reminder of these vulnerabilities occurred on September 8, 2020, when the Almeda Fire ignited in one of Ashland’s grassland areas adjacent to a riparian corridor. Wind-driven fire and embers rapidly spread northwest, devastating the communities of Talent and Phoenix, killing three people and destroying approximately 2,500 homes and 600 businesses (Rogue Valley Council of Governments, n.d.).

Rapid progression of the Almeda Fire highlights Ashland’s critical need for comprehensive wildfire risk reduction and preparedness strategies.

Ashland CWPP Development Process

In 2023, the City of Ashland received a USDA Community Wildfire Defense Grant (CWDG) for nearly \$250,000 to update its twenty-year-old Community Wildfire Protection Plan (City of Ashland, 2004). These funds were contingent on using a multi-level, community-engaged process to guide issue identification and strategic planning. Ashland’s application for the grant identified (10) ten specific plan components:

- 1. Assess **community structure ignitability** and fill risk assessment gaps.
- 2. Assess **critical infrastructure** vulnerable to wildfire impacts.
- 3. Develop a risk reduction **strategy for vulnerable community members.**
- 4. Enable **citywide structural ignitability risk reduction.**
- 5. Mitigate **landscape wildfire** potential.
- 6. Strengthen wildfire **prevention** strategies.
- 7. Promote personal **health and safety.**
- 8. Develop an **economic resilience** strategy.
- 9. Identify what is needed for a **post-fire recovery plan.**
- 10. Develop a **strategy to secure sustainable funding** to create a fire adapted community.

An expectation of the planning process was that it would be facilitated by a contractor and community advisory body jointly evaluating wildfire risk at multiple scales to meet the goals of the National Cohesive Wildland Fire Management Strategy (U.S. Department of the Interior, U.S. Department of Agriculture, and Wildland Fire Council, 2024), and a 45% in-kind match of city staff and volunteer time.

In addition to requiring community engagement in plan development, the city committed to integrating advances in understanding of social dynamics, public engagement strategies, wildfire risk assessment tools, identification of measurable outcomes, and a sustainable funding strategy.

In September 2023, the City of Ashland issued a call for proposals, to which five companies responded. MC Fire, LLC was selected, and an agreement was signed in January 2024.

In August 2023, the city invited more than 40 community members representing city, federal, and state government, residents, educational institutions, and businesses to a meeting to solicit interest in serving on the Ashland CWPP Management Advisory Committee (MAC).

While putting together the detailed process to incorporate a variety of community input and conduct a full update of the 2004 Ashland CWPP, it was evident that the update should include many facets that weren't originally emphasized in the 2004 document. To assist in these efforts, Ashland staff and a volunteer assembled the MAC and supported 10 working groups tasked with creating challenge statements and initiatives for their respective areas of concern. These groups and their roles are described in the following pages.

Management Advisory Committee

Creating the CWPP has been a collaborative effort between community members and local organizations. A joint approach ensures that the 2025 City of Ashland CWPP embodies the diverse values, knowledge, and commitment of Ashland's citizens to wildfire risk reduction.

On August 23, 2023, approximately 40 community members gathered to learn about the City of Ashland receiving USDA Community Wildfire Defense Grant (CWDG) funds. This grant program allocated specific funding to assist the City of Ashland with updating an outdated plan from 2004. Meeting goals included encouraging participation in the MAC and identifying community values and

desired outcomes for the planning process. Participants expressed the following desired process conditions:

- Align the CWPP with the City of Ashland’s 2023–25 Vision and Values Statement.
- Adopt a “whole systems” approach and strive for socially acceptable actions and outcomes.
- The plan should specify education and communication needs and include economic and social values that focus on businesses, industry, and schools.
- Use metrics to monitor and refine strategies over time.
- Collaborate with Oregon State University (OSU) and Southern Oregon University (SOU).
- Provide an easy-to-use information dashboard (e.g., “StoryMap”).
- Ensure the CWPP is a living document with institutional support and funding for minor annual updates and major updates every five years.



Figure 5: Management Advisory Committee Meeting, Photo Courtesy of Chris Chambers

On February 26, 2024, community members and representatives of interested organizations attended the first CWPP MAC meeting where they received an overview of project work expectations (see Figure 5). A comprehensive project guide was provided which identified topics to be addressed in the CWPP and outlined goals and objectives in these areas. MAC members were encouraged to sign up for specific areas of interest identified in the project guide.

Working groups were developed to focus on the ten topics listed below:

- Community Wildfire Risk Assessment
- Public Health and Safety
- Economic Stability
- Insurance Crisis
- Renters Wildfire Risk
- Socially Vulnerable Populations
- Engaging the Unhoused Population
- Building Whole Community Mitigation Capacity
- Watershed and Forest Resilience
- Wildfire Recovery Planning

The MAC represented diverse perspectives, facilitated public input, and reviewed and recommended initiatives in this update to the Ashland CWPP.

Working Groups

Most topic-specific CWPP inputs are individual working groups products. Each group's composition was determined by its leads, based on collective members expressed interest and subject matter expertise. Observers could attend meetings at the lead's discretion. Group sizes ranged from two to ten members. Meeting frequency was negotiated based on workload and each working group was tasked with developing an action plan.

Working group goals were outlined in a CWPP Project Guide, reflecting expectations outlined in the Community Wildfire Defense Grant (CWDG) application. Some goals were achievable within the planning process, while others were more visionary. It was the responsibility of each working group to identify relevant planning process goals and objectives, identify challenges and propose solutions,

define tasks and deliverables, and establish a timeline for deliverables. A short description of each working group's tasks and contributors follows.

Community Wildfire Risk Assessment

This working group was tasked with: (1) establishing a baseline assessment of structure ignitability across all building types within the City of Ashland, (2) providing a comprehensive understanding of current vulnerabilities, (3) deepen insights into how wildland fuels and fire behavior interact with structural ignitability to better inform mitigation strategies, (4) evaluating critical infrastructure, specifically water, power, and communication systems, (5) identifying susceptibilities to wildfire, and (6) developing a living Wildfire Hazard and Risk Base Map for the City of Ashland.

City of Ashland staff, Oregon State University (OSU) professors and researchers, and an aerial imagery contractor comprised this multidisciplinary group.

Public Health and Safety

This working group focused on public health and safety concerns, including: (1) the need for safe evacuations and public assembly areas, (2) emergency planning for Ashland's diverse school-aged community, (3) maintaining a resilient communication infrastructure, (4) creating an inclusive smoke response plan, (5) maintaining quality of life during a wildfire disaster event, (6) ensuring a secure water supply, and (7) protection of life.

The group met monthly for a year, with each member contributing to research, revising goals, and proposing further needs and wants. City of Ashland staff, community partners, and resident volunteers comprised this group.

Economic Stability

This working group was tasked with: (1) determining how to prepare Ashland businesses, customers, and their employees for a wildfire emergency, (2) determining how to best help businesses prepare and adapt their facilities for wildfire smoke, and (3) propose a Wildfire Recovery Plan for the tourism industry, institutions, and key businesses.

Between January and December 2024 this group met ten times. City of Ashland staff, business owners and community partners comprised this standing committee of the Ashland Chamber of Commerce that pivoted in 2024 to develop the Economic Stability content of this plan and will continue to work on its future implementation.

Insurance Crisis

In 2024, this working group met six times to discuss insurance issues, share information, and test ideas. The group was comprised of members of the Ashland Chamber of Commerce, elected Oregon State representatives, and city staff. Substantial effort was made by the CWPP development team to research the issues and summarize the current situation.

Renters Wildfire Risk

This working group was formed on August 12, 2024 to: (1) identify strategies to motivate and enable renters to reduce their risk and potential impacts from wildfire to themselves and their rental structure, (2) identify strategies to motivate and enable rental property owners/managers to reduce their risk and potential adverse impacts to their properties from wildfire, and (3) facilitate the collection of survey data from property management companies and private rental property owners (see [appendices](#)).

The seven-member working group representing realty and property management companies, social service organizations, and residents met five times.

Socially Vulnerable Populations (SVPs)

This working group was tasked with understanding the challenges faced by housed vulnerable populations—such as low-income individuals, those experiencing housing insecurity, and residents of mobile/manufactured home parks, people with disabilities, seniors, single-parent, and limited-English-speaking households—in creating and maintaining wildfire-resistant places of residence. Based on data collected in 2024 (see [appendices](#)), the group was asked to identify strategies to enable them to create and maintain fire-resistant homes.

Engaging the Unhoused Population

Engaging the unhoused population was split into two parts: (1) preventing wildfires caused by the unhoused, and (2) enable the unhoused to find safety during a wildfire. Part 1 was assigned to City of Ashland Fire & Rescue staff, and Part 2 was assigned to the Public Health and Safety working group.

Building Whole Community Mitigation Capacity

This working group was tasked with enhancing wildfire resilience throughout Ashland by identifying and scoring highly valued resources and assets (HVRAs) for priority risk reduction (see [appendices](#)). It was comprised of city staff and residents and formed to develop a bold strategy for reducing community wildfire risk through direct, tangible mitigation efforts. The group set a clear goal: achieve at least 90% compliance in wildfire mitigation across all properties within city limits within 10 years. To reach this goal, they designed a triage process to prioritize actions based on an inventory of HVRAs and identified strategies to build capacity for implementation.

Watershed and Forest Resilience

This working group was tasked with: (1) collaborating with the Rogue River–Siskiyou National Forest and others to identify a pathway to develop a comprehensive, Ashland Watershed Management Plan, (2) updating fuel treatment parameters by incorporating the latest scientific research to predict climate change impacts on the city's forested lands, (3) mapping steps to promote climate-adapted landscapes by restoring structural and functional processes that align with projected climate scenarios, and (4) recommending actions to maximize snowpack accumulation and retention in the watershed to ensure the Ashland Municipal Watershed can consistently provide high-quality drinking water.

Additional considerations are activities to preplan stabilization efforts for the Ashland Watershed in the event of a severe wildfire and ensuring rapid recovery and sustained ecological health. The City of Ashland's Forestry Officer and members of the Ashland Forest Lands Commission comprise this working group.

Wildfire Recovery Planning

The CWPP contractor and a subcontractor were tasked with: (1) summarizing socio-economic lessons from Oregon's 2020 wildfires, especially the Almeda Fire, (2) compiling recovery advice from communities affected by catastrophic wildfires, (3) incorporating initiatives from other working groups, and (4) determining the critical needs, budgeting, and timeline required to develop a collaborative Wildfire Recovery Plan for Ashland.

Whole Community Engagement Summary

In addition to wide-ranging community involvement in the plan development process, the challenges and solutions identified were informed by a combination of qualitative and quantitative studies as shown in the table below.

Engagement in Recent Ashland Wildfire-Related Studies

Year	# Participants	Nature of the study
2015	437	People engaging in wildfire-related conversations in a range of venues
2019	~1,136	Residents from single-family homes responding to a mail-in survey
2020	2,472	Mail-in survey to support an evacuation time study
2024	225	Socially vulnerable persons (primarily) were engaged in conversations
2024	319	Respondents to an open invitation to an online wildfire survey
2024	8	Respondents to property management company survey
2024	22	Respondents to a private rental property owner survey
Total	~4,619	

Table 1: Engagement in Recent Ashland Wildfire-Related Studies

Successful implementation of the 2025 CWPP’s recommended initiatives is dependent on significant community engagement, local collaboration, new investments, and bold strategies.

Public Concerns About Wildfire

For a survey in October and November 2024, Ashland residents and businesses were openly invited to “list any issue or concern they would like to see addressed in the Updated Ashland Community Wildfire Protection Plan” and their “ideas about how to resolve the issue” in an online survey. 62% of the 319 respondents provided statements on what they thought should be covered in the CWPP and ideas for addressing the issues.

The statements were sorted into themes, with specific concerns, issues, and ideas sorted, scored, and analyzed. A **public interest rating (PIR)** was assigned, with ratings ranging from 15 to 100, with 100 representing the highest interest. These concerns and ratings are listed in the tables below:

Public Health and Safety

PIR	Issues / Concerns
100	traffic bottlenecks, evacuation routes, and alternative plans
80	narrow streets, overdevelopment, and lack of fire breaks
35	improved warning systems and multiple alert mechanisms
30	evacuation plans for schools and other institutions

Table 2: Public Health and Safety

Community Engagement

PIR	Issues / Concerns
90	clearing vegetation, defensible space, and enforcing property maintenance
75	communication, outreach, and education about fire safety
70	challenges for disabled, elderly, low-income residents, and pet owners
50	rising insurance premiums and incentives for fire-safe measures
45	encouragement of neighborhood efforts and volunteer programs
40	recommendations for fire-resistant plants and banning flammable landscaping
25	suggestions for organized volunteer efforts to assist with mitigation tasks
15	plans to accommodate diverse needs, including mobility-impaired individuals

Table 3: Community Engagement

Wildfire Response and Prevention

PIR	Issues / Concerns
65	risks from illegal camping and the need for supervised spaces
60	criticism of city management's use of funds and enforcement of safety codes
40	adequate water storage and availability during wildfires
20	stricter regulations and penalties for noncompliance with safety standards

Table 4: Wildfire Response and prevention

Summary of Challenges

The range of wildfire hazards and risks facing Ashland is broad and can feel overwhelming. To create a clear and manageable action plan, the issues were grouped into 44 **“challenge statements.”** A list of more than 220 initiatives proposes solutions to these challenges.

The table below highlights key challenges Ashland must address to reduce wildfire risk across neighborhoods, businesses, natural areas, and infrastructure. These challenges were identified through community input, expert analysis, and a careful review of current conditions. Each challenge is directly linked to one or more initiatives proposed in this plan.

To facilitate navigation, challenges are organized by subject focus and assigned an identifier (identifying code for tracking purposes) that connects related initiatives throughout the CWPP.

Table of Challenges

Subject	ID	Challenges	Initiatives
Data Collection	CR-1	To respond effectively, Ashland must routinely reassess wildfire hazards and risks across space and time.	4
Electrical System	CR-2	Additional wildfire mitigation measures are needed to make Ashland’s electrical system safer.	5
Water Quality & Supply	CR-3	Action is needed to identify Ashland’s water system limits and implement solutions to safeguard the city’s clean water supply.	2
Prioritize Mitigation	CR-4	Protecting every highly valued resource and asset in Ashland is impossible given limited time and resources, so triage is necessary.	5
Emergency Notices	HS-1	Emergency notifications and advisories are not accessible to everyone, are confusing to some	5

		members of the community, and the communication system has operational weaknesses.	
Evacuation	HS-2	Many are justifiably concerned that safe evacuation during an event will be extremely difficult for many reasons including not having the means to evacuate, confusion about what to do and where to go, blocked roads, and fallen utility poles.	15
Smoke Impacts on Health	HS-3	While the city has a 4-year-old community smoke impacts response plan, it has not been adequately funded and fully implemented.	8
Safety During Fires	HS-4	Local citizens and commuters are concerned about their health and safety during a wildfire event because they fear they will be unable to receive health care or survive if they can't evacuate.	9
General Awareness	RR-1	Residents' perceptions of wildfire risk vary significantly by housing type, location, ownership, and experience, leading to inadequate preparations.	2
Physical Barriers	RR-2	Physical/functional limitations prevent many residents from conducting wildfire risk reduction work.	4
Financial Constraints	RR-3	Financial constraints pose a significant barrier to wildfire risk reduction across all demographic groups.	3
Neighbors	RR-4	Collective residential risk reduction is essential to protect everyone, yet many neighbors do not participate, or their efforts are inadequate even when	3

		they are in a NFPA designated Firewise USA Neighborhood.	
Workforce	RR-5	Licensed and unlicensed workers are either not empowered to, are unaware of, or choose not to follow fire-resistant construction and/or landscaping best practices and some residents don't want to make recommended adjustments to be wildfire safe.	6
Rental Management	RE-1	Most renters lack authority to implement risk reduction measures. Rental owners and property management companies (by proxy) are ultimately responsible for reducing wildfire risk, but most are not taking necessary action.	7
Tenant Awareness	RE-2	Renters living in multi-unit housing face greater challenges. Many renters don't understand wildfire risk or are not motivated to learn.	3
Affordable Rental Housing	RE-3	In the aftermath of wildfire, the availability of affordable rental homes in Ashland may become severely limited, potentially forcing many residents to relocate.	3
Vulnerable Households	SV-1	Many socially vulnerable households underestimate their wildfire risk and face multiple barriers to reducing that risk.	4
Engaging SVPs	SV-2	SVPs require a variety of communication modalities to develop trusting relationships critical to fostering engagement.	5
SVP Housing	SV-3	A majority of socially vulnerable residents live in housing that is highly susceptible to wildfire ignition.	3

Homeowner Insurance	IN-1	While most Ashland homeowners are insured, affordability and access to coverage are growing concerns, particularly for residents in high-risk areas like mobile home parks and homes near wildlands.	5
Uninsured Renters	IN-2	The number of uninsured renters in Ashland is significant, which means that many could lose all assets and be unable to find affordable temporary housing if their rental unit burns.	4
SVP Loss Potential	IN-3	Many socially vulnerable residents are uninsured, leaving them financially unprotected and at risk of displacement when a wildfire occurs.	4
Business Insurance	IN-4	Rising insurance costs and wildfire risks threaten business stability, housing security, and Ashland's socioeconomic viability, with rebuilding efforts expected to take years.	3
Smoke Economics	ES-1	Wildfire smoke is a recurring issue that continues to adversely impact Ashland's economy.	6
Economic Security	ES-2	A significant wildfire would devastate Ashland's economy, with long-lasting impacts that could cripple its economic stability for decades.	13
Business Structures	ES-3	Most businesses are not doing enough to protect their structures from exposure to wildfire.	4
Leadership	PS-1	Protecting the city from wildfire requires a fundamental shift in how community leaders and citizens collectively perceive and respond to the risk.	7

Equitable Support	PS-2	Existing wildfire mitigation efforts suffer from inconsistent and inadequate funding, making it extremely difficult to provide sufficient and equitable support to everyone.	21
Deliver Results	PS-3	Voluntary compliance has proven insufficient, leaving the community dangerously exposed to wildfire. Alternative strategies are needed to accelerate risk reduction efforts.	4
Land Use Planning	CO-1	Ashland Land Use Planning ordinances lack robust and current science-based requirements for new developments.	3
Municipal Code	CO-2	Ashland Municipal Code lacks robust and current science-based requirements for new and existing structures.	1
Enforcement	CO-3	City of Ashland staff are at or beyond capacity and don't have the time available to ensure compliance.	2
HOA CC&Rs	CO-4	Many HOA CC&Rs in Ashland lack wildfire risk mitigation requirements, and some directly conflict with best practices and municipal codes.	3
Tree Mortality	LR-1	Recent tree die-off in the lower Ashland Watershed is increasing fire danger to the community, watershed, and trails.	6
Mt. Ashland Recreation	LR-2	Critical infrastructure and economic assets at the Mt. Ashland Ski Area are at significant risk of wildfire.	9

Climate Impacts	LR-3	The Ashland Watershed's ecological integrity is increasingly threatened by climate change, yet no mitigation plan exists for federal lands, unlike the city's managed areas.	2
Unhoused Issues	RP-1	Unhoused community members face heightened wildfire risks and are also at risk of accidentally starting fires.	5
Non-Forest Wildlands	RP-2	Ashland's highest wildfire risk currently comes from ignitions and rapid fire spread in the non-forested lands surrounding and within the city.	7
Recovery Planning	RC-1	Wildfire recovery can be slow, painful, unfair, and expensive, but proactive planning can significantly ease the process.	1
Recovery Capacity	RC-2	Ashland lacks the capacity, personnel, and funding to effectively pre-plan for and deal with the devastation from a catastrophic wildfire.	5
Environmental Recovery	RC-3	Wildfires can cause severe, lasting damage to streams and watersheds, triggering landslides and heavy sedimentation that can impact the city's potable water supply.	1
Protect High Value Assets	IM-1	Capacity and funding don't exist to accomplish meaningful mitigation to protect all of Ashland's critical values in a short timeframe.	6
City Funding	IM-2:	Implementation requires city funding and resources as a baseline and to meet required matching dollars for external grants.	1

Operational Capacity	IM-3	To be able to attract and administer significant funding we need dedicated city leadership, staff, and willing and able project partners.	3
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Table 5: Table of Challenges



Figure 6: Drought Affects Emigrant Lake near Ashland, Photo Courtesy of Jesse

Section 2

Looking Back and Leaping Forward

Section 2: Looking Back and Leaping Forward

This section is a celebration of the progress that has been made in wildfire preparedness and risk reduction since the implementation of the 2004 CWPP, including achieving national recognition for these efforts. However, after 20 years, it is prudent to take a thoughtful and constructive approach to assess if the CWPP is meeting the challenges ahead. By evaluating wildfire risk reduction activities and leveraging the experiences and insights of the dedicated staff and volunteers, the city can assess its ability to sustain past initiatives while ensuring alignment with proven, science-based strategies that drive meaningful action. Through open and honest reflection, informed decisions can be made to maximize impact and ensure wise investment of resources for a safer, more resilient future.

Looking Back

Ashland was one of the first communities to develop a Community Wildfire Protection Plan (CWPP) in response to the Healthy Forests Restoration Act of 2003 (HFRA) (U.S. Congress). Ashland's 2004 CWPP was informed by the best available science and exceeded HFRA requirements by "1) *proposing alternative locations and methods of treatments on federal land in our watershed*, 2) *prioritizing fuels reduction across the landscape*, 3) *addressing structural ignition*, and 4) *working with Oregon Department of Forestry, US Forest Service, and local fire officials*." (City of Ashland, 2004; page 2). It laid out a vision for safeguarding the watershed and called for proactive treatments and initiatives designed to protect the forests, drinking water supply, wildlife habitat, and the safety of Ashland. This sparked a long-term commitment to achieving ecological health with community resilience.

Ashland Forest Resiliency Project

The Ashland Forest Resiliency (AFR) project emerged from this work. Through thinning dense forests, controlled burning, community engagement, ecological monitoring, and collaborative stewardship, the AFR project restored forest health while reducing wildfire risk. What began as a necessary response to growing wildfire dangers evolved into a nationally recognized model of community driven forest management. It united city leadership, local organizations, federal agencies, and residents, in a shared mission to protect Ashland.

At the time, the 2004 CWPP addressed the most pressing and growing fire issue: increased size and severity of wildfires, primarily in forested settings. In 2002, the Biscuit Fire, at over 500,000 acres, had cloaked Ashland in smoke and significantly raised the bar for the size and impacts of wildfire in Oregon. That same summer, Ashland residents watched the East Antelope Fire torch the top of Grizzly Peak. New fuels mitigation efforts were turning into legitimate institutional programs when the 2004 CWPP was crafted.

A “log jam” of controversy over forest management was being broken down by the city’s Restoration Phase II Project in 2004, using a helicopter to remove overly dense trees on more than 140 acres in the municipal watershed. These new efforts followed years of thinning small trees and brush to reduce fire danger and build community support for active forest stewardship.

Landowner grant assistance programs that began in 2001 because of the National Fire Plan (2000) had picked up steam and hundreds of acres of fuels reduction had been completed or were underway by 2004, leading to the city’s first staff position dedicated to wildfire safety. This program connected landowners to professional expertise and funding; two major obstacles to reducing fire danger in Ashland’s forested interface zone.

Community engagement was central to working with citizens, funders, researchers, students and public policy makers as phases of the project were implemented. Three longitudinal studies were completed by Southern Oregon University’s Dr. Mark Shibley to understand public perceptions of the project. These studies found that residents reported having a spiritual, physical, and mental connection to the watershed and citizens wanted to know and understand the science, planning, and implementation processes. Tours, events, classes, field activities, a paid youth and education program, student service learning, and research from college students have kept people engaged and have helped to create a deeper understanding of forest health, the increased need for prescribed fire, and active forest management. A relatively new program, SmokeWise Ashland, was born from AFR to help increase the use of prescribed fire (and quickly increasingly polluted summer months) by educating residents, businesses, and visitors to protect themselves from smoke in the air.

The work continues, adapting to new challenges and embracing innovative approaches. By staying true to science, collaboration, and proactive care, Ashland’s forests are enabled to adapt to rapid climate-driven changes. This helps protect the city’s water supply and the community.

Though defensible space and home hardening were topics of conversation and study, there was much less emphasis on these topics in the 2004 CWPP. Some of the related education and outreach initiatives included:

- Information on Ashland’s website, which has evolved, with the creation of a Fire Adapted Ashland website.
- Wildfire messaging in utility bills, which diminished over time as people chose to opt out of the city’s newsletter.
- Evacuation drills in neighborhoods, which happened twice over a 19-year period.
- A single residential fire safety tour held in 2006.
- Lawn signs, which were used for properties that met Firewise USA® standards.
- A self-guided fire ecology interpretive trail, constructed in 2004 and updated in 2016.

Many other wildfire preparedness and risk reductions activities have been promoted by the City of Ashland since 2004, including the Ashland Fire Adapted Communities (FAC) Program, SmokeWise Ashland, and FireWorks!. The following information will provide brief descriptions of these activities, along with accomplishments and opportunities.



Figure 7: Removal of Flammable Juniper by ODF Crew, Photo Courtesy of City of Ashland 2015

Free Home Wildfire Risk Assessments (2006–2024)

Between 2006–2024 hundreds of wildfire risk assessments were completed for single-family homes, where city staff and volunteers engaged face-to-face with residents. Annually, on average, approximately thirty-three (33) homes were assessed, with no quantitative measures to determine risk reduction performed by residents. Qualitative results included positive feedback from residents, increased demand for assessments, and noticeable risk reduction actions, which provided evidence to city staff that the program had tangible benefits to improving wildfire safety on individual private parcels. Unfortunately, in some years, few assessments were completed due to insufficient staff.

It became apparent that to affect significant risk reduction citywide, the average annual assessment rate needed to increase to meet the need for the nearly 7,000 single-family homes and thousands of multi-family residential units in Ashland. In 2021, this led to the formation of the volunteer Wildfire Risk Assessment Program (WRAP). Trained and certified volunteer assessors performed over 150 assessments within the first year of the WRAP program. Some years were more challenging due to delays resulting from the COVID pandemic shutdowns, as well as staff and volunteer shortages. This

program has since been restructured within Ashland’s Community Emergency Response Team (CERT) program to secure funding and centralize fire department volunteer oversight.

Fire Adapted Communities Coordinator (2015)

While the term fire adapted communities (FAC) was not specifically identified in the 2004 CWPP, efforts have been made to incorporate these concepts. A fire adapted community is a community that collaborates to identify its wildfire risk and works collectively on actionable steps to reduce its risk of loss. This work protects property and increases the safety of firefighters and residents. Creating fire adapted communities is also one of the three goals of the National Cohesive Wildland Fire Management Strategy (2014).

In 2015, Ashland was among the first cities in Oregon to hire a Fire Adapted Communities Coordinator to coordinate citizen wildfire safety and mitigation activities, engage with the community, and implement FAC concepts. The position grew out of a grant-funded Firewise Communities Coordinator position that was first created in 2010.

This work also includes developing codes and ordinances, facilitating fuels reduction, and planning evacuation strategies. A City of Ashland utilities fee provides funding for this position. Four (4) separate individuals have filled this role over the past ten (10) years.

Tours and Lectures

Fire department staff schedule speaking engagements and field tours when requested, or as necessary. In the AFR project between 2010 and 2021, sixty-eight (68) tours were given in the Ashland Watershed, with an estimated 1,329 attendees. AFR partners also shared the significance of the project through hosting events like the Era of Megafires presentations by Paul Hessburg, three (3) of which were hosted between 2016 and 2018, guest lectures by fire historian Dr. Stephen J. Pyne and fire ecologist Dr. Susan Prichard. Maintaining positive perceptions of using prescribed fire and active forest management remains important.

City staff have given dozens of presentations to local service clubs, in Osher Lifelong Learning Institute (OLLI) courses, SOU and Ashland School District classes, homeowners associations, local and national conferences, and via online webinars.

Outreach activities can encourage residents to participate in reducing their own fuels using defensible space science and home hardening. Staff capacity should be maintained for providing community education activities. Tours of hardened homes and fire-resistant neighborhoods can be a way to directly influence the community to act. This is also an opportunity for managing risk perceptions and sharing the urgency of wildfire risk reduction. The City of Ashland can also sponsor community education events in partnership with organizations serving people at risk. However, there are currently no metrics to show that risk reduction actions are being taken by recipients because of city Staff or volunteer presentations.

Educational Information on the City Website

Face-to-face interviews and online surveys in 2024 indicate that the city website is important to some users, while others such as socially vulnerable persons (SVPs) are less likely to use the website. Results also indicate that in-person, onsite risk assessments are the preferable methods of communication for respondents, as it enables interactive dialogue with residents.

Firewise USA® Site Program

Ashland formally began supporting the National Fire Protection Association (NFPA) Firewise USA® (formerly Firewise Communities USA program) site program in 2010. This voluntary program encourages individual neighborhoods to acknowledge that they are at risk from wildfire and form a committee to encourage neighbors to protect their homes and surrounding areas from wildfire incrementally over time. In 2022, Ashland had thirty-three (33) certified Firewise USA® sites, which were the most Firewise USA® sites of any city in the country at that time. For tracking metrics, this program includes numbers of Firewise USA® sites, along with the per capita time and dollars spent per site.

Firewise USA® certificate of recognition standards do not require that any home attain a meaningful, code-based level of mitigation. Similarly, the program does not require any minimal level of mitigation across the community or neighborhood. Given Ashland's density, having a high level of homes attaining a meaningful level of mitigation is essential. The "certification" process can create a false sense of security—as residents may believe they are better protected though wildfire hazards remain high. The most effective neighborhoods have a strong leader, but the majority don't.

Expectations of city fire staff to assess, draft action plans, find funding, and routinely advise and oversee Firewise USA® communities is inadvisable and unsustainable. By focusing heavily on Firewise USA® sites, which primarily benefit financially secure homeowners in HOAs, the program limits city staff’s capacity to support community residents with less resources.

The value of the program is getting neighbors to talk about shared risk and collectively reducing risk factors. If the neighborhood is “In Good Standing” it is often eligible for small fuel reduction grants. Select insurance companies offer small discounts in some states if a home is in a recognized Firewise USA® neighborhood that is in good standing.

However, using city staff to support Firewise USA® sites is not an effective use of city resources. The program has value, but these communities need to be self-directed and may need to hire certified risk assessors to maintain their Firewise USA® recognition. Fire staff or volunteers can continue to support the Firewise USA® program by speaking at neighborhood events and supporting individual home assessments. City staff time, formerly invested in Firewise USA® communities, has already been redirected towards other projects and programs, like the volunteer wildfire risk assessment program (WRAP).

Citizen Wildfire Safety Commission

Ashland established a Firewise Commission in 2011 to “enhance the community’s resilience to wildfire hazards.” The Commission was renamed the Wildfire Safety Commission in 2019, with the purpose to “provide advice and support to the Council and City departments and education to the community on wildfire issues and plans for mitigation action ... and to foster the efforts of the City of Ashland to adopt and achieve the goals set forth in the Fire Adapted Communities programs.” (Ord. 3175 § 1, replaced, 03/05/2019). The Commission was switched to Management Advisory Committee status in September 2023 to free city staff from the time demands of public meeting rules. During its tenure, the Commission played a key role in expanding the Wildfire Hazard Zone, staffing the Farmer’s Market AF&R Booth (still done by volunteers today), launching the annual Wildfire Preparedness Campaign, establishing the Wildfire Risk Assessment Program (WRAP), creating a real estate wildfire education program, and helping secure a \$3 million FEMA grant to reduce wildfire risk for 1,100 of the city’s most vulnerable single-family homes.

The Fire Adapted Ashland Management Advisory Committee's role is currently limited to supporting fire staff upon request. Ideally, this committee would meet on a more frequent basis.

Farmer's Market (and other venues) Booth

An AF&R information booth has been seasonally staffed by volunteers at the Tuesday Farmer's Market since around 2016. This booth is also set up for special events upon request. Since the booth is typically run by volunteers it is relatively cost-effective, so long as there is availability to staff it, which is not always the case. A booth enables direct engagement when people have questions.

Overall effectiveness of this form of education and outreach has not been measured, although the number of interactions is now being tracked. It is a much-appreciated service, but it is unknown if these individuals act based on these interactions. When volunteers are not available, fire department personnel may end up staffing the booth.

Annual Wildfire Preparedness Campaign

This annual campaign ran from 2018–2022. The campaign consisted primarily of setting up poster boards and placing monthly themed flyers in retail stores, at fire stations, and the YMCA from April through July. No metrics were used to measure if actions were taken based on people taking flyers. Research studies indicate that messaging through posters, brochures and handouts raises awareness but rarely motivates action.

Ashland Wildfire Mitigation Project

The Ashland Wildfire Mitigation Project (AWMP) was initiated by AF&R and resulted in securing a Federal Emergency Management Agency (FEMA) Pre-Disaster Mitigation (PDM) grant in the amount of \$3 million. The project's primary goal is to establish defensible space around approximately 1,100 of the highest risk single-family homes and eliminate wood-shake roofing, thereby reducing the overall risk to residents and structures from future wildfires. Assistance is specifically dedicated to single-family homes.

AWMP is the most successful mitigation program since the inception of Firewise in 2010. It requires residents to meet code-based standards for defensible space and eliminates one of the major risk factors for wildfire ignition in wood-shake roofing. Though the program doesn't fund other necessary

elements of home hardening, it accomplishes an important objective through a voluntary, incentive-based approach with verifiable results. As a pilot project of how community-wide risk reduction could work, it is understood that long-term, sustainable funding is needed to continue this sort of incentive-based work.

As of January 1, 2025, 167 eligible residents have reduced their wildfire risk by removing flammable vegetation and debris, and twelve (12) wood roof surfaces have been replaced.

A challenge has been hiring and keeping qualified staff in the Wildfire Mitigation Specialist coordinator role; a temporary grant-funded position dedicated to the AWMP. This program was on pause for several months due to lack of qualified applicants after the first coordinator left for a higher-paying, permanent job, which is a challenge in relying on grant funds.

This incentive-based program comes with an administrative burden given that FEMA and the Oregon Department of Emergency Management (OEM) are involved in oversight. While the results for properties participating in the program are excellent, the overall participation rate is low at 30% of those contacted from the list of highest risk homes. Defensible space work is only part of the equation in wildfire protection along with home hardening, so even homes who complete the AWMP still need more work to achieve a science-based and desired level of protection. However, AWMP does fill an important role as a means of learning more about how people can successfully reduce their risk through combining codes and incentives, and this needs to continue.

SmokeWise Ashland Program

SmokeWise Ashland is a collaborative initiative in southwest Oregon dedicated to safeguarding public health and enhancing community resilience amid increasing wildfire smoke and increased need for controlled burns to mitigate wildfire risks. Established in 2016, the program unites various local entities, including AF&R, Ashland Chamber of Commerce, Asante Ashland Community Hospital (AACH), Jackson County Health and Human Services (JCHHS), the Oregon Shakespeare Festival (OSF), the Fire Adapted Ashland Management Advisory Committee, various schools and childcare centers, and Southern Oregon University (SOU).

SmokeWise Ashland offers community members comprehensive resources on topics such as understanding the Air Quality Index (AQI), improving indoor air quality, proper use of respirators,

wildfire prevention strategies, and methods to reduce exposure to wildfire smoke. It also provides information on controlled burns through text messages, social media and city news. Additionally, SmokeWise Ashland provides guidance for businesses, schools, and community groups on preparedness, decision-making, and communication during smoke events. Thirty-seven (37) PurpleAir monitors have been placed at various facilities around Ashland through this program.

In 2019, the City of Ashland received a \$85,000 grant from the Oregon Department of Environmental Quality (ODEQ) to purchase and distribute 600 HEPA purifier units to the most smoke-vulnerable residents, demonstrating the program's proactive approach to public health. Since then, an additional 180 HEPA purifier units have been purchased. Free replacement filters for these units are also offered in the spring each year. In 2024, a total of 100 free filters were distributed in just a few days with the help of AF&R staff. In 2024, Oregon Health Authority (OHA) shipped 18,000 N95 respirators to the City of Ashland at no cost to the community. These are still being distributed, with about 9,000 respirators on hand for 2025.

In 2021, the City of Ashland purchased eight (8) high-capacity air scrubbers and installed these at Options for Helping Residents of Ashland (OHRA) transitional housing, Ashland Public Library, ScienceWorks, and Oregon Child Development Coalition (OCDC). Two (2) air scrubbers are in a storage facility for deployment at the City of Ashland Inclement Weather Shelter. Replacement filters for each unit are also in storage. Oregon Department of Human Service Office of Resilience and Emergency Management (ODHS-OREM) also has large capacity air scrubbers and air quality monitors for deployment during smoke events.

SmokeWise Ashland helped develop health messages in partnership with pulmonologists at AACH and the Ashland Chamber of Commerce. Community partners have been critical in dissemination of health information, development of community centered messages and in providing brochures, education videos and business products that help in smoke readiness.

For communications, SmokeWise Ashland began using text messages to inform the community of prescribed fire and other forest management activities that closed specific areas. SmokeWise and AF&R helped to establish best practices for notifying the community about smoke. SmokeWise also maintains a website that during the summer is the most visited by residents.

AF&R and SmokeWise also installed a watershed camera in 2018, which has frequent views. This provides a distant view of the watershed and helps in seeing air quality conditions and smoke movement during prescribed burns. Another role for this camera can be in early detection of wildfires.

In 2022, a survey of 280 Ashland residents during the development of the Jackson County Smoke Management Community Response Plan, found that **37% were extremely concerned** about smoke impacts on their health, **40% were very concerned**, 17% were concerned, 6% were slightly concerned, and 0% reported no concern for health impacts from smoke. The survey found that 40% of respondents wanted in-person classes, covering topics such as how to keep air clean, purchasing of HEPA purifier units, understanding the AQI, and how to select a respirator and wear one properly. In 2024, SmokeWise presented smoke and health information at nine (9) events to a total of 250 attendees.

SmokeWise also provided 100 HEPA units to families who spoke English as a second language and trained over 100 people who then built their own do-it-yourself (DIY) HEPA purifiers. Another forty (40) HEPA purifier units will be provided to community members in spring of 2025.

A critical challenge remains in funding the supplies needed for maintaining this clean air program, as well as sustainable funding for a permanent staff position to run this program; staffing for one position is currently funded by two (2) federal grants, which creates an uncertain future for the program.



Wildfire Education for Students

One way the City of Ashland has supported the needs of K-12 grade students is with the development of a local fire science curriculum called FireWorks! Southern Oregon Fire Ecology Education (FireWorks! SOFEE). Since 2019, it has engaged with numerous organizations for development of local fire science curriculum. Partner organizations include Southern Oregon Forest Restoration Collaborative (SOFRC), Lomakatsi Restoration Project, ScienceWorks, Southern Oregon Educational Service District (SOESD), The Nature Conservancy (TNC), the Environmental Protection Agency (EPA), Bureau of Land Management (BLM), and the U.S. Forest Service (USFS). These partner organizations have been working together for student education since 2019. In 2024, it provided three (3) separate educator trainings, with an additional training in February 2025, and another planned training in November 2025.

AF&R has led development of the curriculum since hosting the first train-the-trainer workshop in March 2020. Twenty-eight (28) educators participated in the first training and have adopted the curriculum in their classrooms. Three (3) full-time educators were hired for the SOFRC to lead dissemination of both FireWorks! SOFEE for K-8th grade students, as well as a career and technical education program, Fire Bright, for high school students. The City of Ashland recently completed a grant with the BLM for \$84,100 in January 2025 for the curriculum adoption and pilot of the FireWorks! SOFEE lessons at ScienceWorks and classrooms across the Rogue Valley.

Curriculum is ready to be posted to the USFS website, however, there has been a hold on posting any new content to the site. BLM funding also helped in the transfer of the curriculum and program planning to SOFRC for expanded reach.

Involving organizations in collaboratively developed projects like FireWorks! SOFEE has helped to bring in additional funding for smoke and wildfire education, broaden outreach, and provide a network of support for this train-the-trainer model, which can be expanded to other areas in Oregon. Increased collaboration among practitioners, educators and organizations serving at-risk populations helps develop social connections and relationships that will be relied upon when disaster strikes. Comprehensive and responsive fire education also helps with children's social and emotional well-being, as well as that of the educators serving them. Resources developed in this

project, including an OSU Trauma-Informed Toolkit, have been shared with survivors in Lahaina and Pacific Palisades.

The reach of the program is being tracked on a map that SOFRC intends to publish in 2025. This map will allow educators to track student participation from all counties and share student-led service-learning projects. High school students who go into wildland fire, forestry, and related natural resource careers will be able to share their successes.

The City of Ashland also participates as part of an EPA collaborative for planning and dissemination of culturally relevant and engaging hands-on fire science called Southern Oregon Wildfire Resiliency and Emergency Preparedness (SOWREP). It is an effort to assist at-risk students by providing them opportunities to learn about wildfire, forest health and prescribed (Rx) fire. In 2020, 40% of the students in Phoenix-Talent School District lost their homes. This collaborative responded by organizing an art supply drive and distributed 600 art kits to students impacted by the Almeda and South Obenchain Fires.

Student education is a great way to reach a larger portion of the socially vulnerable population (SVP), who tend to be at greater risk of harm from smoke or wildfire disasters. It allows educators to have deeper discussions, which help students understand multiple issues like smoke and health needs, Ready, Set, Go!, evacuations routes, notifications, defensible space, home hardening, and forest stewardship.

To further connect student education and outreach efforts across the region, the City of Ashland and the Southern Oregon Forest Restoration Collaborative (SOFRC) are participating in the Rogue Valley Fire Prevention Cooperative (RVFPC). Older students assist with fuels reduction projects organized by a volunteer coordinator and actively participate in the community fuels reduction days. In 2024, Armadillo Institute and TRAILS Middle School worked at North Mountain Park and ScienceWorks to reduce fuels, and plans are being made for additional fuels work with student volunteers. Students have expressed an interest in more opportunities for service learning and want to help community members who do not have the physical capacity to reduce fuels around their homes. However, there is currently a lack of capacity to build upon this volunteer program.



Figure 8: Reducing Fuels at ScienceWorks Museum, Photo Courtesy of City of Ashland

Volunteer Wildfire Risk Assessment Program (WRAP)

Starting in 2009, AF&R staff began conducting face-to-face wildfire home risk assessments, with capacity expanding in 2021 when two (2) Wildfire Safety Commission volunteers worked with the Fire Adapted Communities Coordinator (FACC) to create the volunteer-run Wildfire Risk Assessment Program (WRAP). Volunteers designed the program, created the logo, and did most of the work, including designing an effectiveness survey. Five (5) residents were certified to perform assessments in October 2021. In the first year, more than 150 assessments were completed: a 470% increase over the annual average by AF&R staff.

WRAP sent emails to 200 residents who had an assessment completed between October 2021 and August 2022. Of the fifty-eight (58) respondents, all of them found the assessment useful, 83% indicated that they had performed some home hardening work, and 95% said they had done substantial work in the 0 – 5’ zone around their home. Respondents also identified obstacles they had experienced in getting the work done. In the spring of 2023, the FACC and WRAP volunteers worked to expand the cohort of trained volunteers and refined the data collection platform. Three new WRAP volunteers were certified by fall 2023.



Figure 9: WRAP Volunteers, Photo Courtesy of City of Ashland

WRAP is best suited for volunteers who thrive in independent, field-based work rather than traditional desk roles or social group settings. WRAP work is also rewarding for those who enjoy making a tangible impact in their community, combining technical expertise with meaningful one-on-one interactions.

WRAP was paused for more than a year to transition to a new home assessment platform, Fire Aside, paid for with USFS Community Wildfire Defense Grant (CWDG) funds. Fire Aside is a subscription-based service, with no funding secured beyond 2025, which could limit Ashland’s ability to use the

software in the future. This data collection platform enables the inclusion of photos to highlight specific issues and is designed to enable self-reporting of work accomplished. Marin County (California) reports that only about 20% of households used the self-reporting function, with the program proving most effective when tied to code enforcement.

There are alternative software platforms available that could be considered. For example, WUUII created the Madronus Wildfire Defense Network, which is utilized to assess properties for the popular IBHS Wildfire Prepared Home® program. It provides both self-service and full-service assessment options and facilitates remote or in-person consultations with wildfire risk specialists, streamlining property evaluations (Wuuii, 2024). In May 2025, the Firebrand Resiliency Collective elected to invest in the Wuuii software over the Fire Aside software in the areas they serve in the Rogue Valley. ODF, local municipalities (including Ashland), and private contractors have been creating their own versions of ArcGIS Survey 123 site-specific risk assessment data collection platforms for several years. We foresee the lack of a consistent data collection platform as a significant issue that must be addressed to create comparable regional risk metrics.

Leaping Forward

Much has been done over the past 20+ years since the 2004 CWPP was written. However, the needle needs to move significantly on this pressing issue of community wildfire safety. Ashland’s 2004 CWPP was drafted before a national effort was launched to understand how homeowners respond to wildfire risk, risk assessments, mitigation advice, codes and ordinances, wildfire events, and more. Since 2004, social science research has helped inform best practices for reducing wildfire risk in communities.

Other major changes since 2004 include an alarming rise of urban conflagrations (Insurance Institute for Business & Home Safety, 2023; Headwaters Economics, 2024; Syphard & Keeley, 2019; Kramer et al., 2019; Mann & Sherriff, 2019), a growing awareness of how disasters disproportionately impact socially vulnerable people (Fothergill & Peek, 2004; Thomas & Phillips, 2012; Islam & Winkel, 2017), and an increase in insights and tools for fostering more inclusive community engagement (Paveglio et al., 2018).

Science-based research on wildfire risk reduction has shown that the most effective strategy to invoke compliance is building trust-based relationships through direct, face-to-face engagement with residents (McCaffrey, 2020; USFS, 2018; Dickinson et al., 2015; McCaffrey, et al., 2011, 2013, 2015; Steelman & McCaffrey, 2012; Paveglio et al., 2009, 2018; Martin et al., 2009; Sturtevant & McCaffrey, 2006). This personal approach not only motivates individuals to take responsibility for their own property but also inspires neighbors to do the same, fostering a collective commitment to wildfire preparedness.

However, it is understood on an anecdotal level (e.g., carrot and stick) that motivating individuals to voluntary compliance only works for those individuals that will voluntarily comply. For others who don't wish to participate in wildfire preparedness and mitigation, codes and enforcement will be necessary.

Coexisting with Wildfire

While the AFR project has reduced wildfire risk in the Ashland Watershed and adjacent forests through partnerships, funding, education, and measurable outcomes, there is simply no equivalency for the highly at-risk built environment or community, which has not had the same kind of focus, funding, and resources allocated to date. This CWPP is the next phase in the Ashland community's wildfire adaptation journey.

A primary vision in this 2025 CWPP update is to build on previous successes and lessons learned through the hard work of staff, volunteers, and citizens. Ashland has tried various approaches and has noted what has and hasn't worked. Ashland is now in a place to propose a new vision to meet a future of climate change and rapid adaptation, which will require different, and possibly drastic, means and methods of creating wildfire resistance and resilience. On September 8, 2020, the Alameda Fire was a near miss event for Ashland, and the need to protect the community was made abundantly clear. The fire rapidly spread to the adjacent communities of Talent and Phoenix, consuming ~2,800 homes, businesses, and public properties in these municipalities and surrounding rural areas.



Figure 10: 2020 Almeda Fire Consuming a Manufactured Home Park in Talent or Phoenix, OR

There are 20+ years of statistically significant, science-based research in fire-sciences and social-sciences to help inform and guide an effective approach for Ashland's future. The City of Ashland will need to take a big leap forward to increase capacity, with the threat of wildfire being listed by Ashland City Council as one of the highest risk events for the city. Capacity is the all-important "infrastructure" that supports and shapes organizations into sustainable, efficient, and effective change agents and enables individuals to do the work that needs to be done.

"Capacity building enables us to have the knowledge, skills, and resources to take action" (Coalitions & Collaboratives, n.d.). Unfortunately, AF&R's staff capacity is stretched thin, and personnel have more work than they could accomplish by themselves, which eventually leads to burnout.

Despite significant past investments in time and resources, residents and businesses are largely not motivated to act on the scale needed to ensure Ashland's survival in the face of severe wildfire. This 2025 City of Ashland CWPP provides a framework for "leaping forward" as a community.

Section 3

Community Risk Assessment

Section 3: Community Risk Assessment

“We have to live with wildland fire. We don’t have to live with fire in our communities.”

(Calkin, et. al, 2023)

Introduction

Urban areas, such as Ashland, are becoming increasingly vulnerable to large-scale wildfires (Giammanco, 2023). This growing risk is evident in recent catastrophic events, including the **2017 Tubbs Fire** and **2018 Camp Fire** in California, the **2020 Alameda Fire** that originated in Ashland, the **2022 Marshall Fire** in Colorado, the **2023 Lahaina Fire** in Maui, and the **2025 Palisades and Eaton Fires** in California (Insurance Institute for Business & Home Safety [IBHS], 2025). Over the past six (6) years, these urban conflagrations have resulted in the deaths of more than 220 people, countless animals, and the loss of tens of thousands of structures.

Ashland’s highly valued resources and assets (HVRAs), including infrastructure, businesses, natural environments, and social institutions, play a critical role in supporting economic stability, public health, and overall wellbeing. When disasters occur, these resources and assets can be negatively impacted, disrupting essential services, displacing community, and impeding recovery efforts. For instance, damaged transportation networks can hinder emergency response and supply chain operations, while destruction of local businesses can lead to economic instability (Tierney, 2019). Similarly, the loss of natural resources, such as water supply, can have long-term environmental and economic consequences (Cutter et al., 2003). Furthermore, social institutions, such as schools and healthcare facilities, are vital for community resilience, and their impairment can exacerbate the challenges of recovery (Aldrich, 2012).

This section examines wildfire hazards and risks to Ashland's developed area resources and assets. It begins with an overview of projected climate change impacts, then examines past wildfires and current vulnerabilities in the built environment. The section concludes with a proposed scoring system to help prioritize treatments for HVRAs that are essential to Ashland's identity, functionality, and resilience.

Climate Change Forecast

Climate change is impacting the Rogue Valley, affecting its ecosystems, economy, and communities. Since 1900, the region's average annual temperature has risen by about 2°F. Projections indicate it could increase by at least 5°F by 2074 and 7.6°F by 2100 under moderate emissions conditions (Fleishman, 2025).

As global temperatures rise, extremely hot days are becoming more common, and heat waves are increasing in frequency and intensity. In nearby Medford, the average number of days with temperatures reaching 90°F or higher rose from 53.5 days per year (1950–1960) to 67.4 days per year (2011–2020) (O'Neill et al., 2023).

Looking ahead, the number of dangerously hot days is expected to climb even more. The heat index combines air temperature and humidity to reflect how hot it feels and is a key measure because it's closely tied to human health risks. By 2040–2069, Medford could experience 30 to 40 more days per year with a heat index of 90°F or higher compared to the period from 1971–2000. By 2070–2099, that number is projected to increase to 39 to 62 additional hot days per year, depending on future emissions (O'Neill et al., 2023).

In the Klamath Mountains ecoregion, winter precipitation is expected to increase, while precipitation in other seasons is projected to decrease. Overall, annual precipitation is expected to rise by about 3%, with heavier winter storms becoming more intense (Pierce & Cayan, 2025). As these heavy storms become stronger, the risk of landslides will also increase, particularly in areas that have recently experienced wildfires.

Rising temperatures will cause a significant shift in how precipitation falls. By 2100, over 85% of the precipitation that once fell as snow in the Klamath Mountains is projected to fall as rain instead (Pierce & Cayan, 2025).

These changes, combined with warmer temperatures and shifts in precipitation patterns, are expected to make summer and autumn droughts more frequent, longer, and more severe (O'Neill et al., 2025).

Ashland’s Wildfire Risk and the Role of Climate and Wind Patterns

Ashland has a Mediterranean climate characterized by hot, dry summers and cool, wet winters; conditions that naturally increase the risk of wildfire ignition and spread (Abatzoglou & Williams, 2016). Recent changes in climate, including rising temperatures, prolonged droughts, and shifting precipitation patterns have further intensified this fire risk (Westerling, 2016; Halofsky et al., 2020).

In late summer and autumn, before the onset of fall rains, strong, dry easterly winds often fuel fast-moving wildfires. These winds have historically driven some of the largest wildfires in western Oregon, including the 2020 Almeda Fire (Abatzoglou et al., 2021; Mass et al., 2021; Reilly et al., 2022).

While climate change does not appear to be increasing the frequency or speed of easterly winds, conditions during these wind events are changing. Research shows that although easterly winds have slightly decreased since the preindustrial period, they are now more likely to occur alongside high temperatures, dry air, and parched vegetation, creating ideal conditions for large, rapidly spreading fires (Hawkins et al., 2022; Mass et al., 2022; Balch et al., 2024).

Downslope wind-driven fires, such as those fueled by Oregon’s east winds, are especially dangerous. Between 1999 and 2020, these types of fires accounted for 60% of homes destroyed and 52% of wildfire-related deaths in the western U.S. (Abatzoglou et al., 2023).

Additionally, ecosystem changes, such as the spread of non-native grasses, the densification of forests, and the installation of tree plantations, have further heightened wildfire risk.

In Ashland, this wind-driven wildfire threat is particularly concerning near the city's southeast edge, where a fire igniting in the Emigrant Lake area could spread quickly toward town, leaving little time for evacuation or emergency response. To address this, a team of researchers led by Boise State University (BSU) is studying evacuation strategies, traffic patterns, and fire response planning, with results expected in summer 2025.

Local Wildland Hazards and Risk Management

Historically, most naturally occurring fires and indigenous burning that occurred in the Rogue Valley have been suppressed since the mid to late 1800s, resulting in diminished ecosystem function and structural resilience (Hessburg et al., 2019, Borgias in City of Ashland Appendix 8.3, 2004). Most of the region has been heavily logged, leaving unnaturally dense second growth conifer forests (Metlen et al., 2017). More than a century of livestock grazing in the lower elevations where Ashland lies has converted former savanna oak woodlands into annual-dominated and mostly non-native grasslands. The Alameda Fire started in one of these grasslands adjacent to a riparian corridor in Ashland.

Local initiatives such as the Ashland Forest Resiliency (AFR) Project have been developed to mitigate fire hazards in the Ashland Watershed through controlled burns, thinning, and community preparedness efforts (City of Ashland, 2022c). Research by Metlen et al. (2021) suggests that these fuel reduction treatments, including thinning and prescribed (Rx) fire, can significantly decrease wildfire severity while enhancing ecosystem resilience in southwestern Oregon's forests. These strategies aim to restore historical fire regimes and reduce the likelihood of catastrophic wildfires impacts. The AFR Project has been actively working to reduce fuel loads, but long-term sustainability requires ongoing investment in fire adaptation strategies. For more details, see the Landscape Resiliency Section 12.

Significant Wildfires in and Adjacent to Ashland

The City of Ashland has experienced many wildfires since it was incorporated in 1874. The first reliable report of a major wildfire was the August 8, 1959, the Jackson Hot Springs Fire. The temperature was 105°F at the time when two (2) arson fires broke out in dry grass near where the car dealerships are currently located on Highway 99. Driven by steady upslope winds, the fire traveled

through the Ashland Mine Road area and five (5) miles to the crest of the Ashland Watershed by nightfall.

Fire Name	Date	Acres Burned	Structures Lost	Other
Jackson Hot Springs	Aug 8, 1959	2,800–3,800	UNK	Arson
Hillview	Sept, 1973	330	UNK	Arson
Siskiyou	Sept 21, 2009	188	1	Electric Spark
Oak Knoll	Aug 24, 2010	~15	11	Accidental
Almeda	Sept 8, 2020	~3,200	~2,800	3 died; ~6000 displaced

Table 6: Historic Wildfires in and Adjacent to Ashland

Table 6 shows the five (5) largest wildfires within and adjacent to the city from 1959–2020. Fortunately, only one (1) of these fires, the 2010 Oak Knoll Fire, caused significant home losses in Ashland. However, the most destructive fire, the Almeda Fire in 2020, which started in Ashland, caused the loss of thousands of homes and hundreds of local businesses in the neighboring communities of Talent and Phoenix.

It is not a question of if, but when, another major wildfire will affect Ashland. How and where that fire (and subsequent fires) burns could profoundly shape the city’s future. While we may be fortunate once again, there is also the risk of a worse-case scenario. Assessments show that Ashland and nearby communities face high wildfire risk, driven by natural conditions and human influences. The growing built environment, including homes, infrastructure, and cultural landmarks is increasingly vulnerable due to expansion into fire-prone areas and limited evacuation routes (Federal Emergency Management Agency [FEMA], 2023). Proactive planning and community-wide action are essential to reducing this risk and protecting Ashland’s future.

Ashland Developed Area Vulnerabilities

Ashland has a population of approximately 21,400 residents as of 2020. The city covers an area of 6.64 square miles (17.2 sq km), resulting in a population density of ~3,218 people per square mile (2.6 sq km); significantly higher than the national average of ninety-one (91) people per square mile (2.6 sq km) (U.S. Census Bureau, n.d.).

In 2018, through curbside risk assessments, Ashland collected parcel level wildfire risk data for 6,625 private single-family residential properties within city limits (assessors recorded what they could observe from the street). This data set serves as a qualitative baseline for land parcels containing single-family residential properties in 2018. The results of this assessment were used to apply for a \$3,000,000 FEMA wildfire risk reduction grant to replace approximately twenty-four (24) wood roofs and to treat flammable vegetation on the top 1,100 most at risk single-family residential properties.

To update the structural ignitability baseline for the entire city, the following was proposed:

- Reassess the 6,625 residential properties to compare with 2018 baseline data.
- Establish baseline data for ~2,700 multifamily units on ~540 parcels.
- Establish baseline data for ~1,280 commercial, institutional, industrial, and governmental structures on ~680 parcels.

In addition, in the CWPP grant application, the city committed to “analyz[ing] risk by property type and develop[ing] customized risk reduction plans based on geographic patterns of wildfire risk.”

In 2018, the City of Ashland declared the entire city as being at risk from wildfire and delineated Ashland as wildland-urban interface. This means that every property owner in the City of Ashland should strive to make their properties and structures resistant to the threat of wildfire. In March 2025, a geospatial exercise took place to determine ember transmission potential during windblown fires, and again Ashland shows to be at threat from wildfire transmitting into the built environment.



In 2024, utilizing USFS Community Wildfire Defense Grant (CWDG) funds, UAS (unmanned aerial system) LiDAR (light detection and ranging) & RGB (red, green, blue) data was collected by a contracted aerial imaging provider. As part of this CWPP project, high-resolution LiDAR and RGB data were collected using UAS over approximately 4,300 acres of the City of Ashland, including portions of the Ashland Watershed. Flights were conducted in 100-acre sections at 250 feet above ground level (AGL) with 50% overlap, utilizing terrain awareness to navigate complex elevations. Data collection spanned approximately 2-1/2 weeks.

- Digital Elevation Model (DEM) – High-resolution elevation data.
- Canopy Height Model (CHM) – Tree canopy structure representation.
- Classified Point Cloud – Ground, low, medium, and high vegetation classifications.

- Vegetation Polygon Layer – 1-foot resolution vegetation classification with height attributes for 2D/3D visualization.
- Ladder Fuels Polygon Layer – Identified ladder fuels (0–8ft AGL) to assess wildfire risk.
- Tree Canopy & Height Analysis – Using R programming, tree canopy polygons and tree height points were generated for all vegetation over two feet in height within city limits.

Data collection was conducted using a DJI M300 drone with a HESAI XT32 LiDAR sensor, Emlid RS2+ base station, and ODOT NTRIP network for RTK precision. Processing and analysis were performed using ESRI ArcGIS Pro, GlobalMapper Pro, and R programming (Forest Tools package).

Modeling

Based in part on the UAS LiDAR data, Oregon State University (OSU) and Ashland staff worked with the UAS contractor to classify trees in Ashland into two classes: conifer and deciduous. To accomplish this, they used the tree canopy polygon created from the Tree Canopy and Height Analysis as the population of trees to classify.

Tree type analysis began with a population of 2,190 trees ‘visually’ classified as conifer or deciduous by city GIS staff. They averaged red, green, and blue visual bands from two aerial imagery datasets with a resolution < 1 m, as the basis for this classification, and used the infrared band from one of the image sources. A first aerial imagery set was **leaf off**, high-resolution aerial photography collected during the high-resolution LiDAR acquisition and included band 1 (red), band 2 (green) and band 3 (blue) that constitute color photography. A second aerial imagery set was collected through the NAIP program with **leaf on**, and consisted of band 1 (red), band 2 (green), band 3 (blue) and band 4 (near infrared). Individual bands from each dataset were averaged across the tree polygon and used in the statistical analysis.

A generalized linear model with a binomial distribution (logistic regression) was used to classify trees into conifer and deciduous classes. A stepwise model selection was used to determine which bands to include as factors contributing to distinction of conifer and deciduous trees. The team also tested for two-way interactions among variables within an aerial image dataset and ultimately settled on a model that included all bands from each dataset (leaf off and leaf on), as well as two-

way interaction among all three (3) bands in the leaf off imagery. The dataset was split into a training and assessment dataset so they could perform an accuracy assessment.

Model evaluation for logistic regression is best evaluated with the Area-Under-the-Curve value (AUC), where values above 0.7 are considered good, above 0.8 are considered great, and above 0.9 are considered **outstanding**. AUC for this model was 0.9847 (see Figure 12).

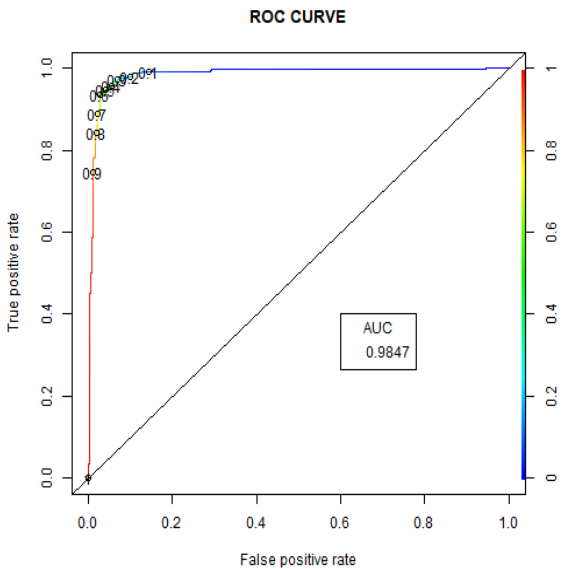


Figure 12: AUC Values Related to Tree Classification Methodology

The team conducted an accuracy assessment on the portion of data excluded from the model and found that by separating trees into conifer or deciduous models, based on a probability estimate for a conifer of 0.5, resulted in a model prediction accuracy of 95%. A confusion matrix on the accuracy assessment data was provided, where 1 = conifer. This model classifies trees very well and there does not appear to be a bias in prediction accuracy for conifers or deciduous trees.

This research is vital to quantify the incidence of conifers adjacent to structures, the data from which can be extrapolated to other vulnerabilities such as ladder fuels, interconnectedness of hazardous vegetation, etc.

Other Data

Other attributes that inform the rapid spread of wildfire in the built environment are being drawn from the UAS LiDAR data, which includes vegetation within 5’ of structures (Figure 13), as it is well understood in the fire sciences that this area should remain ember-resistant or fuel-free, to the extent that California has now instituted Zone 0 requirements “...which will require an ember-resistant zone within 5 feet of structures.” (Office of Governor Gavin Newsom, 2025).



Figure 13: Percentage of Vegetative Fuels Within 5’ of A Structure

Using the UAS LiDAR data, ladder fuel percentages were also quantified (Figure 14), which informs future steps to mitigate these known vulnerabilities. Ladder fuels are either live or dead vegetation that allows a surface fire to climb from ground level vertically up into the canopies of nearby trees, thus propagating the increased spread of fire.

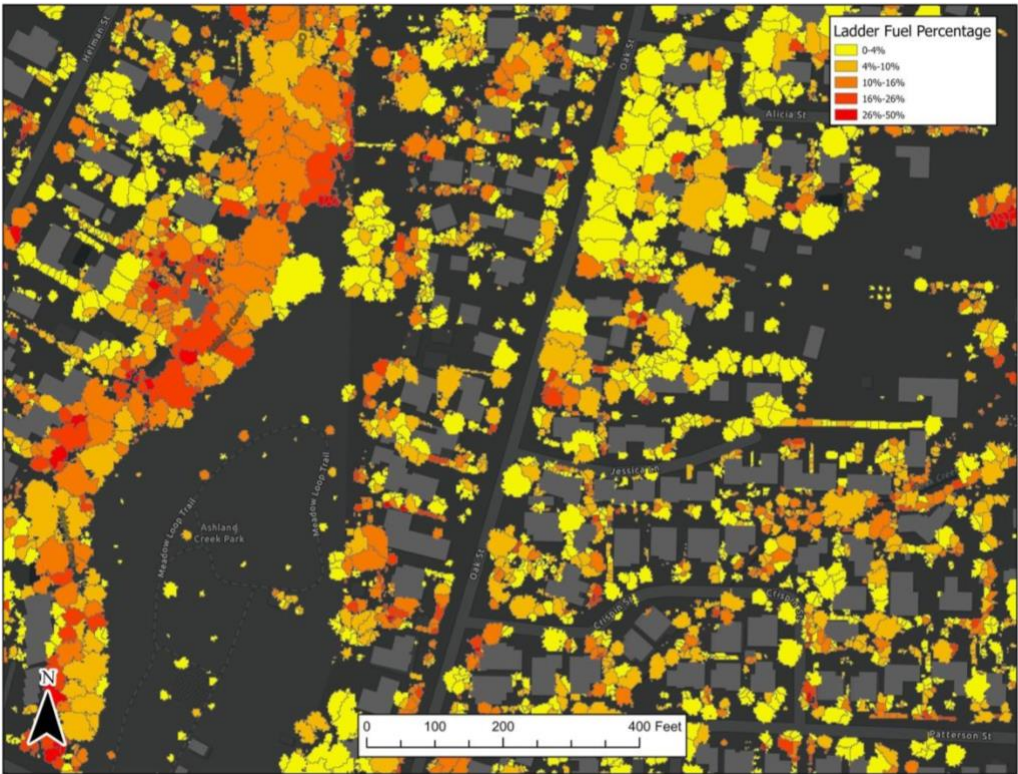


Figure 14: Percentages of Ladder Fuels Around Structures

Additionally, tree canopy cover over structures has been identified through this data (Figure 15), which will help inform parcel-based field assessments to determine the extent that limbs are within ten feet (10') of a particular structure's roofline. Ashland will also be able to identify through GIS data whether those specific trees are conifers or deciduous trees.

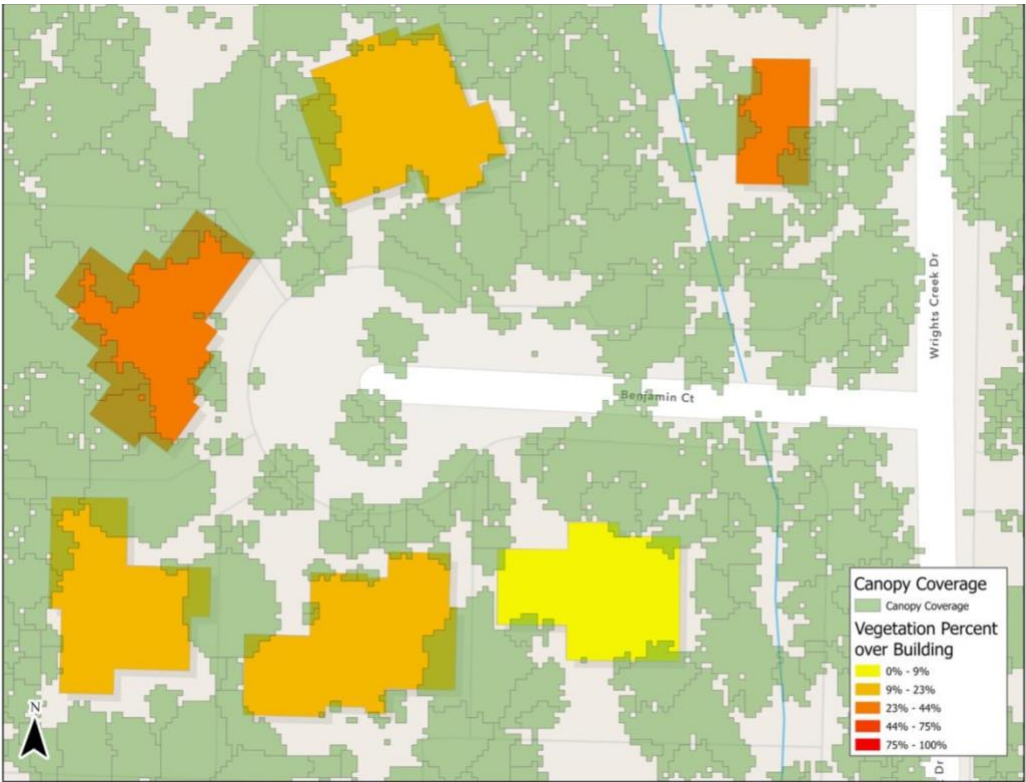


Figure 15: Percentage of Tree Canopy Coverage Over Structures

Lastly, and most importantly, the UAS LiDAR data has helped quantify structure density (e.g., setbacks from other structures) in Ashland’s built environment (Figure 16). The horrific and common incidence of national tragedies, where a wind-driven wildfire transitions into the built environment and an urban conflagration ensues, drives the need to focus efforts on high-density developments. The National Institute of Standards and Technology (NIST) Hazard Mitigation Methodology (2022) specifically separates out HIGH, MODERATE, AND LOW density in the built environment, as it relates to interconnected fuels and the incidence of structure to structure spread in an urbanized setting (urban conflagration). This information should also inform future codes and zoning ordinances for new developments in Ashland.

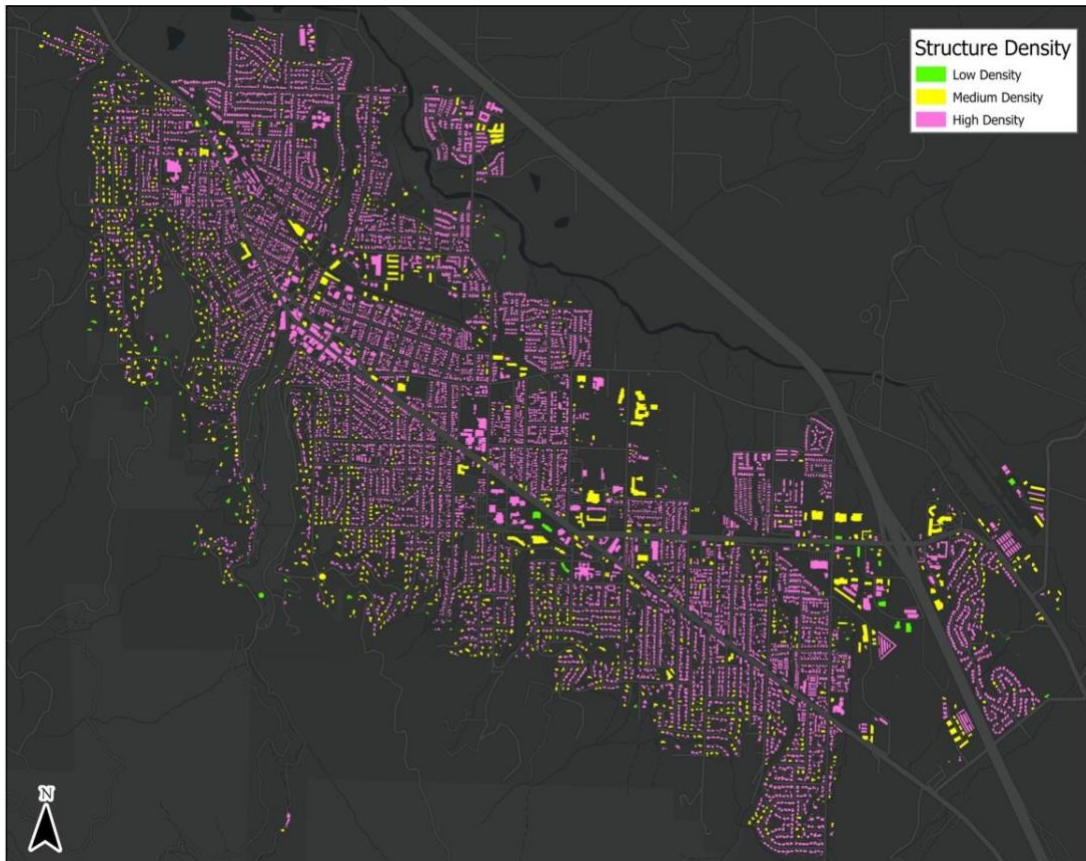


Figure 16: Showing the Incidence of High-Density Construction in the City of Ashland

Next Steps

To complete Ashland's structural ignitability baseline, several critical steps remain. The City must reassess the 6,625 residential properties surveyed in 2018, establish baseline risk data for approximately 2,700 multifamily units, as well as 1,280 commercial, institutional, industrial, and governmental structures. Additionally, the City must analyze wildfire risk by property type and develop customized risk reduction plans based on geographic risk patterns. Utilizing the recently collected LiDAR and RGB data will be essential for advancing these efforts.

Critical Infrastructure

Electrical Infrastructure

Following the 2020 Labor Day fires, the Oregon Legislature passed Senate Bill 762 (Oregon State Legislature, 2021), which required utilities across the state to submit wildfire mitigation plans. The City of Ashland operates its own electric utility, though some infrastructure within the city is managed by Pacific Power and Bonneville Power Administration. In 2022, Ashland’s electric utility submitted its wildfire mitigation plan, which was subsequently approved by the State of Oregon (City of Ashland, 2022b). The approved plan outlines local fire conditions, details Ashland’s electrical system, and provides recommendations for improving fire safety. All recommendations within the Ashland Electric Utilities Wildfire Mitigation Plan (City of Ashland, 2022b) are considered initiatives under this CWPP. Moving forward, upgrades and mitigations outlined in the plan will be prioritized and implemented as funding becomes available.

The City of Ashland has taken significant steps to improve wildfire safety since the passage of Senate Bill 762. With its 2022 Electric Utilities Wildfire Mitigation Plan, the city has implemented key measures such as improved fuse technology, fire-resistant infrastructure, and enhanced vegetation management. Additional risk reduction work is needed.

Water Supply Infrastructure

Recent urban wildfires, including the 2017 Tubbs Fire in Santa Rosa, the 2018 Camp Fire in Paradise, the 2020 Alameda Fire, the 2023 Marshall Fire in Colorado, and the 2025 Palisades and Eaton Fires in Los Angeles County, revealed a troubling pattern: water system failures during firefighting efforts. These systems were not designed to handle the extreme demands that today’s increasingly common urban, large-scale fires place on them.

In Los Angeles, Janisse Quinones, Chief Executive of the Department of Water and Power, reported that their water system faced four (4) times the usual demand for fifteen (15) consecutive hours during the Palisades Fire (Hamilton, M., & Zahniser, D. (2025, January 8). Such strain can severely limit firefighting efforts. Worse still, system failures can cause water pressure to drop across entire sections of a city. As the fires grow and destroy homes, businesses, and infrastructure,

depressurization can draw contaminated smoke, ash, and toxic chemicals into the water supply, a dangerous mix that can persist for weeks or even months (Public Health Institute, 2022).

For example, following the 2017 Tubbs Fire in Santa Rosa's Fountaingrove neighborhood, extensive cleanup was required. Crews replaced more than 440 water lines, three (3) water mains, and eight (8) contaminated fire hydrants. The cleanup cost an estimated \$8 million, and water restrictions remained in place for eleven (11) months. Overall damage to Santa Rosa's infrastructure was estimated at \$111 million (Pineda, 2025).

Recognizing these risks, the City of Ashland is proactively working with RH2 Engineering, the firm that developed the City of Ashland Water Master Plan Update (City of Ashland, 2020b), and Dr. Erica Fischer from Oregon State University's College of Engineering. Dr. Fischer has studied water system failures following major wildfires and conducted experiments to understand how contamination occurs.

This team is building a detailed model of Ashland's water system (Figure 17). The model will simulate the extreme water flow demands expected during a wildfire, helping the city identify system vulnerabilities and develop strategies to prevent hydrants from running dry or drawing contaminants into the system. While the study's results will not be published until after this CWPP update is released, Ashland's Public Works and AF&R plan to use the findings to improve the city's fire readiness ahead of the next wildfire season.

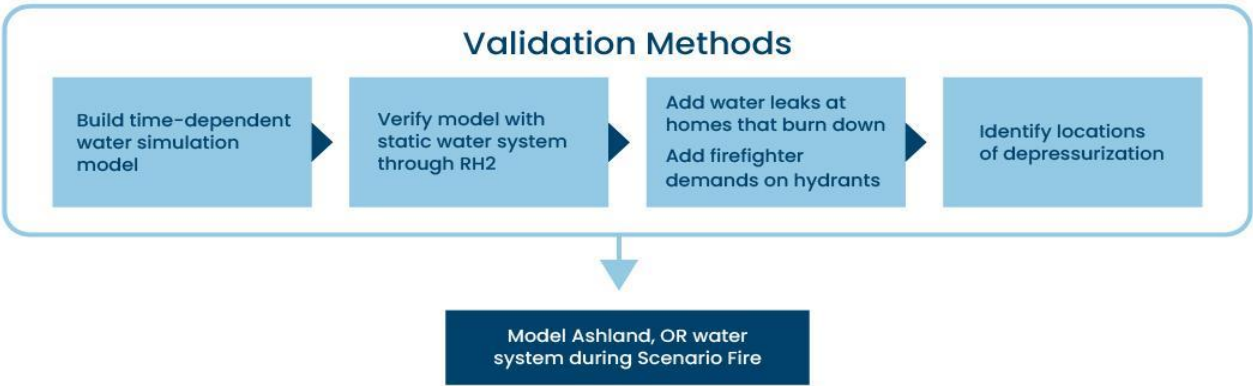


Figure 17: Modeling Approach Outlined by RH2 Engineering and Oregon State University

Ashland’s water system is likely vulnerable to failure during a major wildfire, risking both firefighting capabilities and potential contamination. This will need to be addressed.

Highly Valued Resources and Assets (HVRAs)

Highly valued resources and assets (HVRAs), as they pertain to wildfire, are those natural resources and human-created assets that can be impacted in a negative or positive way by wildfire. HVRAs enable the city to function, and to support its economy and welfare.

While every community resource and asset have value, not all carry the same weight. Some are the backbone of survival, irreplaceable lifelines that, once lost, could not be replaced with the same character, history, and not without significant time and cost. Others, though vital, have counterparts, making their absence less catastrophic (e.g., grocery stores).

A triage and rating exercise took place with stakeholders in 2024/2025 for Ashland’s HVRAs. By assigning scores based on their physical vulnerabilities to wildfire and societal importance, it is possible to prioritize and collectively invest in protecting higher risk resources and values.

Wildfire will impact assets differently depending on their construction and location. It’s usually very difficult and expensive to change the location of a fixed asset (e.g., the Ashland Water Treatment Plant), but if the asset is critical to the community, it may be a necessary investment to reduce exposure to the hazard. Often, the preferred recourse is making an asset more fire resistant by altering its condition.

For example, there are several major institutional assets in the city: Southern Oregon University, Oregon Shakespeare Festival, and Asante Ashland Community Hospital that contribute significantly to the cultural, educational, and social landscape of the region and to the welfare and quality of life in Ashland. Other examples include the infrastructure required for communications, transportation, and utilities that serve residents and businesses in Ashland, and the eight (8) schools that support roughly 2,600 students (Ashland School District, n.d.). The 175-acre Southern Oregon University campus is used by more than 6,200 students (Southern Oregon University, n.d.).

Ashland’s small business assets include more than 100 restaurants, bars, coffee shops, galleries, music and theater venues, and specialty shops. Thousands of tourism jobs generate millions of

dollars that support approximately 350,000 visitors each year. Tourism is largely dependent on the 90-year-old Oregon Shakespeare Festival and a variety of local outdoor, visual arts, and culinary opportunities (Ashland Chamber of Commerce, 2023).

Other assets in Ashland include the many historic buildings and four (4) historic districts, which are on the National Register of Historic Places. There are also approximately 7,000 single-family residences, and hundreds of multi-family housing structures including an estimated 200 apartment buildings. Additionally mobile/manufactured home parks, within or directly adjacent to the city, contain around 400 rental spaces.

Decisions to allocate resources based on total weighted scores rest with policymakers. To calculate a total weighted score requires assessing each asset’s fire-resistant qualities and wildfire exposure potential. Unfortunately, the city does not yet have this information, but advanced technological tools and refined data and modelling should make it possible to assess physical vulnerabilities in the next three to five (3 - 5) years or sooner. In the meanwhile, subjective community-based social valuing criteria may be used to set priorities.

Scoring Process

To facilitate prioritization of limited wildfire risk reduction assets, a CWPP working group comprised of residents and city staff developed a process to score highly valued resources and assets (HVRAs) within and adjacent to the City of Ashland. The inspiration for the approach came from the 2024 Oregon Department of Land Conservation and Development Sea Level Rise Adaptation Planning Toolkit.

The first step in the process was to inventory assets. Ashland’s list of HVRAs was informed by various FEMA documents and customized by the working group. Of note, functionally similar assets are grouped together to limit the appearance of bias in the scoring process. There are exceptions when an asset is of clearly greater value to many community members based on the threat of wildfire and the long post-fire recovery process.

The second step required the selection of scoring criteria and assigning a range of possible scores as shown in Table 7.

HVRA Scoring Categories	Scoring	Code
Exposure to environmental factors conducive to extreme fire behavior	1-5	EXPOSURE
Relative resistance to ignition by wildfire	1-5	RESISTANCE
Enables people and animals to survival/evacuate	1-4	SURVIVAL
Post-fire recovery value during the recovery process	1-4	RECOVERY
Importance to community function and identity	1-10	IMPORTANCE
Who would be most impacted if the asset were lost?	1, 3, 5	USERS

*Table 7: Scoring Criteria and Range of Possible Scores
(The higher the number, the greater the weighted value score.)*

Of the six categories, community (aka social) value is judged in four ways:

1. Whether the asset could help people survive or evacuate during the wildfire.
2. The relative importance of the asset in facilitating recovery when the city experiences wildfire.
3. The relative importance of the asset to the identity and functionality of the entire community regardless of fire impacts.
4. Whether the asset is designed to or consistently serves more well-resourced populations, the entire community, or socially vulnerable populations (SVPs).

The scoring rubric applied follows:

Assets in the same category guided prioritization between HVRAs. For instance, communications infrastructure, evacuation routes, and large irrigated fields are crucial for enabling evacuation and

survival during a wildfire, thus each received a top score of 4 in the SURVIVAL bin; while homes are generally not a suitable refuge during a wildfire, so they get a score of 1 in the SURVIVAL bin.

Assets vital for post-fire recovery include utility infrastructure (e.g., water and power, main roads), schools, and city records needed for rebuilding; each received a top score of 4 in RECOVERY. If there were multiple types of assets of the same type or they have counterparts available in Talent, Phoenix, or Medford, such as gas stations and restaurants, they received a wildfire recovery score of one.

Scoring the “relative importance” of HVRAs is challenging because property owners understandably view their own properties as highly significant. While losing some homes and businesses would be devastating for those directly affected, the city could continue to function and recover if enough critical HVRAs remained intact. For example, Ashland has eight (8) local gas stations, numerous restaurants, shops, cafes, and thousands of residential units, which place these HVRAs low to mid-range in the “importance” bin. However, essential services such as power, water, and sewer are vital to the city’s overall functionality. Without them, the city could not operate, making critical infrastructure the highest priority, scoring a 10 on the “importance” scale.

Major economic drivers, like the Oregon Shakespeare Festival campus, rank higher than smaller theaters. Certain assets offer such essential and unique services that they are rated at the top of the scale (10), such as the hospital and Hosler Dam.

Relocating a fixed asset, such as the Ashland Water Treatment Plant, is extremely costly. However, if an asset is critical to the community, such investment of dollars may be justified to mitigate wildfire risk, and that decision was made by Ashland voters in fall 2024, in part because of wildfire risk.

It is not realistic to score all structures (over 10,000) in the built environment or to identify community assets that benefit one to a few citizens. We acknowledge that homes and businesses are important but cannot rank them against each other, so they are lumped together (see [appendices](#)).

To protect Ashland from wildfire devastation, critical assets must resist wildfire rather than act as fuel sources. By resisting ember attacks and disrupting fire spread, the built environment can slow the advancing wildfire and improve survival outcomes. Proactively reducing wildfire risk for key

community resources and assets is essential for resilience and recovery, which will require further refinement through geospatial prioritization of HVRAs.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Community Risk Challenge Statements
Challenge CR-1: To respond effectively, Ashland must routinely reassess wildfire hazards and risks.
Challenge CR-2: Additional wildfire mitigation measures are needed to make Ashland’s electrical system safer.
Challenge CR-3: Action is needed to identify Ashland’s water system limits and implement solutions to safeguard the city’s clean water supply.
Challenge CR-4: Protecting all highly valued resources and assets in Ashland is impossible given limited time and resources.

Figure 18: Community Risk Challenge Statements

Baseline Conditions

- In 2018, 6,625 single-family residents were assessed through curbside observation. Approximately, 400 single-family residences have had full parcel wildfire risk assessment between 2019–2024.
- There is currently no baseline for accessory buildings, multi-family residential units, commercial, institutional, governmental or industry structures.

- In 2022, an Ashland Electric Utilities Wildfire Mitigation Plan (EUWMP) was adopted; along these lines Ashland has a robust vegetation management crew and budget in place to prevent vegetation contact with overhead conductors and reduce fuel within these areas.
- Ashland's Water Master Plan was updated and approved the City Council in 2020, and the water treatment plant has since been approved for relocation to make it much less vulnerable to wildfire (City of Ashland, 2024).
- Research is underway to determine Ashland's water system requirements and adequacy to meet extreme demands from a major wildfire.

Desired Conditions

- Achieve parcel-level wildfire hazard and risk data sufficient to drive timely, effective, and cost-saving risk mitigation across the community.
- Complete all initiatives in the Enhanced Urban Wildfire Mitigation Plan (EUWMP) within five (5) years to accelerate community resilience.
- Ensure clean, reliable water availability before, during, and after a worst-case wildfire scenario to protect public health and safety.
- Maintain water supply pressure and capacity at levels sufficient to meet peak wildfire suppression demands under extreme conditions.
- Treat 90% of Highly Valued Resources and Assets (HVRAs) within ten (10) years to reduce wildfire exposure potential and safeguard Ashland's critical resources.

Tracking Metrics

- Data collection metrics can quantitatively detect wildfire prepared home and yard standards set by municipal code.
- Tracking metrics for electrical utilities are identified in the EUWMP.
- Metrics for water resource tracking are awaiting the results of the Oregon State University research study.
- Metrics will be used such as number and type of HVRAs that score 12 or higher on the **social index score** that are mitigated for wildfire hazards within 300 feet of the asset.

Monitoring Plan

- Every city parcel is assessed for wildfire risk at least once every five (5) years.

- Water resource monitoring will be based on relevant research being conducted by Oregon State University.
- Track progress annually on an HVRA conditions base map (development in progress).
- Progress will be reported on a CWPP dashboard (to be created)

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Community Risk Initiatives	
Challenge CR-1: To respond effectively, Ashland must routinely reassess wildfire hazards and risks.	
CR-1.1	Reassess the 6,625 residential properties to compare with 2018 baseline data.
CR-1.2	Establish baseline data for ~2,700 multifamily units on ~540 parcels.
CR-1.3	Establish baseline data for ~1,280 commercial, institutional, industrial, and governmental structures on ~680 parcels.
CR-1.4	Analyze wildfire risk by property type so that customized risk reduction plans can be developed to address geographic patterns of wildfire risk.
Challenge CR-2: Additional wildfire mitigation measures are needed to make Ashland's electrical system safer.	
CR-2.1	Replace expulsion fuses with current-limiting fuses in high-risk areas.
CR-2.2	Replace wood cross-arms with fire-resistant fiberglass arms.
CR-2.3	Install squirrel guards on poles to prevent animal-triggered ignitions.
CR-2.4	Deploy drone inspections for pole and line monitoring.

CR-2.5	Install cameras to monitor smoke and fire conditions.
Challenge CR-3: Action is needed to identify Ashland’s water system limits and implement solutions to safeguard the city’s clean water supply.	
CR-3.1	Relocate the Water Treatment Plant to a safer site.
CR-3.2	Develop water quality and supply assurance initiatives based on Oregon State University (OSU) water infrastructure vulnerability study.
Challenge CR-4: Protecting every highly valued resource and asset in Ashland is impossible given limited time and resources.	
CR-4.1	Model wildfire scenarios and identify mitigation strategies.
CR-4.2	Use LiDAR and AI to assess wildfire exposure for HRAs with a Social Index Score ≥12.
CR-4.3	Perform ignition risk assessments on high social index scoring HVRAs.
CR-4.4	Identify high-priority zones for early wildfire risk action investments.
CR-4.5	Secure funding and community support for high-priority zone treatments.

Table 8: Community Risk Initiatives

Section 4

Community Health and Safety

Section 4: Community Health and Safety

*"I am very concerned about hitting a traffic jam. I have 4 young kids.
We would probably jump in the ponds."*

–Ashland Resident Interviewed in 2024

Introduction

This section explores the impact of wildfire on community health and safety and assesses Ashland’s readiness to face this persistent threat. Then solutions are presented—developed through collaboration between city staff and community members—to strengthen Ashland’s ability to keep people safe and healthy during wildfire and smoke episodes.

Major wildfires like the 2017 Tubbs Fire, 2018 Camp Fire, and 2020 Oregon fires forced mass evacuations, exposed hundreds of thousands to hazardous air, and caused lasting physical and mental health impacts (Environmental Protection Agency [EPA], 2022). While this section was being drafted, winter wildfires in the Los Angeles region exposed millions to extremely poor air quality, twenty-nine (29) lives were lost, and thousands of individuals and families face permanent displacement and long-term health impacts.

Wildfire poses immediate dangers, including loss of life, injuries, and the destruction of critical infrastructure, which can leave communities without essential services such as power, water, and healthcare. However, **the health impacts of wildfires extend well beyond the flames**. Wildfire smoke contains fine particulate matter (PM2.5) and toxic chemicals that can worsen respiratory and cardiovascular conditions, particularly for vulnerable populations such as children, the elderly, and individuals with preexisting health conditions (Liu et al., 2017). Studies have linked wildfire smoke exposure to increased hospital visits, respiratory complications, and long-term health risks, such as reduced lung function and heightened cardiovascular issues (Reid et al., 2016).

In addition to physical health effects, wildfires take a significant toll on mental well-being. Evacuations, loss of homes and livelihoods, and the uncertainty of rebuilding contribute to heightened levels of stress, anxiety, and depression among affected individuals (Friedman et al., 2021). First responders and healthcare workers also face psychological challenges, often experiencing burnout and post-traumatic stress due to the prolonged and demanding nature of wildfire response efforts (Doherty & Clayton, 2011).

Beyond health concerns, wildfires disrupt local economies, place immense pressure on emergency response systems, and create significant challenges for public health infrastructure (National Institute of Environmental Health Sciences [NIEHS], 2023).

These disruptions highlight the urgent need for comprehensive preparedness and resilience strategies to keep Ashland healthy and safe during local and regional wildfires.

Process

A CWPP Working Group reviewed concerns and gaps in public awareness of wildfire-caused health and safety risks. Their assessment was based on research studies and input from the August 2023 pre-CWPP Management Advisory Committee (MAC) meeting.

Early in the planning process, several critical needs emerged, including establishing safe evacuation routes and public assembly areas, developing emergency plans for Ashland’s diverse school-aged population, strengthening communication infrastructure, and augmenting Ashland’s smoke response plan. Throughout discussions, a core value remained clear: preserving the community’s quality of life during and after a wildfire disaster. Above all, the protection of life, particularly through securing a reliable water supply, was identified as the highest priority.

This chapter includes a summary of how Ashland residents perceive their evacuation preparedness and how they intend to evacuate. This information is based on surveys conducted in 2019 and 2024, along with a qualitative study in 2024 focusing on socially vulnerable residents. The findings establish a baseline to track progress as the 2025 Ashland CWPP is implemented.

Evacuating During Wildfire

“Evacuation is a huge concern. In our neighborhood there are streets that barely have room for two cars to pass each other due to cars parked on both sides of the street. This would be a huge bottleneck on trying to get through evacuation routes.”

-2024 Ashland Resident

The top wildfire concern for Ashland citizens based on a 2024 survey—earning a Public Interest Rating (PIR) of 100 on a scale of 15-100—are traffic bottlenecks, blocked evacuation routes, and lack of alternatives to evacuating. The third highest PIR (80) is a concern about narrow streets and overdevelopment impeding evacuation. Additionally, meetings with residents and multiple survey results revealed ongoing confusion about evacuation procedures and how to interpret emergency messages.

While the City of Ashland has taken important steps to prepare people to safely evacuate, a lot more needs to be done. Efforts are needed to help prepare larger institutions, such as the community hospital, assisted-living facilities, and schools.

In 2020, KLD Engineering was contracted to analyze the city’s evacuation capabilities, summarize the findings, and make recommendations to reduce evacuation time. To prepare the report, citizens were invited to respond to a survey, of which nearly 2,500 residents responded. This study highlighted potential delays due to limited exit routes and congestion, emphasizing that even in ideal conditions, full evacuation of the entire city could take four (4) hours. Suggestions included reducing the number of cars per household during evacuation, creating safe refuge zones, and implementing minor infrastructure improvements to expedite traffic flow (KLD Engineering, P.C., 2021). Also included in the report were recommendations from city staff to implement parking restrictions on certain streets on Red Flag weather days and to manage vegetation along evacuation routes.

A 2019 mail-in survey of single-family home residents living in Ashland's "high-risk" areas—those adjacent to significant wildland fuels, steep slopes, or both—revealed that most respondents (average age of 67) have taken steps to prepare for evacuation. This survey found that 59% of respondents had an evacuation plan for their household, and among those with pets, 56% had a plan in place for their animals. However, there is room for improved evacuation preparedness, especially for livestock and broader participation in emergency alert systems (USDA Forest Service 2020).

Most respondents live in areas far from main thoroughfares, with steep, narrow roads that limit access (ingress and egress). While 35% of survey participants reported having only one road for ingress and egress, City of Ashland Fire & Rescue (AF&R) staff determined that this was true for only 22% of these properties. This discrepancy highlights an opportunity to better inform residents about their access options.

Driveway length and width were also assessed, as they play a crucial role in allowing first responders to reach properties safely and ensuring a smooth evacuation for occupants. These findings are particularly important for developing targeted educational materials for residents with long, narrow, steep, or complex driveways.

319 respondents to the 2024 online general CWPP survey answered a multiple-choice questionnaire to assess how prepared they are for a wildfire-related evacuation. As shown in Figure 19 nearly 86% of those who responded to the survey are registered for Citizen Alert, ~73% said they know the "Ready, Set, Go!" protocol, ~68% indicated that know their evacuation zone, and ~48% say they have a "Go-kit" ready. However, nearly 21% chose "I feel unprepared for an evacuation" and nearly 81% indicated that they may not have an evacuation plan, or that they may have a plan but have not practiced it.

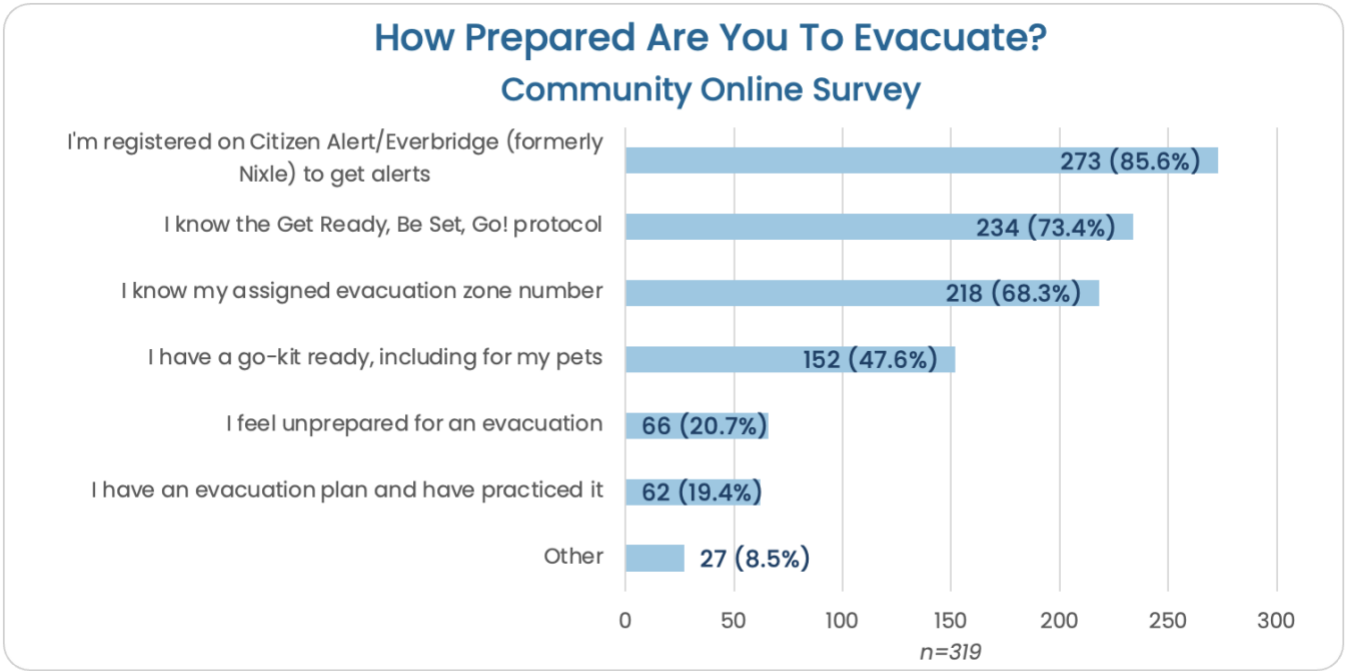


Figure 19: Community Evacuation Preparedness Survey Results (2024)

Out of all respondents to the survey, 27% expounded on their evacuation preparedness concerns by selecting the “Other” choice and adding context; the input is highlighted in the following summary.

- A significant portion of respondents express varied levels of emergency preparedness, with some having detailed plans involving sheltering in place or specific evacuation routes, while others acknowledge gaps such as unpracticed plans, lack of go-kits, or uncertainty about evacuation zones.
- Personal experiences from past fires, including the Alameda Fire, contribute to heightened anxiety and a sense of urgency, particularly among those who previously lost homes or experienced chaotic evacuations.
- Concerns about community and infrastructure are prevalent, focusing on issues such as inadequate evacuation planning by local authorities, traffic congestion, and unclear or inaccessible evacuation routes.
- Some respondents admit to a lack of readiness, citing complacency or insufficient action despite recognizing potential risks.

Overall, the responses reflect a mix of proactive measures, learned experiences, and systemic challenges.

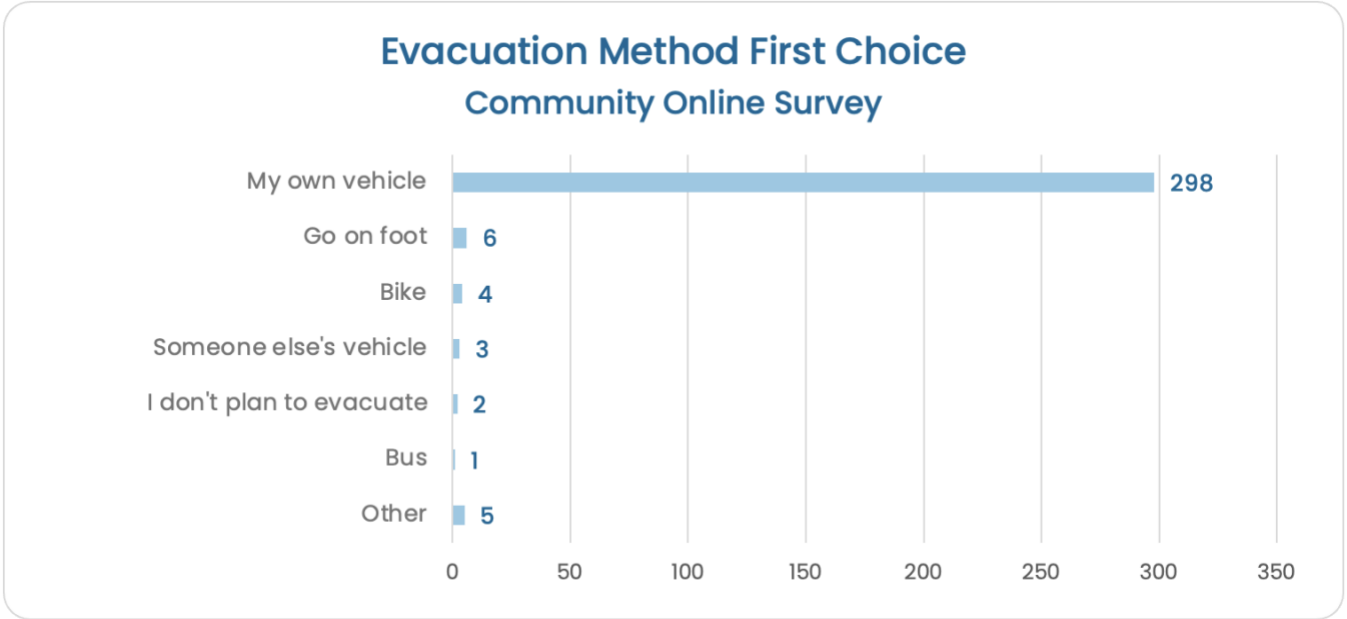


Figure 20: 2024 CWPP Online Survey, Evacuation Method First Choice

Evacuation Method (first and second choices): In the 2024 CWPP online general survey, respondents were asked about their preferred evacuation methods. Additionally, 225 individuals were asked about their planned evacuation method as part of the 2024 Socially Vulnerable Populations (SVP) Project (see appendices). The findings from both efforts are summarized below; key similarities and differences are pointed out.

Most respondents to the 2024 CWPP online survey (93%) indicated their first choice for evacuation would be using their own vehicle (see Figure 20). Similarly, participants in the 2024 SVP Project also preferred using a personal vehicle as their primary evacuation option. Many stated that they would take all available vehicles, considering them valuable assets they could not afford to lose.

Evacuating in someone else’s vehicle is the second choice (~54%) for respondents of the 2024 CWPP online general survey respondents (see Figure 21). The next most popular choices are “Go on foot” (~21%) and by bike (~8%). One respondent indicated that evacuating by bus was their first choice

and nine (~3%) chose the bus as their second choice. Fourteen (14) 2024 online survey respondents (~4%) indicated that they **“don’t plan to evacuate.”**

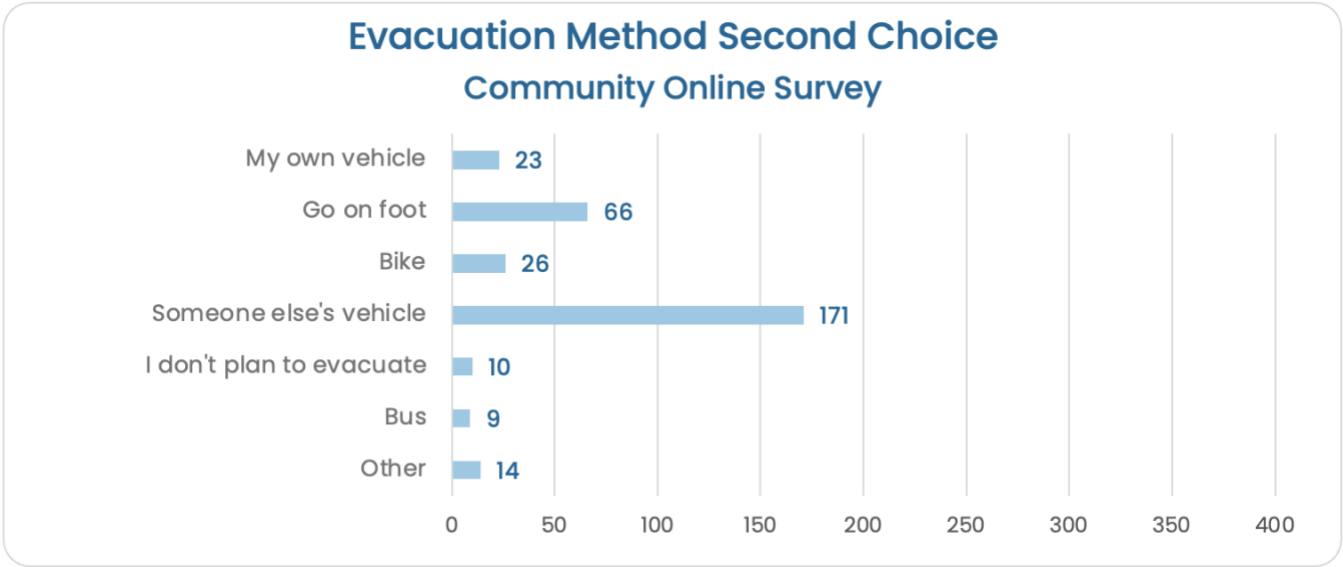


Figure 21: 2024 CWPP Survey Evacuation Method Second Choice

The 2024 SVP Project interviewees made similar choices, but indicated that they would go by bike, on foot or by bus slightly more than those who said they would go in someone else’s vehicle. Nearly 2% of the SVP interviewees said they would not evacuate.

Researchers at Boise State University plan to send out a survey in 2025 to integrate behavioral science data and transportation engineering models to create more accurate and actionable interdisciplinary evacuation models. The survey data will identify and validate the critical factors that influence household protective action decision-making and evacuation logistics, and integrate social-behavioral data into wildfire evacuation scenario simulations using agent-based models to assess evacuation efficacy.

“I can’t drive and have no car. I have not talked to anyone about going with them.”

-Ashland Resident

Emergency Notifications

A desire for improved warning systems and multiple alert mechanisms received a Public Interest Rating (PIR) of 35 on a scale of 15–100.

Three (3) studies asked respondents to identify whether they signed up for an emergency alert system. Emergency alert systems provide critical, real-time updates during wildfire events, helping people to stay informed and respond effectively. In 2019, citizens could sign up for Citizen Alert which was operated by Jackson County Emergency Services and/or Nixle which was operated by the City of Ashland. After the Alameda Fire the two systems were merged into a single “Citizen Alert” system. (Note that in March 2025, the Everbridge “Citizen Alert” system was moved to an independent Jackson County emergency notification system called “Jackson Alert”).

The percentage of respondents who indicated that they were signed up for emergency alerts is listed below:

- ~30–34% of the 2019 respondents
- ~86% of the 2024 online respondents
- ~47% of the 2024 SVP respondents

The results indicate a significant increase in the number of residents registered for emergency notifications through the combined Citizen Alert system, rising from 30–34% in 2019 to 86% in 2024. However, there is room for improvement, particularly among socially vulnerable households, where fewer than half are using the emergency notification system. However, it’s worth noting that the actual number of socially vulnerable individuals enrolled in the system may be higher than reported, as the interviewers did not consistently ask respondents specifically about their Citizen Alert registration. Conversely, participants often mentioned it when answering a broader question about how they stay informed about current wildfire conditions.

During the 2024 SVP Project, approximately 38% of respondents said that they rely on the Watch Duty app for information on wildfires nearby. Additionally, 15% stated they get wildfire updates from friends or family members. However, 9% of respondents admitted they either didn’t know where to

get information or had no access to wildfire updates, highlighting a critical concern for evacuation planning.

Smoke Impacts

Over the past fifteen (15) years, Ashland and the Rogue Valley have suffered some of the worst air quality in the country because of regional wildfires. Over the past decade, Southern Oregon has experienced an **8.7-fold increase** in wildfire smoke compared to the previous ten (10) years, according to the Oregon Department of Environmental Quality (ODEQ) (2022). Looking ahead, forecasts from the National Interagency Fire Center (NIFC) (2025) predict hotter, drier conditions that will further intensify fire activity. These trends put communities like Ashland at greater risk of wildfire damage and prolonged smoke exposure.

Smoke has immediate effects and long-term accumulated health impacts. Children, anyone who works outside, persons with pre-existing conditions, pregnant women and older adults are at greater risk of physical harm from smoke. Far-reaching health, economic, and social implications of not addressing smoke adequately are too great to ignore. Severe smoke causes harm to businesses, residents and people of all income levels, outdoor recreationists, student athletes, and healthy adults.

The Oregon Health Authority found that summer wildfire smoke has significantly impacted Oregon healthcare. When air quality becomes increasingly unhealthy, it triggers health alerts and increased hospital visits. Hospitals and health systems have had to close facilities, move patients, and delay procedures due to the smoke.

In the days after the Alameda Fire, a record-breaking Air Quality Index (AQI) reading of 900 was recorded on an ODEQ regulatory monitor at Ashland Fire & Rescue’s Station #1. A comprehensive approach is needed to address recurring smoke events affecting Ashland.

In 2021 the City of Ashland developed the Ashland Community Response Plan for Smoke to address some of the concerns. Primary goals are to collaboratively identify and implement strategies for reducing harm from wildfire smoke disasters before they happen and to increase the use of prescribed fire for reducing community wildfire risk. Necessary elements include:

- **Identification of Smoke-Vulnerable Populations:** The plan identifies groups particularly susceptible to smoke-related health issues, such as children, the elderly, and individuals with respiratory conditions. This allows for targeted interventions to protect these populations.
- **Communication and Notification Strategies:** The plan outlines methods for informing the public about fire incidents, smoke impacts, and air quality updates. This includes utilizing various communication channels to ensure timely and accurate information dissemination.
- **Health Protection Measures for Smoke-Vulnerable Groups:** The plan proposes options to safeguard the health of smoke-vulnerable populations during periods of poor air quality, such as establishing clean air shelters and distributing high-efficiency particulate air (HEPA) purifiers. For example, the city received a grant to provide 500 HEPA purifiers to smoke-vulnerable residents.
- **Coordination Among Agencies:** The plan emphasizes collaboration between entities conducting prescribed burns, local public health authorities, and the community to manage and communicate about smoke effectively.

Several initiatives from this plan have been implemented, with the assistance of federal and state grants. This has led to improved community awareness of smoke's health impacts. Efforts have included an updated website, regular communication, health education resources, in-person classes, HEPA purifiers, N-95 respirators, and business forums.

However, gaps remain, and federal funding for existing programs is currently uncertain. There are no plans to hire city staff to implement the plan, and collaborating agencies lack dedicated full-time staff. As a result, Ashland and surrounding communities struggle to meet the demand for health education and community planning before, during, and after smoke emergencies. The Jackson County Community Response Plan for Smoke has not been adopted, so Ashland stands out as the only city in the county to have a smoke impacts mitigation plan.

Challenges

Findings have been distilled into "challenge statements" and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Community Health and Safety Challenge Statements

Challenge HS-1: Emergency notifications and advisories are not accessible to everyone, are confusing to some members of the community, and the communication system has operational weaknesses.

Challenge HS-2: Many are concerned that safe evacuation during an event will be extremely difficult for many reasons, including not having the means to evacuate, confusion about what to do and where to go, blocked roads, and fallen utility poles.

Challenge HS-3: While the city has a 4-year-old community smoke impact response plan, it has not been adequately funded and fully implemented. Community awareness of smoke impacts on public health and proactive protective measures could be improved.

Challenge HS-4: Local citizens and commuters are concerned about their health and safety during a wildfire event. Some fear they will be unable to receive health care or survive if they can't evacuate.

Figure 22: Community Health and Safety Challenge Statements

Baseline Conditions

- Evacuation and critical alerts rely on internet connectivity.
- Everbridge was the primary platform for phone, email, and text notifications but that changed on March 3, 2025 to an independent notification platform.
- Only the Emergency Management Coordinator can issue evacuation notifications in Ashland.
- Under ideal conditions, citywide evacuation takes ~4 hours; the North Mountain ramp saves ~10 minutes.
- There are limited evacuation routes: I-5 exits (11, 14, 19), the North Mountain emergency ramp, Highway 99 & 66, and USFS roads to Mt. Ashland.
- Highways 99 & 66 access can be impaired when I-5 traffic is stopped or diverted.

- Residents are advised to follow the 2021 Evacuation Zone Map for guidance.
- Jackson County published evacuation zones for the entire county in the spring of 2024.
- Police, fire, streets, ODOT, and other city resources conduct evacuation training. An Evacuation Task Force is established to coordinate mass evacuation strategies with city and response partners.
- The National Weather Service (NWS) issues regular Red Flag warnings.
- Since 2018, Ashland has faced some of the worst air pollution in the U.S., harming health and the economy.
- The Community Response Plan for Smoke identifies vulnerable populations, protection measures, education, notifications, and interagency roles. Some public and business buildings have indoor/outdoor air quality sensors, but coverage is incomplete.
- SmokeWise web tools and a school curriculum are available, and more than 700 residents have received donated HEPA purifiers since 2020.
- A temporary, grant-funded city employee supports SmokeWise Ashland part-time, and those grant funds will run out.
- A full-time Ashland Emergency Management Coordinator was hired in 2022.
- The City of Ashland currently advises against sheltering in place during wildfire.

Desired Conditions

- Emergency notifications are sent before, during, and after wildfires.
- Alerts are accessible, clear, and understandable for all residents and commuters.
- The city ensures emergency communications function flawlessly, even while people are asleep.
- A secondary system prevents any disruption in information flow to the public and first responders.
- Roads are clear of fuels, wide enough for multiple vehicles, and protected from falling power poles and lines.
- Evacuation Zone Maps and route instructions are well-marked and proven effective.

- The city collaborates with researchers and consultants to enhance evacuation routes and practices.
- The city updates the 2021 Evacuation Time Estimate (ETE) with improvement recommendations on a set schedule.
- City departments train regularly to maintain and manage open evacuation routes.
- Resources are in place to quickly remove broken-down vehicles and restore traffic flow.
- Public advisories are coordinated with NWS Red Flag Warnings, ensuring community-wide notification.
- Ashland's Community Response Plan (2021) is revised and re-adopted by 2026.
- All residents have effective smoke protection systems and follow outdoor safety precautions.
- Businesses minimize smoke exposure for visitors, clients, and employees.
- Community members have access to temporary clean-air spaces during smoke events.
- Hospitals, healthcare centers, and public spaces are hardened against wildfire and smoke.
- Students learn how to protect themselves and their families from the negative impacts of smoke.
- A regional Joint Emergency Operating Center (JEOC) ensures accurate, timely information for emergency and public health responders.
- Evacuation zones include city-approved shelters and open spaces for those unable to evacuate.
- Hospitals and healthcare facilities remain operational during wildfires, and ambulance services are available.
- Clear shelter-in-place guidelines are accessible upon request and where appropriate.
- Multiple designated wildfire-safe shelters and outdoor refuge locations are known and understood by the public.
- Commuters and tourists have clear evacuation and sheltering guidance.

Tracking Metrics

- Number of community members and Socially Vulnerable Population (SVP) households registered for emergency notifications.

- Number of complaints received, number of failures or issues reported.
- Number of evacuation events assessed.
- Total length of wildfire-hardened evacuation routes.
- Count and distribution of city-designated evacuation areas.
- Number of citizens and visitors aware of evacuation zones, go-kits, and emergency evacuation alternatives if they can't escape.
- Number of days AQI exceeds 100.
- Total hours clean air spaces are available to the public.
- Number of public buildings with air filtration systems.
- Number of HEPA purifiers and filters distributed to socially vulnerable people.
- Number of public organizations and schools with smoke plans.
- Number of awareness raising events and after-action reviews.

Monitoring Plan

- Remeasure where Ashland is at in these areas every 1-3 years to determine how things have changed and to measure tracking metrics listed above.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created, and projects receive funding.

Community Health and Safety Initiatives	
Challenge HS-1: Emergency notifications and advisories are not accessible to everyone, are confusing to some members of the community, and the communication system has operational weaknesses.	
HS-1.1	Train two new staff for emergency communication system backup.

HS-1.2	Form an interdepartmental emergency notification team, provide training, and conduct regular system evaluations.
HS-1.3	Improve public communication strategies for wildfire emergencies.
HS-1.4	Install community alert sirens.
HS-1.5	Develop backup communications plan for network failures.
Challenge HS-2: Many are concerned that safe evacuation during an event will be extremely difficult for many reasons.	
HS-2.1	Assess wildfire exposure hazards on primary evacuation routes and possible refuge areas and mitigate.
HS-2.2	Test and refine evacuation traffic management strategies.
HS-2.3	Inspect evacuation routes and hydrants annually.
HS-2.4	Explore widening arterial routes for better evacuation flow and engage the public to resolve conflicts (e.g., bike lanes).
HS-2.5	Parking Restrictions: Consider limiting street parking on Red Flag Warning days.
HS-2.6	Install additional traffic cameras at key locations.
HS-2.7	Evaluate and improve Evacuation Zone signage across the city.
HS-2.8	Integrate Red Flag Warnings into Jackson Alerts.
HS-2.9	Improve public education on evacuation zones and routes.
HS-2.10	Partner with social service organizations to develop action plans for seniors, low-income, housing-insecure, disabled, and unhoused populations. Secure funding for planning and implementation.

HS-2.11	Coordinate evacuation information and planning with local schools.
HS-2.12	Update the 2021 Evacuation Time Estimate study by 2028.
HS-2.13	Strengthen citywide and regional evacuation readiness.
HS-2.14	Expand evacuation zones regionally.
HS-2.15	Establish a task group to improve regional emergency preparedness.
Challenge HS-3: The city has a 4-year-old community smoke impacts response plan, but it has not been adequately funded and implemented. Community awareness of smoke impacts on public health and proactive measures could be improved.	
HS-3.1	Update the Community Smoke Response Plan (CRP) annually or as warranted.
HS-3.2	Integrate the evolving CWPP recommendations into the CRP.
HS-3.3	Expand air quality monitoring at public buildings.
HS-3.4	Educate residents and integrate smoke resilience into school curricula.
HS-3.5	Enable inclusive smoke resilience engagement citywide.
HS-3.6	Support businesses in mitigating smoke impacts on employees and visitors.
HS-3.7	Optimize public indoor spaces for clean air during smoke events.
HS-3.8	Collaboratively expand capacity and infrastructure at Ashland's Joint Emergency Operations Center (EOC).

Challenge HS-4: Citizens and commuters are concerned about their health and safety during a wildfire event. Some fear they will be unable to receive care or survive if they can't evacuate.

HS-4.1	Collaboratively expand capacity and infrastructure at Ashland's Joint Emergency Operations Center (EOC).
HS-4.2	Standardize NIMS ICS and disaster training for all employees.
HS-4.3	Develop a plan to sustain healthcare services during wildfires.
HS-4.4	Partner to establish mass care and shelter locations.
HS-4.5	Be prepared to address wildfire-related mental health impacts.
HS-4.6	Evaluate and plan for use of hospitals, schools, and assisted-living facilities as refuges.
HS-4.7	Identify outdoor refuge areas for trapped individuals and make them known.
HS-4.8	Assess risks and benefits of designated assembly points.
HS-4.9	If viable, define actions to establish and manage temporary shelter areas, and work with property owners to secure funding and ensure these sites are safe and suitable for use.

Table 9: Community Health and Safety Initiatives

Section 5

Residential Risk Reduction

Section 5: Residential Risk Reduction

Introduction

This section examines the challenges associated with enabling residents to reduce the threat of wildfire to their places of residence. Residential risk reduction strategies were informed by complementary studies that highlight the perspectives of residents in different locations and housing types. The focus is primarily on homeowners, but renter's perspectives are included. Renter issues and concerns are addressed in detail in Section 6. Socially vulnerable household perspectives are introduced here, with a deeper exploration of their needs in Section 7.

Motivating Action

Social science research over two (2) decades focused on determining best practices for reducing wildfire risk in communities has found that the most effective strategy is the development of trust-based relationships through direct engagement with residents (Madsen, et al., 2018; Dickinson et al., 2015; McCaffrey et al., 2011, 2013; Steelman and McCaffrey, 2013; Paveglio et al., 2009; and Martin et al., 2009). Personal engagement helps people take responsibility for their property and encourages neighbors to follow suit.

Recent studies emphasize the significance of trust-based relationships and 1-on-1 engagement in encouraging homeowners to mitigate wildfire risks. For instance, Steelman and McCaffrey (2013) highlight that effective communication before and during wildfires, facilitated through established trust and interactive dialogue, leads to more flexible and accepted fire management strategies. Similarly, Paveglio et al. (2018) propose tailored approaches for wildfire adaptation, emphasizing the need to consider social diversity and local contexts to foster community engagement in risk reduction efforts.

While it is physically impossible to develop a trust-based relationship through face-to-face engagement with more than 21,000 residents in a short time, citizens were asked to make their perspectives and ideas about wildfire known through a series of qualitative and quantitative studies.

Discovery Process

In 2015, 2019, and 2024, the city supported quantitative and qualitative studies involving approximately 2,145 participants. These studies explored homeowners' and renters' perspectives on wildfire risk reduction, employing a variety of methodologies. Below is a brief overview of each project.

In 2015, the City of Ashland engaged the Center for Social Ecology and Public Policy to conduct a qualitative research project aimed at involving residents in discussions about fire and preparedness, in anticipation of updating the CWPP. Researchers reached out to 437 individuals; however, the study did not specify the number of homeowners versus renters among the respondents. The authors reported distinct differences in perspectives – homeowners' concerns were closely tied to their strong connection to their residences, while renters were primarily worried about their lack of control over living conditions, evacuation procedures, and personal safety (Preister, et al, 2015).

In 2019, a mail-in survey targeted occupants of single-family homes within Ashland's Wildland Urban Interface (WUI), yielding 1,136 responses. 97% of respondents were homeowners, indicating that the findings predominantly reflect the experiences and concerns of homeowners in these high wildfire-risk areas (USDA Forest Service, 2020). Insights from this homeowner-centric sample do not fully represent the perspectives of renters or residents in other housing types. Consequently, wildfire preparedness strategies derived from this data should be carefully considered before being applied to the broader Ashland population.

In 2024, and in preparation for an updated 2025 City of Ashland CWPP, a city staff and volunteer team conducted three (3) data collection projects to gather current perspectives from various segments of Ashland's population, as shown in the table below.

General Survey (n=313)	Homeowner	Renter
Not vulnerable, not senior	91	18
Not vulnerable, senior	125	6
Vulnerable, not senior	25	14
Vulnerable, senior	25	9
Totals	266	47

Table 10: General Population Resident Type

Socially Vulnerable Pop (n=225)	Homeowner	Renter
Not vulnerable, not senior	10	42
Not vulnerable, senior	23	17
Vulnerable, not senior	12	58
Vulnerable, senior	36	27
Totals	81	144

Table 11: SVP Population Resident Type

1. **General Population CWPP Survey:** An online open survey collected responses from the general population. The respondents included 266 homeowners and forty-seven (47) renters. Nearly 23% of all respondents identified as low income, disabled, living in crowded conditions, had children living with them, or had limited English proficiency. Of these, about 16% were homeowners and 7% were renters.
2. **Socially Vulnerable Populations (SVP) Project:** This initiative focused on understanding the perceptions of wildfire risk among socially vulnerable households who are low income, housing insecure, disabled, seniors, or have limited English-speaking proficiency. This was completed through face-to-face interviews. Eighty-one (81) respondents said they were homeowners, and 144 said they were renters.
3. **Rental Property Assessment:** In 2024, a survey of rental properties was conducted to gain insights into measures taken to protect rental assets and tenants. An online survey engaged eight (8) property management companies overseeing nearly 4,100 rental units. Other outreach to private rental owners yielded limited participation, with only twenty-two (22) owners managing forty-four (44) units responding.

Respondents to the surveys and interviews in 2024, included 347 homeowners and 191 renters, providing a current sample of residents’ perspectives on wildfire risk. Roughly half of the sampled population were seniors. The dataset reflects more diversity than prior wildfire-related social science surveys in Ashland. While the substantial volume and variety of data doesn’t fully represent the community, it will inform future customizable approaches to better meet the needs of homeowners, tenants, rental property owners, seniors and other socially vulnerable populations living in a variety of housing types.

A more in-depth summary and description of each investigation is available in the Voices from the Whole Community Report in the [appendices](#).

In the next section, questions relevant to protecting Ashland residents who live in all housing types are answered using the data collected in the studies described above.

Wildfire Risk Awareness Findings

Experience has demonstrated that sharing the results from systematic data collection with the community provides a common platform for constructive discussion about adapting to wildfire (USDA Forest Service 2020).

Resident Engagement and Understanding

In 2019, a survey of approximately 1,140 Ashland residents revealed that while many financially stable, older single-family homeowners are aware of wildfire risks and defensible space requirements, their preparedness levels vary. Neighborhood participation in risk reduction efforts ranged from 40% to 73%. 14% of respondents incorrectly believed that local firefighters have sufficient capacity to protect all homes, indicating a misunderstanding of firefighting resource limitations. Additionally, there were misconceptions about home or structural hardening, with a disconnect between perceived and actual fire-resistant construction features. A small minority either dismissed the effectiveness of homeowner actions or believed wildfire prevention was not their responsibility. About 45% of respondents acknowledged that wildfire could severely damage or destroy their homes, highlighting both awareness and vulnerability (USDA Forest Service, 2020).

In 2024, online surveys and interviews revealed varied perceptions of wildfire risk influenced by housing type and personal experiences. Approximately 32% of respondents admitted they "don't know or don't think about" wildfire safety, and about 47% felt "some degree of safety" despite Ashland being designated as a Wildfire Hazard Zone. Single-family homeowners generally felt the safest.

Renters in apartments and studio/ADU/cottages expressed mixed feelings, frequently citing concerns about inadequate property maintenance, and reliance on rental property owners for fire mitigation efforts. Some apartment residents highlighted the importance of surrounding conditions, while condominium and townhouse dwellers noted challenges with shared walls and limited clearance around buildings. Mobile/manufactured home residents emphasized risks related to flammable materials, dense vegetation, and aging infrastructure, underscoring the importance of preparedness through ignition-resistant building materials.

Respondents from all datasets demonstrated some awareness of wildfire risks, but their concerns and level of engagement varied significantly. Mobile/manufactured home and single-family homeowners mentioned external environmental threats, while apartment dwellers highlighted urban-specific risks, such as maintenance issues and inadequate infrastructure. Many respondents, regardless of housing type, called for collective action, stricter enforcement of fire mitigation standards, and improved education. Although proactive mitigation measures, such as creating defensible spaces, are understood by many, these efforts are widely recognized by fire scientists as insufficient to fully counter the risks posed by severe wildfires.

Single-family homeowners are most engaged in wildfire preparedness. Residents of multi-unit/family and rental housing often face challenges due to structural vulnerabilities and limited control over fire prevention measures. To address these disparities, community-wide efforts should be tailored to different housing types and socioeconomic conditions.

Communication

The 2019 and 2024 surveys reveal that preferred methods for receiving wildfire risk information varies by demographic group. In the 2019 survey of presumably more secure single-family homeowners, the preferred information sources were mailed newsletters (71%), email newsletters (67%), and in-person interactions (58%). In 2024, online survey respondents ranked on-site risk assessments as

their top choice (37%), followed by the City of Ashland website (26%), while handouts, social media, and videos were moderately ranked. In the 2024 Socially Vulnerable Population (SVP) project, interviewees were not asked to rank preferences, but 16% reported learning from direct engagement with city staff or volunteers, aligning with the general survey preference for on-site risk assessments. Approximately 22% of SVP interviewees reported not receiving any wildfire safety information, revealing a major outreach gap, particularly among apartment dwellers.

Findings highlight key challenges in wildfire education and outreach. While direct engagement and site assessments are preferred, many residents, especially socially vulnerable renters, indicate they don't get information. This means that posting information on the City of Ashland website, flyers, and other messaging media does not meet the city's "equity of access". To improve outreach, a combination of in-person engagement, digital accessibility, and targeted messaging followed by assistance through trusted community channels is warranted.

Limiting Factors Findings

In the 2019 mail-in survey, the 2024 online general survey, and the 2024 SVP Project, interviews highlight a range of barriers preventing Ashland residents from reducing wildfire risk to their homes. Physical limitations and lack of knowledge were significant obstacles in the 2019 survey (49% and 38%, respectively), with financial limitations also cited (35%). The 2024 online general survey revealed that neighbor-related issues (32.3%) and cost (28.2%) were the top challenges, with fewer respondents indicating physical limitations (21%). Renters, particularly in the SVP cohort, faced unique barriers, with 33% stating that reducing wildfire risk was not their responsibility due to rental agreements.

Cost, time, and aesthetic preferences were recurring themes across all surveys. Some respondents were unwilling to alter their property's appearance; 21% in the 2019 survey and 7% in the 2024 online survey. Disengagement or apathy affected a small portion of participants.

A complete list of obstacles respondents identified to making their homes safer are provided in the survey results in the [appendices](#). The primary obstacles indicated were:

- Lack of knowledge
- Not allowed
- Not their responsibility
- Not their problem
- Physical limitations
- Cost
- Time constraints
- Can't find help
- Don't want to change

The number and diversity of barriers indicated by respondents underscores the inherent complexity of wildfire risk reduction. Challenges are complicated by housing type, socioeconomic status, and property ownership. Emotional attachment further highlights the need for both pragmatic and empowering solutions.

Workforce Findings

A common challenge highlighted by respondents across all studies, as well as by city staff and volunteer wildfire risk assessors, is the lack of a properly trained workforce to implement home-hardening retrofits and ignition-resistant landscaping. While new construction with permits requires ignition-resistant materials and landscaping, homeowners seeking to upgrade existing structures often struggle to find skilled workers. Assessors frequently hear from residents who are unable to secure help and are often asked for recommendations for contractors, handypersons, or landscape service providers.

Many companies and online resources promote “home-hardening” techniques and materials, but when taken out of context, some recommendations may be unnecessary or counterproductive. Uninformed or misinformed actions can increase risk rather than reduce it, such as:

- **Roofing Choices:** A properly installed asphalt fiberglass roof can offer better protection than a poorly assembled metal roof—at about half the cost.
- **Flammable Mulch:** Despite widespread guidance against using bark mulch near structures, new shipments continue arriving, and homeowners routinely place it too close to buildings.
- **Non-Compliant Fencing:** Even though a 2018 ordinance prohibits wooden fences and gates within five (5) feet of structures, many contractors and DIY homeowners install them without permits.
- **Overplanting by Landscapers:** Clients often prefer an immediate, lush look, leading landscapers to overplant. As these plants mature, they create dense fuel ladders and continuous fuel beds that become expensive to mitigate years later.
- **Combustible Plant Sales:** Local nurseries and big-box stores sell highly combustible plants like arborvitae, juniper, and dwarf conifers. These species are popular because they are evergreen, deer-resistant, and inexpensive, but they also trap dry, dead materials and contain oils, resins, and terpenes that ignite easily.

Another challenge is the relationship between homeowners and workers. Clients trust contractors and landscaping companies to make informed decisions, but not all of them prioritize wildfire resistance. For example:

- A large local landscaping company has told clients that ignition-resistant landscaping “won’t make a difference,” leading to missed opportunities for risk reduction.
- Many landscape maintenance workers (often called “blow and go” crews) focus only on what the client requests, which may not be appropriate.
- Some well-informed workers suggest fire-safe landscaping options, but client education and interest are inconsistent.

The City of Ashland cannot recommend specific vendors to residents but provides a contractors list on its website. To be included, contractors must review materials and sign an acknowledgment agreeing to follow municipal codes and ordinances. Additionally, there is no continuing education requirement, and due to limited resources, the city cannot verify whether listed contractors adhere to regulations. Addressing workforce gaps, misinformation, and inconsistent contractor practices is essential for improving wildfire resilience in Ashland. A well-trained workforce, better public

education, and stronger accountability measures can help homeowners make informed, effective choices for ignition-resistant upgrades, ultimately reducing communitywide risk.

Challenges

Findings have been distilled into “challenge statements.” Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are also listed.

Residential Risk Reduction Challenge Statements
Challenge RR-1: Residents' perceptions of wildfire risk vary significantly by housing type, location, ownership, and experience, leading to inadequate preparations.
Challenge RR-2: Physical/functional limitations prevent many residents from conducting wildfire risk reduction work.
Challenge RR-3: Financial constraints pose a significant barrier to wildfire risk reduction across all demographic groups.
Challenge RR-4: Collective residential risk reduction is essential to protect everyone, yet many neighbors do not participate, or their efforts are inadequate even when they are in a NFPA designated Firewise USA® Neighborhood.
Challenge RR-5: Licensed and unlicensed workers are either not empowered to, are unaware of, or choose not to follow fire-resistant construction and/or landscaping best practices and some residents don't want to make recommended adjustments to be wildfire safe.

Figure 23: Residential Risk Reduction Challenge Statements

Baseline Conditions

- ~32% of residents don't know or don't think about the potential for wildfire to affect their home.
- ~47% of residents feel that their home is relatively safe or very safe.
- Most apartment dwellers report not getting information.
- People get information in a variety of communication modalities but prefer personal on-site learning.
- No baseline conditions information for commuters and visitors.
- 21-49% of households indicate that physical capacity to do work is a constraint.
- 26% of self-identified disabled residents said they are incapable of doing the work.
- 76% of predominantly older (65+ years) single-family households indicate they would like physical assistance.
- One of the Rotary Clubs currently provides basic fuels reduction assistance to low income and disabled residents upon special request when they get a home-site risk assessment.
- 24-35% of households claim they can't afford to get wildfire risk reduction work done.
- Low-income residents are eligible for utility subsidies.
- 32-40% of respondents cited neighbor's inaction as a barrier to risk reduction.
- Ashland has 32 recognized Firewise USA® neighborhoods within city limits as of January 1, 2025.
- Contractors currently self-identify on the city website that they have read, understand, and will abide by municipal codes.
- Workers can volunteer for wildfire risk reduction training, but relatively few choose to participate.
- Home-hardening training is not available.
- Landscaping best-practices training is rarely offered.
- Landscaping maintenance workers have not been offered training in Ashland.

Desired Conditions

- 90% of citizens can accurately describe their wildfire risk where they live.
- Personalized wildfire risk assessments are iterative and reinforcing.
- Physical/functional challenges are not an obstacle to reducing residential wildfire risk in Ashland.
- Cost is not an obstacle to reducing residential wildfire risk in Ashland for those who really can't afford to do the work.
- Every household in Ashland is part of an active wildfire risk reduction group.
- Community networks such as Firewise USA® neighborhoods do not require direct support from the city, but they remain active.
- A list of "certified" contractors and landscaping workers is readily accessible to everyone.
- 90% of workers are properly trained and certified to meet wildfire risk reduction standards approved by the city.
- 90% of clients seek out qualified contractors and landscaping service providers.

Tracking Metrics

- Number of residents who can accurately describe the wildfire risks where they live.
- Number of residents who are clearly reducing wildfire risks to their property.
- Number of physically/functionally challenged citizens who receive assistance/year.
- Number of financially challenged households who receive financial assistance/year.
- Percent of in-kind contributions per dollars spent.
- Number of organizations providing assistance at no cost to the applicant.
- Number of residents who are working with their neighbors to reduce wildfire risk.
- Number and type of collective action organizations such as Firewise USA® neighborhoods.
- Evidence that collective action groups are meaningfully reducing makes a difference.
- Number of service providers trained and certified to meet City of Ashland standards.
- Number of clients who use qualified service providers.
- Number of satisfied clients and celebratory events.

Monitoring Plan

- Use technology and on-site visits to prioritize treatment areas every 3-5 years depending on funding and data collection capacity.
- Randomly sample service providers and clients every 3-5 years.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Residential Risk Reduction Initiatives	
Challenge RR-1: Residents' perceptions of wildfire risk vary significantly by housing type, location, ownership, and experience, leading to inadequate preparations.	
RR-1.1	Expand and promote wildfire risk reduction programs, including public education, home assessments, community outreach events, school programs, grant incentives (e.g., FEMA), and Fire Adapted Ashland initiatives across digital and public platforms.
RR-1.2	Refine messaging, education, and outreach strategies based on 2024 survey results and CWPP public input.
Challenge RR-2: Physical/functional limitations prevent many residents from conducting wildfire risk reduction work.	
RR-2.1	Facilitate groups, organizations, and volunteers doing defensible space work for physically or functionally challenged households.
RR-2.2	Create a sustainable program to assist physically challenged households to create and maintain fire-hardened residences and defensible space around their homes. Consider modeling the program based on the Nevada County Fire Safe Council Functional Needs Program (n.d.).

RR-2.3	Partner with the HASL Center for Independent Living to connect individuals with disabilities and seniors to disaster preparedness and mitigation resources.
RR-2.4	Encourage personal support networks for physically challenged residents.
Challenge RR-3: Financial constraints pose a significant barrier to wildfire risk reduction across all demographic groups.	
RR-3.1	Complete administration and implementation of the 2020-2025 FEMA funded fuels reduction grant.
RR-3.2	Secure additional fund sources to incentivize and directly assist residential home hardening and defensible space work.
RR-3.3	Explore local revenue options to support residential risk reduction work.
Challenge RR-4: Collective residential risk reduction is essential to protect everyone, yet many neighbors do not participate, or their efforts are inadequate even when they are in an NFPA designated Firewise USA® Neighborhood.	
RR-4.1	Encourage neighborhood efforts to attain code compliance and wildfire risk reduction best practices, while simultaneously minimizing neighborhood or network dependence on City of Ashland oversight and financial assistance.
RR-4.2	Provide wildfire risk reduction guidance for multi-family complexes.
RR-4.3	Develop a neighborhood risk reduction program based on the best available science and published recommendations by the IBHS.
Challenge RR-5: Licensed and unlicensed workers are either not empowered to, are unaware of, or choose not to follow fire-resistant construction and/or landscaping best practices and some residents don't want to make recommended adjustments to be wildfire safe.	
RR-5.1	Identify companies and workers who consistently meet wildfire risk reduction codes requirements and best practices standards. Promote good work.

RR-5.2	Develop, test, and monitor methods to keep workers informed of current codes, ordinances, and best practices.
RR-5.3	Update weed abatement regulations to address residents' misunderstandings and enforcement challenges.
RR-5.4	Update municipal code to comprehensively and systematically address all wildfire risk work done by all kinds of workers.
RR-5.5	Maintain and update the city's wildfire risk reduction contractor list through outreach, training, and removal of consistently poor performers.
RR-5.6	Engage landscapers, nurseries, designers, and builders to foster cooperation and promote desired wildfire risk reduction products and best practices.

Table 12: Residential Risk Reduction Initiatives

Section 6

Preparedness for Renters

Section 6: Preparedness for Renters

"I am a renter, and I don't have authority or money to do what the landlord should do as regular maintenance."

–Ashland Renter

Introduction

The 2022 U.S. Census reports that approximately 47% of residents in Ashland are renters. Around 35% of all occupied housing units in the United States are rented (U.S. Census Bureau, n.d.). The high rate of rental properties in Ashland poses several wildfire safety challenges, including: a transient population needing constant education, absentee property owners, and rising home insurance costs leading to higher rent, while renters remain underinsured or uninsured.

This chapter identifies strategies and activities to motivate and enable tenants and rental property owners/managers to reduce the potential for wildfire to adversely affect renter households and rental properties.

Process

In 2024, 191 Ashland renters were engaged through separate qualitative and quantitative surveys. A total of forty-seven (47) renters responded to an online general CWPP survey, and another 144 renters responded to face-to-face interviews. Many renters also identified as being a part of one or more Socially Vulnerable Populations (SVP) in Ashland; see more information in Chapter 7. Separately, property management companies and private rental property owners were invited to participate in two customized surveys. The findings from these surveys are incorporated into this action plan and form the basis for the initiatives. Detailed reports of the survey's findings are located in the [appendices](#).

Findings

Renters living in apartments and studio/accessory dwelling unit (ADU)/cottages expressed mixed feelings, frequently citing concerns about inadequate property maintenance and reliance on property owners for wildfire risk reduction efforts. Some apartment residents highlighted the importance of surrounding conditions, while condominium and townhouse dwellers noted challenges with shared walls and limited clearance around buildings.

Covenants, Conditions, and Restrictions (CC&Rs) from Homeowners’ Associations (HOAs), and rental property owners were cited as barriers to wildfire risk reduction. SVP renters were nearly three (3) times more likely to report such limitations compared to the general population.

Eight (8) property management companies responded. They serve clients in all housing types in Ashland and collectively manage 973 rental buildings, containing 4,066 rental units. About 74% of these units are apartments and 12% are single-family residences. There were several property management companies, managing hundreds of apartment units, who did not participate in the survey.

The property management companies surveyed identified a minimum amount of risk-adverse landscaping work taking place, and almost no engagement with tenants to educate and enable their personal wildfire risk reduction. The companies’ ability to address issues is largely controlled by the owners.

Approximately 50% of privately managed rentals are single-family homes and about 34% are studio/accessory dwelling unit (ADU)/or a room, or rooms, in a private residence.

Of the private rental owners who responded, many would benefit from, and appreciate having more customized information on what to include in lease agreements, along with how to properly manage their rental properties to significantly reduce wildfire risk.

Many rental property owners rely on contractors to create and maintain “fire-hardened” buildings and/or “defensible space”, yet, based on qualitative field observations, most contractors don’t do what’s needed.

Based on survey data, between 7-50% (depending on housing type) of tenants are responsible for landscape maintenance. This creates a dilemma where the lease may only require minimal upkeep that isn't consistent with current wildfire safety recommendations.

Most tenants, regardless of housing type, have a lack of agency to reduce wildfire hazards where they live. Lack of agency refers to the idea that respondents do not believe they have control over, or responsibility for, making their homes safer. Rather, they believe that responsibility or control rests in the hands of rental property owners or managers, mobile or manufactured home park owners or managers, or the HOAs.

Challenges

Findings have been distilled into "challenge statements." Baseline and desired conditions are identified to establish a foundation for action. Monitoring metrics are listed and proposed monitoring requirements are identified.

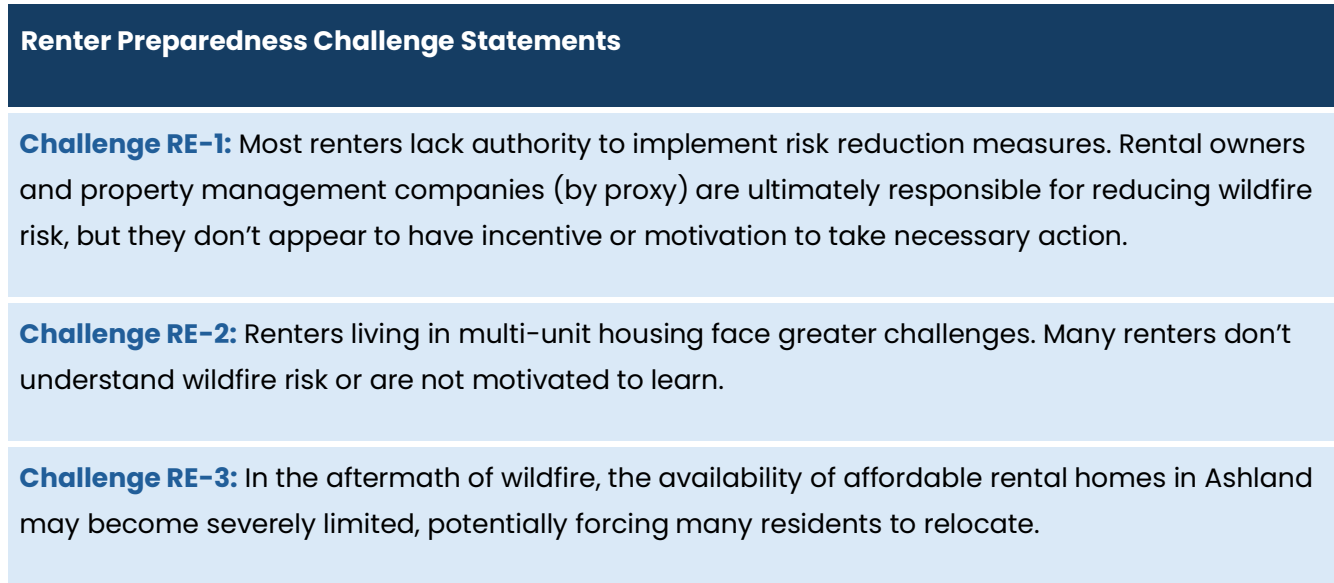


Figure 24: Renter Preparedness Challenge Statements

Baseline Conditions

- Property management companies manage at least 4,066 rental units.
- Renters' lack of agency to reduce their wildfire risk.
- Wildfire risk reduction responsibilities are poorly understood.
- Wildfire risk itself is poorly understood.
- Property owners want to maximize their income and minimize expenses.
- Renters don't want their rents to increase.
- Renters assume service property owners and HOAs are doing the right thing.
- Inadequate knowledge about what to do and who is responsible.
- Many renters are not capable, are too busy, or lack resources.
- The amount of wildfire risk reduction measures needed, particularly for older rental buildings, is significant.

Desired Conditions

- Renters are aware, engaged, insured, and feel comfortable living in Ashland because wildfire risks have been addressed, and rents are not increased solely because of enhanced wildfire risk reduction activities.
- Property owners and property management companies comply with City of Ashland wildfire safety codes and continually maintain their properties in a state of wildfire-readiness.

Tracking Metrics

- Number of rental buildings that meet IBHS "Base Standards" or equivalent (e.g., compliant with Ashland "defensible space" codes and ordinances).
- Number of rental property owners who are actively engaged in reducing their rentals wildfire risks (no current baseline).
- Number of renters engaged in appropriate wildfire home risk reduction (no current baseline).

Monitoring Plan

- Create a study to sample and resample the same renters, property owners, and property management companies at one, three, and five years to see if their perspectives have changed and to measure the tracking metrics listed above.
- Also assess the percentage of rental properties that have been verified to meet “base standards” or equivalent for the housing type every year depending on available resources.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Renter Preparedness Initiatives	
Challenge RE-1: Most renters lack authority to implement risk reduction measures. Rental owners and property management companies (by proxy) are ultimately responsible for reducing wildfire risk, but they don’t appear to have incentive or motivation to take necessary action.	
RE-1.1	Identify strategies to bring older rental units up to wildfire compliance standards for wildfire resistance and defensible space and to maintain those standards.
RE-1.2	Develop the means to cover the cost of assessing wildfire risk for all rentals in Ashland.
RE-1.3	Establish a sustainable program to assess wildfire risk on privately managed rentals, using IBHS Wildfire Prepared Home standards and random inspections.
RE-1.4	Create a sustainable system to communicate with and assess wildfire risk at property-managed rental properties every five (5) years.

RE-1.5	Secure funding, if necessary, to mitigate wildfire hazards and risks so that rental rates do not increase solely because of wildfire risk reduction activities.
RE-1.6	Encourage property management companies to require annual wildfire training and certification for contracted landscaping providers, phased in over five (5) years.
RE-1.7	Implement a city-approved wildfire-resistant homes certification program for property managers, with options for private rental owners and recertification every three (3) years.
Challenge RE-2: Renters living in multi-unit housing face greater challenges. Many renters don't understand wildfire risk or are not motivated to learn.	
RE-2.1	Secure resources to sustain face-to-face engagement with renters and property owners, assess wildfire risk needs, and enhance renter education with a focus on evacuation, communication, and personal risk reduction for multi-family housing.
RE-2.2	Develop and update a "risk reduction best practices" package customized by housing type; ask property managers and encourage rental owners to provide wildfire preparedness and renters insurance information in welcome packages and attached to leases.
RE-2.3	Define lease agreement requirements for tenants to create and maintain defensible space in accordance with wildfire safety codes and ordinances.

Challenge RE-3: In the aftermath of wildfire, the availability of affordable rental homes in Ashland may become severely limited, potentially forcing many residents to relocate.

RE-3.1	Collaborate with regional partners who participated in the drafting of the Rogue Reimagined project to articulate recommended actions and avenues for securing resources.
RE-3.2	Create a partnership to pre-plan affordable housing rebuilding strategies (e.g., establishing a land trust like Breath of Life and Spirit Village) and the steps to make it happen.
RE-3.3	In the Ashland Wildfire Recovery Plan, include a section on rebuilding affordable rental building stock. Identify the challenges and solutions based on experiences in other communities.

Table 13: Renter Preparedness Initiatives

Section 7

Preparedness for Socially Vulnerable Populations

Section 7: Preparedness for Socially Vulnerable Populations

"We lost just over 700 homes in our community, most of it affordable housing. It very succinctly ripped right through most of our naturally-occurring affordable housing."

–Darby Ayers-Flood, Mayor of Talent (Castillo, E. 2025, OPB)

Introduction

In this context, the definition of **Socially Vulnerable Populations (SVPs)** includes individuals who self-identify as living in a household where one or more of the following conditions exist: low income, housing insecurity, disability, senior status, single parenthood, and/or limited English proficiency.

This section examines wildfire home risk perception among Ashland's housed SVP, outlines the data collection process, summarizes key findings, and identifies challenges and initiatives aimed at enabling the **housed** SVP to have a home to return to when wildfires impact Ashland.

While guidance exists on aiding underserved groups in wildfire recovery, relatively little was found tailored to help SVPs have ignition-resistant homes before a wildfire. Most wildfire preparedness advice focuses on single-family homeowners, often overlooking socially vulnerable populations (SVPs), especially those living in multi-unit housing. To enable SVPs to have homes after a wildfire, it is crucial to assess their awareness of wildfire hazards in Ashland and the barriers they face to making their homes safer. With this understanding, the community can better engage these residents to help address their needs. To support this effort, the City of Ashland launched the SVP Project in 2024.

Process

A working group of ten (10) members met bi-weekly from June to October 2024 to guide the “Enabling Socially Vulnerable Populations to Have Fire-Resistant Homes” Project and develop recommendations based on its findings. After finalizing interview questions, outreach began with door-to-door visits in target areas with high utilization of energy bill assistance and areas with an abundance of multi-family housing.

For these impromptu interviews, individuals shared wildfire concerns through small gatherings (“coffee klatches”), home interviews, and public space conversations, such as at the Ashland Senior Center. Two (2) experienced interviewers conducted 83% of the interviews, while the remaining interviews were completed by four (4) trained volunteers and twenty (20) Southern Oregon University (SOU) Sociology students.

A total of 225 1-on-1 interviews took place, and over 93% of participants were Ashland residents. Findings from these interviews were analyzed, and the full report and raw data can be found in the SVP Project Report in the [appendices](#).

The primary intent of the SVP Project was to document what socially vulnerable people had to say about wildfire, specifically perceptions about the potential for their home to burn and what they thought would make their home safer. Related questions were about where they obtain information on wildfires and how to reduce wildfire hazards. Responses to questions about evacuation choices are covered in the Community Health and Safety section (Section 4).

A final open-ended interview question began with a general statement such as “this an opportunity to express yourself on any topic.” Prompts by the interviewer varied based on the interviewee’s willingness to share additional thoughts.

An organic conversation with no hint of authority was the goal of this process. No formal criteria were offered to help the respondents decide about social determinants. The interviewer did not define what it means to be a member of the targeted demographic groups; rather, they let the respondents decide. This means that the findings from the SVP Project do not represent the perspectives and experiences of the member populations as defined by the interviewers; they represent the

perspectives and experiences of the respondents as defined by the respondents. The process was pseudo-randomized and should not be considered statistically representative.

This informal approach emphasized establishing a trustworthy relationship with everyone who agreed to have a conversation with the interviewer. There was an assumption that interviewees might have experienced, or were experiencing, some sort of trauma, particularly related to wildfire. It was also assumed that some people would not be comfortable talking to an authority figure. Interviewers were advised to do specific things to avoid triggering negative reactions to the interviewer or the questions asked.

Demographic Findings

Information in this section represents selected findings from the 2024 SVP Project. Additional information can be found in the full report in the [appendices](#).

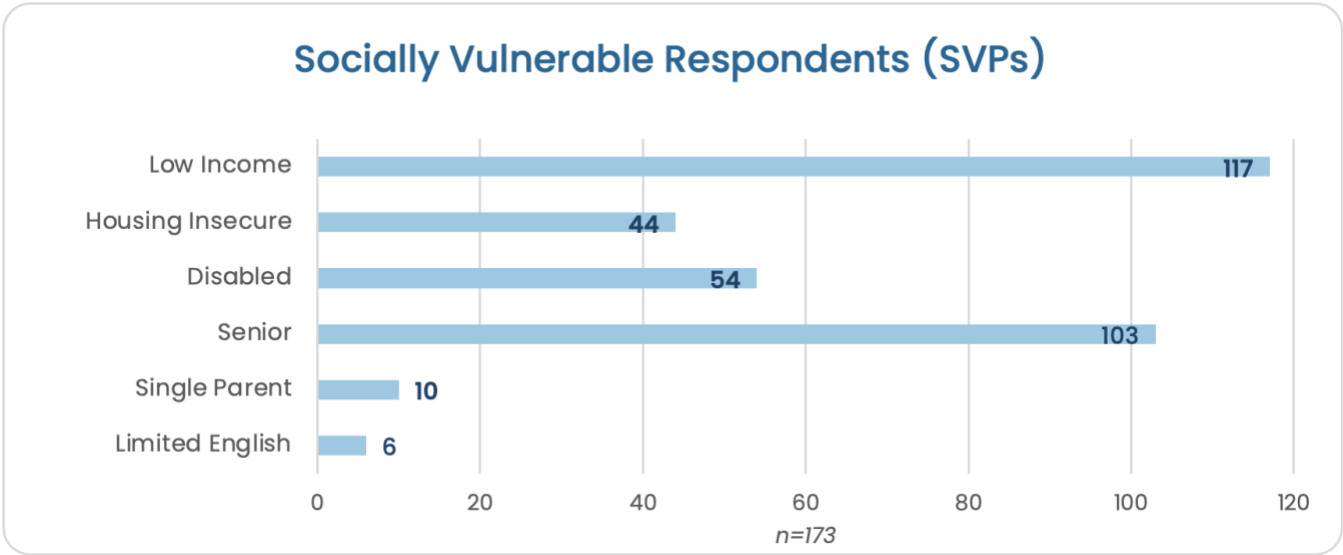


Figure 25: Target Populations Represented

Out of the 173 respondents who self-identified as being a part of one or more SVP groups, 117 identified as low-income, forty-four (44) identified as housing-insecure, fifty-four (54) identified as having a person with disabilities in their household, 103 identified as having a senior in their

household, six (6) identified as having individuals with limited English proficiency in their household, and ten (10) respondents identified as being a single parent (Figure 25).

Respondent Housing

Most socially vulnerable populations live in older, low-income housing or manufactured homes, which typically have higher ignition potential due to combustible construction materials and lack of ignition-resistant design features (Reining et al., 2025). Lower-income residents lack financial and informational resources to make retrofits (Winker et al., 2024). Manufactured housing communities face severe wildfire risk due to poor insulation, lack of defensible space, and high housing density (Otto & Clifford, 2025).

Of all survey respondents, 25% lived in an older single-family home, 31% lived in an apartment building, 22% lived in a mobile or manufactured home park, and 19% lived in a condo, townhouse, duplex, or accessory dwelling unit (ADU). One person lived in a room in a house, and one lived in their car (Figure 26).

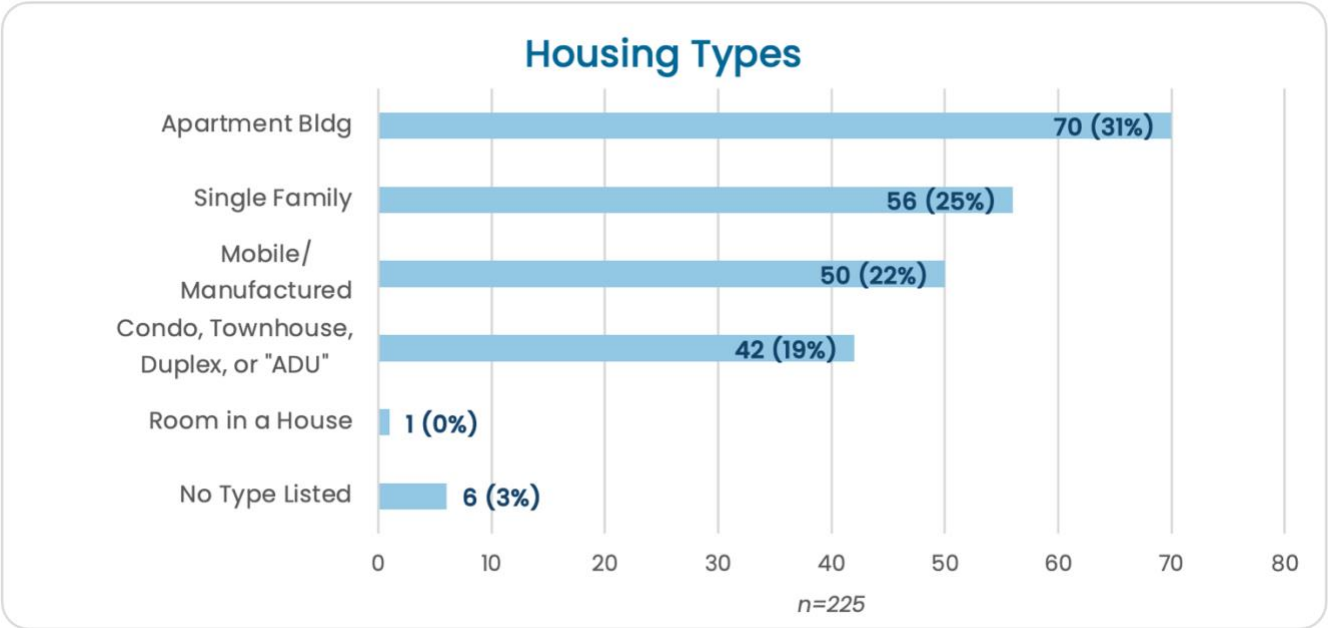


Figure 26: Where the Sampled Population Lives

Older apartments buildings were the most common type of housing, particularly for low-income individuals, housing-insecure respondents, and persons with disabilities. Most seniors live in mobile/manufactured homes or single-family homes. Single parents show an even split between apartments and single-family homes.

High-density, multi-family housing communities in Ashland, including apartments, mobile home parks, and multiplexes, where many socially vulnerable populations reside, face elevated wildfire risk due to aging structures that are more vulnerable to ignition and crowded developments.

Respondent Evacuation Plans

Results are summarized in the Public Safety section and compared with a general population survey in. Additional information and raw data are available in the SVP Project Report in the [appendices](#).

Perceptions of Safety

Everyone interviewed was asked *"How safe from wildfires do you believe your home is?"*. About 32% of the respondents said they "don't know or don't think about it much" and about 1% said they "don't care." The mid-range response "Kind of safe", was ~30%, which was the most popular answer after "I don't know." Just over 47% of the sampled population in the SVP Project feels some degree of "safe". Nearly 20% feel some degree of "unsafe." This data reveals a divide in perceptions, with some individuals expressing greater uncertainty and concern about their home's safety compared to others in the same demographic.

Interviewees were asked to explain their answers. Among those who felt "very safe," none provided strong evidence to support their belief. Their justifications revealed a limited understanding of what is required to make homes resistant to wildfire, often citing a sense of security because they live in the middle of town.

Respondents who described their homes as "safe" sometimes cited factors beyond their control, such as nearby fields, or expressed optimism because their homes hadn't burned yet. Some relied on the belief that Ashland Fire & Rescue (AF&R) would prevent wildfire from reaching their home. Overall, most respondents demonstrated significant gaps in knowledge about wildfire safety. Less

than half mentioned relevant factors, and many responses reflected misconceptions about what makes a home safe from wildfire.

Findings reveal widespread uncertainty and misconceptions about wildfire safety, with many respondents feeling "safe" based on factors beyond their control rather than proactive mitigation measures, highlighting significant gaps in knowledge and preparedness.

Communication Modalities

A significant portion of SVP interviewees (35%) reported not receiving wildfire-related information or not knowing where to find it, with apartment dwellers being the most affected. The City of Ashland website, which was a top source for wealthier homeowners, was rarely mentioned (3.5%) by SVP respondents, indicating the possibility that traditional online communication strategies may not effectively reach socially vulnerable populations. Instead, nearly twice as many SVP respondents rely on social media or traditional media channels over official city or non-governmental sources. Additionally, 9.4% of SVP respondents turn to friends, family, or neighbors for information, and 5.4% rely on their landscaper or rental property owner for relevant information.

Direct engagement appears to be the most effective way to inform SVP residents, with ~16% of interviewees citing city staff or volunteers as key sources of information. Approximately 32% of respondents signed up for a future on-site risk assessment during the interview process.

Findings suggest that tailored, hands-on outreach efforts may be the most effective way to bridge wildfire preparedness gaps among socially vulnerable communities. However, it is evident that more research on a broader scale must be done in this area.

Risk Reduction Barriers

Several risk reduction barriers were identified by respondents during this study. Figure 27 and the following paragraphs outline the most common barriers to residents making their homes safer from the threat of wildfire.



Figure 27: Top 4 Risk Reduction Barriers

Lack of agency refers to the idea that respondents do not believe they have control over, or responsibility for, making their homes safer. Rather, they believe that responsibility or control rests in the hands of rental property owners or managers, mobile or manufactured home park owners or managers, or a Homeowners’ Association (HOA). Households that most frequently identified lack of agency as a factor preventing them from having ignition-resistant residences were renters, single parents, and the housing-insecure.

84% of renters felt like they had no control over their home’s safety from wildfire.

Financial constraints affect many SVP households. Approximately 29% of the 173 respondents indicated that finances limit their ability to make their home resistant to exposures from wildfire. About 13% indicate that they lack agency to reduce the risk themselves because they are renters or are constrained or dependent upon an HOA taking care of the property.

Financial constraints were a limiting factor for ~50% of households with a disabled resident, and ~40% of single-parent households. For low-income, housing insecure, and households with seniors and limited English-speaking individuals, approximately 33% of these households indicated that finances were a limiting factor as well.

Inadequate knowledge also plays a role for many socially vulnerable groups, as they are either underinformed, misinformed, disengaged, traumatized, or do not recognize wildfire as a threat to their home. Of households with a person with disabilities, low-income, housing insecure, and single-parent households, approximately 20% indicated that they **didn't know what to do to make their home safe from wildfire**. Similarly, approximately 33% of the limited English-speaking households and just over 10% of seniors said they also didn't really know what needs to be done.

Almost 1 in 5 residents are living below the federal poverty line and nearly 40% of Ashland households are deemed "cost burdened."

(ACCESS, 2023)

Physical limitations create another barrier to effective wildfire preparedness. A small number, approximately 9%, of SVP respondents said they lack the physical capacity to do the work, even though most of these same individuals have agency to make these changes because they are homeowners.

Other barriers were also identified, which included the following sentiments:

- I don't care.
- It's hopeless.
- I can't find help.
- It's not a priority.
- I don't have time.
- I don't think anything needs to be done.
- The problem is on neighboring properties.

All socially vulnerable groups face a variety of risk reduction barriers to making their residences safer from the threat of wildfire. These include limited agency to make changes, clear understanding about what needs to be done, insufficient financial resources, and physical limitations.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

SVP Preparedness Challenge Statements
Challenge SV-1: Many socially vulnerable households underestimate their wildfire risk and face multiple barriers to reducing that risk.
Challenge SV-2: SVPs require a variety of communication modalities to develop trusting relationships critical to fostering engagement.
Challenge SV-3: A majority of socially vulnerable residents live in housing that is highly vulnerable to wildfire ignition.

Figure 28: SVP Preparedness Challenge Statements

Baseline Conditions

- Percentage of SVPs by housing type, perceptions of relative safety, and perceived barriers to reducing risk as noted in the 2024 SVP Project results (see [appendices](#)).

Desired Conditions

- SVPs are actively engaged in reducing their wildfire risk.
- Everyone has a residence to return to when wildfire occurs in Ashland.
- Within five (5) years, 50% or more of SVP housing units meet or exceed wildfire prepared property standards.

Tracking Metrics

- Number of multi-family housing units that are compliant with Ashland “home-hardening” and “defensible space” codes & ordinances.
- Number of SVP households actively engaged in wildfire related issues.

Monitoring Plan

- Randomly re-sample individuals from the SVP at least once every three to five (3-5) years to determine how perspectives have changed and to measure tracking metrics listed above.
- Where feasible, use onsite wildfire risk assessment data with follow up surveys, aerial imagery, or other tools to document mitigation actions taken that directly benefit socially vulnerable households.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

SVP Preparedness Initiatives	
Challenge SV-1: Many socially vulnerable households underestimate their wildfire risk and face multiple barriers to reducing that risk.	
SV-1.1	Investigate which local organizations have a similar vision/mission relative to the needs of the SVPs and find opportunities to formally collaborate and develop MOUs as appropriate.
SV-1.2	Find a champion to oversee implementation of SVP-specific initiatives.
SV-1.3	Create a work plan to enable SVPs to address risk-reduction barriers.
SV-1.4	Conduct face-to-face, engaging interviews with 200+ SVPs every 3-5 years.

Challenge SV-2: SVPs require a variety of communication modalities to develop trusting relationships critical to fostering engagement.

SV-2.1	Create a partnership capitalizing on existing networks and social service organizations to brainstorm and test multiple communication modalities to engage SVPs where they live and in other spaces as appropriate. Establish MOUs if necessary.
SV-2.2	Invest in relationship building methods that work for specific target populations/individuals by collaboratively developing and implementing a 5-year work plan to test communication modalities.
SV-2.3	Establish an “SVP Communications Fund” to explore and test communication modalities.
SV-2.4	Deliver customized information that is readily accessible to those who have limited resources, are house-bound, or isolated.
SV-2.5	If needed, figure out how to compensate partners who participate in the partnership development process.

Challenge SV-3: A majority of socially vulnerable residents live in housing that is highly vulnerable to wildfire ignition.

SV-3.1	Map where socially vulnerable residents live and systematically evaluate wildfire risk in those areas.
SV-3.2	Pursue grant funding to provide socially vulnerable households with equipment and materials for healthy indoor air during wildfire events.
SV-3.3	Establish a city-based revenue stream to continuously support wildfire risk reduction projects for socially vulnerable households.

Table 14: SVP Preparedness Initiatives

Section 8

Insurance Crisis

Section 8: Insurance Crisis

“When we finally came back and saw all the devastation [we went into shock]. We had no power for weeks and no cell service. We lost all of the food in the refrigerator because of the power outage. I don't think my parents had any insurance to deal with the losses. Since insurance is for the home, they probably had no way to get reimbursement for the time in the hotel. This is something that needs to be addressed....”

-Ashland Apartment Resident

Introduction

A Crisis is Forming

Insurance is critical for households recovering from wildfires and essential for securing a loan to acquire real property.

“Home, rental, and property-related insurance products are ubiquitous and foundational to the health of the US housing market. Insurance functions like a glue that helps the housing finance system stick together” (Koller, 2025).

Unfortunately, the United States is experiencing an insurance crisis affecting homeowners, businesses, and renters. This is primarily driven by escalating insurance premiums and reduced availability of coverage, largely due to the increasing frequency and severity of climate-related disasters (U.S. Senate Budget Committee, 2024; U.S. Department of the Treasury, 2025; Time, 2025).

Natural disasters are increasing insurance premiums and rebuilding costs due to their increasing frequency and severity. As climate change intensifies storms, wildfires, and floods, insurers face higher payouts, leading to rising premiums for homeowners and businesses (National Oceanic and Atmospheric Administration [NOAA], 2023).

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Key factors include inflation-driven rebuilding costs (Federal Emergency Management Agency [FEMA], 2023) and higher reinsurance expenses (S&P Global, 2023). These pressures create financial strain on policyholders, especially in disaster-prone areas.

On February 2, 2025, the First Street Foundation issued a report predicting a significant decline in U.S. real estate values due to rising climate change impacts, including wildfire. The average decline predicted in property values in “climate abandonment areas” is 6.2%; in “risky growth” areas the decline is projected to be 1.7% over the next 30 years.

Homeowners across the U.S. are facing rising insurance premiums, making homeownership increasingly costly. From 2020 to 2023, homeowners’ insurance prices increased by approximately 20%, contributing to the growing financial burden on property owners (Prevention Web, 2024). In some high-risk areas, insurers have ceased offering coverage altogether, leaving homeowners with limited options (Insurance Information Institute, 2023). This situation has led to homeowners feeling “trapped” in properties they can barely afford, with some considering selling their homes due to the financial strain (The Guardian, 2025).

“We are marching steadily towards an uninsurable future in this country.”

–Dave Jones,
former California
insurance
commissioner

Despite state laws mandating fire coverage in homeowners’ insurance policies, insurers can refuse renewals for high-risk properties (Baumhardt, 2024). Recent legislative efforts to encourage wildfire resilience through premium discounts have had minimal impact so far (Baumhardt, 2024; Senate Budget Committee, 2024).

FAIR Plans

FAIR (Fair Access to Insurance Requirements) Plans are state-mandated insurance programs designed to provide basic property insurance to homeowners and businesses that cannot obtain coverage in the private market due to high wildfire risks or other hazards. Oregon has a FAIR Plan program (Oregon FAIR Plan Association, n.d.). These plans are typically considered a last resort, offering limited coverage at higher premiums compared to traditional policies.

As wildfire becomes more frequent and severe, more homeowners and businesses are being forced into FAIR Plans, leading to concerns about affordability, coverage adequacy, and long-term sustainability (Mixides, 2025). While FAIR Plans help maintain a level of market stability, they do not incentivize risk reduction or provide comprehensive coverage options comparable to private insurers.

Nationwide, the number of FAIR Plan insurance policies nearly doubled between 2018 and 2023, rising to 2.7 million, according to data from AM Best, a company that rates the financial strength of insurers. The California FAIR Plan alone saw its exposure grow nine-fold over the past six (6) years (Time, 2025).

FAIR Plans serve as a temporary safety net, but their rising enrollment highlights a growing insurance crisis in wildfire-prone regions. Without systemic reforms, such as stronger risk reduction incentives and improved insurance models, reliance on FAIR Plans will continue to grow, making property coverage increasingly expensive and inaccessible (Mixides, 2025).

As wildfire risks intensify, homeowners and businesses in high-risk areas are increasingly forced into FAIR Plans, which offer limited, high-cost coverage without incentivizing risk reduction, highlighting the urgent need for insurance reform and stronger mitigation strategies.

IBHS Wildfire Prepared Home Program

The IBHS Wildfire Prepared Home Program, developed by the Insurance Institute for Business & Home Safety (IBHS), provides science-based standards to help homeowners reduce wildfire risk and improve insurability. By implementing key mitigation measures—such as fire-resistant roofing, ember-resistant vents, defensible space, and ignition-resistant decks—homeowners can earn a Wildfire Prepared Home designation, demonstrating their commitment to risk reduction. This designation enhances home resilience and signals to insurers that a property meets rigorous wildfire safety standards, potentially improving access to coverage and reducing premium costs. By bridging scientific research, homeowner action, and insurance industry interests, the program supports the development of fire-adapted communities and a more sustainable insurance market in wildfire-prone areas. The IBHS Wildfire Prepared Home Program became available to single-family

homeowners in Oregon in October 2024, and Ashland is looking at ways to incorporate this program into its wildfire resiliency efforts.

Local Findings

Homeowners’ Insurance

In 2015, 2019, and 2024, the City of Ashland supported quantitative and qualitative studies involving approximately 2,145 participants. The 2019 and 2024 studies asked homeowners and renters about their wildfire insurance coverage.

A 2024 Consumer Federation of America study reported that 7.4% of U.S. homeowners now lack insurance, up from 5% in 2019, largely due to affordability issues (Realtor.com, n.d.). Premiums have risen nationally ~20% between 2020–2023 alone (Steve Koller, 2024). Premiums increased by 23% in the past year, with major insurers like Allstate and State Farm halting new policies in California, citing wildfire risks and rising costs (Realtor.com, n.d.; Senate Budget Committee, 2024). For example, in July 2024, State Farm dropped nearly 70% of policyholders in Pacific Palisades, California, just six (6) months before whole neighborhoods were consumed by wildfire in January 2025 (Time, 2025).

Since 2018, Oregon homeowners’ insurance premiums have risen 44.8%, with a sharp 16.5% increase in 2023 alone (Realty Today, 2025). In wildfire-prone areas like Ashland, Bend, and Medford, rates have doubled or quadrupled, with some Ashland residents facing hikes of up to 600% over four (4) years (Baumhardt, 2024).

Most Ashland homeowners that responded to the 2019 survey and the 2024 CWPP survey appear to have homeowner’s insurance. For the 2019 survey, 12% percent of single-family homeowners living in high-risk areas of the city indicated that their insurance companies provided wildfire-related information, and only 2% received discounts for reducing wildfire risks.

Among homeowners in the 2024 Socially Vulnerable Populations (SVP) Project—many of whom live in mobile or manufactured home parks—11% reported being uninsured, which is higher than the national average of 7.4% and more than double the uninsured rate reported in the 2024 CWPP online general survey (5%). For these homeowners, high premiums and difficulty obtaining insurance were cited as the primary barriers to coverage.

Many Ashland homeowners are facing rising insurance premiums. While 56% of the respondents to the 2024 CWPP online general survey reported only minor or normal increases, nearly 29% said their premiums had risen sharply due to wildfire risks. An Ashland City Council member reported a staggering 700% increase in their insurance premium last year.

Even though most Ashland homeowners are currently insured, affordability and access to coverage are growing concerns, particularly for residents in high-risk areas like mobile/manufactured home parks and homes near wildlands. The ongoing insurance crisis could lead to increasing non-renewals and declining home values.

Insurance for Renters and Socially Vulnerable

While renters are not directly responsible for property insurance, the increased costs borne by property owners will likely trickle down. When rental property owners facing higher insurance premiums pass these costs on to tenants through increased rent, it will make housing less affordable for renters.

Renters insurance premiums remained relatively stable from 2018-2022 due to lower risk exposure, costing an average of \$254 annually in Oregon (Insurance Information Institute, 2023).

Estimates suggest that 28-67% of Ashland renters lack renters’ insurance, with the higher percentage based on interviews with socially vulnerable populations (SVP) and the lower figure derived from an online survey of forty-two (42) renters in the general population.

Senior renters interviewed during the 2024 SVP Project were nearly three (3) times more likely to be uninsured than those in the 2024 CWPP survey population, likely due to income disparities and the SVP study’s focus on low-income households. These discrepancies suggest that insurance coverage among Ashland renters varies widely, likely influenced by age, socioeconomic status, and housing type.

Ashland renters in the 2024 CWPP online general survey appear to have a higher rate of renters insurance coverage than the national average, however findings from the SVP project highlight significant gaps in coverage for seniors and limited income, housing-insecure, disabled, single parent, and limited English proficiency renters.

Rental type affects renters' insurance coverage. Based on the 2024 CWPP online general survey, renters living in apartments or studios, ADUs, or cottages are the least likely to carry renters' insurance. This trend is also reflected in the 2024 SVP interview data. Overall, renters in apartments are least likely to have insurance.

Estimates found that half of the city's renters (~25% of the city's population) occupy either multi-family housing units or mobile/manufactured homes, which are highly vulnerable to wildfire. Many of these rentals are managed by property management companies that do not require renters' insurance. Oregon law permits property owners to require their tenant to get renters insurance, but there are some restrictions based on median household income (Oregon Revised Statutes § 90.222, n.d.).

Renters in low-income, multi-unit housing typically face barriers such as financial constraints, social exclusion, and limited knowledge or access to insurance options (Klampe, 2023; Fothergill & Peek, 2004).

There is a disparity in renters insurance coverage within the population in Ashland. Socially vulnerable households, who are more likely to be renters of multi-unit/family housing, are least prepared to recover from wildfire losses. In 2020, the Alameda Fire disproportionately affected socially vulnerable populations, including low-income residents and the elderly, worsening existing social and economic disparities (OWER Council, 2021; Leickly et al., 2023). It destroyed over 2,600 homes, displacing many families, driving up housing costs, and leaving many in temporary or overcrowded conditions (Hoyer, 2024). Approximately 8,500 people were displaced (Oregon Department of Land Conservation and Development, 2023).

Many socially vulnerable households in Ashland lack wildfire insurance, leaving them without financial resources for post-disaster recovery.

Business Insurance

In 2021, the Ashland Chamber of Commerce found that there were approximately 2,241 businesses registered in Ashland. This figure is based on active business licenses in the city and reflects the multitude of small enterprises operating locally (Ashland Chamber of Commerce, 2021).



Figure 29: Photo Courtesy of Ashland Fire & Rescue

In recent years, businesses in Southern Oregon have experienced significant increases in insurance premiums due to heightened wildfire risks (Oregon Public Broadcasting, July 14, 2024). Escalating costs are attributed to a combination of factors, including the fact that insurance companies, facing substantial payouts from natural disasters, have adjusted their pricing models to manage the elevated risks associated with climate change (Oregon Public Broadcasting, July 18, 2024).

Despite regulatory efforts, the overall trend indicates that businesses in Southern Oregon are facing higher insurance costs as insurers reassess their exposure to wildfire-prone areas.

Businesses in Southern Oregon, including those in Ashland, face rising insurance premiums as insurers adjust pricing models in response to wildfire risks and climate change impacts. This situation underscores the importance of proactive risk mitigation by business owners and staying informed about policy changes to manage financial impacts on businesses.

Housing Affordability

Housing affordability is a pressing issue in Ashland. According to the City’s Housing Capacity Analysis, 41% of households are cost-burdened, spending more than 30% of their income on housing expenses. The median home price in Ashland is approximately \$540,000; significantly higher than the national median of \$416,100 as of 2023 (City of Ashland, 2021). This financial strain exacerbates housing insecurity, particularly for renters, who make up between 42–47% of Ashland’s population.

Businesses involved in affordable housing development are significantly affected by the rising cost of insurance. In Texas, for example, insurance premiums for multifamily properties have surged by up to 300% since 2020. This sharp increase has resulted in a more than 20% decline in the production of affordable rental housing built with federal tax credits between 2021 and 2023. Developers are now forced to sell properties or reduce the number of new projects due to these prohibitive insurance costs (Houston Chronicle, 2025).

Reduced investment in affordable housing developments exacerbates the shortage of affordable rental units. Due to limited affordable housing, a significant loss of rental units to wildfire would severely impact Ashland’s socioeconomic viability, businesses, essential services, and cultural institutions. Rebuilding will take years. This is on clear display in Talent and Phoenix, nearly five (5) years since the Alameda Fire destroyed many hundreds of affordable housing units.

Due to limited affordable housing stock, the loss of more than a few units to wildfire would severely impact the city’s socioeconomic viability, businesses, essential services, and cultural institutions.

“The risks of loss are rising through climate change, and insurers can’t just wave a magic wand and make them go away.”

–Dave Jones, the Former Insurance Commissioner of California

Rebuilding will be expensive, and many workers will be forced to leave the area due to lack of affordable housing.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier (**in bold**) for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Insurance Crisis Challenge Statements
Challenge IN-1: While most Ashland homeowners are insured, affordability and access to coverage are growing concerns, particularly for residents in high-risk areas like mobile home parks and homes near wildlands.
Challenge IN-2: The number of uninsured renters in Ashland is significant, which means that many could lose all assets and be unable to find affordable temporary housing if their rental unit burns.
Challenge IN-3: Many socially vulnerable residents are uninsured, leaving them financially unprotected and at risk of displacement when wildfire occurs.
Challenge IN-4: Rising insurance costs and wildfire risks threaten business stability, housing security, and Ashland’s socioeconomic viability, with rebuilding efforts expected to take years.

Figure 30: Insurance Crisis Challenge Statements

Baseline Conditions

- From 2018 to 2023, Oregon experienced a 44.8% increase in homeowners insurance rates.
- 98% of Ashland single-family homeowners were insured when sampled in 2019.
- 89% of mobile/manufactured homeowners were insured when sampled in 2024.
- 28-67% of renters are uninsured based on 2024 data; socially vulnerable households are at the high end.

- There is no baseline information to quantify the adequacy of business insurance coverage in Ashland.

Desired Conditions

- 100% of residential units, renters and businesses have affordable wildfire loss insurance to cover evacuation expenses, temporary housing, and the loss of personal and real assets.

Tracking Metrics

- Number of homeowners, renters, and businesses with comprehensive and basic wildfire insurance coverage.
- The average premium rate change by housing/business type and demographic group.

Monitoring Plan

- Randomly sample homeowners, renters, and business owners every 3-5 year

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Insurance Crisis Initiatives	
Challenge IN-1: While most Ashland homeowners are insured, affordability and access to coverage are growing concerns, particularly for residents in high-risk areas like mobile home parks and homes near wildlands.	
IN-1.1	Promote the IBHS Wildfire Prepared Homes Program to single-family homeowners.
IN-1.2	Create a taskforce to develop sustainable, accessible insurance options for all housing types.

IN-1.3	Collaborate with insurers to educate the public on wildfire coverage challenges and solutions.
IN-1.4	Work with elected officials to align insurance premiums with location-based mitigation efforts.
IN-1.5	Develop a handout to guide residents on wildfire insurance coverage, including covering evacuation costs.
Challenge IN-2: The number of uninsured renters in Ashland is significant, which means that many could lose all assets and be unable to find affordable temporary housing if their rental unit burns.	
IN-2.1	Create a taskforce to develop sustainable, accessible insurance options for renters.
IN-2.2	Educate renters on wildfire insurance coverage and policy language to protect assets and survival needs.
IN-2.3	Create standardized lease language encouraging or requiring tenants to get renters insurance.
IN-2.4	Distribute information to renters about temporary housing insurance costs and options during evacuations or disasters.
Challenge IN-3: Many socially vulnerable residents are uninsured, leaving them financially unprotected and at risk of displacement when wildfire occurs.	
IN-3.1	Create a taskforce to collaborate with the insurance industry and develop educational materials tailored to the needs of socially vulnerable populations (SVPs).
IN-3.2	Establish pathways to help those who cannot afford insurance obtain coverage for temporary housing, lost wages, and asset protection.

IN-3.3	Distribute educational materials and engage with SVPs using accessible methods, regardless of homeownership or insurance status.
IN-3.4	Develop additional activities based on lessons learned from the Alameda Fire.
Challenge IN-4: Rising insurance costs and wildfire risks threaten business stability, housing security, and Ashland’s socioeconomic viability, with rebuilding efforts expected to take years.	
IN-4.1	The Chamber of Commerce will comprehensively assess and broadly strengthen business insurance coverage.
IN-4.2	Collaborate with the insurance industry to develop strategies for sustained and affordable business coverage.
IN-4.3	Explore creating business insurance pools for wildfire resilience & recovery.

Table 15: Insurance Crisis Initiatives



Figure 31: Wood Shake Roof, Photo Courtesy of Charisse Sydoriak



Figure 32: Wildfire Insurance Crisis Infographic

Section 9

Economic Stability

Section 9: Economic Stability

Introduction

This chapter outlines strategies to help Ashland business owners, employees, and customers stay safe, while enabling businesses to serve the community and maintain economic stability during smoke events and before, during, and after wildfires.

Ashland's economy thrives on tourism, independent businesses, renowned institutions, and its unique sense of place. Home to the Oregon Shakespeare Festival and Southern Oregon University, it attracts year-round visitors for its rich culture and outdoor activities, from hiking and rafting to winter sports at Mt. Ashland.

"Wildfires and smoke are becoming a more serious threat each year, and it's clear that Ashland and our region need to take action now. By working together on prevention, smoke mitigation, and emergency preparedness, we can continue to protect our community and build a stronger, more resilient future."

–Greg White, Owner Reinholdt & O'Harra Insurance and Ashland Chamber of Commerce Board President/Emergency Preparedness Committee Chair

Ashland's charming, walkable downtown is the heart of the city's economy, drawing the highest concentration of visitors and employees within a five-block area filled with boutique shops, a vibrant culinary and wine scene, and wellness offerings. Lithia Park—designed in 1908 by John McLaren—enhances the town's appeal with nearly 100 acres of gardens, ponds, trails, a bandshell, the historic Butler-Peruzzi Fountain, a Japanese Garden, and pickleball courts.

Ashland's rich history shines through its many historic homes and businesses, with several listed on the National Register of Historic Places. Its vibrant public art scene and performing arts venues attract visitors from the West Coast and beyond. Recently, *Architectural Digest* named Ashland one

of the "13 Most Beautiful Underrated Cities in the World," *TheTravel.com* dubbed it "America's Coziest College Town," and *USA Today* ranked the Winchester Inn as the #1 Bed & Breakfast in the nation.

Process

The Ashland Chamber of Commerce was charged with answering two questions: (1) are Ashland businesses and their employees prepared for a wildfire emergency, and (2) what needs to be done, and by whom, to motivate action?

The Chamber of Commerce’s Emergency Preparedness Committee has been collaborating with Ashland Fire & Rescue for a decade to develop wildfire preparedness education programs and messaging for the business community. In 2024, this committee pivoted to develop goals and objectives to answer these questions through a more comprehensive planning process. The challenges and initiatives the plan needs to address are described next.

Effect of Wildfire on Businesses

Wildfire smoke negatively impacts Ashland's economy, particularly the tourism sector. A 2013 study estimated that local tourism businesses lost about \$171,350 in a single month due to smoke-related disruptions (Sumic, et al., 2013). In 2017, these impacts were substantial, with the Oregon Shakespeare Festival (OSF) experiencing considerable financial losses and operational challenges. That season, OSF canceled nine (9) performances due to poor air quality, resulting in a \$370,000 loss, with ripple effects on the local economy, as 85% of OSF's patrons are tourists (Oregon Forest Resources Institute, n.d.). The situation worsened in 2018, when OSF canceled more performances and relocated shows indoors, leading to an estimated \$2 million in losses. In response, OSF considered major modifications to its outdoor theater, including a retractable roof and redesigned seating, to reduce future cancellations and improve the audience experience (Yuen, 2019).

Beyond OSF, persistent smoke has deterred people from visiting the area, reducing revenue for hotels, restaurants, and retailers. The Ashland Chamber of Commerce reported that prolonged smoke events led to widespread trip cancellations, further straining the local economy (Federal Reserve Bank of San Francisco, 2023). Additionally, residents and businesses faced increased costs to mitigate smoke exposure, such as purchasing air purifiers and upgrading HVAC systems, adding financial pressure to the community (University of Oregon, n.d.).

A recurring threat of wildfire smoke has created ongoing economic challenges for Ashland, impacting key industries like tourism and affecting the financial well-being of businesses and residents.

In 2020, the Alameda Fire, which began in Ashland, devastated the economies of nearby Talent and Phoenix, burning over 3,000 acres and damaging approximately 2,500 homes and hundreds of businesses (Rogue Valley Council of Governments, n.d.). This destruction caused immediate economic challenges, including job loss, reduced income, and increased housing insecurity. The loss of key businesses, including restaurants, shops, and grocery stores, left many unemployed and disrupted essential services, making recovery difficult for neighboring communities.

The fire also severely impacted the tax base for Talent and Phoenix. Loss of properties reduced taxable assets, decreasing property tax revenues and straining local government budgets. In response, the state introduced measures to balance property owner relief with the financial needs of municipalities, underscoring the disaster’s broader economic effects.

Severe wildfires in urban areas destroy infrastructure, homes, and businesses, weakening the local economy and tax base. Recovery requires sustained efforts to rebuild physical structures and restore economic stability. In the aftermath, businesses face damages, supply chain disruptions, and lost customers, while municipalities struggle with reduced revenue from a decreased tax base and recovery efforts. A key factor in economic stability is ensuring businesses are prepared for major disasters and have the resources needed to recover and survive. The process for accessing these resources will vary depending on the stage of response or recovery.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Economic Stability Challenge Statements

Challenge ES-1: Wildfire smoke is a recurring issue that continues to adversely impact the Ashland economy.

Challenge ES-2: A significant wildfire would devastate Ashland's economy, with long-lasting impacts that could cripple its economic stability for decades.

Challenge ES-3: Most businesses are not doing enough to protect their structures from exposure to wildfire.

Figure 33: Economic Stability Challenge Statements

Baseline Conditions

- There is no baseline data on how many businesses are prepared for the impact of wildfire on their operations, employees, or customers.
- Ashland businesses can access an online "Emergency Preparedness and Resilience Toolkit," created collaboratively between the City of Ashland and the Ashland Chamber of Commerce. This toolkit offers practical guidance and resources on key preparedness steps, including evacuation planning, asset inventory, safeguarding important documents, and ensuring adequate insurance coverage.

Desired Conditions

- There is no loss of life.
- Residents and visitors can access what they need from local businesses.
- Local businesses are not displaced.
- No businesses are damaged or lost and economic impacts are minimal when smoke and/or wildfire impacts all or a portion of the city.
- All businesses, including home-based ones, have a plan for emergency preparedness, operations during a crisis, and post-disaster recovery, tailored to their specific needs.

Tracking Metrics

- Economic impacts of smoke on Ashland businesses by business type.
- Economic impacts of wildfires on businesses when wildfires occur in or near Ashland.
- Number (and type) of businesses who have experienced insurance issues since 2020.
- Number (and type) of businesses that have had a wildfire risk assessment of their real property.
- Number (and type) of business that have measurably reduced identified wildfire risks on their real and personal property.
- Number (and type) of businesses that have a wildfire evacuation plan that they have practiced, an emergency operations plan or a business resumption plan for a disaster, as appropriate.
- Number of partners/partnerships working collectively to reduce wildfire risk community wide.

Monitoring Plan

- Survey Ashland Businesses every other year to collect the equivalent data.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Economic Stability Initiatives	
Challenge ES-1: Wildfire smoke is a recurring issue that continues to adversely impact the Ashland economy.	
ES-1.1	Measure and quantify smoke impacts on businesses and visitors.
ES-1.2	Survey businesses about their smoke resilience efforts.

ES-1.3	Enable employees and visitors to be informed and remain healthy when air quality is poor.
ES-1.4	Update the SmokeWise Ashland website.
ES-1.5	Update the Business Preparedness Workbook with smoke strategies.
ES-1.6	Promote smoke-adapted facility upgrades for businesses.
Challenge ES-2: A significant wildfire would devastate Ashland's economy, with long-lasting impacts that could cripple its economic stability for decades.	
ES-2.1	Map critical business assets and major employment centers to identify areas with the highest concentrations of people.
ES-2.2	Assess the readiness of business facilities, staff, and customers for wildfire emergencies.
ES-2.3	Evaluate awareness and implementation of evacuation protocols, especially in visitor related businesses (lodging, dining, attractions).
ES-2.4	Create industry-specific wildfire protocols and evacuation plans, including zone awareness for staff and customers.
ES-2.5	Enhance business communication strategies for wildfire emergencies.
ES-2.6	Update and expand the Chamber of Commerce preparedness toolkits and videos.
ES-2.7	Host bi-annual wildfire preparedness workshops for businesses.
ES-2.8	Integrate wildfire resources into new Chamber of Commerce member packets.
ES-2.9	Provide outreach for employers, employees, and patrons with access needs.

ES-2.10	Collaborate with community partners to enhance existing programs and develop new initiatives.
ES-2.11	Create a visitor-focused wildfire emergency plan for downtown.
ES-2.12	Support resilience hubs to inform visitors and citizens.
ES-2.13	Partner with recreation organizations to inform visitors during wildfires.
Challenge ES-3: Most businesses are not doing enough to protect their structures from exposure to wildfire.	
ES-3.1	Work with the Ashland Chamber to help businesses understand structural vulnerabilities.
ES-3.2	Collect baseline structural vulnerability data for Ashland businesses.
ES-3.3	Support business structure hardening and defensible space initiatives.
ES-3.4	Track progress on structural risk reduction and publicly highlight accomplishments.

Table 16: Economic Stability Initiatives



Figure 34: Main St. in Ashland, Photo Courtesy of RG

Section 10

A Necessary Paradigm Shift

Section 10: A Necessary Paradigm Shift

“Mitigation measures on the structure (hardening) combined with removal of surrounding fuels in the area immediately adjacent to the structure (zone 0) has the potential to dramatically reduce losses in future fires. While applying these measures to any structure within a dense urban area makes little difference on the survivability of a single home, significant reductions in losses are achievable when community-wide actions can be applied.”

(Zamanialaei et al, 2023)

Introduction

The initiatives in this chapter, if embraced fully, have the potential to save Ashland from a catastrophic wildfire disaster. Community destruction has become so commonplace that researchers have been able to learn key insights from catastrophic fires that others can reliably use to help avoid future losses.

Achieving meaningful, city-wide wildfire risk reduction will require a fundamental shift in how the community perceives this threat and a commitment to addressing the greatest risk the community has ever faced.

To become a fire-adapted community, Ashland would need to reduce wildfire exposure and harden about 90% of its structures and maintain this standard moving forward. If this standard is met, wildfires may occur in and around Ashland without necessarily triggering an urban conflagration – the widespread destruction of the built environment initiated by a wildfire. Relying on education, through flyers, lectures, and online resources, and relying on voluntary compliance among single-family homes is important, but not enough. Climate-driven extremes in fire behavior and weather are only intensifying, and experience from thousands of burned structures in dozens of communities points to the need for aggressive and timely risk reduction.

Most structures in Ashland weren’t designed to withstand ember storms or the intense heat of city blocks burning under 40–60 mph winds. Additionally, traditional landscaping practices have left Ashland more vulnerable, with continuous, highly combustible vegetation, as well as wood and bark mulch dominating yards and public spaces.

World-renowned fire researcher Jack Cohen and others have said “We have the tools and knowledge to reduce community wildfire risks. But we must address the profound and deeply rooted misalignment of political and social expectations regarding what it means to live with wildfire. Now is the time to invest in long-term, economically efficient solutions, rather than short-term, risk-averse tactics. We have to live with wildland fire. We don’t have to live with fire in our communities.” (Calkin, et. al, 2023).

Voluntary Verses Mandatory Risk Reduction Findings

Over the past 20 years, Ashland has invested significant effort in community wildfire risk reduction. Successful initiatives include the Ashland Forest Resiliency (AFR) Project, which has effectively reduced (but not eliminated) wildfire risk in the surrounding forests; a highly popular Firewise USA® program; various grant-funded homeowner incentive programs; and hiring of a Fire Adapted Communities Coordinator, who has led residential education and mitigation efforts. A volunteer-driven Wildfire Risk Assessment Program (WRAP) was particularly effective for two (2) years, increasing face-to-face engagement and motivating many residents, particularly homeowners, to act. Additionally, the Ashland Community Emergency Response Team (CERT) volunteer program has trained over 1,500 volunteers for disaster response and preparedness.

Most public outreach efforts prescribed in the 2004 CWPP, such as creating and distributing education materials and posting information on the city website, raised awareness in some demographic groups, but ultimately resulted in limited action. The Firewise USA® site certification program initially gained traction but has been deemed inadequate due to low performance requirements, lack of enforcement, and the program required an unsustainable amount of city fire department oversight. City of Ashland staff turnover in the Fire Adapted Communities Coordinator position has been high, due largely to workload demand exceeding available funding and resources. Thanks to two (2) decades of overcoming challenges, testing approaches, and building community

awareness, Ashland now has the informed experience needed to propose the necessary compulsory actions outlined in this section of the CWPP.

While voluntary measures have reduced risk, their effectiveness is constrained by the limited value of simple messaging, limited volunteer participation, physical and financial barriers, and heavy reliance on limited city staff for ongoing outreach and education.

Voluntary compliance with wildfire home hardening and defensible space standards has shown mixed effectiveness, as evidenced by various studies and reports (Pavaglio et al., 2021; Edgeley, et al., 2020; Crow, et al., 2015; McCaffrey et al. (2011); Vogt and McCaffrey, 2011).

In a study examining community policies and defensible space compliance, McCaffrey et al. (2011) found that while there are concerns about regulations infringing on personal liberties, mandatory approaches may be justified in high-risk areas or when individual noncompliance poses risks to neighbors. Participants acknowledged that, under certain conditions, regulations could be appropriate to enhance community safety.

Other research indicates that effective wildfire hazard mitigation programs can incorporate voluntary and mandatory elements. Homeowners are more likely to accept mandatory programs if they perceive a significant risk and believe that such regulations serve the common good (McCaffrey, S.M., 2004; Winter, G, et.al, 2009).

A program evaluation of the Town of Woodside, and of the Plumas County Fire Safe Council, found that defensible space requirements are often unrealistic without proper financial assistance, suggesting that homeowners may struggle to implement these measures without support (San Jose State University, 2021).

In their 2021 study, Baylis and Boomhower analyzed the effectiveness of California's mandatory wildfire building codes compared to voluntary adaptation measures. Utilizing administrative data on housing damage and assessments, they found that homes constructed under these codes are approximately 40% less likely to be destroyed in wildfires. Additionally, these building codes provide protective benefits to neighboring structures. The authors concluded that mandatory building standards yield significant net social benefits in wildfire-prone areas.

On September 8, 2020, the Alameda Fire started in Ashland, moving rapidly into adjacent communities with devastating consequences. A slight change in the ignition point or wind direction could have destroyed much of Ashland. The January 2025 Eaton Fire was a surprise to many that lived in Altadena, CA, which is a densely populated, mixed residential area not that different from Ashland. Researchers have investigated whether such events change risk perceptions and promote behavior or policy change. They found in one study that “direct experience with wildfire does not directly influence the risk perception–risk mitigation process” (Martin, et al., 2009). Another study into whether recent wildfire experience “opens a ‘window of opportunity’ leading to local government policy changes” found that “land use planning and regulations remained largely unchanged.” They found that “[l]ocations with long histories of destructive wildfire, extensive previous investment in formal wildfire regulation and mitigation, or little government and community capacity to manage wildfire saw fewer changes” (Mockrin, et al., 2017). They also reported that across diverse settings, communities consistently shy away from “incorporating formal approaches.” They implied that the solution lay in a combination of receiving external funding, having sufficient capacity, and the presence of “issue champions.”

Voluntary wildfire risk reduction measures have mixed success, influenced by perceived risk, financial support, and community engagement. Voluntary compliance relies on the hope that homeowners will do their part. This hope has not led to large-scale results in Ashland over the past fifteen (15) years, and results are desperately needed to protect the city, and its residents, businesses, and visitors from the threat that catastrophic wildfires pose. **Hope is not a strategy.** Research suggests that combining voluntary and mandatory strategies is the most effective approach. While building codes and defensible space regulations offer clear benefits, their adoption remains limited in most places due to concerns about personal freedoms and local capacity. Regulatory measures have been shown to have significant benefits for the homeowner, their neighbors, and the entire community.

Risk Reduction Incentives Experience

In April 2021, the Federal Emergency Management Agency (FEMA) awarded a \$3 million Pre-Disaster Mitigation grant to the City of Ashland aimed at enhancing wildfire resilience. The project targeted the creation of defensible space around 1,100 homes and the replacement of twenty-three (23)

wood shake roofs with ignition-resistant roofing materials. While the roof replacement program worked well, the defensible space improvement incentive program has proven challenging to administer. In addition, the voluntary participation rate leading to completion of defensible space has been low at 30% (169/562 contacts as of January 2025).

At the current pace, if every property owner voluntarily cooperated, though improbable, it would take 45 years and an estimated \$14 million more to complete defensible space work as outlined under the FEMA Grant for the remaining structures in Ashland. Landscaping changes are only half of the wildfire mitigation equation. Home hardening will cost more to achieve, but it is equally important.

At one point, Ashland had thirty-five (35) active and sanctioned Firewise USA® neighborhoods, which has now dwindled to seventeen (17) due to staffing challenges and to lack of citizen participation and leadership. The lack of enforcement, no verification of standards at each property, and lack of “critical mass” participating at each neighborhood led the city to conclude that Firewise USA® was insufficient to protect Ashland from future wildfires. Complaints to Fire Department staff were common from homeowners who met the voluntary standards and still felt vulnerable because of their neighbor’s lack of action. This is supported by the CWPP public survey results that showed 32.3% of respondents said their neighbor was the biggest obstacle to achieving wildfire-readiness.

In other communities, incentive-based programs have been implemented to encourage individuals and communities to adopt wildfire risk mitigation measures. These incentives include insurance discounts, cost-sharing initiatives, and tax adjustments. Research indicates that such incentives can effectively motivate property owners to engage in risk-reducing behaviors, especially when combined with educational outreach. However, the success of these programs often depends on factors like the adequacy of the incentives, the level of public awareness, and the accessibility of resources needed for implementation.

Meldrum, et al, conducted a study in California's wildland-urban interface areas utilizing a choice experiment to assess homeowners' willingness to invest in public and private fuel reduction programs. The findings indicated that homeowners residing in perceived high-risk areas are inclined to financially support new wildfire risk mitigation initiatives. The study revealed that homeowners with lower income and education levels are less responsive to risk factors and generally prefer maintaining the status quo over incurring costs for new mitigation programs. This suggests that such homeowners may require accessible information and substantial financial incentives to engage in risk reduction efforts.

“When aligned with regulatory tools such as ordinances and building codes, incentive-based programs reaffirm a community’s commitment to becoming fire-adapted.”

(Barrett, K. 2019)

A 2023 analysis by Headwaters Economics and the Columbia Climate School evaluated various policies aimed at reducing community wildfire risk. The study concluded that managing the built environment through strategies like mandatory building codes and home hardening are among the most effective approaches. However, these strategies often receive limited funding and support. The analysis emphasizes the need for increased investment in home-hardening programs and the implementation of mandatory building codes in wildfire-prone areas to enhance community resilience.

Incentives can promote wildfire risk reduction but often face low participation and are administratively burdensome. Financial support and education are crucial for broader engagement, especially among lower-income homeowners. Research suggests mandatory building codes and home hardening are most effective at reducing risk, but underfunded. Aligning incentives with regulations can enhance community resistance to wildfire damage.

Critical Mass

As of 2020, Ashland is home to approximately 21,400 residents within 6.64 square miles, creating a population density of 3,218 people per square mile, which is over 350% higher than the national average of ninety-one (91) people per square mile (U.S. Census Bureau, n.d.).

In such a close-knit community, wildfire resilience depends on everyone doing their part. Many homeowners who have worked hard to reduce their wildfire risk express frustration that their neighbors aren't taking the same precautions (USDA Forest Service, 2020). They wonder why they should invest time and effort if those around them don't. It's a fair concern because wildfire risk isn't just personal, it's shared.

True protection comes when an entire community acts together. In the context of wildfire risk reduction in urban areas, the concept of "herd immunity" can be analogously applied through community-wide mitigation efforts. When a critical mass of properties within a community adopts fire-resistant measures, the collective resistance increases, thereby reducing the overall risk of wildfire spread and impact. Key strategies to achieve this communal protection include all the following:

- **Community-Wide Home Hardening:** Requiring all homeowners to implement a minimum level of ignition-resistant building materials and designs can significantly reduce structural ignitability. During new construction, **up-to-date**, well-enforced building codes ensure that new construction incorporates more extensive safety features, contributing to the community's overall defenses against wildfire (Insurance Institute of Business & Home Safety, n.d.).
- **Defensible Space Creation:** Collective efforts to maintain defensible space around properties can impede wildfire progression. This involves the removal of flammable vegetation and the strategic management of landscaping to create buffer zones, thereby enhancing the community's ability to withstand wildfire events.
- **Integrated Land Use Planning:** Incorporating wildfire risk considerations into urban planning helps prevent or slow expansion into more vulnerable areas. Policies that discourage low-density urban sprawl and limit growth into wildlands should be considered, along with requirements for developers to hire a qualified "special expert," or experienced Certified Wildfire Mitigation Specialist (CWMS), to write a detailed Wildfire Safety Plan for all new developments. By designing communities with wildfire resilience in mind, the overall susceptibility to wildfires is reduced (C40 Knowledge Hub. (n.d.).
- **Community Engagement and Education:** Empowering residents with knowledge and resources fosters a culture of preparedness. Community engagement initiatives encourage

proactive measures, such as participation in local fire prevention and preparedness programs and adherence to safety practices, thereby enhancing communal resistance.

- **Collaborative Mitigation:** By collaborating across multiple scales, through cooperatives, collectives, partnerships, businesses, multi-family housing, neighborhoods, networks, clubs, committees, schools, faith groups, volunteer organizations, and more, communities can strengthen their collective capacity to withstand wildfire challenges together.

By adopting community-wide measures and using wildfire mitigation best practices and tools (Coalitions and Collaboratives, n.d.), urban areas can emulate the protective benefits of herd immunity, creating an environment where the spread and impact of wildfires are significantly minimized.

The goal is to achieve meaningful wildfire risk reduction in 10 years. This requires strategically mitigating risk on ~90% of structures in the city.

Resident Support for Urgent Action

Most Ashland residents believe immediate action is necessary to address wildfire risks. According to the 2024 CWPP online general survey, 77% of respondents indicated that action is needed “as quickly as possible,” showing strong consensus on the urgency of wildfire risk reduction efforts. Only 8% felt that there is sufficient time to act, and 5% believed that current efforts are adequate and nothing more needs to change. Just one respondent opposed any action.

The thirty-two (32) “other” responses to the “urgency question” reinforced the need for proactive and sustained efforts to address wildfire risks. Key themes from these responses emphasize reducing overgrowth, consistent vegetation management, and providing centralized access to resources and information. Residents also noted the importance of balancing cost with effectiveness, improving evacuation routes, and tailoring solutions to specific areas, particularly near the forested interface.

Ashland residents overwhelmingly recognize the urgency of wildfire risk reduction and advocate for immediate, proactive action, with a balanced approach.

Summary

Based on the findings articulated in this section, Ashland must break away from business as usual and **embrace a paradigm shift** in its approach to wildfire risk reduction, moving from reactive response and individual voluntary efforts, to proactive, accountable, and collective actions that prioritize long-term resilience and shared responsibility.

The challenge statements that follow are obstacles to overcome to significantly **“move the needle”** on Ashland’s wildfire risk reduction efforts. Over the next decade, the City of Ashland proposes implementing a scalable wildfire risk reduction strategy that combines mandatory home hardening, defensible space regulations, physical assistance, and financial incentives, ensuring 90% compliance across all parcels. Success depends on collaboration and commitment.

A paradigm shift cannot be accomplished solely with existing city staff and resources; rather this is a community problem that requires the whole community to rectify. City government, all major institutions, the business community, property managers and real estate professionals, as well as many other partners, must work together in a new business model.

Ashland needs a strategic approach designed with the best fire science and research, and support from a multitude of community leaders and partners. This new strategy must attain verifiable results that first responders can rely on during a wildfire emergency.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Paradigm Shift Challenge Statements

Challenge PS-1: Protecting the city from wildfire requires a fundamental shift in how community leaders and citizens collectively perceive and respond to the risk.

Challenge PS-2: Existing wildfire mitigation efforts suffer from inconsistent and inadequate funding, making it difficult to support everyone.

Challenge PS-3: Voluntary compliance has proven insufficient, leaving the community dangerously exposed to wildfire. Alternative strategies are needed to accelerate risk reduction efforts.

Figure 35: Paradigm Shift Challenge Statements

Baseline Conditions

- Data was collected on a parcel-by-parcel basis for mostly single-family homes in 2018; it was not collected for the purpose of an absolute sense of wildfire preparedness. Rather, the 2018 risk baseline and the baseline in this document can only be classified as relative rankings for establishing priorities and strategies. Ultimately, a combination of relative risk assessment data along with on-site, explicit inspection and reinspection results will be able to establish whether a particular property meets scientifically acceptable standards of wildfire safety, and the degree of risk reduction accomplished.

Desired Conditions

- When Ashland experiences wildfire under severe weather conditions, there is less than 10% loss of exposed structures, minimal disruption to the economy, and no loss of life.

Tracking Metrics

- Percent by structure and type of structures meeting the equivalent standards of either the Wildfire Prepared Home base level, NIST Hazard Mitigation Methodology (HMM), or International Code Council’s (ICC) International Wildland Urban Interface Code (IWUIC).
- Community risk can be tracked by cataloging changes in overall ladder fuel levels, aggregated neighborhood and community exposure to wildland fires, the extent of hazardous vegetation, and areas of dense construction.
- Additional metrics include the cumulative number of structures with adequate defensible space and home hardening improvements.

Monitoring Plan

- Community-level and parcel-level wildfire risk monitoring should be systematically implemented.
- At the parcel level, risk data should be verified through site visits, with changes documented in assessment software based on completed mitigation activities.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Paradigm Shift Initiatives	
Challenge PS-1: Protecting the city from wildfire requires a fundamental shift in how community leaders and citizens collectively perceive and respond to the risk.	
PS-1.1	Maintain wildfire risk reduction as the city’s top priority for the next 5-10 years.
PS-1.2	Implement policy and budget adjustments to support wildfire risk reduction for all property types in Ashland.

PS-1.3	Host a potential partners forum in 2025 to investigate which local organizations have a similar vision/mission and determine whether it is in all parties' best interest to formally collaborate.
PS-1.4	Create an organizational structure to fulfill initiatives based on existing and needed capacity.
PS-1.5	If a suitable entity does not exist, establish one or more formal organizations (either a fiscally sponsored NGO, or through an MOU) or a "Fire Safe Council" (multisector group with multiple partners-see 2020 California Fire Safe Council Handbook).
PS-1.6	Establish an advisory board(s) to ensure that community input is regularly considered in prioritizing and implementation.
PS-1.7	Create and annually review and update focused CWPP work plans.
Challenge PS-2: Existing wildfire mitigation efforts suffer from inconsistent and inadequate funding, making it difficult to support everyone.	
PS-2.1	Develop customized community outreach plans by housing type.
PS-2.2	Hire NGOs to educate residents by housing type and demographic.
PS-2.3	Measure education and outreach program effectiveness and adjust strategies.
PS-2.4	Support experimental and interactive decision-making tools on the web including the Plant List Generator (link) and the certified "Service Provider's Directory" which enables the clients to review services received.
PS-2.5	Discourage sales of flammable landscaping plants and mulches in regional nurseries and landscaping centers.

PS-2.6	Collaboratively prioritize investments based on community wildfire risk assessments.
PS-2.7	Monitor and adjust CWPP progress annually.
PS-2.8	Systematically and aggressively engage collective action networks (e.g., Ashland Climate Collaboratives) to accelerate wildfire risk reduction.
PS-2.9	Champion networks such as Ashland Climate Collaboratives to collectively reduce wildfire risk within a defined space. These networks may be informal groups, formal associations, public service organizations, partnerships, trusts, civic clubs, business coalitions, Firewise USA® neighborhoods, or similar.
PS-2.10	Facilitate measuring and reporting of progress by all groups.
PS-2.11	Develop wildfire-resistant home-hardening training for retrofitting older buildings.
PS-2.12	Require home-hardening contractors to be certified in fire-resistant construction techniques.
PS-2.13	Institute a fire-resistant landscaping best practices training and worker certification program that results in CEU's, a certificate, and listing on the city's website.
PS-2.14	Maintain an interactive, publicly accessible trained contractors' database that enables clients to compare and rate the contractors.
PS-2.15	Hire, train, and deploy crews for home hardening and defensible space work.
PS-2.16	Promote standardized fire-resistant landscaping in maintenance contracts.
PS-2.17	Identify incentives to encourage property owners and tenants to hire qualified contractors and maintain properties to wildfire risk standards.

PS-2.18	Track, advertise, and celebrate businesses and property owners who have demonstrated achievement of wildfire safety goals.
PS-2.19	Implement tailored education and outreach solutions by housing type and occupancy status.
PS-2.20	Build and implement a sustainable funding model that drives wildfire mitigation, prioritizes vulnerable populations and high-risk areas, and taps into public-private partnerships, insurance incentives, and federal/state grants.
PS-2.21	Start or utilize an existing foundation to get streamline access to tools and equipment and/or pay skilled workers to do wildfire risk reduction work for those who can afford to pay and those who can't.
Challenge PS-3: Voluntary compliance has proven insufficient, leaving the community dangerously exposed to wildfire. Alternative strategies are needed to accelerate risk reduction efforts.	
PS-3.1	Expand the Wildfire Risk Assessment Program (WRAP) to be able to continuously perform around 1,000 strategically targeted personalized site assessments per year tailored to the housing type and demographic differences in the population. Assess wildfire risk based on capacity and funding using standardized protocols for ~300 apartment buildings and ~300 mobile homes in year one of funding. Assess multiplexes of all types in year two of funding. Assess single-family rental homes in year three.
PS-3.2	Develop business, major institution, and critical infrastructure, risk assessment/reduction programs. Use professional assessors if warranted for liability reasons.
PS-3.3	Draft wildfire risk reduction regulations for pre-existing structures, making it mandatory to take certain measures within three years of notice from the

	city. Extensions may be granted in certain cases. Implementation will be phased by priorities established by the oversight committee working with Ashland Fire & Rescue.
PS-3.4	Develop a strategy and secure resources to enable functionally and financially challenged property owners to meet regulations within an established timeline.

Table 17: Paradigm Shift Initiatives

Section 11

Codes and Ordinances

Section 11: Codes and Ordinances

Introduction

Codes and community planning in the City of Ashland should be aligned with the actual threat that is present. Ashland was proactive and visionary (the first and only community in Oregon to do this) in delineating the entire city as a wildland-urban interface (WUI) area in 2018, realizing their unique threat from wildfire. This change led to adoption of defensible space, flammable plant prohibition, and wildfire building codes for new construction. Codes are ubiquitous in all construction and building upkeep, unknown to many people who visit public and private buildings with these protections in place (fire sprinklers, kitchen hoods, fire walls, exiting, etc.). Codes are developed and enforced in response to tragedies. In the past 20 years, tragic wildfire events have taken place in areas around the country thought to be relatively safe from the threat of wildfire:

- Coffey Park in Santa Rosa, California during the Tubbs Fire in 2017.
- **Talent and Phoenix, Oregon during the Almeda Fire in 2020.**
- Louisville and Superior, Colorado during the Marshall Fire in 2021.
- Lahaina, Hawaii during the Maui Fires in 2023.
- Camarillo, California during the Mountain Fire in 2024.
- Altadena, California during the Eaton Fire in 2025.

These areas were not specifically designated as a high threat from wildfire, or delineated as WUI areas, but they still burned due to nearby wildfire spreading embers into these areas and catching structures on fire during extreme weather events. Extreme weather events are becoming more frequent with changes in climate. Wildfire seasons are also becoming longer. As a society, it is imperative to look at all solutions in a comprehensive approach to wildfire preparedness, prevention, and mitigation. Residents and businesses in Ashland want to survive extreme wind-blown wildfire with minimal impacts on continuity of life and business.

Anecdotally, voluntary compliance works incrementally over time, with a fraction of the population, while most individuals and organizations do nothing to mitigate wildfire vulnerabilities.

Codes and ordinances are enacted to provide requirements and direction to well-meaning uninformed individuals, and to those individuals who would prefer not to voluntarily comply regardless of how unsafe it may be. Using public outreach with recommendations and best-practices relies on voluntary compliance, which works for individuals and organizations with a higher sense of social responsibility, whereas requirements (code) work to protect everyone, including less socially responsible individuals.

“Partial community compliance, in the form of incomplete structure and parcel hardening, has very significant impacts across the entire community in high-density communities. Full community participation will be critical to hardening existing high-density communities.”

(Maranghides et al., 2022)

The City of Ashland intends to establish new codes and standards that require compliance with best practices in wildfire preparedness for all homes and buildings (new and existing). Ideally, existing structures would be allowed time to mitigate wildfire hazards on their properties by structural hardening and vegetation management through a sunset provision that allows property owners time to comply, with the goal of 90% of structures in Ashland being compliant with IBHS Wildfire Prepared Home standards, or an equivalent city code, within ten (10) years. The intent is to provide financial assistance to lower-income households who will not be able to afford the necessary safety measures. There will be pushbacks at first, but recognizing the high-density nature of Ashland, and the inherent hazards present in the built environment, this is essential to the survival of Ashland’s community and economy.

Oregon WUI Code

Senate Bill 762 (Oregon State Legislature, 2021) was created with the intent to improve wildfire preparedness in the State of Oregon. Under Senate Bill 762, the responsibilities of the various state agencies were as follows:

- **Oregon State University (OSU):** Develop and update the wildfire “risk” map using the latest data.
- **Oregon Office of State Fire Marshal (OSFM):** Creates defensible space codes for high-hazard properties in the WUI.
- **Department of Consumer and Building Services (DCBS)**
 - **Building Codes Division (BCD):** Adopts fire-hardening building codes for new developments and significant updates in high-hazard WUI areas.
 - **Division of Financial Regulation (DFR):** Assists with wildfire insurance coverage.

At the time of this writing, the Oregon Legislature is intending to withdraw the state-wide hazard map and associated regulatory compliance. The outcome of this session will have an impact on Ashland’s currently adopted code applications.

City of Ashland Land Use Ordinance

Ashland’s Land Use Ordinance is already proactive when it comes to wildfire. There are a handful of recommendations that are highlighted in this section which could help Ashland become more fire resistant and fire resilient.

The City of Ashland Land Use Ordinance classifies “wildfire lands” as lands with potential for wildfire, which are called out on a “Wildfire Lands Overlay” map. Fortunately, for ease of use and interpretation, Ashland’s “wildfire lands” encompass the entire City of Ashland, as well as some outlying urban growth areas. (Ashland, 2024).



Figure 36: Aerial View of Ashland, Photo Courtesy of Ahturner

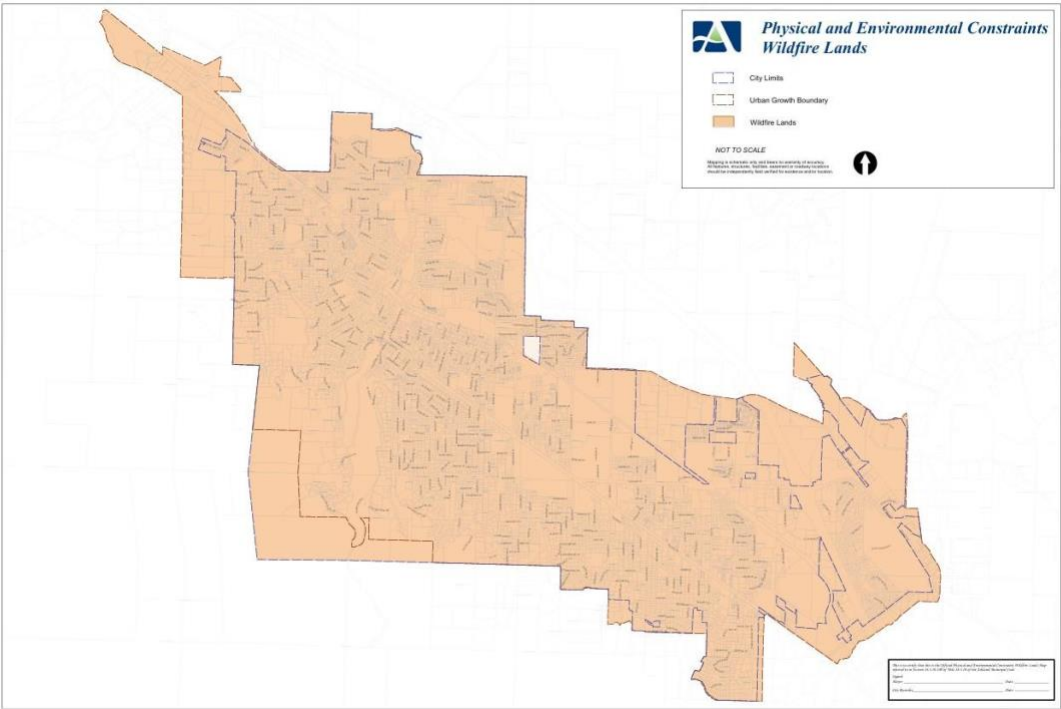


Figure 37: Ashland “Wildfire Lands” Map (2024)

Subsection 18.3.10.100.A – Requirements for Subdivisions, Performance Standards Developments, Site Design Review or Partitions

The Fire Prevention and Control Plan in the current ordinance only provides for certain attributes to be called out and maintained over time, with many of these being part of the work a civil engineer would normally be required to do. Unfortunately, most engineers (and architects) do not understand wildfire enough to plan accordingly. There is a great opportunity here to bolster the requirements for new developments by requiring a comprehensive **“Wildfire Safety Plan”** instead, which serves as a catalyst for long-term maintenance and protection of the community from wildfire. It is much more comprehensive and is written by a “special expert,” which is defined in the 2018 International Fire Code (2018 IFC) as “an individual who has demonstrated qualifications in a specific area, outside of the practice of architecture or engineering, through education, training and experience.” An excerpt from City of Boise Municipal Code is below. The City of Boise WUI Code was put together and placed

as a group of amendments in an empty chapter of the International Fire Code during the code amendment update process.

- 4103.2 Wildfire Safety and Mitigation Plan. Prior to or with a submittal of a preliminary plan or annexation, a Wildfire Safety and Mitigation Plan, with site plan, shall be prepared and submitted to the code official for review and approved as a part of the plans required for a permit.
- 4103.2.2 Content. The plan shall be based upon a *site-specific, wildfire risk assessment* that includes considerations of location, topography, aspect, flammable vegetation, climatic conditions and fire history. The plan shall also address water supply, fire department access, structure ignition and fire-resistance factors, fire protection systems and equipment, defensible space and vegetation management, and other information as required by the fire code official.
- 4103.2.3 Maintenance. The Wildfire Safety and Mitigation Plan shall be incorporated into the CC&R's for subdivisions to ensure long-term maintenance and adherence to these requirements.
- 4103.2.4 Cost. The cost of plan preparation and review shall be the responsibility of the applicant.
- 4103.2.5 Plan Retention. The plan shall be retained by the code official.
- 4103.2.6 Qualifications. The plan shall be prepared by a special expert (e.g. wildfire mitigation specialist) or other person demonstrating competence and relevant experience or training. The preparer shall be acceptable and approved by the fire code official.

There is a distinct benefit that a Wildfire Safety Plan is written by someone who understands the nuances of wildfire, which most architects and engineers do not. Secondly, having the plan incorporated into the CC&Rs requires that the HOA Design Review Committee or Architectural Review Committee maintain the provisions of the plan over time, instead of relying on capacity-limited code enforcement personnel for continued enforcement.

Subsection 18.3.10.100.B.2.d.i – (exception to 0 – 5' fuel-free area)

"Combustible materials may be permitted within five feet of a structure when the Staff Advisor, in consultation with the Fire Code Official, has determined the portion of the

structure adjoining the combustible material is constructed with ignition-resistant building materials sufficient to reduce the spread of fire from the combustible materials.”

This exception is problematic. Ignition-resistant is not considered noncombustible and even noncombustible-sided structures (e.g., cementous siding, stucco, etc.) have openings under the sill where flames could get to the wood sheathing underneath. It is highly recommended to amend the ordinance to remove this exception.

Subsection 18.3.10.100.B.2.n – (waiver of fuel modification area)

“The General Fuel Modification Area standards outlined in subsection [18.3.10.100.B.2](#) may be reduced or waived when approved by the Staff Advisor in consultation with the Fire Code Official, provided it is demonstrated that the fire risk has been reasonably reduced such as in cases where ignition-resistant materials and construction methods, or vegetation type and separation, function to enhance the structure’s protection from exterior wildfire exposure.”

The same principles apply for this subsection. It makes sense to create a sense of certainty in these situations by not allowing these subjective exceptions. Otherwise, officials may end up relying on untrained personnel to make the determination for this exception, which is unwise. It is highly recommended to amend the ordinance to remove this exception.

Subsection 18.3.10.100.B.3 – Roofing

“Where 50 percent or more of a structure’s roof area is replaced within a five-year period, the roof covering shall be constructed or reroofed with a Class B or better roof covering.” If possible, it is recommended to change this to “...a Class A roof covering or Class A roof assembly.”

Subsection 18.3.10.100.B.4 – Fencing

Recent research by the National Institute of Standards and Technology (NIST) has shown that fire spreads from combustible (e.g., wood and vinyl) fencing to structures. Based on the location and configuration of the fencing they have prescribed recommendations in the NIST Hazard Mitigation Methodology (HMM). Table A recommends that any combustible fencing attached directly to a structure should have a minimum eight-foot (8') separation between the fence and the structure.

However, most fences also turn and run parallel to the side of the structure. Table B prescribes a ten foot (10') minimum fuel separation distance (MFSD) from any combustible fence section that runs parallel to the structure, for single fences. For double fences, they prescribe a MFSD of twenty feet (20') because of the increased fuel and heat release rates from double parallel fences (Maranghides et al., 2022).

To simplify matters, the ordinance could be amended to preclude the use of any single combustible fencing within ten feet (10') of any structure and preclude the use of any double combustible fencing within twenty feet (20') of a structure. This would apply to new construction and fence replacements only. However, additional language with a sunset clause could be added for existing fences (e.g., existing combustible fence sections within ten feet (10') of a habitable structure shall be replaced with noncombustible fence sections by 2030.)

The same requirements could also be adopted for other occupancy types, to include businesses, schools, etc.

Subsection 18.3.10.100.D.1.e – (reduction of fuel modification area)

“A reduction of the requisite fuel modification area in recognition of the use of fire-resistant materials and construction methods that function to provide the structure with reduced exterior wildfire exposure.”

Using this exception is a slippery slope and could expose the City of Ashland to increased liability. As previously mentioned, even noncombustible-sided structures have vulnerabilities that many people are unaware of. Additionally, plate glass windows still fracture around 180°F and tempered glass windows fracture around 630°F, which are relatively low temperatures (NFPA ASIP, 2023 Update). A fractured window allows embers and/or direct flames to get inside the structure.

It is recommended to remove this exception or use it only when the shape or configuration of a particular lot doesn't allow for building without using this exception, in which case there should be unequal and imperfect tradeoffs to make the structure safer (e.g., retaining walls, under eave sprinklers, interior sprinklers, etc.).

Subsection 18.4.4.060.B.8, Wildfire Lands Overlay

To allow exceptions to minimum fuel separation distances by using the exception in subsection 18.4.4.060.B.8.d, it would be necessary to employ all the structure hardening requirements in Table D of the NIST HMM (Figure 38). It would be much easier to install noncombustible fencing as prescribed, or to replace combustible fencing sections, than to employ all of the necessary structural hardening required to protect the structure. See “fencing” section above for NIST recommended MFSDs for combustible fencing.

Table D. Structure hazard mitigation – hardening structure and attached combustibles against ignition from fire (radiation, convection).

Item #	Structure Component – Exposure Distance (ED) or Structure Separation Distance (SSD)	Hardening Action	Performance Goal	Applicable Condition(s)
1	Roof covering and roof design (assembly) including dormer and bump out roofs	Replace non-Class A roofs by assembly or by covering alone	Prevent ignition of roof from flames	Non-Class A roof
2	Dormer side	Replace all combustible siding with noncombustible options	Prevent ignition of dormer from flames	Combustible dormer siding
3	Dormer under eave	Replace all under eave construction with noncombustible options or cover with noncombustible material	Prevent ignition of dormer from flames	Combustible dormer eave
4	Dormer window	Replace with dual pane window with both being tempered	Prevent complete window failure ^a	Single pane or dual pane non-tempered
5	Exterior wall(s) including bump out(s)	Add on top (of existing cladding) or replace with noncombustible cladding. Trim must be noncombustible	Prevent siding ignition	Combustible cladding facing exposures in Table B and/or Table C
6	Bump out bottom (underside)	If exposed framing, enclose with noncombustible material. If enclosed with combustible material, replace or cover with noncombustible material. Trim must be noncombustible and extend (vertically) to account for added material	prevent ignition under bump out(s)	Combustible bump out(s) underside material or exposed framing
7	Glazing in doors and glass sliding doors	Double pane windows (both panes tempered)	Prevent complete window failure ^a	Single pane non-tempered, non-tempered double pane, or double pane with one tempered facing exposures in Table B and/or Table C
8	Under eave(s) - overhanging eave and overhanging rake (gable end)	Create a soffited eave (horizontal) or enclose eave (angled) using noncombustible material	Prevent ignition in under eave area and entry of fire in residence	Under eave(s) combustible construction facing exposures in Table B and/or Table C
9	Screens	Screen over entire window(s) (even if window does not open) and other glazed surfaces. Framing for screens must be of noncombustible material	Reduce radiative exposures to glass and possibly to parts of frame	All glazed surfaces facing exposures in Table B and/or Table C
10	Windows	Replace with dual pane window with both being tempered	Prevent complete window failure ^a	Single pane non-tempered, non-tempered double pane, or double pane with one tempered facing exposures in Table B and/or Table C

Figure 38: Maranghides et al., HMM Table D (2022), Courtesy of NIST

Ashland Municipal Code

It is highly recommended not to wait for new consensus codes to come out before creating interim amendments that meet current knowledge in fire science for wildfire. New findings in fire science are evolving much quicker than the consensus codes, which do not reflect current best practices related to wildfire-prone areas. Some thoughts, considerations, and recommendations for the Ashland Municipal Code are as follows:

AMC 16.12.080.F, Independent Consultants Retained by Fire Chief

Regarding this section of code, this is a proactive idea, which is not commonly seen in code amendments. It is highly recommended that Ashland take advantage and utilize this provision when necessary to assist with AF&Rs limited capacity.

General Code Recommendations

City of Ashland wildland-urban interface and building ordinances should be updated to reflect more modern and science-based requirements, similar to comments provided in the previous section. There are numerous provisions which should be either included in both the body of the ordinance and this specific section or added as an amendment to this section. In addition, standard separation distance (SSD) should also be considered, along with enhanced defensible space requirements.

Zone 0

Additionally, a zero-to-five-foot (0–5') fuel-free, noncombustible zone should be added to these requirements.

Setbacks

Setbacks to natural open space areas should be increased from thirty feet (30') to a minimum of fifty feet (50') to meet best practices and HMM recommendations.

Multifamily Housing

Consider creating an ordinance requiring owners of multi-family housing complexes, as well as owners and/or property managers of single-family residential rentals to structurally harden and

employ vegetation management as necessary, with a sunset provision to allow them time to comply.

Manufactured Homes

Consider noncombustible or Class A ignition-resistant decking and skirting requirements.

Accessory Dwelling Units

Consider adding language to require a structure separation distance (SSD), calculated from HMM tables, from the primary dwelling to any accessory dwelling, and a requirement for structural hardening. Accessory dwelling units should be constructed to the same standard as the primary dwelling (e.g., IR1 from IWUIC) and should be required to follow the same defensible space standards as the primary dwelling.

Revise the Prohibited Flammable Plants List

Update the list using the best available science to address plant placement, spacing, maintenance, and species selection. Broaden the municipal code to cover highly flammable evergreen shrubs, vines, and ornamental grasses. To improve compliance with Oregon noxious weed prohibitions and align with expert recommendations, adopt a clearer, more enforceable language to code and ordinance restrictions.

Plant and Tree Spacing

Plants should be set up in a zone concept, with either no plants or short-stature and highly fire-resistant plants (e.g., succulents) within the 0–5’ zone, a little taller fire-resistant species spaced appropriately in the 5–30’ zone, and taller fire-resistant and some non-fire-resistant species within the 30–100’ zone (Figure 39; see NFPA Firewise USA® website for additional information).

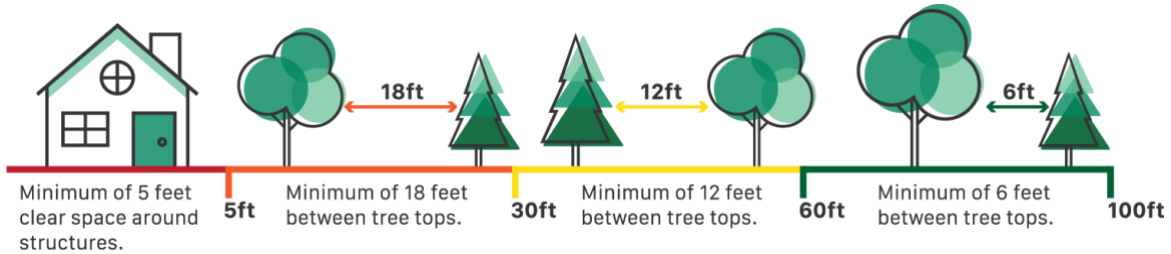


Figure 39: Example of Tree Spacing, by Pacific Tree Preservation

Ignition Source Control

Ignition source control measures from the International Wildland-Urban Interface Code (IWUIC) should be considered for adoption as code amendments to help prevent human-caused fires from occurring.

HOA CC&Rs

A majority of CC&Rs lack robust mitigation measures, and language related to emergency egress (evacuation). Adding language to CC&Rs to provide for increased safety from wildfire is necessary. This is much easier to do at the front end of a development, rather than years later vying for a majority or supermajority vote. Enforcement of CC&Rs and community rules, related to wildfire, should be emphasized year-round. Mitigation and continual maintenance are the key to a much safer community.

Minimalistic CC&Rs are sometimes desirable but lack the necessary requirements for real community safety from wildfire. Added language could include science-based considerations such as setback distance from other structures, setbacks from slopes, ignition-resistant design, separation of combustible fences from structures, restrictions for solid-fuel-fired appliances (e.g., portable outdoor fireplaces), etc.

CC&Rs should be reviewed by the current board and members, to address the need for more robust structural hardening and mitigation measures on and around properties in these communities. A certified city wildfire risk reduction specialist should review and approve relevant CC&Rs.

ICC International Wildland–Urban Interface Code

The International Code Council (ICC) provides consensus-based codes on a normal code cycle of three (3) years. The most recent version of the International Wildland–Urban Interface Code (IWUIC) is the 2024 IWUIC, which has pertinent updates and clarification on roof structures and ventilation openings. However, when trying to determine the actual relative hazard for a particular area it seems to be lacking. The IWUIC Fire Hazard Severity classification is based on the predominant fuel model in open space areas, critical fire weather frequency, and percentage of slope (ICC IWUIC, 2024). It does not include structures as fuel and does not include community attributes such as age and density of development (existing or new). Because of the nature of creating consensus codes, it does not match current research in fire-science and does not require a minimum separation distance for fences from structures. It is recommended that local fire code officials be in tune with current research findings in the field of wildfire heat transmission as it relates to structures and create relevant code amendments to that end.

NIST Hazard Mitigation Methodology (HMM)

Further highlighting the need for purposefully thought out code amendments is the NIST Hazard Mitigation Methodology (HMM), which was created by the National Institute of Standards and Technology (NIST) in collaboration with the California Department of Forestry and Fire Protection (CAL FIRE) and the Insurance Institute for Business & Home Safety (IBHS) after thorough investigations of wildland fire disasters that resulted in significant structural losses (Maranghides et al., 2022). These fires included:

- The Waldo Canyon Fire in Colorado (2012), which resulted in two (2) fatalities and the destruction of 346 structures.
- The Black Forest Fire in Colorado (2013), which resulted in two (2) fatalities and the destruction of 511 structures.
- The Camp Fire in California (2018), which resulted in eighty-five (85) fatalities and the destruction of 18,804 structures.
- The Marshall Fire in Colorado (2021), which resulted in two (2) fatalities and the destruction of 1,084 structures.

While not a code document itself, the NIST HMM provides guidance to inform the code development process. It views structures as fuel that can contribute to further destruction within the built environment, separate from the wildfire's direct effects. It quantifies the impact of wildfire on structures and combustible materials to determine minimum separation distances needed to prevent additional ignitions. The HMM considers the entire community, not just individual parcels, to reduce ignition risks regardless of location or ownership.

The primary objectives of the HMM are to (1) protect homes and property to minimize losses, and (2) prioritize cost-effective protection measures.

These goals are achieved by balancing mitigation efforts to reduce potential fire and ember exposures, and by hardening structures to resist ignition. **Effective mitigation involves a balance between exposure reduction and structural hardening** (Figure 40). If exposures are eliminated (as prescribed in the HMM), no hardening is needed. Conversely, a structure hardened to extreme levels, like a windowless concrete bunker, could survive severe exposure.

The HMM also examines the impact of fuel packages and continuity (e.g., combustible fences, auxiliary structures, decks, vehicles, and combustible storage) and how they can transfer fire to each other and to primary structures within a community.



Figure 40: HMM Dials Graphic, Maranghides et al. 2022

The HMM then determines the minimum separation distance from both built and vegetative fuel packages (plant material that can act as fuels) and provides recommendations for structure

hardening to reduce structure ignition from radiant heat, embers, and direct-flame impingement. Structure loss from wildfire has been prevalent across the western United States over the past twenty to thirty (20–30) years. The HMM provides a science-based method to address structure ignition and the potential subsequent loss, as well as to inform future code amendments and adoptions. Figure 41 displays a graphic of the evolution of HMM following beginning stages of early experiments and building codes.

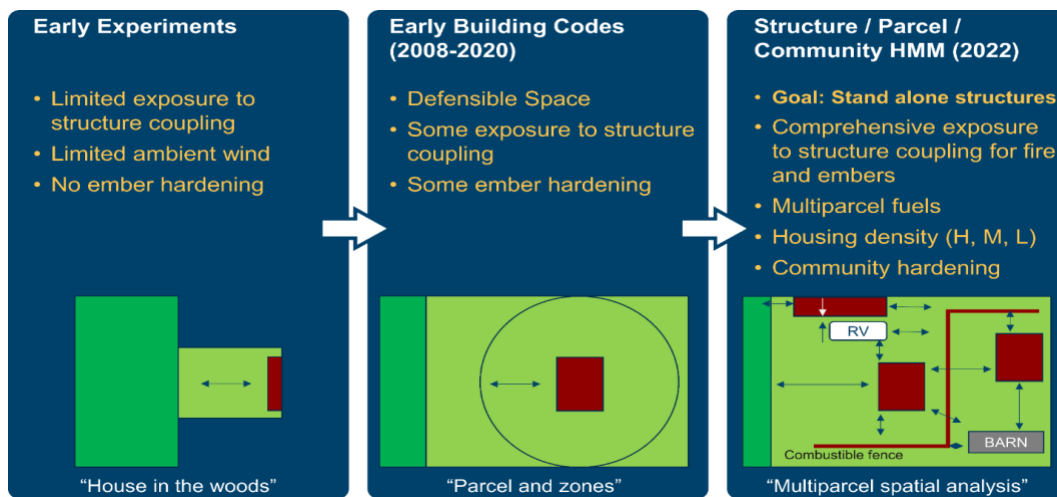


Figure 41: HMM Evolution Graphic, Maranghides et al. 2022

"Historically, codes have been parcel-centric and address exposures in the context of protecting a residence from the exposures on the same parcel."

–NIST HMM, 2022

Summary

HMM provides a clear science-based understanding of the protection of structures from ember and flame exposures. Concepts and specific components of the HMM should be included in code amendments at the state, county and municipal level, with consideration for enforcement at the HOA level.

Codes and standards, CC&Rs, and rules and regulations, can be modified to account for the inherent wildfire risk to the City of Ashland. It is highly recommended to start with stakeholder meetings as an approach to build buy-in from all stakeholders. Providing solid, science-based education and outreach to owners and other stakeholders who may not have an in-depth understanding of wildfire is an effective method for providing background information on the inherent risk of wildfire to the Ashland community.

Fortunately, the City of Ashland and community are already interested in furthering their protection from the real threat of wildfire, and these activities are not impossible to complete. It takes all the community working together from leaders to citizens.

This document is not exhaustive and does not provide every recommendation and best practice available to communities in wildfire-prone areas, but it provides a platform to promote wildfire awareness and both individual and collective mitigation actions in the City of Ashland. The work that homeowners do around their properties helps firefighting resources by allowing them to do their job more efficiently and effectively, spending less time protecting homes and more time putting the fire out. Homeowners are a first line of defense and can make all the difference on how a fire plays out on the landscape. That is precisely why the HMM construct is so important to employ in wildfire-prone communities.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Code and Ordinance Challenge Statements

Challenge CO-1: Ashland Land Use Planning ordinances need updates to the best available science-based requirements for new developments.

Challenge CO-2: Ashland Municipal Code lacks robust and current science-based requirements for new and existing structures.

Challenge CO-3: City of Ashland staff are at or beyond capacity and don't have the time available to ensure compliance.

Challenge CO-4: Many HOA CC&Rs in Ashland lack wildfire risk mitigation requirements, and some directly conflict with best practices and municipal codes.

Figure 42: Code and Ordinance Challenge Statements

Baseline Conditions

- State of Oregon wildfire hazard mapping and associated requirements are in a state of flux and not entirely reliable currently.
- Associated OSFM defensible space requirements are not as comprehensive as they could or should be.
- Ashland currently has Land Use Planning Ordinances and the Ashland Municipal Code in place with varying levels of requirements in “wildfire lands.”
- There is a requirement for a non-comprehensive “Fire Prevention and Control Plan” with no expectation of having a professional in the field of wildfire write the plan.
- There are many additional components of the Land Use Planning Ordinance which could be bolstered.
- Ashland Municipal Code is missing some key requirements to help protect and enhance the safety of the citizens of Ashland from the real threat of wildfire.

- HOAs in Ashland have minimal requirements in CC&Rs regarding the protection of their specific communities from wildfire.
- Current codes, ordinances, and CC&Rs aren't strong enough, and do not meet best practices related to current science-based research on wildfires and the built environment.

Desired Conditions

- It is desired that codes, ordinances, and land use planning work together for the protection of the City of Ashland from the threat of wildfire.
- Tracking Metrics
- Tracking metrics could include the number and year of code amendments, and the number of CC&Rs updated. Other metrics may be determined as workplans are created.

Monitoring Plan

- The monitoring plan for this is simply noting whether anything has changed.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Code and Ordinance Initiatives	
Challenge CO-1: Ashland Land Use Planning ordinances need updates to the best available science-based requirements for new developments.	
CO-1.1	Create an internal interdisciplinary Wildfire Mitigation Team (WMT) to facilitate seamless and efficient implementation of the CWPP across city departments.
CO-1.2	Bolster wildfire resilience requirements for city development through consistent planning and zoning.

CO-1.3	Revise wildfire resilience codes for existing properties to maximize wildfire resilience.
Challenge CO-2: Ashland Municipal Code lacks robust and current science-based requirements for new and existing structures.	
CO-2.1	Adopt improved science-based wildfire code amendments (may warrant hiring a consultant).
Challenge CO-3: City of Ashland staff are at or beyond capacity and don't have the time available to ensure compliance.	
CO-3.1	Research best practices from other self-sustaining city wildfire code and ordinance programs.
CO-3.2	Hire a full-time wildfire risk inspector to ensure consistent and timely code compliance.
Challenge CO-4: Many HOA CC&Rs in Ashland lack wildfire risk mitigation requirements, and some directly conflict with best practices and municipal codes.	
CO-4.1	Promote meetings and trainings for HOA Board Members, Architectural Review Committees, and Design Review Committees to promote wildfire prevention best practices and update CC&Rs accordingly.
CO-4.2	Encourage wildfire risk reduction champions and other knowledgeable community members to share expertise and inspire action.
CO-4.3	Help HOAs make appropriate wildfire prepared structure and landscaping choices for inclusion in CC&Rs.

Table 18: Code and Ordinance Initiatives

Section 12

Landscape Resiliency

Section 12: Landscape Resiliency

Introduction

The Shasta, Takelma, and Athabaskan peoples with their ongoing presence and legacy of intimate relationships between nature and people has not been forgotten, and the infusion of past and present knowledge is welcomed to help chart a new course.

Native American communities were the original stewards of these lands, skillfully managing forests, woodlands, and grasslands with fire and traditional ecological knowledge to sustain its health and resilience. Building on that enduring legacy, present-day land managers have, over the past few decades, earned a national reputation for innovative, landscape-scale forest stewardship. This section calls for the evolution and expansion of Ashland’s proven management framework—the City of Ashland Forest Plan with thirty (30) years of project work, and fifteen (15) years of the Ashland Forest All-Lands Resiliency (AFAR) project—to meet the challenges of rapidly changing forest health and wildfire conditions.

Originally piloted by the City of Ashland on municipal lands starting in 1995, the “restoration forestry” approach recognizes the significant changes that have taken place in our forests due to fire suppression and the end of indigenous burning and works to reduce overly dense forests and return the beneficial role of mild fire. Although climate change adaptation was not the original goal, these treatments have become critical defenses against the uncharacteristic wildfires and insect outbreaks now reshaping forests across the western United States. With a legacy of active stewardship and innovation, Ashland is uniquely positioned once again to lead—adapting its beloved forests to thrive in an era of unprecedented change.

Local Wildfire Environment

The current fire environment surrounding Ashland is shaped by a combination of climatic, ecological, and human factors. Ashland is located within the Klamath-Siskiyou ecoregion, known for its rugged terrain, mixed conifer forests, and frequent wildfire activity (USDA Forest Service, 2021). This fire-dependent ecoregion has experienced more than a century of fire exclusion, resulting in dense

secondary growth and atypically dense woody vegetation in forested areas (Halofsky, 2016 and 2020, Metlen et al., 2017).

The region experiences a Mediterranean climate, with hot, dry summers and cool, wet winters, creating conditions conducive to wildfire ignition and spread (Abatzoglou & Williams, 2016). Historically, wildfire played a crucial role in maintaining the health of local ecosystems, with Indigenous communities using controlled burns to manage vegetation and promote biodiversity (Lake & Long, 2014). However, fire suppression and exclusion policies implemented in the early 20th century have led to increased fuel loads, exacerbating the severity of wildfires in recent decades (Hessburg et al., 2019; Halofsky et al., 2020). Additionally, changing climate conditions—characterized by rising temperatures, prolonged droughts, and altered precipitation patterns—have further intensified fire risk in the region (Westerling, 2016; Halofsky et al., 2020).

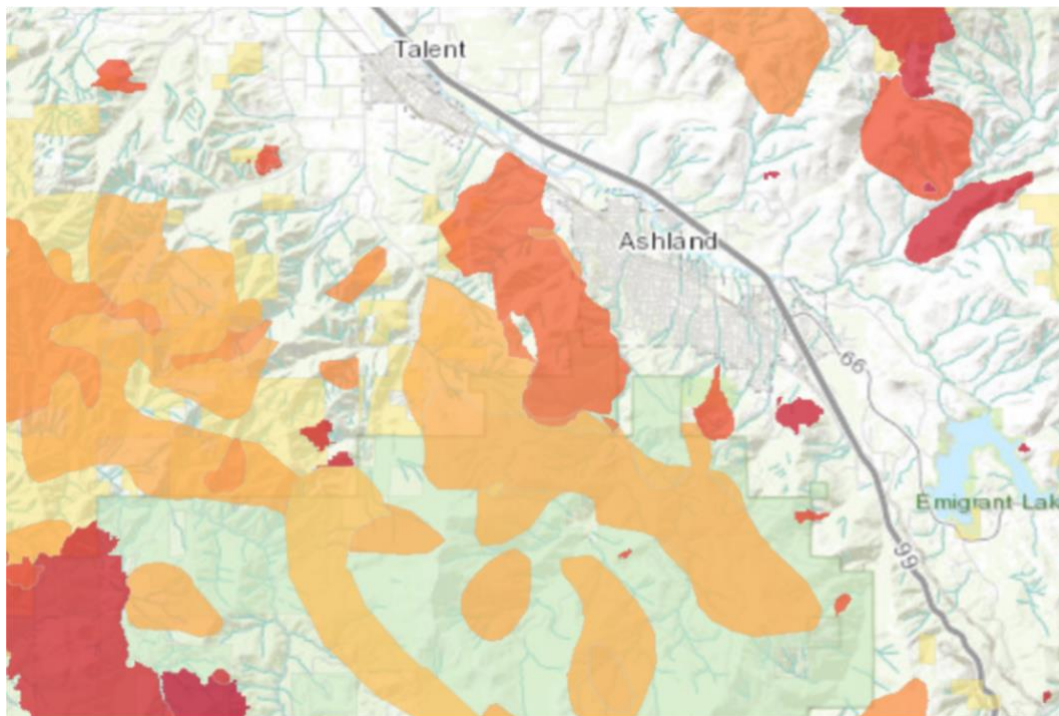


Figure 43: Large Fires from 1893–2019.

Ashland and the surrounding Rogue Valley have witnessed a significant increase in wildfire activity, particularly in the 21st century. Notably, the 2020 Alameda Fire devastated the nearby communities of Talent and Phoenix, highlighting the growing threat in the region (Oregon Department of Forestry [ODF], 2021).

Ecosystem Services at Risk

The Ashland Creek Municipal Watershed, and surrounding forests in adjacent watersheds, contribute to the quality of life enjoyed by Ashland residents, along with the inherent ecosystem value apart from its utility to humans. Much of what is now Ashland has been derived from, or currently relies on, forest-dependent ecosystem services such as clean drinking water, outdoor recreation, aesthetic settings, wood products, fresh air, and spiritual refuge. Forests are part and parcel of the community and present a double-edged sword between amenities and wildfire risk to the built environment and economy. With over 80% of the city's drinking water derived from the Ashland Watershed, forests are a literal lifeblood of this community.

Habitat is also a critical value in the Ashland Watershed, all the federal land in the watershed falls under the designation of Late-Successional Reserve:

“Late-Successional Reserves are identified with an objective to protect and enhance conditions of late successional and old-growth forest ecosystems, which serve as habitat for late-successional and old-growth forest related species including the northern spotted owl.”

(USDA Forest Service, 1994)

Wildfires near or in forested neighborhoods and wildlands are a significant and growing threat to dry forest ecosystems and the many values they provide. Compounding the wildfire issue, climate change is also shifting ecological niches, forcing adaptation and/or migration which many species are unable to do in such short order. Among tree species, this has been documented in Northern

California by Stanford University researchers and deemed the “zombie forest” phenomena (Stanford Report, 2023).

Changes and Challenges Facing Ashland’s Forests

Tree Mortality

As documented by Bennett et al (2023), Douglas-fir die-off seen across the Rogue Valley was due in part to “hot drought”, or high temperatures combined with long periods of significantly low rainfall, conditions likely created by climate change. Aerial Detection Surveys (ADS) done by the Pacific USDA Forest Service – Southwest Oregon Service Center (based in Medford, OR), documented over 250,000 acres of Douglas-fir mortality, focused near valley margins and surrounding communities in southwest Oregon from 2022 to 2024 (U.S. Forest Service, 2024).

In 2023, the Ashland City Council approved an addendum to the 2016 Ashland Forest Plan that updated and expanded the original chapter on climate change. The addendum was utilized as a basis for Phase One of the Ashland Forestlands Climate Change Adaptation Project; a rapid response to unprecedented tree die-off in the lower Ashland Watershed after years of drought and record heat. In April and May of 2024, the city was able to remove dead and dying trees on approximately 400 acres of municipal forestlands adjacent to the community. The city, via Timberline Helicopters, removed over 600,000 board feet of dead and dying wood and sold it to a local mill, creating revenue to offset 40% of the project cost. Pile burning of dead and down limbs and treetops completed Phase One in spring 2025. A subsequent phase is being planned to plant appropriate species for aspects, elevation, and anticipated heat and drought.

The city was able to react quickly to this novel situation that posed a threat to the community and municipal watershed. Unabated, the accumulation of dead trees on the Rogue River-Siskiyou National Forest adjacent to homes, and at the base of the Ashland Municipal Watershed, will erode the accomplishments, purpose and need of the Ashland Forest Resiliency (AFR) Project, and minimize the benefits of work now complete on adjacent city-managed forestlands (see map below).

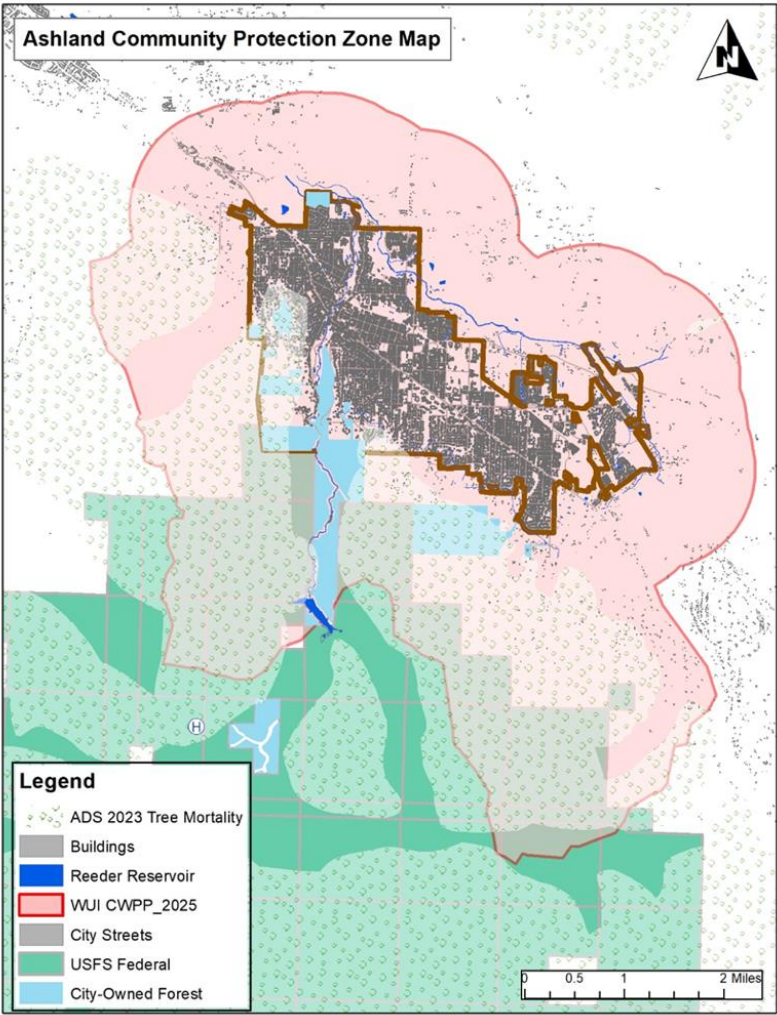


Figure 44: Bark Beetle–Caused Tree Mortality in the Lower Ashland Watershed and CWPP WUI Zone Across City, USFS, and Private Lands

Figure 44 shows Tree mortality data from USDA Forest Service Aerial Detection Surveys, with the extent of bark beetle mortality across the Ashland WUI area and into the municipal watershed. USFS property is shaded green, with significant bark beetle mortality captured by annual Aerial Detection Surveys (ADS) done by the local USFS Insect and Disease Service Center (City of Ashland GIS map). Work has been completed on city-owned and many private parcels as of April 2025.

The city envisions working with the USFS on a focused and rapid response to determine the extent that past, present, and future tree mortality is increasing wildfire danger adjacent to the community, and at the base of the municipal watershed. Federal land managers have options that allow for relatively small projects to be undertaken without extensive investments in staff time and without years of studies and reviews. The city’s climate change adaptation project was supported by community members and City Council. A well-crafted, targeted project on adjacent USFS federal land stands to garner similar support and is a high priority for community and watershed protection.

Mt. Ashland Ski Area: Physical and Economic Infrastructure at Risk

Mt. Ashland Ski Area was established in 1964 and welcomes over 100,000 skier visits in a normal year, contributing \$7.3 million to the local economy (Mt. Ashland Association, 2024). Mt. Ashland lies at the peak of the Ashland Watershed, amid dense forests of true fir, mountain hemlock, and scattered western white pine. Infrastructure on the mountain includes five (5) chairlifts, a surface lift, two (2) lodges, outbuildings, and associated power, water, and sewer infrastructure. Also located on the mountain, though not owned by the Mt. Ashland Association, are communications and broadcasting infrastructure as well as the National Weather Service’s Doppler Radar installation.

There have been no specific, organized efforts by the Rogue River–Siskiyou National Forest or the Mt. Ashland Association to reduce wildfire exposure to the built or natural environment on the mountain. Though higher elevation forests at the ski area have a shorter fire season their characteristic fire regime is that of mixed to high intensity, stand-replacing fire on infrequent intervals as compared to low elevation (cool white fir plant association = 65–75 years and moist mountain hemlock = 100–120 years), forests that historically experienced low intensity fire at frequent intervals (dry Douglas–fir = 5–15 years) (USDA Forest Service, 2003). Though a high–intensity wildfire may be characteristic of the mountain’s high elevation, mesic forest, it would be detrimental to Mt. Ashland’s infrastructure and its economic and recreational benefits to the community.

A critical need for the survival of the Mt. Ashland Ski Area is to create a plan that addresses wildfire vulnerabilities, increases structural hardening and defensible space around key assets, and manages fuel loads on the mountain and around the ski area infrastructure. Small projects to address wildfire risk are possible under federal land use planning guidelines (Ruckriegle, 2021). Initial discussions between the Mount Ashland Association (MAA) and Rogue River–Siskiyou National Forest

staff regarding wildfire issues at the ski area have been productive. According to the Mt Ashland Association, efforts are underway to earmark budgets to begin the process of mitigating risk. Making this a CWPP priority will help efforts to secure further funding.

Adapting to a Hotter, Drier, and More Fire-Prone Future

The 2004 Ashland CWPP was written in response to the Rogue River-Siskiyou National Forest’s solicitation of the City of Ashland to engage more broadly in an expanded vision for restoring dry forest in the Ashland Watershed. These forests had departed from their historic composition, structure, and function. This required the city to submit an alternative project proposal embedded in a CWPP, meeting the letter of the 2003 Healthy Forests Restoration Act. The city’s “alternative” was substantively adopted by the Forest Service.

The Rogue River-Siskiyou National Forest’s purpose for the newly coined Ashland Forest Resiliency (AFR) Project was “to protect values at risk, reduce crown fire potential and obtain conditions that are more resilient to wildland fires”, while the need was “for urgent reduction of large-scale, high intensity wildland fire in the Upper Bear Analysis Area”. There was no mention of climate change in AFR Project foundational documents.

Since the AFR Record of Decision (USDA, Forest Service, 2009), and now after fifteen (15) years of implementing the AFR project on 14,000 acres of forestlands, conditions in the forests have changed, notably at lower elevations.

Increasingly extreme heat and drought has led to insect outbreaks that have reached epidemic levels, with Douglas-fir (DF) tree mortality measured via drone-based aerial data at 20% (range on the city’s forestlands in the lower watershed (City of Ashland, 2023). That percentage has only increased in the past year, especially where dead and dying DF trees have not been removed, as they had been on the majority of impacted acres owned by the city.

“Resulting interactions between historical increases in forested area and density and recent rapid warming, increasing insect mortality, and wildfire burned areas, are now leading to substantial abrupt landscape alterations. These outcomes are forcing forest planners and managers to identify strategies that can modify future outcomes that are ecologically and/or socially undesirable.”

(Hessburg et al, 2021)

Some locations have seen up to 75% die-off and smaller pockets up to near complete DF mortality; a phenomena dubbed by Bennett et al the “Douglas-fir decline spiral” in a 2023 research paper by Oregon State University (OSU) and the U.S. Forest Service (USFS), who utilized data for their research from the forests surrounding Ashland and the Rogue Valley (Bennett et al, 2023).

When looking at what’s happening in western United States forests, there are alarming trends:

- Insect outbreaks in the mixed-conifer Sierra Nevada forests of California (State of California, 2022) and forests in the Rocky Mountains (University of Colorado, 2012) have impacted thousands of square miles of forests.
- Fuel accumulations and hotter and drier weather have led to mega-fires that have impacted communities and disrupted critical ecosystem services (Stephens et al, 2022).
- Forest loss, called type conversion, is being documented in the west (U.S. Geological Survey [USGS], 2022), with shifting climate zones (Stanford University, 2023), insect outbreaks, severe fires, and over a century of departure from historic frequent fire regimes (Hagman et al, 2021) coinciding over vast areas like the Southern Sierras of California (Steel et al, 2023).
- Recent research on forest regeneration after fires underscores the need for quick management action to maximize the chance for desirable tree species to establish and persist. Avoiding high severity fire that can quickly alter ecosystem function (the conditions for forests to persist) is critical in frequent dry forests like those in the majority of the Ashland Watershed (Davis, 2023).
- The “Douglas-fir Decline Spiral” documented in SW Oregon, affecting the city’s own forestlands and adjacent private and federal land (Bennett et al, 2023).

There is more scientific certainty in the root causes of our current forest conditions, as well as certainty in the efficacy of treatments that have been part of Ashland’s stewardship “toolbox” for decades. Publications like “Wildfire and climate change adaptation of western North American forests: a case for intentional management.” by Hessburg et al (2021) summarize dozens of previous studies and answer key questions commonly asked about forest management.

“While there are many important lessons to learn from the past, we believe that we cannot rely on past forest conditions to provide us with blueprints for current and future management.”

(Millar et al, 2007)

With a sense of urgency in recognizing the predicted and already increasing climate change impacts to local forests, escalating community wildfire risk, and the threat to municipal drinking water, the Ashland City Council adopted the Ashland Forest Plan Climate Change Addendum in April of 2023. The Addendum, within the context of the 2016 Ashland Forest Plan, provides a solid foundation for the first phase of climate adaptation projects not only on city-managed forests, but also across adjacent USFS and private forests.

The city’s policy represents a shift in philosophy from decades of extensive and excellent work done between 1995 and the current day under the objective of forest restoration. Restorative work completed to date has turned out to be the building blocks of climate change adaptation. Promoting forest health and vigor through tree thinning, fuels reduction to minimize fire severity, and planting of pine species better adapted to a warmer and drier climate have been ongoing for decades and create a firmer footing than many unmanaged landscapes.

Ashland’s history of active stewardship across city, federal, and private lands positions the city to respond to changing conditions with a variety of options that would not have existed otherwise. The change from restoration (using past reference conditions) to adaptation is spelled out well in the following excerpt from Stephens et al in 2010: *“While there are many important lessons to learn from the past, we believe that we cannot rely on past forest conditions to provide us with blueprints for future management. To respond to this uncertainty, managers will be challenged to integrate adaptation strategies into plans in response to changing climates.”*

More narrowly, objectives from the 2023 Ashland Forestlands Climate Change Addendum can be useful as guides to apply to the entire Ashland Watershed and adjacent drainages:

- Shift from the restoration paradigm that guided previous forest planning and management to an enhanced adaptive management strategy that incorporates new science and technology to effectively address climate change-induced forest land conditions that are likely without historic reference.
- Maintain and promote refugia conditions and stand characteristics to buffer against climate change impacts to allow diverse habitats to persist. Develop a finer scale approach to refugia delineation, where appropriate.
- Enhance and maintain a variable mosaic of forest structure conditions and fuel loads. For example, creating openings in the forest canopy to reduce potential crown or ground fire intensity from continuous tree canopies or surface fuels. Growing shade intolerant and fire tolerant species would be balanced with higher tree densities and fuel loading in other areas such as riparian areas.
- Manage to promote and maintain healthy, functional, and productive soil conditions.
- Plan for increasing frequency and intensity of extreme precipitation events that could negatively (or positively, in some cases) impact soils and aquatic resources, resulting in the loss of ecosystem services and damage to Ashland's built environment including road systems, trails, infrastructure, and other downstream assets and values.
- Anticipate and proactively treat tree mortality events to reduce excessive fuel accumulations. Additionally, implementing a rapid response for the strategic and timely removal of dead and dying trees will reduce overall costs of treatment, enhance public safety, and contribute to the local timber supply (only as a by-product of ecosystem management).
- Mitigate the increasing impact of habitat loss on wildlife populations from wildfire, weather pattern changes, insects and disease outbreaks, and pressures from recreational use on National Forest lands because of climate change while considering adjacent land ownerships.
- Monitor, evaluate, and regulate recreation resource users to protect ecosystems from the additive stressors of climate change and to protect the recreation resource itself.

An important source to consult is the U.S. Forest Service General Technical Report (GTR) PNW-GTR-995, titled "Climate Change Vulnerability and Adaptation in Southwest Oregon" (Halofsky et al., 2022). This GTR outlines a regional approach created by a group of technical experts for all federal lands in southwest Oregon, including the Ashland Watershed. Key takeaways include adaptation strategies and vulnerability assessments for critical resources and species of concern.

Further Protecting and Enhancing the Municipal Water Supply

The upper portion of the Ashland Watershed was not a priority treatment area in the AFR Environmental Impact Statement (EIS). Though the Community Alternative in the 2004 Ashland CWPP did advocate for a broader footprint into the upper Ashland Creek Watershed, it was ultimately reduced (City of Ashland, 2004).

An analysis of areas treated as of 2025 in the AFR footprint as a proportion of the drinking water drainage area, here called the “Reeder Watershed” after Reeder Reservoir, the city’s collection point for domestic water, shows that 33.8% of the Reeder Watershed was treated to reduce fire intensity during the AFR project. Though significantly reducing the intensity of a wildfire coming from the lower Ashland Watershed or adjacent watersheds, AFR treatments do not affect a large proportion of an area critical to maintaining municipal water quality, or to protecting a key community recreational resource in the Mt. Ashland Ski Area. A high intensity wildfire within the Reeder Watershed could still result in sedimentation into the reservoir itself as well as the loss of critical late successional habitat, two (2) key goals of the AFR project (U.S. Forest Service, 2009).

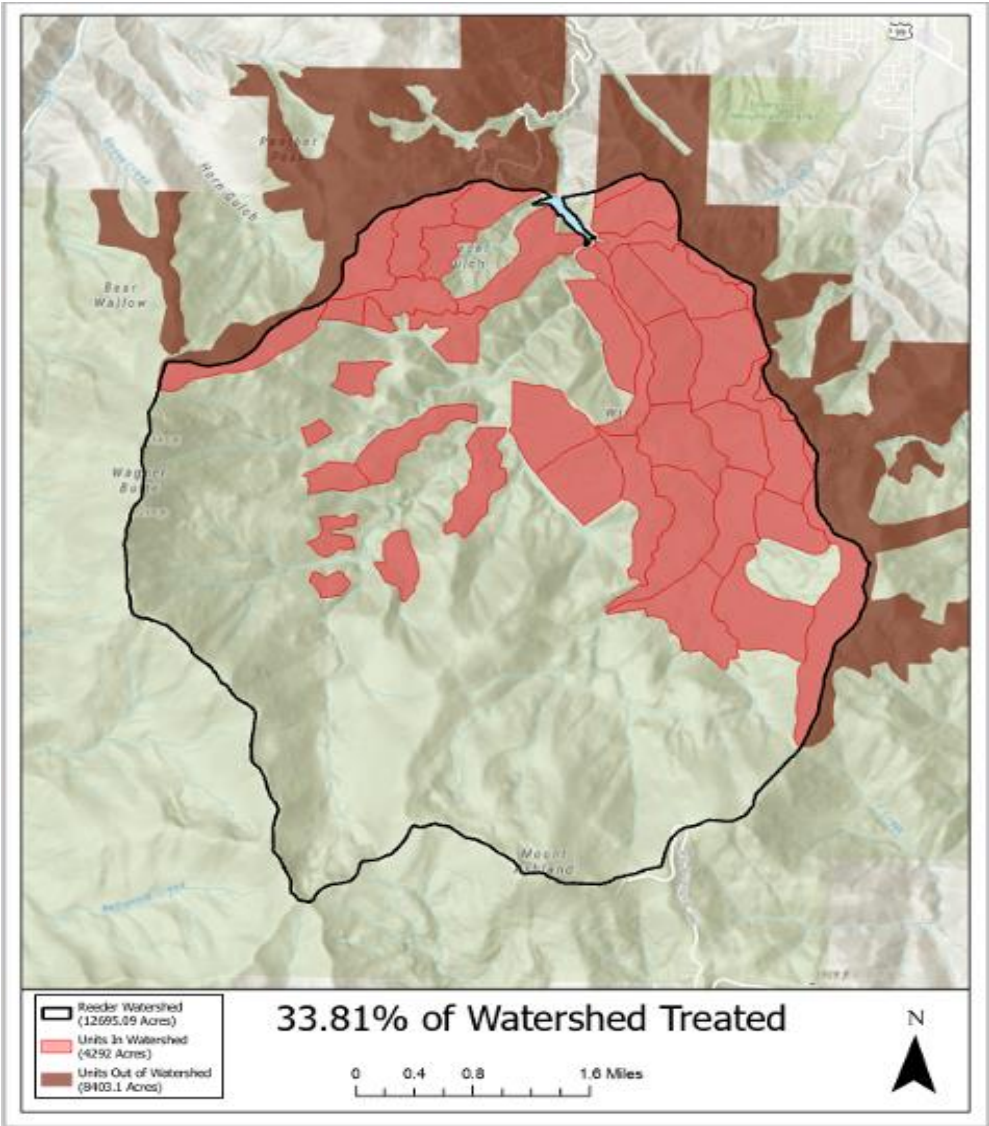


Figure 45: The AFR project footprint, showing areas within the drainage to Reeder Reservoir (Reeder Watershed) where forest thinning was completed through 2023 (light red shading). Unshaded areas in the same black outline received no treatment.

Since the Reeder Watershed drainage supplies approximately 80% of Ashland’s drinking water (Ashland.news, 2024), snowpack in the Reeder Watershed is a critical issue for the community. Snowpack has been a limiting factor recently, with “supply deficiencies” due to low snowpack in 2014, 2015, 2018, and 2020 (City of Ashland, 2023). An overlooked component of snowpack is forest cover. When snow falls onto trees and doesn’t reach the ground, it is lost to the atmosphere through evaporation or sublimation. In Arizona, researchers analyzed changes in forest cover due to forest restoration treatments that removed overly dense trees. They found in areas where canopy was reduced, more snowpack was retained, and later into the spring season, with the assumption that would equal higher rates of groundwater recharge (Sankey et al, 2015). Similar results were found by Sun et al (2022), among many other authors and research papers referenced by Sun. Key points from Sun et al include:

- Canopy density effect on peak snow accumulation and snowpack duration varies with winter climates.
- Canopy thinning is most effective in wet/warm winter climates for improving snowpack duration; this applies to the Ashland Watershed.
- Greatest decrease in snowpack duration under warming is anticipated for snowpack under dense canopy in presently warm winter climates.

The Ashland Watershed’s climate fits that of wet/warm, which points to opportunities to further evaluate ecologically appropriate strategies to increase snowpack by strategically thinning and/or burning forests where multiple objectives, such as fire management and increased water yield could be realized. Worth further investigation is restoring fire to the landscape as a critical means of maintaining or enhancing/expanding open meadow and glade habitats for multiple benefits to wildlife, plant diversity, snowpack, and fire management. For example, the “Wagner Glades” are a significant non-forested ecological feature in the upper Ashland Watershed.

Planning Frameworks: Potential Operational Delineations (PODs)

In 2019, the AFR partnership engaged with Chris Dunn, PhD of Oregon State University (OSU) and the USFS Rocky Mountain Research Station as a component of effectiveness monitoring, funded by an Oregon Watershed Enhancement Board (OWEB) grant. Dunn and his team engaged with the AFR

Partnership and later the whole community leveraged the significant progress made on the ground by AFR in creating opportunities to manage wildfire across the forest surrounding Ashland. Dunn and colleagues brought to bear a nationally recognized planning process called Potential Operational Delineations, or PODS:

The Potential Operational Delineations (PODs) process is a framework for cross-boundary, collaborative, and integrative fire planning that can support place-based implementation of the National Cohesive Wildland Fire Management Strategy. PODs are based on best available science about fire operations and risks to communities, ecosystems, and responders. The PODs process is holistic. It brings together local managers and stakeholders to plan for future fires using a sophisticated science framework (Thompson et al., 2022).

The resulting report for the AFR Project, incorporating community input through workshops, outlines the opportunities created through fuels reduction and forest restoration, potential fire control locations, and combines values such as water source protection and community fire protection into a framework for future landscape fire management, including using prescribed fire in the most advantageous locations. The PODs framework could be further leveraged to build on climate resiliency indicators as well.

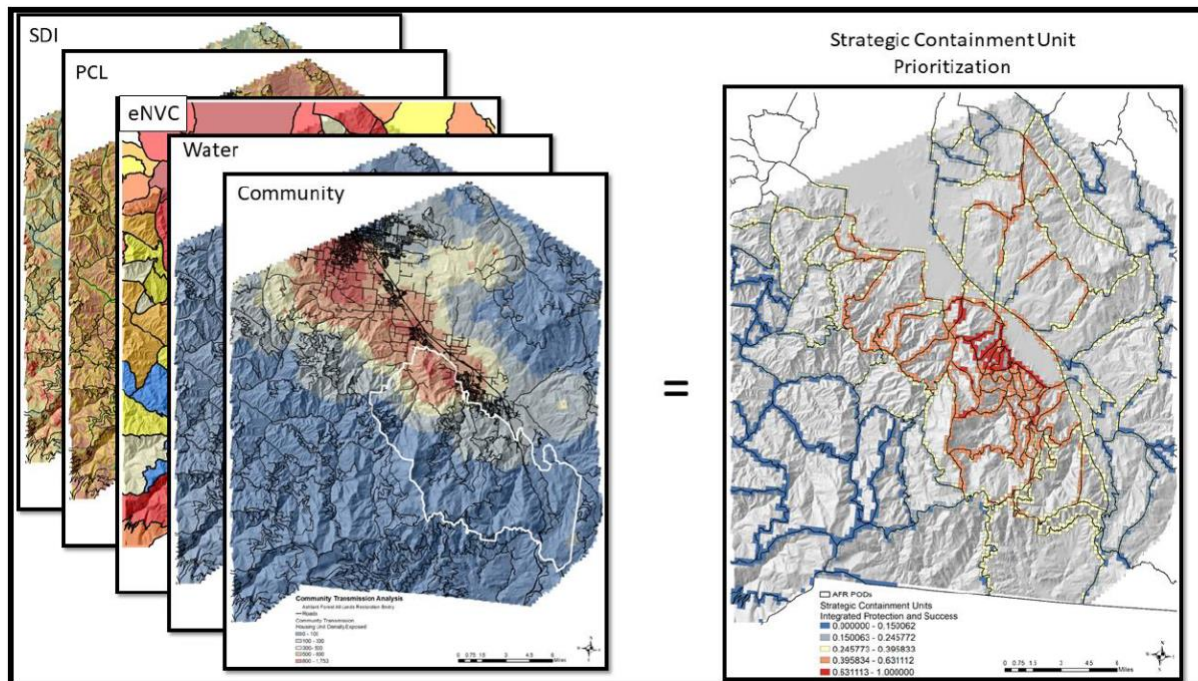


Figure 46: Combination of Data Layers and Containment Units to Create a Strategic Landscape Prioritization (Dunn and Bailey, 2020)

Planning Frameworks: Climate-Smart Conservation

A long-term plan to help the landscape adapt to changing future conditions is a critical need. By convening a multi-disciplinary technical team representing key interests and stakeholders, it is possible to set the stage for another successful partnership project that stands to garner the support, funding, and acclaim the AFR Project has achieved in 15 years of work. There are various frameworks for planning ahead for watershed resiliency and adaptation. One useful framework that could serve as a model is called Climate-Smart Conservation (Stein et al, 2014).



Figure 47: Climate-Smart Conservation Cycle

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Landscape Resiliency Challenge Statements

Challenge LR-1: Recent tree die-off in the lower Ashland Watershed is increasing fire danger to the community, watershed and trails.

Challenge LR-2: Critical infrastructure and economic assets at the Mt. Ashland Ski Area are at significant risk of wildfire.

Challenge LR-3: *The changing climate threatens the ecological integrity of the Ashland Watershed and there is currently no plan to address this risk on federal lands as there is on city lands.*

Figure 48: Landscape Resiliency Challenge Statements

Baseline Conditions

- Tree mortality (primarily Douglas-fir) at lower elevations in the Ashland Watershed has been mapped at Moderate (11-29%) by USFS Aerial Detection Surveys. City mapping has identified areas of much higher mortality rates.
- No structural hardening, defensible space, or fuels management projects have been completed to date at the Mt. Ashland Ski Area, leaving the area at high risk of wildfire.
- The vast majority (~85%-90%) of the Ashland Watershed is federal land managed by the U.S. Forest Service. The City of Ashland manages only ~1,100 acres of the ~16,000 acres (25 square miles) of the watershed.
- Previous goals of restoring historic forest conditions are now insufficient to sustain rapidly changing ecological conditions in the watershed. No comprehensive plan for climate change adaptation exists for federal lands in the Ashland Watershed.

Desired Conditions

- Develop and implement a rapid, collaborative response with the U.S. Forest Service to address increased wildfire risk caused by widespread lower elevation tree mortality adjacent to Ashland and the municipal watershed, ensuring long-term protection of community, forest, and water resources.

- Wildfire hazards and risks to high-value resources and assets at the Mt. Ashland Ski Area have been fully mitigated by 2036.
- A “climate-smart” comprehensive plan for the entire Ashland Watershed is in place and being implemented to respond to uncertain future conditions.

Tracking Metrics

- Can include number of acres of Douglas-fir mortality addressed on USFS land and tracked by tons of fuel removed.
- Number of structures at Mt. Ashland Ski Area with adequate defensible space and hardening measures implemented, and number of acres of fuels reduction completed within the Mt. Ashland Ski Area footprint.
- Work with USFS partners on other tracking metrics specific to planning and adaptation actions.

Monitoring Plan

- Track progress annually on identified metrics.
- Utilize existing monitoring data on city and other forestlands to inform planning and treatments as much as possible.
- Work with USFS partners to identify future monitoring needs.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Landscape Resiliency Initiatives

Challenge LR-1: Recent tree die-off in the lower Ashland Watershed is increasing fire danger to the community, watershed and trails.

LR-1.1	Work with the U.S. Forest Service to map and validate the extent and severity of tree mortality near Ashland's WUI and municipal watershed using Aerial Detection Survey data and ground verification.
LR-1.2	Identify and prioritize the most urgent areas for intervention where tree mortality is significantly increasing wildfire risk.
LR-1.3	Collaboratively develop a project plan that focuses on removing dead and dying trees, using expedited federal authorities and small-project environmental reviews to enable faster action.
LR-1.4	Leverage strong community and City Council support for proactive climate adaptation to build momentum for treatment of adjacent USFS lands.
LR-1.5	Seek funding opportunities and partnerships to implement treatments, including cost-sharing models similar to Phase One of the Ashland Forestlands Climate Change Adaptation Project.
LR-1.6	Establish a monitoring program to track tree mortality trends and wildfire risk reduction progress, and adjust treatment plans as necessary.

Challenge LR-2: Critical infrastructure and economic assets at the Mt. Ashland Ski Area are at significant risk of wildfire.

LR-2.1	Assess Vulnerabilities: Conduct a wildfire risk assessment for all Mt. Ashland Ski Area infrastructure, including lodges, lifts, communications installations, and utilities.
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LR-2.2	Prioritize Assets: Identify and prioritize critical assets for structural hardening and defensible space improvements based on site risk. .
LR-2.3	Develop Protection Plan: Create a wildfire mitigation plan focused on structural hardening, defensible space, and fuel management around ski area and communications infrastructure in conjunction with USFS and MAA partners.
LR-2.4	Engage the USFS: Collaborate with the Rogue River-Siskiyou National Forest and Mt Ashland Association to expedite small-scale fuel reduction and protection projects under applicable federal guidelines.
LR-2.5	Secure Funding: Identify and pursue federal, state, and private grant opportunities to fund wildfire resilience improvements at Mt. Ashland.
LR-2.6	Implement Fuel Reduction: Initiate fuel reduction treatments, including thinning, pruning, and surface fuel removal, around key infrastructure and along primary access routes as appropriate.
LR-2.7	Harden Structures: Retrofit key buildings and infrastructure with fire-resistant materials and features to minimize ignition risk. Ensure any new construction meets best practices for wildfire protection.
LR-2.8	Establish Maintenance Protocols: Develop ongoing maintenance schedules for defensible space, structural inspections, and fuel reduction to ensure long-term resilience.
LR-2.9	Community Engagement: Collaborate with local recreation, conservation, and economic groups to build public support and advocacy for wildfire protection efforts at Mt. Ashland.

Challenge LR-3: The changing climate threatens the ecological integrity of the Ashland Watershed and there is currently no plan to address this risk on federal lands as there is on city lands.

LR-3.1	Facilitate creation of a “climate-smart” plan for the entire Ashland Watershed.
LR-3.2	Partner with the USFS to implement projects within Ashland’s scope of authority.

Table 19: Landscape Resiliency Initiatives

Section 13

Response and Prevention

Section 13: Response and Prevention

Introduction

While Native Americans historically used fire to manage the local landscape, fire suppression has been a standard practice in Ashland since the mid-1800s. Today, proactive wildfire response and prevention efforts are vital because Ashland is a densely developed city with a population of over 3,200 people per square mile.

This chapter begins with a brief overview of the interagency wildfire response system. The focus then shifts to wildfire prevention in the built environment, recognizing that most modern wildfires are both unwanted and human caused.

Wildfire Response and Mutual Aid

Oregon’s wildfire response relies on coordinated mutual aid agreements at both county and state levels to ensure resources are available when emergencies exceed local capacity.

County and Municipal Coordination

There is a mutual/automatic aid agreement between fire departments in Jackson and Josephine counties (Rogue Valley Fire Chiefs Association, 2010), whereas fire departments contribute apparatus, equipment, and personnel during major emergencies such as wildfires or structure fires. This ensures rapid resource mobilization across county lines. Local mutual aid agreements are also in place whereas AF&R and nearby fire departments provide additional resources to one another when needed.

State-Level Support

The Oregon Fire Mutual Aid System (OFMAS) is a statewide program, which enhances local firefighting capacity by providing apparatus (i.e., engines), personnel, and resources through initiatives like Response Ready Oregon. Additionally, the Oregon Department of Emergency Management (ODEM) coordinates state resources to support counties and municipalities during major wildfire incidents.

Wildfire Response in Ashland

Ashland Fire & Rescue (AF&R) collaborates with local, state, and federal agencies through the Rogue Valley Fire Chief’s Association. These agencies follow “pre-programmed” wildfire response plans, coordinated by fire chiefs in Jackson and Josephine counties. The Oregon Department of Forestry and U.S. Forest Service also coordinate closely with local fire departments.

When local resources are overwhelmed, the Oregon State Fire Marshal’s Office can request additional support from other counties or states. Ashland’s proximity to the California border allows access to CAL FIRE resources if available.

Ashland Fire & Rescue has added personnel dedicated to medical response, freeing up firefighter/paramedics for wildfire response. AF&R also has personnel that are attached to Incident Management Teams (IMTs), which manage long-duration fires, rotating every two (2) weeks to ensure sustained coverage.

Additionally, the Medford Air Tanker Base services air tankers and helicopters, while the Ashland Airport serves as a helicopter base for incidents in the southern Rogue Valley.

Limitations of Fire Suppression

While fire suppression is critical and effective in controlling most fires, extreme fire weather—like the conditions during the 2020 Alameda Fire—can overwhelm even the strongest firefighting efforts. Wind-driven fires, such as the recent Eaton and Palisades Fires in Los Angeles, demonstrate that no number of resources can fully contain fires under extreme conditions. Aircraft are often grounded in strong winds and rarely operate at night, further limiting suppression efforts.

While improving firefighting capacity is essential, communities like Ashland must also prioritize prevention and preparedness to reduce wildfire risk during extreme conditions.

Local Wildfire Prevention

Ashland Fire & Rescue has been actively involved in wildfire prevention for many years, both within the community and in collaboration with regional agencies. Fire prevention focuses on reducing the sources of fires, regardless of their cause.

While many people view the city’s weed abatement ordinance (City of Ashland, n.d.), which requires property owners to cut tall grass during the summer, as fire prevention, it’s actually “mitigation”. Cutting grass doesn’t prevent fires from starting; instead, it reduces the intensity of a fire if one ignites. Both “prevention” and “mitigation” are equally important—and both are components of “risk reduction”.

In Ashland, common causes of fires include cigarettes, cooking fires, campfires, machinery, and intentional acts. To reduce these risks, AF&R has implemented several fire prevention programs, including:

- Infrared drone monitoring of forested areas to detect illegal camping and potential fire starts.
- Regulations on fire and spark-emitting machinery use during fire season.
- Bans on backyard fire pits and appliances during High and Extreme fire danger periods.
- A fireworks ban to reduce ignition risks.
- Smokey Bear education campaigns in local schools.
- Fire danger rating signage throughout the city to inform residents and visitors of the current fire danger level.

These combined efforts aim to minimize the chances of wildfires starting and spreading in the Ashland area.

The Unhoused Population

In the 2025 Point-in-Time (PIT) count study, approximately 10% of unsheltered residents were found to be living in wooded or open spaces, which are areas highly prone to wildfire ignitions (City of Ashland, 2025). These individuals face increased risk due to limited access to emergency alerts, remote living locations, and potential barriers to evacuation. Hearing and vision impairments, developmental disabilities, and mental health issues among the unhoused population further hinder their ability to receive emergency warnings.

Oregon has one of the highest rates of homelessness in the nation, ranking third after New York and Vermont (U.S. Department of Housing and Urban Development [HUD], 2023). The state also leads the

country in unsheltered homeless youth and families, with forty-eight (48) individuals experiencing homelessness for every 10,000 Oregon residents (HUD, 2023).

Fire starts are not uncommon among the unhoused community, which end up threatening other members of the unhoused community, along with nearby structures and properties.

Unhoused individuals in Ashland face significant risks related to wildfire. Some of their activities pose a risk for ignitions, and transient unhoused individuals may be unaware of local fire dangers, camping restrictions, and wildfire safety, and are therefore more likely to unintentionally contribute to fire starts.

They are also affected by wildfire as a vulnerable population during these events. Tragically, the first presumed fatality in the 2020 Alameda Fire was an unidentified individual caught without warning in dense vegetation near the fire's origin, highlighting the extreme vulnerability of unhoused persons during wildfire events.

"I am worried about the unhoused sleeping in the watershed and starting fires."

–Ashland Resident

Education and Prevention Opportunity

Clackamas and Deschutes counties have instituted a successful education and wildfire prevention program for the unhoused. These programs involve fire prevention personnel, medics, and law enforcement, who visit unhoused encampments to provide safety resources. Distributed items include:

- Portable fire extinguishers
- First aid kits
- Emergency ponchos/warming blankets
- Solar phone chargers and lanterns
- Sunscreen and ChapStick
- Buckets that can be filled with water to douse fires

Ashland's unhoused and transient residents cause wildfires (unintended or not) and are particularly vulnerable to the impacts from wildfire. Proactive measures are needed to improve education, fire prevention, and emergency preparedness.

Hazards in Non-Forested, High-Risk Areas

Historically, the probability of a catastrophic wildfire in Ashland is not from within the forested areas alone, but from ignition and rapid fire spread originating in the grass-dominated lands adjacent to the city. These areas, including the Bear Creek Greenway and highway corridors stretching to Emigrant Lake, including lands that are nearly all privately owned, are highly vulnerable to human-caused ignitions leading to a fast-moving fire under dry and windy conditions like those on the day of the Almeda Fire.

The threat is most acute under extreme fire weather conditions driven by **Foehn winds** (dry, downslope wind events that come from the east), typically occurring in late summer and early fall. Historical examples, including the **2009 Siskiyou Fire** and the devastating **2020 Almeda Fire**, demonstrate the city's critical vulnerability to fires that start under these conditions and rapidly escalate into urban firestorms. The National Weather Service created a new category of weather warning, beyond a "Red Flag Warning" that historically indicated the highest level of fire conditions. The new warning is called a "Particularly Dangerous Situation".

The main risk from these types of fires is the speed at which they spread. Driven by higher-than-normal winds and low humidity that drive moisture from vegetation, the landscape becomes particularly susceptible to ignition and fire spread. In light and fast burning fuels like tall grass, fire can quickly outpace fire suppression, igniting structures that further stress firefighting resources, leading quickly to a situation where the priority is safety of life, which means focusing efforts on evacuation versus fire suppression. All of this played out during the Almeda Fire.

Knowing these conditions will surface in the future, a strategy needs to be developed to both increase the likelihood of successful fire suppression and to mitigate structures so fires don't take hold in the urban environment, leading to a conflagration. Strategies can include creating fuel breaks through mowing, grazing, and prescribed burning. It's important to note that the Almeda Fire

ignited in a mowed field, yet it spread so rapidly that fire crews were unable to contain it. Of those three (3) methods of fuels reduction, only prescribed burning removes the fuel to the point that it won't burn, and then for only a limited period until vegetation regrows and fuels accumulate. Pilot projects are needed to evaluate the effectiveness of various fuels reduction methods in grassland settings adjacent to Ashland. A strategy to create ignition resistant structures is outlined extensively in the CWPP chapters on Paradigm Shift and Implementation.

Preventing the next catastrophic wildfire in Ashland requires a deliberate focus on the non-forested, high-risk ignition zones to the east of Ashland. By proactively managing fuels, preventing ignitions, hardening structures, strengthening partnerships, and enhancing emergency response, Ashland can meaningfully reduce the risk of devastation from "particularly dangerous" conditions that led to the Siskiyou and Almeda fires, and protect the future of the community.

Challenges

Findings have been distilled into "challenge statements" and assigned an identifier (**in bold**) for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Response and Prevention Challenge Statements
Challenge RP-1: Unhoused community members face heightened wildfire risks and are also at risk of accidentally starting fires.
Challenge RP-2: Ashland's highest wildfire risk currently comes from ignitions and rapid fire spread in the non-forested lands surrounding the city.

Figure 49: Response and Prevention Challenge Statements

Baseline Conditions

- Unhoused individuals have not been consistently provided with fire prevention information or tools that could help them avoid accidental fire starts. No baseline data is available on how prepared unhoused people are to evacuate and on how best to enable them to be prepared and protect themselves.
- Causes of wildfires are tracked by AF&R and Jackson County. Most ignitions in Ashland are human-caused. While arson fires are uncommon, accidental fires particularly those started by unhoused persons are relatively common.

Desired Conditions

- No wildfires are caused by the unhoused, 100% of the unhoused are signed up for emergency alerts when in Jackson County, 100% of the unhoused are using best-practices and appropriate tools to prevent accidental ignitions, and 100% of the unhoused protect themselves in some way from wildfire smoke inhalation.
- Prevent ignitions and reduce the potential for fast-moving, structure-threatening wildfires originating in non-forested, high-risk lands within and adjacent to Ashland.

Tracking Metrics

- Number of wildfires caused by the unhoused or transient populations.
- Number of unhoused able to receive emergency alerts in Ashland each year.
- Number of unhoused using appropriate tools (e.g., buckets) to meet essential needs.
- Track treated and untreated acres of ignition-prone areas that are adjacent to the City of Ashland and wildfire risk reduction partnerships and collaborative activities taken on these properties.

Monitoring Plan

- Track progress and report annually through partner agencies and organizations.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Response and Prevention Initiatives

Challenge RP-1: Unhoused community members face heightened wildfire risks and are also at risk of accidentally starting fires.

RP-1.1	Collaboratively create a plan to develop the means to engage the unhoused to be better prepared for the impacts of wildfire on their health and safety.
RP-1.2	Provide training and resources for everyone who has contact with the unhoused to help them sign up for emergency alerts.
RP-1.3	Collaborate with local partners and organizations that engage with the unhoused to design a wildfire prevention initiative based on the Clackamas and Deschutes County model that provides items to reduce ignition risk. Find funding to purchase materials and assemble items.
RP-1.4	Implement a coordinated outreach campaign to improve the safety and well-being of the unhoused and deliver wildfire prevention messages and resources to the unhoused.
RP-1.5	Collect data to document and validate efforts to engage the unhoused. Modify initiatives based on lessons learned. Consider leveraging the annual Point-in-Time Count program for data collection.

Challenge RP-2: Ashland's highest wildfire risk currently comes from ignitions and rapid fire spread in the non-forested lands surrounding the city.

RP-2.1	Conduct a fine-scale wildfire risk assessment for the Bear Creek Greenway, highways, and adjacent lands; map priority ignition zones near neighborhoods, schools, critical infrastructure, and high-fuel areas.
RP-2.2	Implement strategic fuel breaks, defensible buffers, and low-flammability native plantings along highways, the Greenway, and private lands; partner with ODOT,

	Jackson County, and private landowners to coordinate vegetation management and debris removal.
RP-2.3	Phase in defensible space enforcement in fringe zones with education, incentives, and support for critical private parcels through cost-share or grant-funded programs.
RP-2.4	Collaborate with transportation agencies to reduce roadside ignition risks; install fire-resistant barriers along high-risk corridors; enhance patrols, signage, and public alerts during Red Flag warnings and Foehn wind events.
RP-2.5	Launch a citywide outreach campaign for adjacent private landowners; establish wildfire resilience partnerships among the city, nonprofits, businesses, and land managers to coordinate efforts across property lines.
RP-2.6	Conduct scenario-based drills simulating rapid wildfire spread; pre-position suppression resources in ignition-prone zones during extreme fire weather periods.
RP-2.7	Regularly monitor ignition-prone areas, vegetation conditions, and barrier effectiveness; adapt strategies based on evolving risk patterns and event after-action reviews.

Table 20: Response and Prevention Initiatives

Section 14

Before Wildfire Strikes: Community Recovery Planning

Section 14: Before Wildfire Strikes: Community Recovery Planning

“...wildfires have massive economic and social consequences that can reverberate throughout impacted communities for years, disrupting housing, employment, and other aspects of social and economic infrastructure that support community health and wellbeing.”

(Moloney et al, 2023)

This section outlines a vision and key components for an Ashland-specific Wildfire Recovery Plan. It draws from the real-world impacts of large wildfires and the hard lessons learned by rural and urban communities that have faced catastrophic fire events. By applying these lessons, Ashland can take a proactive, inclusive, and well-informed approach to wildfire recovery planning before facing such a disaster. The information gathered for this chapter came from a multitude of sources.

Introduction

The Almeda Fire, which ignited on September 8, 2020, in Ashland, devastated the neighboring communities of Talent and Phoenix, destroying over 2,500 homes and 600 businesses (Rogue Valley Council of Governments, n.d.). The loss of housing worsened Southern Oregon’s housing crisis, causing the displacement of 8,500 people (Oregon Department of Land Conservation and Development, 2023). Among the hardest hit were 1,500 manufactured homes across eighteen (18) communities, disproportionately affecting socially vulnerable populations (CASA of Oregon, 2022). The Superintendent of the Phoenix-Talent School District reported that about 700 children (~30% of the student population) lost their homes (Barry, 2020).

Infrastructure damage significantly slowed recovery efforts due to compromised roads, sewer, and water systems. The Bear Creek Greenway, a key multi-use path and urban park, also suffered

extensive damage, affecting recreational interests and the local ecosystem (Jefferson Public Radio, 2021).

Over four (4) years later, the local economy still struggles to recover, with widespread business losses, job instability, and disrupted services, leaving many residents grappling with long-term physical and mental health challenges.

In the aftermath of the 2020 wildfires, community-driven organizations quickly mobilized to aid recovery. A key lesson learned was that communities with pre-established networks of organizations were better equipped for disaster response. These networks enabled a faster, more coordinated, and equitable recovery, enabling longer-term support for those affected.

Wildfire recovery is a long, complex process beyond rebuilding homes. Anticipating emotional recovery needs and implementing coordinated efforts can prevent delays, revenue loss, and prolonged disillusionment, strengthening long-term resilience. Effective recovery requires strong community engagements before, during, and after a wildfire disaster. To be fair and equitable, the effort requires ongoing investments in interorganizational collaboration and strategic planning to restore essential systems and support for affected populations and businesses. Proactive measures can significantly influence a business' ability to withstand and recover from catastrophic events.

Research Findings

Since the 1991 Oakland Hills Fire in California, extensive research and case studies have underscored the importance of proactive wildfire recovery planning. Lessons from past wildfires highlight the significance of community engagement and collaboration in recovery efforts. Fostering strong interorganizational relationships before the fire are critical components of effective wildfire recovery. Proactive measures not only aid in immediate recovery but also contribute to long-term resilience against future wildfire events (U.S. Fire Administration, 1998).

Emotional Phases of the Recovery Process

It's critical to understand the deep and lasting impact of a disaster on mental health, which not only affects people's wellbeing, but can also be a factor in survivors' decisions to leave the community. Five (5) years after the Camp Fire in Paradise, CA, over 68% of people had not returned (First Street,

2025). To help understand the depth of this issue, authors Zunin and Myers (2000) describe the emotional phases of disaster recovery progressing from pre-disaster anxiety to heroic community action, followed by a honeymoon phase of optimism, then disillusionment as challenges arise, and finally long-term reconstruction as individuals and communities rebuild and adapt (DeWolfe, 2000) (Figure 50).

Understanding these phases can aid in anticipating community needs and implementing appropriate support mechanisms throughout the disaster recovery process.

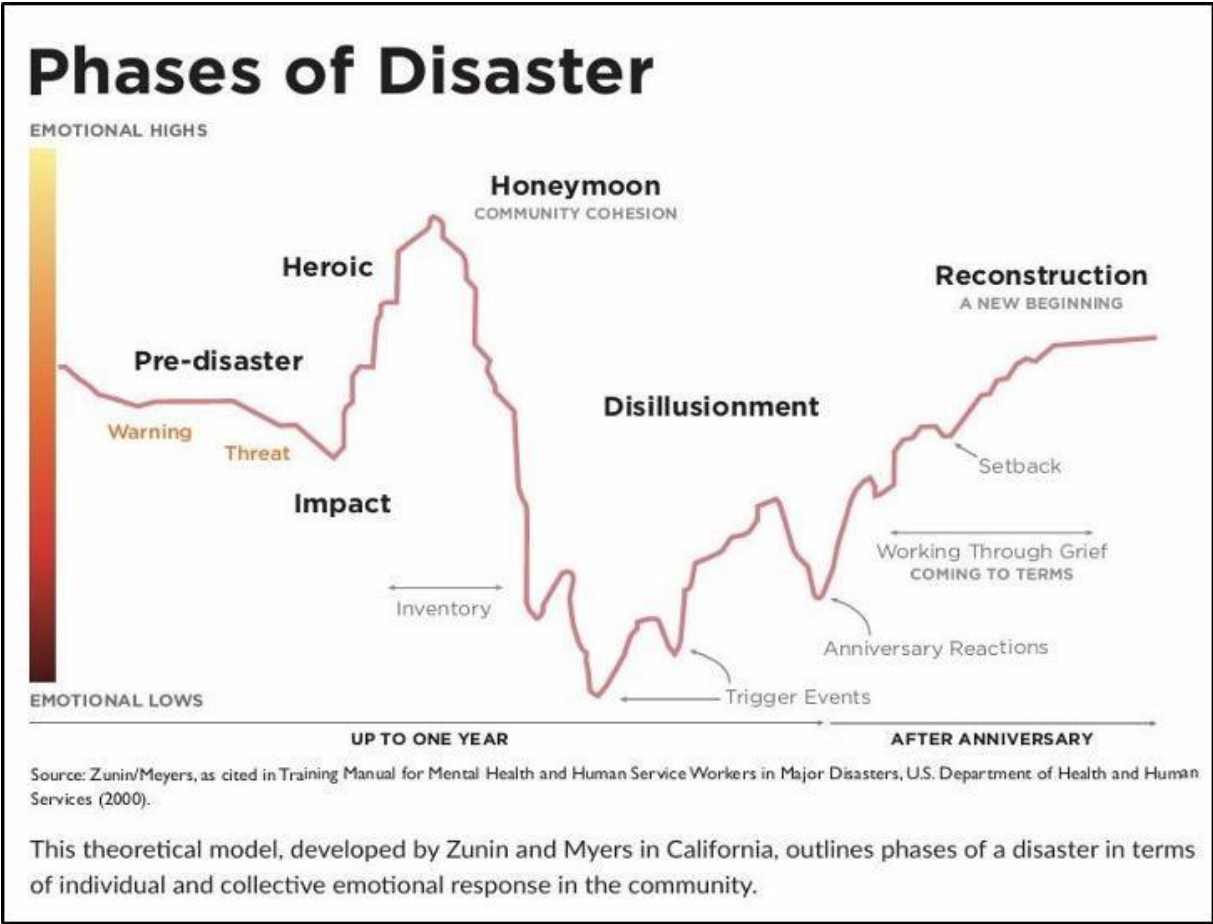


Figure 50: Phases of a Disaster Graphic, Zunin and Myers in DeWolfe (2000)

“I’m lucky, blessed, whatever you want to call it. But I know from looking at Craigslist that in the past when I was desperate for housing that it’s really, really hard to find affordable housing here.”

–Participant Jackson County Community Needs Assessment Participant, 2022

Fairness and Equity in the Recovery Process

Research shows that without deliberate attention to fairness and equity, community recovery efforts can unintentionally leave behind vulnerable groups. Key dimensions include the following aspects:

- Economic (e.g., housing and finance)
- Social (e.g., health, education, community cohesion)
- Environmental (e.g., land and infrastructure restoration)
- Policy (e.g., governance and resource distribution)

A summary of issues and some recommendations to promote equitable recovery follow:

1. Disparities Across Economic, Social, Environmental, and Policy Dimensions

- **Economic Inequities:** Lower-income households, renters, and uninsured homeowners face greater challenges in rebuilding, often experiencing slower or incomplete recovery (Hamideh et al., 2022; Urban Institute (aka Rumbach et al., 2023a).
- **Social Vulnerabilities:** Access to healthcare, education, and mental health services significantly affects recovery outcomes, particularly for elderly residents, children, and marginalized groups (Hamideh et al., 2022; Hess et al., 2023).
- **Environmental Justice:** Post-fire cleanup and mitigation efforts can disproportionately impact disadvantaged communities, particularly regarding toxic debris management (Environmental Health News [EHN], 2023).
- **Policy and Bureaucracy:** Delays in government aid and complex application processes tend to benefit wealthier, better-resourced communities while leaving smaller, rural, and marginalized populations behind (Government Accountability Office [GAO], 2024; Center for Climate and Energy Solutions [C2ES], 2021).

2. Policy Recommendations to Improve Equity

- **Pre-Disaster Planning:** Integrating equity into emergency response frameworks can mitigate post-disaster disparities (Moloney et al., 2023).
- **Targeted Assistance:** Prioritizing aid distribution to the most vulnerable groups ensures more balanced recovery outcomes (FEMA, 2022; GAO, 2024).
- **Better Data Collection:** Using geographic, demographic, and socio-economic tracking of recovery progress can help policymakers adjust support where needed (Thomas et al., 2022).

3. Best Practices for More Equitable Recovery

- **Language Accessibility:** Implementing comprehensive language access services—including translation of materials and provision of interpreters—ensures that individuals with limited English proficiency can fully participate in recovery efforts and access essential services. (FEMA, 2020 and 2023).
- **Housing and Financial Assistance:** Policies such as grants for rebuilding, affordable housing programs, and flexible aid reduce disparities in who can return and rebuild (FEMA, 2022; GAO, 2024).
- **Community-Centered Planning:** Actively engaging marginalized residents in recovery meetings ensures their needs are addressed (Urban Institute – aka Rumbach et al., 2023a).
- **Streamlined Government Aid:** Reducing administrative burdens, providing upfront funding, and simplifying grant applications to help underserved communities access support (GAO, 2024).
- **Environmental Considerations:** Fair debris removal policies and transparent communication prevent additional harm to vulnerable neighborhoods (EHN, 2023).
- **Health and Education as Anchors:** Prioritizing the restoration of schools and healthcare facilities supports long-term recovery by stabilizing communities (Hamideh et al., 2022; Hess et al., 2023).

4. Measurable Indicators Can Help Track Recovery and Equity

- **Housing Reconstruction Progress:** Percentage of homes rebuilt or repaired post-disaster, with a focus on income and tenure disparities (Urban Institute, 2023b).

- **Displacement and Return Rates:** Who can return and when, particularly comparing renters vs. homeowners and lower-income vs. higher-income groups (Urban Institute 2023a (aka Rumbach et al., 2023a)).
- **Housing Affordability Post-Fire:** Tracking rent increases and home prices to determine which survivors are priced out (Urban Institute, 2023a); or percentage of a community's population paying in excess of 30% and 50% of their income on housing.
- **Insurance Coverage Adequacy:** Identifying underinsurance gaps, as lower-income households often struggle with rebuilding costs (Urban Institute, 2023b).
- **Restoration of Critical Services:** Measuring the speed of reopening schools, healthcare facilities, and infrastructure to assess community-wide recovery (Hamideh et al., 2022; Federal Emergency Management Agency [FEMA], 2022).
- **Mental Health and Well-being:** Tracking PTSD prevalence and access to psychological support services (Hess et al., 2023; Moloney et al., 2023).
- **Public Engagement in Recovery Planning:** Ensuring participation is representative of all affected populations (Urban Institute, 2023a, -- aka Rumbach et al., 2023a).
- **Distribution of Recovery Funds:** Monitoring how government and charitable funds are allocated to ensure equitable support (Center for Climate and Energy Solutions [C2ES], 2021; GAO, 2024).

Other Considerations

Economic Recovery

Disasters significantly impact small businesses, with nearly half (43%) failing to reopen and an additional 29% closing within two (2) years. Preparedness plays a crucial role in recovery; businesses with resumption plans resume operations more swiftly than those without disaster preparedness plans. The development of resumption plans and awareness of available financial assistance after a disaster, is vital for small business resilience (Federal Emergency Management [FEMA], 2018).

Environmental Recovery

Best practices for watershed recovery can be gleaned from work done by the Rogue River Watershed Council, Lomakatsi Restoration Project, and Jackson County in the aftermath of the Almeda Fire along the tributaries and main stem of Bear Creek.

For the Ashland Creek Watershed, should a fire impact U.S. Forest Service lands, a Burned Area Emergency Response (BAER) team and response protocol would be initiated by the Rogue River-Siskiyou National Forest. The City of Ashland would follow the BAER recommendations on adjacent municipal lands in the lower Ashland Watershed.

National Guidance and Resources

Many resources are readily available to assist with wildfire recovery and wildfire recovery preplanning. Some of these resources are listed here.

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA, 2024) offers a comprehensive resource titled "Long-Term Community Recovery Planning Process: A Self-Help Guide," designed to assist local stakeholders in post-disaster recovery planning. This guide provides direction for developing strategic plans to restore and revitalize community health, social, economic, natural, and environmental systems following a disaster. It emphasizes the importance of a flexible and unified structure, promoting collaboration among federal, state, local, tribal, and territorial governments, as well as private sector partners, to address the diverse needs of affected populations. The guide also highlights the significance of integrating resilience and sustainable recovery planning to strengthen communities against future disasters.

Fire Adapted Communities Learning Network (FAC Net)

FAC Net offers guidance on wildfire recovery planning, emphasizing the importance of proactive, community-based strategies. Key recommendations include:

- **Pre-Fire Planning:** FAC Net underscores the necessity of developing recovery plans before wildfires occur. This involves engaging diverse community members to create inclusive

strategies that address potential post-fire challenges, thereby enhancing ecological resilience and expediting recovery efforts.

- **Collaborative Frameworks:** The network advocates for the establishment of collaborative groups, which unite local agencies, organizations, and residents. These partnerships facilitate coordinated recovery actions and ensure that all community sectors are represented in decision-making processes.
- **Utilization of Visual Tools:** FAC Net has developed a visual tool and guide to facilitate post-fire recovery planning.

Local Advice and Resources

Ashland is in the Rogue Valley, which has many dedicated organizations committed to making it easier for communities to recover from disasters. A brief description is presented here.

Jackson County Community Long-Term Recovery Group (JCC LTRG)

Long-Term Recovery Groups (LTRGs) are a nationally recognized best practice recommended by the Federal Emergency Management Agency (FEMA) for post-disaster recovery. LTRGs exist across Oregon and the country, supporting local communities in rebuilding efforts after federally declared disasters. When a disaster strikes, an LTRG convenes community-based organizations, government entities, faith-based groups, developers, business owners, and others working with disaster survivors to coordinate recovery and rebuilding. Long-term recovery—the process of restoring a community—can last three to ten years depending on the disaster’s scope.

The mission of the Jackson County Community Long-Term Recovery Group (JCC LTRG) is to assist disaster survivors in Jackson County in recovering and rebuilding their lives. Established after the 2020 Almeda and South Obenchain fires, JCC LTRG aims to unite recovery resources with community needs, ensuring that even the most vulnerable survivors can achieve a new sense of normalcy. The organization used the FEMA *Long-Term Community Recovery Planning Process: A Self-Help Guide* (updated in March 2025) to analyze needs and determine short- and long-term goals for community recovery, rebuilding, and resilience. In 2023, they collaboratively facilitated “Rogue Reimagined,” a community-led planning process to create a resilient Rogue Valley and carry momentum of past recovery efforts forward into the future.

The "Rogue Reimagined: Regional Long-Term Recovery Plan," serves as a comprehensive roadmap for post-wildfire recovery in Jackson County. This plan emphasizes community collaboration, integrating input from residents, state and local partners. A central feature of the plan is the identification of twenty-one (21) recovery projects, each managed collaboratively by community organizations and local governments, with designated project leads to ensure effective implementation. These projects are designed to address various aspects of recovery, including housing, infrastructure, economic revitalization, and environmental restoration, aiming to rebuild a more resilient and connected community.

The plan also highlights the importance of learning from other disaster-affected communities, recognizing that such initiatives can significantly improve recovery outcomes for both survivors and the broader community. By outlining clear guidelines and actionable steps, "Rogue Reimagined" provides a structured approach to rebuilding and reimagining the community, ensuring that recovery efforts are both effective and equitable.

Rogue Valley Community Organizations Active in Disaster (RV COAD)

The **RV COAD** is a program of the Jackson County Community Long Term Recovery Group (JCC LTRG), which coordinates with local government agencies to support an organized, collaborative response to and recovery from disasters. JCC LTRG works in partnership with nonprofit, faith-based, and community organizations, as well as individual volunteers, to coordinate local recovery efforts aligned with FEMA's long-term recovery framework. The COAD focuses on addressing unmet needs and advancing equitable support for fire-impacted communities across Jackson County.

Firebrand Resiliency Collective (FRC)

The FRC, a local not-for-profit, is dedicated to fostering community-driven solutions for long-term recovery, resilience, and preparedness in the face of natural disasters. Their mission emphasizes the importance of empowering local communities to collaboratively address and mitigate the impacts of such events (Firebrand Resiliency Collective, n.d.). The FRC has a wealth of experience building a wildfire recovery process from the ground up and has developed a helpful collection of documents to advise and assist community members during the recovery process.

This grassroots organization figured out what to do to help Alameda Fire victims through engaging affected community members and experimentation and have shared what they learned with the Ashland CWPP Project Team.

Rogue Food Unites

Based in Ashland, Rogue Food Unites was literally born from the ashes of the Alameda Fire. Their mission: Rogue Food Unites (RFU) uses food to heal individuals and communities during times of crisis. RFU coordinates with locally invested food businesses to provide fresh, nutritious, and shelf-stable ingredients, assembled and delivered to our communities. While meeting the fundamental human right for food, RFU strengthens local economies, fostering collaboration, preserving jobs for residents, building resilience, and ensuring food security and sovereignty in Oregon.

RFU is looking forward to their growing role in the local emergency response and management community. They have a physical space in Ashland near Southern Oregon University with kitchen, refrigeration, office, and storage space that would be open to the community in a time of need.

RFU is working to improve resiliency at their facility. They've acquired grants from the American Red Cross and State of Oregon to improve their communications and energy independence, allowing them to continue operations independent of the normal, everyday power and communications grids. RFU is seeking funding to create backup power for their refrigeration units, ideally in partnership with the neighboring Market of Choice grocery store.

RFU has a Memorandum of Understanding with the local American Red Cross to provide food for disaster survivors. Part of a developing strategy is to increase production of freeze-dried foods from Oregon producers that will be shelf-stable for up to twenty (20) years.

RFU is looking to supply state resources across Oregon and build regional storage centers where freeze-dried food can be staged for distribution. A developing partner in Ashland is a newer business called Heather's Choice, who specializes in dehydrated foods. In addition to food stockpiles for disaster response, RFU supplies meat and produce to 600 people a day for three (3) days each week through their farmers markets and are currently the largest purchaser of produce in the Rogue Valley.

Aside from food, RFU is providing bilingual support for ongoing resource navigation and support for post-2020 wildfire recovery families in Josephine, Jackson, and Klamath Counties. RFU is a willing and eager partner in the Ashland community with the shared goal of making communities, including Ashland, better prepared for disasters. They have a trained staff and actively solicit grant funding and donations for their programs.

American Red Cross (ARC)

The ARC has been actively enhancing wildfire resilience in the Rogue Valley, particularly following the Alameda Fire. In August 2023, the American Red Cross launched the Community Adaptation Program (CAP) in Jackson County, aiming to bolster community resilience by partnering with local nonprofits. CAP focuses on providing training, equipment, materials, volunteer support, and funding to grassroots organizations addressing basic needs in disaster-prone areas. For instance, a grant was awarded to Rogue Food Unites to establish an independent power system, ensuring continued food distribution during power outages. Similarly, collaboration with Talent Maker City facilitated the construction of over 100 beds for residents displaced by wildfires and the installation of a solar charging station for community use. These initiatives exemplify the Red Cross's commitment to fostering local partnerships that enhance disaster preparedness and recovery efforts in the Rogue Valley.

By leveraging national guidance and resources, community-based strategies, and local service organizations, Ashland is well positioned to collaboratively create an equitable and effective wildfire recovery plan.

Preplanning Considerations

There are a multitude of preplanning considerations which will be introduced here.

Creating a Pre-Disaster Wildfire Recovery Plan

Establish clear roles, responsibilities, and actions by taking the following steps:

- Agree on plan goals, objectives, desired outcomes, and content.
- Assign a facilitator to bring partners, resources, and city staff together.

- Review information identified in the findings section of this chapter and other sources.
- Hire a writer to sort through available information, interview local organizations and knowledgeable individuals, and draft the plan.
- Submit the plan to the public and authorities for review and approval.
- Update the plan when needed (at least every five years).

Before a Wildfire (Preparedness & Capacity Building)

- **Build Interagency and Community Partnerships** – Strengthen coordination between local government, emergency services, nonprofits, and residents.
- **Secure Funding and Resources in Advance** – Identify and apply for grants, create emergency funds, and pre-establish aid programs.
- **Conduct Community Education and Training** – Inform residents and businesses about preparedness, insurance, and evacuation procedures.
- **Enhance Infrastructure Resilience** – Improve fire-resistant building codes, defensible spaces, and critical infrastructure protections.
- **Preplan for Re-entry** – Develop clear protocols for safe return after evacuation, including damage assessments, public communication, and support services.

During a Wildfire (Immediate Response & Resource Deployment)

- Activate Emergency Coordination Centers – Covered in Section 4.
- Assess Immediate Damage and Needs – Deploy rapid damage assessment teams to inform response and aid distribution.
- Support Evacuees and At-Risk Populations – Establish temporary shelters, medical support, and financial aid for displaced residents.
- Maintain a Contractor Contact List – Including mental health professionals, who will be critical resources during the recovery process.
- Begin Data Collection for Recovery Efforts – Document impacts for insurance claims, federal aid applications, and future planning.
- Communicate Clearly with the Public – Provide timely updates on fire progression, safety measures, and available assistance.

After a Wildfire (Long-Term Recovery & Resilience)

- **Implement Housing and Infrastructure Recovery Programs** – Fast-track rebuilding permits, offer financial assistance, and prioritize affordable housing.
- **Provide Economic Support for Affected Businesses** – Offer grants, low-interest loans, and technical support for reopening businesses.
- **Address Mental Health and Social Service’s Needs** – Ensure long-term access to trauma recovery, counseling, and community support programs.
- **Enhance Future Disaster Preparedness** – Update wildfire response and recovery plans based on lessons learned.
- **Monitor and Restore the Environment** – Rehabilitate burned landscapes, improve watershed protection, and invest in sustainable land management.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Recovery Planning Challenge Statements
Challenge RC-1: Wildfire recovery can be slow, painful, unfair, and expensive, but proactive planning can significantly ease the process.
Challenge RC-2: Ashland lacks the capacity, personnel, and funding to effectively preplan and deal with the devastation from a catastrophic wildfire.
Challenge RC -3: Wildfires can cause severe, lasting damage to streams and watersheds, triggering landslides and heavy sedimentation that can impact the city’s potable water supply.

Figure 51: Recovery Planning Challenge Statements

Baseline Conditions

- Ashland has a plan and funding strategy to relocate the city's Water Treatment Plant to mitigate risks from wildfires, floods, landslides, and earthquakes.
- Ashland's Electric Department has a plan focusing on maintaining a safe and reliable electric system during emergencies.
- Jackson County updated its Multi-Jurisdictional Natural Hazard Mitigation Plan (NHMP) in 2024, which will be effective until February 2029. The plan identifies critical infrastructure countywide.
- Oregon Housing and Community Services (OHCS) launched the ReOregon program after the 2020 wildfires. This initiative provides financial assistance for rebuilding housing, repairing infrastructure, and revitalizing local economies in affected areas.
- The RV COAD acts as the Jackson and Josephine Counties' coordinating organization with local government agencies toward an organized, collaborative response to and recovery from disaster by NGO, faith-based, community organizations and individuals. The Ashland Community Emergency Response Team (CERT) program educates residents about disaster preparedness and trains them in basic response skills, including fire safety, light search and rescue, team organization, and medical operations.

Desired Conditions

- Creation of an Ashland Wildfire Recovery Preplan which clearly addresses community needs before, during and after a wildfire; identifies what needs to be done immediately after the fire (0-30 days)—including an evacuation re-entry plan short-term (1-6 months), and long-term (6+ months); engages partners and citizens; prescribes activities that are fair and equitable, providing guidance to the "whole community", including residents, businesses, and major institutions; draws heavily on local experience, research studies, and best practices; and identifies available funds to implement the plan and track identified metrics.

Tracking Metrics

- A current wildfire recovery plan is available.
- Number of highly valued "wildfire recovery" resources and assets (see [appendices](#)) at low risk because of proactive risk reduction actions taken.
- Restoration of services – measure the time taken to restore power, water, schools, parks, and healthcare.

- School closed days, reopening provisions, and re-enrollment rates.
- Public engagement in recovery planning.
- Housing losses and reconstruction in progress.
- Displacement and return rates.
- Housing affordability post-fire.
- Insurance coverage adequacy.
- Distribution of recovery funds.

Monitoring Plan

- The plan should identify how the above metrics will be monitored and include demographic indicators to identify recovery gaps and inform policies to ensure no demographic group is left behind.
- Progress should be reported on the CWPP dashboard.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Recovery Planning Initiatives	
Challenge RC-1: Wildfire recovery can be slow, painful, unfair, and expensive, but proactive planning can significantly ease the process.	
RC-1.1	Collaboratively draft an inclusive Pre-Disaster Wildfire Recovery Plan by leveraging partners, mining information from this CWPP and local surveys, and integrating lessons learned from other communities.

Challenge RC-2: Ashland lacks the capacity, personnel, and funding to effectively preplan and deal with the devastation from a catastrophic wildfire.

RC-2.1	Survey all institutions and businesses that operate in Ashland to develop an inventory of who has adequate emergency operations and or business resumption plans.
RC-2.2	In anticipation of a major reduction in affordable housing, convene a working group to look at the existing baseline and develop and implement a proactive plan to address the potential for loss of even more affordable housing.
RC-2.3	Draft an Ashland Business Recovery Plan based on best practices adopted by other communities.
RC-2.4	Prepare businesses to support wildfire recovery focusing on displaced household needs.
RC-2.5	Discuss and develop joint plans and funding strategies with non-governmental organizations (NGOs) for disaster response.

Challenge RC-3: Wildfires can cause severe, lasting damage to streams and watersheds, triggering landslides and heavy sedimentation that can impact the city's potable water supply.

RC-3.1	Preplan Burned Area Emergency Response with partners to enable rapid landslide and erosion mitigation after wildfire
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Table 21: Recovery Planning Initiatives

Section 15

Implementation Blueprint

Section 15: Implementation Blueprint

Introduction

To protect Ashland from wildfire devastation, the community must become a **fuel break—not a fuel source**. By resisting ember attacks and slowing the spread of fire, our homes, businesses, and surrounding landscapes can help interrupt wildfire advancement and improve survival outcomes.

“We must recognize that our communities were developed in a climate and environment that no longer exist. We have the tools and knowledge to reduce community wildfire risks. But we must address the profound and deeply rooted misalignment of political and social expectations regarding what it means to live with wildfire. Now is the time to invest in long-term, economically efficient solutions, rather than short-term, risk-averse tactics. We have to live with wildland fire. We don’t have to live with fire in our communities.”

(Calkin, et al., 2023)

Achieving this transformation requires a clear blueprint for action, which is outlined in this final section. Our shared vision for Ashland’s future in the Executive Summary and five (5) overarching goals reiterated in this section are entirely attainable. Yes, it will take individual and collective effort, require investment, and will result in significant changes. With so much at stake, it’s not a question of whether we can succeed, but how quickly and effectively we can act.

To guide the way, this plan identifies many challenges, describes current and desired conditions, and proposes a comprehensive suite of activities (called initiatives) designed to overcome obstacles and drive real change.

This blueprint offers a path forward. It offers opportunities to share the workload and coordinate action. The blueprint can be regularly reviewed and adapted as needed to stay focused, flexible, and accountable.

Success will require more than just a good plan. The City of Ashland alone does not have the capacity to implement this CWPP. Meaningful progress depends on four critical ingredients:

- Strong community buy-in
- A coordinating body to facilitate collaborative implementation
- A trained workforce
- Substantial, sustained funding

This is more than a plan, it's a call to action, a roadmap to resilience, and a promise to future generations that we chose to protect and preserve Ashland.



Figure 52: Photo Courtesy of Charrisse Sydoriak

Ashland has the experience, vision, and proven ability to meet tough challenges. A powerful example is the city's long-standing commitment to wildfire risk reduction and forest stewardship. In 2013, Ashland added a small fee to all water bills to create a dedicated local funding source. Over the next decade, this modest investment—about \$1.2 million—unlocked more than \$33 million in federal, state, and private funding. It enabled the city and AFR Project partners to meet critical cost-share requirements and build strong partnerships with the U.S. Forest Service, dramatically advancing forest resiliency and fuels reduction work. A similar local investment strategy today would empower Ashland to implement the bold initiatives outlined in this CWPP—and protect our community for generations to come. We co-created a new model of forest stewardship, now we need to change how communities prepare for wildfire.

Blueprint for Action

Achieving Ashland's wildfire resilience goals will take more than technical solutions—it will require broad, sustained community involvement. Each household, business, organization, and institution has an important role to play in strengthening the city's wildfire preparedness. Because this task is complex, creating a clear action plan is not simple. To help explain it, we use a familiar analogy: building a home.

The **Five Goals** listed below are the foundation of this "home." Each goal acts like a pillar, helping hold up the entire structure. Attached to each pillar are **Key Results**—high-level objectives that show what needs to happen to make the structure strong and complete. Think of them as the major features of the home that allow the whole community to exist safely under one roof.

Challenges are like the obstacles and limitations we have to work around when designing a complex house. In this CWPP, about 40 challenges have been identified, meaning our "home" must be large, adaptable, and thoughtfully designed. Each challenge has been assigned a code to facilitate tracking. The table below should facilitate moving quickly between plan sections to find challenge categories and initiatives of interest.

Navigation Guide

Section	Challenge ID	Section	Challenge ID
Community Risk	CR	Paradigm Shift	PS
Health and Safety	HS	Codes & Ordinances	CO
Residential Risk	RR	Landscape Resilience	LR
Renter’s Preparedness	RE	Response & Prevention	RP
Socially Vulnerable People	SV	Wildfire Recovery Planning	RC
Insurance Crisis	IN	Implementation	IM
Economic Stability	ES		

Table 22: Blueprint Navigation Guide

Initiatives (or action steps) are similar to detailed construction drawings; the blueprint we use to turn our vision into reality. Before building, we must assess the site, gather resources, and assemble a skilled work crew. As construction moves forward, we can expect to encounter setbacks and make discoveries that necessitate adjustments.

Every initiative is nested under a challenge statement and has an assigned number. For a complete list of initiatives, refer to the [appendices](#).

Our Goals
Inspire and mobilize the Ashland community through trust, shared leadership, and open dialogue to achieve 90% risk reduction in 10 years.
Harden Ashland’s valued resources and assets (HVRAs) to wildfire through data-informed strategic planning and risk assessments. Monitor and report progress.
Revise municipal codes to align with the 90% risk reduction goal by integrating clear compliance timelines and financial assistance for eligible populations.
Establish a reliable city funding mechanism and build core capacity to partner, secure, manage, and match essential risk reduction resources.
Secure an average of \$8 million annually for 10 years to enable sustainable plan implementation.

Figure 53: Goals

Key Results Desired for Each Goal (Framework)

The key results and action steps that follow are a call for collective action. By working together, we can protect lives, homes, the local economy, and the natural and cultural resources that define Ashland.

All actions identified should be accomplished in a manner that is equitable and clear to most members of the community. Whether it’s a renter learning evacuation protocols, a business owner

retrofitting their storefront, or a neighborhood organizing a cleanup day, each step contributes to a safer Ashland. These efforts will be tracked, evaluated, and celebrated—ensuring we maintain momentum and adjust strategies as needed to stay on course.

Goal 1: Stronger Together, Safer Forever

Inspire and mobilize the Ashland community through trust, shared leadership, and open dialogue to achieve 90% risk reduction in ten (10) years.

Key Results (Measurable Objectives)	Challenges	When	Cost
<u>Leadership</u> : City Council approves the CWPP and establishes base level funding to sustainably implement.	PS-1, 2 & 3	FY26-FY36	\$
<u>Public Engagement</u> : Based on survey data, 90% of residents and business in Ashland understand the need for action; at least 50% are taking action by 2030; and 75% by 2036.	PS-1, 2 & 3; RR-1, RE-2; SV-1 & 2	FY26-FY36	\$
<u>Communications</u> : Develop a CWPP progress tracking platform to inspire and motivate the community.	CR-1; RR-1; SV-1	FY26	\$
<u>Partners</u> : Leverage diverse partnerships to enable effective outreach and risk reduction.	RR-4; PS-1, 2 & 3	FY26 & ongoing	\$

Table 23: Key Results Goal 1

Goal 2: Strengthen What Matters, Track What Counts

Harden Ashland’s valued resources and assets (HVRAs) against wildfire through data-informed strategic planning and risk assessments. Monitor progress.

Key Results (Measurable Objectives)	Challenges	When	Cost
<u>Assess Risks</u> : Periodically reassess wildfire hazards and risks across space and time.	CR-1	FY26	\$
<u>Scoring HVRAs</u> : Evaluate wildfire potential for all HVRAs, populate the HVRA table, and document scoring methods.	CR-4; PS-1, 2 & 3; IM-1	FY26	\$
<u>Strategize</u> : Develop a risk reduction strategy based on HVRA scores, taking into account fire behavior.	CR-1 & 4, IM-1	FY26	\$
<u>Prioritize</u> : Assess the extent of high-risk non-forest wildlands that need to be treated.	CR-1 & 4; IM-1	FY26–FY27	\$
<u>Report Changes</u> : Build a system to monitor, analyze, and publicly share wildfire risk reduction progress.	All	Ongoing	\$\$

Table 24: Key Results Goal 2

Goal 3: Smart Standards, Big Results

Revise municipal codes to align with best practices to achieve the 90% risk reduction goal.

Key Results (Measurable Objectives)	Challenges	When	Cost
<u>Prevent Ignitions</u> : Use education and tools to minimize unhoused person-caused ignitions.	PR-1	Ongoing	\$
<u>County-Wildland Hazards</u> : Engage Jackson County to promote coordinated non-forested wildlands risk reduction within 10 miles of the city.	PR-2	FY26–FY36	\$\$

<u>Pass Improved Wildfire Mitigation Codes:</u> Adopt necessary and enforceable vegetation management and structural hardening codes.	PS-1; RR-5, CO-3,4	FY27	\$
<u>Inspection Capacity:</u> Build inspection capacity to enable timely and consistent application of regulations.	PS-1; RR-5; CO-3	FY26	\$\$
<u>Phasing:</u> Phase in regulations, allowing ~3 years for owners to comply, prioritizing compliance for strategically important areas.	RR-5; CO-1, 2, 3, & 4	FY26–FY29	\$\$
<u>Early Adoption:</u> Promote voluntary compliance with IBHS Wildfire Prepared Home standards and connect to insurance crisis.	CO-3 & IN-1	Ongoing	\$
<u>Revise HOA CC&Rs:</u> to align with wildfire safety best practices by 2030.	CO-4	FY26–FY30	\$
<u>Implement:</u> Establish clear administrative compliance timelines.	CR-1; IM-1	FY27–FY30	\$\$\$
<u>Support Options:</u> Develop financial assistance opportunities for eligible populations.	PS-2; RR-2 & 3; R-1; SV-1, 2, & 3	Ongoing	\$\$\$
<u>Monitor Effectiveness:</u> Adapt regulations based on feedback, compliance tracking, and evolving risk.	PS-1, 2, & 3; RR-5; CO-1, 2, 3, & 4	Ongoing	\$

Table 25: Key Results Goal 3

Goal 4: Strengthen Our Core, Fund the Mission

Establish a reliable city funding mechanism and build core capacity to partner, secure, manage, and match resources essential for advancing wildfire risk reduction.

Key Results (Measurable Objectives)	Challenges	When	Cost
<u>Appropriate Funding</u> : Adopt an appropriate wildfire risk reduction fee that would provide for existing staffing, ongoing forest stewardship, and base funding for CWPP implementation.	IM-2; LR-1, 2, & 3	FY26	\$\$\$
<u>City Inspector</u> : Fund a wildfire mitigation inspector to enforce risk reduction regulations.	CO-3	FY26	\$\$
<u>Workload Management</u> : Establish a fiscally sponsored collaborative or independent NGO to share operational responsibility with the city to exponentially improve capacity.	PS-1, 2 & 3; IM-1, 2 & 3	FY26- FY36	\$\$\$
<u>Matching \$</u> : Maximize matching dollars to meet funding cost-share requirements.	CR-4; PS-2	FY26- FY36	\$
<u>Donations</u> : Create or align with existing charitable foundations to accept donations for wildfire risk reduction projects.	PS-2	FY26- FY36	\$
<u>External Grants</u> : Continuously apply for and manage federal and state hazard mitigation grants.	IM-1, 2, & 3	FY26- FY36	\$\$

Table 26: Key Results Goal 4

Goal 5: Meaningful Work, Massive Impact

Secure an average of \$8 million annually for 10 years to enable sustainable plan implementation.

Key Results (Measurable Objectives)	Challenges	When	Cost
<u>Electrical System</u> : Implement high-priority safety upgrades for wildfire resilience by FY30.	CR-2	FY26-30	\$\$\$
<u>Water Quality/Supply</u> : Identify and address Ashland's water system vulnerabilities.	CR-3	FY26-28	\$\$
<u>Workforce Training</u> : Develop a workforce training program and implement through a collaborative partnership.	RR-5, PS-2 & 3	FY26 & Ongoing	\$
<u>Work Crews</u> : Hire, train, and deploy wildfire risk reduction work crews for hardening and vegetation fuels management.	PS-2 & 3, IM-1	FY26 & Ongoing	\$\$
<u>Evacuation</u> : Implement tailored evacuation preparedness strategies for all residents, workers, and visitors.	HS-1, 2; RE-1; SV-2	FY26 & Ongoing	\$
<u>Public Health</u> : Implement smoke mitigation strategies for residents, workers, businesses, and visitors.	HS-3, SV-1 & 2, ES-1	Ongoing	\$
<u>Residential</u> : Fund and implement residential engagement, residential structure hardening, and defensible space initiatives.	RR-1, 2, 3, 4, 5; R-1, 2, 3; SV-1, 2, 3, PS-1, 2 & 3; IM-1, 2, & 3	FY26–FY36	\$\$\$\$
<u>Renter Preparedness</u> : Implement targeted wildfire risk reduction programs for rental properties.	R-1; 2, & 3; IN-2; PS-2 & 3	FY26–FY36	\$\$
<u>SVP Home Risk Reduction</u> : Deliver wildfire risk reduction support for socially vulnerable populations.	SV-1, 2, 3; IN 1, 2, & 3; PS-2 & 3	FY26–FY36	\$\$

<u>Landscape Resilience</u> : Implement ongoing maintenance through prescribed burning while addressing tree mortality issues on federal lands in the city's WUI Zone.	LR 1, 2, & 3	FY26–FY36	\$\$
<u>Flexibility</u> : Maintain some flexible funding to address emerging wildfire risk reduction needs.	PS-2 & 3; IM-1	FY26–FY36	\$

Table 27: Key Results Goal 5

The structured approach outlined in this section provides a blueprint for sustainable implementation of the 2025 update to Ashland’s CWPP.

Challenges

Findings have been distilled into “challenge statements” and assigned an identifier **(in bold)** for tracking purposes. Baseline and desired conditions are identified to establish a foundation for action. Tracking metrics and proposed monitoring methods are listed as well.

Implementation Challenge Statements

Challenge IM-1: Capacity and funding don’t exist to accomplish meaningful mitigation to protect all of Ashland’s critical values in a short timeframe.

Challenge IM-2: Implementation requires city funding and resources as a baseline and to meet required matching dollars for external grants.

Challenge IM-3: To be able to attract and administer significant funding we need dedicated city leadership, staff, and willing and able project partners.

Figure 54: Implementation Plan Challenge Statements

Baseline Conditions

- The local, state, and federal fund sources listed in the [appendices](#) provide several opportunities to fund wildfire mitigation initiatives. However, the availability of external funding is shrinking due to changing priorities at all levels of government and most sources require at least some degree of matching support. The ability to secure and administer funding requires a dedicated commitment of administrative time and resources.
- Two (2) City of Ashland wildfire mitigation staff are funded by a water meter fee. Since that fee was set ten (10) years ago and program costs have substantially increased, generated revenue is barely sufficient to pay the salaries of the Forestry Officer and Fire-Adapted Community Coordinator positions. These positions are critical to shepherd work outlined in the CWPP and to meet match requirements for federal grants.
- Financial assistance usually requires at least a 25% contribution (money or labor) by the beneficiary (including city government, but not always), though exceptions may be made based on fund source and income status.
- The City of Ashland has experience serving as the statutory partner to manage large grants from external funding sources and distribute funds to partners.
- Implementation of this CWPP cannot be accomplished with only city staff. A new approach is needed that leans heavily on community and partner capacity to engage and commit time and resources such as ACCESS, Workforce Oregon, the Ashland Chamber of Commerce, American Red Cross, Firebrand Resiliency Collective, Ashland Climate Collective, Jackson County COAD, local contractors, and many, many more.

Desired Conditions

- Prevent catastrophic wildfire losses by reducing risk on 90% of vulnerable structures by 2036—protecting lives, homes, and what we value most.
- Harden Ashland’s high value resources and assets (HVRAs) to wildfire through data-informed strategic planning and risk assessments. Monitor progress.
- Revise municipal codes to align with the 90% risk reduction goal by integrating clear compliance timelines and financial assistance for eligible populations.
- Establish a reliable city funding mechanism and build core capacity to partner, secure, manage, and match risk reduction funding.

- Secure an average of \$8 million annually for ten (10) years to support wildfire risk assessments, implement inclusive community engagement initiatives, and fund building and infrastructure hardening and defensible space work.

Tracking Metrics

- Progress toward 90% risk reduction-annual assessment of defensible space, structure hardening accomplished.
- Revenue generated by local funding mechanisms (e.g., water meter fee adjustment, new revenue sources).
- Number of workers trained and deployed through grants or partnerships.
- Workforce training effectiveness.
- % of new code updates adopted and compliance timelines initiated.
- Evaluate enforcement and compliance with updated codes.
- Development and public launch of a CWPP Implementation Dashboard.

Monitoring Plan

- Will be developed for the tracking metrics.
- Frequency of data collection and reporting is dependent on which initiatives get funded.

Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in a comprehensive Initiatives Table in the [appendices](#). Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Implementation Initiatives

Challenge IM-1: Capacity and funding don't exist to accomplish meaningful mitigation to protect all of Ashland's critical values in a short timeframe.

IM-1.1	Complete wildfire risk assessments on high-value resources and assets.
IM-1.2	Develop a strategy for wildfire risk reduction for socially vulnerable populations.
IM-1.3	Identify revenue sources within the community that can be used to attract external funding to implement the CWPP.
IM-1.4	Reserve funding to accomplish "resolve as we go" issues/needs.
IM-1.5	Create or co-opt an existing charitable, non-profit foundation to receive donated funds and resources for wildfire risk reduction projects.
IM-1.6	Solicit and manage external funding to hire, train, certify, and contract with risk reduction work crews to do prescribed structural hardening and code compliant fuels clearing.

Challenge IM-2: Implementation requires city funding and resources as a baseline and to meet required matching dollars for external grants.

IM-2.1	Adopt a city fee structure that sustainably funds ongoing forest resiliency and newly outlined CWPP wildfire risk reduction priorities.
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Challenge IM-3: To be able to attract and administer significant funding we need dedicated city leadership, staff, and willing and able project partners.

IM-3.1	Create a stable revenue source for CWPP implementation management.
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IM-3.2	Apply for Federal and State Assistance grants that offer financial support for hazard mitigation. Continuously collaborate with private, local, state, and federal entities to solicit and administer funding.
IM-3.3	Monitor and report on plan implementation progress annually. Maintain real-time assessed property data to support transparency, citizen engagement, municipal code enforcement, and risk reduction progress on the CWPP dashboard.

Table 28: Implementation Initiatives

Closing Thoughts

Closing Thoughts

Commitment. This one word sums up the 2025 City of Ashland Community Wildfire Protection Plan (CWPP) process. The CWPP is a synthesis of countless hours of work, both volunteer and paid, paired with detailed research, expertise, data crunching, and public outreach to meet the requirements of the Healthy Forests Restoration Act (HFRA) for a comprehensive community-based CWPP.

Writers of the CWPP update applaud the City of Ashland CWPP Management Advisory Committee for their insight and deference to creating a CWPP that strives to account for everyone in the community. Great lengths were taken to include observational comments from the community, and both quantitative and qualitative data were gathered from members comprising socially vulnerable populations, rental property owners and managers, homeowners and business owners, as well as other members of the community. To go to this length is unusual in CWPP processes, although it should be the norm, and the City of Ashland will now be seen as a pioneer in this area.

Best-practices in wildfire preparedness and mitigation were brought into this process, along with incorporating the latest technology in high-resolution LiDAR imagery and fire modeling.

The City of Ashland has a very high risk of wildfire – higher than 97% of communities in the United States (USDA Forest Service, 2024). The commitment that Ashland staff, community members, and volunteers brought to developing this CWPP must now carry into long-term policy and funding decisions. Ensuring a fire-resilient and fire-resistant Ashland requires stable, ongoing investment—built into city systems—to continue the work we've started together.

This is the time to prioritize practical, lasting solutions. As columnist Burton Hillis wisely said: “There’s a mighty big difference between good, sound reasons and reasons that sound good.”

It is our hope that current and future policy makers will see the sound reasons behind the actions and initiatives in the updated 2025 City of Ashland Community Wildfire Protection Plan, because real and lasting change requires a strong commitment. In 2020, the Alameda Fire provided a tragic example of what can happen when we simply sit on our hands and do nothing; now is ***the time to act and commit to making a real difference.***



Figure 55: Lithia Park, Photo Courtesy of Victoria Ditkovsky

Disclaimer

DISCLAIMER

While no community wildfire protection plan (CWPP) is perfect, and the absolute prevention of wildfires or losses resulting therefrom cannot be avoided or prevented with 100% certainty, the 2025 City of Ashland Community Wildfire Protection Plan (CWPP) aims to reduce wildfire risks to life, property, and Highly Valued Resources & Assets (HVRAs) by minimizing the risk of fire spreading between wildland areas and structures, and by minimizing ignition vulnerabilities that may arise from embers and low-intensity surface fires. This plan serves solely as a resource for future pre-fire planning and is intended to enhance community safety from surface fires and windblown embers based on current best practices for mitigating ignition risks in wildfire-prone areas. However, it must be acknowledged that even if the CWPP is strictly adhered to in all respects, wildfires and losses resulting therefrom are still possible. MC Fire, LLC and its subcontractors have relied upon a wide variety of information provided through local working groups, third-parties, and peer-reviewed wildfire prevention practices to prepare this plan and cannot verify the accuracy or reliability of all third-party sources. MC Fire, LLC expressly disclaims any and all liability for any damage, loss, or injury arising from its reliance upon inaccurate or incorrect information provided by a third-party.

MC Fire, LLC considers the City of Ashland to be at high risk for wildfires and advises that the City of Ashland strictly adhere to the CWPP's actions, initiatives, and recommendations. The City of Ashland expressly acknowledges that excluding any action, initiative, or other recommendations from the CWPP carries significant risk. If any actions, initiatives, or recommendations are taken by the City of Ashland that are contrary to those provided in the CWPP, the City of Ashland expressly assumes the risk of doing so and further expressly agrees to hold MC Fire, LLC harmless for any and all liability or losses suffered as a result. The City of Ashland expressly agrees to indemnify MC Fire, LLC from any related legal claims or liabilities that may arise from actions contrary to those recommended in the CWPP or from wildfires in general that could not be prevented even by strict adherence to the CWPP.

Glossary of Terms and Acronyms

Glossary of Terms & Acronyms

Terms

Access – fire department "access" refers to the ability of fire personnel and apparatus to reach a building, facility, or area during an emergency. This includes designated routes such as fire apparatus access roads, which ensure that fire engines, ladder trucks, and other emergency vehicles can effectively deploy equipment, access fire hydrants, and perform rescue or suppression operations.

Assets – human-made features, which can either be influenced positively or negatively by fire.

Combustible – materials that require higher temperatures to ignite compared to flammable materials. They have a flash point above 100°F and are considered less volatile. Examples include treated lumber or damp vegetation.

Defensible Space – a strategically maintained buffer zone around a structure or property. This space is designed to slow or stop the spread of wildfire by reducing flammable vegetation and other fuels. It also provides firefighters with a safer area to defend the property.

Dendroecologically – refers to the study of ecological processes and relationships using tree-ring data. It combines dendrochronology (the study of tree rings) with ecology to understand how environmental factors like climate, soil, and disturbances (e.g., fires, insect outbreaks) influence tree growth and forest dynamics.

Egress – refers to the safe and efficient means of exiting an area or structure during an emergency.

Flammable – materials ignite and burn easily at relatively low temperatures. They have a flash point below 100°F, which means they can catch fire quickly, making them more hazardous. Examples include dry grasses or untreated wood.

High-Density Development – refers to areas where structures are closely spaced, often with minimal separation distances. This density increases the risk of fire spread between structures due to proximity and shared exposure to embers or radiant heat.

Home Ignition Zone – the areas around a structure which define its ignition potential, broken down into zones from 0' – 5' (Immediate Zone), 5' – 30' (Intermediate Zone), and 30' – 100' or greater (Extended Zone).

Ingress – refers to the ability or means by which emergency personnel, vehicles, or equipment can enter an area or access a location.

Lack of Agency – refers to a state where an individual, group, or organization does not possess the power, resources, or authority to take necessary actions or make decisions to address a specific need or problem.

Ladder Fuels – live or dead vegetation that allows a surface fire to climb from the ground level. vertically up into the canopies of nearby trees, thus propagating the increased spread of fire.

Leaf Off – refers to aerial imagery and tree classification during seasons when deciduous trees have lost their leaves.

Leaf On – refers to aerial imagery and tree classification during seasons when deciduous trees have their leaves.

Multi-Family Housing Units – four (4) or more housing units in the same building.

Refugia – Locations that experience less severe or less frequent disturbances than the surrounding landscape.

Resilient – refers to the ability to withstand, adapt to, and recover from wildfire events.

Resistant – focuses on the specific measures taken to prevent homes and structures from igniting during a wildfire.

Resources – naturally occurring features which can be influenced positively or negatively by fire.

Structure Assessment – the assessment of a structure's ignition vulnerabilities from exposures to embers, exposures to direct flame, and exposures to radiant heat, looking at structural materials as well as vegetation management and combustible storage around structures.

Socially Vulnerable Population (SVP) – defining a group of individuals or population that is at higher socioeconomic risk from the threat of natural disasters and/or economic upset.

Urban Conflagration – refers to a large, destructive fire that spreads within an urban area, often fueled by the dense concentration of buildings, infrastructure, and sometimes vegetation. These fires can occur when a wildfire encroaches on the boundaries of an urban area or when a fire starts within a city and spreads rapidly due to strong winds, dry conditions, and flammable materials. The term emphasizes the intersection of wildfire dynamics with urban settings, which often leads to devastating impacts on human life, property, and infrastructure.

Wildland-Urban Interface (WUI) – the interface and intermix between wildlands and the built environment.

Acronyms

AACH	Asante Ashland Community Hospital
AARP	American Association of Retired Persons
ADS	Aerial Detection Surveys
AF&R	Ashland Fire & Rescue
AFAR	Ashland Forest All-Lands Resiliency Project
AFRP	Ashland Forest Resiliency Project
AGL	Above Ground Level
AQI	Air Quality Index
AMC	Ashland Municipal Code
ARC	American Red Cross
AUC	Area Under the Curve Analysis
AWMP	Ashland Wildfire Mitigation Project
BAER	Burned Area Emergency Response

BLM	Bureau of Land Management
CAP	Community Adaptation Program
CC&R	Covenants, Conditions, and Restrictions
CERT	Community Emergency Response Team
COA	City of Ashland
COAD	Community Organizations Active in Disasters
CRP	Community Response Plan
CWDG	Community Wildfire Defense Grant
CWPP	Community Wildfire Protection Plan
DEM	Digital Elevation Model
DCBS	Department of Consumer and Business Services (State of Oregon)
DIY	Do-It-Yourself
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAC	Fire Adapted Community
FACC	Fire Adapted Communities Coordinator
FAIR	Fair Access to Insurance Requirements
FEMA	Federal Emergency Management Agency
FRC	Firebrand Resiliency Collective
GIS	Geographic Information System

HEPA	High-Efficiency Particulate Air
HFRA	Healthy Forests Restoration Act (2003)
HMM	Hazard Mitigation Methodology
HOA	Homeowners’ Association
HVRAs	Highly Valued Resource and Assets
IBHS	Insurance Institute for Business and Home Safety
JCHHS	Jackson County Health and Human Services
JEOC	Joint Emergency Operations Center
KS WILD	Klamath-Siskiyou Wildlands Center
LiDAR	Light Detection and Ranging
LTRG	Long-Term Recovery Group
MAA	Mount Ashland Association
MSFD	Minimum Fuel Separation Distance
NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NHMP	Natural Hazard Mitigation Plan
NIFC	National Interagency Fire Center
NIST	National Institute of Standards and Technology
NRCS	Natural Resources Conservation Service
NWS	National Weather Service

OCDC	Oregon Child Development Coalition
ODEQ	Oregon Department of Environmental Quality
ODHS-OREM	Oregon Dept. of Human Services – Office of Resilience & Emergency Mgmt.
ODEM	Oregon Department of Emergency Management
ODF	Oregon Department of Forestry
OFMAS	Oregon Fire Mutual Aid System
OFRC	Oregon Forest Resources Council
OHA	Oregon Health Authority
OHCS	Oregon Housing and Community Services
OHRA	Options for Helping Residents of Ashland
OLLI	Osher Lifelong Learning Institute
OSF	Oregon Shakespeare Festival
OSFM	Oregon State Fire Marshal
OSU	Oregon State University
OWEB	Oregon Watershed Enhancement Board
PIT	Point-In-Time
RGB	Red, Green, Blue (cameras)
RVCOAD	Rogue Valley Community Organizations Active in Disaster
RVFPC	Rogue Valley Fire Prevention Cooperative
Rx	Prescribed

SIZ	Structure Ignition Zone
SOESD	Southern Oregon Educational Services District
SOFEE	Southern Oregon Fire Ecology Education
SOFRC	Southern Oregon Forest Restoration Collaborative
SOU	Southern Oregon University
SOWREP	Southern Oregon Wildfire Resiliency and Emergency Preparedness
SSD	Structure Separation Distance
SVP	Socially Vulnerable Population
TNC	The Nature Conservancy
Tx	Treatment
UAS	Uncrewed (or Unmanned) Aerial System
USFS	United States Forest Service
WUI	Wildland-Urban Interface
WRAP	Wildfire Risk Assessment Program

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2025 Ashland Community Wildfire Protection Plan

Appendices

Photo credit: Darren Campbell



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Appendix A

Community Profile

Appendix A: Community Profile

Ashland has a distinctive environment, governance framework, and relatively diverse population.

Location

Ashland is located at around 2,000 feet in elevation in the Rogue Valley in southwestern Oregon, about 15 miles north of the California border, and roughly midway between the San Francisco Bay Area and Portland on Interstate 5.

Nestled in the foothills of the Siskiyou and Cascade Mountain Ranges, Ashland boasts diverse ecosystems, including mixed conifer forests, oak woodlands, and riparian habitats. This rich biodiversity enhances the city’s natural beauty but also presents significant wildfire risks, especially where these wildlands meet the built environment.

Physical Environment

Ashland’s topography is marked by rolling hills and valleys, with elevations ranging from approximately 1,949 feet in the city center to over 7,500 feet at nearby Mount Ashland. It sits on a geologically complex interplay of sedimentary, metamorphic, and igneous rocks, reflecting its position near the convergence of the Siskiyou and Cascade Ranges. This geological diversity supports a rich array of soil types and ecosystems.

Varied terrain influences local microclimates and contributes to ecological diversity. The region’s flora includes mixed coniferous and broadleaf forests. Dominant tree species include Douglas-fir, ponderosa pine, and Oregon white oak. The understory features shrubs such as manzanita and ceanothus, along with a variety of herbaceous plants. The diverse plant life supports a range of fauna, including black-tailed deer, black bears, Pacific fish, and numerous bird species. The City contains an array of parks and managed “natural” areas which support diverse wildlife.

Weather and Climate

Ashland has a warm summer Mediterranean climate, characterized by distinct wet and dry seasons. The climate supports diverse ecosystems and largely drives the timing, frequency, and severity of wildfires.

Winters in Ashland are cool and wet, with average daily high temperatures ranging from 40°F to 50°F. Occasional snowfalls occur, averaging less than 10 inches annually. Summers are warm, dry, and sunny, with average high temperatures reaching 85°F to 95°F in July and August. Nighttime lows average 55°F to 60°F.

The frequency of days with temperatures exceeding 100°F in Southern Oregon has been increasing. According to Extreme Weather Watch, 2024 holds the record for the most days with temperatures reaching or exceeding 100°F in Ashland's history, totaling 11 days. Projections suggest that this pattern will continue. For Ashland, climate change models predict an increase of 3–19 days over 100°F by the 2050s, and 5–40 days over 100°F by the 2080s, depending on emission scenarios (Oregon Climate Change Research Institute, 2016).

Ashland receives approximately 20 inches of precipitation annually, with the majority falling between October and April. Minimal precipitation from May through September makes Ashland susceptible to drought and wildfires during the dry season.

Winds in Ashland are generally mild, averaging around 5–10 mph; however, stronger winds can occur (NOAA, 2022). The strongest winds are typically foehn winds, which descend from mountains to the east and southeast. During the 2020 Alameda Fire, sustained foehn winds of 20 to 25 mph, with gusts up to 40 mph, persisted throughout the day, driving the fire from Ashland through Talent and Phoenix, covering approximately nine miles in a few hours. These conditions led to the destruction of over 2,800 structures and resulted in three fatalities (Nauman, 2020).

The People

Ashland is a community deeply committed to resilience, sustainability, and inclusivity. The City's vision emphasizes maintaining its distinctive quality of place, fostering environmental conservation, and encouraging artistic expression. Ashland strives to be an open, welcoming community for all, with a focus on long-term planning and a positive economic future.

Additionally, recreational interests draw many visitors to Ashland throughout the year. Lithia Park, local trails, and Mount Ashland provide year-round opportunities for outdoor recreation, from skiing in the winter, to hiking and biking in summer (Ashland Parks and Recreation Commission, 2023).

Community Demographics

Understanding demographic elements is essential for tailoring public policies and community programs that address the needs of a diverse community.

Population and Density

In 2020, Ashland had a total population of 21,360, living in 10,264 households, according to the U.S. Census. *Of these, nearly half were occupied by renters.* The average household size, based on 2019–2023 data, is ~2 people per household. Approximately 10,200 people are employed in Ashland, primarily in health care and social assistance, educational services, and accommodation and food services (Data USA, 2022).

Ashland covers an area of 6.64 square miles, resulting in a population density of 3,218.8 people per square mile, based on 2020 U.S. Census data, significantly higher than the national average of 91 people per square mile (U.S. Census Bureau, n.d.).

Age and Household Composition

The median age of residents is 48.2 years, reflecting an older demographic compared to the national median age of 38.8 years. Approximately 47% of individuals aged 15 and older are married, and 33% of households include children under the age of 18. Single-person households constitute nearly 34% of all households, a figure indicative of a strong presence of retirees and young professionals in the City (City of Ashland, 2021).

Ethnicity

Ashland's population is predominantly White, with 85.7% of residents identifying as such. Other ethnic groups include individuals identifying as two or more ethnicities (9.4%), Asian (1.9%), Black or African American (0.5%), and American Indian and Alaska Native (0.7%). Hispanic or Latino residents account for approximately 8.9% of the population. Of all households, 8.3% of persons aged 5 years and over reported a language other than English at home, and 7.8% of residents were foreign-born (U.S. Census Bureau, n.d.).

Social Determinants

Understanding social determinants and addressing disparities are crucial for developing targeted policies and interventions that can enhance the quality of life for the whole community.

Health

Socioeconomic status significantly impacts health outcomes in Ashland. Approximately 10% of residents in Jackson County, which includes Ashland, report not having health insurance. Individuals with higher incomes and educational attainment generally have better access to healthcare services and healthier lifestyles. Conversely, households earning below the median income often face barriers to accessing adequate healthcare, contributing to increased stress and poorer health outcomes (Centers for Disease Control and Prevention, n.d.).

Housing

Housing affordability is a pressing issue in Ashland. According to the City’s Housing Capacity Analysis, 41% of households are cost-burdened, spending more than 30% of their income on housing expenses. The median home price in Ashland is approximately \$540,000, significantly higher than the 2023 national median of \$416,100. This financial strain exacerbates housing insecurity, particularly for renters, who make up approximately 42–47% of Ashland’s population (City of Ashland, 2021).

Education

Ashland’s residents are considered highly educated, with 65% of individuals aged 25 and older holding a bachelor’s degree or higher, compared to the national average of 38%. The presence of Southern Oregon University enhances the educational attainment of the community and provides opportunities for cultural and academic enrichment. The high school graduation rate in the Ashland School District is approximately 91%, surpassing both state and national averages (Oregon Secretary of State, 2023).

Employment

The local economy in Ashland is diverse, with significant employment in education, tourism, and healthcare. The unemployment rate in Jackson County, as of 2023, stands at 4.5%, slightly below the state average of 4.9%. Seasonal tourism, driven by events like the Oregon Shakespeare Festival, also influences employment patterns, creating temporary jobs during peak seasons. However, economic downturns can disproportionately impact low-wage earners in the hospitality and retail sectors (Oregon Employment Department, 2022).

Income

According to the U.S. Census Bureau's 2019–2023 data, the median household income in Ashland is \$71,782, slightly below the state median of \$80,426. Additionally, 14.2% of Ashland's population lives below the national federal poverty level (FPL), which does not account for regional cost-of-living variations. In 2022, the cost of living in every county in Oregon exceeded the FPL, with a single adult requiring an annual income of \$42,733 to meet basic needs (United for ALICE, 2025). According to the City of Ashland, 24.8% of households earn less than \$25,000 annually (City-Data.com, 2023).

High housing costs and a reliance on seasonal tourism exacerbate these disparities, limiting economic mobility for lower-income residents (U.S. Census Bureau, n.d.). The local economy relies heavily on education, tourism, and retail sectors, with seasonal employment fluctuations influenced by the Oregon Shakespeare Festival and other cultural events (Oregon Employment Department, 2022).

Food Insecurity

Food insecurity remains a significant concern in the region. Statewide, 13% of Oregon residents experience food insecurity, and the rate in Jackson County is slightly higher at 14%. Food banks, such as the Ashland Emergency Food Bank, report serving over 1,200 individuals monthly, reflecting the persistent need for support. Demographics such as single-parent households and renters are particularly vulnerable to food insecurity (Oregon Food Bank, 2022).

City Governance

Ashland operates under a Council-Manager form of government, a structure established through a charter amendment passed by voters in May 2020. This governance model ensures a separation of policy development and administrative management, fostering accountability and efficiency (City of Ashland, 2020).

The City Council serves as the primary legislative and policymaking body, comprised of a mayor and six council members. The mayor is elected at large for a four-year term and presides over council meetings. Council members are also elected at large and serve staggered four-year terms, providing continuity in governance. The council is responsible for approving budgets, enacting ordinances, and setting policy priorities (City of Ashland, 2023).

The City Manager acts as the chief executive officer, overseeing daily operations and implementing the policies set forth by the City Council. Appointed by the council, the City Manager coordinates with department heads to ensure effective delivery of municipal services, such as public works, community development, and public safety (City Manager’s Office, 2023).

The municipal government manages a broad spectrum of responsibilities, including public safety, infrastructure maintenance, land use planning, and community services. Ashland Parks and Recreation oversees the City’s extensive park system, including Lithia Park. Public safety is provided by the Ashland Police Department and the Ashland Fire & Rescue Department (City of Ashland, 2023).

Ashland’s governance structure reflects the city government’s commitment to responsive and participatory municipal management, emphasizing collaboration between elected officials, professional staff, and the community.

In the summer of 2022, the Ashland City Council adopted Vision and Value Statements for the City, which are reflected in this CWPP Update. In March 2023, the mayor and City Council formally adopted Priorities to take the City into the 2023–25 Biennium and beyond. The top two priorities are **wildfire risk reduction** and execution of the climate energy action plan (CEAP; City of Ashland, 2017) in a manner that supports “principles of equity of access”

Appendix B

Table of Initiatives

Appendix B: Table of Initiatives

Initiatives have been proposed for each identified challenge and are listed below, as well as in each related section in the main body of the 2025 City of Ashland CWPP. Implementation responsibilities, potential partners, and estimated project costs will be addressed as detailed work plans are created and projects receive funding.

Community Risk Initiatives	
Challenge CR-1: To respond effectively, Ashland must routinely reassess wildfire hazards and risks.	
CR-1.1	Reassess the 6,625 residential properties to compare with 2018 baseline data.
CR-1.2	Establish baseline data for ~2,700 multifamily units on ~540 parcels.
CR-1.3	Establish baseline data for ~1,280 commercial, institutional, industrial, and governmental structures on ~680 parcels.
CR-1.4	Analyze wildfire risk by property type so that customized risk reduction plans can be developed to address geographic patterns of wildfire risk.
Challenge CR-2: Additional wildfire mitigation measures are needed to make Ashland's electrical system safer.	
CR-2.1	Replace expulsion fuses with current-limiting fuses in high-risk areas.
CR-2.2	Replace wood cross-arms with fire-resistant fiberglass arms.
CR-2.3	Install squirrel guards on poles to prevent animal-triggered ignitions.
CR-2.4	Deploy drone inspections for pole and line monitoring.
CR-2.5	Install cameras to monitor smoke and fire conditions.
Challenge CR-3: Action is needed to identify Ashland's water system limits and implement solutions to safeguard the City's clean water supply.	
CR-3.1	Relocate the Water Treatment Plant to a safer site.
CR-3.2	Develop water quality and supply assurance initiatives based on Oregon State University (OSU) water infrastructure vulnerability study.
Challenge CR-4: Protecting every highly valued resource and asset in Ashland is impossible given limited time and resources.	
CR-4.1	Model wildfire scenarios and identify mitigation strategies.
CR-4.2	Use LiDAR and AI to assess wildfire exposure for HRAs with a Social Index Score ≥ 12 .

CR-4.3	Perform ignition risk assessments on high social index scoring HVRAs.
CR-4.4	Identify high-priority zones for early wildfire risk action investments.
CR-4.5	Secure funding and community support for high-priority zone treatments.

Community Health and Safety Initiatives

Challenge HS-1: Emergency notifications and advisories are not accessible to everyone, are confusing to some members of the community, and the communication system has operational weaknesses.

HS-1.1	Train two new staff for emergency communication system backup.
HS-1.2	Form an interdepartmental emergency notification team, provide training, and conduct regular system evaluations.
HS-1.3	Improve public communication strategies for wildfire emergencies.
HS-1.4	Install community alert sirens.
HS-1.5	Develop backup communications plan for network failures.

Challenge HS-2: Many are concerned that safe evacuation during an event will be extremely difficult for many reasons, including not having the means to evacuate, confusion about what to do and where to go, blocked roads, and fallen utility poles.

HS-2.1	Assess wildfire exposure hazards on primary evacuation routes and possible refuges areas and mitigate.
HS-2.2	Test and refine evacuation traffic management strategies.
HS-2.3	Inspect evacuation routes and hydrants annually.
HS-2.4	Explore widening arterial routes for better evacuation flow and engage the public to resolve conflicts (e.g., bike lanes).
HS-2.5	Parking Restrictions: Consider limiting street parking on Red Flag Warning days.
HS-2.6	Install additional traffic cameras at key locations.
HS-2.7	Evaluate and improve Evacuation Zone signage across the City.
HS-2.8	Integrate Red Flag Warnings into Jackson Alerts.
HS-2.9	Improve public education on evacuation zones and routes.
HS-2.10	Partner with social service organizations to develop action plans for seniors, low-income, housing-insecure, disabled, and unhoused populations. Secure funding for planning and implementation.
HS-2.11	Coordinate evacuation information and planning with local schools.

HS-2.12	Update the 2021 Evacuation Time Estimate study by 2028.
HS-2.13	Strengthen citywide and regional evacuation readiness.
HS-2.14	Expand evacuation zones regionally.
HS-2.15	Establish a task group to improve regional emergency preparedness.
Challenge HS-3: While the City has a 4-year-old community smoke impacts response plan, it has not been adequately funded and fully implemented. Community awareness of smoke impacts on public health and proactive protective measures could be improved.	
HS-3.1	Update the Community Smoke Response Plan (CRP) annually or as warranted.
HS-3.2	Integrate the evolving CWPP recommendations into the CRP.
HS-3.3	Expand air quality monitoring at public buildings.
HS-3.4	Educate residents and integrate smoke resilience into school curricula.
HS-3.5	Enable inclusive smoke resilience engagement citywide.
HS-3.6	Support businesses in mitigating smoke impacts on employees and visitors.
HS-3.7	Optimize public indoor spaces for clean air during smoke events.
HS-3.8	Collaboratively expand capacity and infrastructure at Ashland's Joint Emergency Operations Center (EOC).
Challenge HS-4: Local citizens and commuters are concerned about their health and safety during a wildfire event. Some fear they will be unable to receive health care or survive if they can't evacuate.	
HS-4.1	Collaboratively expand capacity and infrastructure at Ashland's Joint Emergency Operations Center (EOC).
HS-4.2	Standardize NIMS ICS and disaster training for all employees.
HS-4.3	Develop a plan to sustain healthcare services during wildfires.
HS-4.4	Partner to establish mass care and shelter locations.
HS-4.5	Be prepared to address wildfire-related mental health impacts.
HS-4.6	Evaluate and plan for use of hospitals, schools, and assisted-living facilities as refuges.
HS-4.7	Identify outdoor refuge areas for trapped individuals and make them known.
HS-4.8	Assess risks and benefits of designated assembly points.
HS-4.9	If viable, define actions needed to establish and manage temporary shelter areas, and work with property owners to secure funding and ensure these sites are safe and suitable for use.

Residential Risk Reduction Initiatives**Challenge RR-1: Residents' perceptions of wildfire risk vary significantly by housing type, location, ownership, and experience, leading to inadequate preparations.**

RR-1.1	Expand and promote wildfire risk reduction programs, including public education, home assessments, community outreach events, school programs, grant incentives (e.g., FEMA), and Fire Adapted Ashland initiatives across digital and public platforms.
RR-1.2	Refine messaging, education, and outreach strategies based on 2024 survey results and CWPP public input.

Challenge RR-2: Physical/functional limitations prevent many residents from conducting wildfire risk reduction work.

RR-2.1	Facilitate groups, organizations, and volunteers doing defensible space work for physically or functionally challenged households.
RR-2.2	Create a sustainable program to assist physically challenged households to create and maintain fire-hardened residences and defensible space around their homes. Consider modeling the program based on the Nevada County Fire Safe Council Functional Needs Program (n.d.).
RR-2.3	Partner with the HASL Center for Independent Living to connect individuals with disabilities and seniors to disaster preparedness and mitigation resources.
RR-2.4	Encourage personal support networks for physically challenged residents.

Challenge RR-3: Financial constraints pose a significant barrier to wildfire risk reduction across all demographic groups.

RR-3.1	Complete administration and implementation of the 2020-2025 FEMA funded fuels reduction grant.
RR-3.2	Secure additional fund sources to incentivize and directly assist residential home hardening and defensible space work.
RR-3.3	Explore local revenue options to support residential risk reduction work.

Challenge RR-4: Collective residential risk reduction is essential to protect everyone, yet many neighbors do not participate, or their efforts are inadequate even when they are in a NFPA designated Firewise USA® Neighborhood.

RR-4.1	Encourage neighborhood efforts to attain code compliance and wildfire risk reduction best practices, while simultaneously minimizing neighborhood or network dependence on City of Ashland oversight and financial assistance.
RR-4.2	Provide wildfire risk reduction guidance for multi-family complexes.
RR-4.3	Develop a neighborhood risk reduction program based on the best available science and published recommendations by the IBHS.

Challenge RR-5: Licensed and unlicensed workers are either not empowered to, are unaware of, or choose not to follow fire-resistant construction and/or landscaping best practices and some residents don't want to make recommended adjustments to be wildfire safe.

RR-5.1	Identify companies and workers, who consistently meet wildfire risk reduction codes requirements and best practices standards. Promote good work.
RR-5.2	Develop, test, and monitor methods to keep workers informed of current codes, ordinances, and best practices.
RR-5.3	Update weed abatement regulations to address residents' misunderstandings and enforcement challenges.
RR-5.4	Update municipal code to comprehensively and systematically address all wildfire risk work done by all kinds of workers.
RR-5.5	Maintain and update the City's wildfire risk reduction contractor list through outreach, training, and removal of consistently poor performers.
RR-5.6	Engage landscapers, nurseries, designers, and builders to foster cooperation and promote desired wildfire risk reduction products and best practices.

Renter Preparedness Initiatives

Challenge RE-1: Most renters lack authority to implement risk reduction measures. Rental owners and property management companies (by proxy) are ultimately responsible for reducing wildfire risk, but they don't appear to have incentive or motivation to take necessary action.

RE-1.1	Identify strategies to bring older rental units up to wildfire compliance standards for wildfire resistance and defensible space and to maintain those standards.
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RE-1.2	Develop the means to cover the cost of assessing wildfire risk for all rentals in Ashland.
RE-1.3	Establish a sustainable program to assess wildfire risk on privately managed rentals, using IBHS Wildfire Prepared Home standards and random inspections.
RE-1.4	Create a sustainable system to communicate with and assess wildfire risk at property-managed rental properties every five years.
RE-1.5	Secure funding, if necessary, to mitigate wildfire hazards and risks so that rental rates do not increase solely because of wildfire risk reduction activities.
RE-1.6	Encourage property management companies to require annual wildfire training and certification for contracted landscaping providers, phased in over five years.
RE-1.7	Implement a city-approved wildfire-resistant homes certification program for property managers, with options for private rental owners and recertification every three years.

Challenge RE-2: Renters living in multi-unit housing face greater challenges. Many renters don't understand wildfire risk or are not motivated to learn.

RE-2.1	Secure resources to sustain face-to-face engagement with renters and property owners, assess wildfire risk needs, and enhance renter education with a focus on evacuation, communication, and personal risk reduction for multi-family housing.
RE-2.2	Develop and update a "risk reduction best practices" package customized by housing type; ask property managers and encourage rental owners to provide wildfire preparedness and renters insurance information in welcome packages and attached to leases.
RE-2.3	Define lease agreement requirements for tenants to create and maintain defensible space in accordance with wildfire safety codes and ordinances.

Challenge RE-3: In the aftermath of wildfire, the availability of affordable rental homes in Ashland may become severely limited, potentially forcing many residents to relocate.

RE-3.1	Collaborate with regional partners who participated in the drafting of the Rogue Reimagined project to articulate recommended actions and avenues for securing resources.
RE-3.2	Create a partnership to pre-plan affordable housing rebuilding strategies (e.g., establishing a land trust like Breath of Life and Spirit Village) and the steps to make it happen.

RE-3.3	In the Ashland Wildfire Recovery Plan, include a section on rebuilding affordable rental building stock. Identify the challenges and solutions based on experiences in other communities.
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SVP Preparedness Initiatives

Challenge SV-1: Many socially vulnerable households underestimate their wildfire risk and face multiple barriers to reducing that risk.

SV-1.1	Investigate which local organizations have a similar vision/mission relative to the needs of the SVPs and find opportunities to formally collaborate and develop MOUs as appropriate.
SV-1.2	Find a champion to oversee implementation of SVP-specific initiatives.
SV-1.3	Create a work plan to enable SVPs to address risk-reduction barriers.
SV-1.4	Conduct face-to-face, engaging interviews with 200+ SVPs every 3-5 years.

Challenge SV-2: SVPs require a variety of communication modalities to develop trusting relationships critical to fostering engagement.

SV-2.1	Create a partnership capitalizing on existing networks and social service organizations to brainstorm and test multiple communication modalities to engage SVPs where they live and in other spaces as appropriate. Establish MOUs if necessary.
SV-2.2	Invest in relationship building methods that work for specific target populations/individuals by collaboratively developing and implementing a 5-year work plan to test communication modalities.
SV-2.3	Establish an "SVP Communications Fund" to explore and test communication modalities.
SV-2.4	Deliver customized information that is readily accessible to those who have limited resources, are house-bound, or isolated.
SV-2.5	If needed, figure out how to compensate partners who participate in the partnership development process.

Challenge SV-3: A majority of socially vulnerable residents live in housing that is highly vulnerable to wildfire ignition.

SV-3.1	Map where socially vulnerable residents live and systematically evaluate wildfire risk in those areas.
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SV-3.2	Pursue grant funding to provide socially vulnerable households with equipment and materials for healthy indoor air during wildfire events.
SV-3.3	Establish a city-based revenue stream to continuously support wildfire risk reduction projects for socially vulnerable households.

Insurance Crisis Initiatives

Challenge IN-1: While most Ashland homeowners are insured, affordability and access to coverage are growing concerns, particularly for residents in high-risk areas like mobile home parks and homes near wildlands.

IN-1.1	Promote the IBHS Wildfire Prepared Homes Program to single-family homeowners.
IN-1.2	Create a taskforce to develop sustainable, accessible insurance options for all housing types.
IN-1.3	Collaborate with insurers to educate the public on wildfire coverage challenges and solutions.
IN-1.4	Work with elected officials to align insurance premiums with location-based mitigation efforts.
IN-1.5	Develop a handout to guide residents on wildfire insurance coverage, including covering evacuation costs.

Challenge IN-2: The number of uninsured renters in Ashland is significant which means that many could lose all assets and be unable to find affordable temporary housing if their rental unit burns.

IN-2.1	Create a taskforce to develop sustainable, accessible insurance options for renters.
IN-2.2	Educate renters on wildfire insurance coverage and policy language to protect assets and survival needs.
IN-2.3	Create standardized lease language encouraging or requiring tenants to get renters insurance.
IN-2.4	Distribute information to renters about temporary housing insurance costs and options during evacuations or disasters.

Challenge IN-3: Many socially vulnerable residents are uninsured, leaving them financially unprotected and at risk of displacement when wildfire occurs.

IN-3.1	Create a taskforce to collaborate with the insurance industry and develop educational materials tailored to the needs of socially vulnerable populations (SVPs).
IN-3.2	Establish pathways to help those who cannot afford insurance obtain coverage for temporary housing, lost wages, and asset protection.
IN-3.3	Distribute educational materials and engage with SVPs using accessible methods, regardless of homeownership or insurance status.
IN-3.4	Develop additional activities based on lessons learned from the Alameda Fire.

Challenge IN-4: Rising insurance costs and wildfire risks threaten business stability, housing security, and Ashland's socioeconomic viability, with rebuilding efforts expected to take years.

IN-4.1	The Chamber of Commerce will comprehensively assess and broadly strengthen business insurance coverage.
IN-4.2	Collaborate with the insurance industry to develop strategies for sustained and affordable business coverage.
IN-4.3	Explore creating business insurance pools for wildfire resilience & recovery.

Economic Stability Initiatives

Challenge ES-1: Wildfire smoke is a recurring issue that continues to adversely impact the Ashland economy.

ES-1.1	Measure and quantify smoke impacts on businesses and visitors.
ES-1.2	Survey businesses about their smoke resilience efforts.
ES-1.3	Enable employees and visitors to be informed and remain healthy when air quality is poor.
ES-1.4	Update the SmokeWise Ashland website.
ES-1.5	Update the Business Preparedness Workbook with smoke strategies.
ES-1.6	Promote smoke-adapted facility upgrades for businesses.

Challenge ES-2: A significant wildfire would devastate Ashland's economy, with long-lasting impacts that could cripple its economic stability for decades.

ES-2.1	Map critical business assets and major employment centers to identify areas with the highest concentrations of people.
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ES-2.2	Assess the readiness of business facilities, staff, and customers for wildfire emergencies.
ES-2.3	Evaluate awareness and implementation of evacuation protocols, especially in visitor related businesses (lodging, dining, attractions)
ES-2.4	Create industry-specific wildfire protocols and evacuation plans, including zone awareness for staff and customers.
ES-2.5	Enhance business communication strategies for wildfire emergencies.
ES-2.6	Update and expand the Chamber of Commerce preparedness toolkits and videos.
ES-2.7	Host bi-annual wildfire preparedness workshops for businesses.
ES-2.8	Integrate wildfire resources into new Chamber of Commerce member packets.
ES-2.9	Provide outreach for employers, employees, and patrons with access needs.
ES-2.10	Collaborate with community partners to enhance existing programs and develop new initiatives.
ES-2.11	Create a visitor-focused wildfire emergency plan for downtown.
ES-2.12	Support resilience hubs to inform visitors and citizens.
ES-2.13	Partner with recreation organizations to inform visitors during wildfires.
Challenge ES-3: Most businesses are not doing enough to protect their structures from exposure to wildfire.	
ES-3.1	Work with the Ashland Chamber to help businesses understand structural vulnerabilities.
ES-3.2	Collect baseline structural vulnerability data for Ashland businesses.
ES-3.3	Support business structure hardening and defensible space initiatives.
ES-3.4	Track progress on structural risk reduction and publicly highlight accomplishments.

Paradigm Shift Initiatives**Challenge PS-1: Protecting the City from wildfire requires a fundamental shift in how community leaders and citizens collectively perceive and respond to the risk.**

PS-1.1	Maintain wildfire risk reduction as the City's top priority for the next 5-10 years.
PS-1.2	Implement policy and budget adjustments to support wildfire risk reduction for all property types in Ashland.
PS-1.3	Host a potential partners forum in 2025 to investigate which local organizations have a similar vision/mission and determine whether it is in all parties' best interest to formally collaborate.
PS-1.4	Create an organizational structure to fulfill initiatives based on existing and needed capacity.
PS-1.5	If a suitable entity does not exist, establish one or more formal organizations (either a fiscally sponsored NGO, or through an MOU) or a "Fire Safe Council" (multisector group with multiple partners-see 2020 California Fire Safe Council Handbook).
PS-1.6	Establish an advisory board(s) to ensure that community input is regularly considered in prioritizing and implementation.
PS-1.7	Create and annually review and update focused CWPP work plans.

Challenge PS-2: Existing wildfire mitigation efforts suffer from inconsistent and inadequate funding, making it difficult to support everyone.

PS-2.1	Develop customized community outreach plans by housing type.
PS-2.2	Hire NGOs to educate residents by housing type and demographic.
PS-2.3	Measure education and outreach program effectiveness and adjust strategies.
PS-2.4	Support experimental and interactive decision-making tools on the web including the Plant List Generator (link) and the certified "Service Provider's Directory" which enables the clients to review services received.
PS-2.5	Discourage sales of flammable landscaping plants and mulches in regional nurseries and landscaping centers.
PS-2.6	Collaboratively prioritize investments based on community wildfire risk assessments.
PS-2.7	Monitor and adjust CWPP progress annually.
PS-2.8	Systematically and aggressively engage collective action networks (e.g., Ashland Climate Collaboratives) to accelerate wildfire risk reduction.

PS-2.9	Champion networks such as Ashland Climate Collaboratives to collectively reduce wildfire risk within a defined space. These networks may be informal groups, formal associations, public service organizations, partnerships, trusts, civic clubs, business coalitions, Firewise USA® neighborhoods, or similar.
PS-2.10	Facilitate measuring and reporting of progress by all groups.
PS-2.11	Develop wildfire-resistant home-hardening training for retrofitting older buildings.
PS-2.12	Require home-hardening contractors to be certified in fire-resistant construction techniques.
PS-2.13	Institute a fire-resistant landscaping best practices training and worker certification program that results in a CEU's, a certificate, and listing on the City's website.
PS-2.14	Maintain an interactive, publicly accessible trained contractors' database that enables clients to compare and rate the contractors.
PS-2.15	Hire, train, and deploy crews for home hardening and defensible space work.
PS-2.16	Promote standardized fire-resistant landscaping in maintenance contracts.
PS-2.17	Identify incentives to encourage property owners and tenants to hire qualified contractors and maintain properties to wildfire risk standards.
PS-2.18	Track, advertise, and celebrate businesses and property owners who have demonstrated achievement of wildfire safety goals.
PS-2.19	Implement tailored education and outreach solutions by housing type and occupancy status.
PS-2.20	Build and implement a sustainable funding model that drives wildfire mitigation, prioritizes vulnerable populations and high-risk areas, and taps into public-private partnerships, insurance incentives, and federal/state grants.
PS-2.21	Start or utilize an existing foundation to get streamline access to tools and equipment and/or pay skilled workers to do wildfire risk reduction work for those who can afford to pay and those who can't.
Challenge PS-3: Voluntary compliance has proven insufficient, leaving the community dangerously exposed to wildfire. Alternative strategies are needed to accelerate risk reduction efforts.	
PS-3.1	Expand the Wildfire Risk Assessment Program (WRAP) to be able to continuously perform around 1000 strategically targeted personalized site assessments per

	year tailored to the housing type and demographic differences in the population. Assess wildfire risk based on capacity and funding using standardized protocols for ~300 apartment buildings and ~300 mobile homes in year one of funding. Assess multiplexes of all types in year two of funding. Assess single-family rental homes in year three.
PS-3.2	Develop business, major institution, and critical infrastructure, risk assessment/reduction programs. Use professional assessors if warranted for liability reasons.
PS-3.3	Draft wildfire risk reduction regulations for pre-existing structures, making it mandatory to take certain measures within three years of notice from the City. Extensions may be granted in certain cases. Implementation will be phased by priorities established by the oversight committee working with Ashland Fire & Rescue.
PS-3.4	Develop a strategy and secure resources to enable functionally and financially challenged property owners to meet regulations within an established timeline.

Code and Ordinance Initiatives

Challenge CO-1: Ashland Land Use Planning ordinances need updates to the best available science-based requirements for new developments.

CO-1.1	Create an internal interdisciplinary Wildfire Mitigation Team (WMT) to facilitate seamless and efficient implementation of the CWPP across city departments.
CO-1.2	Bolster wildfire resilience requirements for city development through consistent planning and zoning.
CO-1.3	Revise wildfire resilience codes for existing properties to maximize wildfire resilience.

Challenge CO-2: Ashland Municipal Code lacks robust and current science-based requirements for new and existing structures.

CO-2.1	Adopt improved science-based wildfire code amendments. (May warrant hiring a consultant).
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Challenge CO-3: City of Ashland staff are at or beyond capacity and don't have the time available to ensure compliance.

CO-3.1	Research best practices from other self-sustaining city wildfire code and ordinance programs.
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CO-3.2	Hire a full-time wildfire risk inspector to ensure consistent and timely code compliance.
Challenge CO-4: Many HOA CC&Rs in Ashland lack wildfire risk mitigation requirements, and some directly conflict with best practices and municipal codes.	
CO-4.1	Promote meetings and trainings for HOA Board Members, Architectural Review Committees, and Design Review Committees to promote wildfire prevention best practices and update CC&Rs accordingly.
CO-4.2	Encourage wildfire risk reduction champions and other knowledgeable community members to share expertise and inspire action.
CO-4.3	Help HOAs make appropriate wildfire prepared structure and landscaping choices for inclusion in CC&Rs.

Landscape Resiliency Initiatives

Challenge LR-1: Recent tree die-off in the lower Ashland Watershed is increasing fire danger to the community, watershed and trails.

LR-1.1	Work with the U.S. Forest Service to map and validate the extent and severity of tree mortality near Ashland's WUI and municipal watershed using Aerial Detection Survey data and ground verification.
LR-1.2	Identify and prioritize the most urgent areas for intervention where tree mortality is significantly increasing wildfire risk.
LR-1.3	Collaboratively develop a project plan that focuses on removing dead and dying trees, using expedited federal authorities and small-project environmental reviews to enable faster action.
LR-1.4	Leverage strong community and City Council support for proactive climate adaptation to build momentum for treatment of adjacent USFS lands. Utilize successful treatment prescriptions as appropriate.
LR-1.5	Seek funding opportunities and partnerships to implement treatments, including cost-sharing models similar to Phase One of the Ashland Forestlands Climate Change Adaptation Project.
LR-1.6	Establish a monitoring program to track tree mortality trends and wildfire risk reduction progress, and adjust treatment plans as necessary.

Challenge LR-2: Critical infrastructure and economic assets at the Mt. Ashland Ski Area are at significant risk of wildfire.

LR-2.1	Assess Vulnerabilities: Conduct a wildfire risk assessment for all Mt. Ashland Ski Area infrastructure, including lodges, lifts, communications installations, and utilities.
LR-2.2	Prioritize Assets: Identify and prioritize critical assets for structural hardening and defensible space improvements based on site risk. .
LR-2.3	Develop Protection Plan: Create a wildfire mitigation plan focused on structural hardening, defensible space, and fuel management around ski area and communications infrastructure in conjunction with USFS and MAA partners.
LR-2.4	Engage the USFS: Collaborate with the Rogue River-Siskiyou National Forest and Mt Ashland Association to expedite small-scale fuel reduction and protection projects under applicable federal guidelines.
LR-2.5	Secure Funding: Identify and pursue federal, state, and private grant opportunities to fund wildfire resilience improvements at Mt. Ashland.
LR-2.6	Implement Fuel Reduction: Initiate fuel reduction treatments, including thinning, pruning, and surface fuel removal, around key infrastructure and along primary access routes as appropriate.
LR-2.7	Harden Structures: Retrofit key buildings and infrastructure with wildfire-resistant materials and features to minimize ignition risk. Ensure any new construction meets best practices for wildfire protection.
LR-2.8	Establish Maintenance Protocols: Develop ongoing maintenance schedules for defensible space, structural inspections, and fuel reduction to ensure long-term resilience.
LR-2.9	Community Engagement: Collaborate with local recreation, conservation, and economic groups to build public support and advocacy for wildfire protection efforts at Mt. Ashland.

Challenge LR-3: The changing climate threatens the ecological integrity of the Ashland Watershed and there is currently no plan to address this risk on federal lands as there is on city lands.

LR-3.1	Facilitate creation of a “climate-smart” plan for the entire Ashland Watershed.
LR-3.2	Partner with the USFS to implement projects within Ashland’s scope of authority.

Response and Prevention Initiatives**Challenge RP-1: Unhoused community members face heightened wildfire risks and are also at risk of accidentally starting fires.**

RP-1.1	Collaboratively create a plan to develop the means to engage the unhoused to be better prepared for the impacts of wildfire on their health and safety.
RP-1.2	Provide training and resources for everyone who has contact with the unhoused to help them sign up for emergency alerts.
RP-1.3	Collaborate with local partners and organizations that engage with the unhoused to design a wildfire prevention initiative based on the Clackamas and Deschutes County model that provides items to reduce ignition risk. Find funding to purchase materials and assemble items.
RP-1.4	Implement a coordinated outreach campaign to improve the safety and well-being of the unhoused and deliver wildfire prevention messages and resources to the unhoused.
RP-1.5	Collect data to document and validate efforts to engage the unhoused. Modify initiatives based on lessons learned. Consider leveraging the annual Point-in-Time Count program for data collection.

Challenge RP-2: Ashland's highest wildfire risk currently comes from ignitions and rapid fire spread in the non-forested lands surrounding the City.

RP-2.1	Conduct a fine-scale wildfire risk assessment for the Bear Creek Greenway, highways, and adjacent lands; map priority ignition zones near neighborhoods, schools, critical infrastructure, and high-fuel areas.
RP-2.2	Implement strategic fuel breaks, defensible buffers, and low-flammability native plantings along highways, the Greenway, and private lands; partner with ODOT, Jackson County, and private landowners to coordinate vegetation management and debris removal.
RP-2.3	Phase in defensible space enforcement in fringe zones with education, incentives, and support for critical private parcels through cost-share or grant-funded programs.
RP-2.4	Collaborate with transportation agencies to reduce roadside ignition risks; install fire-resistant barriers along high-risk corridors; enhance patrols, signage, and public alerts during Red Flag warnings and Foehn wind events.

RP-2.5	Launch a citywide outreach campaign for adjacent private landowners; establish wildfire resilience partnerships among the City, nonprofits, businesses, and land managers to coordinate efforts across property lines.
RP-2.6	Conduct scenario-based drills simulating rapid wildfire spread; pre-position suppression resources in ignition-prone zones during extreme fire weather periods.
RP-2.7	Regularly monitor ignition-prone areas, vegetation conditions, and barrier effectiveness; adapt strategies based on evolving risk patterns and event after-action reviews.

Recovery Planning Initiatives

Challenge RC-1: Wildfire recovery can be slow, painful, unfair, and expensive, but proactive planning can significantly ease the process.

RC-1.1	Collaboratively draft an inclusive Pre-Disaster Wildfire Recovery Plan by leveraging partners, mining information from this CWPP and local surveys, and integrating lessons learned from other communities.
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Challenge RC-2: Ashland lacks the capacity, personnel, and funding to effectively preplan and deal with the devastation from a catastrophic wildfire.

RC-2.1	Survey all institutions and businesses that operate in Ashland to develop an inventory of who has adequate emergency operations and or business resumption plans.
RC-2.2	In anticipation of a major reduction in affordable housing convene a working group to look at the existing baseline and develop and implement a proactive plan to address the potential for loss of even more affordable housing.
RC-2.3	Draft an Ashland Business Recovery Plan based on best practices adopted by other communities.
RC-2.4	Prepare businesses to support wildfire recovery focusing on displaced household needs.
RC-2.5	Discuss and develop joint plans and funding strategies with non-governmental organizations (NGOs) for disaster response.

Challenge RC-3: Wildfires can cause severe, lasting damage to streams and watersheds, triggering landslides and heavy sedimentation that can impact the city's potable water supply.

RC-3.1	Preplan Burned Area Emergency Response with partners to enable rapid landslide and erosion mitigation after wildfire
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Implementation Initiatives

Challenge IM-1: Capacity and funding don't exist to accomplish meaningful mitigation to protect all of Ashland's critical values in a short timeframe.

IM-1.1	Complete wildfire risk assessments on high-value resources and assets.
IM-1.2	Develop a strategy for wildfire risk reduction for socially vulnerable populations.
IM-1.3	Identify revenue sources within the community that can be used to attract external funding to implement the CWPP.
IM-1.4	Reserve funding to accomplish "resolve as we go" issues/needs.
IM-1.5	Create or co-opt an existing charitable, non-profit Foundation to receive donated funds and resources for wildfire risk reduction projects.
IM-1.6	Solicit and manage external funding to hire, train, certify, and contract with risk reduction work crews to do prescribed structural hardening and code compliant fuels clearing.

Challenge IM-2: Implementation requires city funding and resources as a baseline and to meet required matching dollars for external grants.

IM-2.1	Adopt a city fee structure that sustainably funds ongoing forest resiliency and newly outlined CWPP wildfire risk reduction priorities.
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Challenge IM-3: To be able to attract and administer significant funding we need dedicated city leadership, staff, and willing and able project partners.

IM-3.1	Create a stable revenue source for CWPP implementation management.
IM-3.2	Apply for Federal and State Assistance grants that offer financial support for hazard mitigation. Continuously collaborate with private, local, State, and Federal entities to solicit and administer funding.
IM-3.3	Monitor and report on plan implementation progress annually. Maintain real-time assessed property data to support transparency, citizen engagement, municipal code enforcement, and risk reduction progress on the CWPP dashboard.

Appendix C

Funding Mechanisms

Appendix C: Funding Mechanisms

Wildfire risk is growing across many regions in the United States and globally. In response, numerous municipalities, counties, and fire districts have developed innovative local funding mechanisms to support wildfire risk reduction at the community level. These approaches are essential for financing home-hardening, fuel reduction projects, public education, and other mitigation measures that can prevent catastrophic wildfires and save lives and livelihoods. This Appendix outlines strategies some communities have implemented, describes how these mechanisms work, and highlights successful examples.

Community	Parcel Tax Amount	Annual Revenue	Purpose
Oakland, CA (Measure MM)	~\$99 per parcel annually	~\$2.67 million	Vegetation management, home hardening, evacuation route maintenance
Truckee, CA (Measure T)	\$179 per parcel annually	~\$3.7 million	Fuel reduction, defensible space inspections, public education, evacuation planning
Northstar, CA (Measure U)	Up to \$219 per parcel annually	~\$2 million	Vegetation management, fire break maintenance, evacuation planning
Marin County, CA (Measure C)	\$0.10 per sq ft (capped at \$75 per unit)	~\$19.3 million	Vegetation management, home hardening, public education, defensible space evaluations
Community	Sales Tax Rate	Annual Revenue	Purpose
Orinda, CA (Measure R)	1% increase (from 0.5% to 1%)	~\$2.4 million	Wildfire prevention, infrastructure maintenance, emergency preparedness
Boulder County, CO (Issue 1A)	0.1% sales tax (one penny per \$10)	~\$10–11 million	Strategic fuel reduction, defensible space, forest health, public outreach
Community	RETT Rate	Annual Revenue	Purpose
Vail, CO	1% of property sale price	~\$7.5 million	Fuel reduction, defensible space, evacuation route clearance
Community	Funding Type	Annual Impact	Purpose
Flagstaff, AZ (Forest Health Bond)	\$10 million bond	One-time funding	Forest thinning, watershed protection, community firebreaks
Colorado Springs, CO (Issue 2D)	\$20 million permanent fund	~\$1 million (5% drawdown)	Fuel reduction, evacuation planning, public education
Community	Funding Type	Annual Revenue	Purpose

Ventura County, CA (FHRP)	Cost recovery via property liens	Varies based on enforcement	Vegetation management, brush clearance enforcement
San Diego County, CA	Cost recovery via property liens	Varies based on enforcement	Hazard abatement enforcement on private property
Community	Utility	Annual Revenue	Purpose
Ashland, OR	Water \$3/mo/ meter	\$120,000	Protect Ashland water supply from extreme wildfire and promote forest resiliency
Portland, OR	Electric ~\$1.66/mo/ 780 kWhr	Unable to determine	Recover costs associated with the development and implementation of PGE's Wildfire Mitigation Plan
California (PG&E customers)	Electric mo/fee	Unable to determine	The state established a \$21 billion Wildfire Fund in 2019 to expedite compensation for victims of utility-caused wildfires

Table 1: Funding Mechanisms

Summary Table – Wildfire Risk Reduction Funding (Oregon FY 2025–26)				
Program (Funding Source)	Administered by	Eligible Applicants	Match Requirement	FY 2025–26 Funding Availability*
ODF Landscape Resiliency Grants (state)	Oregon Dept. of Forestry	Collaborative projects (public/private partners) in high-risk landscapes	Suggested match leverage (not required)	\$20M provided 2021–23; future funding pending (expected new round if appropriated)
ODF Small Forestland Grants (state)	Oregon Dept. of Forestry	Small forest landowners (≤160 acres westside) – groups or individuals	No mandatory match (25% in-kind encouraged)	\$2.5M for 2023–25 biennium; similar level anticipated for 2025–27 (grants \$10k–\$300k each)
OSFM Community Wildfire Risk Reduction Grants (state)	Oregon State Fire Marshal	Local governments, fire districts, tribes, non-profits	No required match (state covers up to 100%)	\$18M awarded in 2023 plus \$3M in 2024 for defensible space projects. Continued annual funding expected (~\$10M/yr recommend)
OSFM Defensible Space Incentive (state)	Oregon State Fire Marshal	Homeowners in designated high-risk communities	No match (direct \$250 payment per home)	Ongoing in FY25 – limited pool (funding “while supplies last”); thousands of grants

Summary Table – Wildfire Risk Reduction Funding (Oregon FY 2025–26)				
Program (Funding Source)	Administered by	Eligible Applicants	Match Requirement	FY 2025–26 Funding Availability*
				available as more areas added in 2024
Oregon Fire Hardening Grant (state)	OR Building Codes Division (DCBS)	Home/business owners rebuilding after 2020–2021 wildfires	No match (grant amounts per retrofit element)	Extended through Dec 2025; ~\$10M total fund, >\$3.3M given to 800 survivors so far. Grants up to ~\$6k–\$7k per structure
ODOE Efficient Wildfire Rebuilding (state)	OR Department of Energy	Homeowners & businesses who lost structures in 2020 fires	No match (incentive payments)	\$10.8M allocated; rebates \$3k–\$15k each. ~\$4M remains (as of 2025), program ends when funds spent
* State programs are subject to state budget appropriations each biennium.				

Table 2: Summary– Wildfire Risk Reduction Funding (Oregon FY 2025–26)

Summary Table – Wildfire Risk Reduction Funding (Federal Sources)				
Program (Funding Source)	Administered by	Eligible Applicants	Match Requirement	FY 2025–26 Funding Availability
FEMA BRIC (federal)	FEMA (via Oregon OEM)	States/tribes (sponsor local governments, special districts)	25% non-federal match (10% for small communities)	~\$1B/year nationally, Highly competitive.
FEMA HMGP (Post-Disaster & Post-Fire) (federal)	FEMA (via Oregon OEM)	States/tribes (sponsor local governments, tribes, some non-profits)	25% non-federal match (standard)	Varies by disaster.
USFS Community Wildfire Defense Grants (federal)	U.S. Forest Service	Local governments, tribes, non-profits, state forestry agencies	10% match (planning) / 25% (projects), waivable for underserved communities	\$1B over 5 years (≈\$200M/yr). FY22: \$197M awarded; similar funding through 2026.

BLM Community Fire Assistance (federal)	Bureau of Land Management	State agencies, counties, tribes, fire districts, NGOs (in OR/WA)	No fixed match required (federal IRA/BIL funds)	\$8M available in OR/WA for FY25 projects; grants \$30k–\$900k. Funded by 2025 budget (IRA/BIL); future funding likely with federal fire budgets.
USDA NRCS EQIP – Wildfire (federal)	Natural Resources Conservation Service (USDA)	Private landowners (forest/range owners), Tribes (for tribal land)	Landowner cost-share ~25–50% of practice cost (NRCS pays 50–75%)	Ongoing funding – millions yearly in OR for forest thinning, fuel breaks, post-fire rehab. E.g. 2024 E. OR fires signup in Feb 2025.
FEMA Fire Prevention & Safety (federal)	FEMA (USFA)	Fire departments or fire safety nonprofits	5% match (most applicants)	~\$36M nationally for FP&S (FY2024); a small grants for education, outreach, etc.

Table 3: Summary– Wildfire Risk Reduction Funding Sources (Oregon FY 2025–26)

Appendix D

Highly Valued Resources and Assets (HVRAs)

Appendix D: Highly Valued Resources and Assets (HVRAs)

Resources and Assets

	EXPOSURE	RESISTANCE	SURVIVAL	RECOVERY	IMPORTANCE	USERS	SCORE
	Exp Potential (1-5)	Fire Resistant (1-5)	Evac & Survival (1-4)	Postfire Recovery (1-4)	Relative Value (1-10)	1=Well- Off 3=All 5=SVP	Total Score (max=23)
Emergency Services and Health Care							
Emergency Services/Response Infrastructure							
Ashland City EOC – Lithia Motors Pavilion (SOU)			4	2	8	1	15
Ashland Fire & Rescue Station 1			1	2	8	3	14
Ashland Fire & Rescue Station 2			1	2	8	3	14
Asante Ashland Community Hospital			1	4	10	3	18
Ashland Police Department HQ			1	2	7	3	13
Ashland Police Department (secondary locations)			1	1	2	3	7
Public Health Services							
Pharmacies			1	3	7	3	14
Rogue Community Health – Ashland Health Center			1	3	5	5	14
Valley Immediate Care			1	3	5	5	14
Behavioral and Mental Health Services			1	3	7	3	14
Doctor's Offices			1	2	3	3	9
Surgery Centers			1	1	2	3	7
Physical Therapy Facilities			1	1	2	3	7
Options for Helping Residents of Ashland (OHRA)			1	4	5	5	15
2200 Ashland Street Facility			1	4	4	5	14

Resources and Assets

	EXPOSURE	RESISTANCE	SURVIVAL	RECOVERY	IMPORTANCE	USERS	SCORE
	Exp Potential (1-5)	Fire Resistant (1-5)	Evac & Survival (1-4)	Postfire Recovery (1-4)	Relative Value (1-10)	1=Well- Off 3=all 5=SVPs	Total Score (max=23)
Infrastructure and Utilities							
Transportation Infrastructure							
Ashland Municipal Airport			2	1	1	1	5
Ashland School District Bus Depot			4	1	7	5	17
Railway			2	3	2	1	8
Ashland Street (State Route 66)			4	4	8	3	19
North Main			4	4	8	3	19
East Main			4	4	8	3	19
Siskiyou Boulevard (OR99)			4	4	8	3	19
Collector Streets			4	3	8	3	18
Local Streets from Neighborhoods			4	2	5	3	14
Critical Intersections			4	4	8	3	19
Interstate 5 Southbound Onramp from OR99			4	4	8	3	19
Interstate 5 and OR66 Interchange			4	4	8	3	19
Interstate 5 and South Valley View Rd Interchange			4	4	8	3	19
South Mountain Road Emergency Ramp to I-5			4	4	8	3	19
Lithia Way and Helman			4	2	5	3	14
Valley View Bridge			4	4	8	3	19
Railroad Overpass (west side of Ashland)			4	1	7	3	15
OR66 Overpass (east side of Ashland)			4	4	8	3	19
Gas Stations			2	2	4	3	11
Utilities Infrastructure							
Ashland Fiber Network			4	3	8	3	18
Phone Landlines			4	1	6	3	14
TV/Internet Lines – Fiber and Coax			4	3	8	3	18
Telecommunication – Cellular			4	4	9	5	22
Ashland Electric Department Grid			4	4	10	3	21

Pacific Power			4	4	10	3	21
Ashland Wastewater Treatment Plant			1	4	10	3	18
Ashland Water Tx Plant near Reeder Reservoir			4	4	10	3	21
Natural Gas Facilities and Pipelines (Avista)			1	3	7	3	14

Resources and Assets

EXPOSURE	RESISTANCE	SURVIVAL	RECOVERY	IMPORTANCE	USERS	SCORE
Exp Potential (1- 5)	Fire Resistant (1-5)	Evac & Survival (1-4)	Postfire Recovery (1-4)	Relative Value (1-10)	1=Well- off 3=all 5=SVPs	Total Score (max=23)

Communication and Information Hubs							
Radio Stations			4	2	4	3	13
TV Stations			4	2	4	3	13
TV Transmitters			4	1	2	3	10
Government and Public Administration							
Ashland Chamber of Commerce			1	4	5	3	13
City Hall and Local Government Offices							
Ashland City Hall			2	2	5	3	12
Ashland Finance & Utilities Billing Building			1	2	5	3	11
Ashland Public Works Facility at 90 North Mountain			3	4	9	3	19
Community Development Building			1	4	8	3	16
Courthouses and Public Record Buildings							
Ashland Municipal Court/Council Chambers			1	2	7	3	13
City Records and Archive Facilities			1	4	10	3	18
Parks and Recreation Department Facilities							
The Grove			2	2	5	3	12
Headquarters Building in Lithia Park			1	1	5	3	10
Oak Knoll Golf Clubhouse and Shops			3	1	3	3	10
North Mountain Park			4	1	6	3	14
State Government – National Guard Armory							
National Guard Armory			3	1	2	3	9

Federal Government Facilities							
USFWS Forensics Lab			1	1	10	0	12
Post Office			1	3	4	3	11

Resources and Assets

EXPOSURE	RESISTANCE	SURVIVAL	RECOVERY	IMPORTANCE	USERS	SCORE
Exp Potential (1-5)	Fire Resistant (1-5)	Evac & Survival (1-4)	Postfire Recovery (1-4)	Relative Value (1-10)	1=Well- off 3=all 5=SVPS	Total Score (max=23)

Education and Social Services

Public Schools and Universities

Ashland School District Offices Buildings			1	3	6	3	13
Ashland High School			3	4	9	5	21
Ashland Middle School			3	4	9	5	21
Bellview Elementary School			3	4	8	3	18
Helman Elementary School			3	4	8	3	18
Southern Oregon University (SOU)			3	4	9	3	19
TRAILS Outdoor School			3	4	8	3	18
Walker Elementary School			3	4	8	5	20
Willow Wind Community Learning Center			1	4	8	3	16

Libraries

Ashland Public Library			2	2	5	5	14
Rogue Valley Metaphysical Library			1	1	2	3	7

Private Schools and Daycare Centers

Privately Operated Daycare			1	3	7	5	16
Ashland Head Start			1	3	7	5	16
Oregon Child Dev. Coalition - Briscoe Center			1	3	7	5	16
The Siskiyou School			1	3	5	3	12

Social Services Orgs & NGO Facilities

Ashland Elks Lodge #944			1	2	2	1	6
Masonic Lodge			1	2	2	1	6
NGO Offices			1	2	1	3	7

Resources and Assets

	EXPOSURE	RESISTANCE	SURVIVAL	RECOVERY	IMPORTANCE	USERS	SCORE
	Exp Potential (1-5)	Fire Resistant (1- 5)	Evac & Survival (1-4)	Postfire Recovery (1-4)	Relative Value (1-10)	1=Well- off 3=all 5=SVPs	Total Score (max= 23)
Faith-Based and Community Centers							
Faith-Based Facilities							
Ashland First United Methodist Church			1	3	4	5	13
First Presbyterian Church of Ashland			1	3	4	5	13
Other Sectarian Christian Facilities			1	3	4	3	11
Community Spiritual Centers			1	3	4	3	11
Synagogues and Temples			1	3	4	3	11
Nonsectarian Community Gathering Places							
Bellview Grange			1	4	5	5	15
Pioneer Hall and Community Center			1	4	5	5	15
Peace House (Quakers)			1	3	4	3	11
YMCA			2	3	5	5	15
Residences, Stores, Restaurants, and Businesses							
Residences							
Multi-Tenant Housing: Apts, Multiplexes, MH Parks			2	4	4	5	15
Assisted Living & Memory Care Facilities			4	1	4	5	14
Other Permanent Homes (all types)			1	1	4	3	9
Vacation/Secondary Homes			1	1	2	1	5
Food Supply Facilities							
Albertsons/Rite Aid			3	3	7	3	16
Ashland Food Co-op			1	3	7	3	14
Safeway			2	3	7	3	15
Shop n Kart/Bi-Mart			3	3	7	3	16
Market of Choice			1	3	7	3	14
Locally Owned Restaurants, Cafes, and Shops			1	2	3	3	9
Corporately Owned Restaurants			1	1	1	3	6

Large Fire-Resistant Dining Halls (e.g., SOU Hawk)			2	4	3	3	12
Food Banks			1	4	7	5	17
Building Supply Stores			1	3	2	3	9
Financial Institutions			1	2	1	3	7
Thrift Stores			1	4	3	5	13

Resources and Assets

EXPOSURE	RESISTANCE	SURVIVAL	RECOVERY	IMPORTANCE	USERS	SCORE
Exp Potential (1-5)	Fire Resistant (1- 5)	Evac & Survival (1-4)	Postfire Recovery (1-4)	Relative Value (1-10)	1=Well- off 3=all 5=SVPS	Total Score (max=2 3)

Environmental, Historic, Cultural, and Recreational

Critical Environmental Resources and Assets

Ashland Watershed			1	4	10	3	18
Hosler Dam (Asset)			1	4	10	3	18

Indoor Performance Venues

OSF Campus			1	3	7	3	14
Varsity Theatre			1	1	5	3	10
Oregon Cabaret Theatre			1	1	5	3	10

Historic and Cultural Assets

Nationally Listed Historic Buildings and Districts			1	1	5	3	10
Schneider Museum of Art			2	1	2	1	6
Butler Memorial Bandshell - Lithia Park			1	1	5	3	10
Science Works			2	2	4	3	11
Art Galleries			1	1	2	3	7
Cemeteries			1	2	2	3	8

Recreational and Tourism Facilities

Travel Ashland Oregon Turnout			2	1	2	1	6
Oak Knoll Golf Course Grounds			4	2	1	1	8
Hotels, Motels, Short Stay Rentals (< 30 days)			1	4	4	3	12
Hotels, Motels, Short Stay Rentals (that house SVPS)			1	4	4	5	14

Bed and Breakfast (B&B) Lodging			1	4	4	3	12
Ashland Creek Park (mix of community facilities)			1	2	2	3	8
Lithia Park			1	2	7	3	13
Railroad Park			2	2	3	5	12
Dog Parks			3	3	3	3	12
Garfield and Other Parks with Playgrounds			2	2	3	5	12
Neighborhood Grassy Parks/Spaces (few Trees)			2	2	2	3	9
Seasonal Recreation Facilities (e.g., ice rink)			1	1	1	3	6
Trail System			2	2	2	3	9
Ashland Mountain Ski Hill Facilities			1	1	5	1	8

Table 4: Highly Valued Resources and Assets (HVRAs)

Highly Valued Resources and Assets (HVRA) Scoring Guide

Step 1: Identify Core Values-at-Risk

The City of Ashland's High-Value Resources and Assets (HVRAs) are identified. Like assets are grouped together to avoid assigning any like-function structures more value than another and because it is not realistic to score more than 12,000 structures and all natural and recreational resources within city boundaries. *(Note that HVRAs will eventually be mapped on the community risk base map to facilitate strategic wildfire risk reduction planning at the neighborhood scale).*

Step 2: Assess Wildfire Exposure Potential (EXPOSURE)

Asset exposure scores will be determined using wildfire probability models and professional input. Conditions considered are proximity to wildland areas, topographic variables, and density of fuels (veg & buildings). Scores range from 1 (low) to 5 (extreme). To score, chose the highest number if one or more of the hazard rating criteria apply. *(Note that the criteria below are preliminary, incomplete, and intended for demonstration purposes only).*

1 = asset is less likely to be exposed directly to the heat of a wildfire or an ember blizzard because the asset is located on flat terrain, at least 2,700 ft from a high-density development, wildland fuels, riparian corridors

2 = the asset is located on or above a shallow slope (2–9%), 1500 ft from a high-density development, wildland fuels, riparian corridors

3 = the asset is located on or above a continuous 10–20% slope, at least 100 ft from a high-density development, wildland fuels, riparian corridors

4 = the asset is located on or above a continuous 21–40% slope, at least 100 ft from a high-density development, wildland fuels, riparian corridors

5 = Located on or above a 40+% slope or in alignment with a canyon, ridgeline, chute, or gully

Step 3: Assess Relative Wildfire Resistance (RESISTANCE)

Asset resistance to wildfire impact may be determined by assessing its relative flammability using recognized science-based metrics. Scores range from 1 to 5 with 5 being the least resistant. Note that the following definitions are subject to change.

1 = asset is made of unburnable material, or it has been “hardened” to IBHS Wildfire Prepared Home Plus standards; structure density is low (SSD=50+)

2 = asset is combustible, but it has been “hardened” to IBHS Wildfire Prepared Home Base standards; structure density is low (SSD=50+); and no highly flammable plants are growing within 30 ft of the asset

3 = asset is combustible, and it has been “hardened” to IBHS Wildfire Prepared Home Base standards (or surrounding conditions treated to limit ignition potential if the asset is a natural area); structure density is low (SSD=25+); no ladder fuels, horizontally continuous vegetation > 2 ft tall, and no highly flammable plants growing within 30 ft of the asset

4 = asset is combustible but has some “fire-resistant” features; there are some flammable materials (including other structures) within 25 feet of the asset; ladder fuels, horizontally continuous vegetation and highly flammable vegetation is at least 15 ft away

5 = asset is combustible but is not “fire-resistant” in some significant way; there are significant flammable materials (including other structures) within 10 feet of the asset; ladder fuels, horizontally continuous vegetation or all highly flammable vegetation are present within 5 ft of the asset

Step 4: Assess Value During a Citywide Life-Threatening Emergency (SURVIVAL)

This subjective variable is used to indicate whether the asset is necessary to enable emergency evacuation in the opinion of emergency managers/police, or if the asset is an accessible refuge area for when evacuation is impossible. The score ranges from 1 to 4 with 4 representing an asset critical for survival during a fast-spreading wildfire.

1 = asset is not needed to enable humans and their animals to safely evacuate or survive a rapidly spreading wildfire

2 = asset is needed to enable a segment of able-bodied humans and their animals to safely evacuate or “survive” if they can’t evacuate

3 = asset is critical for a significant proportion of the population to safely evacuate or survive

4 = asset is critical for physically challenged humans to safely evacuate or survive a wildfire

Step 5: Assess HVRA’s Importance to Post-fire, Citywide Recovery (Recovery)

This variable is a semi-subjective variable because recovery needs are dependent upon where and how much of the City burns. The assets needed to get basic needs met during the recovery process (including rebuilding) are dependent on available infrastructure, housing, and support services. The Alameda Fire recovery experience informed the scoring which ranges from 1 to 4, with 4 indicating great potential to support physical and socioeconomic recovery.

1 = asset is not essential during the wildfire recovery phase because the function of the asset can be accomplished elsewhere (e.g., the airport, parks & rec buildings, assisted living facilities)

2 = asset function is duplicated elsewhere in the City (e.g., there are two fire stations and many gas stations and local businesses/restaurants, doctor’s offices)

3 = asset essential to the economy (e.g., OSF) and meeting basic needs during rebuilding (e.g., pharmacies, building supply stores, urgent health care, sectarian and nonsectarian gathering places, dog park)

4 = asset is critical to the wildfire recovery process (e.g., the hospital, schools, primary roads, public works, power and water supply, access corridors, hotels/motels, and grocery stores)

Step 6: Relative Importance to Ashland's Functionality & Identity (IMPORTANCE)

The asset importance score reflects the relative value of the asset to community functionality, economy, and identity. The range of possible scores is 1 -10, with 10 being the highest because the asset is irreplaceable, or replacement costs are prohibitive. To avoid ranking every asset too highly, the following definitions should be carefully considered. A general rule is that anything over a 5 is essential to the community's safety, economy and functionality. If the asset is unique and important to the community's sense of identity it can be rated as a 5 but rarely more. Replicated assets like houses and businesses should rate 4 or below.

1 = Service or function can be accomplished elsewhere within the 30 miles even though it may be inconvenient (e.g., fast-food restaurants, banks, Ashland airport)

2 = Function can be temporarily delayed or accomplished elsewhere during a fire and reestablished relatively easily if affected (e.g., surgery center, retail stores, Lodges, offices, trail system, secondary/vacation homes)

3 = Important, but substitute service or function is available within 10 miles (e.g., post office, non-urgent clinics/doctor's offices)

4 = asset is a place of residence for a household or a business with good income and adequate insurance or a Shelter (e.g., Science Works, radio/TV stations, post office, spiritual service organizations, etc.)

5 = asset is a unique resource that drives the quality of life, identify, and welfare of "Ashland" (e.g., Ashland Plaza, YMCA, City Hall, Parks Dept and parks, nonsectarian gathering places like the Belview Grange and Pioneer Hall, theaters)

6 = asset is clearly an economic engine important to the tax base or supports the employment of many and socially vulnerable populations (e.g., affordable housing, Ashland Sch Dis Build)

7 = asset provides essential services that enable the community to get basic needs met (e.g., pharmacies and some health care services, childcare, groceries, and energy resources; Police Station/Council chambers/Courthouse, OSF campus)

8 = asset is important to emergency services (e.g., Emergency Operations Center, arterial roads, internet connectivity, fire and rescue facilities, elementary schools)

9 = asset is very important to retain in the community, no substitutions available within a reasonable distance (e.g., high & middle schools, SOU, cellular communication towers, and the City of Ashland's planning function)

10 = If the asset were lost, recovery would be possible only with extreme effort and cost, or is irreplaceable (e.g., undigitized archival records, critical infrastructure to support utility services and rebuilding, Forensics Lab (only one of its kind in the United States, the Ashland Watershed (water supply)

Step 7: Assess HVRA's Importance to Primary Users (USERS)

This variable refers to the demographic profile of the asset's primary users. Scores are 1, 3, or 5 to reflect the degree to which the assets beneficiaries are socially vulnerable by virtue of income, physical or mental health, limited mobility, discrimination or marginalization, or age (very young or elderly).

1 = Asset is primarily used by middle- and upper-income populations

3 = Asset is used by all or most demographic groups

5 = Socially vulnerable populations are highly dependent on this asset/resource

Appendix E

Whole Community Report

Appendix E: Whole Community Report

“Everything is old and dry. I’m scared because of the Alameda Fire. It’s nothing like when I was young. I am more aware than I was as a child. In the last decade it’s gotten so much worse. My daughter and I are triggered all the time.”

-Ashland single-parent apartment resident

Introduction

This report analyzes qualitative and quantitative studies from 2015, 2019, and 2024 to understand how sampled populations, primarily Ashland residents, perceive wildfire risk and preparedness. It also identifies key issues for the 2025 update of the Community Wildfire Protection Plan (CWPP). Additionally, this report serves as the summary of the 2024 CWPP open online survey. The findings from a comparative analysis of population similarities and differences provide a foundation for the 2025 CWPP risk reduction planning, including initiatives focused on whole community engagement, socially vulnerable populations, and rental properties.

The report introduces the various studies considered and then compares relevant results based on the following topics:

- Evacuation preparedness
- Perceptions of wildfire risk: why people feel their home is/is not safe
- Preferred wildfire safety information sources
- Barriers to improving home wildfire safety
- Insurance coverage among Ashland residents
- Perceived urgency to reduce wildfire risk in Ashland
- Key priorities for the CWPP update based on survey findings
- Stories and insights summary

Data Sources

In **2015**, the City of Ashland contracted the Center for Social Ecology and Public Policy (CSEPP) to “engage a qualitative research project to enlist Ashland residents in conversations about fire and fire readiness in preparation for the development of an updated CWPP.” Over a four-month period, CSEPP researchers contacted 437 residents to “sample the range of social and geographic diversity in the city, as well as businesses and organizations with interest and responsibility relevant to the Fire Plan” (Preister et al., 2015).

In **2018**, the City of Ashland conducted a rapid “curbside” risk assessment of approximately 6,625 single-family homes to establish a parcel-level wildfire risk baseline. The results indicated that 62% of these homes face high to extreme wildfire risk. In collaboration with the Wildfire Research (WiRē) Center, the City supplemented this assessment with a mail-in survey sent to about one-third of the evaluated households to compare residents’ awareness of wildfire threats with the risk levels identified by trained assessors. (USDA Forest Service, 2020).

In **2024**, the CWPP Update Team conducted three data collection projects to better understand socially vulnerable populations and renters while also providing an opportunity for community-wide input.

1. **Socially Vulnerable Population (SVP) Project** (Aug–Sep 2024) – A qualitative study examining how prepared socially vulnerable residents are for wildfire threats to their safety and homes. The findings are the basis for the CWPP Socially Vulnerable Populations Chapter.
2. **Property Management & Rental Property Owners Project** (Oct–Nov 2024) – Two independent surveys were conducted with property management companies and private rental owners to evaluate current and potential wildfire risk reduction efforts for renters. The findings informed the CWPP Rental Properties Chapter.
3. **Community “Voices” CWPP Survey** (Oct–Nov 17, 2024) – An online survey open to all residents, gathering perspectives, ideas, and concerns on wildfire-related topics to help shape the updated CWPP. The findings from this survey are summarized in this document.

¹ FEMA (October 2020) defines ‘Whole Community’ as individuals and families, including those with access and functional needs; businesses; faith-based and community organizations; nonprofit groups; schools and academia; media outlets; and all levels of government, including state, local, tribal, territorial, and federal partners.

When combined the **2024** data sets represents:

Total Owners	Senior Owners	Vulnerable Owners	Total Renters	Senior Renters	Vulnerable Renters
347 (81+266)	209 (59+150)	121 (71+50)	191 (144+47)	59 (44+15)	108 (85+23)

Total Seniors	Total SVPs
271 (103+168)	250 (173 + 77)

Property Management Companies		Private Rental Owners	
8 companies	4,066 rental units	22 rental owners	44 rental units

Table 5: Respondent Breakdown

Total Sample Size & Study Type

Number of Participants Engaged through Recent Ashland Wildfire Risk Related Studies

Year	Number	Nature of the study
2015	437	people were engaged in conversations in a range of venues
2019	~1,136	single-family home residents responded to a mail-in survey
2020	2,472	evacuation time study
2024	225	primarily socially vulnerable persons were engaged in conversations
2024	319	respondents to an open invitation to an on-line wildfire survey
2024	8	respondents to property management company survey
2024	22	respondents to a private rental property owner survey
Total	~4,619	

Table 6: Sample Size and Study Type

2015 CSEPP Qualitative Study

CSEPP researchers contacted 437 residents over a four-month period to “sample the range of social and geographic diversity in the City, as well as businesses and organizations with interest and responsibility relevant to the Fire Plan.”

Selected Trends Reported in 2015

- School enrollment is steadily declining, and Ashland’s population is aging
- Turnover in the Ashland population is high...[this] means that “Education is Forever.”
- Renters “pretty much dismissed attention to fire risks.”
- “Residents resoundingly favored education over regulation, but they may support regulation when it is related to safety.”

Selected Wildfire Concerns in 2015

- Private lands adjacent to City land are a big concern because of untreated fuels.
- The awareness of residents regarding the risks of fire was highly variable. Some people showed very low awareness.
- Avoid authoritarian approaches...[they] will put an immediate brake on collaborative activity.
- People’s value of privacy is a deterrent to creating “defensible space”.
- The “Jackson County Fire Plan determined that rental properties frequently had significant fire risks in landscaping and building conditions, and that landlords, particularly absentee rental property owners, were not timely or responsive often in addressing problems.”
- Researchers did not specify how many were homeowners or renters. However, they discovered that homeowners and renters have differing concerns as shown below.

Homeowners’ Primary Concerns

- Managing and maintaining **defensible space**.
- **Costs** associated with implementing fire-resistant landscaping and home retrofits.
- More accessible **information on best practices and available resources** to assist with mitigation.

Renters' Primary Concerns

- **Limited ability** to implement wildfire mitigation measures due to property ownership constraints.
- **Personal safety** during wildfires.
- **Unclear communication** from property owners and local authorities about wildfire risks.

Conclusions: Homeowner concerns strongly reflected their close relationship with their place of residence. Renters are concerned about their lack of control over their living conditions and about evacuating and personal safety.

Selected Recommendations

- People trust day-to-day and face-to-face communications
- Renters may require special attention
- Adopt a “resolve as you go” to address issues and sustain interest/momentum
- “Baby Steps” are important to learning new behaviors.
- Repeat visits are extremely valuable because they give people time to think and act.
- Find ways to “turn over” responsibility to citizens.
- Use community-wide meetings not to develop the plan but to showcase the elements developed at smaller scales and to integrate the whole. It is a time for confirmation, public recognition of citizen contributions, and celebration.

Most of the results and recommendations from the 2015 qualitative “conversations” with 437 citizens have been reinforced and augmented by the 2024 research results. Of note are recommendations to focus on face-to-face communications, repeat visits, give special attention to renters, and enable and empower citizens to be personally responsible.

USDA Wildfire Quantitative Study (AKA 2019 Survey)

In March 2018, Ashland Fire and Rescue (AFR) partnered with the USDA Rocky Mountain Research Station Wildfire Research (WiRē) Team to collect social data to better understand Ashland, Oregon

single-family home residents' knowledge, experiences, and perceptions about wildfire risk. A mail-in survey packet was completed to 1,128 respondents (55.5% response rate) who self-evaluated their wildfire risk. The research team generated a paired dataset. (USDA Forest Service, 2020).

The neighborhoods represented in the study were restricted to areas directly adjacent to significant wildland fuels or on a steep slope, or both. Within the subset of 2,045 residences invited to participate in this study, 75% of the properties were rated by risk assessors as "facing high, very high, or extreme risk of wildfire."

The survey results reflect a narrow group of Ashland residents—predominately relatively affluent single-family homeowners. Nearly 80% of the respondents reported an annual income (in 2018) of over \$50,000, 42% over \$100,000, and 92% of the respondents were homeowners.

While the survey data is 6 years old, and there was no system established for reporting risk reduction activities performed by residents, it provides an informative perspective on how closely older more affluent residents living in higher risk areas of the City perceive their wildfire risk relative to access, evacuation, structure ignitability, and defensible space compared to observed conditions made by city wildfire risk assessors. Of note, relatively affluent single-family homeowners appear to understand the relative risk of wildfire and defensible space requirements similarly to the city risk assessors. Some major differences were discovered in perceptions of how fire-hardened their homes are and actual construction of the homes.

The report contains many insights relating to preferred communication pathways, evacuation preparedness, expectations of home loss if a fire occurs, acceptable mitigation strategies, risk reduction activities regularly performed, and barriers to mitigation activities and the importance of incentives. The findings relating to experience with insurance companies are significantly different from the survey finding in the 2024 CWPP on-line survey.

The findings from this 6-year-old investigation are the best information available for moderate- and high-income single-family homeowners. Other demographic groups are better represented by data collected in 2024.

Demographic Data Collected

- Average year the single-family homes were built was 1971 but ranged from 1856–2018
- Average age of the respondent was 67 years and 60% were retired
- 84% were full-time occupants, 92% were homeowners, and ~3% were renters
- 77% indicated an annual household income of >\$50,000; 42% reported an income of >\$100,000
- 47% indicated that they have an advanced degree (M.D., M.A., M.S., PH.D., etc.)

Selected Attitudes and Perceptions

- Most residents are aware of, and concerned about, the wildfire threat and somewhat accurately self-assessed their overall wildfire risk rating
- In some neighborhoods 73% reported that their neighbors were taking steps to reduce wildfire risk; and in other neighborhoods 40% reported that their neighbors are doing nothing.
- 5% or fewer think homeowner actions to reduce risk are ineffective, or (1) the occupant won't do anything because they want "to live in the trees," (2) they think risk reduction isn't their responsibility or (3) "firefighters should put their lives at risk to protect my home"
- Most residents understand that firefighting resources cannot be relied on, however, 14% believe that "local firefighters will have sufficient resources to protect threatened homes"
- 45% thought there was a 50% or greater chance that if there is a wildfire on their property, their residence would be destroyed or severely damaged.

Selected Wildfire Risk Reduction Results

- ~1/3 have limited evacuation access (one road in/out)
- ~77% have some equivalent of "defensible space" within the 0–30-foot zone based on assessor observations*
- ~74% had no combustible material other than vegetation within 30 ft of their home based on assessor observations*
- More than 88% reported regularly mowing, raking and reducing vegetation on their property and keeping debris off their roof and out of the gutters.

**Note that assessor observations were limited because they did not go onto the property to assess conditions around the entire property. Defensible space was evaluated based on only three factors: surface vegetation within 30 feet, ladder fuels within 30 feet, and tree canopy.*

Selected results are compared in this document with the data collected from the socially vulnerable populations project (2024 SVP) and the “voices from the community” survey (2024 on-line survey).

Socially Vulnerable Populations Qualitative Study (2024 SVP Project)

From June–October 2024 a variety of opportunities were provided to 225 people to safely express their thoughts and feelings about wildfire in Ashland. The purpose of this qualitative research project was to gain perspective on what motivates (or not) and enables low-income renters and socially vulnerable persons (SVPs) who have not been engaged so far for whatever reason to reduce the risk of wildfire where they live.

Demographic Data

- 93.3% of the interviewees live in Ashland
- 77% self-identified as “lower income, housing insecure, senior, disabled, a single parent, and/or have limited English-speaking skills
- Approximately 46% self-identified as “seniors”, 52% as low income, 20% as housing insecure, 24% as disabled, 4% as single parents, and 3% as having no or limited English speaking skills
- Of the 225 responses recorded, approximately 64% of the respondents said they are renters and 36% said they are homeowners.

Living Situation Observed or Reported by the Respondents

- 31% (70) live in an apartment building
- 25% (56) live in a single-family household.
- 22% (50) live in a mobile/manufactured home or RV
- 19% (42) live in a condominium, townhouse, duplex, or triplex
- ~1% (1) live in a studio, ADU, or cottage

This document includes selected results to compare findings from the 2019 single-family home survey and the 2024 online community survey.

Community “Voices” Wildfire Quantitative Study (AKA 2024 CWPP Survey)

Three hundred nineteen (319) responses were received during the survey period from an open-to-all on-line survey. Advertising for the survey was facilitated by the City of Ashland’s Communications Specialist. The volunteer CWPP Community Engagement Liaison processed the results.

Demographic Data

- Approximately 97% (298) of the respondents said they live in Ashland and 24% (77) self-identified as “lower income, a single parent, limited English-speaking, unemployed, disabled or living in crowded conditions.”
- More than half of the respondents (53%) said they were 65 years old or older.
- Approximately 18% of the respondents said there is someone 17 years old or younger living in the household.
- Eighty-three (83) percent (266 people) of the respondents are homeowners, 15% (47 people) said they are renters; and 2% (6 persons) indicated that they were neither.

Living Situation Reported by the Respondents

- 77.1% (246) live in a single-family household.
- 5.0% (16) live in a townhouse
- 4.7% (16) live in a studio or Accessory Dwelling Unit (ADU)
- 4.1% (13) live in a condominium
- 3.8% (11) live in an apartment building
- 1.6% (5) live in a mobile/manufactured home or RV
- 1.3% (4) live in a duplex
- 0.9% (3) a room or room(s) in a home
- 1 respondent each live in a triplex, or identified as “unhoused”

- Three respondents selected “Other” which 2 of the respondents further described as “mixed use” (“apartment” above commercial units) and 1 respondent identified as “PUD” (definition not known).

Evacuation Preparedness Findings

The **2019** mail-in survey (2019 survey) was the only study that specifically looked at accessibility (ingress/egress) around people’s homes. This makes sense since the population sampled primarily lives on steep slopes above the downtown area.

Thirty-five (35) percent of the survey respondents reported that they have only one road in or out, but city fire staff observed that 22% of these properties had such a limitation. This indicates an opportunity to make some residents more aware of their ingress/egress options. Driveway length and width were also evaluated because they affect first responders’ ability to safely access the property and safe evacuation by the occupants. The findings are particularly worth considering when tailoring education materials for residents of properties with long, narrow, steep, and/or complex driveways.

The **2019 survey** also asked respondents about how prepared they were to evacuate—specifically whether they had a plan to evacuate people, pets, and livestock. Over half (59%) reported having an evacuation plan for the people in their household; and for whom it applies, over half (56%) have a plan for the pets in their home/on their property (Figure 1).

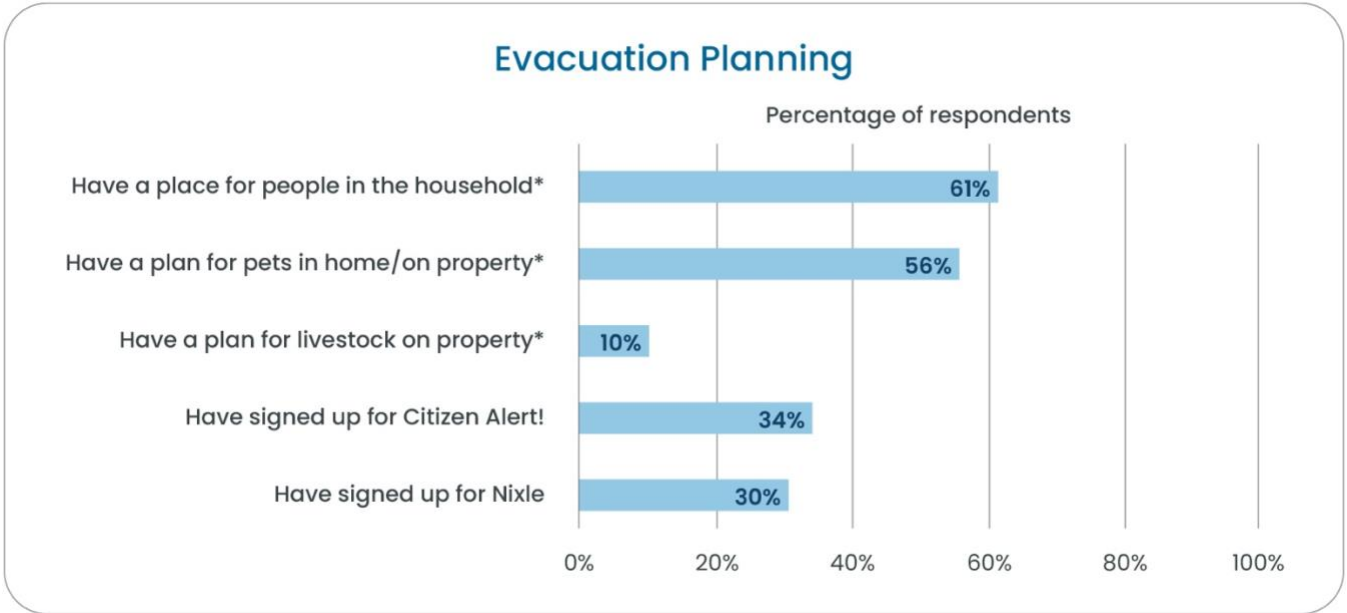


Figure 1: 2019 Evacuation Preparedness Results (*means not relevant to all respondents)

Three hundred nineteen (319) respondents to the **2024 CWPP survey** answered a multiple-choice question to assess how prepared they are for a wildfire-caused evacuation. As shown in Figure 2, nearly 86% of those who responded to the 2024 on-line survey are registered for Citizen Alert, ~73% said they know the Ready/Set/Go system; ~68% indicated that know their evacuation zone; and ~48% say they have a “Go-kit” ready. Nearly 21% chose “I feel unprepared for an evacuation.” Nearly 81% may not have an evacuation plan, or they have a plan but have not practiced it.

The increase in the percentage of the population that has signed up for emergency notifications in 6 years is very significant – more than doubling – which is excellent. The challenge with comparing the other results is that the survey questions focused on different aspects of evacuation. The 2019 survey focused on whether respondents had a specific evacuation plan for people, pets, and livestock, while the 2024 survey looked at broader indicators including whether the respondent had known the Ready/Set/Go system and their evacuation zone number—metrics not included in the 2021 survey. The evacuation plan questions were phrased differently between the two studies which makes comparison impractical. It appears however, that there could be a significant decline in the number of households who have prepared an evacuation plan of any kind. This finding should be of concern for the 2025 CWPP evacuation preparedness program. No matter how the results are interpreted,

many residents may still be unprepared for a wildfire evacuation despite increased awareness raising efforts by the City.

Subject	2019 responses	2024 responses	Comments
Registered for Nixle and or Citizen Alerts	30-34%	86%	Great; can improve
Know the Ready, Set Go Protocol	N/A	73%	Good; can improve
Have a go kit, including for pets	N/A	48%	Okay; can improve
Have an evacuation plan for people	61%	21%	Not good
Have an evacuation plan for livestock	10%	N/A	No comment
Have practiced my evacuation plan	N/A	19%	Not good
I feel unprepared for evacuation	N/A	21%	Not good
I know my evacuation zone number	N/A	68%	Good; can improve

Table 7: Evacuation Plan Results

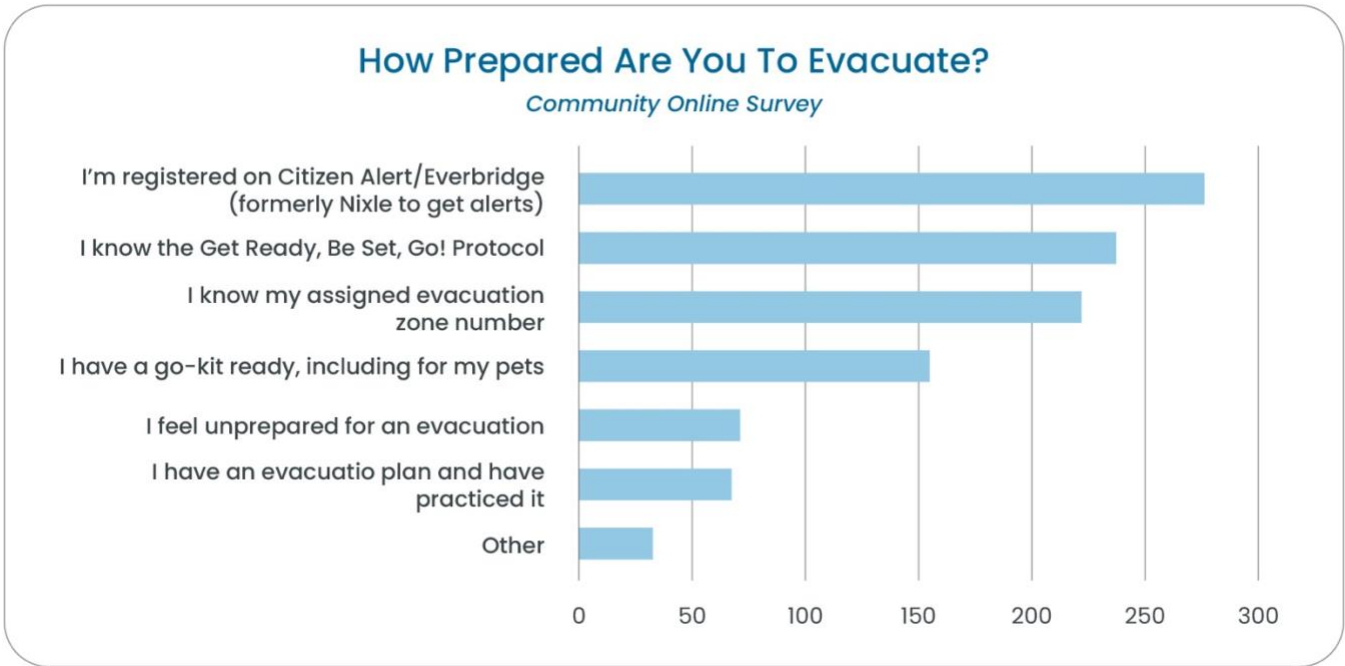


Figure 2: 2024 Evacuation Preparedness Results

Twenty-seven percent (27%) of respondents to the 2024 on-line CWPP survey expanded on evacuation preparedness concerns by selecting the “Other” choice. An AI (ChatGPT) synthesis of the input highlighted a wide range of concerns and experiences related to wildfire preparedness and evacuation:

- A significant portion of respondents express varied levels of emergency preparedness, with some having detailed plans involving sheltering in place or specific evacuation routes, while others acknowledge gaps such as unpracticed plans, lack of go-kits, or uncertainty about evacuation zones.
- Experiences from past fires, including the Alameda and Paradise fires, contribute to heightened anxiety and a sense of urgency, particularly among those who previously lost homes or experienced chaotic evacuations.
- Concerns about community and infrastructure are prevalent, focusing on issues such as inadequate evacuation planning by local authorities, traffic congestion, and unclear or inaccessible evacuation routes.
- Some respondents admit to a lack of readiness, citing complacency or insufficient action despite recognizing potential risks.

Perceptions Of Wildfire Risk: Why People Feel Their Home Is or Is Not Safe

2019 Survey Perception Findings

The 2019 mail-in survey respondents were asked to self-assess their overall wildfire risk rating, but they were not asked to explain their reasoning. Therefore, we cannot compare the 2019 results to data collected in 2024. We can posit, however, that a year later when the Alameda Fire occurred in 2020, the sense of risk would have increased. In 2019, 62% of respondents agreed or strongly agreed that “my property is at risk of wildfire.” It would be interesting to test this hypothesis and to resurvey the sampled population (predominantly financially secure single-family households that live adjacent to wildland areas) to find out if they were motivated to change their beliefs or activities relating to wildfire risk after the Alameda Fire.

The “expectations about wildfire” data in 2019 is worth considering as is the “expected outcomes in event of wildfire” and “expected directions of fire spread” relative to public lands. Respondents reported that, if there was a wildfire on their property, it was likely that their home/property would:

- be destroyed (28%), or
- experience some physical damage (58%), or
- have smoke damage (63%), or
- the trees and landscaping would burn (54%), or
- be saved by the fire department (39%).

2024 CWPP Survey Perceptions Findings

The 2024 CWPP survey respondents were asked to rate how safe they think their home is on a scale from 1 to 5 with one being “very unsafe” and 5 being “very safe.” Out of more than 300 responses, the average score was 3.03 which means on average, people feel their home is “safe.” Respondents were asked to explain their answer. Their written replies were subsequently sorted by score and housing type to better understand why people feel safe or unsafe from wildfire.

The responses highlight significant differences in wildfire risk perceptions based on housing type. While factors such as location, construction materials, and personal preparedness efforts influence these perceptions, the ability to mitigate risks is often constrained by housing type and ownership status. Below are key takeaways based on respondent feedback:

1. Apartment Residents: Limited Control and Property Maintenance Concerns

- Apartment dwellers generally feel moderately safe to unsafe, with some expressing confidence due to urban locations and proximity to emergency services.
- However, many highlight poor property maintenance by owners, with concerns about untrimmed vegetation and dead trees increasing fire risk.
- Those living in mixed-use buildings feel slightly safer when structures have fire-resistant materials, such as stucco exteriors.

2. Condominium Residents: Dependence on HOAs and External Risks

- Condo residents express divergent views on safety, depending on HOA management and individual mitigation efforts.

- While some feel protected by fire-resistant construction and alarms, others cite poor HOA enforcement of vegetation management and proximity to high-risk areas.
- Living near major roads like Interstate 5, North Mountain, and East Nevada introduces additional risks from vehicle-caused fires.

3. Duplex/Triplex Residents: Firewise Participation but Persistent Risks

- Some perceive a benefit from HOA-led Firewise initiatives that focus on education and vegetation management.
- Despite these efforts, concerns remain due to proximity to forests, transient activity, and highway fires.

4. Mobile/Manufactured Home Residents: Fire-Hardening Efforts vs. Vegetation Risks

- Some residents have taken proactive measures, such as metal roofs, cement board siding, and defensible space, but nearby vegetation and unprotected neighboring units increase risk.
- Those living in parks near tall trees (40-150 ft) feel particularly vulnerable.

5. Residents in Shared Housing (Rooms or Room Rentals): High Vulnerability and Limited Control

- Renters in shared housing express frustration over their lack of control in implementing fire safety measures.
- Those who have experienced past wildfire evacuations, like the Alameda Fire, report long-term trauma and anxiety about future events.
- Flammable construction materials (e.g., wood siding and shingle roofs) heighten concerns.

6. Single-Family Homeowners: Greater Preparedness but Persistent External Risks

- Single-family homeowners report the widest range of perspectives, with many actively fire-hardening their properties through defensible space, vegetation removal, and fire-resistant materials.
- Despite personal efforts, respondents highlight significant risks from neighboring properties, city-maintained forests, and locked gates impeding evacuation.
- Climate change, increasing wildfire intensity, and inadequate community-wide mitigation fuel concerns.

7. Studio/ADU/Cottage Residents: Fire-Resistant Materials vs. Environmental Risks

- Some feel safer due to fire-resistant construction (e.g., stucco siding and tile roofs).
- However, those near riparian zones, mature trees, and transient activity areas worry about increased ignition sources and limited firebreaks.

8. Townhouse Residents: Structural Vulnerabilities and Mixed Safety Perceptions

- Townhouse residents express concerns about shared walls, increasing fire spread potential.
- Some feel safer in urban locations, but others highlight fire risks from ornamental trees, proximity to highways, and transient activity.

2024 SVP Project Perception Findings

The SVP Project responses were rated by expression: “very unsafe, unsafe, safe, kind of safe, and very safe.” These expressions are translatable to the 1-5 number scale used in the 2024 CWPP survey. The SVP respondents also had the option of replying with the equivalent of “don’t know”, “I don’t think much about it” or “I don’t care”.

About 32% of the respondents said they “don’t know or don’t think about it much” and about 1% said they “don’t care.” The mid-range response “kind of safe”, (equivalent to a 3) was 30.2%, which was the most popular answer after “I don’t know.” Just over 47% of the sampled population in the SVP project feels some degree of “safe”. Nearly 20% feel some degree of “unsafe.”

Respondents Safety Perceptions Summary

- 47% (106 respondents) felt some degree of safety (“very safe” or “kind of safe”)
- 20% (44 respondents) felt “unsafe” or “very unsafe”
- “Kind of safe” was the most common response

The following groups most often reported feeling only “kind of safe”:

- Renters
- Low-income individuals
- Housing-insecure individuals
- Seniors

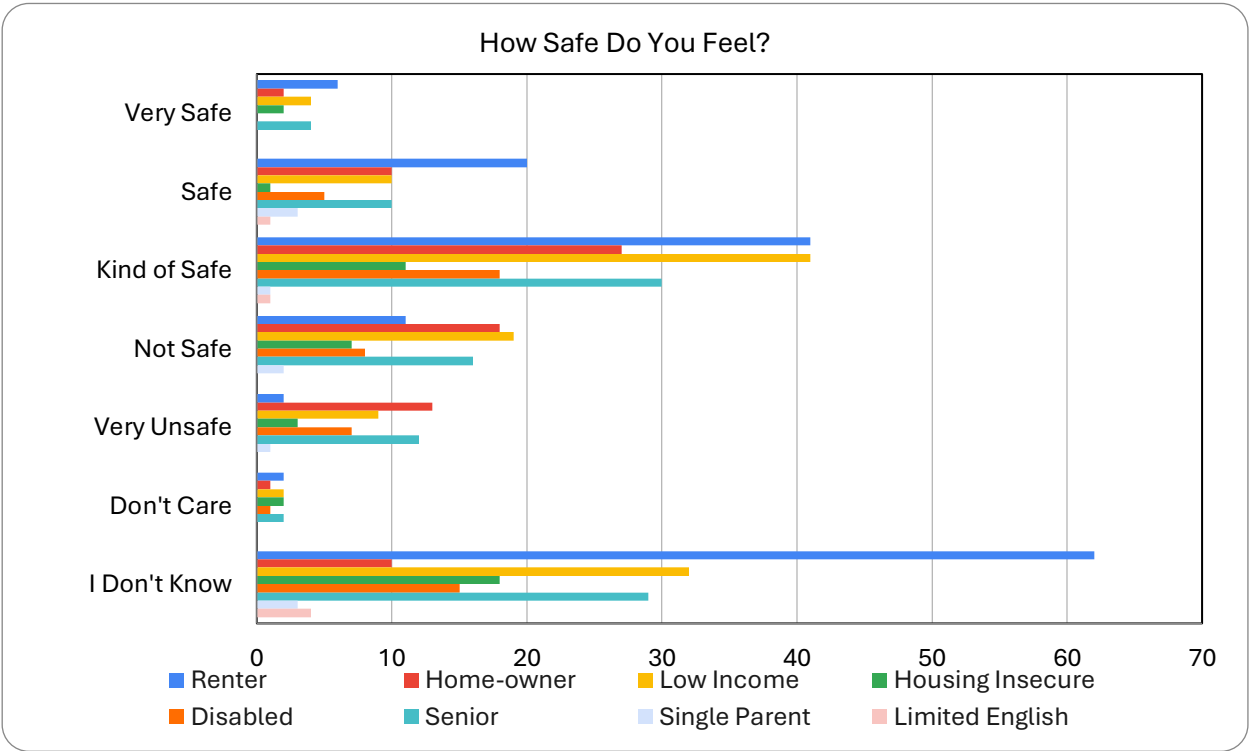


Figure 3: Feelings of Safety Results

Higher levels of feeling "unsafe" or "very unsafe" were reported among:

- Housing-insecure individuals
- Low-income individuals
- Disabled respondents

The perceptions of wildfire safety among sampled renters and homeowners differ. Among renters, a significant portion (44%) either "don't care" or "don't know" about their safety related to wildfires. Nearly half (47%) of renters feel "safe," while a smaller percentage (9%) consider themselves unsafe.

In contrast, homeowners demonstrate a greater awareness or concern about wildfire safety, with only 14% reporting that they "don't care" or "don't know." A similar proportion to renters, 48%, feel "safe," but a notably larger percentage (38%) of homeowners feel unsafe.

Renters (n=144)	44% don't care or don't know; 47% feel "safe"; and 9% feel unsafe
Homeowners (n=81)	14% don't care or don't know; 48% feel "safe"; and 38% feel unsafe

Table 8: Homeowners and Renter Response

These findings suggest that renters, compared to homeowners, are less engaged or informed about wildfire risks, as reflected in their higher rates of indifference or uncertainty. Homeowners, on the other hand, exhibit a greater level of concern, with a significantly higher proportion perceiving themselves as unsafe.

The table below and Figure 3 above illustrate how different socially vulnerable groups perceive their relative safety. Low-income individuals show mixed awareness levels: 47% feel safe, while 29% either don't care or don't know about wildfire safety, and 24% feel unsafe.

Low income (n=117)	29% don't care or don't know; 47% feel "safe"; and 24% feel unsafe	Seniors (n=103)	30% don't care or don't know; 43% feel "safe"; and 27% feel unsafe
Housing insecure (n=44)	45% don't care or don't know; 32% feel "safe"; and 23% feel unsafe	Single parents (n=10)	30% don't know; 40% feel "safe"; and 30% feel unsafe
Disabled persons (n=54)	30% don't care or don't know; 43% feel "safe"; and 28% feel unsafe	Limited English households (n=6)	67% don't know; 33% feel "safe"; and 0% feel unsafe

Table 9: SVP Safety Perception

Housing-insecure individuals demonstrate particularly high uncertainty, with 45% saying they don't care or don't know about their safety. Only 32% feel safe, and 23% feel unsafe. Similar patterns emerge among seniors and disabled individuals, with both groups showing identical rates: 43% feel safe, 30% are uncertain, and roughly a quarter feel unsafe (27% of seniors and 28% of disabled individuals).

Single parents are evenly divided in their perceptions: 40% feel safe, 30% are uncertain, and 30% feel unsafe. Limited English households stand out with the highest uncertainty level – 67% don't know about their safety status, while the remaining 33% feel safe, and notably, none report feeling unsafe.

Reasons People Think Their Home Is or Is Not Safe

The SVP Project respondents were also invited to explain their “home safety” choice. The answers have been subjected to synthesis through ChatGPT though condominium/townhouses/duplexes and Studios/ADUs are lumped together in that analysis.

Most residents who claimed to feel **“very safe”** showed limited understanding of what makes a home wildfire resistant, as evidenced by their explanations. Those who rated their homes as **“safe”** often mentioned factors beyond their control, such as:

- Proximity to open fields
- Past luck in avoiding fires
- Trust in the Ashland Fire Department's capability to provide protection

Residents who selected **“kind of safe”** generally showed better awareness of actual fire hazards, though some responses still revealed significant knowledge gaps. Those who felt **“unsafe”** often drew from personal experiences that had eroded their sense of security. They accurately identified many risk factors, though their risk rankings sometimes appeared inconsistent with their stated concerns. The **“very unsafe”** group expressed well-articulated concerns about fire risks.

Some interviewees revised their safety ratings after attempting to justify their initial responses. Notably, the lead interviewer observed no homes that could be considered “very safe” or even “safe” from wildfire risk, despite residents' perceptions. While some properties had better safety features than others, most respondents showed limited understanding of wildfire hazards.

Findings Across Studies

Housing Type Makes a Difference

We compared the results between the 300 responses to the 2024 CWPP survey and the 223 SVP Project interview response using a combination of ChatGPT analysis and human examination of the data for apartment, mobile/manufactured home park, and single-family home residents. (Data available to compare other housing types was deemed inadequate.) The comparative findings follow:

- The 2024 CWPP Survey population that lives in apartments was more focused on objective features--describing external and structural conditions influencing the safety of apartment buildings. Whereas SVP residents incorporated personal perceptions and broader contextual factors, such as city infrastructure and community diligence. Both perceive an advantage in urban settings.
- The 2024 CWPP survey population that lives in single-family homes provided a more generalized view of fire safety concerns, better described specific factors contributing to wildfire risks, and emphasized broader environmental and structural issues. The SVP responses reflected more on individual challenges, and localized vulnerabilities and experiences.
- The 2024 CWPP survey population that lives in mobile/manufactured home parks talked about structural vulnerability of these types of homes and nearby dense vegetation and trees. The SVP responses were similar but focused more on individual and communal action. Many mentioned housing densities as a risk factor.

While all groups are concerned about wildfire risk, mobile home and single-family residents focus more on external environmental threats, whereas apartment dwellers most often mentioned building maintenance issues and urban-specific risks. Housing type, therefore, appears to affect perceptions of personal safety and relative risk to homes.

Ownership Status Makes a Difference

Homeowners tend to feel safer due to their ability to implement fire mitigation measures. However, their safety is contingent on neighboring properties and broader community efforts.

Renters feel significantly less in control, often relying on rental property owners or HOAs to enforce fire safety measures. Many express concerns about inadequate vegetation management and poorly maintained infrastructure. Renters commonly cited their downtown location, away from hills and the Wildland-Urban Interface (WUI), as justification for feeling safe. While many recognized the importance of fuel reduction (managing grass, brush, and trees), few performed these tasks themselves. The difference between homeowner and renter perspective is pronounced.

Conclusion

On average, respondents in both sampled populations feel that their homes are safe from wildfire. This is an important finding since the entire City of Ashland is classified as a Wildfire Hazard Zone based on extensive scientific analysis and geospatial modeling (see the Community Base Map in Chapter 4). This means that no neighborhood can be considered “wildfire safe” and relatively few homes in the City are constructed out of fire-resistant materials or have fire-reluctant landscaping. Therefore, it would be worth investigating in depth, why people tend to score the situation more positively and why some of their explanations contradicted their scoring choice. These findings reveal differences in fire safety awareness across socioeconomic and ownership status, underscoring the need for targeted education and motivational incentives. Community-wide efforts are crucial, as individual mitigation depends on surrounding properties, infrastructure, and emergency preparedness. The 2024 studies emphasize the need for stronger fire safety enforcement, greater rental property owner accountability, improved HOA compliance, and expanded community awareness initiatives to ensure consistent wildfire mitigation regardless of income and homeownership.

Preferred Wildfire Safety Information Sources

In 2019, single-family homeowners living near wildland fuels (in the hills and between Oak St. and East of North Mountain Ave.)—were surveyed about their wildfire risk information sources and their usefulness. The most **used** information sources indicated by the respondents were the Media (73%) and Ashland Fire & Rescue (71%), though the method of fire department communication was unclear.

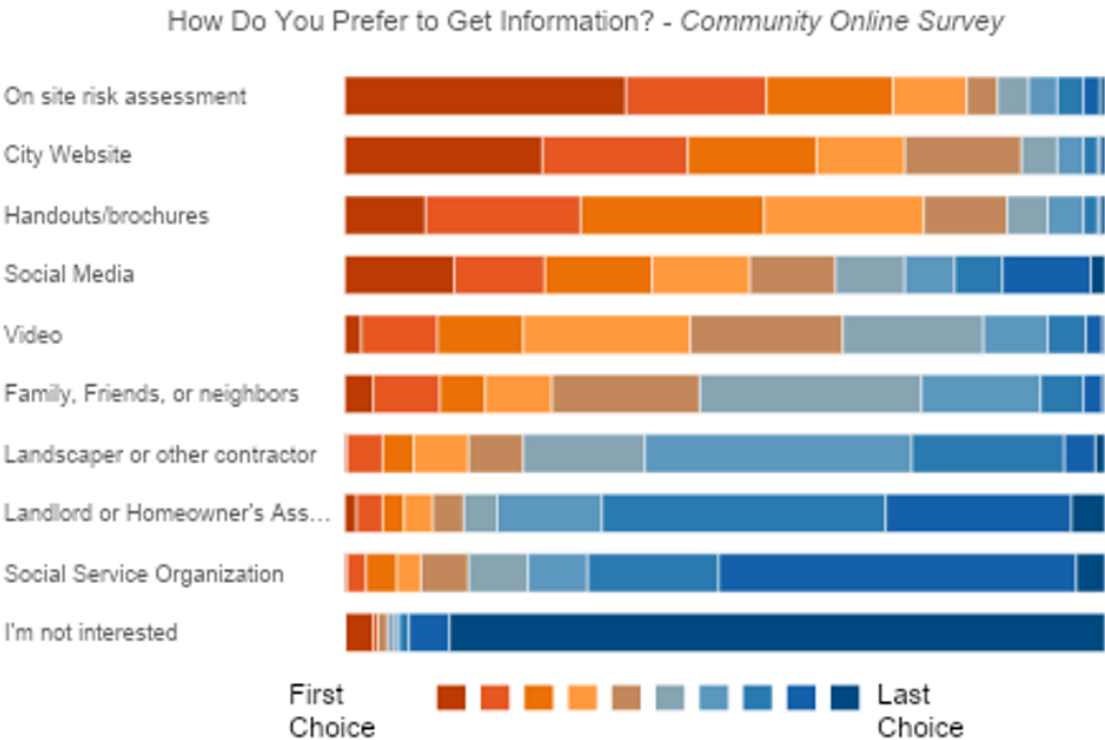


Figure 4: Preferred Methods for Obtaining Wildfire Information

The respondents were also asked to identify how they preferred to get information. The results are as follows:

- Mailed newsletter (71%) and email/e-newsletter (67%) are most preferred
- 58% would like to get info through in-person interactions and 56% prefer the newspaper
- 54% indicated a preference for the Internet, and 20% would like to get information through social media (the least popular choice) though only 13% had received information from social media
- About half of the respondents like to receive info through TV news, radio, and community meetings

The 2024 CWPP Survey respondents were invited to rank the options for obtaining information on how to make their home safer. The results are shown in Figure 4. An interpretation of the results follows:

- Receiving an on-site risk assessment was the top choice (37%). It also ranked relatively high as a second (18.5%) and third (16.6%) choice.
- The city website received the first choice for 26% of the respondents, second choice for 19.1%, and 16.9% made it their third choice. The city website is clearly useful but the fact that it did not get the highest score may reflect that the type of people who responded have computers and are used to getting information remotely. On-site assessments are customized and engaging while going to the city website is more like going to a library. Both are important for different reasons.
- Handouts and brochures were the first choice for 10.7% of respondents. 20.4% ranked them as their second choice. The third choice (24.1%) and fourth choice (21%) rankings received the highest score in this category which indicates that handouts and brochures, while useful, should not be the first choice for educating the public.
- Social media was the first choice for 14.4% of the respondents. Social media was ranked moderately low across the board from 1st to 9th choice between ~6-14% which may indicate that it has not become mainstream but is broadly acceptable for dispersing information.
- Videos were the first choice for 2.2% and last choice for 0.3%. Video was the fourth choice for 21.9%, fifth choice for 20.1%, and sixth choice for 18.5% of respondents which indicates a lot of interest in this option that could be coupled with other educational tools.
- Family and friends were ranked high in the mid-range of options 19.4% (5th), 29.2% (6th), and 15.7% (7th). While not a first or last choice for many, it is clearly a preferred option for some. More work is needed to figure out how to capitalize on family and friend connections.
- Landscapers and contractors ranked relatively low as the first choice (4.7%), but they ranked well (35.1%) for the 7th choice. Service providers are a conduit for information for some residents.
- Only 1.6% ranked landlord or a homeowner association as the first choice. More than 37% ranked them as 8th choice and 24.5% ranked as a 9th choice. Rental property owners and

homeowner organizations appear to be on par with contractors and landscapers as a choice for information on how to make residences more wildfire resistant.

- Social service organizations did not rank highly as a first or last choice, but 47% ranked them as 9th choice—not a popular option. More research is needed to figure out how these organizations can help get information to residents that rely on their services.
- Nearly 4% selected “I’m not interested” as their first choice. This means that more than 95% place “not interested” at the bottom of their ranked list, which indicates a significant positive interest in getting information on how to make homes safer by most respondents.

The ranked choice results differ from the 2019 Survey results and the 2024 data collection projects. A striking difference is a preference for mailed (71%) or email newsletters (67 %) for single-family households in 2019, with “in-person interactions” ranking in third place. In the 2024 on-line survey of the general population (which happened to represent a similar percentage of persons over 65 years), the top scoring option is on-site risk assessments with the “City Website” in second place. The difference could be explained by the differences in the sampling platform (choose all that apply vs ranked choice) and wording of the options (“in-person interactions” vs. “on-site assessments”).

People interviewed during the 2024 SVP project were directly asked how they get information about how to make their homes safe from wildfire but were not asked to say what they prefer as a mode of communication. They were not prompted with a pick list or asked to rank their choices. While the approach is different, the results are worth comparing to the 2019 “chose all that apply” approach and the 2024 survey ranked list of preferred learning methods generated by the on-line survey responses.

Two-hundred twenty-three (223) SVP responses were recorded and sorted into categories as shown in the table below in descending order of occurrence:

Seventy-eight of the responses recorded are in the “don’t get information” (49) and “don’t know” categories (29). This means that ~35% of the respondents are uninformed. Most apartment dwellers reported not getting information. In the 2019 survey of single-family households, 38% reported that they “lack specific info on how to reduce risk on my property.” While this population appears to be much more informed, they indicated that what they know is inadequate. The results from two very different demographic groups indicates a significant need and opportunity for more effective

outreach and education in all housing types. The SVP Project data is particularly important because it reveals a huge gap in understanding by apartment dwellers.

Category	# responses	% of total
Haven't gotten any information	49	22.0
General knowledge/observation/experience informed	40	17.9
Directly from city fire staff or volunteers	35	15.7
Don't know how to make my home safer	29	13.0
Search on the Internet	24	10.8
I learned from family, friends, or neighbors	21	9.4
I got information through social and regular media	15	6.7
Training of some kind	14	6.3
My landscaper or landlord knows	12	5.4
From the City website	8	3.6
From a non-governmental organization or HOA	7	3.1
I don't care	6	2.7

Table 10: Where Respondents Obtain Information

Other observations of note are: (1) the City website was only mentioned by ~3.5% of the SVP interviewees, while it ranked as second choice for the 2024 CWPP Survey respondents, and ranked second choice for predominantly well-to-do single family households living in relatively high wildfire risk areas in 2019; and (2) nearly twice as many SVP interviewees said they get information from social or regular media than from the City Website or from a non-governmental organization or HOA. This means that posting information on the City website or pushing information through churches, HOAs, and social service organizations is likely not very effective for many socially vulnerable people and renters.

While nearly 18% of the SVP Project interviewees said they know what to do because of observation or experience, the highest percentage of interviewees (~15.7%) said they learned through direct engagement with city staff or volunteers. In addition, 32% of the SVP interviewees signed up for on-site risk assessments. These findings reinforce the 2024 CWPP survey top choice preference for "on-site assessments" which involves personal engagement with a knowledgeable and trustworthy person.

About 9.4% of SVP Project interviewees turn to friends, family, or neighbors for information. Approximately 5.4% get information from their landscaper or the rental property owner. This relative ranking mirrors the preference ranking in the 2024 CWPP Survey.

Key Takeaways for Future Outreach Efforts

- **Expand On-Site Assessments** – Given their high ranking across multiple studies, in-person evaluations should be prioritized to provide tailored recommendations and build trust.
- **Improve Outreach to Renters and Vulnerable Populations** – Apartment dwellers and lower-income groups lack sufficient wildfire safety information; outreach efforts must target these communities.
- **Leverage Direct Engagement** – City staff, fire department volunteers, and community leaders should take a proactive role in education and risk assessment efforts.
- **Diversify Information Channels** – While official websites and newsletters are useful for some, social media, community networks, and trusted service providers (e.g., landscapers, rental property owners) should also be utilized to broaden the reach.

By tailoring communication strategies to different housing types and demographics, Ashland can ensure more effective wildfire safety education and risk reduction efforts across the community.

Barriers To Improving Home Wildfire Safety

In 2019, 1,147 mail-in survey respondents, 319 online survey respondents in 2024, and 221 SVP project interviewees were asked to identify barriers to having a wildfire-safe home. The 2019 and 2024 survey respondents selected obstacles from a pick list. Responses from the SVP interviewees were open-ended, with minimal prompting, leading to more varied and sometimes off-topic answers. Results are presented in the following order: 2019 survey, SVP interviews, and 2024 online survey, with a comparison at the end of this section.

2019 Single-family Household Responses

Survey respondents were asked, “Do any of the following prevent you from taking action to reduce the wildfire risk on your Ashland property?”

The top barrier reported was **physical difficulty** in performing mitigation work, cited by nearly half (49%) of respondents. Other key obstacles included **lack of specific information** on wildfire risk reduction (38%), **financial cost** (35%), and **limited options for slash removal** (34%).

Additional barriers included:

- **31%** cited **lack of time** as a reason for not conducting risk reduction.
- **21%** did not want to alter their property's appearance.
- **18%** believed risk reduction actions were ineffective.
- **7%** faced **Homeowner Association restrictions** on tree removal.
- **4%** were **not property owners**, limiting their ability to take action.

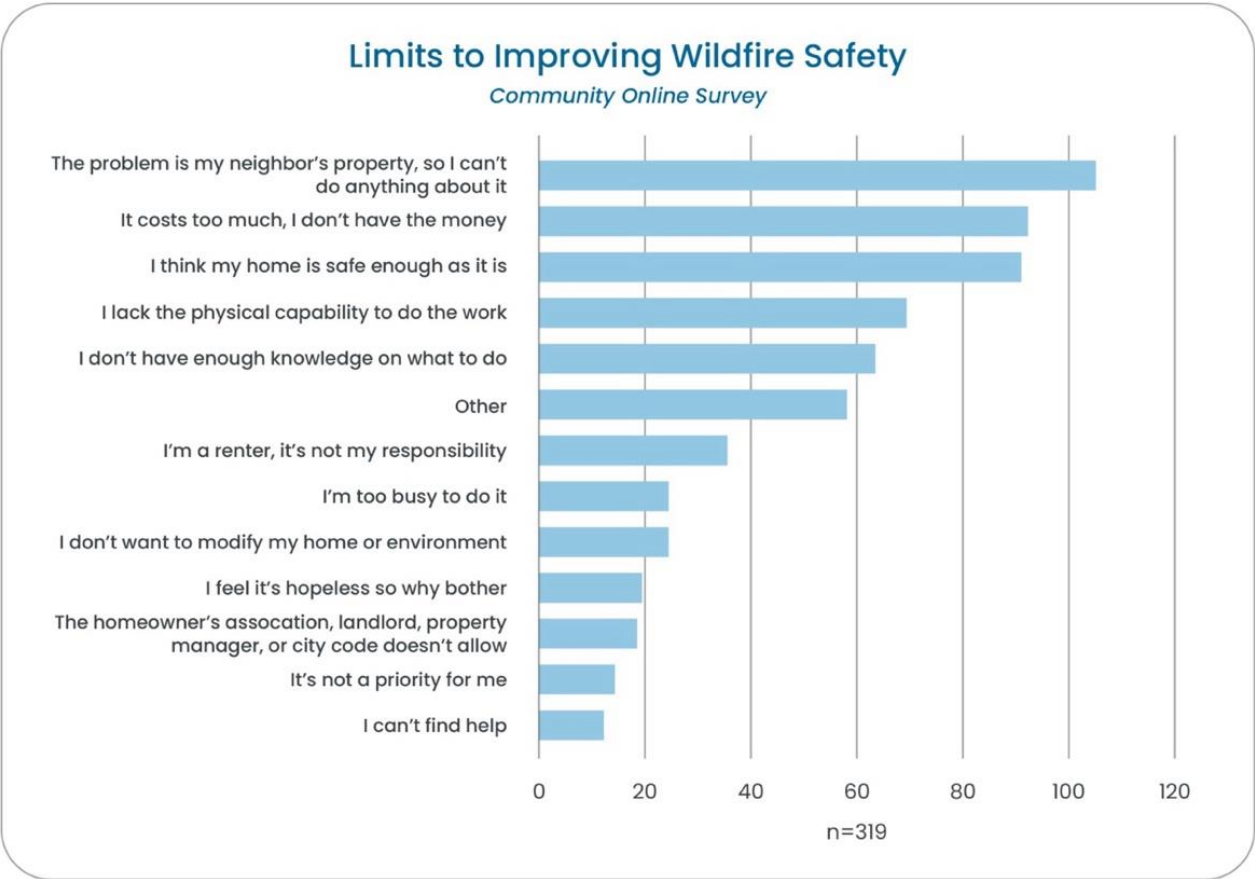


Figure 5: Barriers to Mitigation

SVP Project Interview Responses

When asked what prevented them from improving wildfire safety at home, out of 221 respondents:

- 43% stated they had no control or responsibility, as decisions rested with rental property owners, mobile park managers, or HOAs.
- 24% cited financial constraints as a major barrier.
- 18.7% felt they lacked the necessary knowledge to make improvements.

Nearly three-quarters of renters reported that they either do not consider it their responsibility to make their homes wildfire-safe or feel unable to do so due to restrictions imposed by their homeowners' association (HOA), rental property owner, or property management company. Some renters expressed hope that their rental property owner or management company were taking wildfire safety measures, while several others complained that they were not.

Among the 173 socially vulnerable individuals interviewed, the top four barriers to making their homes wildfire-safe were:

1. Lack of agency (control over property decisions)
2. Financial constraints
3. Insufficient knowledge of wildfire safety measures
4. Limited physical ability to act

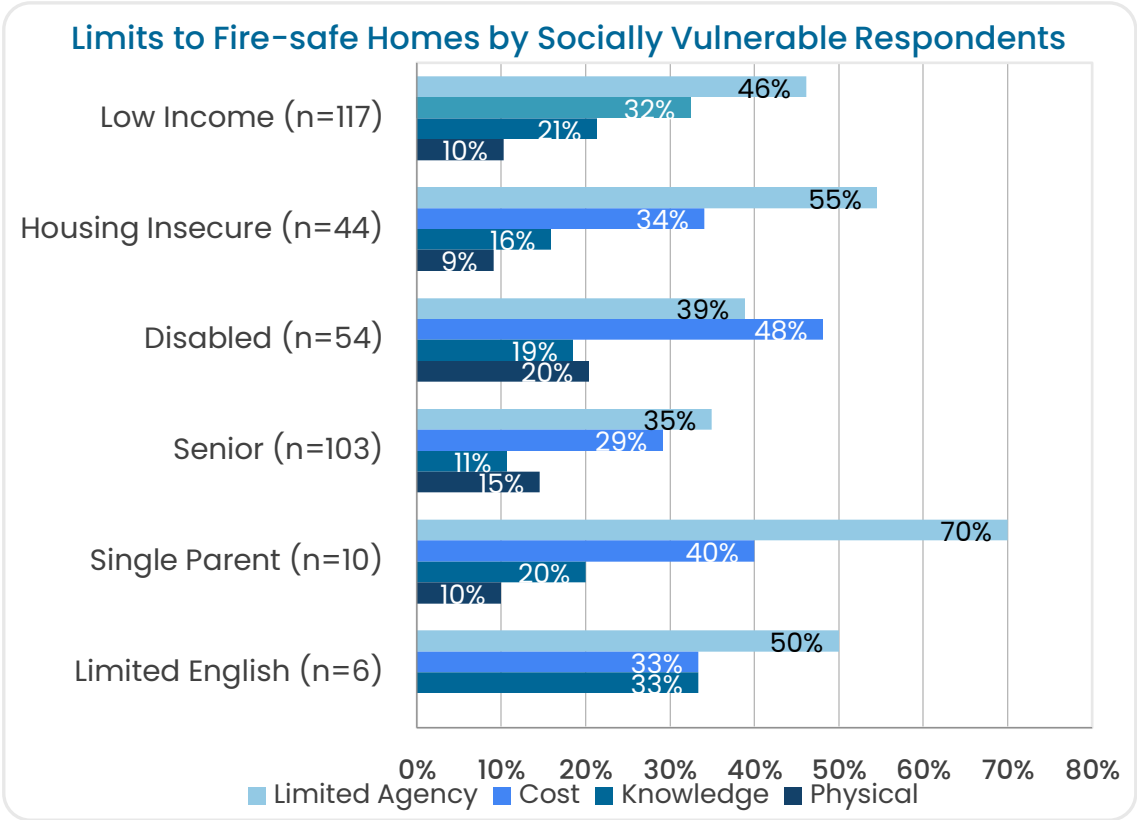


Figure 6: Percentage of Socially Vulnerable individuals (SVPs) Who Reported Facing These Challenges

Findings Across Studies

Lack of Knowledge

According to the 2019 single-family households survey, 38% of single-family households in the WUI are twice as likely to feel that they lack adequate knowledge about how to reduce the wildfire risk on their property than the general population in the 2024 CWPP Survey (19%) and SVP respondents (also 19%). This is interesting and not readily explainable.

It’s not “my” Responsibility

Of the 144 renters that responded during the 2024 SVP Project interviews, nearly 33.3% said it is not their responsibility to make their home wildfire safe, while 10.3% of the 2024 CWPP Survey respondents

who are renters selected “it’s not my responsibility”. That is a more than threefold difference between the two rental populations sampled. The percentage of the 2019 respondents that said it was not their responsibility matches the percentage of respondents that indicated that they are renters. There is a clear correlation with renters assuming they have no responsibility to reduce wildfire risk where they live.

Lack of Agency and Property Restrictions

Lack of agency refers to the idea that respondents do not believe they have control over, or responsibility for, making their homes safer. Rather, they believe that responsibility or control lies with rental property owners or managers, mobile or manufactured home park owners or managers, or a Homeowners’ Association (HOA). Households interviewed in the 2024 SVP Project that most frequently identified lack of agency as a factor preventing them from having fire-resistant residences were renters (84%), single parents (70%) and housing-insecure (55%).

- 7% of the 2019 respondents indicated that they are restricted by their HOA from cutting trees
- 5% of the 2024 CWPP Survey respondents indicated that they are limited by their HOA, landlord, property management company, or city code/ordinance
- 14% of the 2024 SVP project renters and homeowners interviewed said that they are limited by their HOA/landlord/or a property management company.
- Some renters mentioned “hoping” that their rental property owner or property management company were keeping their rental units’ wildfire resistant, but some complained that they aren’t.

Residents in the SVP project cohort are nearly three times more likely to be unable to reduce wildfire risk where they live than single-family households that own their properties. The nuances of these restrictions deserve greater attention to effectively target educational efforts and find workable solutions. HOA restrictions can be changed by a majority agreement among the property owners of the HOA. The greater challenge is addressing barriers to wildfire risk reduction imposed by restrictions placed on occupants by thousands of privately managed and company managed rentals in Ashland.

Lack of Physical Capability

- 49% of the 2019 respondents indicated a reason for not doing work is that it is “physically difficult”
- 21% of the 2024 respondents indicated that the lack the “physical capability” to do the work
- 7.1% of the 2024 SVP respondents expressed a lack of physical capacity

Further investigation is indicated to understand why so many on-line respondents chose physical limitations as a reason for not making their home wildfire resistant. It could be because 53% of the respondents are over 65 years old. However, 46% of the SVP socially vulnerable respondents self-identified as seniors so there does not appear to be a simple answer.

Threefold fewer of the respondents from the 2024 SVP Project indicated that physical capacity was a limiting factor than the 2024 CWPP Survey respondents. The difference is even more significant between the 2019 Survey response -- sevenfold more 2019 respondents said they lacked physical capability to do mitigation work than the SVP respondents.

This widely divergent finding begs for an explanation. The 2024 SVP project intentionally targeted physically challenged populations (e.g., disabled) while the 2019 survey and 2024 CWPP survey were not selective. One explanation could be the number of seniors represented in the three sampled groups. But it is not enough. The average age of the 2019 survey respondent was 67 years. More than half of the 2024 on-line survey respondents (53%) indicated that they were 65 years old or older. Forty-five (45) percent of the SVP population self-identified as “seniors” giving no specific age. Yes, the average age was likely higher in the 2019 single-family household survey but was it proportionately significant enough to support a sevenfold larger percentage over the 2024 SVP sample?

Twenty-four (24) percent of the 2024 CWPP survey respondents self-identified as “lower income, a single parent, limited English-speaking, unemployed, disabled or living in crowded conditions.” Since the status for each of these vulnerability indices was not asked for, we do not know how many considered themselves “disabled” which could be an obstacle to physically reducing their wildfire risk at their residence.

The 2019 Survey of single-family households asked respondents to identify incentives that would encourage them to reduce their risk. Of the four incentives identified, 76% indicated that they need “help doing the work” which presumably means they are physically limited.

Persons responding to the SVP interviews were asked to identify whether they were low-income, housing insecure, disabled, a single parent, and/or if anyone in the household had limited English-speaking skills. Nearly 26% that self-identified as “disabled” said they were limited by physical capacity to reduce wildfire risk. Not surprisingly for the disabled, limited physical capacity was mentioned nearly twice as often as that of all other socially vulnerability indicators. interviewed. Between 12.8% and 15.5% of low income, housing insecure, and seniors (all of which were well represented in the dataset) mentioned physical ability as a limiting factor (Figure 7).

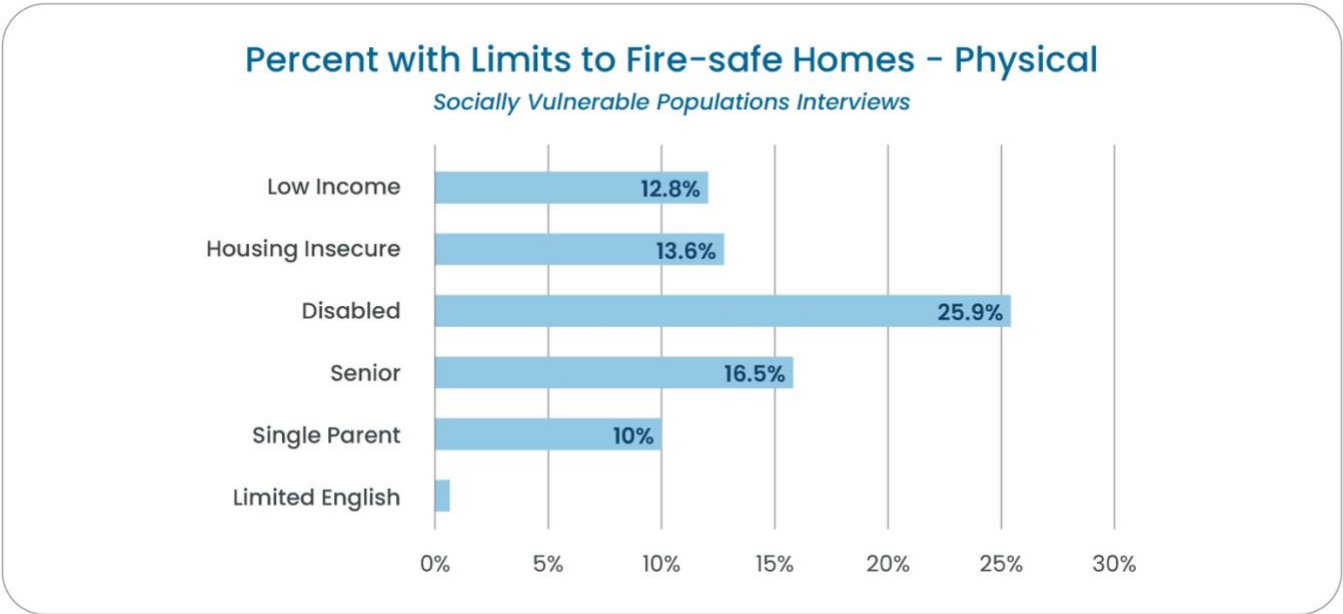


Figure 7: Percentage of SVP Who Are Physically Limited

Finances (Cost)

- 35% of the 2019 survey respondents indicated that finances were a reason
- 28.2% of the 2024 on-line survey respondents indicated that cost of doing the work was a reason

- 24% of the 2024 SVP interviews mentioned that cost was a limiting factor. All SVP target populations mentioned finances as a limitation. The percentage of seniors (28.2; n=101) that mentioned finances as a limiting factor was the lowest of the SVP target populations, but it is close to 1/3 of that demographic.

The 2019 study gathered two types of demographic data—1) age of the respondent, and average annual income of the household.

The three surveys' results are in a similar ballpark relative to expressed need for financial assistance. However, the 2019 population which can be considered more affluent (92% are homeowners; 77% indicated that their annual income is more than \$50,000 per year; and 43% have an annual income over \$100,000) claims that financial obstacles are a reason not to reduce their properties wildfire hazards more than the other two surveyed populations. Only 3 percent of the sampled population rents, 5% own and rent out their home for long periods, and 92% own and occupy their single-family properties.

The results are curious because the percentage of economically challenged respondents is presumably proportionally higher in the SVP population. It would be interesting to explore this further. Perhaps it's because the SVP populations are less aware of what needs to get done so can't imagine the costs; and the more well-to-do inherently view any change in their normal activities as a financial burden. Another possible explanation is that the SVP Survey gathered information from a higher percentage of renters who have limited responsibility for investing in making their residential property safer. And a third explanation is the way the question was framed. The only population asked to identify incentives that would encourage mitigation was the 2019 single-family households in the higher risk areas of Ashland. Sixty-five (65) percent of the respondents chose "financial assistance" as a motivator.

Lack of Time or it Takes too Much Time

- 31% of the 2019 survey respondents indicated that the amount of time it takes is a deterrent
- 7% of the 2024 CWPP survey respondents indicated that time is an issue
- 7% of the 2024 SVP interviewees said that they don't have time to reduce their wildfire risk

The findings are similar enough to be confirming for the two 2024 surveys but why is there a nearly a 4.5 times difference between the 2019 and 2024 respondents since 60% of the 2019 respondents indicated that they are retired? The significant difference may reflect the 2019 respondents' higher proportion of retirees, who may perceive time differently despite their retired status, highlighting a need to better understand how time is perceived as a barrier.

It's not a Priority or It's not Worth Doing

- 18% of the 2019 respondents feel that risk reduction activities are not effective
- 5.3 % of the 2024 CWPP Survey respondents selected "It's hopeless, so why bother"
- 3.8% of the 2024 CWPP Survey respondents selected "It's not a priority for me"
- 8.4% of the SVP interviewees expressed apathy or said they don't think it's a priority for them
- ~2% of the SVP interviewees expressed feelings of hopelessness so "why bother?"

The range of responses and how they are expressed could be indicative of differing attitudes between demographic groups, but it is quite likely the way in which the responses were solicited. The 2019 respondents were only given the option to one answer related to topic and it was limited to whether they thought that the risk reduction activities were ineffective. The answer was couched more like an opinion than a feeling. The 2024 surveys did a better job of capturing emotions relating to taking action.

Regardless of how comparable the results are, it appears that roughly 2-9% of the residential population is disengaged or discouraged. The reason for this cannot be determinable based on the data collected but could be because SVP respondents tend to be more challenged by their living conditions or occupied with meeting basic survival needs.

Nothing Needs to be Done

- 28% of the 2024 CWPP Survey respondents don't think they need to do anything
- 4.4% of the 2024 SVP interviewees expressed the opinion that nothing needs to be done

“No matter what I do, if my neighbors are not held to the same standard, what difference will it make?”

– Ashland Resident

The 2024 CWPP Survey respondents who don’t think they need to do anything are remarkably different from the SVP respondents. Why so many CWPP Survey respondents think they don’t need to take action is undeterminable based on the collected data. However, based on community wildfire risk assessment data and modeling, the chance that 28% of residential structures don’t need to have any wildfire risk reduction work done is extremely small.

Neighbors are the Problem

- 40% of the 2019 survey respondents indicated that their neighbors “are not taking action” to addresses sources of wildfire risk on their properties and 90% of these properties have conditions that “increase the likelihood of wildfire spreading” to the respondent’s property. According to the 2019 report, “[d]espite the very active Firewise USA® program in the area, relatively few respondents report having participated in broader community activities related to wildfire....”
- 32.3% of the 2024 CWPP Survey respondents selected “the problem is my neighbor’s property” as the primary reason limiting their ability to reduce their wildfire risk
- 1.3% of the SVP interviewees said their neighbors were the reason for not reducing wildfire risk

The difference between the 2019 and 2024 surveyed populations and the 2024 SVP interviewees is remarkable. One explanation could be because the much higher proportion of renters in the SVP study lacks agency to reduce their wildfire risk, so they pay little attention to potential issues on neighboring properties. Homeowners seem much more aware of wildfire risk reduction requirements, so they pay more attention than renters due to conditions on their neighbors’ properties. The 2019 and 2024 CWPP surveyed populations are primarily representative of homeowners (92 and 83% respectively).

Can't Find Help

- The 2019 survey did not ask respondents to list reasons for not conducting mitigation work. However, respondents were asked to identify incentives to getting work done. One of the four incentives they could choose was “a list of recommended contractors.” Sixty-three (63) percent of the respondents identified this need to “encourage residents to mitigate” wildfire risks on their properties.
- 3.1% of the 2024 CWPP Survey respondents indicated that they can't find help to do the work.
- 1.8% of the 2024 SVP interviewees said they couldn't find help.

The results indicate that finding wildfire risk reduction contractors is challenging at least for single-family homeowners. Difficulty finding qualified help is also brought up as a concern by residents when the City's wildfire risk assessors evaluate properties. An expanded list of qualified contractors could be a valuable resource to give residents.

I Don't want to Change

- 21% of the 2019 survey respondents indicated that they don't want to change their property's appearance
- 7% of the 2024 on-line survey respondents indicated that they don't want to modify their property
- 7% of the 2024 SVP interviewees did not want to modify their homes. The reason given most often during the interviews for not modifying the residence is a desire to maintain privacy.

Other Reasons for not Reducing Wildfire Risk

Of the 2024 CWPP Survey respondents, 56 (17.6%) selected “other” and provided written responses. While many reiterated previously listed barriers, some raised concerns about unmanaged City lands. Among SVP interviewees, 20 (8.9%) mentioned topics unrelated to the question, categorized as “other.” Their responses reflect diverse perspectives on wildfire safety, shaped by personal circumstances and available resources. Some cited structural vulnerabilities, including limited property access, closely spaced trailers, and flammable landscaping. Others pointed to systemic issues such as infrequent debris removal, county-maintained vegetation, and the high cost of fire preparedness, which disproportionately affects low-income families.

Personal challenges also play a role—disability, grief, and survivalist mindsets influence attitudes toward fire assessments and mitigation. While some prefer self-education, others remain hesitant or unwilling to make changes. Aesthetic and emotional attachments to natural features often hinder mitigation efforts, while practical barriers, such as limited access to hoses and mobility issues, add further challenges.

Conclusion

These perspectives illustrate the complex interplay of practical, emotional, and financial obstacles in wildfire preparedness. Overall, the suite of barriers reflects the need for collective action, strategic planning, and customized risk reduction approaches.

Insurance Coverage Among Ashland Residents

Insurance plays a critical role in a household's capacity to recover from wildfire and insurability is a requisite to purchase a home for many homebuyers. The least likely to be able to recover fully from wildfire losses are members of the socially vulnerable demographic groups who strongly tend to be renters of higher density housing.

Few of the nearly 1,140 respondents to the [2019 Survey](#), 97% of whom were homeowners, indicated that they had had any specific interaction with their insurance provider regarding wildfire risk. However, 12% said their company had provided them with some information. Approximately 2% reported that their insurance company provided a risk reduction discount for reducing wildfire risk and 2% reported that their insurance was cancelled or was found non-renewable (see graphic below). In hindsight it is unfortunate that the respondents were not asked whether they chose to go without insurance.

The home insurance landscape has changed since 2019. Oregon is one of 10 states where home insurance rates rose the most from 2018–2023. The insurance rate change from 2018–2023 was 44.8% with a 16.5% increase in 2023 alone (Realty Today, 2025).

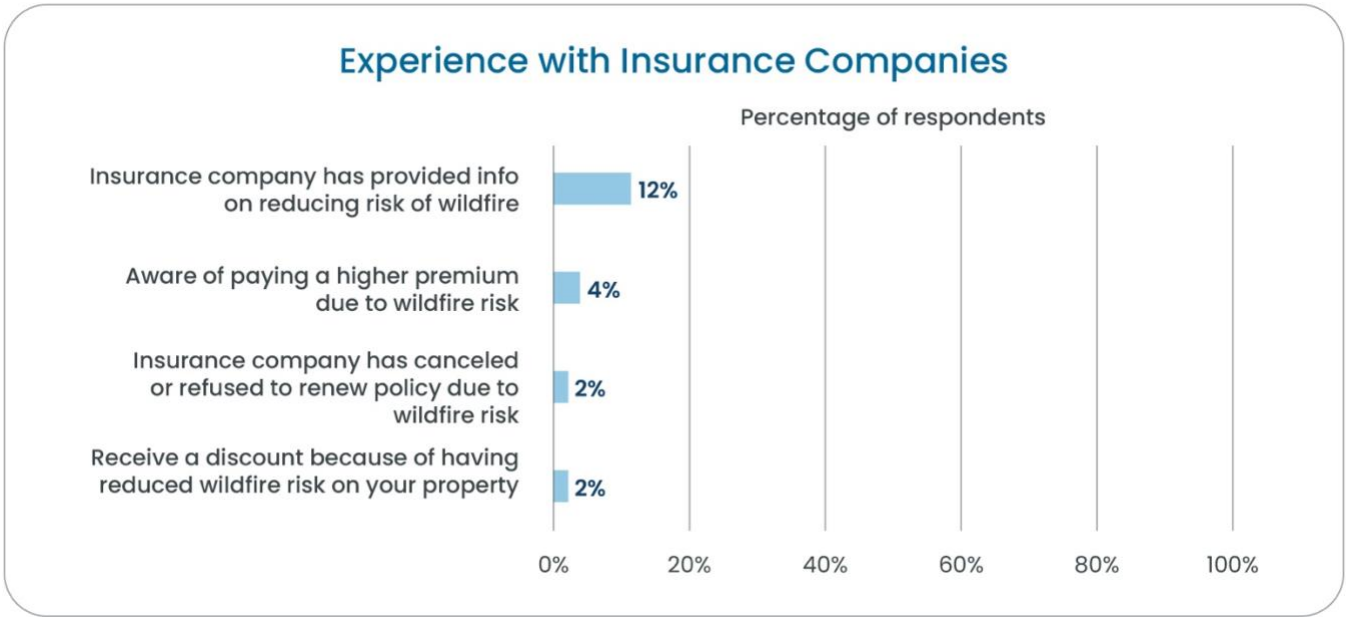


Figure 8: 2019 Respondent Experiences with Insurance

The purpose of the following discussion is to explore whether residents are concerned about the altered insurance landscape which is largely driven by increased wildfires in the western states. Homeowner and renter insurance coverage are discussed separately because perceptions of the need for and ability to get adequate insurance differs between renters and homeowners.

Homeowners’ Insurance

A 2024 Consumer Federation of America study found that around 6 million homeowners—or 7.4% of the homeowner population in the U.S.—have no homeowners insurance, up from 5% in 2019. *Do Ashland homeowners perceive a link between insurance coverage and reducing wildfire risk? Do perceptions differ by housing type?*

Homeowners who responded to the [2024 CWPP Survey](#) were not asked directly if they had homeowners’ insurance, but they were asked to answer a question pertaining to their experience with insurance premium changes. Approximately half (56%) of the respondents indicated that their insurance premium had not been affected by anything more than normal (including a modest increase), and nearly 29% indicated that their rate had risen substantially because of recent

wildfires. Five percent (5%) did not know if their rate had changed and two percent (2%) didn't know if their premium had increased because of recent wildfires.

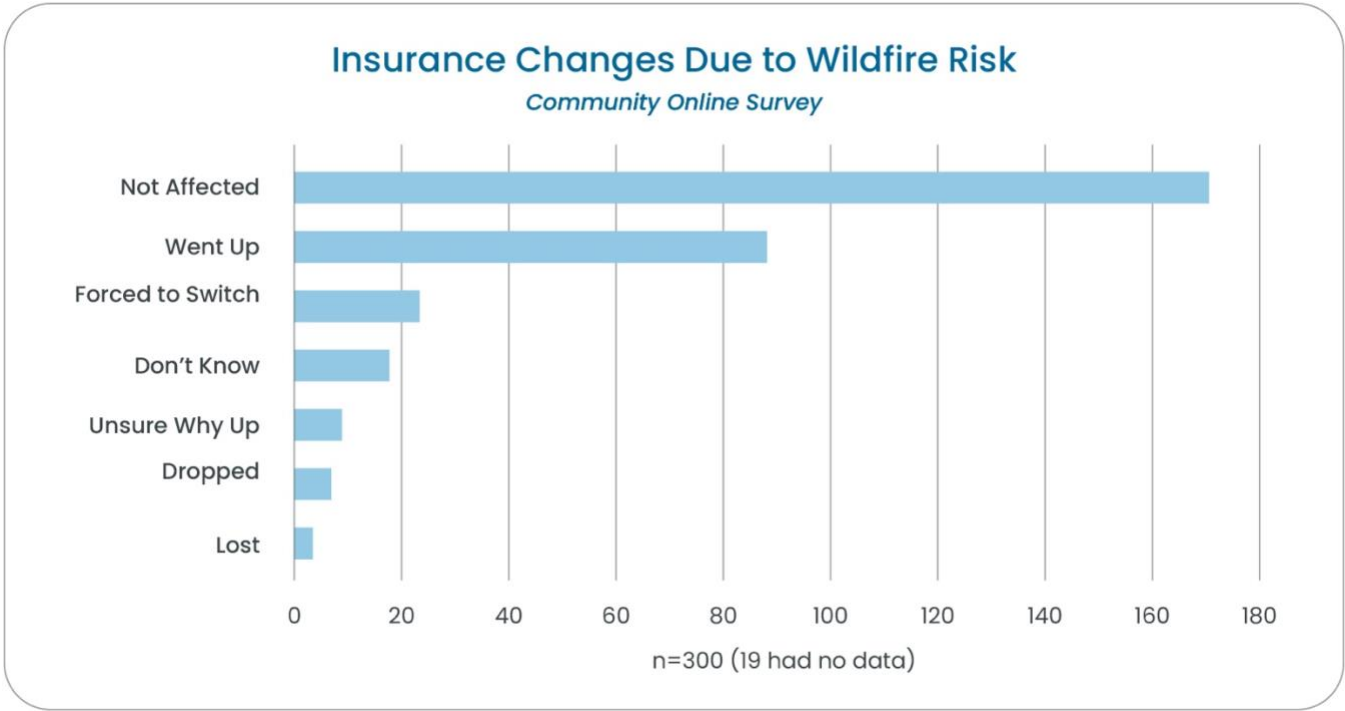


Figure 9: Respondents Insurance Coverage

Through deduction, we found that more than 98% of homeowners who responded to the 2024 CWPP survey have insurance coverage.

Does housing type owned affect the answer to insurance premium questions?

The answer to this question is “probably”, but the sample size is only large enough from the 2024 CWPP Survey for single-family homeowners. About 56% of single-family homeowners reported that their “insurance has not been affected or only a minimal, normal increase rate has taken place.” All but two of eight condominium owners (75%) said there was no notable increase.

Approximately 31% of homeowners of all types said their “premium went up significantly in the past few years due to wildfire risk. Five homeowners (~2%) said their insurance premium had increased but the reason was unknown. Ten respondents were unsure how to answer the question.

Seventeen (7.4%) of single-family homeowners selected “My company dropped my coverage, and I had to find another company.” One single family household chose: “My coverage was dropped, and I chose to go without insurance.” Two mobile/manufactured homeowners chose to go without insurance.

One of the first questions asked of the **2024 SVP** interviewees was whether they have homeowner’s insurance coverage. Of the 81 homeowners, 11.1% said they had no homeowner’s insurance. Many of them live in a mobile/manufactured home park and several cited premium cost and difficulty getting insurance as reasons for not having coverage. The number of uninsured SVP homeowners is 33% higher than the national average which is 7.4%. The number of uninsured homeowners from the **2024 CWPP Survey** (5%) is less than half the number of uninsured homeowners (11.1%) in the **2024 SVP** project population. The lack of insurance coverage in the SVP homeowner population means that these folks are far less likely to be able to recover from wildfire-caused losses.

“Reason [for non-renewal of insurance] – unsatisfactory risk...your home is either located inside of or in close proximity of an area that is identified as having a high risk of wildfire.”

–Text from an insurance company to a client notifying them that their insurance coverage is being dropped

Renter’s Insurance Coverage

Of the 47 renters surveyed in the 2024 CWPP Survey, 13 (27.7%) reported having no renter’s insurance, while two were unsure, and one did not respond. This means 66.0% reported having insurance, a rate significantly higher than the national average, where 45% of renters lack coverage ([Simply Insurance, 2024](#)).

However, these findings may not represent all renters in Ashland. In contrast, 66.0% of the 144 renters interviewed in the SVP Project reported having no insurance, the opposite of the online survey results, where only one-third lacked coverage. This discrepancy suggests differences in renter demographics between the two surveys and highlights the need for further investigation into insurance accessibility and awareness among renters in Ashland.

These findings may not accurately represent Ashland’s renter population, as 66.0% of the 144 SVP Project renters reported having no renter’s insurance—the opposite of the 2024 CWPP Survey, where only one-third of renters lacked coverage. This discrepancy suggests differences in demographics or sampling methods between the two surveys and highlights the need for further analysis.

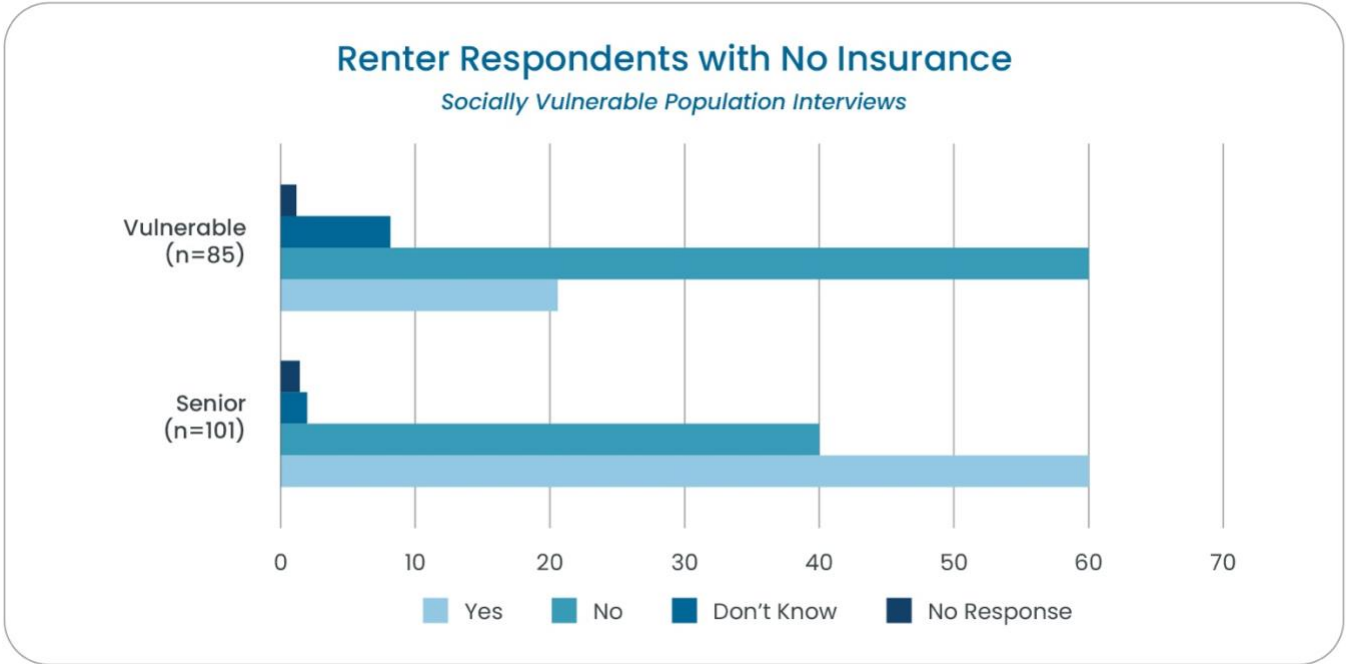


Figure 10: Renters With No Insurance

“Why do more renters in the 2024 CWPP Survey have insurance, while those interviewed in the SVP Project do not?”

Further research is needed, but it’s likely that SVP renters face greater economic challenges, making insurance less accessible. Socially vulnerable households are disproportionately affected by wildfire due to factors such as inadequate housing, social exclusion, lack of property ownership, and limited ability to evacuate effectively (Klampe, 2023; Fothergill & Peek, 2004).

Are “vulnerable” renters similarly defined in the two studies?

Of the 23 renters who self-identified to the 2024 CWPP Survey as “vulnerable”², seven (30.4%) indicated that they don’t have renter’s insurance. Of the 85 SVP project renters who self-identified as

“vulnerable”³, 69.4% said they have no renter’s insurance coverage or don’t know if they have insurance.

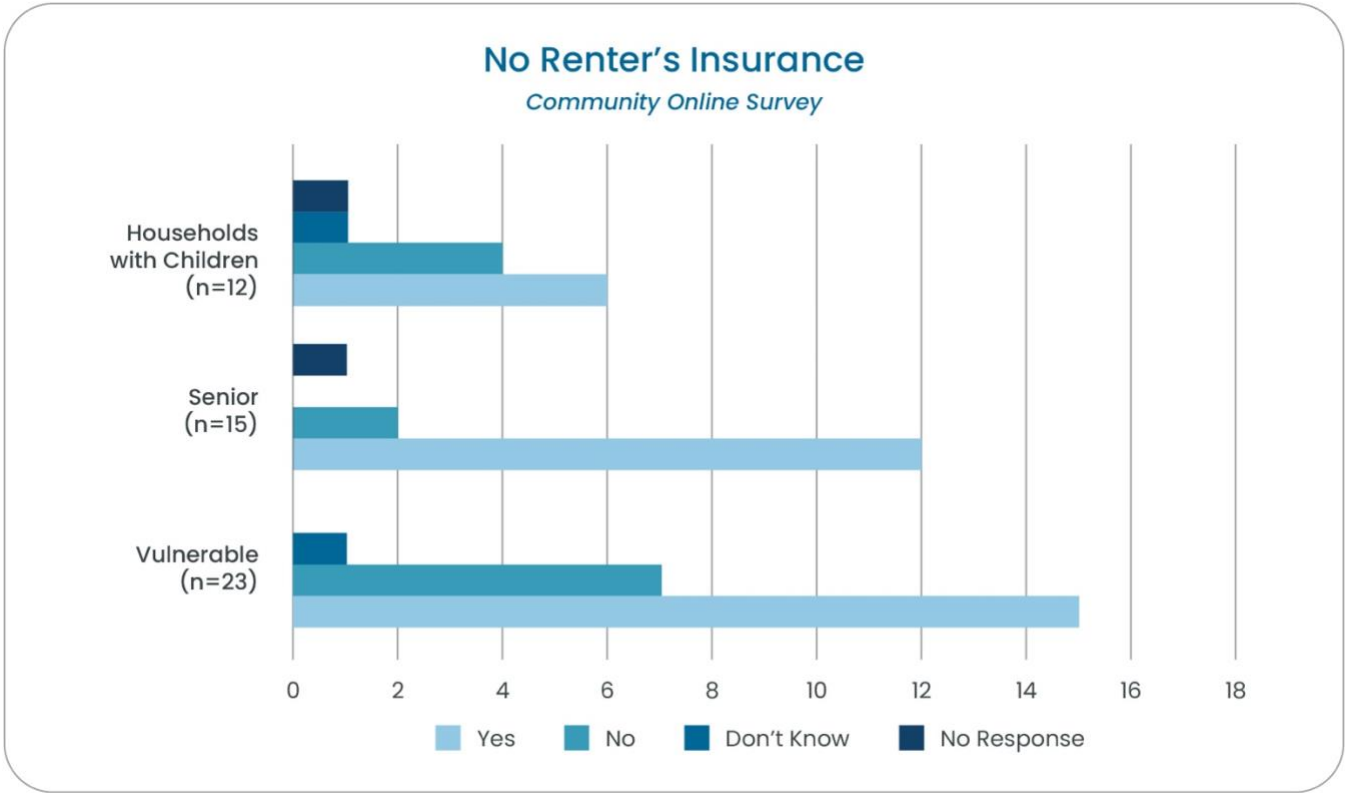


Figure 11: Additional Results On The Uninsured

- 2. The 2024 CWPP Survey definition of “vulnerable” is one or more of the following conditions: lower income, a single parent, limited English-speaking, unemployed, disabled, or living in crowded conditions.
- 3. The 2024 SVP Project definition of “vulnerable” is the interviewee self-identifies said “yes” to one or more of the following: low income, housing insecure, disabled, a senior, or has limited English-speaking skills.

While the definition of “vulnerable” is not identical in the sampled populations, both populations of renters who are “vulnerable” may be considered demographically comparable when the “seniors” are pulled out and analyzed separately (which was done for the SVP population – as shown in the graph on the previous page).

“Senior” Renters

Approximately 13.3% of households with senior (65 years or older) renters said they have no renters’ insurance when they responded to the on-line survey. Of the 101 self-identified “seniors” (age not claimed) who were interviewed in the SVP project, 38.6% said they do not have renters’ insurance coverage or didn’t know. There appears to be nearly **three times** more uninsured seniors in the SVP project population. This may be explained at least in part because we targeted low income, high density rental housing types during the interview process. The income levels and living conditions for the on-line respondents is likely different but we did not ask for income level in the SVP project.

Rental households with children

The data from 10 single-parent households interviewed in the SVP Project and 12 households with children under 18 in the 2024 CWPP Survey cannot be directly compared since the SVP survey did not ask all households whether they had children.

However, the 12 renter respondents in the 2024 CWPP Survey may include households with children, though the sample size is small. Among them, half (n=6) reported having renter’s insurance.

Does rental housing type affect renter’s insurance coverage?

Based on an analysis of the 2024 CWPP Survey data of housing types that renters occupy (see table below), those living in an apartment building or studio/ADU/cottage are the least likely to carry renters’ insurance. The findings are similar for the 2024 SVP respondents.

The online survey asked respondents about changes in their insurance costs due to wildfire risk.

Among renters with insurance:

- 67.6% reported no substantial change in their premiums.
- 6% said their premiums increased significantly in recent years due to wildfire risk.
- 14.7% were unsure if their premiums had changed, equal to the percentage who reported a substantial increase (14.7%).
- One renter noted an increase but did not know the reason.

Conclusion

Renters in apartment buildings are far less likely to carry renter's insurance, and renters who are socially vulnerable are not likely to be represented adequately by impersonal survey data. Renter's insurance premiums do not appear to have increased significantly due to increasing wildfire risk.

	Renters – Insured				Renters – Insured Percent			
	Yes	No	I Don't Know	No Answer	Yes	No	I Don't Know	No Answer
Apartment building with four or more units	2	6	1	0	4.3%	12.8%	2.1%	0.0%
Condominium	5	0	0	0	10.6%	0.0%	0.0%	0.0%
Duplex	1	1	0	0	2.1%	2.1%	0.0%	0.0%
Mixed use	1	0	0	0	2.1%	0.0%	0.0%	0.0%
Mobile/Manufactured Home or RV	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Room or rooms in a shared house	0	1	0	1	0.0%	2.1%	0.0%	2.1%
Single family residence	14	1	0	0	29.8%	2.1%	0.0%	0.0%
Studio/ADU/Cottage	4	3	0	0	8.5%	6.4%	0.0%	0.0%
Townhouse	4	1	1	1	8.5%	2.1%	2.1%	0.0%
Triplex	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Total	31	13	2	1	66.0%	27.7%	4.3%	2.1%

Table 11: Insurance Breakdown By Dwelling Type

	Yes, my premium went up significantly in the past few years due to wildfire risk	My company dropped my coverage and I had to find another company	My coverage was dropped and I chose to go without insurance	I lost commercial insurance and elected for coverage under the Oregon Fair Plan	Premium increase reason unknown	My insurance has not been affected, or only a minimal, normal increase in rate has taken place	Do Not Know
Apartment building with four or more units	0.0%	0.0%	0.0%	0.0%	2.9%	2.9%	2.9%
Condominium	5.9%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%
Duplex	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%
Mixed use	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%
Mobile/Manufactured Home or RV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Room or rooms in a shared house	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%
Single family residence	5.9%	0.0%	0.0%	0.0%	0.0%	32.4%	2.9%
Studio/ADU/Cottage	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	0.0%
Townhouse	2.9%	0.0%	0.0%	0.0%	0.0%	8.8%	2.9%
Triplex	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	14.7%	0.0%	0.0%	0.0%	2.9%	67.6%	14.7%

Table 12: Insurance changes by Dwelling Type

Perceived Urgency to Reduce Wildfire Risk in Ashland

The 2024 CWPP Survey shows a strong sense of urgency regarding wildfire risk:

- **77% believe action is needed “as quickly as possible.”**
- 8% think there’s time, but action is still necessary.
- 5% feel the current efforts are sufficient and no changes are needed.
- One respondent stated nothing should be done.

Key Takeaways from Open-Ended Responses

Among the 32 “other” responses, most reinforced existing answer choices. After filtering out irrelevant responses, an AI thematic analysis found key themes:

- **Immediate and ongoing action is essential**, focusing on vegetation management, overgrowth reduction, and wildfire risk mitigation in forest-adjacent areas.
- **Better access to resources and clear, centralized information** is needed to improve community preparedness.
- While progress has been noted, respondents stress the importance of **proactive risk reduction, balancing cost-effectiveness without causing panic.**
- **Community-wide efforts** such as education, improved evacuation routes, and sustained risk reduction measures are critical.
- Some concerns were raised about high-density housing and the need for localized strategies tailored to areas near forest interfaces.

Conclusion

The results highlight broad agreement that wildfire risk requires urgent, ongoing efforts and a well-coordinated community response.

Key Priorities Identified for the CWPP Update

The 2024 CWPP Survey invited respondents to “list any issue or concern that [they] would like to see addressed in the Ashland Community Protection Plan” and “...ideas about how to resolve the issue....” One hundred ninety-nine (62.4%) respondents provided statements on what they thought should be covered in the CWPP and ideas for addressing issues. The statements were sorted into five themes:

- Promoting Public Health and Safety
- Whole Community Engagement
- Wildfire Prevention and Response
- Mitigating Landscape Wildfire Potential
- Wildfire Recovery Planning

Specific concerns, issues, and ideas that were brought up were sorted and scored through AI (ChatGPT) analysis and a “public interest score” (PIS) scale assigned. The PIS ranged from 15 to 100 with 100 representing the greatest interest.

Public interest for **Promoting Public Health and Safety** Themes are:

PIS = 100; concerns about traffic bottlenecks, evacuation routes, and alternative plans.

PIS = 80; issues with narrow streets, overdevelopment, and lack of firebreaks.

PIS = 35; need for improved warning systems and multiple alert mechanisms.

PIS = 30; concerns about evacuation plans for schools and other institutions.

Public interest for **Whole Community Engagement** Themes are:

PIS = 90; clearing vegetation, enforcing property maintenance, and creating defensible spaces.

PIS = 75; need for better communication, outreach, and education about fire safety.

PIS = 70; challenges for disabled, elderly, low-income residents, and pet owners.

PIS = 50; concerns about rising insurance premiums and need for incentives for fire-safe measures.

PIS = 45; encouragement of neighborhood efforts and volunteer programs for safety.

PIS = 40; recommendations about fire-resistant plants and banning flammable landscaping.

PIS = 25; suggestions for organized volunteer efforts to assist with mitigation tasks.

PIS = 15; calls for plans that accommodate diverse needs, including mobility-impaired individuals.

Public interest for **Wildfire Response and Prevention** themes are:

PIS = 65; risks from illegal camping and the need for supervised spaces.

PIS = 60; criticism of city management’s use of funds and enforcement of safety codes.

PIS = 40; concerns about adequate water storage and availability during wildfires.

PIS = 20; stricter regulations and penalties for non-compliance with safety standards.

Stories and Insights

People who were interviewed during the SVP project were invited to share anything they wanted about wildfire. Many told stories or shared additional information that provide additional insights into residents’ concerns related to wildfire. The stories were analyzed by anthropology students at SOU and categorized into five groups:

1. Stories of wildfires which directly impacted them or family or close friends, including homes lost, displacement, and difficult evacuation experiences (57 respondents).
2. Stories and comments about wildfires which occurred in the vicinity, sometimes increasing respondents’ awareness of and/or preparation for wildfires (27 respondents).
3. Expressions of fear for themselves, family, and/or neighbors in the event of a wildfire (22 respondents).
4. Stories and comments that exemplified respondents’ sense of empowerment or preparedness (20 respondents); and
5. Stories and comments that expanded on limits to capacity or responsibility to prepare their home related to rental/mobile home park property management or HOA (7 respondents).

Appendix F

Socially Vulnerable Populations Project Report

Appendix F: Socially Vulnerable Populations

Project Report

Enabling Socially Vulnerable Persons to Have Fire Resistant Homes

Introduction

Over the past 20 years, significant progress has been made in reducing wildfire hazards in the built environment. However, many residents remain unaware of these risks or are unable—or unwilling—to act. A critical gap exists in understanding how socially vulnerable groups—such as low-income and housing-insecure individuals, mobile home residents, seniors, disabled individuals, single parents, and limited-English speakers—perceive wildfire risks in Ashland. Addressing their needs begins with assessing their awareness and identifying the barriers they face in reducing wildfire risks. This insight will help develop more effective community engagement strategies tailored to their specific challenges.

2024 Project Report

The purpose of this project was to provide supporting information to identify strategies to motivate and enable socially vulnerable persons (SVPs) who have not been engaged so far for whatever reason to reduce the risk of wildfire at their place of residence. This project report contains supporting documentation for the Socially Vulnerable Populations (SVP) Chapter of the Ashland 2025 CWPP.

Measurable Deliverables

- Formulate a project implementation work plan.
- Significantly improve understanding of the perspectives of low income, housing insecure, mobile/manufactured home park, disabled, senior, single parent and limited English-speaking households that affect their ability to create and maintain a wildfire resistant home.
- Survey the renter population through one one-on-one interviews and an on-line survey.
- Create a draft action plan using strategies that are humanizing, empowering, effective, and meaningful for target populations to progressively work towards having wildfire resistant homes and outdoor spaces.

- Incorporate the findings into the 2025 CWPP to support proposed initiatives.

Assumptions

- Everybody is “vulnerable” to the impacts of extreme wildfire.
- To engage SVPs, we will strive to interact with them in their places.
- SVP residential units are co-located and scattered throughout the City; some may be a room or larger portion of a shared residence.
- Our task at the “discovery” stage is to listen and not educate.
- Addressing the housing needs of the unhoused is not part of this project.
- Evacuation and smoke preparedness concerns and issues (including evacuation for vehicle less and limited mobility populations) will be the responsibility of the Public Health and Safety Work Group (PHS).
- Project work will be done primarily by volunteers. Volunteer contributions will be tracked.

Methodology

The effort was led by Charisse Sydoriak, volunteer CWPP Community Engagement Liaison and supported by Chris Chambers, COA Ashland Fire & Rescue CWPP Team Lead.

Collaborators:

- Kelly Burns -- COA Emergency Manager
- Kevin Preister -- Director, Center for Social Ecology and Public Policy
- Linda Reid -- COA Housing Specialist

The working group had its first meeting on June 3, 2024, and its last meeting on January 8, 2025. Working group membership evolved over the 16 times we met. The primary role of the working group from June–September was to agree on the approach to collecting information from socially vulnerable demographic groups and support data collection. The role of the working group from October–December was to distill the findings into a set of challenge statements and recommend an action plan to address issues.

Volunteers were recruited to perform the interviews. Charisse Sydoriak performed about half of the interviews, Trish Malone performed about one-third, and the remainder (~1/6th) were performed independently by four trained volunteers and 20 Southern Oregon University Sociology students in Jessica Piekielek's fall 2024 Anthropology course.

Our goal was to create a natural, non-authoritative conversation. We did not impose formal criteria for defining social status—such as low-income, housing-insecure, disabled, or senior—allowing respondents to self-identify. As a result, the findings reflect individual perspectives rather than official classifications, and while the selection process was pseudo-randomized, it is not statistically representative.

The project prioritized building trust with participants, recognizing that many had experienced or were experiencing trauma, particularly related to wildfire. We also acknowledged that some might be uncomfortable speaking with an authority figure. To foster a safe and open dialogue, interviewers were advised to:

- Avoid wearing uniforms, even if affiliated with the City.
- Establish credibility with a name tag and legitimacy through a CERT program shirt or an official business card from Ashland Fire & Rescue or CERT.
- Be mindful of language, ensuring interactions remain respectful and considerate.
- Prioritize listening over speaking, approaching each conversation with curiosity.
- Refrain from judging responses, even if they seem off-topic.
- Follow the respondent's lead in the conversation while still aiming to cover key questions.
- Inform respondents that notes are being taken to accurately capture their words.

The approach fostered an environment where participants could feel comfortable sharing their experiences and perspectives.

“Local Conversations” (Data Collection) Process

From June–October, a variety of opportunities for people to safely express their thoughts and feelings about wildfire were provided. In July, we agreed on two “discovery” approaches: 1) “coffee

klatches” consisting of people who know the host; and 2) interviewing people at their place of residence or opportunistically around town. We discussed stationing volunteers at places where targeted persons were likely to go but only had enough resources to place a person in the Ashland Senior Center on 3 occasions.

The one-on-one process began with door-to-door outreach in areas where members of the target populations were likely to reside. While U.S. Census data was initially considered for identifying these areas, its resolution proved too coarse. Instead, we relied on a range of local indicators including focusing on areas where utilities are subsidized. Data collectors were assigned to specific parts of the City with a high concentration of mobile/manufactured homes, designated affordable housing units, condominiums, townhouses, and apartment buildings.

To start the conversations, the following text was provided to the data collectors:

“I am/we are volunteers helping to inform the Ashland Wildfire Protection Plan which is being updated right now. We want this plan to reflect concerns and meaningful solutions for everyone—especially those who have not been heard from in the past. The goal is to keep our community safe and whole when wildfire affects Ashland. We are hoping you can help our community by sharing your thoughts for about 10 minutes.”

We started out listening to folks without taking notes but discovered that note taking was essential to capture “the voices” of the target populations in their words and to get consistent data. We hand recorded responses on a hard-copy form which were then transferred into Google Forms for analysis. All responses were accepted whether they provided a topic conforming answer or not. The intent of this organic approach was to make the “interview” more conversational, promote trust, and foster a relationship.

The project goal was to gather 200 responses to a set of demographic and topical questions which were discussed and approved by the working group in July. By October 20, we exceeded the target response goal by 25. More than three-quarters (77%) of the respondents represent the targeted demographic groups.

Field Interview Questions

We included the following questions in the SVP Project question set so the responses could be considered by the Public Health and Safety Working Group. Ashland Emergency Manager Kelly Burns participated in selecting which questions to ask. More than 220 evacuation-relevant responses were recorded.

1. Where would you go to evacuate and why would you go there?
2. How would you evacuate?
3. Do you know what a “Red Flag Warning” is? If they said, “Yes” they were asked to tell the interviewer. If they did not know, they were given a flyer and a brief verbal description.

The primary intent of the face-to-face conversations was to listen to and record what people have to say about wildfire—most specifically perceptions about the potential for their home to burn and what they thought would make their home safer. Related questions were about how they get information on how to reduce wildfire hazards and where they get information about current wildfire conditions. The questions asked are as follows:

1. How safe do you think your home is and why do you think it is safe or unsafe?
2. What do you think would make your home safer?
3. How do you get information about making a home resistant to wildfire ignition?
4. What limits you from having a wildfire resistant home?
5. Have you ever had a wildfire risk assessment? Who did the assessment?
6. Would you like to have an opportunity to learn about making your home safe, evacuation options, or anything else relevant to wildfire risk reduction?
7. How do you find out about current wildfire conditions and what to do about them?

Question 7 aimed to determine whether respondents sought information from someone they trusted. However, few identified a specific “trusted person” as their primary source of information. In today’s digital age, communication appears to be largely dependent on the internet and phone apps. When respondents did rely on a trusted individual, it was more often a family member or friend rather than a broader social network or news source.

The last interview question was open-ended with a general statement like “this an opportunity to express yourself on any topic.” Prompts by the interviewer varied based on the interviewee’s willingness to express themselves, but they were generally variations on:

1. Would you like to share any stories or experiences you or anyone you know has had with wildfire (such as the Alameda Fire)?
2. What do you think should be addressed in a community wildfire protection plan?
3. As an apartment dweller, what do think should be addressed in the plan?
4. Is there anything else you would like to share?

Summary of Findings

Disclaimer: while ~77% of the respondents self-identified as being in one or more of the socially vulnerable demographic groups, the qualitative findings in this report do not de facto represent the perspectives and experiences of the demographic groups.

Demographics

Proportion Of Respondents Who Lived in Ashland

Ninety three percent (93.3%) of the respondents live in Ashland; 8 (3.6%) live in Talent, Phoenix, or a rural area within 15 miles of Ashland; 2 (~0.9%) live in Medford; and 5 (2.2%) live in unincorporated Ashland.

The City was divided into ~30 “districts” and 4 unincorporated “districts” (Ashland Mine, East Main, Emigrant Lake, and Mt Ashland Road). The most sampled districts were North Clay, Garfield, Faith, Orange, Railroad, Hospital, and Laurel. This distribution was intentional to focus on high concentrations of low-income housing—particularly districts with a greater concentration of mobile home parks and apartments.

North Clay had the largest representation, with 21% (46 residents) of interviewees, due to its two mobile home parks and numerous apartment complexes. Garfield and Faith districts each accounted for 9–11% of the sample, as we specifically targeted apartment dwellers in these areas. Additionally, 15 residents were interviewed in the Railroad district, which has a high density of

apartments, particularly on its east end. Notably, the 2022 U.S. Census report identified the Railroad district as having the highest population of socially vulnerable individuals in the City.

The respondents included 12 residents in the Hospital district and two residents in the Laurel district who represent townhouse and condo renters. The Rice Park population (7 residents) and the Faith district (7 residents) represent “affordable” long-term housing for low-income homeowners.

All but four apartment dwellers were sampled in the following districts: Avery (4), Clay North (2), Clay South (6), Faith (7), Garfield (15), Hersey (1), Laurel (10), Morton (5), Railroad (14), and in SOU family housing (not dorms) (1).

Some residents interviewed live in rooms in single family homes scattered throughout the City. One resident lived in their car but rents a parking space from a homeowner.

Proportion of Respondents Who Self-Identified as a member of a SVP Group

Approximately 77% (173 out of 225) of interviewees identified as belonging to a household that is low-income, housing-insecure, disabled, senior, single-parent, or includes someone with limited English proficiency.

- 68% of respondents identified as low-income.
- 25% reported being housing insecure.
- Nearly one-third identified as having a disability.
- 60% identified as seniors.
- The number of single-parent (10) and limited-English (6) households interviewed is likely too small to be representative of these populations.

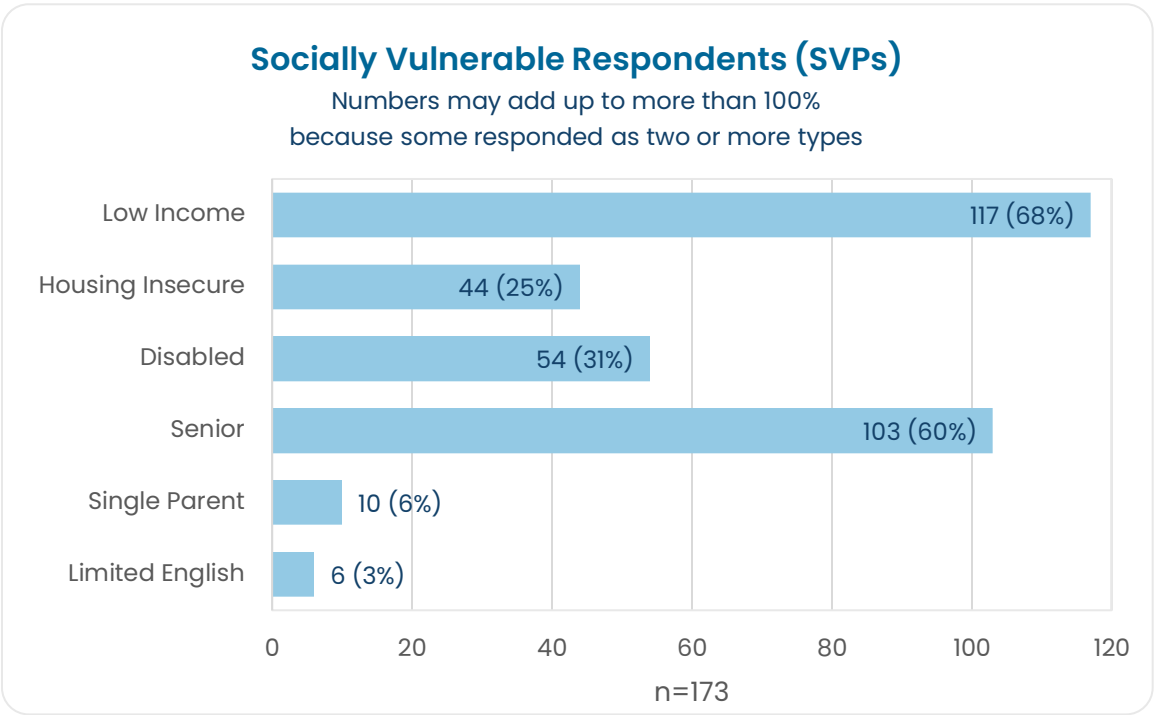


Figure 12: SVP Respondent Breakdown

Homeowners and Renters Sampled

Of the 225 respondents, 64% identified as renters, while 36% were homeowners.

Among self-identified socially vulnerable respondents, nearly 60% were renters and 41% were homeowners (13). Most SVP homeowners reside in mobile/manufactured homes or designated affordable housing developments.

Four out of five of the 52 interviewees who did not identify as socially vulnerable were renters. Renters as a group are often considered vulnerable due to their limited control over the defensible space surrounding their home and the fact that rental properties are often not built with fire-resistant materials.

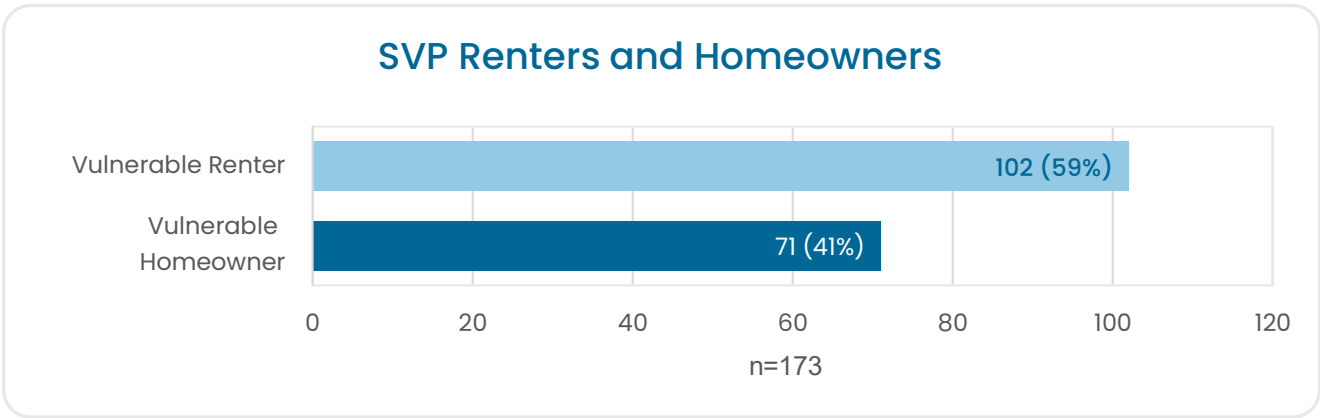


Figure 13: Number of Renters vs Homeowners in SVP Survey

Housing Types Occupied

The housing types occupied by the 225 respondents are shown in 14. One-quarter of the 2024 sampled population lives in a single-family home and nearly one-third live in an apartment building. Just under a quarter live in a mobile/ manufactured home park and one fifth live in a condo, townhouse, duplex, or ADU. One person lives in a room in a house, and one lives in their car.

We focused our sampling on mobile/manufactured home parks (MHPs) and apartment buildings, as we assumed that these housing types were more likely to be occupied by socially vulnerable households.

Most MHP residents interviewed were homeowners, as the parks they lived in required ownership. A significant number identified as seniors but did not consider themselves low-income. In contrast, apartment buildings appeared to have the highest percentage of younger respondents, although no formal data on age was collected.

The distribution of housing types occupied by those who self-identified as belonging in one or more of the socially vulnerable groups is shown in 15. Across all groups, apartment buildings are the most common housing type, particularly for low-income individuals, with about 50% of this group residing in apartments. Similarly, 45% of housing-insecure respondents and 40% of disabled individuals also live in apartment buildings.

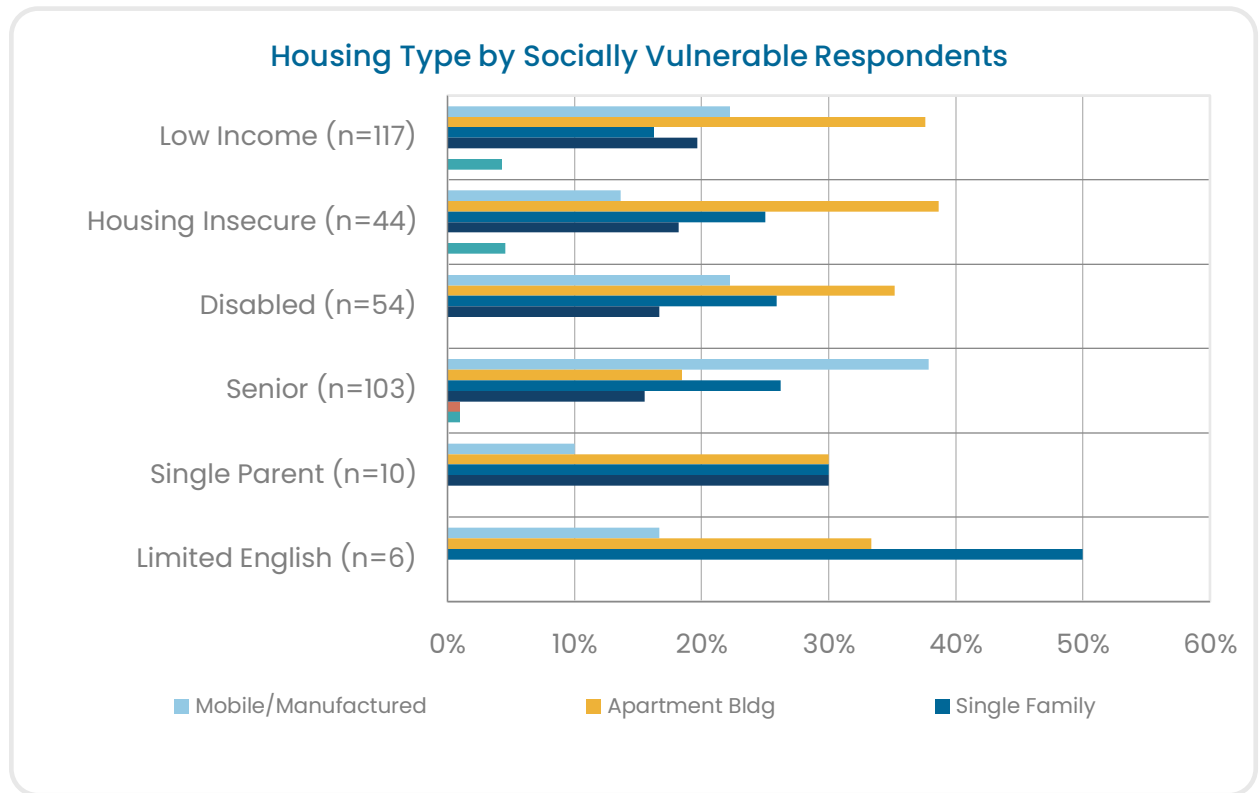


Figure 14: SVP Housing Types

Seniors show a more balanced distribution, with a significant portion (around 35%) living in single-family homes, reflecting a possible preference for long-term stability or ownership.

Distinct housing trends emerge among specific groups:

- Housing-insecure individuals are more likely to live in shared housing, such as renting a room in a house, compared to other groups.
- Single parents (n=10) show an even split between apartments and single-family homes, reflecting diverse housing needs within this group.
- Limited English speakers (n=6) predominantly live in apartments (55%), but about 25% reside in single-family homes—notably, all Ukrainian refugees in the study lived in single-family homes.

Mobile and manufactured housing is the most common type of housing among seniors. Across all groups, a small fraction (less than 5%) did not specify their housing type.

The data shows that apartment buildings are the primary housing option for most socially vulnerable populations, likely due to affordability. However, seniors and low-income individuals have a stronger presence in single-family homes, suggesting different housing priorities or opportunities. In contrast, housing-insecure individuals tend to rely more on transitional or shared housing arrangements.

Evacuation Findings

Traditionally, emergency response organizations focus on system-driven evacuation preparedness, such as receiving automated alerts, knowing evacuation zones, and having a go-bag ready. However, we took a different approach by asking two open-ended questions: **"Where would you go if you needed to evacuate, and why?"** and **"How would you evacuate?"** These questions were developed in collaboration with Kelly Burns, Ashland's Emergency Manager, to gain deeper insight into individual evacuation planning and decision-making processes.

Destination Choices

Responses from 223 participants who answered the question "Where would you go if you needed to evacuate, and why?" were sorted thematically.

"My biggest concern is my wife and I not being home and the kids being home alone. During the Alameda Fire that was what happened. The streets were clogged with semitrucks. It was frightening to have no plan."

–Resident of Manufactured Home Park in Ashland

Evacuation method

If the SVP Project respondent had a vehicle, most chose it as their first option. If they had no vehicle, they hoped to go in someone else's vehicle (16). Some households said they would take every vehicle they had because they were critical assets.

A significant majority across all demographic groups rely on their own vehicles (car, truck, van, or motorcycle) as their primary evacuation method, with renters (116), low-income individuals (93), and seniors (81) showing the highest reliance. In contrast, the use of personal vehicles is lowest among single parents (9) and limited English speakers (6), indicating potential transportation challenges within these groups.

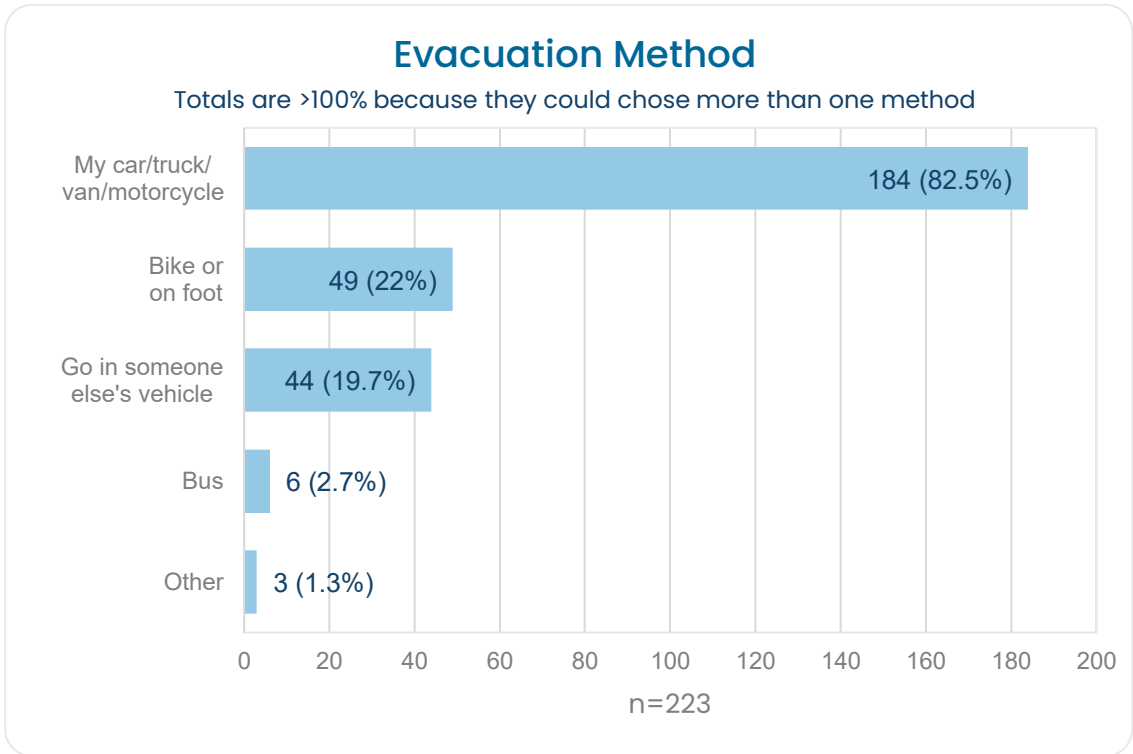


Figure 15: Overall Self-Reported Evacuation Methods for SVP

A considerable number of respondents indicated they would rely on someone else’s vehicle, with housing-insecure individuals (10) and disabled individuals (16) reporting a higher dependence on others compared to other groups. Single parents (1) and limited English speakers (3) are the least likely to rely on someone else’s vehicle.

Evacuating by bike or on foot was mentioned by all demographic groups but was more commonly suggested by seniors (33) and low-income individuals (27). Notably, no limited English speakers reported considering this method to evacuate. Some people were committed to evacuating on foot or by bike even if they had a vehicle because they expect traffic jams.

A significant portion of housing-insecure, disabled, and limited English proficiency respondents indicated that they need to rely on others for transportation during an evacuation. Several elderly and disabled residents expressed hope that someone would take them to safety but were unsure as to whom would take them.

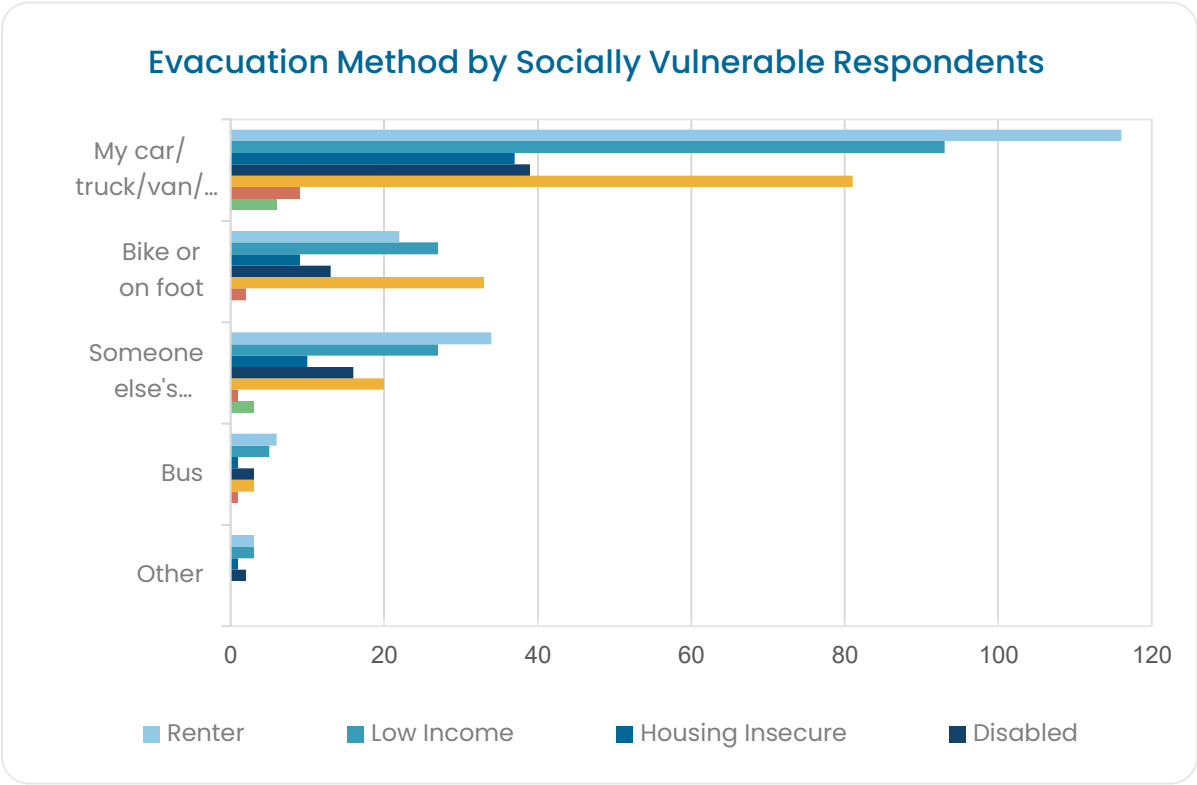


Figure 16: Self-Reported Evacuation Methods Between SVPs

Using the bus, is the least preferred option across all groups, with the highest reported usage among renters (6) and disabled individuals (3). No limited English speakers indicated bus usage as an evacuation method.

Overall, the data highlights that personal vehicles are the most common evacuation method, while certain groups, such as single parents and limited English speakers, may face greater transportation challenges and a higher reliance on others to evacuate. These differences suggest the need for targeted evacuation planning to support those with limited transportation options.

Knowledge About “Red Flag Conditions”

After asking evacuation-related questions, we asked respondents if they knew what a **Red Flag Warning** is. This helped assess their awareness of high fire danger conditions and their readiness to evacuate even without an active fire. It also provided insight into their level of concern and attentiveness to wildfire risks.

This question was also the only direct educational moment in the interview. Respondents unfamiliar with Red Flag Warnings were given an **informational flyer** to help them better understand its significance.

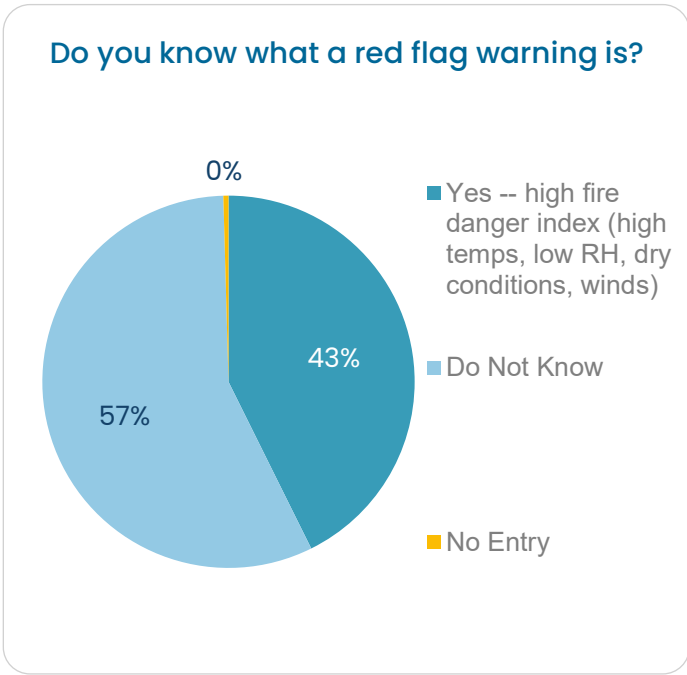


Figure 17: Red flag Warning Familiarity

Figure 17 shows respondents' understanding of red flag warnings. To verify their knowledge, we asked them to describe the conditions that trigger a National Weather Service Red Flag Warning.

43% correctly understood red flag warnings
57% did not know what red flag warnings indicate

This significant knowledge gap - with more than half of respondents unaware of these critical fire danger alerts - highlights a need for enhanced public education about wildfire risks and warning systems.

How Safe from Wildfires Do You Believe Your Home Is?

Everyone interviewed was asked “How safe from wildfires do you believe your home is?” Being an open-ended question meant that they had to respond from experience or gut instinct. We sensed a bit of shock or disengagement from those who had never thought about it or preferred not to. About one third of the respondents said they didn’t know or didn’t think about it. About 1% said they didn’t care.

Overall Safety Perceptions

- 47% (106 respondents) felt some degree of safety ("very safe" or "kind of safe")
- 20% (44 respondents) felt "unsafe" or "very unsafe"
- "Kind of safe" was the most common response

SVP’s Safety Perceptions

The following groups most often reported feeling only "kind of safe":

- Renters
- Low-income individuals
- Housing-insecure individuals
- Seniors

Higher levels of feeling "unsafe" or "very unsafe" were reported among:

- Housing-insecure individuals
- Low-income individuals
- Disabled respondents

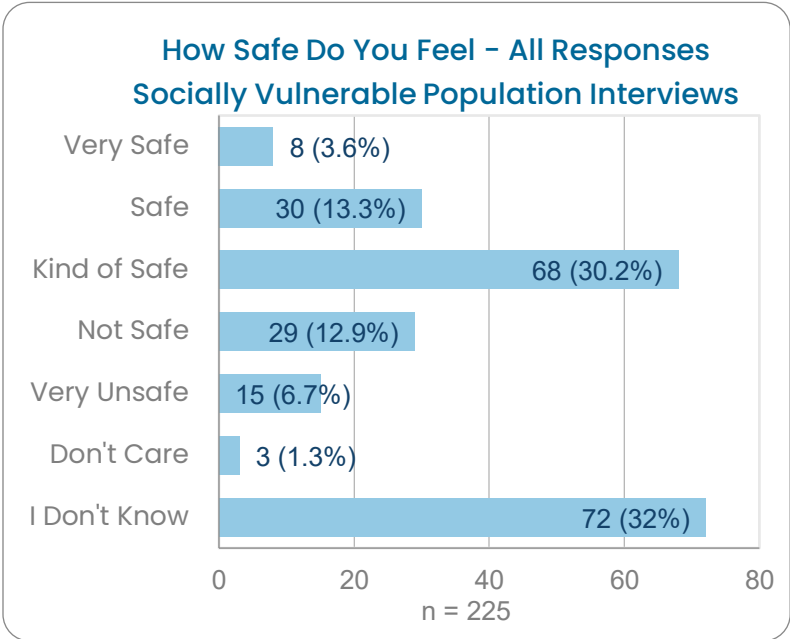


Figure 18: All Respondents Sense of Safety

Key Finding: When respondents explained their safety ratings, the lead interviewer noted that none of the homes would actually be considered "very safe" or even "safe" from wildfire risk, despite residents' perceptions. While some properties had better safety features than others, most respondents showed limited understanding of wildfire hazards.

Methodology Note: After giving their initial safety rating, respondents were asked to explain their choice. These discussions sometimes led respondents to revise their initial safety assessment. The explanations were later analyzed using ChatGPT.

The table to the right presents the perceptions of wildfire safety among sampled renters and homeowners. Among renters, a significant portion (44%) either "don't care" or "don't know" about their safety related to wildfires. Nearly half (47%) of renters feel "safe," while a smaller percentage (9%) consider themselves unsafe.

Renters (n=144)	44% don't care or don't know; 47% feel "safe"; and 9% feel unsafe
Homeowners (n=81)	14% don't care or don't know; 48% feel "safe"; and 38% feel unsafe

Table 13: Sense of Safety

In contrast, homeowners demonstrate a greater awareness or concern about wildfire safety, with only 14% reporting that they "don't care" or "don't know." A similar proportion to renters, 48%, feel "safe," but a notably larger percentage (38%) of homeowners feel unsafe.

These findings suggest that renters, compared to homeowners, are less engaged or informed about wildfire risks, as reflected in their higher rates of indifference or uncertainty. Homeowners, on the other hand, exhibit a greater level of concern, with a significantly higher proportion perceiving themselves as unsafe. This disparity may indicate differences in preparedness, investment in property protection, or access to information and resources between the two groups.

The table below illustrates how different socially vulnerable groups perceive their relative safety. Low-income individuals show mixed awareness levels: 47% feel safe, while 29% either don't care or don't know about wildfire safety, and 24% feel unsafe.

Low income (n=117)	29% don't care or don't know; 47% feel "safe"; and 24% feel unsafe	Seniors (n=103)	30% don't care or don't know; 43% feel "safe"; and 27% feel unsafe
Housing insecure (n=44)	45% don't care or don't know; 32% feel "safe"; and 23% feel unsafe	Single parents (n=10)	30% don't know; 40% feel "safe"; and 30% feel unsafe
Disabled persons (n=54)	30% don't care or don't know; 43% feel "safe"; and 28% feel unsafe	Limited English households (n=6)	67% don't know; 33% feel "safe"; and 0% feel unsafe

Table 14: Sense of Safety by SVP

Housing-insecure individuals demonstrate particularly high uncertainty, with 45% saying they don't

care or don't know about their safety. Only 32% feel safe, and 23% feel unsafe. Similar patterns emerge among seniors and disabled individuals, with both groups showing identical rates: 43% feel safe, 30% are uncertain, and roughly a quarter feel unsafe (27% of seniors and 28% of disabled individuals).

Single parents are evenly divided in their perceptions: 40% feel safe, 30% are uncertain, and 30% feel unsafe. Limited English households stand out with the highest uncertainty level – 67% don't know about their safety status, while the remaining 33% feel safe, and notably, none report feeling unsafe.

Key Patterns in Safety Perceptions

Most residents who claimed to feel "very safe" showed limited understanding of what makes a home wildfire resistant, as evidenced by their explanations. Those who rated their homes as "safe" often relied on factors beyond their control, such as:

- Proximity to open fields
- Past luck in avoiding fires
- Trust in the Ashland Fire Department's capability to provide protection

Renters commonly cited their downtown location, away from hills and the Wildland-Urban Interface (WUI), as justification for feeling safe. While many recognized the importance of fuel reduction (managing grasses, brush, and trees), few performed these tasks themselves. In mobile home parks, residents frequently mentioned housing density as a risk factor.

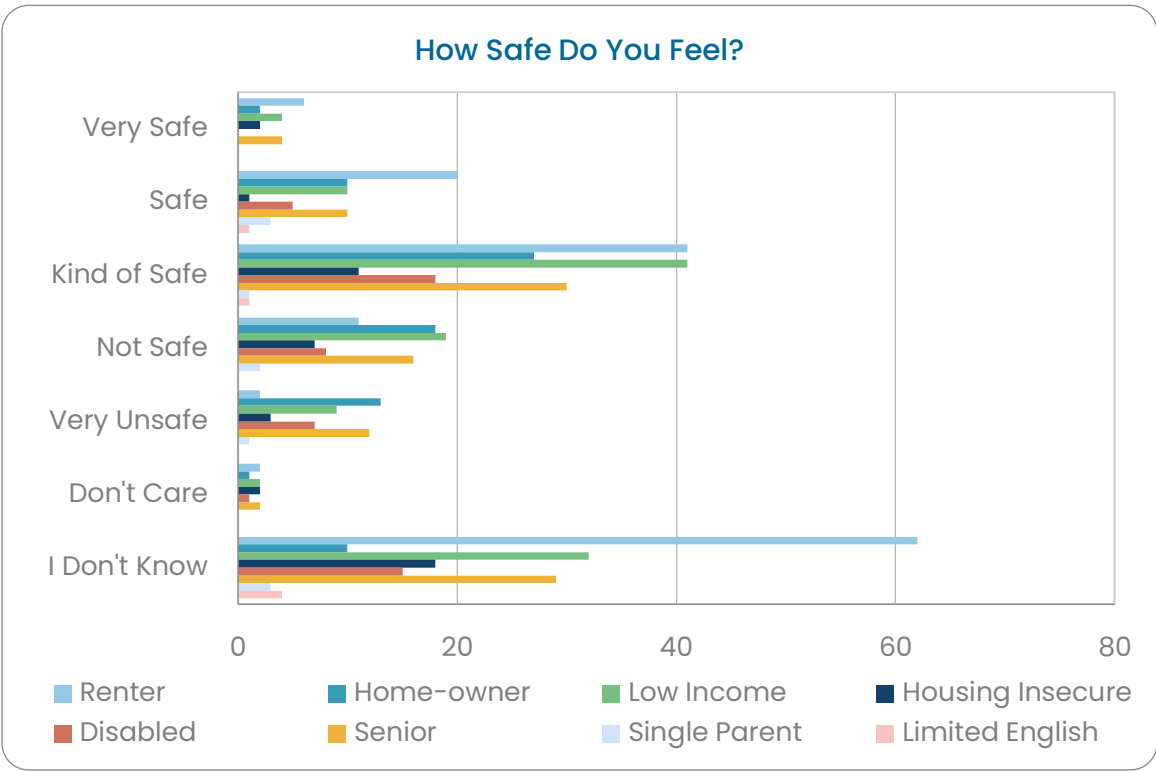


Figure 19: How Fire-Safe Do SVP Respondents Feel?

Residents who selected "kind of safe" generally showed better awareness of actual fire hazards, though some responses still revealed significant knowledge gaps. Those who felt "unsafe" often drew from personal experiences that had eroded their sense of security. They accurately identified many risk factors, though their risk rankings sometimes appeared inconsistent with their stated concerns.

The "very unsafe" group expressed well-articulated concerns about fire risks. Notably, some respondents revised their safety ratings after discussing and attempting to justify their initial responses.

These findings highlight varying levels of fire safety awareness across different housing situations and emphasize the need for targeted education about practical wildfire preparedness measures

How Could Your Home Be Safer from Fire?

When asked how to make their homes safer from wildfire, the 223 respondents identified several approaches:

Fuels Reduction (45% of respondents)

A plurality believed reducing flammable materials would improve safety. They identified hazards such as vegetation, yard debris, and bark mulch that could be removed or managed around their homes and in surrounding areas.

Other Safety Measures

Some respondents suggested multiple improvements, including:

- Structural modifications like replacing wood fences with metal
- Upgrading older roofs
- Watering vegetation to reduce flammability

Knowledge Gaps and Control Issues

- 23% didn't know what could be done to protect their homes
- 10% felt no changes were necessary
- 19% believed safety improvements were outside their control

Notably, though we didn't specifically ask about responsibility for improvements, many renters and residents pointed to others as responsible for reducing wildfire risks, including:

- Property owners and managers
- Immediate neighbors
- Public and private land managers

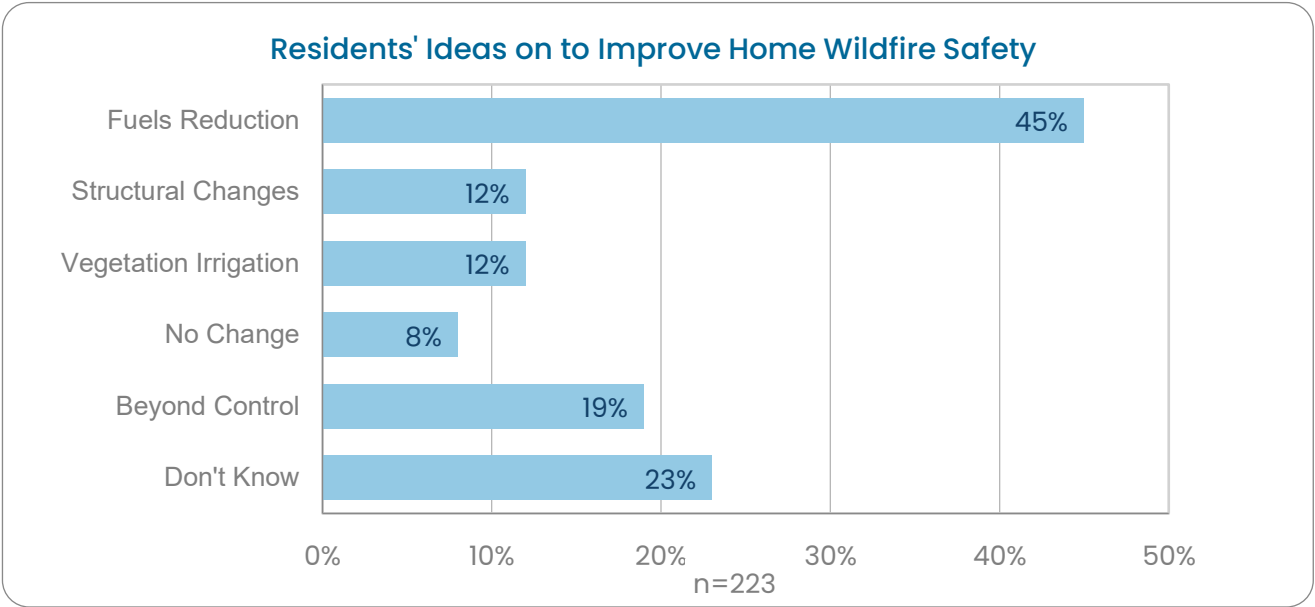


Figure 20: What Could Be Done to Make Your Home safer?

According to Ashland's most experienced certified wildfire risk assessor, none of the 100+ homes she observed could be considered "safe" from wildfire. While education efforts have helped some residents understand key safety measures, many still showed limited knowledge of effective wildfire protection strategies.

Note that these findings were not segregated to separate out the responses between the total sample population and the SVP population which comprised 77% of the respondents.

Preferred Sources for Wildfire Home Safety Info

Responses were categorized and are presented in the table below. Seventy-eight (35%) of the responses recorded are in the "don't get information" and "don't know" categories. Additionally, less than 3% indicated they "don't care" about receiving such information, citing various reasons. A significant number of apartment dwellers reported not receiving any information on wildfire preparedness.

Category	# response	% of total
Haven't gotten any information	49	22.0
General knowledge/observation/experience	40	17.9
Directly from city fire staff or volunteers	35	15.7
Don't know how to make my home safer	29	13.0
Search on the Internet	24	10.8
I learned from family, friends, or neighbors	21	9.4
I got information through social and regular media	15	6.7
Training of some kind	14	6.3
My landscaper or landlord knows	12	5.4
From the City website	8	3.6
From a non-governmental organization or HOA	7	3.1
I don't care	6	2.7

Table 15: Preferred Sources of Wildfire Safety Information

The data reveals that nearly one-quarter of the respondents have not received any information, and 1 in 5 rely on "general knowledge" or personal observation or experience. Nearly 1 in 6 respondents reported obtaining information directly from city fire staff or volunteers, which is slightly less than those who rely on personal observation and "general knowledge." Internet searches are used by 1 in 10 of the respondents. Social media is slightly less popular. Nearly 1 in 10 respondents reported learning from friends, family, or neighbors, while 1 in 20 rely on their landscaper or rental property owner. The least mentioned sources for information were the City's website, and a non-governmental organization or homeowners' association (HOA). About 1 in 15 respondents had

participated in some form of training, though the type of training varied, including programs such as CERT (Community Emergency Response Team), firefighting courses, or environmental studies at Southern Oregon University (SOU).

Some respondents misunderstood the question and cited sources like Nixle, which provides emergency alerts but not specific wildfire preparedness information. The responses highlight that while some residents proactively seek information, a significant portion remains uninformed or uncertain about how to protect their homes, emphasizing the need for more accessible and targeted educational efforts.

Do You Want to Learn More?

Of the 225 responses recorded, only 4% had gotten a home site risk assessment. Nearly 60% of the respondents said they weren't interested in getting an assessment. Nearly 7% did not know if they wanted one. Approximately one-third of respondents were interested (Figure 21).

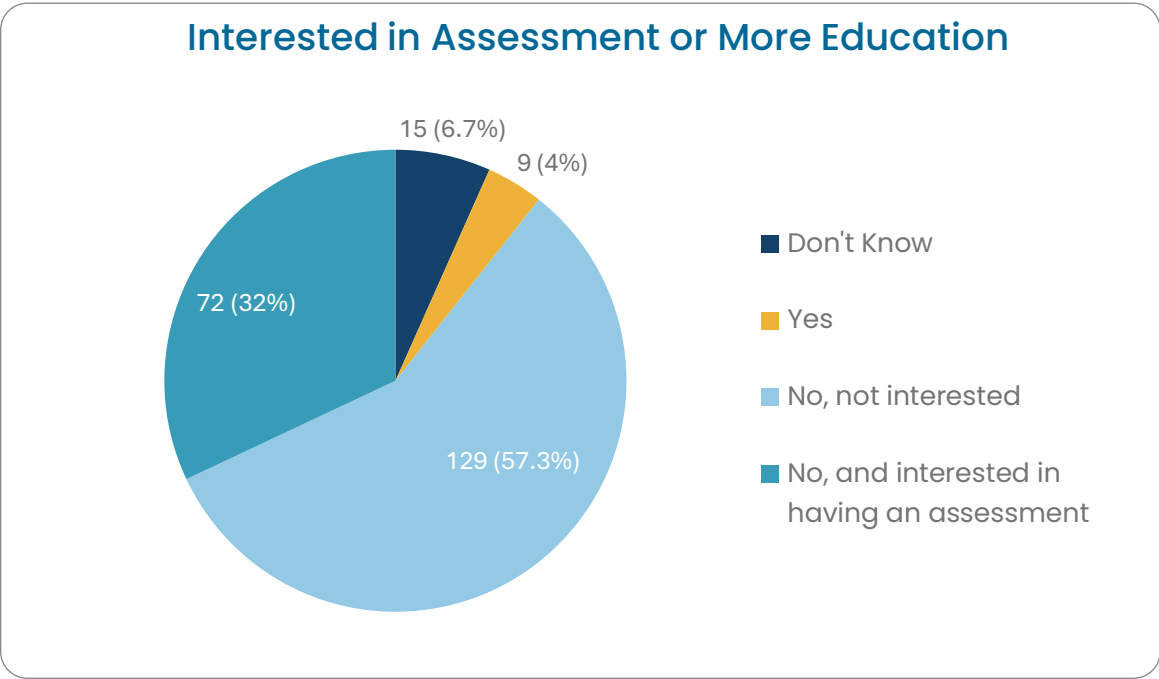


Figure 21: Respondents Interested in Further Educational Opportunities

Out of 72 respondents interested in an assessment, about 7% were given a wildfire risk assessor's business card to sign up later. About 65 residents (29%) provide contact details. In total, over one-third of respondents provided contact information—mostly to schedule an assessment—with a few sharing their phone numbers solely to enter a raffle introduced late in sampling.

The project lead's interviews emphasized that the wildfire risk assessment was free, confidential, and a valuable learning opportunity, resulting in higher participation. In contrast, when less experienced volunteers conducted the interviews, fewer respondents signed up. This suggests that either the volunteers did not present the offer as effectively or that the way the offer was framed influenced responses.

Of the nine respondents who had previously undergone a risk assessment, five had assessments conducted by City of Ashland Fire Staff within the past decade, three by Ashland Volunteer Wildfire Assessment Program (WRAP) volunteers since 2021, and one by an unspecified individual.

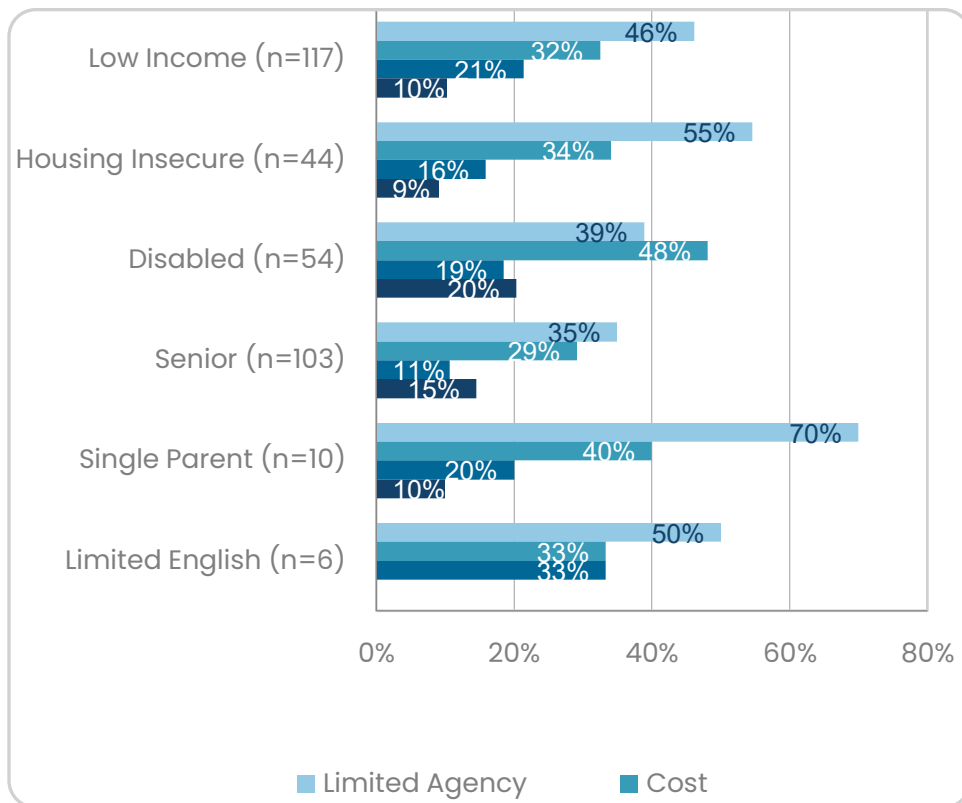


Figure 22: Barriers to Fire-Safe Homes for SVPs

"I said I don't want an assessment because I don't want to know what I need to do"

-SVP Project Interviewee

Barriers To Having a Wildfire Safe Home

The top three barriers identified by the 221 individuals interviewed in the sampled population to making their homes wildfire safe are: 1) lack of agency (48%), 2) cost/finances (24%), and 3) inadequate knowledge about what to do (18.7%). About 9% of the responses went into the "other" category because it was difficult to categorize their responses as obstacles or limitations. The next most common limiting factor reported was "it's not a priority" or I don't care" (8.4%) followed by "I don't have the time" and I don't have the physical capacity (both were 7.1%).

Nearly three-quarters of renters reported that they either do not consider it their responsibility to make their homes wildfire-safe or feel unable to do so due to restrictions imposed by their homeowners' association (HOA), rental property owner, or property management company. Some renters expressed hope that their rental property owners or management companies were taking wildfire safety measures, while several others complained that they were not.

Among the 173 socially vulnerable individuals interviewed, the top four barriers to making their homes wildfire-safe were:

1. Lack of agency (control over property decisions)
2. Financial constraints
3. Insufficient knowledge on wildfire safety measures
4. Limited physical ability to act

Figure 22 shows the percentage of socially vulnerable individuals (SVPs) who reported facing these challenges. The following discussion provides a closer look at each of the four obstacles.

Lack of agency refers to the idea that respondents do not believe they have control over, or responsibility for, making their homes safer. Rather, they believe that responsibility or control rests in the hands of rental property owners or managers, mobile or manufactured home park owners or

managers, or a Homeowners' Association (HOA). Households that most frequently identified lack of agency as a factor preventing them from having fire-resistant residences were renters (84%), single parents (70%) and the housing-insecure (55%).

Cost: Finances were identified as a major barrier by all socially vulnerable demographic groups. Nearly half (48%) of disabled respondents identified financial constraints as an obstacle to improving wildfire resilience. Among seniors, 29% reported finances as a limiting factor—the lowest percentage among SVP groups—yet it still accounts for nearly one-third of that demographic. Financial concerns were also reported by 40% of single-parent households; however, the small sample size (n=10) should be considered when interpreting this data. Between 33% and 40% of housing-insecure, low-income, and limited English-speaking households similarly identified cost as a major challenge. Several respondents mentioned that if they owned a home, they would feel more willing and able to invest in wildfire safety improvements.

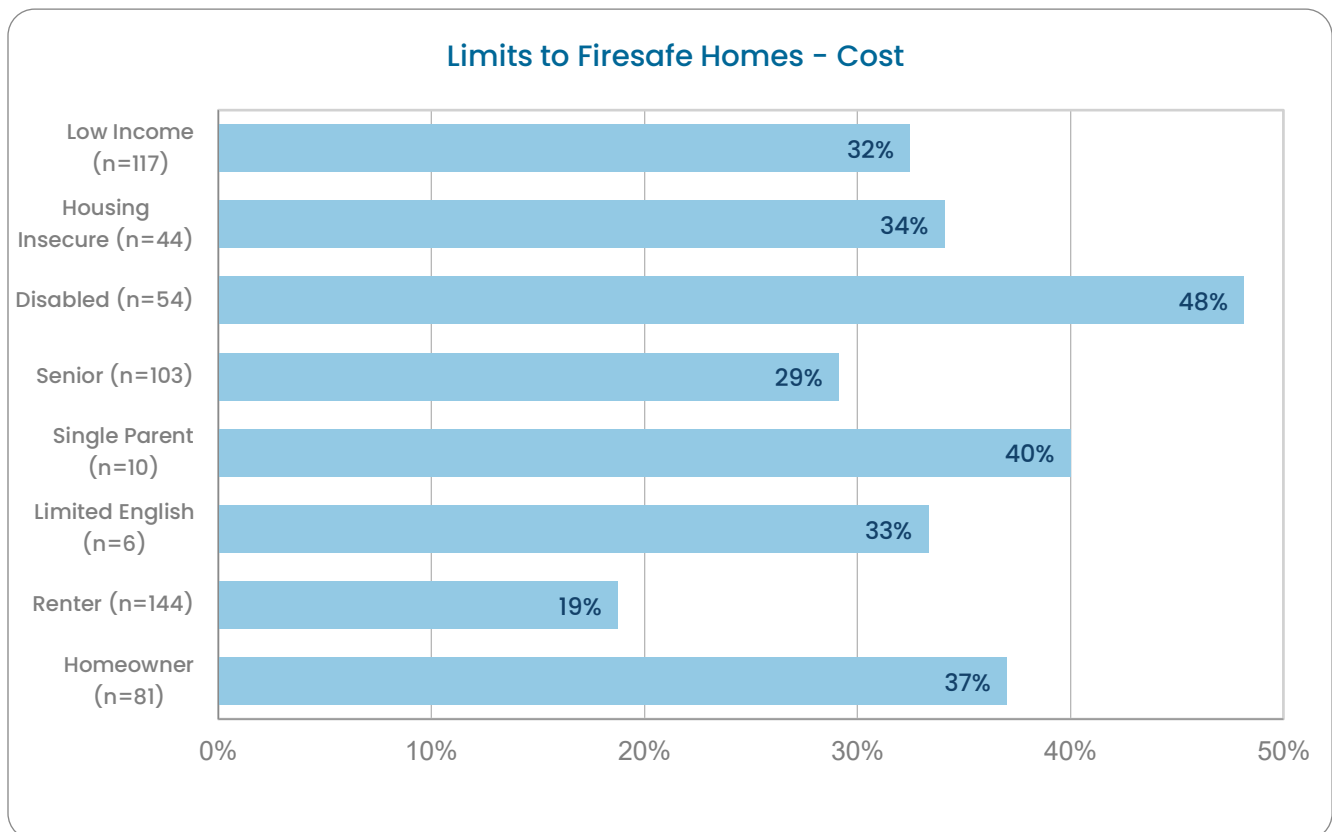


Figure 23: Percent of SVPs Who Indicated Cost is a Limiting Factor

Inadequate knowledge plays a role for many socially vulnerable groups. One fifth of the 225 Project respondents did not think they had the knowledge to make improvements. By listening and observation, we discovered that a significant number are either underinformed, misinformed, disengaged, traumatized, or do not recognize wildfire as a threat to their home.

Approximately 1 in 5 low-income, housing insecure, disabled and single parent households indicated that they didn't know what to do to make their home wildfire resistant. One-third of the limited English-speaking households and 2 out of 10 single parent households said they didn't know what to do. Seniors were the least likely to say that they lacked knowledge--1 in 10 seniors said they didn't really know what needs to be done (Figure 24).

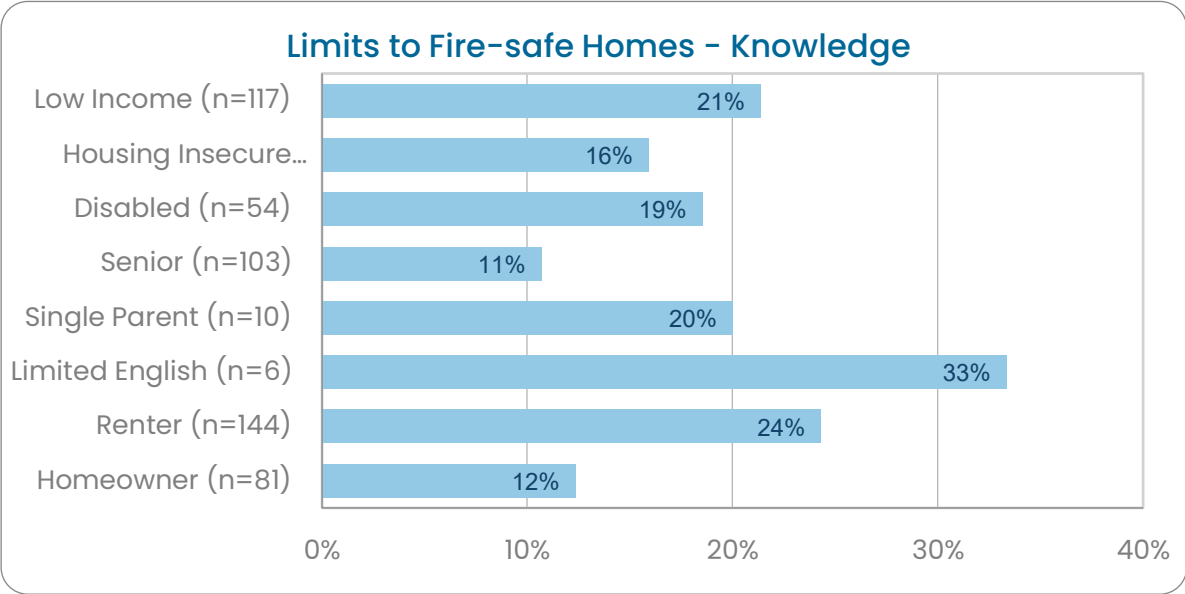


Figure 24: Percent of SVPs Who Indicated They Lack Knowledge On What To Do

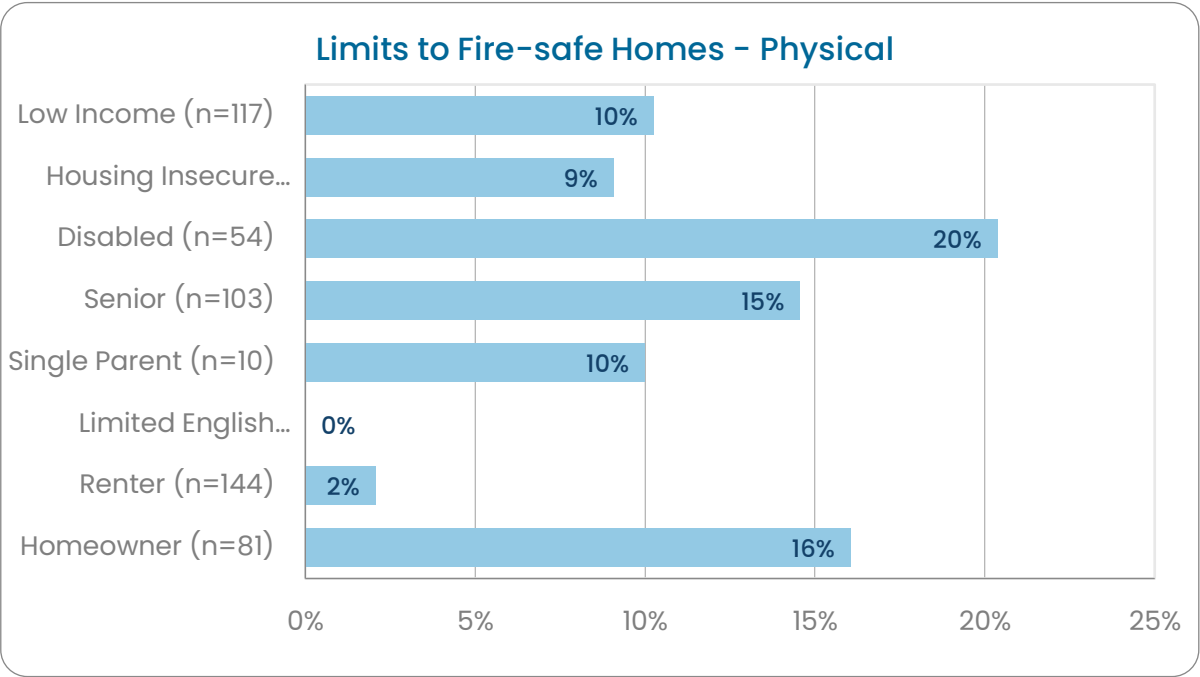


Figure 25: Percent of SVPs Who Indicated They Lack Physical Capacity

Limited physical capacity creates another barrier. Just over 7% (n=16) of the 173 socially vulnerable respondent indicated they lack the physical capacity to reduce their wildfire risk. The majority (81%) of these appear to have agency to make changes because they are homeowners. Surprisingly, only three socially vulnerable renters out of 144 interviewed mentioned they face physical limitations.

One in 10 low-income and housing insecure households indicated that physical capacity was a limiting factor. The largest percentage of individuals that said they lacked the physical capacity to do work was in disabled (20%) and or senior (15%) households (Figure 25).

Other barriers identified with the sampled population:

- I don't have the time
- I don't think anything needs to be done
- Its not a priority for me or I don't care
- I can't find help
- It's hopelessness
- The problem is on neighboring properties

Lack of time was cited as a barrier for about 7% of the Project respondents. Students mentioned a lack of time as a limiting factor more often than did any other demographic group, but students were not specifically targeted for data collection, so the result is anecdotal.

About 2% of the Project respondents said they can't find help to do mitigation work around their home. Around 5% don't think anything needs to be done (but it does) and less than 3% said there are no obstacles to getting the work done. Nearly 9% say it's not a priority. Four residents feel that it is futile or hopeless or that their best choice is to move away. Three respondents indicated that it was their neighbor who is the limiting factor.

Information On Current Wildfire Conditions

Category	# responses	% of total	Category	# responses	% of total
Citizen Alert/Nixle/Everbridge	104	46.8	My neighbor(s)	9	4.1
Watch Duty App	84	37.8	Local radio station	7	3.2
Friends or family member(s)	34	15.3	SOU alerts or from an instructor	6	2.7
Other	27	12.2	Reading local or national news	6	2.7
Search the Internet	24	10.8	Sherriff's Scanner	6	2.7
Don't Know or No access	20	9.0	Other Social media sites	6	2.7
Television news	16	7.2	Personal network (e.g., church, HOA, club, and similar)	5	2.3
App on my Phone	16	7.2	Oregon State Website	3	1.4
Facebook	11	5.0	Jackson County Wildfire Map	3	1.4
City of Ashland website	10	4.5	InciWeb (Incident Info System)	1	0.5

Table 16: Where Respondents Get Information on Current Wildfire Conditions

Respondents could list multiple information sources. Nearly half reported receiving alerts on their phones, which we attempted to verify as Nixle or Citizen Alert. Since some mentioned text alerts without specifying the source, the actual percentage of registered users (46.8%) could be higher. Overall, a significant portion of the target population is registered for emergency alerts, though there is room for improvement.

Watch Duty, a new non-profit wildfire tracking app available for free on smartphones, has gained popularity, with nearly 38% of respondents indicating they use it. Interestingly, several of these respondents did not mention using local or county services such as Citizen Alert or Nixle. The next most common sources of information are friends and family (15.3%), followed by the “other” category (12.2%) and online searches (10.8%). The responses in the “other” category provide useful insights. For instance, some individuals mentioned turning to a volunteer or fire department personnel rather than using the City’s official website. In a sense, seeking information from a City employee or volunteer functions similarly to relying on a personal network or a friend.

Notably, 9% of respondents indicated they either did not know where to find wildfire information or had no access to current updates. This gap in awareness and accessibility should be a concern for the evacuation planning team.

A small percentage of respondents (3.2%) rely on local or national television and radio news for wildfire information. An equal number of people (six each) cited sources such as the Sheriff’s scanner, SOU alerts or instructors, local or national news websites, and unspecified social media platforms as their preferred sources. Facebook, the City of Ashland website, and neighbors were mentioned by a similar number of respondents, ranging between 4-5%. Additionally, five respondents reported relying on a personal or organizational network for updates.

Only three respondents mentioned using the Oregon State website or the Jackson County wildfire map. However, it is possible that some of the 24 respondents who indicated they use the Internet for information may also be accessing these sites. Notably, only one person reported using the federally operated InciWeb.

Insurance Coverage for Wildfire Related Losses

Approximately 11% of homeowners and 67% of renters interviewed in the SVP Project reported that they did not have insurance for wildfire-related losses. Of the 85 SVP project renters who self-

identified as meeting one or more of the SVP criteria, 69.4% said they have no renter’s insurance coverage or don’t know if they have insurance.

Between half to more than two-thirds of all socially vulnerable groups represented in the sample had no insurance except for the senior cohort which had the lowest proportion of uninsured households (38.6%).

The housing-insecure, single-parent households, and individuals with limited English proficiency were the least likely to be insured. Additionally, only half of respondents with disabilities reported having insurance coverage. In contrast, most seniors indicated they were insured for wildfire-related losses.

The percentage of uninsured homeowners in the sampled population (11.3%) is higher than the national average. Although we did not specifically ask respondents why they lacked insurance, it is reasonable to attribute this, at least in part, to rising insurance costs and limited availability. These factors align with findings from recent studies. According to the Consumer Federation of America (2024), 7.4% of U.S. homeowners lack insurance, an increase from 5% in 2019. Additionally, the average annual cost of homeowners insurance for a policy with \$300,000 in coverage has risen to \$2,230, compared to \$1,096 in 2013, reflecting a 23% increase in just the past year (Realtor.com, 2024).

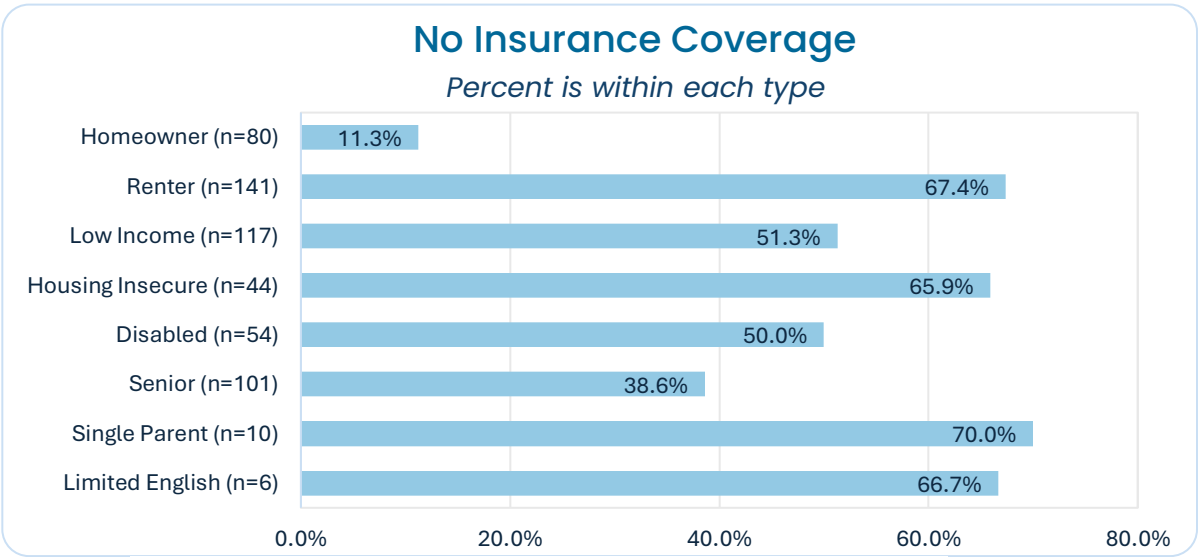


Figure 26: Households Who Have No Insurance Coverage

Interestingly, of the homeowners who said they have no insurance, many own mobile homes or live in designated affordable housing units that require homeowner's insurance. A total of 47 residents living in three privately owned mobile/manufactured home parks were interviewed: Wingspread (31), Tolman Creek (9), and The Pines (7). No renters are allowed to occupy homes in Wingspread or Tolman Creek and according to occupants interviewed the homeowner is required to carry homeowner's insurance. Despite this requirement, eight (17.0%) said they currently have no insurance. This is substantially more than in other home types. One manufactured home resident said: "It took me awhile [recently] to get my insurance because of my credit score."

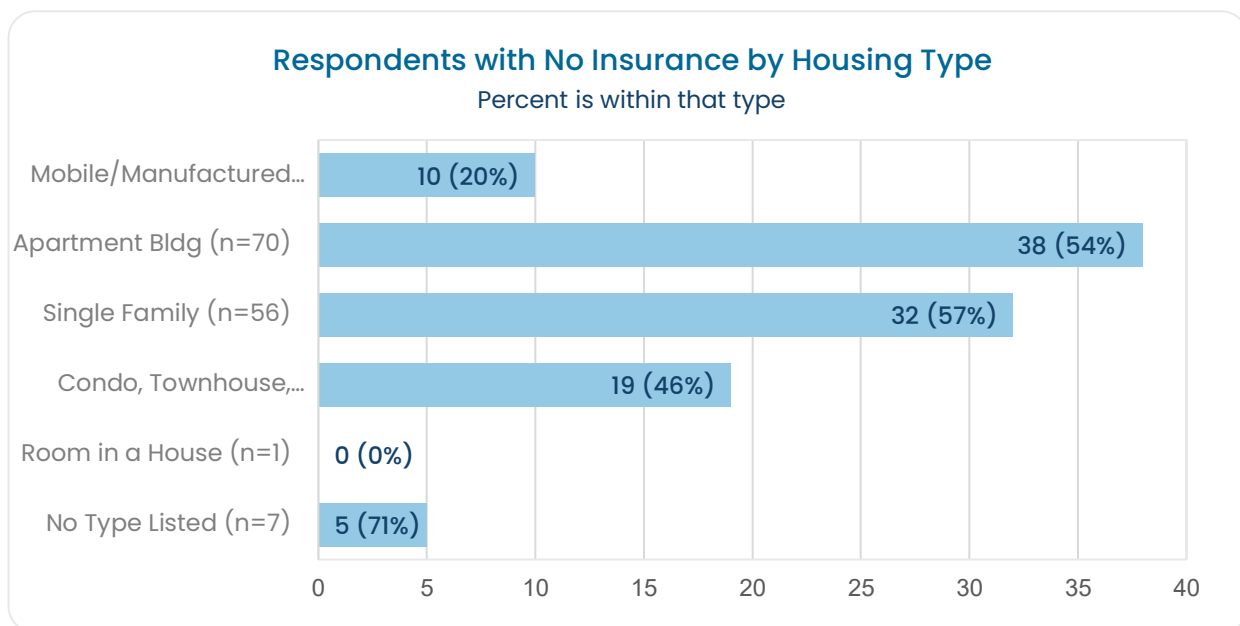


Figure 27: SVP Households Without Insurance by Housing Type

The Pines mobile/manufactured home park is owned and operated by the largest property management company in Ashland. Two residents of the seven interviewed said they have no insurance. We encountered three limited English-speaking households in the Pines but only had time to interview one family. A young Hispanic woman who spoke English, but whose mother did not, could not tell me whether the household had any kind of insurance. One of the Pines resident's claims to be disabled and housing insecure and has been homeless. He expects to be evicted in the next few months. This park is at high risk of complete loss if a fire occurs based on the density, age and poor quality of the units, and the abundance of debris, clutter, open storage areas, trees, and connected wood fences surrounding homes.

Figure 27 shows that 54% of 221 occupants interviewed who live in an apartment building have no type of insurance; 57% of households living in single family homes; and 45% of those living in multiplexes said they have no insurance. These high percentages are likely because many are renters. More than 67% of renters said they don't have insurance for wildfire losses, and nearly 66% of housing insecure residents have no type of property insurance. The lack of insurance coverage is a serious problem for many reasons. It is even more serious for socially vulnerable households who have limited capacity and assets.

The 2022 U.S. Census reports that 47% to 49% of Ashland residents are renters, compared to the national average of approximately 35% of all occupied housing units being rented. This indicates that Ashland has a higher proportion of renters than the national average. Additionally, over two-thirds of Ashland renters do not have insurance coverage, which is significantly higher than the national average, where 45% of renters lack insurance, according to Simply Insurance. Oregon law allows landlords to require tenants to obtain renters insurance, but there are restrictions based on median household income.

Our hypothesis that Ashland's large rental population differs from homeowners in terms of insurance coverage has proven true. While approximately 11% of homeowners in the sampled population lack home insurance, an alarming 66% of renters are uninsured. Since most renters interviewed belong to one or more socially vulnerable demographic groups, their lack of insurance puts them at significantly greater risk compared to homeowners. Wildfires can disproportionately impact socially vulnerable households due to factors such as inadequate or substandard housing, social exclusion, lack of property ownership, and limited ability to evacuate effectively (Klampe, 2023; Fothergill & Peek, 2004).

The City of Ashland and rental property owners should be deeply concerned about the high number of uninsured residents. If a significant portion of the city's housing stock is lost to wildfire and residents are uninsured, the workforce would be severely affected. Many low-income, housing-insecure, disabled individuals, seniors, and limited English-speaking households would struggle to recover. This scenario became a reality in the neighboring communities of Talent and Phoenix after the Almeda Fire, where uninsured residents faced enormous challenges in rebuilding their lives. Even when rental properties were adequately insured by owners, the rebuilding process is taking years, and the availability of affordable housing decreased dramatically, forcing many former residents to

leave the area permanently.

The lack of insurance among renters and socially vulnerable individuals is a critical issue, as they have limited capacity to cover evacuation costs and recover lost assets. Addressing this challenge should be a top priority in the CWPP. Gaining insight into the culture, knowledge, and perspectives of uninsured residents is crucial for effective wildfire risk reduction and recovery across the City. Below are some quotes from interviewees who shared their thoughts and experience with getting insurance:

- "I had no problem with insurance for years. I submitted a claim three times [after the Alameda Fire] but they don't want to pay. California Casualty provided my insurance which is hard to get for mobile homes."
- "Due to my need for multiple surgeries, I stored all my belongings in a storage shed in Talent. During the Alameda Fire the facility burned and I lost everything. My insurance won't pay anything because the contents were not inventoried."
- "Our insurance was very good. They paid out the entire amount for rebuilding and for the contents. We ended up in a rental for two years which the insurance paid for."
- She thinks she will lose her home because the insurance has gone up from \$1700/year to \$2460/year.
- They evacuated family, kids, horses during Alameda fire.workshop burnt down in Talent, he is a metal sculpture, had no insurance, but no lives were lost so they count their blessings.
- "I don't have insurance partly because of the expense."
- "When we finally came back and saw all the devastation [we went into shock]. We had no power for weeks and no cell service. We lost all of the food in the refrigerator because of the power outage. I don't think my parents had any insurance to deal with the losses. Since insurance is for the home, they probably had no way to get reimbursement for the time in the hotel. This is something that needs to be addressed in the postfire recovery planning process."
- Because she is so worried about responders passing her by (she is very slow moving), so she made the following suggestion: a way to notify responders with a sticker on the door but don't let robbers know. [I also "can't afford home insurance"].

- “We weren’t insured because we felt safe [in their mobile home in Phoenix which burned]. Not enough to do much but help look for somewhere else. We moved into RV, parked out at daughter’s.”

Stories and Additional Information Shared

Interviewers documented additional comments and personal stories shared by interviewees beyond their answers to specific questions. While some respondents chose not to share extra information, those who did provided valuable insights into their state of mind and wildfire-related concerns. The additional information generally fell into five key themes:

1. Personal experiences of wildfires that directly impacted them, their families, or close friends—such as home loss, displacement, and challenging evacuations (57 respondents).
2. Stories and observations about nearby wildfires that heightened their awareness and/or preparation efforts (27 respondents).
3. Expressions of fear for themselves, their families, and neighbors regarding potential wildfires (22 respondents).
4. Examples of personal empowerment or preparedness efforts, such as assembling go-bags and educating neighbors (20 respondents).
5. Challenges related to limited capacity or responsibility for home preparation due to rental or mobile home park property management or homeowners’ associations (7 respondents).

Approximately one-quarter of respondents shared personal experiences of wildfire impacts, including losing homes, displacement, and evacuation stress—most frequently citing the Alameda fire. Several respondents reported losing their homes in the Alameda fire, while others described the confusion or absence of evacuation notices and the stress of leaving under uncertain conditions. Many also shared stories of friends or family who lost their homes, with lingering fear, loss, and anxiety continuing to affect them.

Additionally, 12% of respondents mentioned wildfires occurring nearby that, while not directly affecting them, increased their awareness of wildfire risks. Around 10% of respondents expressed general fears about potential wildfires, particularly concerns about losing their homes or not being able to evacuate in time. And 8% of respondents shared actions they had taken to feel more prepared, such as creating emergency kits, educating their communities, and reducing fire hazards around their properties.

Field Lessons Learned

While data is useful, there are many things to be learned that are experiential. For example:

- Most (if not all) of the people we interacted with are unlikely to attend a public meeting or read written materials placed in a public place. Going to their place of residence or casually meeting them in a park or gathering place made a huge difference in connecting with people who are not otherwise heard.
- Many people interviewed were surprised and grateful to be asked questions on the topics and were impressed that someone would volunteer to seek them out.
- Inviting people to share their perspectives without trying to educate them at the same time was important to relationship building. Occasionally they asked questions and were given info.
- Offering incentives to have the conversation did not appear to have much value; in fact, it tended to make the conversation transitional rather than personal.
- To encourage people to want to be better educated, they often needed reassurance that the experience would be one-on-one, free, unconditional, and done at a time of their convenience.
- Some seniors indicated that they were glad to participate because they are lonely.
- Several households with children had a hard time paying attention because they were distracted.
- It was extremely helpful to have one of the volunteers who was Ukrainian, reach out to Ukrainian refugees.
- Volunteers with limited experience tended to have difficulty listening and writing down what people said. We all learned what worked best through experience.
- It was difficult getting volunteers to commit to doing the interviews more than a few times even if they were initially very interested and enthusiastic. It takes a special person to go to the home of someone you don't know and engage them in conversation.

Raw Data Sections

- “Local Conversations” Data Collection Form
- Responses to Where would you go if you needed to evacuate and why?
- Responses to Why do you think your home is safe or unsafe from wildfire?
- Responses to What do you think would make your home safer?
- Responses to Where do you get information on how to make your home safe?
- Responses to What limits you from having a wildfire safe home?
- Responses to Where do you go to get information on current wildfire conditions?
- Responses to Open forum—additional stories and information shared

“Local Conversations” Data Collection Form

Local Wildfire Conversations

I am a volunteer working on Ashland’s Community Wildfire Protection Plan. Our goal is to keep you safe and our community whole when wildfire affects Ashland. To create a plan that reflects concerns and meaningful solutions for everyone, we would like to hear your perspective. Do you have a few minutes for a brief conversation?

Name(s) of volunteer(s) filling out this form (Required): _____

Circle or mark all that apply. See the master map to locate areas by name. If map is not available, write down the two closest cross-streets: _____

Which City? (required)	SVP Areas in Ashland	Other Areas	MH Parks
Ashland	Allison	Almeda	Wingspread
Unincorp. Ashland	Avery	Ashland Mine	Tolman Ck
Talent, Phoenix +	Faith	Church	The Pines
Medford, Central Point, White City	Garfield (SOU units – not dorms)	Fordyce	Siskiyou Village
Other Rogue Valley	Hersey	East Main	Nauvoo
Not a “local” resident	Holmes	Granite	Bear Creek
	Hospital	Green Meadows	

	Laurel	Guthrie	
	Morton	Nevada	
	Oak	North Mountain	
	Orange	South Mountain	
	North Clay	Oak Knoll	
	South Clay	Takelma	
	Railroad	Terrace	
	Rice Park		

DEMOGRAPHICS – First ask if they are a renter or homeowner (if living in a MHP where they own the trailer they are a homeowner). Ask the interviewee to self-identify their income, age group, etc. status. Assume if they live in City, State or Federal “affordable housing” they are low income.

CIRCLE or MARK ALL THAT APPLY:

Renter or Homeowner **(At a minimum, answer this question)**
Condo, Townhouse, multiplex; Apartment Bldg (4 or more units); Mobile/Manufactured Home
RV; Single Family Residence; Studio/Adu/cottage; Room(s) in a house; Other _____

Low Income Housing Insecure Disabled Senior Single Parent child under 18 in home
Limited English in home Other (explain): _____

INSURANCE: Homeowners insurance—Y / N; Renters insurance ---Y / N; Don’t know _____

HEALTH AND SAFETY:

Where would you go if you needed to evacuate? Why? (They may describe what they would do, how prepared they are with a go bag, etc., rather than where they would end up. Any answer is fine but try to find out where they plan to “land.” If they have no answer, enter that they “don’t know.”)

How would you evacuate? (check all that apply)

my car/truck/van/motorcycle: _____ go in someone else's vehicle: _____ bus _____
bike or on foot: _____ other: _____

Do you know what a "red flag" warning is and why it is important?

No _____ Give them a flyer if they don't know. Yes _____ high temps, low RH, dry conditions, winds

WILDFIRE RESISTANT HOMES KNOWLEDGE: These questions assess their understanding of wildfire risk and how they get information to make risk reduction decisions. Use their words as much as possible.

How safe do you think your home is from wildfire? (Required):

Very Safe _____ Safe _____ Kind of Safe _____ Not Safe _____ Very Unsafe _____ Don't know _____
Don't Care _____

Why do you think your home is safe or unsafe? (Required): (record their words)

What do you think would make your home safer from wildfire? (record their words)

Where did you get information on how to make your home safer from wildfire? (Required):

Have you had a wildfire risk assessment done for your home or property? Encourage them to ask for an assessment to learn more. If they are interested get their contact info (next page).

Yes _____ No, not interested _____ No, and interested _____ Don't know _____
Who did the assessment? City Fire Staff _____ WRAP volunteer _____ Don't know _____

CAPACITY TO HAVE A WILDFIRE RESISTANT HOME: If they don't say anything specific—write down "Don't know" & encourage them to get an assessment.

What limits you from having a wildfire safe home? E.g.: finances, time, resources, knowledge, etc.

COMMUNICATION PATHWAYS: Goal is to discover preferred wildfire communications pathways
Where do you go or who do you turn to for information and advice about wildfire conditions and what to do about them? Common responses: Citizen's alert, Nixle, Watch Duty, **(Required):**

FOLLOW UP: *Can we contact you again to clarify your responses or provide educational materials?*

Yes _____ No _____ Maybe _____ (give them Charisse's card if they are unsure)

Contact Information: If they are comfortable get their name, address, phone #, and email so we can provide them with educational materials, a wildfire risk assessment, or come back to talk to them or others about wildfire risk reduction options. Personal information will be shredded after responding.

Name _____ Phone _____ Email _____

Address (only if they want a free assessment) _____

Preferred contact media to make an appointment: text; email; phone call (circle one)

NOTES: First paragraph (below) is for anything that does not fit elsewhere and for stories, experiences, and ideas. **Record stories and anecdotes here.** *Stories are usually the richest source of information, so take your time to paint a full picture and quote often.*

Interviewer's Notes (this is your space) It is helpful to remind yourself who this person is if we need to go back to correct or add information. This is especially helpful if you have many conversations



close together and get mixed up about who said what. Consider putting information shared that is not directly related to wildfire here, such as complaints about City Council, electrical costs, etc.

Thank You For Contributing To Making Ashland A Fire Adapted Community

Responses to “Where would you go if you needed to evacuate and why?”

223 Responses recorded and sorted thematically:

- Destinations (120; 53.8%)
- Travel direction/route (includes generic “away from the fire”) (97; 43.5%)
- “Don’t know” (used these or similar words) (35; 15.7%)
- Accessibility issues (29; 13%)
- Other concerns (15; 6.7%)
- Unsolicited evacuation “preparedness” options mentioned (13; 5.8%)
- Plan not to evacuate (4; 1.8%)
- Evacuation related comments recorded in the Open Forum Notes (n=37)

Destinations

1. To the SOU parking lot. I don't think we can get out of town because the roads will be blocked
2. Corvallis because my daughter lives there.
3. Depends on where the fire is. North or south. Petaluma or Eugene. Have friends all over town.
4. I have a lot of family in the area so I will go to one of them.
5. We have lots of family and friends in the area and would go to stay with them.
6. I would probably get in my car and sleep in it.
7. I would go to Medford or south to stay with friends depending on where the fire is.
8. Los Angeles, or Portland.

9. Have out of area travel trailer
10. We have places to go outside of the area
11. Any one of several places already identified out of the area
12. We would probably go to family in Mt Shasta or to Eugene depending on the fire.
13. My daughter lives in Medford. I would go there.
14. I would go to my daughter's house unless the fire required us to evacuate which happened during the Alameda fire.
15. Many places. Probably to Seattle.
16. I would take a wool blanket and go the pond. I would use my old fire shelter for me and my dog.
17. We would leave at Level 2 and go to Grants Pass, Klamath Falls, or Yreka, depending on the fire. If we couldn't drive away we would probably go down to Bear Creek on foot across a large dry grassy field.
18. Good question. Depending on the immediacy of the situation I would have 2 choices: going to the field to the north or to the Shop N Cart parking lot to the south. I expect all routes to be impacted. I purchased an ebike with this in mind. I'm really concerned about only one point of egress. We are trapped here. I plan to escape on foot or bike and won't take anything with me.
19. Depends on where it starts and the way the wind is blowing. I have the evacuation map. Not sure where I would go if I couldn't get to Medford. I probably would go into the mountains.
20. Go out to Foss Rd or someplace open. Away from wooded areas in Ashland.
21. To the cemetery on foot. If I had time to go in a vehicle I would go down to East Main and out to Emigrant Lake depending on the fire.
22. To Medford because I have family there--if I could go north that is.
23. I would leave here in whatever matter works. I have no plan to land. Where I go depends on the fire direction. Possibly a motel depending on what's available. We would try to take our two cars, but I could a certain distance if I had to.
24. I have friends in town that are a little higher in the mountains. That's where I would go.
25. Good question. Not sure. Away to where family are. Probably to central Oregon to be with family.

26. Depends on the fire direction. We have meeting points planned in Ashland, Hilt, Yreka, Rogue River, and Grants Pass. We have people to stay with. We have two vehicles and would take both. We talked about a foot route to the cemetery. If we can drive we would go to Clay and East Main.
27. Probably would seek advice. May stay with my ex-wife in Talent or I would go to live with my sister in Massachusetts. It depends on the disaster.
28. I don't have a place to go to.
29. If I needed to evacuate Ashland, I would probably try to stay at a friends house in Medford, however, they'd likely have a lot of other people trying to do the same thing, so that might not really be an option. If I had to leave Southern Oregon, well, I guess I'd drive down to LA where I have friends and family? But then again, they might not have space. So I would probably stay close and find the cheapest place for me and my pets to stay.
30. Anywhere. I have already evacuated from 2-3 fires.
31. I would go to my parents house in Burney California.
32. It depends on where the fire is coming from. If from the south, I would go to Merlin to be with family. If it came from the north, I would go to Chico.
33. To Medford. It depends on where the fire is.
34. To my church building. There are people that know me there and can help me. I'm 84 and no family so I need help.
35. That's a really good question. I suppose I would go to a lot near here that I think the City owns; or I would go to the Seventh Day Adventist lawn.
36. Yeech... I know people who had to evacuate during the Alameda fire. I guess I would go to friends who are in a safe place.
37. Depends on where the fire is. I would go north to Eugene. South would be "SOL" (shit-out-of luck). I would have no place to stay if I went south.
38. I would probably go to Medford to stay with friends or in a hotel."
39. my fathers house in Jacksonville if that was safe or I could get there
40. a friends house, Medford Grants Pass
41. I'd go to family or friends depending on evacuation length
42. I have friends in Ashland and Medford I could stay with

43. anywhere the fire was not, maybe my X-husband's house in Medford or my kids in Portland
44. family in Portland or maybe family in Seattle
45. My sisters in cave junction, if I could get there. I slept in my car first night of almeda fire with my dog and cat cause I couldn't get anywhere when we had to evacuate in Talent
46. friend's house-where it was safe
47. my son's home in grants pass
48. depends on where I can get to. I could go to friends in Redding-but only if I can get there.
49. Depending on the fire we would go to the coast or south to California.
50. I could go to my daughter in Phoenix or I would go to Medford.
51. I would probably check into a hotel. I have no friends or relatives living in the area.
52. once I got out of evac zone, maybe id go to friends in CA if I could get across the pass, my closest friends live in Ashland and talent.
53. Medford if I could get there, stay with friends
54. Medford
55. My family Portland or a local motel
56. Friends in Medford for immediate stays and father in Seattle if there was lengthy time away
57. My daughters home in Portland if evac was extended. But stay w a friend or get a motel immediately
58. To sons home in Portland, when I could get there. Immediately guess I'd go to motel.
59. My friends live around the valley and I can stay with any of them if I can get there. In Almeda fire I was evacuated and went to several homes during first few days of the event.
60. We would suss out the situation and then go to family in Talent. I have another close family nearby who we would pick up on the way out. We would take two vehicles.
61. It depends on what the evacuation is for. Our plan is to go the ball field because everyone in the family knows where it is and it would be a safe space.
62. Hmmm. I would head to the coast if possible because I assume the air there would be fresher.
63. My daughter lives in the hills in Ashland so I would try to go there.
64. Drive to our friends in Portland.

65. I would drive to my mom's house on Clay Street in Ashland if I could. Or I would just stay with an American family I live with and follow their advice and go with them whenever they went.
66. Hmmm. Not sure where I would go outside of Ashland. Would probably go to my girlfriends in Ashland.
67. Probably up north to family.
68. I would go to family in San Francisco if I could, or to friends in Portland.
69. My family lives in Ashland. If we had to leave Ashland, I may stay with family in Portland or a friend in Eugene.
70. I would go to a friend's house in Grants Pass.
71. I would probably go to Gold Hill.
72. To family in northern California
73. That depends on where I need to evacuate to. If I have to go north, I'll go to Portland. If I have to go south, I'll go to Nevada.
74. I would probably try to pick up my mom in memory care in Medford. My next door neighbor has no car, so I would probably ask her to come with me.
75. To my sisters who live in Klamath Falls.
76. North because I am more familiar with there.
77. I would go to California
78. Somewhere in Medford.
79. I would go to my parents' place in Medford. During the fire in Talent my parents came to my place.
80. Good question. Probably drive to friends in Silver City (near Salem)
81. Probably out towards Medford where I have relatives. I know Ashland well so I think I have options on how to leave.
82. Out to the Applegate to ex-husband or friend. Otherwise, I don't know.
83. My parents house in Portland if I could get their or stay w friends who do not evacuate
84. My friends in Medford if I could get there
85. I go get my mom and brother and stay w them if it was safe. If they evacuated too we'd all to Medford I guess for a short time we could stay in motel till we could come home.

86. Well my brother lives over Tolman creek road we could go their, but if he evacuated we'd go to Medford or San Francisco where we're from if the worse thing happened.
87. Might have to go to CA to stay w family if I was evac for long time
88. Medford
89. Medford friends live there
90. My friends live in central point I'd go there
91. To Medford my friends
92. Yreka where my sister lives.
93. Medford since I work there.
94. We evacuated during Alameda fire and all family agreed to meet at Mall
95. Medford if I could get there.
96. The nearest park or where he was directed to by PD
97. Try to get back to Cave Junction where he has previously resided
98. Most likely south of Ashland but would depend on fire location
99. Away from fire -probably to Medford or Jacksonville.
100. Friends in Medford my church in Medford
101. Anywhere away from fire, if I can get to Friends in Medford I'd stay there
102. Friend in Medford
103. Depends on how long I had to evacuate probably to friends in grants pass
104. My family brother lives in Central Point. I'd go there
105. to my cousins in Jacksonville I guess
106. My parents live in Medford. I'd go there
107. If she was going south, she would go to Hornbrook to her dad's house. And if she was going north, she would go to Medford. She knows those roads.
108. If the fire is South of Ashland I would take I-5 North to Eugene or Portland. If the fire is North of Ashland, I would take I-5 South to my family in Sacramento.
109. Most likely drive to Grants Pass to stay with friends while Ashland was being evacuated.
110. ...likely upwards towards Bend or Portland where I have family.

- 111. I would probably try a friends house if it was safe or Medford to find a place to go.
- 112. I think I would also maybe drive until I feel safe and far away from the fire.
- 113. Myrtle creek
- 114. go to neighbors, she is very prepared with classes proactive or follow route 7. She has cinder blocks and is proactively reducing risk. Confused on exact route. rely on phone tree for info
- 115. Drive up north to Oregon City where his parents live to figure out next steps
- 116. would go back to Sacramento California because that is where her family is
- 117. Depending on direction of wildfire, either Portland to stay with best friend, or Redding to stay with parents.
- 118. If possible, she would evacuate to Portland where her family is and if Portland was not possible she would go to the coast.
- 119. If south I-5 is open they would go Yreka because they have family there.
- 120. Where would I go if I needed to evacuatechico if the road wasn't blocked south. I have close family there who would put me up. If I could only go north I would go to Eugene. I have a brother there.

Travel direction

- 1. There are only two ways out--I5 and highway 99. If I5 is blocked, I would use highway 99 or 66.
- 2. Go to I5
- 3. Wherever the fire wasn't going
- 4. Opposite direction of the fire.
- 5. We would go the opposite direction from the fire.
- 6. Depends on where the fire is.
- 7. The fire would go down Bear Creek--wind direction depending. So I would go uphill and if the fire got closer, I would continue to go uphill." I told him that this would be a poor choice and explained why. He doesn't have a car and can barely walk. He seemed to think that the fire would mostly stay confined to the creek.
- 8. Wherever the fire wasn't going

9. I would look at the fire department guide. I would probably go towards the freeway.
10. I would drive to Eagle Mill Rd depending on the wind and fire.
11. Anywhere away from the fire
12. Anywhere away from the fire
13. Straight out the gate towards the railroad tracks depending upon where the fire is. (Note that the "gate" is for access to a newly constructed chain link fence around wingspread. The gate is locked though some folks have a key. The railroad tracks are lined with blackberries so getting to them will require going through blackberries.)
14. I am very concerned about hitting a traffic jam. I have 4 young kids. We would probably jump in the ponds.
15. Where the fire is not--maybe up Dead Indian Memorial Road because that is where my sweetie lives.
16. Away from the fire -- south or east. Maybe to the fairgrounds or to family in Yreka.
17. Depends on where it starts and the way the wind is blowing.
18. To the cemetery on foot. If I had time to go in a vehicle I would go down to East Main and out to Emigrant Lake depending on the fire.
19. I would go to I5 if I could. I have familiarity with other options. I would look for smoke direction and what others are doing.
20. Where I go depends on the fire direction.
21. Depends on the fire direction. We have two vehicles and would take both. We talked about a foot route to the cemetery. If we can drive we would go to Clay and East Main.
22. I would follow the evacuation route to East Main. I keep my vehicles topped up. We have 3 vehicles and three drivers so we would take all of them. We have cats that we would take with us.
23. It depends on where the fire is. I would go to open space. If driving is not possible, I would walk. I won't wait until told to go.
24. Call Amy who is in a safer place. It depends on where the fire is at.
25. It depends on where the fire is coming from. If from the south, I would go to Merlin to be with family. If it came from the north, I would go to Chico.

26. To Medford. It depends on where the fire is.
27. It depends on where the fire is...if we go north or south. I grew up here so I think we could get out. I have a dog so I need to evacuate in a car.
28. Depends on where the fire is. I would go north to Eugene. South would be "SOL" (shit-out-of-luck). I would have no place to stay if I went south.
29. Good question. There was a fire the road [a few days ago]. We loaded our cars because we were on level 2. We would go to Tolman Creek Rd down to E. Main. It depends on where the fire is. We would consider going by bike or on foot if we had to.
30. My daughter lives in Ashland. I would go to her depending on where the fire is. I have to take a car because I am not strong enough to carry much and I would have to take my cat.
31. I guess it depends on where the fire is coming from.
32. We have a plan. If we are in two places, we will meet in the Bi Mart parking lot. If we can go to Benson Rd we will get our RV and drive away. We have radios on because we are ham radio operators. We would listen to the Sheriff's radio. We would develop situational awareness and then reassess. We might pick up someone who lives on Siskiyou Blvd who only has a bicycle.
33. Do you think I would go to the freeway! No! My friend and I have been talking about how to evacuate. My friend says we should go to the nearby irrigated soccer field. What do you think? {Charisse told her it was a good option and she should discuss with the YMCA getting the gate unlocked so residents can go into the field in an emergency. I told her the City could not make the request}. If the fire is from the south, I'd go north.
34. wherever I could away from fire
35. Away from fire, from there I'd go to family or friends depending on evacuation length.
36. Friend's house wherever fire was not. We evacuated Alameda fire and our house burnt down
37. Away from fire, wherever police allow me to go. I have friends in Ashland and Medford I could stay with
38. wherever fire was not. I got here in 2021 after Alameda fire but if I had to evacuate I'd go wherever the police allowed me to go.
39. Depends on the situation and what is blocked off. I have friends all around. I would exit on North Mtn [we mentioned that it only goes south]. I would grab essentials and go wherever I could go. We have two cars and would take both of them.

40. It depends. I try to have options...but it depends on the fire and winds.
41. Depends on where the fire is.
42. It depends on the path of the fire.
43. In my mind the fire would be coming from grasslands. I would look at the wind direction. I have no idea what to do. I guess I would go away from the fire.
44. wherever police roadblocks allow me to go.
45. anywhere the fire was not and police would let me
46. Friends in Medford if that area was safe
47. Wherever the fire was not.
48. Away from fire
49. Away from fire
50. Wherever I can to get away from fire
51. Away from fire wherever I could go based on road blocks
52. Wherever I can away from fire.
53. I would head down the hill to the SOU campus. It depends on whether the fire is coming up the hill.
54. Depends on which direction the fire is.
55. I would go on I5 north or south to get away from the fire and out of the smoke.
56. It depends on what roads are open.
57. at least drive in the opposite direction to the fire.
58. It depends on which direction is open.
59. Opposite to the fire.
60. Depends which way the fire is.
61. Well gee.... I'd go away from the fire. I have no car and would have to go by bus or on foot.
62. Depending on fire location I may not be able to get out of here. I can go out to Callahans I5 and N or S. or out to Greensprings Hwy and head up to Greensprings or into Ashland. All depending on where w the fire is.
63. Wherever I could

64. Where the fire wasn't
65. Depending on where the fire is, I'd go in opposite direction
66. I'd go away from the fire.
67. Well depends on the fire and where it was.
68. It depends on where the fires are.
69. Depending on where the fire is, we would probably go to the north.
70. Wherever the police told him to go.
71. Away from fire. Wherever fire was not
72. Somewhere safe away from fire
73. Anywhere safe
74. Depends on where fire is.
75. Away from fire
76. Anywhere away from fire
77. Anywhere safe
78. Wherever the fire was not
79. Wherever the fire was not
80. Did not elaborate location. Said he would go away from fire direction but did not have a predetermined place to meet up with family or friends.
81. Most likely south of Ashland but would depend on fire location
82. A direction away from the fire, most likely to the South East.
83. Away from fire.
84. Away from fire. Wherever I could get to.
85. We'd go where ever the fire is not
86. Anywhere away from fire, if I can get to Friends in Medford I'd stay there
87. Depends on where the wildfire is located. North or south is the direction I would go.
88. If the fire is South of Ashland I would take I-5 North to Eugene or Portland. If the fire is North of Ashland, I would take I-5 South to my family in Sacramento.

89. Nearest exit with roommate who has a car. If not, find exit on bike. (Doesn't know where those exists are).
90. I would have to rely on people around me, I don't have a car. Whatever their plan is my plan too. Vacate the area as soon as possible, but you can't really predict where to go.
91. Generally speaking the opposite direction of the fire,....
92. I would evacuate wherever the fire wasn't and I would go wherever the government tells me to go ... I have no reason to go anywhere other than where they direct me (Doesn't seem to have any plan in place).
93. Depending on the direction of the fire, I would evacuate towards the opposite direction to avoid meeting with the fire.
94. go to neighbors, she is very prepared with classes proactive or follow route 7. Confused on exact route. rely on phone tree for info
95. They would go in "whatever direction the fire is not" and "self explanatory"
96. Interviewee said that they would go towards the nearest freeway exit as they understand the evacuation guidelines to indicate. But that it might depend on who else is in town that may be able to assist them. She said that someone in town would most likely be able to pick them up to evacuate but if not, she has a promise from the owners of the house that they would come get her.
97. It depends on the fire. She would communicate with her best friends family and coordinate with them.

Don't know/unknown

1. don't know
2. Don't know.
3. Unknown.
4. I don't know where I'd go. Somewhere where the fire was not
5. I don't know
6. I don't know since we don't know anybody else.
7. Depends on where the fire is...opposite of the fire.

8. Don't know.
9. No. Have to think about it.
10. I don't know.
11. I don't know.
12. I don't have a plan.
13. Don't know.
14. I don't know --somewhere away from fire, then to CA to family
15. I don't know, I don't have friends here or family. so I'd probably go wherever the fire was not.
16. I don't know, friends in Talent, wherever I could get to that was safe
17. I have no idea what to do
18. I don't know, if I had a car that would determine to some degree where I go, cause I can get away. If I'm walking well I'll walk away from the fire.
19. Wherever I could go
20. I don't know, wherever the fire is not. All my friends that I could stay with live in Ashland
21. Motel, I don't know hadn't thought about it really
22. Don't know
23. I don't know. There is a police station down the road so I might go there.
24. Not sure. It depends on where the fire is.
25. I don't know. I recently moved here from Key West Florida.
26. Don't know. [Sophomore at SOU]
27. I don't know. I don't have a car. I would probably go to the fire station if I could.
28. I just moved in. I don't know where to go. It depends if I can go to family in the area. I don't have a car.
29. Don't know.
30. I don't know I've got too many animals. I would need a big truck or car.
31. Don't know. Maybe near the river/lake.
32. Haven't thought about that, I guess away from fire somewhere safe

33. I'd probably evacuate w my daughter and grandkids since we're usually home. Where we go depends on the fire. I don't know where we're go.
34. I don't know where I'd go
35. No idea. Was living in Phoenix and lost her home and was not allowed to evacuate to her designated spot. Currently lives with daughter, who would probably know where to evacuate.

Accessibility issues

1. The new exit near me only goes south on the freeway and is locked. I have figured out how to drive across a field nearby to get to another exit.
2. Would like a community place to go to.
3. My sister has a car but it is small and she travels a lot so I mostly walk.
4. He doesn't have a car and can barely walk.
5. Straight out the gate towards the railroad tracks depending upon where the fire is. (Note that the "gate" is for access to a newly constructed chain link fence around wingspread. The gate is locked though some folks have a key. The railroad tracks are lined with blackberries so getting to them will require going through blackberries.)
6. I can't drive and have no car. I have not talked to anyone about going with them.
7. Look at Clay St--three major neighbor hoods would have to get out on Clay St. It would get backed up in minutes. I have been looking at an alternative area to walk to on foot to cross the train tracks and go to the storage area on the other side. (Note that I looked at the area and expressed concern with the blackberries and flammable arborvitae that would impede evacuation. I agreed to come back to talk more about what should be considered when I do her WRA.)
8. There is only one way out [of Wingspread].
9. I'm really concerned about only one point of egress. We are trapped here [in Wingspread].
10. Its so abstract--I can't even think about it. I have no car.
11. Expressed puzzlement by the question. "Wingspread and Tolman Creek only have one exit. I wonder about that--what would I do?
12. Do you think I would go to the freeway! No! My friend and I have been talking about how to evacuate [from the Tolman Creek MHP]. My friend says we should go to the nearby irrigated

soccer field. What do you think? (Charisse told her it was a good option and she should discuss with the YMCA getting the gate unlocked so residents can go into the field in an emergency. I told her the City could not make the request).

13. I need assistance to evacuate if I can't go in a car. I am 85 years old.
14. I can't drive so I would have to go with someone else.
15. I don't have a car.
16. Depends on how far away the fire is. We don't have a vehicle so we would have to use public transportation or call friends to pick us up. [Apt has 3 roommates]
17. I have no vehicle so I would get a ride friend in an emergency.
18. I don't have a car.
19. We were prepared to evacuate during the Alameda Fire, but got cut off on all four sides.
20. The reality seems hopeless--there are not enough ways out. It will be chaotic.
21. Church with Arlene [her sister]. Arlene has no driver's license and is 89. I'm worried I could not get out in time because my backdoor is blocked by my bed.
22. My next door neighbor has no car,
23. Well gee.... I'd go away from the fire. I have no car and would have to go by bus or on foot.
24. I don't know. I don't have a car. I would probably go to the fire station if I could.
25. I just moved in. I don't know where to go. It depends if I can go to family in the area. I don't have a car.
26. bottle neck [by the Bard's Inn] trying to get into N Main heading to Medford.
27. Nearest exit with roommate who has a car. If not, find exit on bike.
28. I would have to rely on people around me, I don't have a car.
29. depend on who else is in town that may be able to assist them. She said that someone in town would most likely be able to pick them up to evacuate but if not, she has a promise from the owners of the house that they would come get her.

Other concerns

1. Wondered why there are evacuation route signs in the hills but not on the low lands. Would like to see them installed.

2. Expressed concern that he could not afford temporary housing anywhere if his family had to evacuate.
3. I would leave as soon as I saw a whiff of smoke. I wouldn't wait to be notified to evacuate.
4. Since I am a member of CERT, I hope to be called out but I am a caretaker for my 99 year old mother. We live with my sister on the steep part of Morton and don't interact with neighbors.
5. We evacuated during the Alameda Fire. They sent a cop up the street with a bullhorn. A lot of older folks didn't hear. Some folks chose to stay put in Talent and Medford. Some saved their home.
6. People need to be prepared to evacuate but they don't. I'm on the Helping Hands Committee in this park. I'm the most active and am currently helping a 93 year old woman who would need to be evacuated. When the situation goes south, I don't want to be the one who has to help others evacuated.
7. I think the [authorities] should avoid overstatements. It is hard for people to really be ready when they do what they did on the fire last week about sending out evacuation information [and then nothing happens.]
8. A friend and I tried to help people evacuate during the Alameda Fire. Our original plan to evacuate was to go up Dead Indian Memorial, but highway 66 was blocked. During the Alameda Fire everything was blocked.
9. Didn't want to talk about it
10. We've been close [to having to evacuate] at times. **I have dementia** but I am bright enough right now to have some responsibility.
11. I would try to get in touch with other friends and family from Ukraine that I know of around this area to see if we can help each other.
12. The Alert would tell me to go--probably to the Jackson County Expo.
13. I have studied the **evacuation routes and I don't think they make sense** because we don't know where the fire will be coming from.
14. ...she is **unfamiliar with the area** being a student and has no place else to go or knowledge of Ashland's plans in that event
15. I would also **look for any shelters** that are available if I can't stay with families and friends.

Unsolicited evacuation “preparedness” options mentioned

1. We have no evacuation kit in the car. I feel discouraged because I can't do anything.
2. I don't know my evacuation zones.
3. I keep my car filled with gas and I have Citizen's alert. I also have my go bag ready.
4. I have the evacuation map.
5. I get alerts. I have a go bag by the door and my car is gassed.
6. I would use my car because I have 2 dogs. I have a big to-go bag and a little to-go bag. I keep the little one in my car.
7. We have a plan. If we are in two places, we will meet in the Bi Mart parking lot. If we can go to Benson Rd we will get our RV and drive away. We have radios on because we are ham radio operators. We would listen to the Sheriff's radio. We would develop situational awareness and then reassess. We might pick up someone who lives on Siskiyou Blvd who only has a bicycle.
8. Almeda made me aware that I need more than 1/4 tank of gas to get to where we need to go.
9. I don't have anything planned and I won't be going with anyone.
10. Where I go depends on the fire--I would try to follow the [City's] evacuation plan but I have doubts about it working.
11. I have a go bag packed and put everything into a fireproof bag.
12. He always has 1/2 tank of fuel in his car so is able to remove from the danger area.
13. I have a go-bag, but that's pretty much it.

Plans not to evacuate

1. To be completely honest, because we have so many animals I would turn on the sprinkler and get the hose and stand on the roof and hose as much of the property as possible. I would try and stay. I don't think we have the means to take all of our animals. Maybe I care too much, cause the responsible things to do would be to leave them, but I couldn't do that. That method worked for my friends in Talent during the fire. I went to his house one day before they rebuilt the area and his house was the only one standing on the block. I would try to stand my ground and say 'no to fire'.

2. I don't plan to evacuate. This is the best place I have ever lived. If it burns down, I have nothing.
3. Probably stay here and defend my home and animals and property.
4. But really I'd probably stay here. I have horses and irrigation so I could defend my property and horses.

Evacuation related comments recorded in the Open Forum Notes (unsorted)

1. Roger always keeps his gas tank 1/2 full for evacuation and 2 Go Bags by the front door. He plans to turn off gas and water valves before evacuation.
2. When I moved into my Parkside Condo I was told that I was responsible for organizing everyone in the community relative to wildfire evacuation. Nobody asked me if I wanted to do the job. That's why I quit. I also got tired of people being uninterested. One person said that he is "not afraid" of fire so he isn't going to do anything.
3. CERT has never told us to think critically about what to do. We are only trained to do what we are told when it comes to evacuation.
4. 2nd floor loft. Pretty safe. I have my go bag and personal information ready.
5. Says 'My van is packed and the go bag is right here by the door'
6. She has two cats and is afraid they won't be catchable. She has a system set up with her neighbors on each side. They will leave together.
7. I am really concerned about egress from this park. I have looked at adjacent properties for a way out. They just put up a gate and fence blocking the only possible alternative way to drive out of the park. If there is any way to open up more escape routes, we need other ways out.
8. After the Alameda Fire, I made a commitment to leave with the first level of evacuation. I wonder about all the older disabled folks in the Mountain Meadows Manor.
9. I am concerned that there is only one way out and getting elders out. I don't want that responsibility.
10. My biggest concern is my wife and I not being home and the kids being home alone. During the Alameda Fire that was what happened. The streets were clogged with semitrucks. It was frightening to have no plan.

11. Its the uprooted nature that is the bigger factor for people losing there homes. There are very limited services during an evacuation. I had to stay in a hotel for 11 days when I was evacuated. I don't have that kind of money.
12. Only source of support is through her church. During Alameda fire, no one told her about it and whomever knocked at door moved on too fast before she could answer it.
13. She talked a lot about how there are so many old women in the park that need help. She is a retired nurse and a retired army nurse. She has lived here 17 years and is on the helping hands committee but doesn't want to be responsible when it comes time to evacuate. She is currently helping a 93 year old women out and is not getting much support. I suggested that she set up a phone tree like they have done in the Tolman Creek MHP. She liked the idea and plans to pursue.
14. The recent fire really threw me. How could I have gotten out of here? Access to the YMCA soccer field is blocked by a locked gate.
15. We had family evacuated from the Alameda Fire. I was at home at home that day with my dog. My parents were out of town and could not get back to Ashland. It was difficult because I was 14 years old and separated from my parents. We need to have more information on the fires and where to go during an event. My parents had nothing with them because they were not at home when the fire happened.
16. When the Alameda fire broke out I learned about it on Facebook and left work to drive home to get my husband who didn't have a car and wouldn't have been able to leave unless he walked of course. the roads were all blocked but I kept going and made it back. then we loaded the car and went to our friend's house in Medford.
17. I got real motivated after the recent fire. I cleaned away the debris from the base of my wood fences. I have a friend who lives on Corp Ranch Rd who left soon as she learned about the recent fire we had to the south. I have other friends who said they would stay at their home and fight the fire. I saw the wisdom of leaving early because of my fired. Fewer people in the area because some leave early means those that remain have fewer problems.
18. In hindsight I wish we had known sooner what was going on. I was responsible for getting everyone out but my dad is controlling and made us wait. I still resent him for that.
19. The biggest risk I see because of wildfire is the need to evacuate immediately. That means taking routes where the traffic would be unmanageable. That is what I most wonder about.

20. I was lucky enough not to be here during the Alameda Fire. A lot of people had pets that got lost during the fire. In the planning process, I recommend that pets get microchipped so they can be returned to the owners. I worry a lot about how to handle evacuating our pets because we don't have a car. I really need information on this subject.
21. In the plan, you need to have more education about the County evacuation zones.
22. I am super concerned about the "road diet". When the freeway got shut down I worried I could not get out for my day job.
23. The plan should address the need for us to have a space to be safe [during a fire.] We need to know what the options are.
24. We just moved here from Medford. During the Alameda Fire we were in Medford living in a motel on the greenway. We got a level 2 evacuation alert. The motel said we couldn't reserve our room unless it was a level 3 alert so we stayed. All of us watched the fire coming towards us and we were scared. At the last minute it turned.
25. Because she is so worried about responders passing her by (she is very slow moving), so she made the following suggestion: a way to notify responders with a sticker on the door but don't let robbers know.
26. I'm concerned about getting animals out. I work at a vet center.
27. One thing I am concerned about is the "little road diet". It will cause problems with people evacuating to the freeway. I have no idea how to get out of town. The converging at the Bard's Inn is horrible.
28. The Alameda Fire--that day my partner was working in Talent. She saw smoke in Ashland and called me at work. We shut down the business and I brought the cash box home. Then the threat shifted from being afraid in Ashland to Talent. My partner couldn't get home. She evacuated north to Stage Road and then had to evacuate again. I became the HQ for telling her what was going on.
29. We just had a fire [near Exit 11]. I called a friend who was out of town but she lives near the fire. They didn't know what to do when they found out that the key to their office where their valuables were stored wasn't available. They are making plans to get keys and use a phone to unlock the office.
30. I wouldn't know where the shelters are...[as an apartment dweller.]

31. This interviewee was senior, disabled, not independently able to get around, did not have a car, and is not able to easily relocate nor has any financial means to support himself.
32. He was recently homeless in the Cave Junction area and has moved to Ashland to get cleaned up and improve his life. He likes Ashland but having only been here one month, was not familiar with it. He is disabled, senior, has had past medical issues, and it not in a good situation. He does not have transportation and is totally dependent on local friends and agencies to assist him in living here.
33. Biggest problem is that people panic when exposed to dangerous situations.
34. He has evacuated before. He emphasized to not go through town or landlocked areas but to get to periphery as soon as possible.
35. He evacuated during the Alameda fire and went North on Highway 99 but was stuck at Suncrest for 4 hours and then eventually came back South through Talent. It was very stressful and not organized well in any way.
36. [Family of 3]. We left when fire came to Alameda St. By time we tried to get out the traffic was awful, really not moving up Glenn abs onto N Main St. So we did a u turn and cut thru town ended up going to mt Shasta cause we could see the fire going north. We were lucky cause we were both home that day, my son didn't live here then.
37. Interviewee doesn't think it's safe just because of the "driveway" (private alley into small HOA community) might prevent safe evacuation. She then clarified she isn't scared she couldn't get out, but it makes things more difficult in an emergency evacuation situation.

Responses to "Why do you think your home is safe or unsafe from wildfire?"

Seventy-two (32.3%) of the respondents said they "don't know or don't think about it much" and about 1.3% said they "don't care." Just over 47% of the sampled population feel some degree of "safe". Nearly 20% feel "unsafe" or "very unsafe." The responses are sorted by type after the next section which is a partially edited AI generated summary of the 223 responses by housing type.

Apartment Buildings

Why I feel Very Safe (5)

Two apartment dwellers talked about the aging wooden infrastructure of their apartment buildings, but both selected “very safe”. One expressed concern about external risks such as dry grasses near freeways but said that her personal efforts to maintain fire safety through watering and landscaping provide some reassurance, and they are confident because there is a firefighter in the family.

Why I feel Safe (4)

Thirteen residents a general sense of safety due to urban location: proximity to the city center, fire stations, and well-maintained properties with limited foliage. However, concerns remain about nearby dry grass, bushes, and the risk of fires starting closer to the freeway or in less densely populated areas. Overall, residents feel relatively secure because of the infrastructure and resources available within Ashland, though they acknowledge the inherent risks of wildfire.

Why I feel Moderately Safe (3)

Twenty-one responses reflects a mix of perceived safety and vulnerabilities regarding fire risks. Urban locations, proximity to fire departments, watered lawns, and stucco siding are seen as mitigating factors, while concerns persist about nearby vegetation, old structures, and poorly maintained buildings. The unpredictability of human-caused fires and the proximity to hazards like open fields or flammable materials heightens unease.

Why I feel Unsafe (2)

Eight apartment dwellers expressed widespread concerns about fire safety rooted in past experiences and specific environmental and structural vulnerabilities. Key themes include the perceived inevitability of fire damage due to dense vegetation, proximity to wildfire-prone areas like hills and parks, and poor maintenance of properties, such as debris-filled vents and overgrown bushes. Concerns about inadequate evacuation routes, especially for individuals with disabilities, highlight the risks of limited exits and unsafe designs. The fear of fires being started by unhoused individuals in nearby the Ashland watershed adds another layer of anxiety. Overall, the sentiments point to a lack of confidence in fire preparedness and safety in densely vegetated and poorly maintained areas.

Why I feel Very Unsafe (1)

One resident emphasized a collective sense of vulnerability to fire hazards due to environmental and geographical factors including climate change, beetle infestations, and dry grasses.

Condominium/Townhouse/Duplex/ADU

Why I feel Very Safe (5)

One response reflects on witnessing the rapid spread of the Alameda Fire and concerns about debris from trees, pointing to rental property owner inaction as a risk factor. Another response highlights perceived safety due to proximity to school property, which is expected to be well-maintained and protected.

Why I feel Safe (4)

Two respondents suggest a sense of safety due to surrounding buffers like streets, buildings, and the lack of dense vegetation. However, concerns about risks from neighboring houses remain.

Why I feel Moderately Safe (3)

Fourteen residents expressed mixed assessments of fire safety, with many residents citing mitigating factors such as non-flammable building materials (metal roofs, cement walls), minimal vegetation, and urban locations away from dense forests. Proactive measures like clearing vegetation, replacing flammable materials, and maintaining green spaces are highlighted. However, concerns persist about old infrastructure, evacuation challenges, HOA restrictions, and the unpredictability of wildfires, underscoring the belief that no home is entirely safe.

Why I feel Unsafe (2)

Six respondents expressed frustrations with living under restrictive HOAs limiting property modifications, concerns about structural vulnerabilities (e.g., connected wood fences), limited time for fire preparedness due to personal circumstances, feelings of general unease, and an overarching sense of inevitability regarding wildfire risks.

Mobile/Manufactured Homes

Why I feel Unsafe (5)

Two respondents talked about their efforts to mitigate fire risks through preparedness and structural improvements, such as removing flammable vegetation, installing metal fencing, and maintaining clean gutters. While one resident feels confident due to access to water and food and proactive changes, there is an acknowledgment of the inherent vulnerability of mobile home parks to rapid fire spread, revealing a contradiction between perceived and actual safety.

Why I feel Safe (4)

Four residents of the parks conveyed a sense of cautious optimism about fire safety. Personal experience and structural features contribute to their overall sense of safety. One said he was safe because no fire had come to “this location yet.” They feel relatively secure due to factors like their location (near a pond), limited foliage, and one of them said they live in a “well-built” home.

Why I feel Moderately Safe (3)

Twelve residents expressed mixed perceptions of fire safety. Some residents feel relatively secure due to proactive measures like fire breaks, metal siding, clear spaces, and fire extinguishers, while others acknowledge vulnerabilities due to flammable materials, risky neighboring properties, or reliance on spiritual peace over physical safeguards. Features like ponds, gravel, and clear landscaping offer some reassurance, but there remains concern about the unpredictability of fire spread and the safety of the overall neighborhood.

Why I feel Unsafe (2)

Eleven responses highlighted deep concern about fire risks in the context of manufactured homes, parks, and surrounding vegetation. While some homes feature fire-resistant materials, the surrounding areas, including parks, lack adequate defensible space, with insufficient clearance and flammable vegetation. Personal stories emphasize vulnerability, such as losing a trailer in the Alameda Fire and concerns about clutter hindering evacuation. Social dynamics, such as nearby residents' lack of awareness and issues with transient populations, exacerbate the feeling of insecurity. Overall, the theme underscores the difficulty of ensuring fire safety in densely built, flammable, and poorly managed

Mobile/manufactured home parks.

Why I feel Very Unsafe (1)

Twelve respondents identified profound concerns about fire safety in densely packed living environments. These include the vulnerability of homes to wildfires, especially older or flammable structures like aluminum trailers and 1980s-built homes. Residents highlight risks from nearby flammable vegetation, such as tall dry grass and trees, and hazards posed by shared community resources, such as propane tanks. There is unease about the lack of preventive measures, like uncut grass, clutter, and insufficient fire preparedness (e.g., personal fire extinguishers). The overall sentiment conveys a sense of helplessness and heightened awareness of wildfire dangers due to previous experiences, like the Alameda Fire, underscoring the unpredictability and destructive nature of fires in close-knit communities surrounded by natural fuel sources.

Single-Family Residences

Why I feel Very Safe (5)

Two responses indicate that they believe they are "fire-wise" and plan to remove bark as a fire safety measure.

Why I feel Safe (4)

Ten residents describe proactive measures like replacing wood fences with metal, fire-resistant landscaping, and maintaining vegetation-free zones around their homes. Others emphasize the role of location—such as being in urban areas or farmland—as contributing to perceived safety, though vulnerabilities in open fields and rural settings are noted.

Why I feel Moderately Safe (3)

Eighteen responses reflect mixed perceptions of fire safety, with a strong emphasis on the inevitability of wildfire and the varying effectiveness of precautionary measures. Residents highlight efforts like removing flammable vegetation, maintaining watered yards, pruning trees, and stucco finishes, while acknowledging barriers such as shared responsibility in neighborhoods, city regulations, and financial constraints on irrigation. Past experiences like the Alameda Fire underscore the unpredictability of wildfires and the vulnerability of even prepared properties. Overall, the sentiment is one of doing the best within individual control but recognizing that no property is completely safe.

Why I feel Not Safe (2)

Three residents highlighted concerns about fire risks stemming from overgrown vegetation, the collective vulnerability in densely packed neighborhoods, and the inherent flammability of building materials. While some individuals take preventative measures like installing gutter screens and blocking deck undersides, there is an overarching concern about the lack of fire safety at both personal and community levels.

Why I feel Very Unsafe (1)

The lone response expressed deep sadness at the high risk of total loss due to steep terrain, dense tree coverage, and structural vulnerabilities like wood fencing directly attached to the house.

I don't care

1. I'm self-taught and I won't cut down any trees or bushes.
2. If it goes it goes. It's not mine. Nothing worth saving.

I don't think much about it

1. I don't know or think about safety. I live in the moment and if a fire comes through I'll deal with it then. I'm not going live in fear and create a problem where there is not one
2. Not thought about it
3. I don't know. I rent a room in Alis house. What happens outside is not my concern.
4. I don't think about it much, I live pretty close to fire station and think they'd protect the neighborhood.
5. I don't know if its safe or unsafe. I leave it to my lawn landscaping company who does my yard work. But I don't know if he knows what plants are safe.
6. I don't think much about fire affecting my home, of course I know it can but I cannot do anything about a wild fire coming through, I rent.
7. I don't know. I haven't thought about how a wildfire may affect my home
8. This is not our home, we are tenants so we really can't do anything about this home.
9. I don't know. I haven't thought about that question before.
10. I don't think about it
11. Hasn't thought about much of any of this. Rents for quite awhile but will just find somewhere else if the 'place' burns

I don't know

1. I rely on my landscaper.
2. Anything is possible, fire could spread in Ashland
3. Where I grew up in Mexico, they don't have wildfires like here. It was a surprise for me when I moved here as an exchange student. The school mentioned wildfire very briefly during orientation, but no information was given out.
4. The Alameda Fire tells me nothing is safe.
5. No idea how safe. I just spent \$1300 to remove all the debris around the house. It looks really good now.
6. There is a lot of inertia. The seniors are the problem. They hear things but don't do anything.
7. Our trailer is old.
8. wildfire is possible anywhere and with climate changes we all have more fire risks
9. Anything is possible but a wildfire in town affecting my apartment doesn't seem likely. The fire dept would be on top of a wildfire in a hurry.
10. I only have a front door. I came home once and it was very smoky. I didn't know where the fire was because of the smoke.
11. I had some plants taken out because they got dry and brittle. I was spraying my house a lot during the hot period.
12. I don't know. I don't know if green vegetation is a problem. Is it?
13. I live in an apt complex, I have nothing to do with the outside of my building. I don't know if its safe vegetation or shrubbery or not.
14. I'm surrounded by both open space and forested lands, I don't know where a fire might come from. The mountains are right there.
15. [There is a] large field behind my apt complex...that field could catch fire and ...
16. I don't know.
17. I live in the middle of town and a fire broke out the fire dept would be on top of that.
18. I don't know.
19. I don't really know. Maybe the large grass field behind me makes my condo less safe from a wildfire or any fire.
20. I don't know if it's safe or not but I'd lean towards unsafe because of field behind me and huge tree limbs from next door property hanging over onto my yard and dripping all its leaves, which I don't pick up.
21. Well I don't know, I guess wildfires could come from any direction and through the condos we

are so close to each other. But a wildfire I don't think would come here, the fire dept wouldn't let that happen.

22. Bushes and trees are over grown
23. Well my home could be gone in a flash. I back up to a field can't change how my neighbors manage their yards.
24. Fires have a mind of their own, nothing I can do to make it safer.
25. Because the housing is denser here than in the country I think we are less safe. The wood on the building is old, dry, and rotting--in fact the bathroom floor is rotten and the plumber is in the house right now.
26. All houses in this area are built from wood and drywall. They will burn very fast.
27. It was built in the 1980s. I don't know what the standards [for fire resistance] were at the time.
28. The building is all made of wood.
29. The building was built in the early 60s...cheaply built. The walls are so thin you can hear people talking in the next apartment. I came from the mid-west where fires aren't an issue.
30. Its safe because I have no reason to feel otherwise. We aren't surrounded by dry grass.
31. Would probably go up like a match in a haystack. But I do have a new roof. It will kill my roses which are heirloom [the rose bushes are very large and up against the entire length of the trailer].
32. I rent a room and don't really know. I suppose it's kinda safe. He waters his yard.
33. The yard is dirt and dried grass.
34. Wild fire can effect all of us, my friends still talk about the Alameda fire when they evac but their house was saved. I don't know if my apt is safe.
35. The outside of apt bld is pretty clean grounds are kept up
36. It's an apt complex, there's no grass weeds trees or junk layin around, so pretty safe
37. This apartment building is pretty safe I guess
38. I don't know. I just see the landscaper taking care of place. Keeping ground's clean
39. The building is old. I don't know how flammable it is. I see dry brush around.
40. We live in the middle of town. Its too dry here. People are smoking and throwing their butts out. I've lived here for 20 years and in the last 10 its gotten so bad. I don't think I can answer the question. So many people are still coming in here.
41. I have a fire extinguisher
42. I do not know what makes it safe or not. I have smoke detectors.
43. I really don't know

44. I don't know.
45. Not much vegetation around my house gravel and cement.
46. I don't really know if my home is safe or unsafe
47. I don't really know.
48. I come from CA fire happen everywhere you gotta be prepared
49. I don't know
50. I don't know
51. I don't know
52. I don't know that any home is really safe or unsafe. I don't know
53. I don't know if it safe or not
54. I Don't Know; Landlord keeps the yard maintained so I guess my home is safe
55. I don't know; We recently moved here and live in a new home that's landscaped I don't know what could make home safer I think we're pretty safe
56. I don't know; Landlord just had tree company Out to trim trees off roof. Cause the leaves would pile up on the roof.
57. I don't really know, I rent a room in basement and my landlord lives in house. They take care of all outside garden.
58. I rent this house and I don't know that.
59. I would say unsafe, I am surrounded by a lot of foliage directly outside my home.
60. safe because there are multiple possible evacuation routes
61. Renter has only lived there for about 1 month. Renter has never lived in Ashland during a major threat of fire, so it's difficult to determine risk.

Why I feel Very Safe

1. I do my best I think I am fire wise I'm gonna remove bark.
2. I do my best. I think I am fire wise. I'm gonna remove bark
3. If we have water and 30 minutes or more I could cover everything. If we don't, we are screwed. We got an assessment several years ago from the fire dept and made many changes. We put up metal fencing between properties and we are next to a very wet drainage area. Our gutters are clean and we took out all the bark.
4. I'm safe because I have made preparations. I've got lots of water and food. I know that a mobile home park would [burn] up like...[really fast]! I think my home is safe because I removed a lot of juniper and Leyland cypress trees. I was so stupid when I planted those

plants 15 years ago. (note the contradiction in her saying she is very safe but lives in a mobile home park that will burn fast).

5. I watched the Alameda fire moving rapidly from my kitchen window. I waited for evacuation notice, but finally just left. Why is my safe or not that's hard to say. Huge tree drops leaves and needles and debris in my backyard and on my roof. That cannot be safe leaving it there, but my landlord hasn't done anything to remove debris.
6. wood, it's old as well. They are worried about the aging infrastructure of their old apartment.
7. due to being close to school property that would be protected

Why I feel Safe

1. I have replaced most of the wood fences with metal, screened under my low deck, and landscaped with fire resistant plants. I live on a corner, so my house is not close to other buildings.
2. The dry grasses in nearby fields and by the freeway and Bear Creek would burn. Said her home is safe because she keeps the area around the house watered and there are lawns between apartment buildings.
3. I feel safe based on my experience. There have been many fires around here but not quite in this location yet.
4. It would be difficult for the fire because we don't have the foliage. In Bear Creek there are vines and trees. I think it is unlikely for the fire to come here.
5. When we rebuilt after Alameda we knew some landscaping things. a wildfire has a mind of its own and it doesn't really matter what I do to be proactive about my outside , if a fire comes through it could burn. I didn't put any bark down and planted more grass which I keep watered
6. I'm as safe as I can be because of where I live. open grass lands all around me and forest lands make my home vulnerable. I keep water storage from rain run off for just this emergency and I keep all vegetation away from my home and keep tree limbs cut back away from roof line as well as water a good amount of my yard.
7. We are close to the middle of Ashland. It would take awhile to reach here. (Note from Charisse--the Parkview apts are across the street from Garfield park, not in the "middle of Ashland)
8. I am an optimist. There is a pond in the back [of the house] but there are big trees that could catch fire.

9. I have lived here for 14 years. In the last three years is the only time anything close happened. The home is will built.
10. open field across the street makes my home vulnerable
11. Our home is safer than homes in the interface. We are not on a steep slope in the WUI.
12. Here is safer than the Applegate. In the City I think they would not allow the fire to develop near many homes. I feel relatively safe here.
13. Being in the middle of town [makes it safe]. However, I know there is always risk.
14. Because it is within the town. Not 100% safe because we are closer to the Freeway where it is drier.
15. There's less foliage here [in the Railroad District] from the rest of town.
16. My location [in Medford] is safer because its downtown and there's a lot more concrete.
17. I feel safe because we are in the City Center and there is a big street [Siskiyou Blvd] close by.
18. There is a lot of dry grass out back but otherwise it's clear.
19. Not a lot of trees. Its not like a forest with trees or [vegetation] growth. The houses are well spaced.
20. Country living means there is some inherent wildfire dangers that I live with. I irrigate, I keep trees appropriately trimmed up and limbed. Weeds get pulled and structures kept clean of debris.
21. The fire station is down the road in terms of getting out.
22. Clear of trash but too many trees and bushes. Building is maintained well and the neighbors are pretty diligent about safety.
23. It is in an ok location, not adjacent to heavy fire load. Did not elaborate.
24. He says he lives a long way from fire fuel area and that Ashland has a good Fire Dept.
25. His rented house is pretty safe from fire due to distance to flammable fuels and because it is a house and not attached to other residences.
26. There is a lot of buffer around us, so unless it was started within another house it may be safer.
27. Other side of freeway, in farmland, not a lot of trees around. Would be easier to put out grass fire.
28. It's in the middle of town; there are no real fuels nearby
29. Safe but not very safe because there is no foliage around but there are other
30. Because it is in a relatively populated area so there are more streets and building rather than trees and plants etc.

Why I feel “Kind of Safe” (some called it “medium” safe)

1. I’m safe because this unit is sandwiched between the parking lot and Siskiyou Blvd and there are not too many houses nearby. The grassy field across the road is not a problem because of the road. I think about cutting the grass, keeping vegetation low, and not living near wildlands.
2. [Fire] could come through any time. Done some things after the Alameda. Cleared out plants next to the house. Removed bark. Asked to take plants out and placed rocks.
3. Nervous during fire season. I am as safe as anyone in fire season.
4. I think my home is relatively safe because I replaced the sawdust and glue wood trim boards with hardibacker boards before repainting. No other person in our block of townhouses did this.
5. I don’t think it would affect my home because of the parking lots around me, metal roof, BMX park nearby is barren, the sewage treatment plant and green way and dog park would protect my home.
6. It probably wouldn’t burn because there is a lot of cement around these homes and a greenway nearby; there is a lot of green space; the house has a metal roof and cement walls.
7. We are kind of safe because we are away from the main forest. We live in the middle [of Ashland]. We have metal roofs.
8. I don’t know. I’m in a city, I don’t have a lot of debris, there’s a house next to me so if they were burning it would probably burn. Its a new house, so I think its safer since its a new build.
9. If a fire came through these homes, we are gone. The house is not especially safe but being next to two ponds helps.
10. I have fire alarms [in my house] and new floors so I am safe. My house would be gone because it is made of wood.
11. I think my home and the park would burn. I feel “safe in my soul” because of my spiritual practice so losing everything isn’t a big concern.
12. It would burn up quickly, but I think my house is pretty safe. The park is okay, too.
13. I have already removed juniper from the front and have gravel in the back as a fire break.
14. After Brian’s presentation at Mountain Meadows we went home and removed 10 shrubs that were growing within 3 feet of the house: camillia, rhododendron, Phyllasarus lewisia; 3 Peris Japonica, a viburnum, and a daphne like shrub. We still have maples and a crabapple that are more than 10 feet away and on the street.
15. I feel kinda safe because I have done what needs to be done within my control. I can’t control

neighbors. My neighbors are a wildfire hazard.

16. I live on the east side of Medford where it is relatively safe because it is urban. There is some oak savanna around, though. Unless we are in a worst case conditions, I think we are safe because the houses aren't too dense.
17. My siding is metal and there are no trees overhead.
18. This trailer is brand new and I have the ability to move it if I need to.
19. Where we are is very concrete and there is clear space from my perspective.
20. We put closable vents on our home after the Alameda Fire.
21. Good question. We are located in town so I feel fairly safe. The fire would have to get through a lot of other homes before it could get here.
22. My home is very safe except for the conifer tree near my house. There are no branches on the house and I have water in the front and back yards. I have a fire extinguisher in the house.
23. Wildfire could come from anywhere, like it did with Alameda Fire. I don't know what could make my home safer from a fire, I rent.
24. There is an empty field next to my place full of weeds and never gets watered. That makes me vulnerable
25. I have an aluminum roof, that's good-but there is a huge field all around my house that is not mowed or watered. That could catch on fire and my place would be gone.
26. wild fire can and does affect us all, no matter where we live or what we do as precaution and prevention. we live out in country and wild fire is possible. Didn't matter what was outside when Alameda fire came thru. It burnt everything in sight.
27. I moved in with my sister in Talent after my home burnt down in Alameda fire, my home is safe or unsafe due to my neighbors yard. Their debris affect my homes safety. They won't do anything to fix up their yard, water it or cut bushes.
28. Huge open field next to me is dangerous.
29. fire could sweep up hill, but probably not, unless fire comes from Mt side.
30. well there is old leaves from last year on my roof, that's not safe. these trees are over grown and landlord put in new bark everywhere.
31. We are in a dense area of homes and not surrounded by super dry fuels like in the woods.
32. Based on my Alameda Fire experience I feel kind of safe. I never used to think about it--it never crossed my mind. I feel safe because of the amount and type of vegetation we have here. The landscaping is lush. The proximity of the pond and the location of my home which is shaded from the trajectory of the sun.

33. I keep my yard watered and tree limbs pruned up 8-10 ft. I don't know that it's really safe, but as safe as I can make it. I'd like to cut the big pine down out front but it's on city property and they said no to cutting. It drips sap all year long and in summer it's worse.
34. I cannot control what others do around me. My neighbors don't mow water their yard pull weeds or rim trees.
35. The house we rent has a stucco finish.
36. This is more of an urban area. I don't know about how safe the roof is.
37. Stucco siding. He also pointed to the E. Main as evidence of how safe his home is.
38. Haven't had a fire in Ashland. I think its moderately safe here. Less safe at this time of year because its fire season.
39. Anybody can start a fire. We could get burned out if it is started in the community. I saw a homeless guy burning candles [in the triangle in front of the fire station] and the winds were strong. I told people in the fire station and 2 fire guys got rid of the candles.
40. Not close to a hill. The cemetery trees aren't safe because they keep falling over in windstorms.
41. There was a fire a couple weeks ago that got pretty close. Plus our [exterior] walls look like old dry wood.
42. I feel safe because of the location. If a fire got to the central part of the Railroad District, then the whole town would burn. Its better than living in the woods.
43. Living in the country wildfire can come from anywhere. My home is somewhat safe because of irrigation in field immediate around our home. But that's doesn't really make my home safe, just a little more safe
44. I live up Ashland Mine Rd and water is expensive, so I do not irrigate my yard and it's got dry dirt and weeds. None of that's good.
45. No debris outside bushes trimmed no trees. Management Co does not do much in the way of upkeep on bldg. This old bldg is a tinder box waiting for a fire. I used to work wildfires and this place is not kept up. Look at the open hole where ash and sparks can get into, that wall is not painted.
46. Its safe "because of our firefighters."
47. We have smoke detectors and extinguishers. Plus we all know each other and look out for one another so...
48. Nothing is really safe from fire. If Alameda fire can do what it did another fire can come from anywhere

49. Fire could come from anywhere; you cannot be safe really from a wildfire.
50. HOA make all rules about outside
51. It is an older house and has an old electric heater that needs to be replaced. It has recently malfunctioned.
52. Wildfire can start anywhere and spread. I live here when Alameda fire broke out. Nothing is 100% safe.
53. I do the best I can to keep landscape up. We water our yard. Which cost way to much money, so we're considering removing shrubs and little patch of grass, we can't afford to keep this place green
54. I suppose my house is safe. Most houses on this blk water their yard and keep it up.
55. We keep our landscaping up
56. Why, is my home safe, I don't know that it is. Fires happen and no one is immune from a fire
57. I live w my daughter and her husband and grandkids what they do with outside of their home is up to them
58. There are roads in front of their apartment, but there is also some vegetation. There is a tiny creek behind the apartment but that is not going to provide much of a buffer. "I feel safe in the first place because we are in town."
59. Living on campus, you get feedback and notifications pretty quickly. Living with other people helps me feel more safe as well. The lawns are also watered a lot which helps.
60. I'm in the center of the city so there are a lot of fire stations around me, and my apartment does not have too many trees around. Inside the apartment I have a lot of candles and blankets which are not fire friendly.
61. In some ways its safe b/c close to fire department, almost on main road so if need to evacuate, don't need to navigate side streets. Close to campus which is resiliency hub, in good location b/c not high in hills. But, vulnerable given history of fires in the area. Alameda fire could easily happen here. I'm not high up in the hills, but close and I'm going to be affected first before those lower in the valley.
62. There are trees surrounding it and they're very old structures. I think they'd go up fast and catch the others on fire quickly
63. I feel somehow safe in my home because there aren't any serious wildfires happening in Ashland but if there is a fire, I would have to leave as soon as possible because there are so many trees around our apartments including the shrubs and plants in our backyard.
64. Interviewee doesn't think it's safe just because of the "driveway" (private alley into small HOA

community) might prevent safe evacuation. She then clarified she isn't scared she couldn't get out, but it makes things more difficult in an emergency evacuation situation.

65. Live in area where lot of construction happens which is a risk, but not much brush around and near a small water source.
66. I am not in a highly wooded area, but I think with what we've seen happen in the valley before, you're never really safe."

Why I feel Not Safe

1. I don't know
2. Paradise waiting to happen right here in Ashland
3. [It could] come right over the Hwy and up here
4. I can't make my home safer because I live in an HOA. The HOA controls everything.
5. I don't know and have no time to think about it. (He is a single parent working 14 hr days).
6. Did not specify anything but she says she feels unsafe.
7. Newly built with cement board siding and enclosed soffits. The home is firesafe. Not the yard or park.
8. Everything will burn.
9. It would burn.
10. If it goes, it goes. Its a horrible feeling but I'm not going to hang around and wait. We live in a park [which will burn]. Many [residents] don't care.
11. Stuff growing around is pretty green. The south side is more likely to ignite.
12. She just moved here from New York and has no experience with wildfire.
13. I think I feel unsafe because I don't know what to do, what to look out for, or anything really. I guess since I'm a renter, I'd imagine the "preparing my apartment" would fall under the landlords responsibility, but I've never really thought of it. If wildfire took out my apartment, I mean, at worst it could be me, at best, it would be all my belongings which a lot of can't be replaced, or I don't have the money to replace. I guess living in the center of town I feel safer, I think (whether this is correct or not, I don't know), wildfire couldn't get to us here.
14. We aren't safe because the homeless come through here. The guy next door lets the homeless folks sleep under his trailer.
15. It's old and probably a tinderbox. Plus I save a lot of things I find so it's hard to get in and out of sometimes.
16. We lost our trailer in the Alameda Fire. Its not possible to create defensible space in the park. 20

feet of clearance is not possible.

17. "Manufactured homes burn like a timberbox. Everything around us could burn because of trees and our location."
18. Well iv let my yard to pot since iv been this sick. The bamboo is taking over outback and my neighbor would love if I got rid of it. It's fuel for a fire. This is a dense Neighborhood so one house not taken care of affects everyone else's
19. I have gutter screens and have blocked the underside of one of my decks.
20. Based on my experience with the Alameda Fire and the Santa Rosa fire 7 years ago, I don't think any home is safe. My daughter's home in the hills is surrounded by fuels and is very unsafe.
21. None of the homes in this area are safe from wildfires just because of the materials they are made out of.
22. I kinda have the feeling that inner cities are more resistant to wildfire. Its not something I worry about. The roof is asphalt.
23. Because we are on fire every year but it hasn't burned here yet.
24. Based on what we saw in the Alameda Fire, if a fire comes sweeping through Ashland I don't think we are very safe. We are safer here because we are not next to the hills.
25. Its not safe because of what we experienced with the Alameda Fire and the recent fire near Tolman Creek [actually the fire was near Exit 11 but the edge of Tolman Creek was at evacuation level 2].
26. The number and nature of wildfires. I am worried about the unhoused sleeping in the watershed and starting fires.
27. Wood fences are connected to other homes creating a higher risk.
28. Ron Deluce, Pacific property Management does not take any care of this complex. Vents are filled w debris bushes up against the bldg.
29. There is only one exit door at the front of the apartment. If there was a fire or danger near the middle to far end of the apartment, he would be trapped and unable to exit. He is disabled, walks with difficulty and feels he would be at risk of injury. He said he would have to jump out the window which would either be very difficult or would result in injury to himself.
30. Not the most fire repellent. Very close to fields and an enclosed apt complex.
31. I live in a woody area in the hills. so not very safe from a fire. Not safe. Reason is that I live above Lithia Park. Much combustibles.

Why I feel Very Unsafe

1. Didn't say why
2. We would lose everything because our house is on the steep part of Morton and we are surrounded by trees. There is a wood fence connected to the house.
3. "I know these homes burn easily. I saw how they burned the mobile home parks in the Alameda Fire. My home would burn down."
4. My home is very unsafe. The organic garden in the back is kept watered to help build the soil year-round. I am aware of flammable plants and continuous ground fuels such as bark.
5. There are two matchstick trees in the neighbor's yard. I put rock around the house, its an aluminum trailer, has green grass nearby. The park as a whole and where we sit is unsafe. We have the ponds. I don't feel like living in Ashland is very safe.
6. We are packed in like sardines if the fire were going the wrong way.
7. We live in a park with close homes. There are dead tall grasses in the back field. They used to get cut but they haven't been this year.
8. My biggest concern is the dry tall grass in the back. It is beyond my control.
9. Next to nestled hill [referring to the Ashland Water shed]. There are a lot of propane tanks here in this park.
10. I feel very unsafe "because I had to 1) provide my own fire extinguisher; 2) the properties are very cluttered; 3) we are close together (dense); and 4) fire would spread very quickly here."
11. The amount of fuel in the backyard. [Based on the Alameda Fire]...just seeing how fires work and embers fly, we are still at risk. I have a new roof.
12. My manufactured home is SOL--a tinderbox built in the 1980s. We are too closed in--our neighbors are too close and if a neighbor doesn't care we are SOL (shit out of luck).
13. All the places in the park are surrounded by trees and plants.
14. Fire is like a terrorist--unpredictable, vicious, and very sincere--it wants to burn to get its food.
15. All of us are unsafe in this area because we are surrounded by mountains and dry conditions. Climate change is causing drying and beetle infestations. There is also a lot of dry grasses.

Responses to “What would make your home safer from wildfire?”

Categories of Responses: n=222

- Mentioned doing something about the landscaping (72; 32.4%)
- Don’t know how to make my home safer or haven’t thought about it (51; 23%)
- Unsure but suggested something (28; 12.6%)
- Mentioned doing something about buildings (including fences) (26; 11.7%)
- rental property owner or Property Management Company issues (19; 8.6%)
- Mentioned neighbors as an issue (16; 7.2%)
- Other (13; 5.9%)
- Mobile/manufactured home park issues (9; 4.1%)
- Mentioned location as an issue or asset (9; 4.1%)
- Mentioned broader land management issue (7; 3.2%)
- Better evacuation options (6; 2.7%)
- Having a fire extinguisher or fire alarm (5; 2.3%)
- Don’t need to do anything to have a safer home (3; 1.4%)
- People not starting fires (3; 1.4%)
- Removing clutter other than landscaping debris (~3)

Mentioned doing something about the Landscaping (n=72)

1. Weeding and watering yard
2. Moving bark away, removing plants from under the eaves and getting rid of rosemary. "I rely on my landscaper."
3. To be safe he thinks about cutting the grass, keeping vegetation low
4. Pick up All the leaves built up over years of falling. All along that fence line is about 5 feet deep of leaf debris. My roof is still laden w last years leaves.
5. Done some things after the Alameda. Cleared out plants next to the house. Removed bark. Asked to take plants out and placed rocks. Have a wood fence. Wind tunnel. Alot of decomposing granite.
6. Keeping up the watering of planter beds next to the house
7. I already took out the bark and a lavender bush.
8. Remove bark mulch from areas around my home

9. Clearing brush, trees get trimmed.
10. Keeping the brush cut back.
11. I used to have trees all around but I removed them. I put rock next to the house. (Note that the gravel has only been put 1 ft wide around the house.)
12. I try to keep my yard watered in some areas.
13. I put down bark mulch because that is all I could afford after losing everything because of the Alameda Fire. I can't afford more fireproof materials.
14. Cut bushes, trim trees, rake leaves.
15. Keeping weeds down.
16. I have already removed juniper from the front and have gravel in the back as a fire break. I make my home safer by limbing up the trees and I plan to put up a wire fence.
17. I put in rock and removed weeds. I put in the rock because I was tired of mowing the lawn not for fire safety. I have lived in this park for 47 years.
18. Guessing the removal of dry, fire type trees. Eliminating the decaying hawthorns in my back yard. Putting in more rocks.
19. Maybe less trees--no one wants that. Paving everything. Clean the gutters.
20. Try to keep plants green and wet. We have a couple of trees over the house.
21. I have a tree that is gradually dying. I water a lot...
22. Cleaning of the green debris around the apartment, and consistent watering.
23. "Matter of logistics; not keeping piles of crap; calculated risk factor
24. Less trees and more storage space.
25. Fuel clearance but I can't do it.
26. Trees are too close. More watering --but that's a double edged sword because we get more weeds when we water.
27. I used to have a lot of trees and really liked them
28. The people who lived here before me put rock around the house.
29. "I think about the trees; if its hot enough the trees can burn. Oaks are not as likely to burn as the pine trees." Cutting down foliage...
30. We removed the cedar bushes off the property...one gone and 5 to go. (Note from Charisse-- the bushes are a dense row of arborvitae with a lot of dead material--these trees should be removed asap).
31. Limb up the trees, clear the roof and gutters, and get rid of the weeds.
32. Remove the conifer tree.

33. Learn about fire safety shrubbery and fencing. landscaping was here when we moved in.
34. Water larger yard area
35. Increase the area around my house that I keep watered
36. removing old leaves from last years trees from my roof. no leaf pick up and there's about 6' of debris along my fence line.
37. Taking out dead and dying trees.
38. I won't take down any bushes or trees
39. Taking all the trees away but then I would have no shade.
40. I keep my hose hooked up and spray my house and trees once a week. "Dry vegetation is not good." We don't pay for water in the park.
41. Cleaning the leaves off the roof and cutting back tree branches
42. Remove bark around the house
43. remove leaves that fell last fall in my back patio. Bag em up and take them away
44. Pull weeds in my yard, water lawn bring back grass
45. if bushes were trimmed back away from house and maybe tree limbs were trimmed up.
46. ? Remove old leaves, trim tree limbs?
47. That big pine is a fire magnet. Cut it down. Remove old debris from my roof and pine needles/debris from yard, trim branches off my roof line.
48. Remove all bamboo in back yard, that means dig it up. I have a landscaper that comes to trim bushes and keep tree limbs off the roof
49. Water yard. We don't do that cause if water cost and cut limb back off of roof line
50. I have no idea where the hose spickets area and I should. I have only lived here for 3 months. To be safer I know that there should not be a lot of dead plants and that the grass should be kept green.
51. To have no trees, grass or any other vegetation around our house
52. Less foliage around.
53. A way to get out the back and cutting back the rose bushes.
54. There is a dry parch of very tall grass behind us.
55. Landscaping next to the home, getting rid of grasses.
56. Clearing dead plants.
57. Water yard, pull weeds,
58. If she'd water the dirt make a nice lawn remove debris (??)
59. I suppose watering the yard. Tree limbs hang over onto roof over my bedroom

60. Clear the trees close to the buildings but I do not want them to add they provide shade and keep my bedroom cool.
61. Maintenance. Trim bushes back
62. I don't know maybe cut back these bushes. Can't even see the front door of some apt
63. We have some bark out back around house and shrubs, maybe pull that bark up? Put down rock? Other than that we keep trees pruned weeded pulled
64. The big tree out front really needs trimming but we can't afford it so limbs hang over roof line, leaves fall on roof
65. Trim old tree in front yard
66. I hadn't thought about that. I live over on Laurel St most folks keep their homes kept up nice, w nice yards.
67. "Better care of removing dead foliage"
68. Taking all decor and plants out of my yard
69. Chop down all this Ivy and make sure these trees are a little bit further from the house
70. more proactive trimming of trees and grass around house
71. not being surrounded by dry brush
72. To make the home safer- a defensible perimeter should be kept up. That means clearing vegetation around the building.

Don't know how to make my home safer (n=51)

1. don't know
2. Don't know
3. Don't know
4. No idea
5. Don't know
6. Don't know
7. Don't know
8. I have no idea. I haven't thought about it much.
9. Not thought about it
10. Have no idea.
11. Not really sure.
12. I rent a room I don't think about that
13. I bought house with this landscaping and haven't paid any attention to it as to whether its

safe

14. I don't know
15. Not sure. Maybe what's around us?
16. Not really
17. I don't know
18. I don't know
19. I don't know what would make my home safer from a wildfire
20. I don't know
21. Don't know.
22. Don't know.
23. Not sure.
24. Don't really know.
25. Do not know.
26. I don't know
27. Don't know.
28. I don't know
29. I don't know
30. Well I don't know what could make it safer.
31. I don't know I think it's pretty safe as much as possible
32. I don't know
33. I don't know
34. Can't think of anything.
35. Don't know.
36. Not able to say.
37. Don't know
38. I don't know that is the owners problem.
39. I don't know
40. Don't really know
41. I don't know what would make my house safer from a wildfire
42. I don't know
43. I don't know
44. He was not sure
45. I don't know

46. I don't really know
47. I can't think of anything
48. I think we're pretty safe (said by a grandmother who would not engage)
49. I don't know, my home is pretty safe
50. honestly have no clue what I would do. I grew up in an area where wildfires weren't really a thing, it was so wet back home. I kinda really don't know what I'm doing here and am thankful I have people teaching me.
51. I don't know.

Unsure but suggested something (n=28)

1. I'm not sure what to do to make it safer. I wonder if people get fire resistant stuff sprayed on there house, or water more often. we have so much plant matter around our house, it seems so dry, but we try to do pruning... outside of some of the obvious stuff I don't know what to do.
2. I don't know. I'm in a city, I don't have a lot of debris, there's a house next to me so if they were burning I would probably burn. Its a new house, so I think its safer since its a new building
3. Two or more exits for people. Nothing will save our trailers
4. I don't know. I know that they will tell me to cut down my lovely spruce trees and I won't do that.
5. I think my house is actually safe.
6. I think my house is safe, in my opinion. [Charisse noted a lot of flammable debris stored on the porch].
7. Look around...maybe the trees could burn in high winds. Honestly, I don't know.
8. Not really sure. I could be more proactive about the clutter.
9. I don't know. All the trees along Tolman drop needles. Whose job is it to clean up the needles?
10. Maybe cutting some bushes back and putting more water on ground so its not so dry
11. Maybe green grassy area around my house could make for a buffer between me and the field.
12. Maybe trim the tree limbs back? I really don't know
13. I don't know, if field were mowed more and grass removed after mowing
14. I don't know, watering yard, trimming tree branches off the roof
15. No idea--maybe clearing of underbrush and don't let things dry out.
16. I really don't know and I haven't thought about there being a fire. I moved here from San

Diego where as a child I experienced 2 fires.

17. I don't know because we have not had a fire in town. I suppose not leaving candles unattended and protecting electric outlets.
18. Not sure. Perhaps putting stickers on the window by the front door saying who lives here.
19. Haven't thought about it. We don't have a ton of trees and leaves here.
20. That question is overwhelming. Everything is over grown w weeds blackberries bushes, trees. It's an old farm and how safe are all these sheds barns fences? We will cut back bushes blackberries trees, we just moved in a month ago and there's a lot to do for fire safety
21. I don't know. Maybe if he cut back all those blackberry bushes.
22. I don't know. Maybe sprinklers?
23. Well I guess look around we have cement and gravel everywhere no trees around no bushes
24. I don't know. I rent a room from my mom she takes care of landscaping
25. I don't really know but there is a big bush outside my window that seems like it outta be trimmed way down.
26. I hadn't thought about that. I live over on Laurel St most folks keep their homes kept up nice, w nice yards.
27. Not sure... all I think of are housefires. We have a smoke alarm so it would be nice to
28. have more. Kinda nice if there was some kind of sign outside of our apartment saying what evacuation zone. Or in front of major buildings or residences to make it easily accessible. Also having some sort of insurance b/c in apartment not sure how to navigate that process.
29. Not sure if there is anything. There is one small tree, but not much vegetation.

Mentioned doing something about buildings (including fences) (n=26)

1. Being somewhere else...in a real home.
2. Purchase a brick home with metal roofing.
3. Not attaching fences to the house
4. Replacing the wood fence that surrounds the back yards of the units. The wood is old. (Rice?)
5. The wooden fences around the houses are a problem.
6. We could be safer with "metal eaves." If I was building new, I would use fire resistant materials.
7. We just got a new wood fence but a metal fence would be best. (Note the wood fence does not connect to any structures.)
8. A mote. I am a designer and have researched architecture. I would design a different home

with wider driveways.

9. Venting screens--not sure if they are right. I have a membrane roof. I don't know if that is safe; the sides of the trailer are aluminum and there is wood skirting around the base.
10. It's a mobile home so those just burn easy. It would need new walls and roof. Maybe new doors.
11. Having a sprinkler system. We have a pond available in the park.
12. These prefab homes may not be safe.
13. My siding needs to be fixed and there is some other exterior work needed.
14. I still need to take care of my wood fences and screen under my front porch. I also need to clean between deck boards if I can
15. Best home we could have asked for would be built from bricks with a metal roof and have large cemented areas near the house with minimal trees or shrubs.
16. Have a house built from bricks, no trees around it and have a hose with water available to use if needed.
17. My personal opinion is this: wildfire resistant home starts from the materials used to build it. After this comes the house surroundings. Many homes in my country, Ukraine, have large cemented areas around the homes with minimal landscape such as pine trees which burn very fast.
18. Not sure about the construction of the house.
19. Metal fencing, cleaning the gutters
20. People are talking about non wood fences. I have wooden fences around my property I guess I might look into that.
21. New roof
22. Maintenance...clean out vents
23. New roof metal fence
24. A more stable structure
25. Better construction and materials
26. Sprinklers for roof. Due to small yard and property. Sprinklers will be able to reach all yard areas.

Rental property owner or Property Management Company issues (n=19)

1. My landlord could prune bushes and trim tree limbs and water ground so there is grass.
2. That's my landlord Kelly's job. I rent and I'm never home and don't do any yard work.

3. They've done a good job making the outside of my home and property fire safe, no bushes close to house, no bar, water yard.
4. I don't know my landlord takes care of landscaping.
5. If landlord kept property up, trim tree limbs, trim bushes back away from house.
6. Removal of last years debris from yard and roof. But my landlord won't do anything and I don't want to rock the boat as I pay a lower rent. If I ask for too much he may up my rent
7. There is brush outside. The rental company does the landscaping.
8. If they would let us grow vegetation instead of putting down bark [next to the building]. But the deer eat the plants. There is no water source here and the gate for the back apartments is locked. There is no access for fire equipment. When the fire marshall came around, he just told us to contact the owner.
9. Since the Alameda Fire the [property management] company has taken out a lot of the bushes.
10. I'm a renter. This is my first time living on my own after living with my mom and brother and then college. I don't think about a safer home. I live in apartment building and I think the management co does a good job. So yeah I'm safe.
11. New roof haha sprinklers for bushes fix up the property. But that would cost too much they won't do anything (??)
12. I'm just waiting for [a fire] to happen. The mentally ill are all over the place and its getting worse and worse. I was walking my son home from school since the Alameda fire and I saw smoke coming up from the ground. Someone must have tossed out a cigarette or something. Nobody cares. The property management company doesn't care.
13. I think the homeowner makes all those decisions.
14. To continue to maintain the property (apartment complex) in a good manner. He stated that there was an old dead tree in the front yard which was a clear fire hazard and that the porch decking was old and rotten and needed to be replaced before it collapsed.
15. Continued landscape cleaning and mowing, pruning the trees and vegetation, and most importantly, have all that done on a citywide basis.
16. Move away, worried that the entire complex is too old to fix.
17. communicate with the maintenance workers at the complex to take down plants in the neighborhood.
18. Kinda nice if there was some kind of sign outside of our apartment saying what evacuation zone. Or in front of major buildings or residences to make it easily accessible. Also having

some sort of insurance b/c in apartment not sure how to navigate that process.

19. I think asking our property management about plant control can help slow wildfires near our area.

Mentioned neighbors as an issue (n=16)

1. Getting neighbors to reduce their risk
2. Neighbors trees must be trimmed back. They hang over fence and onto my roof
3. the neighbors to take care of their trees.
4. If one building caught fire it would create enough heat [to spread fire to other buildings]"
5. I am worried about flammable vegetation on my neighbors property.
6. My neighbor had a torch like shrub growing next to his house. Since our houses are 10 feet apart we talked to the neighbor (who is 93) and he was very positive about removing it. He got his tools and we all removed the shrub.
7. The neighbor next door has so much trash. If it ignites we are goners. I don't know what would save it.
8. My neighbors have a lot of trees.
9. I have neighbors that drink and smoke until they fall down. They have not complied with the weed abatement program. My neighbors never do weed work. I reported to the City, but the City didn't do anything other than tell them to remove the weeds. The work wasn't done. I don't think it would help to report [the violation] again. (Note from Charisse--the neighbors to the north are out of compliance with the City weed abatement ordinance).
10. my neighbors watering their yard would help
11. Neighbors tree limbs hang over into my yard.
12. Maybe if my neighbors tree branches were trimmed back and the leave didn't fall onto my property that would be good
13. This home isn't safe but to make it safer it depends on what the neighbors do.
14. Removal of the dead trees in the neighbor's yard. The trees have been dead since we moved in 2 years ago.
15. There are bushes outside the windows but there are no trees nearby. My fence is wood and my neighbors have a giant bush that is hanging over a large area.
16. My neighbors irrigate too so while the risk is real, with the majority of us watching out for each other, irrigating and keeping our property fairly free of debris. What else can I do? I'm doing a good job, I'm very conscientious of yearly spring readiness for wildfire season.

Other (n=13)

1. Getting rid of EMP and CMEs.
2. I read that if you have shade on the fire, they could catch the fire.
3. Underground the utilities.
4. Have cemented area within half a mile all around our home. Plus pour water on top of our house.
5. My answer is complicated so I won't share it. A simple answer is that we need more firefighters available and to address the homeless problem. Also, there should be nothing on the roof or gutters.
6. I'm a renter this is my first time living on my own after living with my mom and brother and then college. I don't think about a safer home. I live in apartment building and I think management co does a good job. So yeah I'm safe.
7. Did not really comment but it is a situation of "when and not if". He is a professional firefighter with USFS and CalFire experience. He has all the necessary experience and has tools to assist with any wildfire activity.
8. People, destruction. Take the people out of the world. Get rid of people.
9. The university could probably implement some things like removal of dead leaves and other maintenance of the area. Clearing of bike trails, etc.
10. Irrigation system updates, all around (systematic). Talent irrigation district, city water.
11. I also think that educational initiatives are important to educate all Ashland residents about evacuation plans and how to prepare for a fire.
12. Less construction, which isn't something they can control.
13. I think that if large corporations would stop pumping the world with dangerous chemicals and causing climate change and we worked to heal the earth rather than destroy it, I would feel a bit safer.

Mobile/manufactured home park issues (n=9)

1. We have heavily landscaped and wooded park. The park owner and management company wouldn't do more anyway.
2. Not gravel or cutting trees. We're too close for defensible space
3. There are some giant cottonwood trees in the back surrounded by blackberries. They weigh tons and could fall and injure someone. The streamway belongs to the state I think. It is filled with blackberries. (Wingspread)

4. Taking care of the back field would be a start. Last year they did it. Berta, Barbara, and I are considering watering the dry area [behind our homes].
5. The park could do more maintenance on trees and clearing off the roof. I don't think they have cleared the roof for 6 months to a year. Pacific Rental Properties is supposed to do this kind of maintenance on rentals.
6. There are a lot of propane tanks--they should be removed.
7. here are many trailers with firewood close to the house and many propane tanks [in the park].
8. We need an alternative route out of the park. One way in and out is a problem.
9. I am wondering whether the pond or creek would be a good place to go to. Problem is woods along the creek. Get rid of the dangerous spruce tree in my front yard. The leaves and bark are gummy and the tree is oversized for the front yard. Park management said they wouldn't cut it down.

Mentioned location as an issue or asset (n=9)

1. He thinks he is safe because his unit is sandwiched between the parking lot and Siskiyou Blvd and "there are not too many houses nearby." He thinks the grassy field across the road is not a problem because of the road.
2. To be safe he thinks about cutting the grass, keeping vegetation low, and not living near wildlands.
3. I am working on fixing my home now because I am moving back from Eugene. Its much less safe in Ashland.
4. Move out of Oregon
5. Move somewhere else (laughed).
6. The field across the Street is a big risk.
7. Moving outta wild fire zones
8. Not living in the Pacific Northwest.
9. Move away, worried that the entire complex is too old to fix

Mentioned broader land management issue (n=7)

1. Treat the dry fuels along the freeway and Bear Creek.
2. Getting the City of Ashland to take care of the trees on City lands near my house.
3. The Bear Creek Greenway needs to be managed. I don't see anyone clearing out the

blackberries to break up fuel continuity. The blackberries are continuous along the railroad tracks. Trains cause fires to start and if they do spark a fire next to this park we are goners.

4. We have blackberries on two sides that run along the creek. There is a large grassy field on the other side of the drainage.
5. The County property next to us is a concern. The City ordinances don't apply.
6. I supposed it goes back to forest management.
7. Continued landscape cleaning and mowing, pruning the trees and vegetation, and most importantly, have all that done on a citywide basis.

Better evacuation options (n=6)

1. Both exits from the house on the front side. If the fire came to the front it would be hard to be able to evacuate.
2. Did not answer the question. Instead she said "A better evacuation route out of town. They haven't even opened the [North Mountain] off ramp yet.
3. He needs better access and exit capabilities. He is disabled, requires a cane to move about, and it fearful of having to make quick decisions regarding personal safety.
4. Kinda nice if there was some kind of sign outside of our apartment saying what evacuation zone. Or in front of major buildings or residences to make it easily accessible.
5. Indicated that they think it would be safer if the private alley looped through instead of having only one way in and one way out as it does now. Otherwise not much else she thinks she could do. If it were within her power and ability, it would already be done already.
6. Making the parking lot more evacuation-friendly would help.

Having a fire extinguisher or fire alarm (n=5)

1. Thinking about it I just realized that I don't have a fire extinguisher. I should at least get one. It probably needs those smoke alarms too. I couldn't lift a fire canister so don't give me one.
2. Fire alarms and automated sprinkler system.
3. Sprinklers or an extinguisher.
4. A fire extinguisher in each home.
5. all I think of are housefires. We have a smoke alarm so it would be nice to have more.

Don't need to do anything to have a safer home (n=3)

1. We are pretty good there is always something to do to make my home safer - better prepared. But we do our best.
2. We're pretty good (they probably aren't based on other answers where he says he has no time, and his wife is where he gets his information from)
3. I'm a renter. This is my first time living on my own after living with my mom and brother and then college. I don't think about a safer home. I live in apartment building, and I think management co does a good job. So yeah I'm safe.

People not starting fires (n=3)

1. People should pay attention so they don't start fires.
2. I'm just waiting for [a fire] to happen. The mentally ill are all over the place and its getting worse and worse. I was walking my some home from school since the Alameda fire and I saw smoke coming up from the ground. Someone must have tossed out a cigarette or something. Nobody cares. The property management company doesn't care.
3. People not starting fires. I know a lot of the fires were set. There shouldn't be grass, garbage, piles of brush near here.

Removing clutter other than landscaping debris

1. Taking all decor and plants out of my yard....
2. Only two interviewees mentioned clutter but only in passing. I lead them on to say something because it was clearly an issue.

Responses to: "Where do you get information on how to make your home safer from wildfire?"

Categories of Responses: n=223

- Haven't gotten any information (49; 22.0%)
- Don't really know how to make my home safer (29; 13%)
- General knowledge/observation/experience informed (40; 17.9%)

- Directly from city fire staff or volunteers (35; 15.7%)
- Search on the Internet (24; 10.8%)
- I learned from family, friends, or neighbors (21; 9.4%)
- I got information through social and regular media (e.g., TV, news, etc.) (15; 6.7%)
- Training of some kind (14; 6.3%)
- My landscaper or landlord knows (12; 5.4%)
- From the City website (8; 3.6%)
- From a non-governmental organization (7; 3.1%)
- Don't care (6; 2.7%)

Haven't Gotten Any Information (n=49)

1. No where currently
2. I am not getting information.
3. We get no information about what is being done to manage fuels in the City or along the greenway and around this park.
4. I don't get this information.
5. Never gotten information.
6. I haven't gotten any information.
7. We haven't gotten any information.
8. I haven't gotten any information.
9. City of Ashland I would hope, but have never seen any information.
10. Haven't gotten any information.
11. I don't get information.
12. I don't get info
13. I don't have information
14. I don't
15. We haven't gotten any information. But we think about what could happen during fire season. Frankly we aren't too worried.
16. I don't have info
17. I don't, I leave it to property owner who lives upstairs.
18. I live in apt w no front space and a tiny back deck, I don't know where I would get info about making my home safer from a wildfire
19. I don't have updated information
20. I don't I assume landlord takes care of yard gardener does all outside work,

21. I don't have that info
22. I don't
23. We do not know how to get this information. Even if we knew, we would not be able to read it because we do not speak good English, hardly no English. (Ukraine refugee)
24. I do not have such information. All houses in this area are built from wood and drywall. They will burn very fast.
25. I don't get information
26. I haven't gotten any information from Ashland. I have general knowledge about wildfire growing up in San Diego.
27. Not getting any information.
28. I haven't gotten any.
29. Not getting information.
30. I haven't gotten any.
31. I don't
32. I don't
33. I don't have any
34. I don't have info
35. I don't have that info
36. I don't get information
37. Not gotten any information
38. I haven't gotten any information.
39. I haven't gotten information
40. I don't have info
41. I don't have info
42. I rent I don't have info
43. I don't have that info
44. I don't have info
45. I don't have that information
46. I don't have any
47. I don't have any
48. Hasn't gotten information
49. Nowhere

Don't Really Know how to Make my Home Safer (n=29)

1. Don't know
2. Since she doesn't know how to make her home safer, we presumed that she was not getting any information on the subject
3. I don't know. I don't know what tools are at my disposal.
4. Very abstract for me to think about.
5. I don't know
6. friends internet but mostly I don't know where i would get reliable info
7. I don't know much about how to make my apt safer from wildfire.
8. Not sure
9. I don't
10. I don't know
11. I don't have information
12. I don't
13. I don't know. I just assume that rotten wood is not good.
14. Don't know
15. Don't know
16. I don't know
17. I don't know
18. I don't know haven't thought about that before
19. I rent I don't know
20. I don't know
21. I don't know
22. I don't know I'm in college
23. I don't
24. Did not have any answers
25. I don't know but if I were looking I'd go online
26. Don't know.
27. I don't know
28. Don't know
29. I don't know much information about protecting homes from wildfires.

General Knowledge/Observation/Experience informed (n=40)

1. A little of everything
2. I was a wildland firefighter for several years and a city firefighter for awhile. Our house doesn't need much.
3. I ask around--can't remember where I heard about the metal eaves. I think it might have been a at fire prepared seminar at the library. I know a lot of builders.
4. Brian's lecture topped off what we already knew after paying attention to multiple sources after the Alameda Fire.
5. I attended some events, participate in OLLI, and a talk at the park.
6. Watching the Alameda Fire tear through all the mobile home parks. We live along Bear Creek.
7. I get my information all over the place, on the Internet and community based services.
8. I look at the plant.
9. Got a pamphlet last year for evacuation. Nothing about home hardening or landscaping. I think its just about common sense.
10. I heard about it in California which has laws about it.
11. I read that these trees go up real quick.
12. I have experience from the Alameda Fire. That day could happen again.
13. I am a Survivor. I have been looking at this for years. I have food stored.
14. I was a wildland fire fighter. I have always been interested in fire. Always know things because I am old and pay attention.
15. I watch the news and I know some wildland firefighters. One of them dissected how the Alameda Fire burned and told me about it.
16. If I was looking for info I would ask friends, look online, or go to library or fire station for literature
17. I am a self taught agronomist and soil scientist
18. city web site, library, friends
19. Hummm I just been homeowner a long time and know
20. From getting an assessment and reading.
21. I have a background in natural resources so I know about fire behavior..
22. From experience
23. General information is available.
24. Personal experience. I have the zone map on my fridge.
25. Not sure where. Perhaps by watching people who have property do things [to reduce their

- risk]. I watch what they do in rural areas.
26. I haven't gotten any information from Ashland. I have general knowledge about wildfire growing up in San Diego.
 27. I grew up in Southern California so we were constantly getting information.
 28. Here and there.
 29. Common sense
 30. I grew up on the West Coast and I grew up in the woods of northern California. I have a lot of woodsy knowledge.
 31. I look out the window
 32. I used to work on wildfire crew learned a lot
 33. Just reading about things here and there.
 34. Maybe police or fire fighters
 35. ...various email and text sources from various organizations.
 36. Smokey the bear! He was a common character in the learning as a child.
 37. Didn't get it for wildfires for a long time. Grew up in area more susceptible to grass fires so learned how to manage and prevent those. But because didn't grow up in Ashland, don't have much info on how to prevent wildfires. Went to fire camp when little so know basic skills. Don't toss out cigarettes, put campfire all the way out before going to bed.
 38. Hometown was very devastated by wildfires, experience based.
 39. Community knowledge and lived experience.
 40. I have general knowledge as I have lived in high risk areas for decades.

Directly from city fire staff or volunteers (n=35)

1. At the fire station
2. I got it when a woman from the fire department came to assess our complex a long time ago.
3. By mail from the City
4. City of Ashland and FireDuty
5. Wildfire assessment, fire dept
6. City notifications
7. Pamphlets from the City
8. By mail from the City.
9. I had a WRAP assessment about a year ago, and did most of what I was told to do.
10. Brian's lecture topped off what we already knew after paying attention to multiple sources

after the Alameda Fire.

11. Fire department and [Charisse's] Olli Class.
12. The fire dept did an assessment. I am a retired landscaper and helped to develop the fire plant lists with the City of Ashland. I worked on that committee.
13. From you [Charisse] and the fire department.
14. Got a pamphlet last year for evacuation. Nothing about home hardening or landscaping. I think its just about common sense.
15. But I'd probably look to a mailer from the city. The one they send out with the utility bill, I glance at that.
16. We learned when we became a Firewise community a long time ago. And information from the City.
17. We used to be with CERT and had an assessment 5 years ago.
18. Fire staff walked through the park 5 years ago and told me.
19. fire dept, internet, grange coop
20. fire dept brochures
21. Maybe through mailers or flyers
22. Fire station old brochures on planting vegetation
23. Brochures fire dept and I had a wild fire assessment done a few years ago
24. From getting an assessment and reading.
25. At my work in the library, we some training.
26. From you....haha.
27. I saw information on how to have fire safe homes at the Fire Station
28. From my neighbor who had a wildfire risk assessment. This is my first time trying to figure it out.
29. I suppose I could get info from Ashland fire department or go online and research
30. I've been to Tuesday farmers market and there's a booth w info
31. fire Dept
32. While back went to a fair and picked up materials at booth of landscaping home hardening fire safety
33. Tuesday market has a fire dept table I stopped there once and picked up literature

Search on the Internet (n=24)

1. Private Study

2. On line
3. Emergency apps
4. Emergency notifications
5. Apps and online
6. Apps and friends
7. Internet, my sister, and neighbors.
8. I personally research everything when I design homes.
9. Watch duty
10. We watched mobile home videos and how they burned. They burn from the inside out because the flames are sucked in through the attic vents.
11. fire dept, internet, grange coop,
12. Best source at this point is internet because we can switch language to Russian or Ukrainian and read about it.
13. Internet mostly
14. Internet
15. I don't know a lot of info but I try to keep tabs on aps. (Unsure which aps)
16. I suppose I could get info from Ashland fire department or go online and research
17. Internet
18. Internet
19. Internet
20. Internet
21. Google
22. Internet
23. I don't know but if I were looking I'd go online
24. If I were looking for info I'd go online

I learned from Family, Friends, or Neighbors (n=21)

1. My husband is a firefighter and is on a fire right now. We use the Frontline defense and Watch Duty apps all the time.
2. Media and friends
3. Apps and friends
4. Internet, my sister, and neighbors.
5. My partner.
6. My brother was a wildland fire fighter for many years.

7. I watch the news and I know some wildland firefighters. One of them dissected how the Alameda Fire burned and told me about it.
8. my friends, I don't know, I rent a room from my sister.
9. I saw my neighbor next door spraying his house. He told me to do the same. He's lived here for 20 plus years.
10. city web site, library, friends
11. Friends
12. Talking to friends and family. One of my friends told me about a successive sprinkler system on another apartment complex. Its not a huge topic of conversations but it comes up.
13. My brothers were wildland firefighters. When I was young I lived on Stewart and South Stage on a farm. My brother was the fire chief at Needle Point. He is retired now.
14. My dad was a firefighter. When I moved in he facetimed me and we went through the apartment.
15. From my neighbor who had a wildfire risk assessment. This is my first time trying to figure it out.
16. TV neighbors
17. My wife
18. Other renters in the apartment complex complaining about the buildings structural integrity.
19. What started the Alameda fire and talked to friends who survived and what contributed to it burning.
20. His dad is a fire investigator who worked closely with Clackamas county police
21. Father is a firefighter for Cal-Fire. Firewise app.

I got Information from Social and Regular Media (n=15)

1. Facebook,
2. Media and friends
3. TV
4. I read some in the Seniors newsletter and listen to the local news.
5. I hear some things on the news after the fire.
6. I don't know a lot of info but I try to keep tabs on aps. (Unsure which aps)
7. TV neighbors
8. Facebook mostly. I follow the Ashland and Jackson pages. Last year they had a list on what you should keep in your car or emergency bag.

9. The radio – he did not specify which kind of broadcasts he regularly listens to or where he might receive emergency information.
10. Various Television and news programs.
11. Watchduty and various email and text sources from various organizations.
12. I have Nixle on my phone
13. Communication and news articles.
14. Interviewee indicated that she “reads everything”. She used to get the local papers before they went out of print but still gets arts magazines that she says are “pretty on top of things” to be proactive. Goes to the library for books frequently and listens to the radio.
15. social media

Training of Some Kind (n=14)

1. Cert, attending meetings
2. My ex husband was a fire fighter. I also did some firefighting.
3. As a member of CERT I get all my information through the program. However, many of the things that you told me to consider are not covered by CERT training.
4. In Northern California we had disaster training. The training focused mostly on earthquakes but they covered a little bit about wildfire.
5. Went to a fire camp around the park several years ago.
6. We used to be with CERT and had an assessment 5 years ago.
7. I brought in Firewise several year's ago. We got \$1000s to remove fuels. I did a lot of work with CERT: such as Map your Neighborhood.
8. I had training in high school to be able to work with Lomakatsi. I'm pretty fire savvy.
9. His personal experiences as a firefighter.
10. School. I went to school. I have app. [Watch Duty app]
11. I'm an environmental science student
12. At work we have fire trainings, and they teach us about evacuation protocols as well fire safety.
13. I am an environmental science student we talk about it a lot in class. There's probably more that could be done but the place is mostly surrounded by concrete.
14. Some SOU environmental science classes.

My Landscaper/Landlord Knows (n=12)

1. my yard man
2. I leave it up to my landlord
3. Grange Coop
4. I rent I don't do anything outside my house
5. The park used to send out monthly newsletter. Now we get quarterly newsletters. In the fall we are reminded to clean after the leaves fall and to keep the yard looking good.
6. The kid who is supposed to do the tree work told me that the tree branches need to be cut down. He has a good heart but hasn't been able to do the work.
7. I don't, I leave it to property owner who lives upstairs.
8. my landlord
9. I don't assume landlord takes care of yard gardener does all outside work,
10. I used to work for a landscaper and she was always talking to clients about fire retardant planting
11. Rental company
12. I rely on landlord to keep outside of house in good condition.

From the City Website (n=8)

1. the City webpage.
2. Fire dept web site
3. Website
4. fire dept info web site books
5. fire dept brochures
6. city web site, library, friends
7. Fire Adapted Ashland
8. I guess if I had to look for information now I'd go on to the city website to see if they had any recommendations. The fire department usually has tips.

From a Non-governmental Organization (n=7)

1. Rely on the HOA.
2. Read senior center newsletter.
3. The CPM came through and periodically checks properties. They send out notices...people say "whatever" and never do anything.

- 4. From my church. They come help me clean my yard but I don't want them to come inside
- 5. The [apartment] building is owned by ACCESS so I would hear from them
- 6. ...various email and text sources from various organizations.
- 7. Ace Hardware.

Don't Care (n=6)

- 1. I don't trust anyone
- 2. I just don't worry about it...I'm from the Midwest...
- 3. We haven't gotten any information. But we think about what could happen during fire season.
Frankly we aren't too worried.
- 4. I don't care
- 5. I don't. I work 2 jobs and don't have time for this stuff.
- 6. Its not their home so its not their problem

Responses to: "What limits you from having a wildfire safe home?"

Two-hundred twenty-one (221) responses were sorted into the following categories which are listed in descending order of occurrence except for the renters – its not my responsibility and HOA/Landlord/Property Management Company limits which are listed together because there is significant overlap between those categories.

Category	# responses	% of total	Category	# responses	% of total
I am a renter...it's not my responsibility	75	33.9	I don't have the time	16	7.2
HOA/Landlord/Property Management Company Limits	31	14.0	Don't need to do anything	10	4.5

Cost--don't have the financial resources	54	24.4	There are no obstacles	5	2.3
Limited knowledge	42	19.0	Can't find help to do work	4	1.8
Other	20	9.0	It's "hopeless" so why bother	4	1.8
Not a priority or apathy	19	8.6	The problem is on neighboring properties	3	1.4
Lack physical capacity	16	7.2			

Table 17: What Limits Respondents from Having A Wildfire Safe Home

I am a renter...it's not my responsibility (n=75)

1. I don't like my landlord and do not want to engage with him. Anything I say or ask for could be held against me in rent increase or lease renewal
2. I'm a renter my landlord should pick up all these leaves along fence line and blow them off the roof. All around my house perimeter is new bark mulch.
3. I share a space with a friend who rents the apartment through a property management company.
4. I am a renter. Not an issue. The owner keeps the place nice.
5. I rent a room from homeowner
6. I'm a renter my landlord does everything outside
7. I rent this home, I don't have those responsibilities to make
8. I rent so I don't have that responsibility
9. I am a renter and don't have responsibility to do anything outside
10. I rent not my responsibility
11. I rent my landlord is taking care of all exterior maintenance and fire safety
12. I rent a room from my sister who owns the home and we water our yard have grass and take care of the mowing of lawn
13. I rent
14. I am a renter and I don't have authority to or money to do what landlord should do as regular maintenance
15. I'm not responsible for the outside of my apt
16. time interest money its not my house, the owner upstairs takes care of everything outside

17. I live in apartment, landlord and gardeners takes care of all exterior. I have no responsibility
18. my landlord does everything
19. not my responsibility I'm a renter, the owner should do all things outside to keep my home safe from wildfires. sure my little yard is safe from wildfire(??)
20. property management should do that not me.
21. I'm a renter and have no control over outside plants or trees. I have a little deck to take care of
22. I rent it's not my job
23. I am a renter my landlord should take care of outside property
24. I live in an upstairs rental, owners and hoa take care of property there's nothing I can do
25. We don't control the outside of the Apartment building. Pacific Rental Properties owns the building.
26. I am not responsible for the outside area
27. This is not our home, we are tenants so we really can't do anything about this home.
28. This is not our home. We rent it.
29. I rent my house. I am not a homeowner.
30. I'm not the homeowner. [A visitor living in an American family's home]. If I owned my own home I would say yes [to getting a wildfire risk assessment].
31. I have not been proactive enough because I am a renter and we can't get our house updated. We could get in trouble if we tried and I can't afford it.
32. I am a renter. There's not much we can do
33. The condition of the apartment building [limits me].
34. I'm a renter.
35. Being a renter.
36. I'm not responsible for the landscaping, except in my backyard. The landlord is fairly "hands on". The building manager lives across from me.
37. I am a renter. I don't have much knowledge and I move so frequently.
38. Being a renter, I can't do anything.
39. I'm a renter. I know I can take care of little things [like sweeping the porch.]
40. Being a renter...its the only way to afford living in Ashland.
41. I rent so I will do what we can within our budget
42. I don't think about that, my landlord takes care of all outdoor maintenance
43. I rent a room

44. I rent a room and have no responsibility for outside of the home safety
45. I rent property maintenance is not my responsibility
46. I rent
47. I rent from pacific managment Co it's their responsibility
48. I rent
49. I rent not my job to make this place safe from wild fires. The property management co job
50. I think My apt bldg is as safe as any other place. I rent and safety isn't my job
51. I know there is a lot you can do to make homes safer, but not having control of the property means I can't. If I owned my own home, I wouldn't have dry plants
52. I don't own this so not my problem.
53. I don't own it so I can't make any changes
54. I rent an apt
55. I rent not my job to think about this
56. I rent
57. I rent a room in this house, none of this is my responsibility.
58. I rent
59. Since he is a renter, he does not feel responsible for ensuring the property is safe, it is the owners responsibility. His owner is ok, not good but not deficient.
60. Not my responsibility (his mother does the landscaping)
61. I rent a room—that's not my concern I mean it's important to know about weather conditions and evacuation but I got no info on what ur talking about
62. I don't own this house, I can't make decisions about landscaping or trees.
63. I rent but still think the landlord takes care of House pretty well
64. I rent the outside is not my responsibility
65. Well I rent and don't have extra money, my property management co outta take care of home safety from wildfires
66. I am a renter so I do not have much control over my property at all.
67. Uh. I don't own my home so I don't get to make many decisions about it or have to go through bureaucratic barriers to do so.
68. Renter and not permitted to change anything.
69. Finances, knowledge, what to do as a renter, etc.
70. not being home owner, finances, would invest if they were home owner
71. Lack of home ownership, lack of control over construction

72. She does not own the home and feels that living in a fire-prone area means that you can never really be safe.
73. Renting and having no control or right to change the property.
74. Lack of ownership. Since he rents he has to go over everything with landlord first
75. What limits me is I am a renter. I have limited control over the property I live in.

HOA/Landlord/Property Management Company Limits (n=31)

1. I can't make my home safer because I live in an HOA. The HOA controls everything.
2. Personality differences—differences with the landscaper
3. I think the park should be doing more things in the common areas.
4. Need to reach out to the park manager about unsafe vegetation.
5. CMP limits me. The property management company won't allow us to do even the smallest of changes. I am looking forward to getting a risk assessment to justify cutting down some trees and changing my fence.
6. The property management codes for [Wingspread] are grossly out of date. For example, we are required to build wood fences. I would feel safer if the property management company would at least adopt and enforce City of Ashland ordinances but I think that we are outside city limits so they don't. I am concerned about fuel continuity between spaces. I would like the City and landowners to be in compliance with clearing blackberries out of the creeks and to do maintenance because they come back. I am worried about the unmown grassy fields around us.
7. I don't know what the Oregon laws require of the property owner since they own the land [in the MHP]. I don't know who is responsible for the space that I don't own
8. The owners of these kinds of parks are frequently very wealthy and don't care
9. The surrounding area in and out of the park needs work.
10. There is also the issue of who is responsible for what here; we don't own the land. I'm on the board [of wingspread]. We worry about ways to deal with how to get out of here. The roads fill up pretty quick. We have to get permission to install anything now [from the CMP].
11. The park has to approve any landscaping we do.
12. Park management said a month ago that the trees don't matter because if a fire comes it won't matter anyway. It's probably true. They have 40 trees that said would not get cut down. I don't want to pay for tree removal and the property management company won't cut the [big gummy spruce tree] down.

13. I live in a condo and do not have anything to do about maintaining the outside
14. We live in a condo so we don't have to do yard maintenance, don't have that responsibility.
15. I gave fire assessment to my landlord and he did nothing to remedy and be proactive
16. I don't have any control in this building. The landscaping is the property management company's responsibility. I only have one window in the apartment.
17. Knowledge and we are renters. I wouldn't even know what to do. I hope the property management company knows.
18. I think the landlords have been working on making it safer, but I'm worried about the tree branches. One tree recently fell over. I've lived here for more than 40 years. We had private landlords until recently when DeLuca bought it. The prior landlords did a pretty good job in [putting in fire resistant] landscaping.
19. Being in a rental I don't worry about it. It should be up to the [rental] company to make the apartment building safe.
20. I am a renter. The company is pretty controlling. There is a maintenance worker who blows away leaves.
21. I'm a renter. You should be talking to Pacific Rental Properties. They have thousands of rentals in the area. Duluca owns the company. They don't take care of their rentals
22. Management won't do anything to maintain this apartment complex. I rent and don't have a choice. They do what they want. I live here because it's one of the few places that will accept dogs and we can afford
23. HOA makes all those rules and decisions about outside of my house
24. HOA
25. He is just a renter and feels he has no say in any housing condition. He felt the owner had total responsibility for assessing and ensuring the property was safe.
26. His apartment has baseboard heaters which had not been cleaned prior to his occupancy (he has been there about one month) and the baseboard heaters had black scorch marks on them and on the wall. The windows are original single pane windows which are not weatherproof and are drafty. The gutters are dirty and clogged and need to be cleaned.
27. Uh. I don't own my home so I don't get to make many decisions about it or have to go through bureaucratic barriers to do so.
28. Renter and not permitted to change anything.
29. Lack of ownership. Since he rents he has to go over everything with landlord first
30. Renting and having no control or right to change the property.

31. Fire safety is generally the landlord's responsibility. I also have limited control of landscaping (except in my immediate little backyard).

Cost--don't have the financial resources (n=54)

1. Lack of resources and time
2. Money and on welfare.
3. We need financial assistance for the tree work because we can't reach that high.
4. Finances. I don't have money to replace the wood fencing.
5. Money
6. Costs
7. Cost
8. Cost. I just got a new roof and can't afford anything more right now.
9. Money.
10. We aren't poor but money is always a limiting factor. It will depend on what we are told to do. We are saving money right now to paint our house.
11. Cost and personal preference -- vegetation in part
12. Nothing, unless super expensive.
13. I don't have money to hire an arborist
14. Finances
15. Knowledge, time, money. I have a lot of things to deal with right now. I'm disabled at this time and my trailer probably won't pass inspection so I will become homeless.
16. Money
17. Finances, time and the fact that the summer is the height of the Shakespear festival.
18. Finances and having too much stuff.
19. Finances.
20. I don't have the money.
21. Financial barrier.
22. I'm physically not able to do the work. Probably cost as well
23. Financial. There is no way I can afford to remove the tree.
24. money
25. Finances and knowing what needs to get done.
26. Knowledge about what to do and cost.
27. Finances and knowing what to do. I am grateful that we have no water bill.
28. Can't afford to do any landscaping.

29. Money and recent auto accident And I am not well
30. I am so disabled now can't do anything much around the house any money goes toward medical expenses.
31. Money
32. We don't have any money to invest in landscaping.
33. I can't afford it.
34. I'm in a wheelchair and don't have money for a car payment, let alone a mower. I just don't really care.
35. Finances and knowledge
36. Ability to rent vs buy.
37. I rent so I will do what we can within our budget
38. Money
39. Money! It's always the money! Like, they say what to put in the go-bag but I can't put that much clothes and shoes or supplies. I have to wear them.
40. My dad died, my mom died, my dog died I'm just trying to stay healthy. I can't do one more this to this place. I've spent so much money on getting rid of mold in my house.
41. Time and money
42. Mostly not enough money to do upkeep
43. Knowledge, time, and financial resources as I am a full time student.
44. They are a college student with a busy schedule and low budget
45. Finances are also a limitation but I do now know where I would start as I do not own my home.
46. And finances.
47. Finances, knowledge, what to do as a renter, etc.
48. Money
49. Finance and resources will probably be the biggest issue for me. Most fire preparations cost a lot and there are not enough resources to provide adequate support for low-income families in case of a fire emergency. Knowledge may be one because I am not aware of any resources that may help.
50. not being home owner, finances, would invest if they were home owner
51. Not owning the home, if they did own the home then finances would be the biggest inhibitor but they aren't sure because they don't own the home
52. Not much limiting her from having a wildfire safe home, finances and physical limitations from age and injuries prevent her from any major upgrades to the property but tries to keep

up with regular maintenance

53. Lack of home ownership, lack of control over construction

54. Another issue could be my finances.

Limited knowledge (n=42)

1. Considers herself relatively safe so does not see anything to be done.
2. I think we are "all okay."
3. lack of know-how.
4. Not relevant because she doesn't know what to do.
5. Lack of info.
6. Didn't know
7. I heard you can get fireproof paint. Does it work? (I told her No). We have only one exit out-- kind of scary and a lot of old people live here.
8. Knowledge and information
9. Knowledge and information.
10. Knowledge.
11. Knowledge.
12. Knowledge, time, money. I have a lot of things to deal with right now.
13. Knowledge
14. "I said I don't want an assessment because I don't want to know what I need to do."
15. I don't know what you need to do
16. I could have put in aluminum steel fence instead of wood?
17. Finances and knowing what needs to get done.
18. Knowledge about what to do and cost.
19. Not knowing things
20. Finances and knowing what to do.
21. Knowledge
22. Knowledge
23. Having access to information.
24. I don't know what to do
25. Unsure
26. Lack of knowledge and being a renter.
27. Knowledge and we are renters. I wouldn't even know what to do. I hope the property

management company knows.

28. Don't know.
29. Time and I have no idea what to do (knowledge).
30. Finances and knowledge
31. Knowledge.
32. I don't know.
33. Knowledge
34. Knowledge
35. I don't know
36. I don't know We do best we can
37. I rent a room--that's not my concern I mean it's important to know about weather conditions and evacuation but I got no info on what ur talking about.
38. Knowledge, time, and financial resources as I am a full time student.
39. Sources, knowledge and time
40. Probably just knowledge. I do think we are practicing fire-safety within the home, but I think we lack knowledge.
41. Finances, knowledge, what to do as a renter, etc.
42. Knowledge and time mostly

Other (n=20)

1. It depends on the situation--such as where the fire is coming from
2. The frequency of green debris bin pickup is too long--it should be weekly instead of every 2 weeks during fire season.
3. All of the trees and landscaping and trailers so close together
4. These things are tinder boxes even when they're new
5. She said she is willing to learn how to make her home safer if Charisse does the assessment, otherwise she wouldn't want to.
6. Entrance to my back area and home is limited; My porches are covered, but the gates limit access. There is only one way in and out of the park.
7. I don't want anyone coming inside because they'll get hurt and I'll get sued.
8. I said I don't want an assessment because I don't want to know what I need to do.
9. I don't want someone walking around my property. I won't even let my family inside. I am a survivalist

10. We decided to buy a manufactured home after selling out condo because it was too small. Real estate in Ashland is very expensive. We could buy this place for \$130,000.
11. We worry about the grasses and blackberries behind us. Its County property which is mowed only once a year. The prevailing winds are from that direction.
12. Small things like the vegetation around the house; and bigger things like above ground utilities and where we live.
13. I am a renter...we only have one hose on the building and its on the other side
14. I'm a gangster. I was homeless for 23 years. This is the best place I have ever lived.
15. I would rather just read something than have someone tell me
16. My dad died, my mom died, my dog died I'm just trying to stay healthy. I can't do one more this to this place. I've spent so much money on getting rid of mold in my house.
17. Did not have any answers. Again, a male high school student (15-17 yo) who lives with his father and was not aware of most of the scope of our questions.
18. He needs better access and exit capabilities. He is disabled, requires a cane to move about, and it fearful of having to make quick decisions regarding personal safety.
19. He is moving from this house in one month and therefore not interested in any changes or improvements to this location. Did not really comment but it is a situation of "when and not if". He is a professional firefighter with USFS and CalFire experience. He has all the necessary experience and has tools to assist with any wildfire activity.
20. Finance and resources will probably be the biggest issue for me. Most fire preparations cost a lot and there are not enough resources to provide adequate support for low-income families in case of a fire emergency. Knowledge may be one because I am not aware of any resources that may help.

Not a priority or Apathy (n=19)

1. Being preoccupied with other things. I know it should be a priority.
2. Nothing...not a financial hold up or time. Its just about doing it.
3. Also anxiety of having information makes me say "No" [to learning more]. I know we should not have a wood fence connected to the house. I may fix that.
4. I don't have any thought about it
5. [not a] priority
6. I am less worried about fire than other things.
7. time interest money its not my house

8. Lack of concern
9. I'm in a wheelchair and don't have money for a car payment, let alone a mower. I just don't really care.
10. Busy with kids.
11. Me, I am alone...time...getting distracted by other home issues. I can't do all the work by myself. I have found someone who can help me through a friend.
12. I haven't thought about it.
13. Not at top of my priority list ... not interested, life's busy and wildfire isn't on her radar
14. Interest
15. Renters ... was very personable but not really willing to get more involved in any processes in this area.
16. Time not high priority right now with other family things going on.
17. All of the above. Since I don't own the home, I don't feel like I have the ability to do a fire safety test on the home. And I feel like if I did a fire safety test on the home, I would want to move.
18. I've never taken the time to go "I need to do this" because it's just not on my radar as something to do.
19. Time, resources, daughter handles things

Lack physical capacity (n=16)

1. Wife's disability
2. My 99 year old mother and I remove pine needles by ourselves regularly. We need financial assistance for the tree work because we can't reach that high.
3. I have a significant disability and limited balance. Half of the residents of this park are elderly and have lived here for 40+ years. Many are disabled.
4. I'm old and my heart is going to stop soon anyway. I don't have family and it's hard to get around. I don't want anyone coming inside because they'll get hurt and I'll get sued.
5. I'm not able to do gardening any more. The fire dept came around when we applied to be Firewise. Someone came to reduce fuels. I was not at home when they asked for permission to clean up the backyard and my partner at the time said "No." I really regrets not getting the work done because I am physically unable to do the work due to neuropathy and lymphodema. It's hard for me to use tools, and I am aging so my body can't balance.
6. I'm physically not able to do the work. Probably cost as well
7. I don't have the money this year because I haven't been able to work since March when I

broke my arm and I got sick. I couldn't do anything.

8. disability health
9. I don't have the energy to spray all the bushes because I am disabled.
10. I have dementia and can't remember things.
11. Money and recent auto accident And I am not well
12. I am so disabled now can't do anything much around the house any money goes toward medical expenses.
13. I'm disabled and can't walk or bend so can't do any yard work. My wife has dementia so she's not of much help.
14. Moving to a nursing home on October 1, 2024.
15. I'm in a wheelchair and don't have money for a car payment, let alone a mower. I just don't really care.
16. Not much limiting her from having a wildfire safe home, finances and physical limitations from age and injuries prevent her from any major upgrades to the property but tries to keep up with regular maintenance.

I don't have the time (n=16)

1. Lack of resources and time
2. Knowledge, time, money. I have a lot of things to deal with right now. I'm disabled at this time and my trailer probably won't pass inspection so I will become homeless.
3. Finances, time and the fact that the summer is the height of the Shakespear festival. I work for the festival and we are busy.
4. We work full time and really don't wanna do outdoor work.
5. I work as much as I can, I'm a nurse at Asante. I'm not home much and I don't wanna take care of outside yard.
6. I don't have any time.
7. Time and I have no idea what to do (knowledge).
8. Energy and time--I work.
9. Time money
10. Time not high priority right now with other family things going on
11. I got no time for projects
12. "Knowledge, time, and financial resources as I am a full time student.
13. Sources, knowledge and time

14. They are a college student with a busy schedule and low budget
15. Time, resources, daughter handles things
16. Knowledge and time mostly

Don't need to do anything (n=10)

1. I was a wildland firefighter for several years and a city firefighter for awhile. Our house doesn't need much. (not true)
2. Nothing really. I think we are pretty safe.
3. I'm pretty good with keeping my home as safe as I can given where I live and weather conditions
4. I feel I am prepared. I even have a fire ladder in my bedroom and 2 fire extinguishers.
5. I think I am pretty safe considering where I live
6. I don't know that my apt bldg is not safe. Grounds are kept clean no debris on ground bushes trimmed and trees trimmed they do a good job
7. I think My apt bldg is as safe as any other place. I rent and safety isn't my job
8. Knowledge and interest--he lacks both. Very disengaged.
9. I think my home is as safe as possible
10. I think we have a pretty fire safe home. As much as anyone can be safe from fires

I don't want to change the (n=8)

1. I'm not gonna remove my rugs outside. I need somethings to look pretty and nice for my sanity
2. She doesn't want to be told to cut down her spruce trees.
3. Personal preference -- vegetation in part
4. I need somethings to look pretty and nice for my sanity
5. I don't want to be told to cut down bushes.
6. I look at the trade-offs. I am a gardener and don't want to take down the trees. I don't think I could do that.
7. The trees...I wouldn't want them eliminated.
8. Aesthetics--I like wood fences.

There are no obstacles (n=5)

1. He doesn't think there are any obstacles
2. I do my best. I think I am fire wise. I'm gonna remove bark
3. Nothing--I am motivated.
4. Nothing would limit me.
5. Nothing, unless super expensive.

Can't Find Help (n=4)

1. My roof is covered with needles and I can't find a hand-i-man.
2. Its hard to find a hand-i-man.
3. I've been waiting three months for [Herve] to get the leaves off the roof and to cut back the tree branches. He says its too hot to do right now. My roof hasn't been cleaned in 4 years.
4. Me, I am alone...time...getting distracted by other home issues. I can't do all the work by myself. I have found someone who can help me through a friend.

It's "hopeless" so why bother (n=4)

1. I have a sense of futility when it comes to catastrophic fire when winds pick up and arsonists are all over the place like when the Alameda fire started with crazy winds and arsonists were lighting fire. If the fire on highway 66 hadn't been stopped, we probably would have been goners.
2. We are next to Tolman Creek so there are trees and pine needles everywhere. Its out of control. The homeless camp under the trees at the end of Tolman. We are close to I-5.
3. Park management said a month ago that the trees don't matter because if a fire comes it won't matter anyway. It's probably true. They have 40 trees that said would not get cut down. I don't want to pay for tree removal and the property management company won't cut the [big gummy spruce tree] down.
4. She does not own the home and feels that living in a fire-prone area means that you can never really be safe.

The problem is on neighboring properties (n=3)

1. Neighbors
2. The empty field next to me that is not mowed or watered is a bit scary. that field could catch fire in a heart beat

3. So long as the neighbors "aren't cooking nothing" it doesn't bother me.

Responses to: "How do you get information about current wildfire conditions and what to do about them?"

Categories of Responses: (n=222) Responses were sorted into the following categories which are listed in the table below by frequency of occurrence:

Category	# responses	% of total	Category	# responses	% of total
Citizen Alert/Nixle/Everbridge	104	46.8	My neighbor(s)	9	4.1
Watch Duty App	84	37.8	Local radio station	7	3.2
Friends or family member(s)	34	15.3	SOU alerts or from an instructor	6	2.7
Other	27	12.2	Reading local or national news	6	2.7
Search the Internet	24	10.8	Sherriff's Scanner	6	2.7
Don't Know or No access	20	9.0	Other Social media sites	6	2.7
Television news	16	7.2	Personal network (e.g., church, HOA, club, and similar)	5	2.3
App on my Phone	16	7.2	Oregon State Website	3	1.4
Facebook	11	5.0	Jackson County Wildfire Map (website)	3	1.4
City of Ashland website	10	4.5	InciWeb (Incident Information System)	1	0.5

Table 18: How Respondents Get Information About Current Wildfire Conditions

The respondents could identify as many sources as they wanted to. Nearly 50% said they get alerts on their phone (which we attempted to verify as Nixle/Citizen's Alert). The number may be a little higher because some folks said they get text messages without being specific. While there is room

for improvement, this percentage is likely a good indicator that a lot of folks in the target populations have registered for alerts. Watch Duty, a new non-profit supported wildfire tracking application available for free download on smartphones, is very popular with nearly 38% of the respondents indicating they used the app—several of whom did not mention the local or county Citizen's Alert/Nixle.

Citizen Alert/Nixle/Everbridge (n=104)

1. Citizen Alert
2. Likes the Citizen Alert -- "This is good" and thinks it works well.
3. Citizen's Alert from the City
4. Emergency notifications
5. My friends and alerts
6. We have signed up for Nixle.
7. She is on Citizen's Alert.
8. the Citizen's alert.
9. Citizen's alert
10. Citizen's alert
11. Citizen's Alert
12. I'm signed up for Citizen's Alert.
13. Use alerts, Nixle
14. Nixle and Citizens Alert
15. I have Citizen's alert
16. Citizen's alert
17. County alerts
18. Citizen's alert
19. County emergency alert system for extreme weather condition for the unhoused.
20. Citizen's Alert
21. Nixle
22. Citizen's Alert and Pulse Point
23. Citizen Alert
24. Citizen's Alert
25. Citizen's Alert
26. Citizen's Alert

27. Citizen's Alert
28. Citizens Alert.
29. Citizens Alert
30. Nixle
31. Nixle and Pulse Point
32. Nixle and Pulse Point
33. Nixle
34. Nixle and Pulse Point
35. Nixle
36. Pulse Point
37. Nixle
38. Nixle
39. Nixle
40. Nixle
41. Citizen's Alert
42. Citizen's alert.
43. Citizens alert.
44. Citizen's alert -- may not have properly loaded
45. Pulse Point, Nixle
46. Nixle
47. Nixle and pulse point
48. Nixle
49. Nixle and pulse point
50. Nixle
51. Nixle and pulse point
52. Nixle and pulse point
53. Nixle, I watch my phone
54. Nixle and pulse point
55. Nixle and pulse point
56. Citizen's Alert
57. Nixle
58. Citizen's Alert
59. Citizen's alert--texts to my phone. We got a notification for the recent fire.

60. Citizen's Alert
61. Pulse Point
62. Citizens Alert in the City and in the County. Sometimes the County alert has more information.
63. Citizen's alert--texts to my phone.
64. Citizen's Alert
65. Citizen's Alert
66. Citizen's Alert
67. Citizen's alert
68. Citizen's Alert, and Pulse Point
69. Citizen's Alert
70. Nixle and Pulse Point
71. Citizen's Alert and Pulse Point--working for OSF we get hammered with this information
72. Citizen's Alert
73. Citizen's Alert
74. Citizen's Alert
75. Citizen's Alert
76. Citizen's Alert
77. I use [citizen's alert] but I am not sure its reliable. I have heard people complain about it.
78. Nixle and Pulse Point
79. Citizen's Alert
80. Nixle
81. Citizen's Alert (Nixle)
82. Citizen's Alert (Nixle)
83. Citizen's Alert (Nixle)
84. Nixle
85. I get text alerts
86. Nixle watch duty
87. Nixle watch duty
88. Nixle
89. Watch duty Nixle
90. Nixle
91. Nixle

92. Nixle
93. He wanted NIXLE alerts but could not get them registered from his phone.
94. Nixle
95. Nixle
96. Nixle and Pulse Point
97. Nixle
98. Alerts on the phone
99. I usually check my phone for any alerts and see if there are any messages on how and where to evacuate.
100. Sometimes he gets an alert on his phone. Check AQU on phone. Says he doesn't look for that information very actively.
101. uses alerts like RVEM Ashland alerts
102. She says that she relies on the radio, the Ashland phone alert system, and word of mouth to get information on developing conditions. During the small fire over the summer near town this year, she was listening to the radio and was reassured by a friend that checked it out with their own vehicle from a vantage point. Not someone who uses apps or texts.
103. Ashland City Alerts--the text messages you can sign up for
104. Ashland Alert system

Watch Duty App (n=84)

1. FireDuty app
2. Watch Duty.
3. Watch Duty
4. Watch Duty
5. Watch Duty
6. Watch Duty
7. Watch Duty
8. Watch Duty
9. Watch Duty
10. Watch Duty
11. Watch Duty
12. Watch Duty
13. Watch Duty

- 14. Watch Duty
- 15. Watch Duty
- 16. Watch Duty
- 17. Watch Duty
- 18. Watch Duty
- 19. Watch Duty
- 20. Watch Duty
- 21. Watch Duty
- 22. Watch Duty
- 23. Watch Duty
- 24. Watch Duty
- 25. Watch Duty
- 26. Watch Duty
- 27. Watch Duty
- 28. Watch Duty
- 29. Watch Duty
- 30. Watch Duty
- 31. Watch Duty
- 32. Watch Duty
- 33. Watch Duty
- 34. Watch Duty
- 35. Watch Duty
- 36. Watch Duty
- 37. Watch Duty
- 38. Watch Duty
- 39. Watch Duty
- 40. Watch Duty
- 41. Watch Duty
- 42. Watch Duty
- 43. Watch Duty
- 44. Watch Duty
- 45. Watch Duty

-
46. Watch Duty which is nice for road trips to see where fires are. I was a cashier at the Dollar store--customers told me about Watch Duty
 47. Watch Duty
 48. Watch Duty
 49. Watch Duty
 50. Watch Duty
 51. Watch Duty
 52. Watch Duty
 53. Watch Duty
 54. Watch Duty
 55. Watch Duty
 56. Watch Duty
 57. Watch Duty
 58. Watch Duty
 59. Watch Duty
 60. Watch Duty
 61. Watch Duty
 62. Watch Duty
 63. Nixle watch duty
 64. Nixle watch duty
 65. Watch duty Nixle
 66. Watch duty
 67. Watch duty
 68. Watch duty
 69. Watch duty
 70. Watchduty and other text applications
 71. Watch duty
 72. Watch duty
 73. Watch duty
 74. Watch duty
 75. Watch duty
 76. Watch duty
 77. Watch Duty

78. Watch Duty
79. WatchDuty
80. I use the app Watch Duty- nice for keeping track of local fires or fires in specific locations.
81. Watch duty
82. He uses apps like Watch Duty
83. Watch Duty notifications turned on for all of Oregon

Friends or family member(s) (n=34)

1. Friends
2. She would turn to family and the city for information
3. My husband and family
4. My friends
5. Friends
6. My friends and alerts
7. My son's big brother would tell me about it. My daughter has told me.
8. My partner.
9. We listen to our kids. Our son-in-law Ben is a native of Ashland and rebuilt many homes in Talent after the fire.
10. First person is my brother. We don't have smart phones. I have a flip cell phone but rarely use it
11. My sons who have been firefighters
12. Friends
13. Friends
14. Friends
15. Friends
16. Talking with each other and my brothers. Note that this is a Spanish speaking household.
17. Friends and neighbors text me. I'm not on Nixle.
18. friends my mom
19. Friends
20. Friends
21. I call a friend.
22. my daughter
23. My daughter-in-law called me about the recent fire.

24. Close friends who work on fires.
25. My friends
26. Friends
27. Word of mouth
28. Friends
29. Friends
30. Friends
31. He learns and discusses with friends. He did not have other response.
32. Friend, father,
33. Also comes up in conversation- "oh is smokey today.. there's a fire in Eugene..."
34. word of mouth to get information on developing conditions. During the small fire over the summer near town this year, she was listening to the radio and was reassured by a friend that checked it out with their own vehicle from a vantage point. *Not someone who uses apps or texts.*
35. I get alerts from friends and the local neighborhood watch. My daughters are also alerted by others- so between the three of us we are usually up to date.

Search the Internet (n=27)

1. Used the Internet during the Alameda Fire
2. Used the Internet during the Alameda Fire
3. probably go to youtube.com and type in "fire proofing house"
4. Look on line
5. Possibly the Internet.
6. I pay attention to Ryan weather
7. I go on line to try to figure things out--no specific place.
8. On line
9. Websites. I don't use any apps
10. On line--the Internet
11. looking at satellite maps every 10 minutes when there are fires burning.
12. On line (Spanish speaking household)
13. On line resources like the Oregon State Website
14. Various sources on line.

15. If you want to find any information including about wildfires, the first source for me is the internet. I don't speak good English and with the internet research, I can switch language to Russian or Ukrainian pretty easily.
16. Internet is the #1 source for me
17. No particular place. I follow fires on the Internet.
18. Internet
19. the Internet
20. Googling on the Internet
21. My computer doesn't work so I don't use the Internet.
22. Internet mostly.
23. The internet
24. I look up online can I have a fire right now and it tells me fire severity
25. I don't anywhere else to look for information other than searching online or scrolling through social media.
26. and google
27. social media, google

Other (n=24)

1. I don't trust anybody
2. Myself
3. Cert and fire department, friend police officers.
4. CERT
5. I don't turn to the news because the news focuses on being negative. Communications are always an issue.
6. sheriff's office?
7. Now that we have talked, I would probably go to you (Charisse). I look for people who are familiar with this biome to advise me.
8. US Weather Service
9. I am a retired forester and a former firefighter. I spent my career on the Klamath and Shasta Trinity Forests. I know about wildfire.
10. I go to Charisse
11. the weather.gov site
12. I would probably call Justin Foss who is an Ashland firefighter. He used to live here.

13. Not able to ask because the interviewee was hostile
14. Government websites with maps. Shows all wildfires in the Pacific Northwest and California.
15. I look outside.
16. We would find someone who speaks our language (Ukrainian or Russian) and ask this person where we should to for any information or help!
17. It would be good to have a place where wildfire information is available in different languages for people like us who are just learning English.
18. the vibe on how it's feeling outside
19. fire danger signs
20. The Library. I hate all the computer world we are living in and avoid it at all costs. I don't engage in that world.
21. I pay attention to the weather
22. Maybe police will tell us if we have to evacuate.
23. He is in the business and knows what is occurring and expected. He is a professional Wildfire Mitigation Specialist who is self employed
24. I look at the sky

Don't Know or No access (n=20)

1. I don't know
2. Since I moved to Ashland a month ago I don't get any information
3. Don't know
4. I have no information source
5. No idea
6. Nothing
7. I don't have any idea where to get info
8. don't get information (we tried to load her phone with Citizen's alert but it appears to have a block turned on. Advised her to get her daughter to help).
9. "I'm totally irresponsible about that." [Charisse gave him the Citizen's alert flyer]
10. No one
11. has no access to info and conditions
12. Don't know
13. I'm not on any app.
14. I don't have any phone apps. I watch how the weather looks outside

15. I don't have any way to get info. On TV I suppose
16. Doesn't go anywhere. I gave him a flyer to get on to Citizen's Alert
17. I think there's sirens and phone messages
18. I think there are sirens (gave her handout for citizens alert)
19. I guess firemen
20. go to local fire dept, perhaps? Not signed up for Ashland city alerts

Television news (n=16)

1. Hmm, local news sites?
2. Media notifications
3. Media - phone and tv
4. I watch the TV and get some news.
5. News
6. I watch 2 television stations
7. TV news
8. You always listen to the news
9. News alerts.
10. TV
11. TV--local news warnings
12. If I hear it on the TV
13. TV
14. TV
15. I watch the news every day
16. TV news and information.

App on my Phone (general reference and not all users) (n=16)

1. app on my phone
2. the special apps
3. Media - phone
4. Air Visual
5. A couple of apps I don't really use.
6. I don't have a fancy phone that beeps at me
7. I would use the Sherriff app

8. my phone apps
9. My phone
10. I watch my weather apps
11. I look on some apps. Can't remember which ones
12. I monitor the direction of the wind and other things on weather apps
13. My phone
14. Watchduty and other text applications
15. Phone app that has the weather on it and usually has some sort of reminder or notification.
16. Firewise app.

Facebook (n=11)

1. Facebook
2. When the fire happened, I couldn't get any information because I had deleted Facebook.
3. Facebook
4. Facebook
5. Facebook
6. Facebook
7. Facebook
8. Facebook
9. Facebook
10. Facebook
11. Social media--Facebook Ashland Fire Watch group. The group uses Watch Duty

City of Ashland website (n=10)

1. City of Ashland
2. City of Ashland
3. Pamphlets from the City
4. city website, I'd hope they'd push out information and I wouldn't have to go searching for it.
5. Very good question. I would check with the City, but they aren't much help.
6. city website
7. Ashland website
8. Ashland fire department website for smoke conditions
9. I look online at Ashland fire page.

10. local fire department (ask questions)

My neighbor(s) (n=9)

1. my neighbors tell me
2. I think my neighbors would say something.
3. Friends and neighbors text me. I'm not on Nixle.
4. Neighbor's mainly
5. Penny my neighbor tells me.
6. neighbors. Have no smartphone or computer internet.
7. I suppose if the neighbors knock, but they don't like me very much
8. neighbors
9. phone tree, neighbors

Local Radio Stations (n=7)

1. Media notifications
2. Emergency radio we bought.
3. I listen to local news and ABC news for national news. PBS for local news
4. Local radio during the Alameda Fire – KSKQ
5. News alerts
6. Again, the radio stations are his only source of information or emergency notifications
7. She says that she relies on the radio

SOU (n=6)

1. The internet and/or Dr. Werner. [Dr. Werner is an Environmental Science & Policy professor at SOU who teaches and researches fire ecology]
2. In the past I have relied mostly on SOU Alerts and Social Media such as Twitter(X)
3. SOU-issued alerts.
4. Southern Oregon University's citizen alerts have been my main point of information since moving to Ashland, and I believe those alerts are taking directly from the city.
5. SOU alert system active on phone and messages through text
6. SOU alerts.

Reading Local and National News (n=6)

1. reading local and national news
2. News
3. I listen to local news and ABC news for national news. PBS for local news
4. I see the news
5. local news
6. Ashland News

Sheriff's Scanner (n=6)

1. My daughter listens to the scanner on her phone.
2. Jackson County sheriff's scanner
3. Jackson County police and fire scanner
4. My daughter has a police scanner.
5. Jackson County Scanner
6. I listened to the scanner throughout the Alameda Fire

Other Social media sites (n=6)

1. Social media
2. Social media--most likely Facebook and word of mouth.
3. Next Gripe (Door)
4. In the past I have relied mostly on SOU Alerts and Social Media such as Twitter(X)
5. I don't know anywhere else to look for information other than searching online or scrolling through social media.
6. social media and Google

Personal network (e.g., church, HOA, club, and similar) (n=5)

1. Ham Radio
2. Rogue Food Unites educates us some.
3. Senior Center
4. I get a lot through the University. We got messaged by the University about the recent fire.
5. KS Wild

Oregon State Website (n=3)

1. On line resources like the Oregon State Website
2. Oregon Dept of Forestry website
3. Oregon live fire maps

Jackson County Wildfire Map (website) (n=3)

1. Jackson County Fire Watch has been particularly helpful
2. Jackson County website
3. Alerts on the phone. Jackson County website.

InciWeb (Incident Information System) (n=1)

1. InciWeb

Open Forum -- Additional Stories and Information Shared

Summary of 166 responses from interviewees. The information has been sorted into the following categories:

- Where some folks are at mentally
- Communications
- Neighborhood related
- Evacuation related
- Alameda fire stories
- Fire experiences (other than Alameda)
- Stories of transformation
- Landlord/renter relations
- Builders and landscapers
- Wildfire risk response and prevention
- Wildland fuels management
- Postfire recovery
- Insurance and cost of living
- Capacity limitations

- Miscellaneous

Where some folks are at mentally

1. Hasn't thought about much of any of this.
2. They have been in other areas of serious fire in CA. They are very aware.
3. I don't have any stories, but I know people who lost everything. Its sad.
4. I've lived here since I was 7. I'm now seventy. People aren't paying attention anymore. We used to go camping when I was a kid. We would put our fires out. It feels so crazy now. I don't know where to start. So many careless people--you pray to make it through the summer.
5. I feel the City is working hard to get things working as good as possible. I know a lot of people who got burned out. Its a traumatic thing for sure.
6. I have lots of friends who lost everything in the Alameda Fire. Many lost pets and are still struggling.
7. I'm on medical leave. I don't expect to pass the [property mgmt company] inspection so I will be rendered homeless. Its really hard to get out of once unhoused.
8. Its a common sense thing--the climate is drier. The USFS said 30 years ago that the climate in the Rogue Valley is going to be like it is in Redding. And it is.
9. It really surprised me how fast fire moves....
10. We had a bunch of friends lose everything in the Alameda Fire. It was rough for a lot of people. I don't think anything could have been done.
11. I've lived here in Ashland for 65 years. In summer it used to not get above 85 degrees and we used to get deep snow. Climate change is real. My grandparents bought this trailer in 1977. I lived with them. Now that they are gone, I live in the trailer alone.
12. I haven't been paying as much attention as I should. I've been distracted by other things.
13. In hindsight I wish we had known sooner what was going on. I was responsible for getting everyone out but my dad is controlling and made us wait. I still resent him for that.
14. I don't really know what to do. It seems impossible. I had a friend evacuate from the Alameda Fire but she didn't evacuate far enough so she had to keep going.
15. If there was a wildfire we could lose everything we have and it would be very difficult to start over. It would feel like when we had to run away from the war in Ukraine. If fire happened to take everything from us all our family health would suffer. We would be so worried to be in a country where we do not speak language well and would not know where to go for help.
16. This family escaped war in their town in Ukraine and if the wildfire happened in their area they would be devastated. We would have to start from scratch with our life and it is very scary to

me since I have 2 children to take care of.

17. I haven't lived here very long and do not even think about fire.
18. I came from the Illinois farmlands. We didn't get fires.
19. I am from the mid-west so the idea of fire is too foreign to me.
20. Renters seem to have lower stakes. It must be harder for people with homes to leave. I haven't considered that.
21. He loves Ashland says he doesn't have to watch his back, hasn't been shot at or home broken into. Moved here last sept 23 from SF CA
22. I just moved back to Ashland. I wasn't here during the Alameda fire.
23. Everything is old and dry. I'm scared because of the Alameda Fire. Its nothing like when I was young. I am more aware than I was as a child. In the last decade its gotten so much worse. My daughter and I are triggered all the time. We are now thinking of moving away--to Sandy Oregon near Portland where it rains a lot. Summers are so awful. I don't crave summer any more. We can't survive because it is so dry and dusty...just waiting for a fire to burn our home.
24. People's brains just shut down during a fire and most don't know what to do.
25. Says he was having a bad trip and did not want to talk anymore.
26. It could completely ruin my life. Worst case scenario where you run out of your house at the last minute and take nothing with you, you have to start your whole life over in terms of everything.
27. Biggest problem is that people panic when exposed to dangerous situations. He feels that people don't understand the WUI predicament. Everyone needs to be aware of and work on improving communication, planning, evacuation plans, and home hardening.
28. Renters name is ... and he was very personable but not really willing to get more involved in any processes in this area.
29. He's about 30ish and works and rents a room from his mom. He does not think about his responsibility to prevent wildfire where he lives.
30. This young man was very polite and thoughtful of my questions but the questions did not match his lifestyle and reality
31. "Most of my fire experience is from living in California with my parents. I never really had to do any of the inspections or things like that."

Communications

1. I didn't know that I could get an assessment. Why didn't we get this information?

Communications are always an issue. He recommended three things: a) Facebook groups; b) Rogue Valley family networking. That's where we get the best information. and c) NextDoor." To get communication ideas ask the question on NextDoor: "What are your ideas for networking." Make communications free through social media groups. Need to consider demographics. As a 40 year old, I use Facebook. Younger folks use Instagram and twitter.

2. In our neighborhood there are a lot of older single women so we created a phone tree. We keep an eye on each other. The older 80s generation is not adept on the Internet.
3. There's too much BS on the news.
4. The City's ongoing reminders are helpful. There are new neighbors so we need to get them to sign up. I like the electric bill reminders. The once a year flyers and reminders are great because it gets us going again.
5. "The system is down message during the fire was silly." I have had 2 strokes and have limited ability. I prefer to be taking care of people and not have people taking me.
6. Citizen's Alert should not use abbreviations...if its N, say north. Take the time to print everything out in complete sentences. I have been to college, but others have not.
7. I've been in the area for 7 years. When we had the recent fire they gave out location information that I don't relate to. The recent fire took me a long time to understand. The power was out and I couldn't use the internet to find out any information.
8. During the Alameda Fire someone said the fire was on Tolman when they meant to say Colman. It caused a lot of confusion.
9. When asked what we should do for apartment dwellers in the CWPP, she said that they need to have access to knowledge about what to do and what is being planned.
10. Another thing that bugs me is the naming of the fire and its actually location. The "Alameda" fire meant nothing to me. I suggest that the system visit its naming choices to make it more clear where the fire is.
11. He suggests putting more resources on the Facebook neighborhood pages about where to get things for a bug-out bag or how to test smoke alarms.
12. She really misses having the local papers, seems like they were a major source of information to her before they stopped printing.
13. I always think about how to most effectively communicate danger to people because a lot of people who've lived in Oregon their whole lives have the mentality of there's always fires in the area and they haven't reached me and they're not going to... When the 2020 fires happened, my grandma lived on the McKenzie river which burned on the same day as the

Almeda fire and she got a be ready fire notification before she went to bed and she laughed it off and went to bed because she has gotten this notification every year and it never amounted to anything, but because she didn't take it seriously, her neighbors had to wake her up at 2am to evacuate.

Neighborhood Related

1. I am not interested in organizing a neighborhood risk assessment. I will give your card to Anni (on the same block) who lives at the end of this row. She likes to organize but is not home right now.
2. I can't help but think about Talent, Phoenix, and Maui. I have lived here for 18 years. The last 8 years have been smoky and the fires have become serious. The dry western states are fire prone. I am from California and have been through fire before. I am anxious about the TID going dry.
3. I wish my neighbors were interested in wildfire.
4. There are new neighbors so we need to get them to sign up.
5. I would be willing to participate in Firewise again if the people have changed. I got burned out because I was abused by a man who lived in the park.
6. I have lived in Ashland for 33 years--since 1991. I worked with Lomakatsi before the [Ashland Forest Resiliency Project]. I was on my roof when the Almeda Fire started. I drove around a lot during the Almeda Fire. I try to cooperate with my neighbors. There are many seniors here. I want options including having water in the pond to protect us.
7. The trailer across the street burned down a few years ago. The woman was being evicted so she burned it down. Next to the trailer was a row of arborvitae trees that are now gone. My neighbor said they burned really hot.
8. Wonderful group of people living here. My daughter lives here too. My grandson is moving back in this week to their home on the other street.
9. Since there was no support during the Almeda Fire, many people I knew left the State--we lost community.
10. In our neighborhood there are a lot of older single women so we created a phone tree. We keep an eye on each other.

Evacuation Related

1. Roger always keeps his gas tank 1/2 full for evacuation and 2 Go Bags by the front door.

He plans to turn off gas and water valves before evacuation.

2. When I moved into my Parkside Condo I was told that I was responsible for organizing everyone in the community relative to wildfire evacuation. Nobody asked me if I wanted to do the job. That's why I quit. I also got tired of people being uninterested. One person said that he is "not afraid" of fire so he isn't going to do anything.
3. CERT has never told us to think critically about what to do. We are only trained to do what we are told when it comes to evacuation.
4. 2nd floor loft. Pretty safe. I have my go bag and personal information ready.
5. Says 'My van is packed and the go bag is right here by the door'
6. She has two cats and is afraid they won't be catchable. She has a system set up with her neighbors on each side. They will leave together.
7. I am really concerned about egress from this park. I have looked at adjacent properties for a way out. They just put up a gate and fence blocking the only possible alternative way to drive out of the park. If there is any way to open up more escape routes, we need other ways out.
8. After the Alameda Fire, I made a commitment to leave with the first level of evacuation. I wonder about all the older disabled folks in the Mountain Meadows Manor.
9. I am concerned that there is only one way out and getting elders out. I don't want that responsibility.
10. My biggest concern is my wife and I not being home and the kids being home alone. During the Alameda Fire that was what happened. The streets were clogged with semitrucks. It was frightening to have no plan.
11. Its the uprooted nature that is the bigger factor for people losing there homes. There are very limited services during an evacuation. I had to stay in a hotel for 11 days when I was evacuated. I don't have that kind of money.
12. Only source of support is through her church. During Alameda fire, no one told her about it and whomever knocked at door moved on too fast before she could answer it.
13. She talked a lot about how there are so many old women in the park that need help. She is a retired nurse and a retired army nurse. She has lived here 17 years and is on the helping hands committee but doesn't want to be responsible when it comes time to evacuate. She is currently helping a 93 year old women out and is not getting much support. I suggested that she set up a phone tree like they have done in the Tolman Creek MHP. She liked the idea and plans to pursue.
14. The recent fire really threw me. How could I have gotten out of here? Access to the YMCA

soccer field is blocked by a locked gate.

15. We had family evacuated from the Alameda Fire. I was at home at home that day with my dog. My parents were out of town and could not get back to Ashland. It was difficult because I was 14 years old and separated from my parents. We need to have more information on the fires and where to go during an event. My parents had nothing with them because they were not at home when the fire happened.
16. When the Alameda fire broke out I learned about it on Facebook and left work to drive home to get my husband who didn't have a car and wouldn't have been able to leave unless he walked of course. The roads were all blocked but I kept going and made it back. Then we loaded the car and went to our friend's house in Medford.
17. I got real motivated after the recent fire. I cleaned away the debris from the base of my wood fences. I have a friend who lives on Corp Ranch Rd who left soon as she learned about the recent fire we had to the south. I have other friends who said they would stay at their home and fight the fire. I saw the wisdom of leaving early because of my friend. Fewer people in the area because some leave early means those that remain have fewer problems.
18. In hindsight I wish we had known sooner what was going on. I was responsible for getting everyone out but my dad is controlling and made us wait. I still resent him for that.
19. The biggest risk I see because of wildfire is the need to evacuate immediately. That means taking routes where the traffic would be unmanageable. That is what I most wonder about.
20. I was lucky enough not to be here during the Alameda Fire. A lot of people had pets that got lost during the fire. In the planning process, I recommend that pets get microchipped so they can be returned to the owners. I worry a lot about how to handle evacuating our pets because we don't have a car. I really need information on this subject.
21. In the plan, you need to have more education about the County evacuation zones.
22. I am super concerned about the "road diet". When the freeway got shut down I worried I could not get out for my day job.
23. The plan should address the need for us to have a space to be safe [during a fire.] We need to know what the options are.
24. We just moved here from Medford. During the Alameda Fire we were in Medford living in a motel on the greenway. We got a level 2 evacuation alert. The motel said we couldn't reserve our room unless it was a level 3 alert, so we stayed. All of us watched the fire coming towards us and we were scared. At the last minute it turned.
25. Because she is so worried about responders passing her by (she is very slow moving), so she

made the following suggestion: a way to notify responders with a sticker on the door but don't let robbers know.

26. I'm concerned about getting animals out. I work at a vet center.
27. One thing I am concerned about is the "little road diet". It will cause problems with people evacuating to the freeway. I have no idea how to get out of town. The converging at the Bard's Inn is horrible.
28. The Alameda Fire--that day my partner was working in Talent. She saw smoke in Ashland and called me at work. We shut down the business and I brought the cash box home. Then the threat shifted from being afraid in Ashland to Talent. My partner couldn't get home. She evacuated north to Stage Road and then had to evacuate again. I became the HQ for telling her what was going on.
29. We just had a fire [near Exit 11]. I called a friend who was out of town but she lives near the fire. They didn't know what to do when they found out that the key to their office where their valuables were stored wasn't available. They are making plans to get keys and use a phone to unlock the office.
30. I wouldn't know where the shelters are [as an apartment dweller.]
31. This interviewee was senior, disabled, not independently able to get around, did not have a car, and is not able to easily relocate nor has any financial means to support himself.
32. He was recently homeless in the Cave Junction area and has moved to Ashland to get cleaned up and improve his life. He likes Ashland but having only been here one month, was not familiar with it. He is disabled, senior, has had past medical issues, and it not in a good situation. He does not have transportation and is totally dependent on local friends and agencies to assist him in living here.
33. Biggest problem is that people panic when exposed to dangerous situations.
34. He has evacuated before. He emphasized to not go through town or landlocked areas but to get to periphery as soon as possible.
35. He evacuated during the Alameda fire and went North on Highway 99 but was stuck at Suncrest for 4 hours and then eventually came back South through Talent. It was very stressful and not organized well in any way.
36. [Family of 3]. We left when fire came to Alameda St. By time we tried to get out the traffic was awful, really not moving up Glenn Ave onto N Main St. So we did a u turn and cut thru town ended up going to Mt Shasta cause we could see the fire going north. We were lucky cause we were both home that day, my son didn't live here then.

37. Disgusted with Phoenix when the fire happened. Was living in the mobile home park, with no notice. The mayor and sheriff had meetings afterwards, and decided not to warn people because it could cause a panic. It was on the scanner page only that the mobile home needed to be evacuated, but that there weren't any resources. By the time she got notice, she was no longer allowed to go south to evacuate to daughter's house, and was forced to take 99 north, because I5 was closed. She didn't have a place to stay in Medford at the time. Her family notified her first before anyone came through the park. They had only 10 minutes to get out. Could have given a lot more notice. Were given FEMA funds and United Way.
38. They are from California and they have dealt with having to evacuate from wildfire before so they are familiar with at least some of the procedures.
39. Was helped with installing new fire alarms by the senior center a few years ago and they also talked about safe routes out of the house in case of a fire.
40. When the 2020 fires happened, my grandma lived on the McKenzie river which burned on the same day as the Alameda fire and she got a be ready fire notification before she went to bed and she laughed it off and went to bed because she has gotten this notification every year and it never amounted to anything, but because she didn't take it seriously, her neighbors had to wake her up at 2am to evacuate.
41. No experience in Ashland specifically but they had to evacuate from the family home in Yreka about 3 years ago.
42. I did evacuate once while living in California. I loaded the dogs and fire go bag and headed into San Francisco. I had arranged for a friend to put me up. It was under control in hours. I was reminded that a go bag and fire proof case for things like car pink slips etc. is really essential. Plus an agreement with friends and family.

Alameda Fire Stories

1. Ginny lived on Alameda St in 2000 when fire broke out on Alameda St. She continues to have PTSD from that fire and appears to be in high stress when fire is talked about and reluctant to make changes around her current home for more fire security.
2. Was on the Alameda fire. Fire person told her that the fire is not going toward you. She turned others away who were gawking. Had car packed up with animals. No one came to talk to them. The wind could have turned and burned us out. I went to the entire neighborhood.
3. I was here during the Alameda Fire and saw that the fire wasn't moving in our direction. However, I thought for awhile it moved back away so I was ready to leave if it came to a

certain point. We had our go bags packed.

4. She and her neighbors stayed when they were told to evacuate because they saw the fire was moving away from them. When she saw the helicopter over the fire from her bedroom window, she felt herself getting scared. She talked to herself and stopped to breath. She told herself, "You can do this."
5. I was asleep on the sofa when the Alameda Fire started. People knocked on the door. I then saw a plume of smoke. It was really windy and had been all morning.
6. During the [Alameda] fire, I realized it was a huge probability [that we could experience a wildfire here] and then we also were having smoke in the summer. This changed my perspective. We created go bags and got ramen noodles and other food ready to go. Before the fire it wasn't a big deal.
7. I was living in Medford during the Alameda fire. I have concerns because of the mobile homes burned like matchboxes during the Alameda Fire.
8. I remember climbing on the roof during the Alameda fire. I saw the genesis of the fire from the [Ashland] Coop and told my co-worker who lives in Talent to go home because I saw the fire going that way. I took a picture.
9. Due to my need for multiple surgeries, I stored all my belongings in a storage shed in Talent. During the Alameda Fire the facility burned and I lost everything. My insurance won't pay anything because the contents were not inventoried. I had a house on Alta Ave in Ashland which I sold to buy this trailer 3 years ago. I deal with the trauma by loving nature. I live here because of the natural landscape.
10. My friend had her house burn down during the Alameda Fire.
11. A girlfriend who is an artist had just finished building her home in Talent when the fire occurred. They lost everything including her artwork. Her husband died soon after (he wasn't well when the fire occurred). Having the Alameda fire and seeing what it was like the next day, shook us to our core. My daughter and many friends are still very nervous when the winds blow.
12. Both my kids, my brother, and nephew lost their homes during the Alameda Fire. My brother has since passed away. So sad,. My husband was alive at the time. We heard the power went out by Quiet Village--that was the first we knew about the fire. My daughter called and couldn't get back to Ashland.
13. I knew the first victim of the Alameda Fire. He was my ex-husband. He sired both of my children. My kids get really freaked out when the winds are blowing. I have heard that he

could not pay his meth dealer. I think they threw him in his tent and set it on fire. I would probably leave if my mother wasn't here.

14. Nope I have nothing I can think about sharing. Friends lost their home up the freeway. One woman in the fire didn't make it. She was in a wheelchair.
15. I was married at the time of the Alameda Fire. It burned down our house and garden. My wife was an avid gardener. She lost everything. We spent time at my in-laws after the fire. Our insurance was very good. They paid out the entire amount for rebuilding and for the contents. We ended up in a rental for two years which the insurance paid for. Supply line issues and a bad contractor made rebuilding difficult. It was very hard on my wife. Right at the end of the rebuilding we decided to call it a day. I moved to a rental in Ashland. I was lucky. I only had enough money to buy this mobile home.
16. I was in Vegas when the Alameda Fire occurred. I felt survivors guilt so I tried to help out in many ways, like giving money to someone to fix their truck and helping with evacuated people. I also felt that it was good that I was not "a body on the ground" getting in the way of the evacuation.
17. One uncle and 2 aunts lost their homes during the Alameda fire. Our pastor lost his home. Some of the homes had a lot of smoke damage. It was pretty bad. I asked her what they would do because of the Alameda experience and her response was that they would leave as soon as they hear anything about a fire. They waited to leave "until it was too late." Everything was blocked. People were stuck in their car in Talent and didn't know where to go. Some got moved into campers and some got help from habitat for humanity.
18. I was working in Medford when the Alameda Fire occurred. I couldn't drive home so I spent the night in my son's truck in the Albertson's parking lot. My daughter was home with her niece.
19. I had relatives who survived the Alameda Fire but they have since passed away. The Alameda Fire...so many people went through that disaster: my barber, a neighbor here. I had friends drive through the flames. It's making my cry just thinking about it. I can see some encouraging things happening now...the rebuilding and new life. It points to a positive future.
20. We lived in the Town Mobile Estates Park in Talent. My sister and her family also lost her home. We went to the Medford Walmart parking lot then we drove down to Ashland to be here (my father's home). We drove through flames on I5. We didn't expect to get that fire.
21. I knew 15 people who lost their homes because of the Alameda Fire. They moved away. These people lost their homes in different locations.
22. The Alameda Fire wind that day was weird--like a dehydrator.

23. they evacuated family, kids, horses during Almeda fire. Kevins workshop burnt down in Talent, he is a metal sculpture, had no insurance, but no lives were lost so they count their blessings.
24. I lived in Talent when Almeda fire came through, my home burnt down along with all my neighbors.
25. One cousin lost her home in Talent and my sister 3 blocks away did not. It was totally unexpected. My cousin moved in with me. Her mother passed just before the fire. Still gets really worried when we get really strong winds. It also triggers me. Family losses have made me more aware of fire. When the fires in Brookings happened I paid extra attention because I have family there. When there are fires in California I pay attention because I have cousins there. Severe thunderstorm alerts with dry lightning make me so nervous.
26. It really bothers me that the Almeda survivors just got parked--not given homes--just a place to live in. I was down south when the fire happened. I had a friend who was living with her mother, so I had a place to stay until I could come home. [She started tearing up as she said the following]: "When I got back I kept driving around to see that my friends were okay. I was really affected by the disaster I saw. Many of my friends still aren't okay. I felt guilty that I wasn't doing my part to help. But I knew that I would be in the way."
27. We lived in Medford when Almeda fire came. Our apt complex was evacuated and we had no where to go, no money for a motel and a dog. We came to Ashland to friend's house which probably wasn't that smart cause he lived a block from Almeda street.
28. I was at Safeway when the Almeda Fire started. I could see the smoke. When I had to pay some bills, I saw the devastation in Talent and Phoenix. I have lived here for 2.5 years...its hard to believe.
29. I was here for the Almeda Fire. I was in Ashland and my family lived in Talent. My family wanted me with them so I drove to Talent. It was my first time ever driving on my own. I had just gotten my license. There was tons of traffic on I5. The experience was very scary for me and my siblings. We aren't doing anything different because of the fire. Its not something I think about.
30. When the Almeda fire happened, I lived on Mountain. We were not getting any information from emergency services and were very nervous and confused. We got on the road and it was bumper to bumper and we were all waiting for the evacuation order. It was pretty scary.
31. Watching a lot of animals die during the Almeda Fire was really hard.
32. The winds during the Almeda Fire were strong. I just concentrate on keeping my family safe. I feel blessed that we were safe in our apartment during the Almeda Fire and we were not

affected. We have children under 18 years of age. English is not my first language. My first language is Polish.

33. My parents were in Medford at the time of the fire in Talent. It took them 3 hours to get through to their to their pets. Were told by police to head into the thick smoke until they hit the highway.
34. He has evacuated before. He emphasized to not go through town or landlocked areas but to get to periphery as soon as possible. He evacuated during the Alameda fire and went North on Highway 99 but was stuck at Suncrest for 4 hours and then eventually came back South through Talent. It was very stressful and not organized well in any way.
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Fire Experiences (other than the Alameda Fire)

1. Here's a story, in the 1980s in southern California we lived in a community 3 miles up a dirt road in a group of geodesic domes. The canvas covered domes were built on wood decks. One of the domes had a hole in the top that allowed a 1 gallon jug of water sitting on the deck to start the wood deck on fire. Retardant planes came over to drop retardant. Fortunately the wind was blowing away from t. other domes so only his dome burned. He lost his home. No he wasn't smoking.
2. I experienced a wildfire in the Applegate on Humbug Road. We noticed flames coming from

the barn across a field in the middle of the night through uncut grass on the neighbors land. One time when it was really smoky and we had a dry lightening storm we got really concerned because we couldn't see anything if a fire started.

3. When I was a child in San Diego I was afraid of fire because in the early 1960s we lived on an acre of land. We saw a fire approaching so my father got on the roof and wet it down under strong winds.
4. My partner went through Greenview in Northern California. He had to drive from here to there to try to save his parents home.
5. My brother stayed to fight a fire at our home in Sonoma County. They were using water until it ran out. It was a slow creeping fire that moved to firewood piled up against the house and wood fencing. My brother and others went back after being evacuated and everyone else was gone. He and friends put out spot fires and knocked down fences until they felt they had to leave. It was black with smoke. Many people did not evacuate which made me nervous. Its terrible there because there is only a single road and everyone has to use it. The smoke was so black you couldn't see anything.
6. I'm just living here for now but I did live down south a bit when a fire came near Hornbrook. Nobody knew what to do with all the cattle so me and my buddy went out and started herding them on foot. They were good girls and listened. People aren't so smart.
7. We just moved here from CA outside of Paradise CA. We been through several wildfires it's too much. My in-law lived in Paradise and their home burnt down so when they moved I was telling them you gotta pay attention to landscaping and irrigation you have to make sure your home is as ready as you can be. They didn't listen and the next fire came through and their house burnt down and they moved back to Montana
8. He has seen wildfire and the damage it can inflict. He witnessed the Hillview Fire (unknown location) and knows how quickly it spread and how devastating it was.
9. When the 2020 fires happened, my grandma lived on the McKenzie river which burned on the same day as the Alameda fire and she got a be ready fire notification before she went to bed and she laughed it off and went to bed because she has gotten this notification every year and it never amounted to anything, but because she didn't take it seriously, her neighbors had to wake her up at 2am to evacuate.

Stories of Transformation

1. My life was changed by a wildfire that burned many homes in my town. I have PTSD from the

experience. Ashland is very vulnerable and most of its citizen's are not taking action to reduce their risk.

2. My first interview with Dorothy was the first week in July. She didn't know much about how to protect her home, as a renter her landlord should keep his property up, and didn't have any fire app or signed up for Nixle. While she was not fire smart and was disconnected from her part in home safety, she was interested and willing to learn. By middle of July Dorothy signed up for fire assessment, and over the following weeks talked to her neighbors about community fire risks-condo complex of 11 units and with 1-way in and out, talked to the Gardner about possibly blowing leaves off her roof and that of her neighbors roof, and got neighbors together to talk fire and signed up for Fire Safety talk at Ashland Senior Center.
3. I am really prepared. I already lost everything when my house in Phoenix by Rays burned. I saw how nearby trees burn like candlesticks. I am really aware. I have everything of value in a lock box and emergency supplies in the car.
4. I bought this trailer a few months ago when I got a job with the I was gone most of the summer. I am really glad you came by. I look forward to learning more.
5. I was married at the time of the Alameda Fire. It burned down our house and garden. My wife was an avid gardener. She lost everything. We spent time at my in-laws after the fire. Our insurance was very good. They paid out the entire amount for rebuilding and for the contents. We ended up in a rental for two years which the insurance paid for. Supply line issues and a bad contractor made rebuilding difficult. It was very hard on my wife. Right at the end of the rebuilding we decided to call it a day. I moved to a rental in Ashland. I was lucky. I only had enough money to buy this mobile home.
6. The Alameda Fire helped us know what to do. My husband and I know where everything is in our house...we are totally prepared. I have a family member who was evacuated during the Alameda Fire. Many have no idea about how wildfires burned. I became a wildland firefighter when I was 44. I only had one kid who was still at home and I dreamed of being a wildfire firefighter when I was in college. A firefighter friend said if I don't do it now, I never will so I trained hard and backpacked in the hills. I was on a fire in 2001 in the Lake Tahoe, Eldorado NF. I was the oldest person on the crew.
7. She was very disinterested when we first spoke, saying her landlord should do outdoor debris pick up. Within 2 weeks of our initial conversation she had talked to her landlord and had talked to her landscaper and gotten leaves removed from roof. She personally removed old leaf debris from her fence line and began pulling the bark mulch away from wooden fence.

She has talked to her neighbors about wildfire safety and has spurred the clean-up of 3 roofs from leaf debris in her complex.

8. I will ask my boyfriend to help me remove old leaves and debris from my back deck.
9. Back in 2016, my sister's house in Virginia caught fire from an electrical fire. She lost everything including her two sons (6 & 10 years old). As a result, our entire family is very prepared for [a house] fire. After the fire, my sister became a volunteer with the fire department. She had a "miracle baby" since then.
10. We were in the 2020 Eagle Creek Fire up north. We lived in town and were on Level 2. As a family we have always had fire safety in mind. We made it a priority not to live on the edge of town.
11. My family just moved from Tiller to Ashland and lived through the Tiller fire, which was no more than 1 mile from our home and farm. We irrigated from Creek 24/7 during that fire and stayed put with cattle, horses and livestock we couldn't leave. That was life changing, country living is a challenge and we plan to make our Ashland home and property as wild fire safe as possible.

Landlord/Renter Relations

1. At first she was interested in having home wildfire assessment. But then decided it would be a waste of her time because her landlord would not do any recommendations so she said no to getting an assessment.
2. I'm on medical leave. I don't expect to pass the [property mgmt company] inspection so I will be rendered homeless. It's really hard to get out of once unhoused.
3. She wanted me to note that rent is getting so expensive (currently \$790/month) and will certainly go up. In addition to high rent, we have to pay for the storage shed, garbage, and laundry. If we get any kind of raise it's gone with higher expenses. The increasing electricity costs are going to us to have to move.
4. Park Management showed very little interest. They never expressed interest or appreciation for what we had done. Allen North is the Property Management Company for this park.
5. Dot used to own her home alone Nevada area. and says she was prepared as she could be outside then. she kept trees cut back bushes away from home and ground watered, with no bark. Now it's not her job to take care of outside and she's happy for less responsibility.
6. The property management company is very resistant. At first they didn't like the fire-resistant fence that was installed, now they do. The landowners won't allow removal of junipers.

because they want as much green as possible. In the park is both personal and common space. They took all the mulch away in the common areas which hurts the trees. Here the riparian areas should be handled differently than mow and blow. Clay Creek is a wetland that attracts wildlife. The landowner is not very open. They have been mismanaging the riparian areas for a long time. You should interview Herve Perrault, the onsite property manager. He has only been here since last July. I've lived in the park for 21 years.

7. all my friends rent rooms in homes where homeowner lives. the homeowner takes care of all outside planting and care. my landlord lives upstairs and i have no responsibility for any outdoor property.
8. My yard is full of weeds I hate my landlord so I don't talk to him and don't want to talk to him. I don't want to rock the boat he might up my rent if I ask for things so I will not ask.
9. My landlord is a biologist she tells me about fire resistant plants and that I should trim bushes back. but her trees need trimming they drop leaves on my roof and she does nothing. i have very low rent and don't want to ask her to do any thing extra. cause she may raise my rent. my landlord doesn't want to fix anything around my house. So I'm not going to do the work for her about pruning or landscaping. Let her do that.
10. My landlord should take care of outside. If plants shouldn't be there I don't know about that. The neighbors' trees hang over my backyard and deck. I like condo life because I don't have any exterior responsibility. Someone else does all that thinking.
11. I'm a renter and have no control about what happens outside of my house, my landlord is in charge.
12. ...said she didn't want to rock the boat w landlord as she has low rent (is HUD subsidized) her landlord is very amenable to fixing things that break inside the house but doesn't want to ask him to do anything more than he's doing. The gardener comes weekly and the complex is very neat and pretty. Landlord just spent a lot of money putting bark around entire complex, along fencing and up against condos and around trees. I can't ask him to take bark up.
13. The apartment is owned by an individual who is not responsive. This is a Section 8 apartment so they gave me one of the worst units. The fridge didn't work for a year. They had to change the hot water heater.
14. I sure hope the owners [of this property] know what they should do about wildfire. The company is Pacific Rental Properties.
15. I was here when there was an earthquake in the early 90s. Everything cracked in the corners and along the walls. Plates fell off shelves. We had to move out for the remodeling. My

apartment was not remodeled much because I've lived here 43 years. They want me to leave so they can increase the rent. My rent is really low because they can't raise it much. Williams [former landlord] put in new double pane windows and mini heat pumps.

16. As an apartment dweller, we don't have central air and the windows are not efficient. I need an air purifier.
17. The only thing I can think of that might help improve the safety of apartment dwellers is enabling people to turn on the [external] water ourselves.
18. There are no fire extinguishers in this place. It really bothers me. They are required elsewhere. It should be considered an ordinance. It's like a tinderbox here. It would behoove them because of their investment in these buildings. They should consider putting fire extinguishers in every apartment and outside in a central location that is highly visible. (Note that I did see fire extinguishers outside some of the buildings.)
19. The apartment building contains so many connected families. We can't control the smoking and property management company doesn't maintain [the landscaping]. I do the watering to keep it green. I wish there was more information on where the fire extinguishers are.
20. We live here because they allow dogs, and it's a good school for my son. Ron Deluca is a slum lord.

Builders and Landscapers

1. We are concerned that builders and landscapers may not be doing the right thing. KDA is building right now. The landscaping in the new units doesn't look fire resistant. They have their fingers in every hole so we should check it out.
2. "...from the interviews I conducted, most Ukrainian's opinions is that houses built from bricks have higher chances of surviving the fire which is not the case in our state."

Wildfire Risk Response/Prevention

1. He has brand new roof and is conscious to not have large BBQ gas container and keeps a small container.
2. We lived in the Applegate. There were a lot of rules to keep safe: clean up fuels. MHP need to mow regularly and clean up duff.
3. I grew up in Southern California so I am very aware of wildfire. We lived in the Oakland Hills in 1983 when we there was a wildfire. It was a wake up call that nobody listened to. I wasn't living there during the 1991 Oakland Hills Fire.
4. People don't know that there are ordinances. We need to post things to avoid on hot days. I

didn't lose my home but I was on backup duty to evacuate seniors from this park.

5. I'm impressed by all the people who don't know all the ways you can start a fire; such as by smoking and throwing down the cigarette; trucks dragging chains down the road. I think we need to tell people what to do if they accidentally start a fire. People in Humboldt where I lived had to be trained because there was no fire department. It made me feel very powerful.
6. My manufactured home was in Mt View Estates and the entire subdivision burnt down in Alameda fire. Those homeowners were conscious of what they planted around their homes and they still burnt. There is no real preparation for wild fire.
7. An issue to cover in the plan I guess, is it would be a good idea to have info on how fires travel through urban areas. Alameda showed us that it can happen. I observed that the fire seem to be stopped at the pear orchards. It was very different burning in Bear Creek.
8. He might be 30ish, probably does not consider himself as "socially vulnerable" but by our definition is indeed SV. He was antagonistic towards the subject of wildfire prevention for his home or place of residence.
9. As for my dad's house, I would say that we are in very high risk. Thankfully though, there's not many big trees right next to my house, so that makes it less scary. [talking about her dad's house and not her current residence] I have a question for you. How do you reduce wildfire? Uncontrolled wildfire in a town without taking away all the greenery?
10. ... to pass on to advocate for fire department and resources/ funding cut for permanent positions/ lack of funds for year round firefighting positions due to city council decisions

Wildland Fuels Management

1. The City is doing an amazing job in the watershed. I see them in town working hard to clear brush. They jumped quick on the small fires around here recently. I really appreciate what they have been doing.
2. I kept thinking that fire would get better. My dad was an environmental activist who opposed logging. Now I think logging should have been permitted because the loggers would clear the forest floor. We need better forest management. We also need to address social health issues to stop arsonists.
3. We live right next to a big gigantic dry field next to Bear Creek. There is an alley on one side but its not big enough to stop a fire.
4. It would be nice to get information on what is being done to reduce wildfire hazards on the greenway.

5. My biggest concern is a grassy pasture that hasn't been mown in years. It belongs to Mahar, a developer. A family owns it. Concerned about the blackberries in the creek that runs along the park boundary. I don't know who owns that strip of land.
6. My husband lost his home in Paradise. Three of us who live here lost our homes in Paradise. Ashland seems more fire safe because of more access routes. I think the State of Oregon does an awesome job of clearing underbrush compared to California.
7. I feel if there should be state resources to maintain the Greenway and Highway 99. The homeless population is sad...but they cause a lot of disruption and start fires.
8. I had a stucco house with very little vegetation. It was slightly up a hill but it burnt to the ground. I grew up in the Willamette Valley on a farm. Berries burned like crazy -- they are highly flammable. Why isn't anything being done about [removing the blackberries]?
9. Wanting to explore more about controlled burning. Think that the controlled burning that Native Americans did is healthier for our area. Remembering 2021-22 in Hillsboro, Oregon having to get ready for evacuation and the sky being orange.

Postfire Recovery

1. At the time of the Alameda Fire, I was living with my parents in Talent. We evacuated to Grants Pass for 2 weeks. It was a horrible financial burden because my parents are really, really poor. We relied on people who were going around the town to post information to tell us if our house was still there. When we finally came back and saw all the devastation we were [we went into shock]. We had no power for weeks and no cell service. We lost all of the food in the refrigerator because of the power outage. I don't think my parents had any insurance to deal with the losses. [Since insurance is for the home, they probably had no way to get reimbursement for the time in the hotel. This is something that needs to be addressed in the postfire recovery planning process.]
2. My father's and aunt's home got burned up north of here. My dad has since died. My aunt rebuilt in place. I don't think we decided to do anything differently because of the fire.
3. It's hard to control a space that isn't yours. Coming from the Gulf Coast and having the fire and meeting people who lost things in the fire. I saw good things come out, I saw the response of it change lives. Some of the responses changed lives and it was so much better.

Insurance and cost of living

1. I had no problem with insurance for years. I submitted a claim three times but they don't

want to pay. California Casualty provided my insurance which is hard to get for mobile homes. The lot rental rate has gone up \$100/year now. That's really hard. It was very reasonable for years.

2. Due to my need for multiple surgeries, I stored all my belongings in a storage shed in Talent. During the Alameda Fire the facility burned and I lost everything. My insurance won't pay anything because the contents were not inventoried. I had a house on Alta Ave in Ashland which I sold to buy this trailer 3 years ago. I deal with the trauma by loving nature. I live here because of the natural landscape.
3. I don't have insurance partly because of the expense.
4. It took me awhile to get my insurance because of my credit score.
5. I can't afford home insurance.
6. We weren't insured because they felt safe [in their Phoenix mobile home park]. Not enough to do much but help look for somewhere else. They moved into RV, parked out at daughter's. She spent 7-8 months to restore a home in Rogue River. Oct 2020-May 2021 in mobile home. Housing was very slim.

Capacity Limitations

1. I am ill and very scared.
2. His wife is bedridden and he has to work 14-16 hours a day at a job and caring for her and their young child.
3. My neighbor is very limited physically. We need assistance to help people when we become 70 years old and can't do it anymore. We need to address money and funding in the [CWPP].
4. I know I need a go bag and I know I can't carry it. What do I do? I hope someone can take care of me.
5. I had knee replacement surgery for both knees several years ago. After the surgery, the fire dept did a fall risk assessment of my home. They discovered that the toilet was going to fall through the floor, so my entire bathroom floor got rebuilt and I got a new toilet and baseboards. They did an amazing job looking for falling hazards.
6. My car is not working so its at a place in Medford. I have had no phone service for 3 days because they messed up on the billing.
7. This interviewee was senior, disabled, not independently able to get around, did not have a car, and is not able to easily relocate nor has any financial means to support himself.
8. He was recently homeless in the Cave Junction area and has moved to Ashland to get

cleaned up and improve his life. He likes Ashland but having only been here one month, was not familiar with it. He is disabled, senior, has had past medical issues, and it not in a good situation. He does not have transportation and is totally dependent on local friends and agencies to assist him in living here.

Miscellaneous

1. I knew the mentally ill man who started the Oak Knoll Fire. My daughter's house was 5 houses away from the 11 that burned.
2. There are too many homeless in this place. That's why we have fires. I noticed the same mentally ill guy who started the Oak Knoll Fire and he is back out lighting cooking fires.
3. I am a computer ludite and self-educated agronomist. I moved to the park in 2018 and grow organically. I like everything to do with nature. I can see you are a good person--I like your aura.
4. One of my neighbors was barbequing this summer so I called the fire dept on them. I watched the Alameda Fire burning on TV. I moved here about 1.5 years ago. I used to be homeless. I have a packed suitcase by my door. I learned about doing this from a letter from park management.
5. Definitely not interested in fire. Only here because the state made me move away from a park [in Klamath Falls?]. Has 90 days left on a housing voucher.
6. He did not have any stories or experiences to relate. He had not experienced a wildfire in his area nor evacuation requirements so was not really able to expound. Again, this was a high school age male student who lives with his father in an apartment and was not really aware of our scope of inquiry. He was pleasant and cooperative, just not a big source of opinion or experiences.
8. Interviewee shared an experience where he creates fire lines at his bladesmith instructors forge while there was a wildfire. This shows that he is experienced in wildfire safety.

Appendix G

Property Manager Survey Report

Appendix G: Property Manager Survey Report

October 30 – November 17, 2024 (Survey Period)

A total of eight companies completed the survey out of 13 who were sent the survey. We estimate that the respondents represent about 80% of the Ashland property management companies' rental inventory because the companies that did not respond are relatively smaller businesses. One company manages about 71% of the residential inventory reported and 55% of the commercial unit inventory. The smallest inventory of buildings and units reported was for 2 apartment buildings, but the company did not specify the number of units in these buildings.

Property Management Company Inventories (data provided by the companies)

	Housing Type						
	Sum of Properties	Percent of Total Properties	Percent of Residential Properties	Sum of Units	Percent of Total Units	Percent of Residential Units	Missing Units Data
Apartment	184	19%	19%	3031	74%	75%	0
Commercial	27	3%		51	1%		0
CondosTownhouses	20	2%	2%	23	1%	1%	0
DuplexTriplex	139	14%	15%	276	7%	7%	1
MobileManufacturedRVHomes_InPark	6	1%	1%	6	0%	0%	0
MobileManufacturedRVSpaces_InPark	102	10%	11%	235	6%	6%	0
Other	6	1%	1%	6	0%	0%	
SingleFamily	485	50%	51%	485	12%	12%	
StudioADURooms	4	0%	0%	4	0%	0%	0
Total Properties	973	100%	103%	4117	100%	101%	1
Total Residential Properties	946	97%	100%	4066	99%	100%	1

Table 19: Property Management Company Inventories

Collectively, eight companies reported managing 973 rental buildings containing a total of 4,117 rental units. Of the total, 3% (27) are commercial buildings containing 51 commercial units. Ninety-seven percent (946) are residential buildings containing 4,066 units (see table above). The vast majority (74%) of residential units are within apartment buildings (which are defined as containing 4

or more units). Two companies manage just under 3,000 apartment units with one company managing 92% of the total reported. Several apartments only management companies are not included in these results. The second most common residential unit managed are single family homes making up about 50% of the rental buildings and 12% of rental units. Duplexes/triplexes make up 7% of the reported residential unit inventory. One percent of the residential units were identified as a condo or townhouse.

Manufactured/mobile home spaces rented out to homeowners make up 10% of the total reported managed properties inventory. One property management company owns six (<1%) of the rented mobile/manufactured homes in a park. One company chose "Other" to tell us that they manage "vacation rentals" but they did not specify the type of living unit. There is one duplex/triplex "unit" that cannot be accounted for.

Three companies reported managing a total of 27 commercial properties for a total of 51 units. Regarding the commercial buildings, one company manages 74% of them, while another company reported managing 14.8% of the commercial building inventory; however, within 4 buildings they reported managing 28 units.

Renter's Insurance Requirements

Based on all responses, renters' insurance is not required for renters of apartments, condos, townhouses, duplexes, or triplexes. One company says "it depends" for commercial properties, but they provided no details.

Single Family Residences (SFR)

- Renter's insurance is required for some renters living in single-family homes that charge \$2,000 or more per month.
- It was reported by two companies that it is not required for renters of SFRs costing less than \$2,000/month, and two other companies say it is required. One company stated that they "just started this [requirement] for new occupants"
- A company that rents single-family homes said it depends on whether the property owner requires it. They also manage 1 or 2 Studio/ADUs and said the same thing—it's up to the owner.

Mobile/Manufactured Park Spaces (MHS)

- Two mobile/manufactured home parks who manage the rental of spaces, require the homeowner to have insurance according to the occupants.

Risk Reduction Requirements in the lease

No risk reduction requirements are specified in any of the property type leases however one property management company is “instituting new requirements” but did not provide additional information. Below is what the survey respondents provided to describe who is responsible for landscaping and the activities prescribed by housing type.

Landscaping Responsibilities: a) “it depends...” & b) prescribed activities

SFRs	Dup/Triplex	Condo/ Twnh	Apartment	MH Park	Studio/ ADU
a) Each owner makes their own decision; b) Tree trimming, grass cutting, weeds etc.	Hired contractor; general landscaping	Hired contractor; HOA	Hired contractor; general landscaping		Hired contractor; general landscaping
a) Each property is different. b) Its property specific but we keep trees off roofs, dead limbs and trees removed.					
b) Cut grass, trim shrubs, manicure trees, remove debris.	a) Hired contractor; b) Cut grass, trim shrubs, manicure trees,		Hired contractor	Hired contractor; Cut grass, trim shrubs, manicure trees,	

	remove debris.			remove debris.	
a) We recommend to all property owners that they pay for yard care services and to perform seasonal maintenance. Some owners, however, opt out of these services choosing to make landscaping a tenant responsibility. This decision is almost always a financial consideration rather than one based on safety foundation see. b) Gutter cleaning; seasonal leaf cleaning; tree removal	Same as SFR	Hired contractor; Same as SFR	Hired contractor; Same as SFR	Same as SFR	
	a) hired contractor;		a) hired contractor; b)		

	b) mowing, edging, blowing.		mowing, edging, blowing.		
a) Most of my owners do not want more expenses so they leave it up to the tenants. b) Trimming of trees, hedges, mowing.					
			Hired contractor; b) no landscaping near the buildings we took out all junipers and bushes up next to the building we all new plants were using the afr guide to non flammable landscaping plants. we keep a line of gravel along the back side		

			of our buildings		
a)Most are handled by a landscaper, but some of the single family dwellings, the tenants are responsible for the landscaping. b) Trimming of trees, hedges, mowing		Hired contractor; Usually the association maintains.	Hired contractor; b) Common area landscaping, pruning, tree work	Hired contractor for common areas. Tenants responsible for their space	

It depends on owner requirements but a contractor usually does the maintenance which covers standard clean up next to buildings and [in] gutters		It depends on owner requirements but a contractor usually does the maintenance	It depends on owner requirements		No, but it depends on owner requirements
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Table 20: Risk Reduction Responsibility

Risk Reduction Challenges

All but one (87.5%) of the property management companies (co) identified cost as a limiting factor to reducing wildfire risk.

Cost	Lack of knowledge or resources	Tenant cooperation	Landscaping contractor limitations
7 co.	4 co.	5 co.	3 co.

Table 21: Risk Reduction Challenges

Challenges with tenant cooperation were identified by 62.5% of the companies, lack of knowledge about what to do and the resources to do it was identified by 50% of the companies. Several of the property management companies identified all listed challenges and two companies provided additional information on the challenges they have experienced:

- It's hard to get some of these owners to respond or want to spend money on the rental especially when tenants have more rights than the owners.
- Regulatory or Legal Constraints: its difficult “navigating local ordinances, codes, or restrictions related to fire-safe improvements or changes.”

The lowest ranked challenge (37.5%) identified was “landscaping contractor limitations.” There is an opportunity here to make a big difference. We know from experience that: a) most landscaping “maintenance workers” are not adequately trained to do fire-reluctant landscaping, b) many professional landscaping service providers are “set-in-their-ways” with few exceptions, and c) most importantly—property owners (the clients) are more interested in saving many than investing in wildfire-reluctant landscaping. A wildfire-reluctant landscaping training and certification program could dramatically improve standard landscaping practices on rental properties—potentially making it possible for ~47% of the city’s residents who are renters to have fire reluctant landscaping around their homes.

Preferred Risk Reduction Options

Routinely providing wildfire risk reduction information recommended by the city of Ashland in tenant welcome packages.	Adding best practices for landscaping maintenance to reduce wildfire risk in lease agreements.	Using standardized language for fire-resistant landscaping in landscaping maintenance contracts.	Requiring landscaping design, installation, and maintenance contractors you work with to receive city-sponsored wildfire risk reduction training.	Requesting a free, no-obligation wildfire risk assessment for the exterior of your properties every five years.
6 companies	5 companies	6 companies	5 companies	5 companies

Table 22: Risk Reduction Options

All risk reduction options proposed received 5 or more thumbs up. Two companies said they would seriously consider all options presented. These results indicate that all risk reduction options listed are worth seriously considering.

Do you do anything differently based on recent experience with wildfires?

Three property management companies responded to this question. One of the companies let us know that they had lost homes in the Alameda Fire, but no homes were lost during this fire in Ashland.

The company did not go on to say that they have made any changes to their business practices because of losses.

One company stated that they are doing “new landscaping” applying rock, etc. and are applying “metal siding” but did not specify any details about which buildings they are treating differently.

Another company said that they are changing “how we handle notifications to tenants” and “insurance requirements.”

These changes are limited to two (25%) companies.

Summary of Findings for Property Management Company Rentals:

Housing Type:

- ~97% are residential buildings and 3% are commercial buildings containing 51 rental units
- ~50% of the residential rental buildings are single-family residences that presumably provide housing to 12% of rental households
- ~19% of the residential rental buildings are apartments that presumably house ~75% of renter households
- ~15% of the residential rental buildings are duplexes or triplexes that house 7% of the renter households
- ~2% of the residential rental buildings are condos/townhouses that presumably house 1% of renter households
- ~1% (6 units) of rented mobile/manufactured homes are owned by a property management company
- 235 mobile/manufactured homes park spaces are leased out through two companies representing about 6% of the residential housing stock.

Renters’ Insurance Required in the Lease:

- Does not appear to be required for apartment, condo/townhouse, or duplexes/triplexes tenants
- Renter’s insurance appears to be required in the lease for some higher rate single-family rentals

Landscaping Responsibilities:

- No risk reduction requirements are specified in the property leases, however one property management company is “instituting new requirements” but did not provide text.
- Landscaping responsibilities vary but based on qualitative data, it appears that most rentals hired contractors. For single-family homes the requirement is largely determined by the property owner. One company insists that a hired contractor be specified in the lease agreement for single-family homes.

Risk Reduction Challenges Chosen by the Property Management Companies Who Responded:

- 87.5% (7/8) selected “Cost” as a limiting factor
- 62.5 % (5/8) identified lack of tenant cooperation
- 50% (4/8) identified lack of knowledge or resources
- 37.5% (3/8) Landscaping contractor limitations was identified by ~18%
- One company said, “It’s hard to get some of these owners to respond or want to spend money on the rental especially when tenants have more rights than the owners.”
- One company cited regulatory or legal constraints: saying its difficult “navigating local ordinances, codes, or restrictions related to fire-safe improvements or changes.”

Risk Reduction Options the Respondents would Consider:

- 75% (6/8) selected: (1) “Routinely providing wildfire risk reduction information recommended by the city of Ashland in tenant welcome packages;” and (2) “Using standardized language for fire-resistant landscaping in landscaping maintenance contracts.”
- 62.5 (5/8) selected: (1) “Adding best practices for landscaping maintenance to reduce wildfire risk in lease agreements.” (2) “Requiring landscaping design, installation, and maintenance contractors you work with to receive city-sponsored wildfire risk reduction training.” And (3) “Requesting a free, no-obligation wildfire risk assessment for the exterior of your properties every five years.”

DRAFT Recommendations based on these findings:

- Develop a method for communicating with and sampling property management companies and the owners of the properties they manage by 2027.
- Secure the resources to assess wildfire risk around all
- Secure the resources to establish a program that enables the City of Ashland to support a

wildfire risk assessment for the exterior of all rental properties every five years.

- Collaboratively develop, customize (by housing type), and publish a “risk reduction best practices” brochure to be given to all tenants occupying units managed by the property management companies. Plan to review and update the information every five years or more often if warranted.
- Require property management companies to provide new tenants wildfire preparedness (including renters insurance advice) and home risk reduction information in a “welcome” package that is physically attached or linked to the lease.
- Require property management companies to sponsor annual training of the landscaping service providers they use and to employee only certified providers.
- Develop a searchable database and directory for City-sponsored trained landscaping service providers.

Appendix H

Rental Owners Survey Report

Appendix H: Rental Owners Survey Report

Ashland's Private Rental Property Owners Survey Results

October 23 – November 15, 2024 (Survey Period)

More than 2000 postcards were mailed to potential landlords (rental property owners); 22 of the respondents self-verified that they manage their rental properties. The response rate was very low at ~1%; however, the response rate is hard to validate because we don't know for certain how many of the addressees who were sent the postcards inviting them to participate are renting out their properties. All we know, based on Jackson County public tax records, is that the property address is not the same as the property owner's address—an indication (we surmised) that the owner likely does not occupy the property. One conclusion we can make is that to monitor change over time we need to figure out how to create a better method for collecting data from independently managed rental property owners.

	Housing Type				Missing Units Data
	Sum of Properties	Percent of Total Properties	Sum of Units	Percent of Total Units	
Apartment	1	2%	1	2%	0
CondosTownhouses	2	5%	2	5%	0
DuplexTriplex	3	7%	4	9%	0
MobileManufacturedRVHomes					0
MobileManufacturedRVHomes_InPark	0	0%	0	0%	0
MobileManufacturedRVHomes_NotInPark	0	0%	0	0%	0
MobileManufacturedRVSpaces					1
MobileManufacturedRVSpaces_InPark	0	0%	0	0%	0
MobileManufacturedRVSpaces_NotInPark	1	2%	0	0%	0
Other	0	0%	0	0%	
SingleFamily	22	50%	22	50%	0
StudioADURooms	15	34%	15	34%	1
Total	44	100%	44	100%	2

Table 23: Rental Property Owner Inventory

While the results do not adequately represent the inventory of private rental properties or their owners, they provide some insights for planning purposes. For example, half (50%) are single family homes and one-third (34%) are studio/ADUs/or one or more rooms in a single-family residence. Duplexes and triplexes make up 7% of the reported inventory and Condos/townhouses 5%. One respondent said they have one unit in an apartment building, and another rents a mobile home space not in a mobile/manufactured home park. (See table above).

Lease Requires Renter's Insurance

Renters insurance is required for ~43% of the privately management rental units, with the highest number being associated with single family homes (41%) and studios/ADUs/rooms (62%) requiring renter's insurance.

One duplex/triplex owner said they advise "the tenant to buy renter's insurance, but she may not be able to afford it." Another owner who rents out two single-family homes, two Studio/ADU/room units/ and one duplex or triplex said, "it depends on whether the rental is single-family home, condo, or ADU."

Lease Requires Risk Reduction by the Tenant

It was reported by 3 (13.6%) single-family homeowners that they include risk reduction text in their leases. The language provided by the respondents follows:

- "Gardens must be cut back seasonally, no outdoor storage. Firewood storage in approved location. Fireplace use only during November-April."
- "Promptly reporting to the landlord any new or merging hazards or risks, such as wildfire hazards."
- "Yard debris and keeping up the landscape"

Risk Reduction/Landscaping Responsibilities

The type of rental unit affects the "risk reduction and maintenance" responsibilities. Risk reduction (primarily landscaping) is the responsibility of the tenant for 18% of the rental properties reported. Single-family home tenants are most often given that responsibility though in some cases the

responsibility is shared with the property owner. Twenty-five (25) percent of the property owners assume responsibility and contractors are hired for 39% of the properties, including 41% of single-family homes. The property owners claim landscaping responsibility for 33% of studio/ADU/room rental properties.

	Risk Reduction Maintenance							
	Landlord	Landlord Percent of Property	Tenant	Tenant Percent of Properties	Hired Contractor	Contractor Percent of Properties	It depends....	It Depends... Percent of Properties
Apartment	0	0%	0	0%	1	100%	0	0%
CondosTownhouses	0	0%	1	50%	1	50%	0	0%
DuplexTriplex	1	33%	0	0%	2	67%	0	0%
MobileManufacturedRVSpaces	0	0%	0	0%	0	0%	1	0%
SingleFamily	5	23%	6	27%	9	41%	2	9%
StudioADURooms	5	33%	1	7%	4	27%	5	33%
Total	11	25%	8	18%	17	39%	8	18%

Table 24: Risk Reduction Maintenance by Dwelling Type

Who is responsible for specific landscaping activities for single-family homes:

Tenant:

- Keeping leaves and debris picked up and trimming tree branches up off the ground
- Gardens must be cut back seasonally, grass cut bi-monthly, electric mower and trimmer provided. Automatic irrigation around building perimeter
- Most of the everyday maintenance is done by the tenant. Activities: Sweeping the roof of pine needles, cleaning gutters, trimming back the neighbors' bushes/trees that pose a hazard to my property.
- Cutting low branches and maintaining weeds and shrubbery growth
- Watering, mowing, leaf and brush removal
- Mowing & weeding. Keeping plant life off house and fences
- Watering, raking, cleaning gutters, pruning. (tenant and landlord)
- Trimming trees, bushes and picking up leaves/debris

Property Owner:

- I do general landscape maintenance a minimum of 2x a year. I also hire a local arborist to

trim the trees when needed. Sending an annual letter to the HOA of the property that backs up to my property, asking them to maintain the very large bushes/trees that pose a risk to my property

- Yard maintenance
- Tree trimming
- brush and excess bush and tree growth removal
- Watering, raking, cleaning gutters, pruning. (tenant and landlord)

Hired Contractor:

- Prompt removal of dead vegetation, maintenance of irrigation to keep plants healthy, trimming of low branches, trimming or removal of vegetation close to structures.
- trees trimmed, leaves removed, trees removed as necessary, etc.
- continual weed and yard debris cutting and removal, keeping plants sparse and in clusters, irrigation provided
- Weed and grasses control, all trees trimmed to 8', vegetation limited or removed 10' from homes/buildings. Pine needles and fall foliage raked, blown and removed.
- The HOA manages these decisions. We are a fireside community

Who is responsible for specific landscaping activities for Studio/ADU/Rooms:

Tenant:

- Removing leaves and debris from property and trimming branches high off the ground
- One of our studios we do the landscaping maintenance, and one our tenant is responsible for.

Property Owner:

- No organic matter within 5 feet of house, no trees within 25 feet
- Yard maintenance
- One of our studios we do the landscaping maintenance, and one our tenant is responsible for.
- Bushes branches off roofs, no piles

Hired Contractor:

- Mowing lawn, trimming up trees

- keeping the area clear of landscape debris, minimal planting, amble (sic.) watering
- HOA manages these decisions

Who is responsible for specific landscaping activities for condos, townhouses, duplexes, and triplexes:

Tenant:

- Grass must be mowed and landscaping watered

Property Owner:

- Grass and brush and tree growth removal

Hired Contractor:

- lawn mowing, tree and shrub trimming, changing out higher risk plants (juniper) for low fire risk ones
- keeping the area clear of landscape debris, minimal planting, amble (sic.) watering
- Removal of bushes next to rental

Wildfire Risk Reduction Challenges

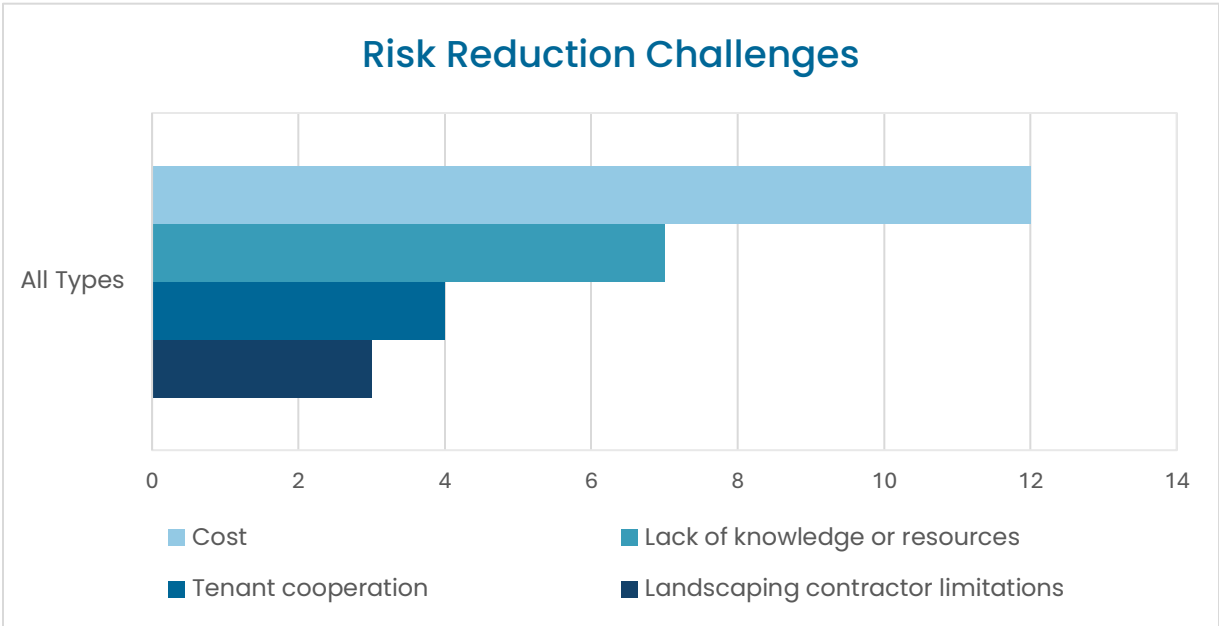


Figure 28: Risk Reduction Challenges

A pick list of four possible “challenges” to reducing the wildfire risk on rental properties was presented to the survey respondents who could pick any or all of them. A total of five people did not respond. This could mean that they do not have those challenges, or they preferred not to answer. Only one of those five identified something else—“It’s a constant battle but necessary and it’s the law to maintain a safe property.”

“Cost” was selected by 60% of 17 respondents. Lack of knowledge was identified by seven (35%) and inadequate tenant cooperation received four marks (20% of the responses). Landscaping contractor limitations was identified by three (17.6%) of the respondents.

The challenges by housing type are shown in the figure to the right. “Cost” to reduce wildfire risk was identified for all housing types. Lack of knowledge about what to do was identified by all housing types except for the one person who said they manage an apartment rental which is taken care of by a hired contractor. Tenant cooperation and landscaping contractors’ limitations were identified as challenges for single-family homes and duplexes/triplexes.

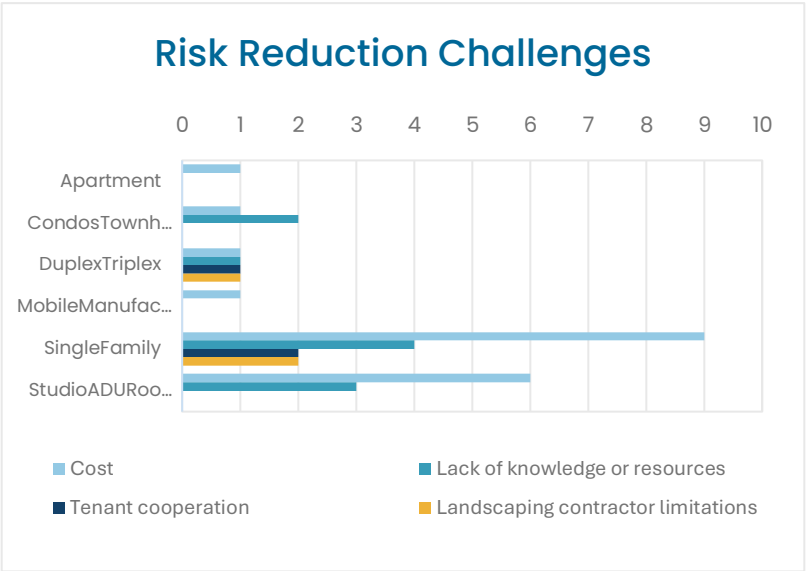


Figure 29: Risk Reduction Challenges

Wildfire Risk Reduction Options

Out of 22 respondents, 20 completed the pick list question proposing four risk reduction options for consideration.

Based on the results, all five of the listed options are worth considering. The least popular option is “requiring landscaping design, installation, and maintenance contractors to receive city-sponsored wildfire risk reduction training” which 8 out of 20 (40%) respondents checked.

The most popular (80%) was the ability to “request a free, no-obligation wildfire risk assessment for the exterior of your properties every five years.” Seventy-five percent (75%) liked the idea of adding language about “best practices” in lease agreements; and 70% would consider providing information in tenant welcome packages.

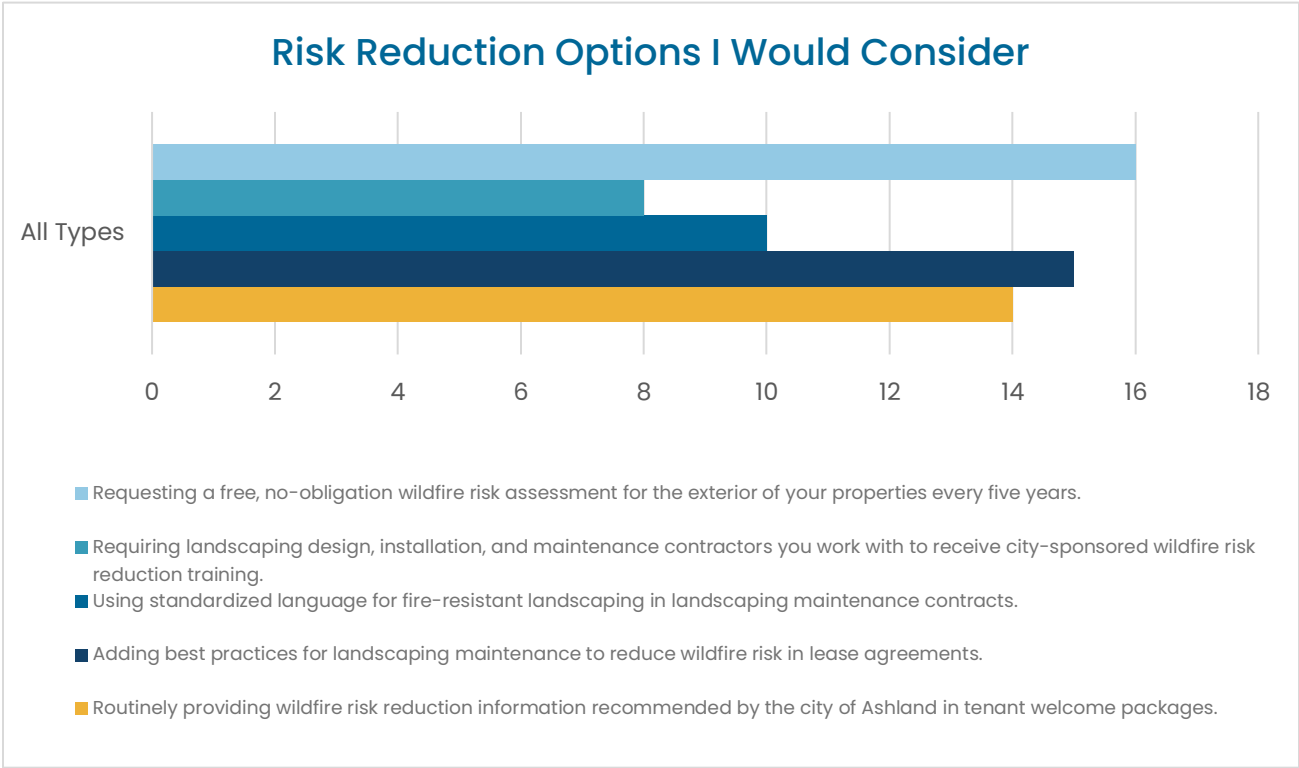


Figure 30: Risk Reduction Options I would Consider

Risk Reduction Activities Recommended by the Respondents:

- “Developing neighborhood-wide coordination and collaboration to reduce wildfire risks for the neighborhood as a whole”
- “Getting government support for wildfire risk reduction by individuals and neighborhoods”
- “Getting government action to reduce wildfire risks on government owned lands in and near the city”
- “I had a risk reduction done on my own property which Ashland would have included financial assistance to implement, but you wanted control of my landscaping for 10 years. Property owners will never agree to attached conditions like that. So don’t attach conditions.”

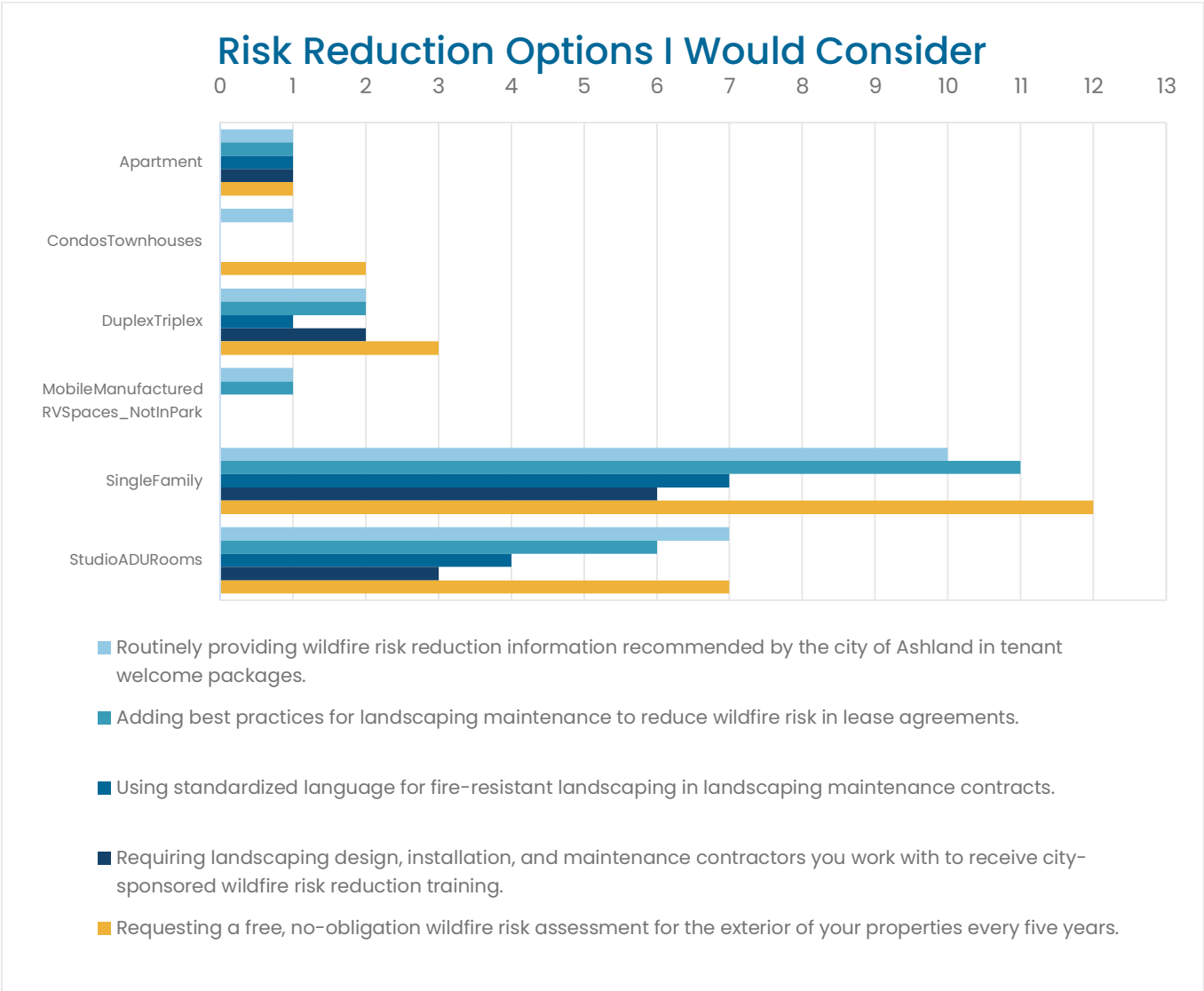


Figure 31: Risk Reduction Options I would Consider by Residence Type

Comments/Complaints about Risk Reduction Experiences:

- “It’s a constant battle but necessary and it’s the law to maintain a safe property”
- “Neighbor cooperation! HOA does not maintain the large bushes growing in the wetland area behind my house. Other neighbors planted [L]eland cypress trees along our shared fence line even though they were advised not to by a firefighter. I had to spend my \$ trimming their trees!”

- “I applied for a grant through the city for wildfire mitigation and never received a response. I reached out multiple times to no avail. Being more proactive with this offering from the city would be incredibly helpful.”

“Closing Thoughts—What did we miss?”

One respondent provided a closing comment which was: “I really think its unfair that I have to maintain my neighbor’s landscaping.”

Summary of Findings for Privately Management Rentals:

Note that the data set is too small to be highly representative.

Housing Type:

- Slightly more than over half are single-family residences
- A third are studio/ADU/rooms in a house
- ~10% are duplexes/triplexes
- ~5% are condominiums

Renters’ Insurance Required in the Lease:

- 41% of tenants in single family homes
- 62% studios/ADUs/rooms
- Recommended but not required by some owners

Landscaping Responsibilities:

- Landscaping does not appear to be a component of most leases
- Dependent on housing type
- Type of work prescribed is general maintenance: moving, debris removal, and pruning (though there are exceptions)
- Property owners maintain ~31% of the rental units
- Hired contractors maintain ~46% of the rental units
- Tenants have responsibility for ~23% of the rental units

Risk Reduction Challenges:

- Depends somewhat on housing type
- “Cost” was selected by 60%
- Lack of knowledge was identified by 35%
- Inadequate tenant cooperation was marked by 20%
- Landscaping contractor limitations was identified by ~18%

Risk Reduction Options the Respondents would Consider:

- Varies somewhat by housing type
- 80% (16/20) supported “request a free, no-obligation wildfire risk assessment for the exterior of your properties every five years.”
- 75% (15/20) liked the idea of adding language about “risk reduction best practices” in lease agreements
- 70% (14/20) supported providing information in tenant welcome packages
- 40% (8/20) would consider requiring contractors to have city-sponsored training.
- One respondent suggested focusing on neighborhood-wide collaboration.
- Two respondents suggested government involvement: a) direct support, and b) addressing risks “on government owned lands in and near the city”
- One respondent strongly opposed “attaching conditions” to incentives.

DRAFT Recommendations based on these findings:

- Develop a sustainable means for identifying and sampling private rental property owners who have rentals in Ashland and implement by 2028.
- Secure the resources to establish a program that enables the City of Ashland to support a free, no-obligation wildfire risk assessment for the exterior of all rental properties every five years.
- Collaboratively develop, customize (by housing type), and publish a “risk reduction best practices” brochure to be given to all tenants by the rental property’s owner. Plan to review and update the information every five years or more often if warranted.

- Encourage private rental property owners to give all new tenants wildfire preparedness and home risk reduction information in a “welcome” package that is physically attached or linked to the lease.
- Secure the resources to establish landscaping service provider training at least twice a year. One of the courses should be designed for landscape designers, arborists, and other professionally certified service providers and the second course should be directed to landscaping maintenance workers. A bilingual option is also recommended.
- Develop a searchable database and directory for City-sponsored trained landscaping service providers.

Appendix I

CWPP Public Comments and Responses to DRAFT

Appendix I: CWPP Public Comments and Responses to DRAFT

Table of Contents, Content Accessibility, Document Layout, and Survey Format	
Very clear, easy to follow	Thank you for the affirmative comment.
It is not clear how to print information entered when filling out this form, or to save it to a personal file for later access after it has been submitted.	Thank you for your comment. We are sorry for the inconvenience. It sounds like you were hoping to download a copy of your submitted comments. While our system wasn't set up to automatically send responses back to participants, please know that all public input has been recorded and included in this full document. If you'd like to review your comments or confirm they were received, we'd be happy to assist.
Fine	Thank you for the affirmative comment.
My disclaimer is that I did NOT read the CWPP and I answered the questions anyway. I wanted to weigh in and I was not willing to figure out how to access the CWPP. If each question was connected (one click away) to the specific question being asked, it would help.	Thank you for commenting despite technical challenges.
It would be MUCH easier to answer these questions, if the access to the specific content were included. I'm not willing to figure out how to do	Thank you for commenting despite technical challenges.

this. Some of us ARE not nimble in this area and this must've been an oversight.	
Table of Contents is very clear and helpful.	Thank you for the affirmative comment.
Very well organized -- numbering each section and sub-section would help, like 1.1.2.3, 9.3.13, etc.	Thank you for commenting. We considered numbering subsections but decided not to.

Executive Summary (Plan, Vision, Goals, & Priorities)	
laid out well; understandable	Thank you for the affirmative comment.
Time and resources for implementing all the desirable changes are limited, so triage must be used and priorities set. What has to be done first to make the biggest differences in reducing risk at the earliest time?	Great question! There is a lot to be accomplished in all facets of wildfire risk reduction. We assume based on how you phrased the question, that your interest is directed at the built environment. The starting point for making the “biggest differences” for all of Ashland is to reduce structural ignitability of all Highly Valued Resources and Assets (HVRAs) identified in Appendix D. A triage process was used to prioritize HVRA treatments. We used four social value indices to score HVRAs. For additional details refer to Section 3 of the CWPP.
I wonder whether the vision includes a change to city regulations to ALLOW goats and/or sheep to be utilized to eat unwanted grasses,	The City has explored the use of goats and sheep for fuels management. There are numerous drawbacks and

Executive Summary (Plan, Vision, Goals, & Priorities)	
weeds and brush. This is a viable option and in some ways more "sustainable" than using gas powered and even electric powered machinery to reduce blackberries and other "weeds". It also supports new job opportunities for people with these animals.	challenges including cost, predator control, impact to native species, and effectiveness. Nonetheless, it's still worth considering further for a possible pilot project. We are not aware of a local business offering this service specifically for fuels reduction who has a successful track record.
helpful	Thank you for the affirmative comment.
Very easy to read. Thank you.	Thank you for the affirmative comment.
I think the plan vision is good but the executive summary does not seem to share enough urgency and falls a little flat. For example, all of page 18 explains how to navigate the plan...and the analogy of building a home and blueprint didn't motivate me. Is there a way to share an analogy that is more motivating 'the plan is blueprint for saving your own home and reducing the wildfire risk to your neighbor's home and the community.' Also, I am concerned there is not enough simplicity built-in if the plan needs a whole page to explain how to navigate the plan, can it be simplified more? In the plan and vision, this would be a great time to add the voices of people who answered the surveys for the plan development either past or present. I liked how the goals were boiled down to five main objectives; can there be a few	Thank you for your thoughtful and constructive feedback. We appreciate your recognition of the plan's vision and the clarity of the five main objectives. Your suggestions around increasing urgency, simplifying navigation, and refining analogies are well taken and will help shape future engagement materials. While significant structural changes are beyond the scope of this final draft, we will look for opportunities to clarify key elements—especially where simplification could enhance communication and support implementation. Your idea to elevate community voices and distill complex content is especially valuable

Executive Summary (Plan, Vision, Goals, & Priorities)

more simplified sharing of the plan details for the initiatives and goals? It was confusing when there was 40 goals, 44 challenge statements and 222 initiatives. Can any of these be distilled more? If some of these were simplified, it could help in tracking the results overtime, prioritizing limited funding and sharing the urgency with potential investors (both the citizens, state partners and other funding sources).

as we develop summary tools, progress tracking, and outreach efforts beyond the plan's publication.

Overview of the Planning Process

The Ashland CWPP process appears to be particularly focused on the geographic boundaries of the City of Ashland. I was hoping to see more discussion about interaction with Jackson County, as the risks and needed mitigation measures span across these boundaries. Also, how are federally-owned lands in the nearby area being brought into the planning processes?

In general, what I think is needed is regional emergency preparedness and response planning. Fires are going to affect the entire region.

Thank you for the comment. Past efforts to work with Jackson County have been challenging (such as enforcing weed abatement outside the City), though working individually with property owners outside the City has proven successful and continues through City funding and grants as available. Part of the CWPP strategy is mitigating grassland fuels east of Ashland to prevent an east-wind fire from entering the City. This will necessitate working with owners outside the City limits. Federal lands are addressed in the chapter on the Ashland Watershed, with the assumption that the AFR

	project will continue to be maintained through prescribed burning, which has had ongoing support from the City via funding and public information.
The plan needs to take into account all the population groups present in Ashland, not just permanently housed residents. These include * Students who are in Ashland part time (e.g., at Southern Oregon University) * Visitors/tourists * People working in Ashland who live elsewhere in the Rogue Valley * Homeless people	In the economic stability chapter visitors and tourist needs are mentioned as an initiative; commuting workers are covered in the current draft as a subtopic in evacuation and employee health. SOU students are addressed in the City's evacuation planning by a joint emergency management agreement. The CWPP addresses new initiatives, and since this is ongoing it isn't fully described in the plan...but it is being addressed. Homeless, or unhoused, people are addressed in the CWPP, and due to multiple comments on that topic we plan to add more to address that concern, including increased smoke exposure prevention recommendations and more resources to allow emergency alerts to be delivered to the unhoused when a fire breaks out.
The plan needs to take into account changing interactions between institutions, such as different branches of government (city, county, state, federal). Note that the current national administration is working to shift responsibilities away from the federal level. This has major	Though we recognize that federal support for wildfire programs is becoming more challenging, the CWPP is not meant to be a political document. It's the responsibility of the Mayor and Council to direct

implications for the future availability of grants and other sources of funding.	communications to our federal Congressional delegation regarding funding and policy issues.
Funding is going to be dependent on general economic conditions. Right now the indications are that the U.S. will be entering a recession due to trade policies and other factors. Government programs relevant to community resilience, such as FEMA and NOAA, are being cut back greatly or even potentially eliminated.	This may or may not transpire in a manner that limits funding for wildfire programs, but in either case the CWPP is not the venue to address these concerns. The Mayor and Council can contact Congress on behalf of the City. It is important to note that the City passed a local funding option for Wildfire Risk Reduction that will begin in July of 2025, creating a reliable and local funding source for CWPP implementation, regardless of federal policies and economic challenges.
helpful	Thank you for the affirmative comment.
Incredibly comprehensive process with a very difficult and complex topic!	Thank you for the affirmative comment.
I felt like [the overview section] could be abbreviated and added to an appendix.	Thank you for your constructive feedback.

Looking Back – two decades of programs

The city, the council, staff and various committees/ commissions/ landscape businesses do not speak in ONE voice about WHAT plant/tree/mulch choices are best for fire mitigation. This is SOOOO	Thank you for highlighting this important concern. We agree that consistent messaging is critical, especially when it comes to fire-safe landscaping. While multiple
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confusing to the public. A possible approach could be 3 best choices and include BAD choices AND what to do if one is renting and landlords/neighbors are uncooperative.	perspectives exist, we recognize the need to present clear, unified guidance that includes top recommended choices, what to avoid, and practical options for renters or those facing limited control over their surroundings. Your suggestions will inform our efforts to create more accessible and actionable materials for all residents moving forward.
The fire took out a lot of people's homes and businesses, so obviously more needs to be done	Tragically yes, we agree that more needs to be done and hope that by implementing this plan we will prevent Ashland from experiencing the impacts of catastrophic wildfire.
Fine	Thank you for the affirmative comment.
Good overview	Thank you for the affirmative comment.
useful history.	Thank you for the affirmative comment.
It seemed like there was still an opportunity to abbreviate parts of this section. Also, there is a disconnect between what was explained to be happening now and the path forward. For example, if there has been an average of 33 home assessments done every year since 2006; which is around 9% of the 7000 structures in Ashland, what is the estimated need going forward? If the vision is to transform Ashland for	Thank you for your thoughtful observations. We appreciate your call for greater clarity and connection between past accomplishments and the scale of work ahead. You're absolutely right that clearly stating the estimated need—such as the number of home assessments required annually to meet long-term goals—would strengthen the narrative and sense of

90% reduction, how many assessments need to be done every year? ***My numbers could be off here :	direction. While some sections have been condensed, we will take another look at how we can better align current progress with the path forward in future versions or supporting materials.
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Leaping Forward –need to do much more

In addition to fire safety, Ashland has a number of major challenges facing its governance over the next decade or two, particularly involving budgets and revenue. Disaster preparedness is a high priority, but by no means the only pressing issue. How can the City manage its limited staff resources in a balanced manner to address these multiple needs? How can leadership attention be best allocated?	It will be a challenge that the entire community will have to face. An important piece of the CWPP is that it involves the entire community, not just the City government. Success involves everyone playing a part, including many organizations in the community, businesses, non-profits, etc...and most all institutions are facing budget challenges. We will all have to navigate these issues together, the City included.
First of all, every city needs to have no barrier housing so there isn't so many risks of homelessness out in the woods. It is a human right for everyone to use the resources to be housed. People don't get to be	We recognize that homelessness is a complex and multi-faceted issue that won't be solved through addressing any one of the symptoms that we see as a result of

unhoused alone and won't get off alone. Many are unrentable and unemployable. The only solution is housing first. Every organization that can afford it, can buy a house and make it a part of a no barrier housing program. The city can start helping pay for it by using some of the hospitality tax. That makes sense doesn't it, to use it for the unhoused. You can contact me at 831 346 2316. I am developing this program. Also, since human pollution is causing these problems, the city needs to be more aggressive with the solutions which is more water access points, a plastic container ban while also instituting a replacement program (sustainability consulting and management) so hire a sustainability consulting and management person, provide those services to the whole city to help transition off of fossil fuels (again I can help with this. Call me), create no car downtown city events to increase people learning to do without cars. (it literally will put Ashland more on the map and increase tourism to do so), create a goal to make Ashland a no pollution zone for anyone tourists as well. So you will need to hire or get a volunteer (easy to find one) to help assist tourists into having no pollution transportation avenues. This means that the city finds a grant to purchase city van's, golf carts, electric bikes, and etc. to make no pollution travel at no cost to the tourists. Letting our lands, air, and water be polluted means we are letting the value decrease. This is not okay or good city planning to	homelessness (fire risk, pollution, crime, etc...) or the various city departments, commissions, and organizations that work on the issues. The CWPP is not the correct venue to address the root causes and solutions to homelessness, which are being addressed by the City's Housing and Human Service Commission and through ongoing work by OHRA and the City's emergency shelter upgrades that are underway at 2200 Ashland St. We plan to work with partners to make the unhoused safer from fires and to lessen the chances of fires starting because of homelessness. Water availability is a challenge, and water is available at every structure already. We are studying how to best use water for firefighting and prevent water system failure. Encouraging volunteers to fight a major urban conflagration rather than evacuate safely is a huge liability to citizens and the City that could lead to loss of life.
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keep allowing this. Also start managing the costs of rents etc. in some way. It can't be that businesses fail here because they keep raising the prices. There has to be some type of management for the cost of living. Allowing property owners to create an epidemic of homelessness and family instability is not ok. Create sprinkler systems that are smart and can go around things and are accessible at certain points in the city so it will never go down. do this throughout the woods etc. where possible. Make sure to be watering the woods to keep it from being a fire hazard. So instead of saying, oh there is a fire hazard, we always prevent the fire hazard by figuring out how to water the woods. Catching water is a good way to create reserves. There needs to be more water reserves throughout the area. There needs to be more volunteer training and sign agreements not to sue if they get hurt. Training people and getting more water hose dispersal areas is what needs to be done where the neighbors can actually run them and have hoses on hand. For example, there is a hose station point every 20 houses or so with a water connection that can be used when and if they have to. They are all trained to do this.	
The City should stop issuing permits to build more houses above the TID. Numerous scientific studies have established that most fires occur in the urban-wild lands interface because people are careless. This	The City follows State of Oregon land use laws and policy that allows construction by zoning type. Ashland designated the entire City as a Wildfire Hazard Zone in 2018. All new construction must meet stringent standards for defensible

area is fire habitat: manzanita seeds require fire/smoke to germinate. Why does the city continue to approve construction in this danger zone? telling those of us with homes in the flats to change our gardens to gravel will not stop a fire destroying our beloved city. Forbidding more homes in the fire habitat will. HTTPS://www.usfa.fema.gov/wui/what-is-the-wui/	space and fire-resistant construction. This is the maximum level of precaution being taken by any city in Oregon. Implementing fire codes on existing construction is a goal in the CWPP and will be done strategically considering fire risk as a prioritizing factor. The Alameda Fire did not burn in hills or forests, but impacted thousands of homes and businesses "in the flats."
laid out future situations to deal with well	Thank you for the positive feedback.
Yes!	Thank you for the positive feedback.
Please improve the connection between the programs shared and the vision going forward. I liked seeing the social science of one-one conversations but, the nuts and bolts of how to sustain these conversations and the programs going forward seemed to not be explained well.	Thank you for the thoughtful comment. A strategic plan is intentionally high-level, focusing on vision and guiding principles, while leaving room for programmatic or prescriptive plans to define specific actions, timelines, and implementation details.

Climate Change Forecast & Wind Patterns

It might be useful to consider likely/possible fire spread corridors in Ashland, considering the likely higher velocity wind directions during high fire danger conditions, such as foehn winds, and locations of likely ignition sources. Some corridors are likely to be at higher risk of extensive damage than others. Ember resistance of properties at the	Thanks for the astute input. We are working with a team of researchers based at Oregon State University to create the tools necessary to analyze different wildfire scenarios, look at vulnerabilities and threats. There are some obvious fire scenarios such as east wind events
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front edge portions of such corridors is likely to be of particular importance, as that will be where the first exposure of structures to fire from wildland sources will come. Once fully-developed structure fires are occurring downwind, building-to-building fire transfer will dominate. Note that it is common to observe that vegetation is only singed in suburban conflagration conditions. The fires spread directly between structures and can bypass the vegetation.	(like Alameda) that we included in the CWPP in considering how to develop a defensible perimeter around the City. Some detail and flexibility is left up to implementation, guided by larger strategies in the CWPP, and subject to funding. Looking at ember intrusion is important on the edges of the city, though has to be considered with priorities such as protecting schools, hospital, communications, etc... There will be many challenging choices to be made. We also need further research and understanding of urban conflagrations and home to home spread, specifically if there are mitigation measures, firefighting tactics, or other means of limiting fire spread in dense neighborhoods. What if all fences were steel instead of wood? Just one example of the complexity and challenges ahead. Thank you for the comment.
All aspects of projected climate change should be taken into account over the longer term: warming, drying, season shifting, vegetation changes including invasive species and change in what crops are grown, reduced precipitation and a shift from snow to rain, human	Thank you for emphasizing the importance of accounting for the full range of projected climate change impacts. We agree that long-term planning must consider not just fire behavior but also broader shifts in vegetation, water availability, land use, and

population migrations, etc. What is uncertain is how severe the effects will be and the rate at which they will appear.	population dynamics. While uncertainty remains around the timing and severity of these changes, your input reinforces the need for adaptive strategies and regular plan updates as new data and trends emerge.
Use cutting edge research on foehn wind driven fire events. An example: "Downslope Wind-Driven Fires in the Western United States" by J.T. Abatzoglou, et. al. 2023 https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2022EF003471 .	We have read that publication and it did influence the CWPP initiative to address fuels reduction in the non-forested areas east and north of Ashland. We are also engaged with researchers at OSU who are looking at how to better predict fire flow pathways into the community. Some initial research will be available this summer.
I think the figures of future temperatures were if anything low balled	Thank you for sharing your perspective.
We've known all this for decades... it'll be challenging to maintain forecasting if the federal cuts persist.	Thank you for sharing your concern about maintenance of forecasting capabilities..

Local Wildfire Hazards and Risks

The plan needs to consider human-set fire sources, both deliberate (arson) and inadvertent. Note that an individual was caught setting one or more fires during the Alameda fire. My concern is particularly for fires escaping from unauthorized homeless encampments. The trend is for these encampments to be growing and be populated with less	Thank you for raising this important concern. The risk of human-caused ignitions—whether accidental or intentional—is a critical part of our wildfire risk landscape. We recognize the need to address ignition sources from unauthorized encampments, especially in vegetated areas. This feedback will help inform future coordination
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careful and responsible people. Encampments are often in areas with a lot of vegetation to fuel a fire.	with public safety, social services, and land management partners to reduce ignition risks while also supporting compassionate, community-wide solutions.
I don't see mention in the plan of fire risks associated with earthquakes, where breaks in gas lines can create multiple widely distributed ignition sources.	Thank you for your concern about the relationship between earthquakes and wildfire. You're absolutely right that earthquake risks—especially related to older, unreinforced buildings and gas infrastructure—pose serious safety concerns, including potential fire ignition. While this CWPP focuses specifically on wildfire risk, earthquake preparedness is addressed through separate emergency response and hazard mitigation plans. Your comment highlights important connections between disaster types, and we agree that coordinated planning across all hazards—including the promotion of gas shut-off valves and seismic retrofits—is essential for true community resilience.
I don't think the details were shared with enough urgency here and there could be more graphics. Unfortunately, sharing an image of the Alameda Fire scar that was a wind driven event could help motivate change and 'show' more than tell the need to act and invest without delay.	Thank you for this helpful feedback. We agree that urgency and visual storytelling are powerful tools for motivating action. Including impactful imagery—such as the Alameda Fire scar—can make the risks more tangible and immediate. We'll look for opportunities to strengthen

	the visual and emotional resonance of the plan's messaging in final materials and future outreach.
Good information stated well	Thank you for your positive comment.
Daunting but laid out well	Thank you for your comment.
much-needed analysis	Thank you for your comment.

Developed Area Vulnerabilities	
It is pretty clear that when conflagration conditions occur in a densely developed suburban area, the fires spread from structure to structure, with vegetation fires being of less consequence. Few suburban buildings are able to withstand a fully developed fire occurring in an adjacent structure. Even best practices such as fire-resistant roofs, fire-resistant siding, fence modifications, double pane windows, proper screening of all vents and decks, elimination of fire-prone curtains and drapes behind windows, control of vegetation surrounding the building, etc. are unlikely to reliably save a structure under such conditions.	Thank you for your insightful comment. You are right that under extreme conflagration conditions, structure-to-structure fire spread can outpace vegetation-driven fire. While best practices in home hardening and defensible space reduce risk, they may not guarantee survival in the most severe scenarios. Your input underscores the need for collective, neighborhood-scale mitigation strategies and continued investment in broader community resilience. This CWPP proposes actions to address all of the above.
I don't see in the plan provisions for managing water supply systems during a conflagration, for example to be able to automatically shut off water leakage from damaged irrigation and other water	There is a current study in progress to answer these questions about managing water supply during a conflagration. A research team from Oregon State

systems. This can prevent firefighters from having sufficient water pressure and volume to fight fires downwind of the main flame front.	University, working with the City's Public Works and Fire Dept, are using data and modeling to first recreate the water system failure seen during the Alameda Fire with the intent to apply that approach to various fire scenarios in Ashland. The work won't be done until later this summer or fall, so wasn't included in the CWPP.
It appears that downed telephone and power poles were a significant problem in the Alameda Fire. How can circuits for damaged poles be automatically de-energized so affected lines can be safely driven over or otherwise crossed? I understand there is an initiative to replace wood utility poles with fire-resistant poles, but this is likely to be an expensive and longer-term program. What agency will be responsible for paying for this?	Ashland Public Works (our electric utility) is working to replace power poles as quickly as possible. With the CWPP calling out this issue and being previously included in the State-required utility wildfire mitigation plan, Ashland stands a good chance to acquire more funding to accelerate pole replacement. The Electric Dept is also replacing fuses across the whole city with fire-safe fuses that don't emit sparks when tripped. That project is more than half complete already. With the CWPP data now available, a project is underway to determine the most strategic locations for pole replacement considering evacuation safety and electric system function. All electric water pump stations across the city have automatic generator backup to maintain water pressure during electric system failure.

A lot of Ashland homes are located on narrow, steep, and/or winding streets that hinder emergency vehicle access and resident evacuation. What can be done to lessen these problems, as they are intrinsic to the City's basic layout? Such areas may need to be given priority during an ordered evacuation.	The issue of narrow streets is not easily remedied except during new street construction, and that occurs only rarely. An initiative in the Public Safety and Health section of the CWPP examines the practice of “red flag parking days” that’s being used by communities in California. In a nutshell, during the highest fire danger days, or red flag days, parking on critical evacuation routes would be banned and enforced. This would open critical street width for evacuation while first responders can drive in the opposite direction.
The city's electrical dept. “trimmed” as in butchered our parkwayponderosa trees—trees known for their ability to withstand fire. How does this help?	These are separate issues. Ponderosa pine is known for its ability to withstand a fire burning along the ground in a natural forest setting. ANY tree that potentially touches power lines is a public safety hazard that could lead to a fire start, especially during windy conditions where trees sway and fires start and spread readily. The type of tree has nothing to do with the issue of it touching power lines. Sorry to hear your tree got cut back, but it is a necessary public safety measure.
Enlist the support of landscaping contractors so we don't have truckloads of bark mulch being blown out onto yards.	Thank you for your constructive comment. Initiatives in Section 10 are proposed to train and certify landscaping

	contractors working in Ashland and the Rogue Valley. Implementation is dependent on creating capacity to develop, train, and enforce.
Very interesting	Thank you for taking the time to study the information.
yep. Well described.	Thank you for your positive feedback.

Critical Infrastructure	
Preserving the functioning of as much of the electric grid and cell grid as possible during a wildfire event is going to be important, for many reasons such as emergency communications and traffic management. Fueling stations and electric vehicle charging stations might be important to preserve as well to keep essential vehicles running.	Ashland Public Works (our electric utility) is working to replace wooden power poles as quickly as possible with a fire-resistant model. With the CWPP calling out this issue and being previously included in the State-required utility wildfire mitigation plan, Ashland stands a good chance to acquire more funding to accelerate pole replacement. This will help keep the system up for longer during a fire. If areas are directly impacted by a fire, the electricity has to be turned off for firefighter safety. Other zones should be able to retain power at the same time if not impacted by fire.
Good info	Thank you for the affirmation.
So much comes down to funding!	Yes it does. We hope to generate the necessary funding.

Highly Valued Resources and Assets	
I think that medical treatment facilities, such as the Asante Ashland Community Hospital, have to be near the top of the list of Ashland resources to protect in a wildfire event response. Other high value resources to protect during the event are command control communications and intelligence (C3I) centers	We absolutely agree with your comment. The hospital and emergency communications infrastructure are in the top tier of priorities. See Appendix D for their scores. We propose making these facilities wildfire resistant in Year 1 (FY26).
Disallowing ALL burning year round makes complete sense. This include better communications and enforcement of violations (including firecrackers around July 4th especially) Consider negotiating with the sale of firecrackers just outside city limits.	We agree that consistent communication, enforcement, and addressing sources of ignition—like fireworks—are essential to reducing fire risk. Your suggestion about coordinating with vendors outside city limits is appreciated and highlights the importance of regional collaboration to effectively manage these challenges.
Uncooperative members and those who cannot afford to make changes. Encouraging wood chipping rather than hauling material away. Possibly renting or supporting reduce costs to rent/borrow equipment. FREE debris drop days at transfer station are great. Maybe boy scouts would like to do more than just xmas trees sometimes for a FEEEE.	Thank you for the comment. We're always looking for ways to help people get rid of flammable debris. With recent funding dedicated by the Council for wildfire mitigation, we will look into ways to help lower income populations and those with limited capacity to dispose of flammable materials. The CWPP already addresses the issue of increasing capacity to assist vulnerable populations.

Our home is wood ; built in 1897 by an early settler. We're under no illusions about what will happen to it if a large fire sweeps down from the watershed and engulfs our town.	Thank you for recognizing the harsh reality we face. If we do everything recommended in the CWPP, we should be able to minimize the loss of all structures—including old wood homes. Every homeowner can be part of the solution.
Persuading the city to stop issuing building permits for more homes above the TID.	Thank you for sharing your idea.
Seems a good plan.	Thank you for the affirmation.
"agree" [with the designations]	Thank you for the affirmation.
How is "targeted risk reduction" different for "iconic attractions like Lithia Park, Oregon Shakespeare Festival, and downtown historic districts"?	Thank you for your question. "Targeted risk reduction" for iconic attractions refers to site-specific strategies that address the unique cultural, economic, and structural value of places like Lithia Park, OSF, and the historic downtown. These areas may require customized approaches that go beyond general guidelines—balancing wildfire risk reduction with preservation, public access, and community identity.

HVRA Challenges and Initiatives	
Persuading the city to stop issuing building permits for more homes above the TID.	Thank you for sharing your idea.
The railroad is mentioned as a local infrastructure resource. It is also a potential source of fire starts. Consider bringing in the operator to create and formalize a mitigation plan.	The railroad is already restricted during fire season by the Oregon Department of Forestry to operate during nighttime hours when fire risk is lower. Other measures may be required depending on fire danger. The City enforces the weed abatement ordinance on railroad properties within the City limits each year. Though railroads have historically been a source of fire starts, there hasn't been a fire caused from the railroad at this end of the valley in many years.
This would be better served in a linear graphic with each of these stacked next to each other so people can see the connections between the baseline and desired conditions...the tracking metrics and monitoring plan are so linked, can this section be combined? This section is an example of where technical language was over used and a graphic could help in connecting information. Sometimes the bullet points were repetitive: Ensure clean, reliable water availability before, during, and after a worst-case wildfire scenario to protect public health and safety.	Thanks for the comments about organization. Unfortunately, a change that reaching isn't achievable in the document given time and available funding. The two sentences about water supply are in fact separate topics addressing water supply, but in different aspects. One is water supply in Reeder Reservoir before the treatment plant and the other is maintaining the supply of water in the City's pipes and treated water holding tanks. The electric system is referred to in the

• Maintain water supply pressure and capacity at levels sufficient to meet peak wildfire suppression demands under extreme conditions. (these seem the same) ***What about electric system control and responsiveness.	CWPP primarily through the referenced "Electric Wildfire Mitigation Plan" that is in the process of being implemented over the past two years and will continue.
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Evacuation Preparedness	
In our community (Mountain Meadows) we have strongly urged residents to have one or more buddy relationships where they can get a ride with a buddy in an evacuation or provide a ride to a buddy if the buddy is not able to evacuate in their own vehicle. We emphasize keeping this relationship current and have a backup in the event that a primary buddy ride provider is not available at the time of an evacuation. We have established protocols for ensuring that the exit from the parking garages in an evacuation goes smoothly and efficiently. We emphasize evacuation preparedness for one's animals, such as a well-prepared go kit for the animals, in addition to the go-kit for the humans. In Mountain Meadows, we recognize that available exit routes for vehicles can become clogged for various reasons. We tell residents	Keep up the good work!

that a last-ditch alternative to evacuating by car is to walk to the ball fields in North Mountain Park and shelter in place there. The fields are watered and flammable vegetation is some distance away, so the survivability should be relatively good. We suggest people wear cotton or similar fabric clothing (no synthetics such as nylon) and bring water to deal with embers. This option, of course, is available to those able to get there on foot, so people with mobility limitations may not be able to use it.

....We strongly urge residents to keep their gas tanks at least half full at all times (or well-charged, for electric vehicles) so as to not run out in an evacuation.

....Our community is particularly focused on evacuation using the emergency gravel on-ramp to I-5 South that is near us. We need to be certain whether or not the ramp has been opened for use when an evacuation order for our zone (Zone 9) is issued. Of course, this will be contingent on management of southbound traffic on I-5 to prevent collisions.

We go to considerable lengths to make sure all residents are informed about emergency procedures, particularly evacuation readiness.

Note that emergency responders, city officials, caregivers, etc. have evacuation responsibilities for their own homes and families and cannot be solely dedicated to helping evacuate others.	Thank you for that comment.
I find that people I talk with don't have a good notion of just how few Ashland first responders are on duty and available for emergency evacuation response at a given time. They tend to think more people are available than in reality.	While only 15 to 20 first responders are available at any one time, we do have a robust mutual aid system throughout the Rogue Valley that when called on during the Alameda Fire responded in force and saved many dozens of lives.
Communicating about emergency preparedness and emergency response can be difficult for populations with language issues. As a minimum, there needs to be effective communication in Spanish. Note that people who are undocumented immigrants are very wary of interacting with officials of any kind nowadays, fearing arrest and deportation.	Thank you for this reminder. The City's website is now available in Spanish translation as are emergency messages. We are always looking to improve our outreach to Spanish speaking residents and workers in Ashland and we'll continue as the CWPP is being implemented.
A key factor in evacuation is preparedness for traffic management, especially what to do for vehicle breakdowns, accidents, running out of gas, etc.	True. This is an issue that is a big concern that is being addressed by city staff and through a new evacuation study in collaboration with Oregon State University and Boise State University.

We have our bags ready to go, but evacuating the entire town is likely to be a disaster unless we have days to do so.	The previously commissioned study in 2020 called the Evacuation Time Estimate Study concluded that it would take more than 4 hours to evacuate all zones in the City. While that can be a long time during a fire, it is not days. We are always working on new ideas to decrease that time. The CWPP addresses strategies to reduce crowding on key evacuation routes and a new evacuation study lead by Boise State University will help us better understand traffic patterns under various wildfire scenarios and including data from social surveys sent to Ashland households and available online.
Develop an early public warning system like that used in Southern California ("The Santa Ana Wildfire Threat Index") for foehn wind events. Incorporate this into the evacuation levels. Initiate evacuation planning by the public when our southeast foehn winds are predicted, not just when a wildfire is actually happening.	The City did post and send warnings ahead of the wind event that preceded Alameda Fire and will continue to do so in the future. The National Weather Service has a new category of weather warning called "Particularly Dangerous Situation" that is above and beyond the normal "Red Flag Warning". The PDS would be sent out as an alert as far ahead of time as possible. The City encourages all residents to be at a Level 1, or READY, at all times during the fire season.
I agree with analysis	Thank you for the affirmation..

I would like to see precautionary alerts when the fire danger is assessed to be particularly high, as was the case in the couple of days before the Alameda Fire--strong gusty winds, high temperatures, very low humidity, dried vegetation, etc. This would help more vulnerable populations to leave in advance, before an official evacuation alert. It could also incentivize people to fill their gas tanks.	The City did post and send warnings ahead of the wind event the preceded Alameda Fire and will continue to do so in the future. The National Weather Service has a new category of weather warning called "Particularly Dangerous Situation" that is above and beyond the normal "Red Flag Warning". The PDS would be sent out as an alert as far ahead of time as possible. The City encourages all residents to be at a Level 1, or READY, at all times during the fire season.
In a true evacuation emergency everyone getting in their cars and sitting in traffic to exit is a death trap. My plan is to put on good walking shoes, grab my dog and hoof it out of harms way.	We are keenly aware that traffic is an issue for evacuations. Leaving on foot can be a viable option, depending on location and the speed and intensity of a fire. Our Emergency Manager is researching the use of refuge areas in other communities as a strategy to allow for temporary sheltering within the community to reduce exposure and traffic issues.
Really difficult to do this without serious commitment from the public	We understand the implications and need for a significant outreach and education effort. This is part of the CWPP's initiatives and will be included in any mitigation funding/projects.

Evacuation – identify and pre-plan safe refuge zones and evacuation destinations.	All options are being considered and studied to make evacuations safer and more efficient.
What is being done to "expand and maintain evacuation routes"? In the 5 years since the Alameda Fire, and 4 years since publication of the KLD evacuation study, the only positive thing done to slightly help evacuations is the dirt/gravel onramp to I-5 southbound, whereas a number of negative things have been done to Hwy 99 that will impede evacuations. Why is that?	The CWPP recommends "red flag parking" days as a way to decongest particularly important evacuation routes during critical fire weather. There are certain aspects of our street layout that simply aren't going to change due to past development over many decades.
How quickly will the City "update evacuation time studies based on new transportation modeling and social behavior research"? How will the City use those study results? What priority does the City give such studies?	We anticipate the results of a new evacuation modeling study to be complete by the end of fire season 2025. The City gives high priority to these studies and now having an Emergency Manager on staff, the City has more capacity to address these issues.
Will the "timely communications to evacuate safely and stay informed during rapidly unfolding wildfire events" include specific guidance regarding which streets to take, and which to avoid, during an evacuation? Will the City be directing traffic during such an evacuation? Which people will be doing this?	The City will issue specific directions during an event once we understand which routes are safe and viable. Our Public Works team is prepared to respond for traffic control and can ask for help from other cities and the County.
"Evacuation planning will improve evacuation efficiency given the inherent challenges of population density, behaviors, and street capacity." What is the City doing to reduce "population density" rather	The City has limited capacity to reduce population density or restrict new construction due to State of Oregon planning and development laws. The CWPP

than increase it [as the City always seems to be doing]? What is the City doing to increase "street capacity" rather than reduce it [as the City always seems to be doing]?	address street capacity through the proposal to adopt a "Red Flag Parking" program, which has been in use in some California communities for many years.
I think this would be a good place to share what has improved after the Alameda Fire; it did not specifically share that there was a full-time emergency management coordinator hired and the benefits of having someone organizing efforts for improving this for the community. There are not photos of the new zone signs and no graphics or links from the evacuation study. Please provide a few links to resources for community members who are not familiar with evacuation maps. ***I noticed there was a lot of focus on people knowing their routes, practicing evacuation but, there are several steps that lead up to physically evacuating - the readiness of the household to evacuate and their understanding of Be Ready, Be Set and Go Now! The more the community understands what each of these levels mean, the better each household will understand this process. The levels of readiness were not mentioned in the plan and, there should be a push for the community to understand and follow the evacuation levels.	While there are many programs and funding sources that could be illustrated in the CWPP, there was simply not room to account for all the current programs in the CWPP. Out of necessity, the CWPP includes primarily new initiatives. Much of this comment pertains to existing programs.

Recommended Evacuation Preparedness Initiatives	
Need to have a plan to evacuate the unhoused	This is addressed in the CWPP as a need, in addition to current work provide evacuation options for all residents who do not have cars. Staff are already working with the Rogue Valley Transportation District on bussing options for those who cannot or do not drive. Through efforts outlined in the CWPP we will work to increase communications options for the unhoused to get emergency messages via cellphone as available to them.
I would suggest that Ashland develop a capability to deploy one or more camera drones to be able to directly observe the locations and movement of fire fronts, the response of fire crews, and how evacuation is going in different areas. This might even involve City systems accepting video feeds from resident-owned drones. Of course, drones need to be grounded for safety if aerial firefighting resources are being used in the area.	In any serious fire where a drone view would be useful, there will be aerial firefighting resources. This has been the case on all WUI fires we have experienced. The Fire Department does already have a drone for small fires and house fires.
Another possible use of drones is to provide loudspeaker notifications and spotlights to supplement police vehicles performing this service in an evacuation scenario.	As answered above, drones cannot be used during serious fires due to conflicts with aerial firefighting resources.

Create an evacuation re-entry plan in coordination with city and county law enforcement.. VERY IMPORTANT	Great recommendation. A “Pre-plan for Re-entry” action item has been added to the “Before a Wildfire – Preparedness and Capacity Building” list in Section 14.
What are “renter-focused education campaigns on evacuation”?	The information doesn’t differ by housing type, but how it is delivered can change. Rental populations are more transient by nature and often harder to reach. Having property rental companies help distribute information is one way to focus on the rental population, among other ideas still to be developed.
“Participate in community preparedness events and evacuation drills.” When will there be “evacuation drills”? Who will lead them?	The City is hosting a drill in October, 2025.

Emergency Alerts

I would like to see precautionary alerts when the fire danger is assessed to be particularly high, as was the case in the couple of days before the Alameda Fire--strong gusty winds, high temperatures, very low humidity, dried vegetation, etc. This would help more vulnerable populations to leave in advance, before an official evacuation alert. It could also incentivize people to fill their gas tanks.	This was done previous to Alameda and is already happening this year in advance of fire season and should the conditions arise similar to Alameda, alerts will be sent again.
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In Mountain Meadows, we work hard to make sure that every resident is signed up to receive Jackson Alerts, now that this has taken over for the Nixle and Citizen Alert systems. We want people to be able to receive alerts at any time of the day or night, keeping their cell phones on and able to be heard. We make sure that residents know about the various sources of information about fire situations in the general area, such as Watch Duty and various websites covering fires and smoke.	Thank you so much for your diligence.
What we have observed regarding emergency alerts is that they need to provide specific actionable information. For example, where the fire is now, what areas are currently threatened, what areas have been told to evacuate, what evacuation routes are now open and what are now closed, and where people are being directed for evacuation assembly.	The alerting protocol has continually been updated over the past couple years and we believe it now addresses these concerns.
We recognize that the alert messages have limited numbers of text characters. What is needed is links to other messages with more complete information. Ideally, the links should provide access to things like map data and possibly traffic cam data and drone images, if available.	Links are always a standard part of text alerts. Traffic cams can be saved as bookmarks on your computer and phone. Drones cannot be used during firefighting operations due to conflicts with aerial firefighting resources.

One worry is how to provide effective alerting and guidance information when things like cell towers and internet services are down as a result of fire effects.	Cell towers and similar communications infrastructure are listed as a high priority in the CWPP High Value Assets and Values table. We realize their significance and plan to do what we can to secure and harden these sites.
A challenge is to provide timely emergency alerts to populations who don't have mobile phones, or don't have them available and turned on at the time, as this has become the primary channel for distributing emergency alerts. I think in particular of homeless encampments. What are possible mechanisms for getting alerts to these people. Could aerial drones equipped with loudspeakers play a useful role for this?	Drones cannot be used during firefighting operations due to conflicts with aerial fire resources. The primary line of communication is still door knocking done by law enforcement officers, in addition to alerts sent through the Jackson Alerts system. In a serious fire, a system called IPAWS can be activated to provide further levels of alerts on radio stations, TV stations, and via all cell phones in a defined radius whether signed up or not.
Emergency alerts need to be able to provide sufficient actionable information to recipients. This may require that text messages provide links to online sites with more detail, ideally including maps and graphics. How can this information be generated in a timely manner?	Messages are pre-loaded templates and activated as quickly as possible. Links are always provided in messages already. It will always take up to 10-15 minutes for the cycle of messaging to be completed once a fire starts. Staff are always practicing protocols in order to be more efficient.
There needs to be multiple people with the capability to generate alert information, so it is not solely on the shoulders of a single person	This is already the case.

I am not in favor of the use of sirens for emergency alerts. A siren doesn't provide enough information to know what to do in a wildfire type emergency.	This is an option that is favored by many, but needs further research.
I agree with analysis	Thank you for the affirmation.
without advance planning, alerts can cause panic -- fingers crossed that we can respond calmly when the time comes.	Tests are done each year and information is continually being distributed to citizens about levels and how to prepare. There will be another evacuation exercise this fall.

Emergency Notification Initiatives	
Notifications - In addition to current methods being used by the city, include warning sirens, local city operated AM/FM emergency radio messaging, commercial radio and TV, and the Emergency Broadcast Systems.	These methods (except sirens) are already part of the emergency messaging system.
Adopt and formalize the OSFM evacuation notification system which instructs citizens on what mitigation steps can be taken before the final evacuation level is given.	The evacuation levels are coordinated through Oregon Emergency Management. The City follows these levels and recommendations as do almost all cities and counties in Oregon.

This seemed adequate but, there was not an outline of actions for how to increase enrollment for the system or a plan for how the community understands the evacuation levels, how to prepare or access resources. For example, Silvia Ceron with ODHS OEM frequently has classes that teach access to resources and how to use electronics. Would there be any staff or departments that are tasked with making this information and these classes available for the public? There currently is not an updated communications plan or anyone tasked with the responsibility of communicating with the public other than the PIO and Kelly Burns, there should be a plan that outlines duties and responsibilities to enhance and improve City communication between departments and with the public.	The City is hosting two public information sessions this spring on this exact topic. There are also recordings of similar presentations on the City's emergency preparedness website. The CWPP addresses the need for increased outreach to vulnerable populations.
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Smoke Impacts on Health	
Wildfire smoke in Ashland, of course, can originate from sources far distant from the City. Residents want to know where smoke is going to come from, how heavy it is likely to be, and its projected movement into our area, based on wind forecasts. Unfortunately, the topography of our location, being a valley blocked at its south end by high terrain, makes smoke more problematic for Ashland than many other places.	To the extent this information is available, the City, through Smokewise Ashland, links to the Oregon Smoke Blog, a seasonal resource that links to smoke forecasts from various fires around the state and Northern California as well. When the Oregon DEQ sends out air quality warnings, those are passed on as well.

Provisions may need to be made to move population groups, such as asthmatics that are particularly affected by smoke, to locations with reduced exposure.	This is not a function of City government. The Oregon Health Authority addresses population health.
Note that even if residents do not have their homes damaged through being burned, they may have to leave due to their places and supporting infrastructure systems being made unusable by smoke effects. It is unclear about the degree to which homeowners insurance will cover secondary smoke damage.	This would be addressed in the Wildfire Recovery Plan, an urgent need listed in the CWPP for future funding in a follow-up to the CWPP.
People should store face masks.	Great suggestion. This messaging is included via the Smokewise Ashland website and outreach.
Don't know. Educating public???	Yes. Public education has been on-going and will continue based on available staff capacity.
very serious for health and economy. Thank you for documenting.	Thank you for the affirmation.
This was adequate. I noticed that in the metrics for tracking, there was not a statement on providing resources to the community for smoke readiness. Offering N-95 respirators, filters and air cleaners is still a need for lower income residents.	We realize that there is still a need for air purifiers in the community and will keep pursuing available funds to secure more of them.
For evacuation preparedness: There was not be enough emphasis on table top exercises for responding agencies. These exercises could be	The CWPP, being a strategic document, would not necessarily prescribe this level of action in telling agencies to conduct table top exercises. Training is

helpful in going over the details of existing plans and coordination of efforts for practice and planning. For emergency alerts and communication: There currently is not an updated communications plan or anyone tasked with the responsibility of communicating with the public other than the PIO and Kelly Burns, there should be a plan that outlines duties and responsibilities to enhance and improve City communication between departments and with the public.	conducted at various levels each spring to prepare responders for fire season. A live fire training is planned for the Ashland area this June...better than a table top! We will pass on this comment to the Emergency Coordinator, thank you.
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Residents Perceptions of Wildfire Risk

I think it is becoming increasingly apparent to people in communities located in wildland-urban interface (WUI) conditions that they have become highly vulnerable to fire, including urban conflagration conditions. The list of catastrophic events is growing steadily, with the horrific fires in the greater Los Angeles area being the most recent examples. These are becoming less exceptional and more the norm. This should calibrate peoples' perception of what their risks really are. It is becoming clear that a large number of communities in the West (and other areas) are at high risk. Communities should work	So true. We hope this point was made clear in the CWPP and it is why creating a new paradigm around mitigation is so critical to our survival.
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with each other to share strategies, tactics, lessons learned, etc. as they organize to respond to their risk.	
very interesting	Thank you for taking the time to absorb the information.
Many folks don't even think about it.	Unfortunate but true.
residents perceptions are still pretty much deer in the headlights. We don't have the money to do what is needed!	Thank you for sharing your perspective. When the CWPP is fully implemented, we hope that everyone will become fully informed and will have the resources to make their home fire-safe. We will make all efforts to capture external funding, similar to the many millions of dollars that were brought to bear in the Ashland Watershed over the past 15 years.

Barriers to Taking Action

Unfortunately, diligent efforts by individual homeowners to reduce the fire risk of their own properties may have little benefit if nearby neighbors don't take sufficient fire risk mitigation actions as well. The strength of any chain is dependent on its weakest link. The challenge is how to motivate ALL the people in a neighborhood to take effective action, particularly if they don't own the property and can't make changes themselves but are dependent on a remote institutional landlord.	True. That is why stronger codes and ordinances are recommended in the CWPP. The CWPP calls for a suite of initiatives to engage tenants, property management companies, and rental property owners to unite and develop solutions (see Section 6).
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As the CWPP notes, a large portion of Ashland's building stock is relatively old, built to codes that predate modern fire risk mitigation standards. How feasible is it going to be to modify these units to desirable modern standards (e.g., fire-resistant siding, Class A roofs, fire-resistant double-paned glass windows, etc.)? Landscaping improvements are more feasible for these older properties, but may not be sufficient to reduce the risk enough.	Thank you for highlighting this critical issue. You're right that much of Ashland's older housing stock was built before modern fire safety standards, and upgrading these structures poses financial and logistical challenges. While landscaping improvements are often a more accessible first step, we recognize that structural retrofits are essential for meaningful risk reduction. The CWPP emphasizes the need for incentives, technical assistance, and targeted funding to support property owners in making these upgrades over time. Your input reinforces the importance of prioritizing these efforts and exploring innovative solutions to make them more feasible community-wide.
Many individual property owners do not have the personal physical capabilities to make needed changes on their properties and will have to have the work contracted. There is a limited supply of qualified contractor personnel to do the work, especially when similar work is being done throughout the Rogue Valley. Contractor personnel need to be educated in how to perform the work to the needed standards. The work needs to be monitored to confirm that it is done satisfactorily.	Thank you for bringing attention to these very real and interconnected challenges. You're absolutely right—many property owners face physical, financial, or logistical barriers to completing wildfire risk reduction work, and the limited availability of qualified contractors is a growing concern across the region. The CWPP includes initiatives focused on expanding the local workforce, offering contractor education, and supporting

	quality assurance. Your comments reinforce the importance of scaling up these efforts to ensure the work is both accessible and effective.
The aesthetics of the Ashland environment are very important to residents. Fire safety improvements need to take aesthetic considerations into account. Excessive vegetation removal without some remediation is likely to be resisted by residents.	Yes, this has to be balanced with possibility of having a major fire that completely destroys our aesthetic, historic buildings, and tourist infrastructure. We see many good examples of attractive landscaping and construction that is both fire safe and aesthetic.
Difficult to imagine everyone chopping down their trees in this “tree city”; or replacing beloved gardens with gravel.	This is a common misconception about fire safe landscaping practices. Trees, for the most part, provide a positive value in protecting our town, buildings, and moderating heat and wind. There is a need to reduce the use of flammable bark mulch in the community. There are a few alternatives that are not gravel, such as composts, that can be used. Gravel is not a single, gray and lifeless concept. Rock mulch can be colorful, various sizes, and combined with hardscaping to create attractive and fire resistant landscapes. Wood mulch can still be used conservatively.
I agree	Thank you for the affirmation..
definite barriers! Money and public awareness.	We will pursue both with zeal!

What are "ember-resistant retrofits"? What are "best practices for wildfire resistance"? What are "home hardening upgrades"?	Ember-resistant retrofits are upgrades that prevent wind-blown embers from entering or igniting a home—like vent screens or sealing roof gaps. Best practices for wildfire resistance include actions like maintaining defensible space, using non-flammable construction materials, and following expert guidelines based on science.. Home hardening upgrades are structural changes—such as fire-rated roofs, siding, windows, and vents—that make homes more resistant to ignition.
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Residential Risk Reduction Challenges and Initiatives

Seeking voluntary compliance is desirable but unlikely to accomplish the needed changes in a timely manner. What enforcement actions for fire risk mitigation, will be accepted by the citizens of Ashland? If it is too heavy handed, it is likely to cause pushback.	This is a core challenge that this community will have to undertake. It is clear that the current approach to landscaping invites disaster, so alternatives are needed. Ashland has always responded to challenges and has the capacity to do this with creativity. We remain hopeful that people will step up and respond to the misalignment of our current practices and our current and future climate. The CWPP sets the stage for this to happen if the community engages.
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Funding for fire risk reduction is a huge issue. Many property owners in Ashland will have very limited financial ability to make the mandated changes using their own funds without assistance of some form.	Thank you for your comment. This major issue is discussed in Sections, 5, 6, 7, and 9. Proposed actions include seeking external funds for those households that are eligible for assistance.
Need landscape design ideas for small yards to accomplish the 5' defensible space & still look nice.	Agreed. Thank you for your comment. We will add your idea to the list of activities to follow up on.
Need to know what to do about common/shared areas that appear risky, but I can't touch.	This isn't a comment on the CWPP per se. Please contact the Fire Department directly.

Tenant and Rental Property Owners/Managers Perceptions	
In increasing numbers of cases, rental properties are owned by private equity institutions, such as hedge funds, that are less engaged in local community issues than are traditional private landlords located in the immediate area. Communicating effectively with the decision makers in such institutions will be essential to get buy-in for expensive improvements in the rental properties they own. They need to have meaningful financial incentives to do the necessary work.	Thank you for raising this important point. We recognize that reaching absentee and institutional property owners presents unique challenges. The CWPP emphasizes the need for targeted outreach, policy tools, and financial incentives to engage these decision-makers and encourage investments in wildfire risk reduction for rental properties.
It would be great if landlords had easy access to this info to forward to their tenant. In fact, landlords should include it with every rental agreement and provide updated info from city annually	This activity is proposed in the CWPP in a suite of initiatives: R-1; 2, & 3; IN-2; PS-2 & 3.

big challenges but landlords need to step up	Agreed.
Is this ["Provide incentives for renters to create defensible space and to participate in neighborhood mitigation programs"] in anticipation of the City's failure to enforce this ["Require landlords and property management companies to meet new wildfire-safe landscaping and building standards"]?	We were unable to find this quote or decipher the comment. Apologies.

Socially Vulnerable Household Perceptions	
I have been working diligently over the past decade to communicate with the senior population of Mountain Meadows to inform them about risks, emergency preparedness actions, and responses such as well-organized evacuations. As socially vulnerable households go, this is a pretty astute population, but it requires constantly refreshing the messages.	Thanks for your hard work and for recognizing that persistent refreshing is necessary to keep your neighborhood community engaged.
Better access to information. Maybe providing incentives for tenants and landlords	Access to key information is definitely important. The plan calls for customized outreach and education formats and incentives to effectively meet the needs of diverse populations
Very interesting and well laid out.	Thank you for the affirmation.

so difficult to provide support for vulnerable people!	True. But we have to figure out how to reach and motivate socially vulnerable populations.
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The Insurance Crisis	
General insurability of Ashland properties is a critical factor when its community fire risk is considered to be so high. We are already seeing whole cities in California (example: Orinda and Moraga in the East Bay) becoming uninsurable for this reason. As pointed out in the plan, uninsurable properties can't get mortgages, so the only buyers are institutional ones, such as private equity firms, that don't need mortgages.	Thanks for confirming what we have discovered in our research.
If suitable property insurance becomes unavailable in Ashland, it will drastically affect the viability of the community. Few new people will be able to buy property and existing owners will not be able to sell to access their equity. This could cause the City of Ashland to die .	This situation has been captured in the CWPP and we're hopeful that by addressing fire risk as a community and to a high standard, we will be able to convince companies that Ashland is worth insuring. The IBHS Wildfire Prepared Home program is a good example of this kind of work, and it's available to owners right now.
Fire insurance is becoming a national crisis, perhaps even a worldwide one. Currently, insurance is predicated on individual structure losses, not conflagrations with the simultaneous destruction of many thousands of structures. Total losses in the recent fires in the Los	Thank you for the well-researched comment. While the U.S. faces significant insurance challenges due to climate change, other countries are also grappling with similar issues. However, proactive measures like

Angeles area are projected to be as much as \$250 billion. Insurance reserves are hard to accumulate to be adequate to cover such a level of claims. Even reinsurance capacity on a worldwide basis is an issue. The likelihood of default is high in such circumstances.	government-backed insurance programs and stringent building regulations have helped mitigate the impact elsewhere. One resource is located at: <i>Natural Disasters Have Caused A Global Home Insurance Crisis—How Other Countries Cope</i> . Retrieved from https://www.investopedia.com/how-other-natural-disaster-prone-countries-deal-with-home-insurance-8780085)
Work toward insurance cost breaks for people who perform wildfire hazard risk reduction on their property, like in California.	Thank you for your comment. Insurance cost breaks are one of the options. The primary challenge is making sure that insurance coverage is affordable with so many companies dropping coverage and raising fees.
As expected and a good analysis.	Thanks for the affirmation.
This is a very, very serious crisis. The numbers just don't work! Even FAIR coverage is astronomical, so this is a serious challenge.	Thank you for your comment. We agree—rising insurance costs are a serious and growing challenge. The CWPP recognizes this and calls for coordinated efforts to improve local risk conditions, advocate for policy solutions, and explore insurance affordability alternatives.

Ashland's Economy and Wildfire Impacts	
It is challenging to project the evolution of the Ashland economy over the next several decades in the context of larger social forces. A key question is how will these forces interact. Some factors that need to be taken into account include the following: * Plummeting birth rates, so greatly declining numbers of children and young people. * General aging of the population, with increased fractions of the society needing care services (e.g., memory care). * Increasing use of automation and AI, including the replacement of jobs that primarily employ cognitive capabilities (programmers, accountants, lawyers, financial workers, teachers, marketers, etc.). * Questions about how unsustainable ballooning debt (personal, family, corporate, government) can be discharged without causing an economic collapse. * Expanding political and cultural polarization that is difficult to bridge.	While these trends are concerning on many levels, they are not something to be addressed by the Community Wildfire Protection Plan. You are welcome to submit them to the City Council.
The question is how Ashland needs to position itself to remain an attractive place to visit, work, and live in the context of the changing larger socio-economic environmental conditions. Certainly	We believe the CWPP is the vision to make Ashland a safe haven and with financial support already expressed by the City Council, we are on the correct path. A similar

demonstrating that Ashland is addressing its risks effectively will be a key part of this. Ashland needs to be seen as a safe(r) haven in a turbulent world.	change in paradigm has already been achieved in forest management surrounding the city and in the watershed (as a result of the previous CWPP). We are hopeful a similar change can be achieved in the next decade as a result of this new CWPP.
great to include this information; it rounds out the picture	Thank you for the affirmation.
We need to start generating more money to pay for all the mitigation.	Thank you for your comment. Generating funds to implement the plan is critically important.
Very sober and accurate assessment -- without proper planning the local economy will crash.	Thank you for the affirmation.

Economic Stability Initiatives

Economic Impacts - provide resources to local businesses for the creation of business continuity planning.	Thank you for your comment. The Ashland Chamber of Commerce has been providing resources to local business for years and will continue to do so with renewed focus and vigor.
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A Necessary Paradigm Shift

Comprehensive collective action is essential to seriously reduce Ashland's risk of severe negative impacts of fire and smoke. This	Thank you for your thoughtful comment. We agree that meaningful risk reduction requires broad, collective
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requires vision and leadership, particularly to go beyond just the voluntary actions of the most committed, responsible, and affluent members of the community. Some mandates, with equitable enforcement, are likely to be necessary. Those who are least responsive shift risk onto those who are more responsive.	action—not just voluntary efforts. The CWPP acknowledges the need for strong leadership, equitable mandates, and policies that ensure all community members contribute to reducing shared wildfire risks and safeguarding personal health and safety.
It takes time/easy to access information to inform and eventually evolve a community. This is a relatively new reality and many of us are hanging on for dear life for our outdated paradigms of existence. Overwhelm is understandable so solid information with tiered actions might be more palatable.	Thank you for this thoughtful perspective. We agree—navigating change takes time, and clear, accessible information is essential. The CWPP aims to present tiered actions that make it easier for all community members to engage at a pace that feels achievable, especially in the face of uncertainty and seemingly overwhelming challenges.
I doubt if we ever get to collective action. I think that is a pipe dream. There has to be some sort of oversight and meaningful enforcement. Money has to be paid to people to get them to do actions or else the service provided for free. Volunteers will never be able to do enough.	Thank you for your candid feedback. We understand your concerns, and you're not alone in feeling skeptical about getting to collective action. The CWPP recognizes that sustained progress will require a combination of strong oversight, meaningful incentives, and accessible services—alongside community engagement. Your comment reinforces the need for practical, funded solutions that go beyond what volunteers alone can accomplish.

This section was very effective in laying out the "big issue" of community change needed	Thank you for the affirmative comment.
Great analysis especially liked PS 2.4, 2.5, 2.13, and 3.3. Yes collective action is key.	Thank you for pointing out the initiatives that resonate with you.
This is the heart of the plan! Individual actions are useless, unless collective neighborhoods and the whole region join together to create aggregations of reduced risk.	Thank you for affirming the need for collective action.
funding, funding, funding -- but the paradigm shift is really what is needed -- we have to find ways to get people to sit up and listen, then ACT to reduce ladders, ground covers vulnerable to embers, roofs, storage areas -- maybe mandate inspections and certifications?	Thank you for affirming the need for a paradigm shift.
What "key economic assets" have been identified? What is envisioned as prioritizing "mitigation efforts around these locations"? "Ashland's businesses will stay open, visitors will return, and the city's economic heart will survive and thrive through future fire seasons" even if the rest of the City burns down? Even if Ashland residents who work in these businesses, and/or make them viable year-around, are either killed by wildfire or are forced to relocate out of the area when their homes are destroyed? How the hell can a tourist-oriented business have priority over Ashland residents?	Thank you for your passionate feedback. We hear your concern and want to clarify that protecting key economic assets is not about placing businesses above residents—it's about recognizing that our community's well-being, livelihoods, and recovery are all interconnected. The CWPP prioritizes the protection of people first, while also identifying areas—like downtown, healthcare facilities, and critical infrastructure—that are essential for community functioning and long-term

	recovery. Your comment underscores the need to clearly communicate that economic resilience depends on the safety and stability of Ashland's residents.
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Regulatory Information and Initiatives

This is where the rubber meets the road for leadership and commitment. We need updates to city codes now.	Thank you for affirming the importance of leadership, commitment, and updated codes and ordinances.
Oregon law does not provide a good deterrent for those who maliciously ignite fires that threaten our community. Right now, arsonists are released on their own reconnaissance until their court dates if law enforcement determines there was no threat to property. Law enforcement needs to keep ALL arsonists in jail until their court dates. This happened in Ashland several years ago when an arsonist was apprehended after setting a fire within Ashland city limits. A witness saw the person do it, yet the person was released on their own reconnaissance even though the fire was in the middle of the city and DID pose a threat to property. Local law enforcement mistakenly deemed it to be a lower level offense that didn't threaten property, so the person was released.	Thanks for the comment. There were recent changes to Ashland's municipal code that allow Ashland Police to charge certain fire-related crimes as misdemeanors rather than just violations. Arson is a specific criminal act with three levels of severity, 1 being the highest. There are dollar figures associated with property loss and while a "threat" to property is a contributing factor, it's not the only factor law enforcement uses to charge a suspect with arson. Lower-level fire crimes may be charged as reckless burning which is a misdemeanor as opposed to arson being a felony. Releasing suspects is likely a result of an overcrowded and underfunded jail. APD is not involved with the decision to release a suspect. Local police may charge someone with a crime but it's up to

	the DA's office to either carry those charges forward, increase the charges, or drop them altogether.
didn't review this section -- too complicated :(	Thank you for your candid comment. We will strive to simplify the regulatory information going forward.
Why would you have "sunset dates" on wildfire prevention codes? "Ample time to meet a high level of wildfire safety"??	We recognize that the kind of changes needed to help Ashland survive the next major fire will not be easy to apply. We included sunset dates as a concept in order to allow citizens the time to absorb what needs to be done, time to save up funds as needed, time to apply for grants to help lower income residents, and time to train a workforce to do the work needed.
Municipal and county codes and ordinances need to fully address good practice fire safe measures for both new and existing developments. Much of Ashland's code appears to be old and in need of updating. Code enforcement needs to be vigorous, prompt, and equitably applied.	Ashland's wildfire code for new construction was update in 2018 and again in 2021. Minor updates are needed. There is no code except for weed abatement and prohibited flammable plants that applies to existing construction of all types. The CWPP prescribes a pathway to adoption of codes to address wildfire hazards on pre-2018 construction. An extensive education effort will be needed to get the code passed and enforced...also part of the CWPP vision.

Incentivizing the desired behavior changes that are communicated with consistency (unified voice) from the different departments could be helpful. This communication would be offered regularly through different mediums : 1. email, text, written, publications (city source, parks guide, sneak preview, facebook, instagram, IN PERSON, in mail. Let citizens pick their preferred choices.	Thank you for this input, we will pass it along to our City Communications Officer.
Owners associations (HOAs and condo associations) need to have requirements in their governing documents' Rules and Regulations aligned with fire safe good practices. Mountain Meadows is currently actively working on this and planning to take the identified actions.	Thank you for sharing information on your local owner's association interest in promoting wildfire risk reduction best practices. This topic is an initiative in Section 11 of the CWPP.
Why does the Plan not include a prohibition against future building in the fire habitat zone above the TID? This is the most likely area where a fire will start: the urban/wildlands interface zone. The towns people may build all the rock gardens they want, but that will not stop a fire occurring in the watershed—especially as more and unnecessarily larger homes are built there.	The kind of prohibition on building is not allowed at the local level by the State of Oregon.
Any codes and ordinances to be effective, require adequate enforcement provisions or they will be ineffective.	Thank you for acknowledging an important truth about codes and ordinance effectiveness. .

Ashland Forest Resiliency Program	
Forest resiliency policies need to be applied not just in the Ashland watershed, but on a broad regional basis. Fire and smoke risk to Ashland is not defined by geographic or land ownership boundaries.	The CWPP can only address localized issues in the greater Ashland Watershed area. The larger Rogue River Basin does have a plan called the Rogue Basin Cohesive Strategy and a considerable amount of work is taking place outside of the Ashland Watershed on federal and private lands.
so important; curious how federal funding cuts will affect this	We will have to see how this plays out over time.
Dealing proactively with surrounding remains a without-which-not priority -- everything else is useless, if we don't reduce fuels to prevent firestorms!	We are committed to doing more and maintaining the progress we've made. Thanks for the support.
What is envisioned by "a rapid response project to remove dead and dying trees in high-risk areas of the Ashland Watershed"? Will there be "a rapid response project to remove dead and dying trees" within the City, especially on City-owned properties? If not, why not?	Within the City, private landowners are responsible for removing dead trees and City code can be enforced if that does not happen. The City did implement a helicopter logging project that removed thousands of dead and dying trees in the spring of 2024. The missing piece is federal land, which the CWPP addresses and is referred to in the comment.
I liked the focus on protecting drinking water. The AFR project moved into an all lands project and I did not see a lot of attention on 1) maintenance of the project and 2) landowner investments and	Much of that work is ongoing in existing programs and as such was not included in the CWPP because it's not a

encouraging large landowners to save for maintenance and projects. The map was blurry on page 173. There was a clear partnership need for working with large landowners and, they continue to be the holders of many of the properties closest to the towns center and a description of these properties and the work of All-lands initiative was not included.	new initiative. We are working on making the map more readable, thanks for that comment!
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Adapting to Climate Change in the Watershed to Protect Forest Health and Recreation

Unfortunately, the Ashland watershed cannot be restored to the ecological conditions prevalent before white settlement of the Rogue Valley. Many new species have been introduced, existing species have had some different characteristics selected for, and basic factors of the climate have changed. The planning has to look forward to define what will constitute best forest health in the conditions expected to develop over the future. Since the prior ecological systems evolved in the presence of periodic lower-intensity fires, the likely healthy future ecological systems will also involve periodic lower-intensity fires. The challenge will be to keep these out of the adjacent urban landscape in Ashland. People will need to learn to live with the unavoidable smoke associated with this.	Thank you for the comment. You captured the intent of the watershed planning initiative well. Our current prescribed fire program is constantly putting more “good fire” back into the ecosystem and we expect to increase that footprint with more available funds from the City.
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I appreciate trying things that are in the forefront of addressing the problems.	Thank you for your support of proactive forested areas wildfire risk reduction initiatives.
So necessary! Thank you for laying it out so clearly. once again, funding, funding, funding, emerging from the paradigm shift in Section 10	You're welcome and thank you for acknowledging the need for a paradigm shift and adequate funding to make it happen.
I felt there was a lack of understanding land ownership and the need for pushing maintenance, which is expensive for everyone. Recreation is increasingly the reason people come to visit Ashland. I like focus on Mt. Ashland but the trails for hiking and mountain biking could be emphasized more. I have long felt there could be more public involvement from everyone in the project planning. I saw there was a desire to rapidly develop a plan with USFS and, I think this is needed but we also need to develop more relationships with the Southern Oregon Prescribed Burn Association, recreators and other groups to help push along both the funding and coordination of projects. One of the desired conditions should be increased participation of conservation and monitoring groups like KS Wild or the Klamath Bird Observatory, prescribe burn association and landowners as well as recreationists. There should be both rapid movements on a set of actions and also a diverse set of voices that help set the course for the approach rooted in the climate science and monitoring results of	In general, the ongoing maintenance of past projects under the banner of the AFR project were not focused on because the initiatives are not new, but part of our "business as usual" programs. Thank you for the suggestions on partnerships as we continue to grow the programs to help forest landowners maintain their properties with prescribed fire or otherwise. The City's Forest Plan and Climate Change Addendum outline the need for more diverse set of partners and science to address climate change impacts. The City partnered with the BLM recently to plant more climate adapted species where Douglas-fir have died off and been removed...as one example of work already underway.

completed projects on both public and private lands. I like the focus on innovation, this is excellent, lets also put in efficiency. Other organizations to consider working with are SOCAN, Rogue Climate Action, The Pollinator Project and Understory Initiative as well as Rogue Forest Partners and SOFRC. An immediate plan should be made for potential projects that need maintenance right now (1-2 years) using funding that might already be available through the CFLRP. I might have missed seeing this mentioned.	
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Watershed Protection Challenges and Initiatives	
Stop building in the watershed!	The City's watershed is primarily publicly owned and building is not allowed.
There are existing initiatives/policies that don't get adequate communication to citizens. One example is Drains to Creek. Any NEW communications need much more consistent education and reinforcement.	Thank you for the comment.
Who pays for protecting "the Mt. Ashland Ski Area and recreational assets through strategic defensible space and fuels management"? Isn't the Mt. Ashland Ski Area privately owned?	The Mt Ashland Ski Area is a non-profit entity that took over the operation from the City (as permit holder) after the community paid to rescue the ski area many years ago. Since it is an essential community economic and recreational asset, the City has a stake in the safety of

	the ski area along with the Mt Ashland Association and the USDA Forest Service in partnership. The Association has funds earmarked for fire mitigation and have met with Forest Service staff. External funding should be explored by all entities and having a project named in the CWPP can help with that process.
I would add 'maintain the Ashland Forest Resiliency previous work using prescribed fire and engage landowners in maintenance' or highlight these two needs more throughout. The only partner identified seemed to be USFS. Could a list of previous partners be added and a list of new partners/desired partners be listed?	This is a good comment and has been incorporated. Thank you.

Mutual Aid Firefighting Challenges and Initiatives

Are there firefighting strategies and tactics being developed in the United States and other countries to deal with urban/suburban conflagration fires? For example, innovative use of drone aerial firefighting resources. These might be able to be used when larger manned aerial firefighting resources are grounded due to excessive risk in high wind and low visibility conditions.	If tanker planes can't fly due to wind, drones aren't likely to fly either. Our assessment is that no matter how many firefighting resources are employed, the flammability of structures cannot be overcome during extreme weather. The only way to save a community is to reduce risk through hazard mitigation. We keep thinking that new technology is going to somehow win this battle, and it continues to fail despite billions of dollars of investment.
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	If that money instead goes to retrofitting communities, we could solve this problem in a decade, which is exactly what the CWPP proposes to do.
Firefighters, particularly those brought in from mutual aid areas, need to have commonly-agreed priorities of what assets to protect when resources are insufficient to protect everything.	We have created a table of High Value Assets and Resources in the CWPP that can be used for that purpose.
Interoperability of all firefighting resources is essential when mutual aid teams are assembled. This includes common protocol training.	This training is addressed through the Rogue Valley Fire Chief's Association.
Helping our neighbors is what being a good neighbor is all about.	Well said.
We need to follow the lead of community organizations that have enlisted their community to be attentive and report suspicious behavior. In southern California, community groups banded together to patrol their neighborhoods and they reduced the number of arson caused fires. If someone sees something, they should be empowered to say something to law enforcement.	Thank you for that input. We don't have a serial problem with arson, though on highly dangerous days it's worth considering increased patrols. Our CERT program is a consideration for that job. Thank you.
Local wildfire managers need to be pro active when a foehn wind is predicted. Resources should be staged locally, from other parts of the country if necessary. Lack of local or state availability of wildfire suppression resources should not stop the use of resources from around the country when a PDS is predicted. This practice is common among fire managers in the US and Oregon resources should take	This is already a function of the Oregon State Fire Marshal's Office, Oregon Department of Forestry, and Rogue River-Siskiyou National Forest.

advantage of this fact. Although direct suppression may not be possible due to fire behavior, the roles of fire personnel are many, and could assist local resources and perhaps provide a buffer for more efficient fire suppression activities.	
Everything everyone can do won't be enough, as we saw in Palisades, Altadena, and Alameda -- once everyone is out on the line, there is no backup!	Thank you for recognizing fire suppression limitations.
Before the devastating fires in LA, there was significant funding cuts made to the fire department. To prevent further cuts to Ashland Fire & Rescue, there should be an emphasis on maintaining the current conditions and capacity for mutual aid and fire suppression. I am unsure if it should be in this section or another section. A summary of the maintaining the current level of response, equipment, training and personnel at AF&R should be emphasized in 2-5 pages in the plan. I checked and AF&R was mentioned 21 times in the plan but, the highly skilled and trained staff that works on fire suppression and response was not emphasized enough!	Thank you for the comment. Our intent in the CWPP was to emphasize that fire suppression is globally recognized to be insufficient as a solution to the wildfire problem. Not that local resources aren't important to keep small fires small, which we already do quite well. But those aren't the fires that burn down communities and as such, we are choosing to emphasize mitigation as the solution. The City Council recently approved an increase to the Public Safety Fee, which directly supports positions at Ashland Fire & Rescue. Keeping positions at the fire department is very important for structure fires, medical, and rescue responses along with smaller wildfires. However, whether or not there's 10 or 12 firefighters working will not have a significant impact on wildfire

A summary of AF&R training, fire suppression successes and the need to maintain this suppression and response capability should be highlighted! 'Ashland Fire & Rescue (AF&R) collaborates with local, state, and federal agencies through the Rogue Valley Fire Chief's Association. These agencies follow "pre-programmed" wildfire response plans, coordinated by fire chiefs in Jackson and Josephine counties. The Oregon Department of Forestry and U.S. Forest Service also coordinate closely with local fire departments.' (page 191) Go on to say... AF&R currently has highly staff of XXX firefighter paramedics...and has successfully suppressed these XXX grass fires. There should be a set of challenges and initiatives here too for table top exercises, training, maintaining capacity and meeting the growing need for fire suppression and response. While we should share the limitations of fire suppression under the worng conditions (Almeda, perfect example) we should also share the	suppression during extreme weather conditions. Since there isn't a trend in losing positions locally, we chose not to emphasize that aspect of the wildfire solution. It is not meant in any way to devalue the incredibly important role our firefighters play.
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success of having a well-trained fire suppression team at AF&R and importance of preserving this capability.	
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Preventing Wildfires Caused by the Unhoused Challenges and Initiatives

This is a particularly difficult challenge, as many unhoused people suffer from mental illness and alcohol and drug use and so are not able to exercise good care for fire. Homeless encampments typically have large accumulations of highly flammable material. Unhoused people don't have means to fight a fire (extinguishers, etc.) and may not be able to call for firefighting help in a quick manner.	We do have an initiative in the CWPP to help the unhoused with communications and provide them with simple tools like small fire extinguishers. This is a challenging topic that crosses into capacity that is outside of the CWPP's scope but is being addressed by the City and community in other ways. Camping in town is still illegal and keeping people from starting fires accidentally is critical to everyone's safety.
This may be an area where machine-aided detection of fires is important (e.g., infrared cameras placed on high vantage locations scanning the area and automatically notifying authorities of a suspected detection of a fire to initiate investigation.	This already a part of the Oregon Department of Forestry's detection system that covers Ashland from various vantage points.
In the longer term, there are space-based fire detection systems being deployed in low earth orbit that may become relevant to this problem. See https://news.engin.umich.edu/2025/04/first-launch-of-new-fire-monitoring-satellite-aiming-to-transform-wildfire-detection-and-response/	This is exciting and hopefully something that can be funded nationally or at least regionally.

Tricky. If we could easily address this tremendously complex part of our community, we would strike gold. The "answers" are complex. There are no quick fixes. IF we'd accept this reality and problem solve based on actual realities....we might better understand the challenges and maybe the "unhoused" could be invited to problem solve a variety of solutions.	Thank you for the input! We will be working with partners such as OHRA and others to figure out innovative ways to address fire starts among the unhoused.
Please don't permit a campground in town/the watershed for the unhomed.	Thank you for the input. There are currently no plans to do so.
Law enforcement should take complaints of the unhoused starting fires seriously. I know of to instance where unhoused people started fires and they were out on the street after they were apprehended.	An increased penalty system for fire starts was recently proposed by Ashland Police and passed by the City Council.
BAN SMOKING IN PUBLIC!! You mention cigarettes first as a cause, but never address reducing addiction to smoking tobacco and cannabis. Hards not to blame the victims, but we need serious and ongoing outreach to transit unhoused populations to get them away from flammable foliage. See Grants Pass history... major funding needed to divert transient unhoused people to proper housing, mental health, and addiction treatment. It's a national problem, which has to be addressed via housing first, and exponentially increased low income housing.	Smoking in areas of dry vegetation is already a law on ODF protected forestlands (a portion of the City and all forests) and within the City of Ashland. Housing issues are out of the scope of this plan but being addressed elsewhere in the broader community.

Unhoused Residents

The latest Point in Time (PIT) count data shows Oregon is leading the nation in the rate of unsheltered, unaccompanied homeless youth and unsheltered homeless families. It is now second only to California in terms of the rate of unsheltered overall homelessness. Oregon has the third highest rate of homelessness in the nation, trailing only New York and Vermont, according to a new federal count of homeless individuals in 2023. An estimated 48 people are unhoused or experience housing insecurity for every 10,000 Oregon residents.

Ashland residents living without shelter are among the most at risk from both wildfire and wildfire smoke. A Point In Time census is conducted roughly every two years, and the 2025 count found XXX unsheltered residents in Ashland –an increase/decrease from 2023. Unsheltered residents have less access to cleaner air spaces and less ability to protect themselves from unhealthy air where they live. Emergency heat sheltering is provided through Jackson County, and Ashland has provided shelter space when there is inclement weather. Cleaner air spaces are identified in the Ashland Community Response Plan for Smoke and Jackson County has also developed a community response plan for smoke that has currently not been adopted which also identifies the need for cleaner air spaces. Due to the significant

The ongoing remodel taking place at 2200 Ashland Street (the City's emergency shelter) will provide a place for a smoke refuge. How many hours of the day/night it would be open during smoke events is a discussion and budget challenge. The resource, once finished, will exist to help people get out of the smoke. The library is also a clean air space, and at times, SOU opens facilities to the public.

risk to unhoused populations in Ashland and throughout Jackson County, it is highly recommended that the City of Ashland and area partners serving populations without adequate housing offer emergency inclement weather shelters for cleaner air spaces for 24-hours of operation during unhealthy and hazardous AQI conditions. Results from the 2025 survey of residents in Jackson County indicate that XXX% of unsheltered residents have one or more disabilities, a much higher rate than the housed population – including about XXX% with a physical disability and about XXX% with a chronic health condition. Unsheltered residents are also disproportionately likely to be already suffer from major chronic illnesses, including asthma, COPD or substance use disorder.

The 2025 count found that about 10% of unsheltered residents were living in woods or open space. Unsheltered residents living in woods or open space are at high risk from wildfire, living in areas bounded by fire fuels, having barriers to receiving alerts and warnings, and living in locations that may be hidden from view of emergency responders. Other disabilities disproportionately held in the unsheltered community, such as hearing or vision limitations and developmental disabilities, may also create barriers to emergency alerting and evacuation.

Wow, don't take offense to this but, I am deeply concerned that the only problem or challenge we see for the unhoused is fire prevention. It seems like we may have not engaged this population at all during the process of developing this plan. Did anyone interview the unhoused or find out their needs during a wildfire emergency? Having a whole section on placing prevention on the unhoused is quite scary to me because, I don't think that is an adequate strategy! We need EVERY PERSON to focus on fire prevention in Ashland. Including landowners who have escaped burn piles like what just happened a few weeks ago. I would not make this be a highlighted area for the unhoused, wildfire prevention is the responsibility of EVERYONE and you are giving the citizens of Ashland and excuse to punch down on the most vulnerable people. This part of the plan is the one I find the most dissatisfying and unfair. Please do not give everyone a free pass to not do fire prevention on their homes, on all the multifamily housing units that one or two people own by demonizing the unhoused. In doing this, you reinforce the idea that renters and SVP or anyone with barriers should dismiss the things they do have control over. This plan needs to be about empowering individuals and encouraging the participation of the whole community, and requiring those that can to make changes. I would move the unhoused section to the SVP and reframe the whole approach to working with this community.	Reaching out to the unhoused was a topic of discussion and we ultimately did not have the resources to do so after an extensive effort to reach out to vulnerable residents who are currently housed.
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I found this might be the basis for this whole section: 'Fire starts are not uncommon among the unhoused community, which end up threatening other members of the unhoused community, along with nearby structures and properties.'

The above statement should have specific statistics. I found online that an estimated 54% of unintentional starts in LA were from the unhoused but, I am unsure if this stat is true for Ashland.

The unhoused are also disproportionately impacted by smoke:
<https://today.ucsd.edu/story/unhoused-people-are-highly-vulnerable-to-wildfire-smoke>

I also would like to see initiatives for the unhoused that will help them survive a wildfire for evacuation and communication. There could be a need to develop this further from what I am seeing in the current plan.

Pre-planning for Equitable Wildfire Recovery

Thank you for your work on this, it's very impressive and as a resident and member of this community I'm really proud of the work you all have done to help protect us residents. ☐

1: Naming language access as a best practice

On what I believe is page 4/5, under the section 3. Best Practices for More Equitable Recovery, language access should be named as its own bullet point, particularly in recovery communications, applications for assistance, bi-lingual case management, etc. there is a whole chapter on this in the rogue reimagined plan, and I know FEMA (HAD) an equitable recovery guide that mentions it.

2: Housing Affordability shouldn't be a metric for success... it's impossible to ensure survivors won't be priced out

On page 5, section 4. Measurable Indicators Can Help Track Recovery and Equity, the point "Housing Affordability Post-Fire: Tracking rent increases and home prices to ensure survivors aren't priced out." I would recommend rephrasing this. While this data could be helpful to advocate for more government housing recovery and rebuild funding, housing is a private market, so it's impossible to ensure that survivors won't be priced out, and my understanding is housing prices nearly

Extremely helpful feedback. Corrections made as recommended.

always go up after a disaster. I think this is covered under distribution of recovery funds, so I would just recommend removing it, although the data would be helpful to track. What is more trackable is the percentage of a community's population paying in excess of 30% and 50% of their income on housing. This is data that is already being captured by housing partners. Data from sites like redfin and realtor can provide historical information about rent prices and home prices. Additionally, data on individuals is going to be incredibly difficult to determine due to privacy concerns. So again, high-level aggregate, sure. But telling a story about housing and rental price increases and population level changes is about as close as it might get.

3: LTRG is a national function

Under the section where we are mentioned, I think it would be helpful to mention that LTRGs are a national best practice recommend by FEMA for post disaster recovery, and that they exist across oregon and the nation. You could use this language if you like:

"Long-Term Recovery Groups (LTRGs) are a nationally recognized best practice recommended by FEMA for post-disaster recovery. LTRGs exist across Oregon and the country, supporting local communities in rebuilding efforts after federally declared disasters. When a disaster strikes, an LTRG convenes community-based organizations, government entities, faith-based groups, developers, business owners,

and others working with disaster survivors to coordinate recovery and rebuilding. Long-term recovery—the process of restoring a community—can last three to ten years depending on the disaster’s scope.” 4. Defining the COAD correctly “The RV COAD is a program of the Jackson County Community Long Term Recovery Group (JCC LTRG) serving both Jackson and Josephine Counties. It coordinates with local government agencies to support an organized, collaborative response to and recovery from disasters. JCC LTRG works in partnership with nonprofit, faith-based, and community organizations, as well as individual volunteers, to coordinate local recovery efforts aligned with FEMA’s long-term recovery framework. Our focus is on addressing unmet needs and advancing equitable support for fire-impacted communities across Jackson County.”	
5. Emergency Planning RC-2.5 — I would not name RFU explicitly since organizations change and missions change, and they are focused on feeding. I would suggest changing this statement to 'develop joint plans with non-governmental organizations working in disaster response.	Thank you for sharing your perspective based on experience.
Planning for community recovery after a mega fire event is daunting. Many, even most, residents and businesses will leave, likely	Thank you for your insightful and candid comments. We could not find any examples of a community that had

not to return. What examples are available for U.S. communities that have recovered their identity after a mega fire event, say within five years? Ashland would be severely harmed by the loss of its tourism and education draws as a result of a major fire. It is unclear how these could be restored in a timely manner after the destruction of the venues and the departure of vital staff.	fully recovered after five years of experiencing a catastrophic wildfire. However, many communities--in spite of huge challenges--have made significant progress from which we can learn.
It just takes ONE bad behavior in an entire city of "compliance" to have a catastrophic event, especially if we're exceptionally DRY and the wind is blowing. Maybe start with planning for the WORST case scenario???? Most citizens have no idea that the wooden trellis in front of their home and/or wooden table or open doggy door or window could draw fire into our homes in an instant.	Thank you for your powerful reminder. You're absolutely right--just one vulnerability can have devastating consequences, especially under extreme conditions. The CWPP emphasizes planning for worst-case scenarios and increasing public awareness about often-overlooked home features that can invite fire. Your comment reinforces the urgency of widespread education and proactive mitigation.
Funding, funding, funding. But also, finding ways for volunteers to participate incrementally without the need for the amount of hours required just to read this plan -- it's an incredibly diverse and complex situation, that will have to be prioritized in advance -- look at Paradise, Pacific Palisades, Altadena, Talent, Phoenix to see what happens without the planning. But even the planning will be insufficient if we don't accomplish the kind of paradigm shift discussed in Section 10.	Thank you for this thoughtful and urgent comment. We fully agree--planning for worst-case scenarios is essential, especially given how quickly fire can spread from a single point of failure. Your insights about overlooked home features, the critical need for funding, and the value of accessible volunteer opportunities highlight exactly why this plan must be both strategic

	and actionable. The CWPP acknowledges that real progress requires not just planning, but a broader cultural shift—one that makes fire resilience a shared, ongoing priority across the entire community.
funding, funding, funding, but also paradigm shift -- get people to realize that we are already at risk of disaster and act accordingly to reduce risk in advance, through collective coordination. I don't want to replace my simple wooden fence with chain link -- but I can't afford tasteful wrought iron. How we join together as neighborhoods to help each other on an accelerated time schedule.	Thank you for your thoughtful comment. You're absolutely right—real progress requires both sustained funding and a collective shift in mindset. Many residents face tough trade-offs between safety, cost, and aesthetics, and the CWPP recognizes the need for affordable, fire-safe options. Your call for neighborhood-level coordination and mutual support is exactly the kind of community-driven approach that can accelerate risk reduction and make solutions more accessible to all.
"Ashland's CWPP establishes a vision that community recovery will be organized, inclusive, and effective ready to restore housing, businesses, and vital services after a disaster." How will this avoid "inequalities" when "iconic attractions" and preferred businesses [as surveyed?] are given priority over all else, including residents?	Thank you for your important question. The CWPP scoring rubric prioritizes infrastructure, schools, and key economic drivers not because they are more important than homes, but because they are essential to the function and recovery of the entire city. These community resources and assets are often unique, extremely costly to rebuild, and serve broader public needs—including residents.

	The CWPP goals and implementation blueprint is grounded in equity and emphasizes inclusive recovery. The goal is not to prioritize one group over another, but to ensure that housing, services, and livelihoods can all be restored as part of a coordinated recovery. Your comment highlights the need for transparency in how these priorities are communicated and balanced moving forward. Thank you.
"Develop a full Wildfire Recovery Plan as soon as possible" -- "as soon as possible"? Why is this given priority over wildfire prevention and evacuation planning? A "full Recovery Plan"? Where is the "full" mitigation plan? Where is the "full" evacuation plan? ASAP for the Recovery Plan, but 10 years for mitigation [and the evacuation plan]? Misplaced priorities? Cart before the horse?	Thank you for your comment and for raising important concerns about priorities. We agree that evacuation and prevention are essential—and want to clarify that these efforts have been ongoing in Ashland for nearly two decades, including significant investments in evacuation planning, community education, and risk reduction. The recommendation to develop a full Wildfire Recovery Plan “as soon as possible” is not meant to deprioritize prevention or evacuation—it reflects the understanding that recovery planning has historically been underdeveloped, despite its critical role in long-term

	community resilience. It's not an either/or choice, but a both/and approach. We must prevent and prepare for fire, while also being ready to recover effectively if disaster strikes. Your comment highlights the importance of making the reasoning for the priorities clear.
"Track and prioritize the needs of displaced residents" -- isn't their #1 "need" to be displaced safely [aka, evacuated]?	You're absolutely right—safe evacuation is the first and most urgent need during a wildfire event. The recommendation to "track and prioritize the needs of displaced residents" refers to the longer-term needs that follow evacuation, such as shelter, healthcare, financial assistance, and pathways to return. Both immediate safety and long-term recovery are essential, and your comment underscores the importance of addressing the full arc of resident needs—from evacuation through recovery.
"In the aftermath of wildfire, Ashland will recover faster, rebuild stronger, and protect the most vulnerable" -- "in the aftermath"? Shouldn't the top priority be "protecting the most vulnerable" during a fire, as when evacuating them?	Protecting the most vulnerable during a wildfire, especially through effective evacuation, is a top priority. The objective that emphasizes long-term support and rebuilding does not replace the urgent need for life safety during an event.

Implementation Blueprint and Progress Tracking Framework	
We need leadership that thinks about the future on and can rally the people of Ashland to think and act for the future too.	We agree—strong, progressive leadership is essential to meet the challenges of wildfire risk and climate change. The CWPP aims to inspire both leadership and community-wide action, recognizing that long-term resilience depends on shared vision, commitment, and collaboration across all of Ashland.
The City and its departments must lead by example by adopting fire safe principles such as not using flammable mulch and planting materials.	We fully agree—city departments must lead by example in applying fire-safe practices, including the use of non-flammable mulch and low-flammability plants. Demonstrating these principles in public spaces builds trust, sets a visible standard, and helps encourage community-wide adoption.
"90% Wildfire Ready by 2036 ...Achieve 90% wildfire-resistant properties within 10 years." "Within 10 years would be by summer 2035. Why 10 years? Why not 5 years? Or 3 years? Or 1 year? What can be accomplished in 1, 3, and 5 years, and how will that be measured?"	The 10-year timeline is intended to set an ambitious yet realistic goal, recognizing the scale of change needed and the capacity of the community to implement it. That said, you're absolutely right—setting clear milestones at 1, 3, and 5 years is essential for measuring progress and maintaining momentum. The CWPP will be reviewed annually, with a more comprehensive review every few years to assess outcomes, adjust strategies, and

	accelerate actions where possible. Your feedback reinforces the need for clear benchmarks and accountability throughout the implementation process.
"Wildfire resilience isn't built overnight. It requires sustained investment, leadership, and community partnership over many years." Yes, it must be "sustained over many years" [iif not forever], BUT it should not be allowed to take "many years" to accomplish." Ten [10] years to achieve a "90% wildfire-ready goal" is not very impressive. In fact, it is rather pathetic.	Thank you for your candid feedback. We understand your concern, and we share the urgency. The 10-year goal reflects the scale of transformation needed across thousands of properties, varying ownerships, and resource constraints—but it's not a reason to delay action. In fact, much can and must be accomplished in the first 1–3 years. Your comment underscores the importance of setting clear near-term benchmarks and ensuring that momentum starts immediately, not sometime in the distant future.
So sorry I didn't have time to delve into this deeply -- along with paradigm shift, this is where the next round of attention should be focused. well-stated; feeds well into the implementation section.	Thank you for acknowledging the need for a paradigm shift.
Recommend annual formal review of the CWPP and adopt any changes and updates via amendments to the plan.	Great recommendation which we intend to adopt.
Complete an updated UAS LIDAR survey every five years to track changes to fuels and mitigation efforts.	This will be considered as part of ongoing management on City (and other) forestlands. Lidar technology is still

	emerging and tracking surface fuels via Lidar is not yet a reliable technique.
"Establish a full-time CWPP Implementation Coordinator to drive initiatives, manage grants, and report progress." A new City employee? How are Ashland residents to believe this 'full-time Coordinator' will accomplish these objectives when the City [AF&R?] totally blew the \$3 million FEMA mitigation grant, and then had the nerve to blame City residents for that failure?	Thank you for your comment. We understand the frustration and concern stemming from past experiences, and accountability is important. The proposed CWPP Implementation Coordinator is intended to improve transparency, coordination, and follow-through—precisely to avoid the kinds of setbacks you’ve described. This role would be focused on facilitating partnerships, ensuring measurable progress, managing funding effectively, and keeping the public informed. Your comment reinforces why this position must come with clear expectations, oversight, and community trust.
"Leverage local wildfire funding to further fund and build a full-service wildfire mitigation initiative to equitably implement the CWPP." What does "leverage local wildfire funding" mean? What is envisioned as "a full-service wildfire mitigation initiative"? Who determines what is an "equitable implementation" of the CWPP?	Thank you for your thoughtful questions. "Leverage local wildfire funding" means using existing city funds as a foundation to attract additional resources—such as state, federal, or private grants—to expand our wildfire mitigation capacity. A "full-service wildfire mitigation initiative" envisions a coordinated effort that offers education, technical assistance, home assessments, fuels reduction, and structural hardening support.

	Equitable implementation means ensuring that resources and assistance reach all parts of the community, especially those most at risk or with the least capacity to act.
"Review and update the CWPP initiatives and strategies every five years"? That's only 1 review/update between now and the "by 2036" 90% goal. Shouldn't such reviews and updates be more frequent, such as every 2 to 3 years?	Thank you for your comment. You make an excellent point. While a full CWPP update is planned every five years, the plan also calls for annual reviews to track progress, adjust timelines, and update priorities as needed. Your suggestion to consider more frequent in-depth reviews—every 2 to 3 years—is well taken and reinforces the importance of staying responsive and adaptable on the path to achieving the 90% goal by 2036.
Maintain the CWPP as a living document that continues to be relevant and guide the overall vision to survive and thrive in the face of escalating wildfire risk." A living document needs constant maintenance [ala review/update].	Thank you for your comment. You're absolutely right—a "living document" requires ongoing attention to remain useful and relevant. In addition to scheduled five-year updates, the CWPP includes annual reviews to assess progress, make timely adjustments, and ensure it continues to reflect current conditions, risks, and community priorities. Your comment highlights the importance of treating the plan as an active tool—not a

	static report. To accomplish this, the city needs a dedicated full-time CWPP Implementation Coordinator.
"Advocate for sustainable funding to keep Ashland protected for future generations." "Advocate" how?	In this context, "advocate" means actively working to secure long-term funding through multiple avenues—such as engaging with state and federal agencies, building partnerships with regional and nonprofit organizations, pursuing grants, and communicating the community's needs to elected officials. Your comment underscores the importance of clearly defining how advocacy efforts will be carried out and by whom.

Potential Funding Options

Note that grant money generally requires matching funds from the community. A major challenge will be to identify community partners in Ashland with deep pockets and the willingness to make such contributions. Ashland definitely has numbers of wealthy residents, who don't necessarily stand out in public visibility. How can these people best be tapped without causing pushback?	Thank you for this thoughtful and practical comment. You're right—matching fund requirements are a major consideration in pursuing grants, and engaging potential local contributors must be done carefully. Building trust, demonstrating clear impact, and offering meaningful recognition are key strategies. Your comment highlights the need for a respectful, well-planned approach to
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	engaging Ashland's philanthropic capacity in support of community-wide wildfire resilience.
I would vote in support of any measure needed to fund this	Thank you for your commitment to making Ashland a wildfire resistant and resilient community. See answer below.
Tax every resident in town and make them pay for their own wildfire mitigation.	Thank you for sharing your perspective. City Council approved a new wildfire risk reduction fee on water meters starting on July 1, 2025. This fee will help pay for city staff to facilitate certain activities.
Take advantage of media like YouTube, where many landscapers do yard cleanup/hazard reduction for free in exchange for the publicity on YouTube. (example: Blessing Boys, SB Mowing). They have hundreds of thousands views and use the publicity and money generated to augment regular paid work. Watching this landscape work is curiously addictive--a reason why it is successful as a free service. There are many stories on their channels about people who have been sick, are elderly and can no longer take care of their property.	Good suggestions. We will add this to the list of ideas, and we recognize the need to assist lower income and physically challenged citizens.
I don't think we have enough money in the rural areas to do what is needed -- has to come through broad-scale, statewide and national contributions to pool financial and technological resources.	You've raised a critical point--many rural areas lack the local funding needed to address wildfire risk at scale. While Ashland is semi-urban and urban, portions of the community are rural. The CWPP recognizes this and

	emphasizes the importance of securing broader state and federal support, as well as building partnerships that can bring in both financial and technical resources. Your comment reinforces the need for coordinated, multi-level investment to ensure no community is left behind.
We just have to do it! Maximum assessments to share costs equitably.	Thank you for sharing your perspective.
It was good to see examples of what other communities have done for funding. I think over relying on outside resources may not be the only path forward. I noticed that so far, there is not discussion of tax incentives like what there is for energy conservation. There could be the potential to also list innovations in funding and new approaches as an option.	Thank you for the comment. We will explore all funding options. Note that the City Council adopted an updated utility fee that will be dedicated to wildfire risk reduction.
Listing the development of innovative sources should included. There was not discussion of creating a wildfire fund that can be donated to...I could see people may want to donate into a fund for Ashland in their wills or might make a regular donation monthly.	All options will be considered to fund implementation of the CWPP. Thanks for adding another one!

Initiative Suggestion for CWPP Appendix B: *Requiring Wildfire Safety Inspections and Inspection Report*
Followed by Compliance During Ashland Home Sale Process

This is a significant overlooked opportunity in the otherwise comprehensive CWPP draft that could be implemented with little if any cost to the City of Ashland, as has been demonstrated successfully in *multiple California towns. It offers the potential to bring every home sold in Ashland up to CWPP standards at the time of sale, contributing significantly to Ashland's adaptation to wildfire threats with minimal effort once codified.

*(California has had a statewide law requiring compliance with defensible space requirements since 2021 at point of home sale. A number of California towns and fire protection districts have even stricter mandates in place.)

The average US homeowner puts their home up for sale an average of once every 11.6 years, according to Redfin's 2024-2025 reports (down from once every 7 years before Covid). It is easy to see how quickly this turnover could transform our town. In fact, while undoubtedly many Ashland homeowners don't move that frequently, this statistic almost falls within the CWPP's 10 year Target!

Thank you for this well-researched and detailed suggestion. A point-of-sale wildfire inspection requirement is a strategy with potential to accelerate risk reduction at minimal long-term cost. However, given the need to create and manage a program has staff costs on all sides of the equation, we have to weigh the return on investment that a real estate program would have. Another drawback is the geographic context where homes sell in random locations that don't create a cohesive strategy for wildfire protection. As the CWPP explains, attaining significant level of mitigation across entire neighborhoods, and eventually the whole town, is what the science shows is most effective. One home in compliance is no help if surrounding homes are out of compliance. The data derived from the CWPP planning effort, alongside the growing body of science on wildfire mitigation, should inform where to invest scarce

Cost to Ashland: in several California municipalities, the fee that is charged for the required Wildfire safety inspection comes close to or completely pays the salary of the full-time inspector hired by the government to handle inspections and compliance follow ups. That suggests this addition has the potential to be the most cost-effective recommendation in this appendix that offers significant potential for widespread wildfire adaptation.

In 2024, according to <https://www.alicelema.com/blog/ashland-homes-sold-in-2024/>, there were 258 residential real estate transactions in Ashland. If Ashland charged a \$400 inspection fee during the home sale process, 2024's transactions would have generate about \$103,000 towards the salary and benefits for an employee dedicated to home sale inspections and compliance enforcement. Annually, there are 241 work days in a typical work week, including time off for weekends, vacations, and public holidays, which suggests a single Ashland-only inspector might have a workload of about one inspection and one follow-up per workday. A year's trial would reveal whether this workload could be met by a half-time position.

resources. Careful consideration will be given to the idea of real estate transactions alongside other strategies. It is also worth considering that the insurance crisis may drive future real estate transactions to include wildfire risk reduction standards. The CWPP addresses the insurance issues and connects to a developing industry standard called Wildfire Prepared Home, from the Institute for Business and Home Safety.

Your input reinforces the value of learning from successful programs elsewhere and exploring how a similar approach could be adapted to fit Ashland's unique context.

Acceptance: between January’s horrific Los Angeles fires and our Alameda fire, and judging from frequent concerns expressed by a significant number of residents in recent council meetings, it is reasonable to believe there is now serious widespread citizen concern about wildfire in Ashland. This should make a home sale inspection and subsequent compliance requirement a much easier pill to swallow in our town.

Initial Rogue Valley Trial: When John Stromberg was Mayor of Ashland, he, plus Chris Chambers and Ashland’s fire Chief, with Ashland’s then current city administrator, the Chair of the WSC (Ashland Wildfire Safety Commission), and Rogue Valley Realty Association (RVAR) leadership met a number of times to discuss wildfire safety inspections during home sales. RVAR leadership agreed that this could be an important and viable system to promote change, but wanted to start with voluntary program of education, followed by an evaluation after two years to see how successful it was. RVAR gave AF&% a grant which funded the production of an informational brochure that RVAR realtors were then supposed to pass out to homebuyers and/or sellers, and an informational fact sheet that was supposed to accompany every escrow closure. Fire Department-based trainings were offered to valley realtors to familiarize them with the issues. RVAR’s follow-up poll, held several years later, revealed that

the voluntary program had been largely ineffective, albeit with the best of intentions, with few realtors actively promoting this program.

California Program Perspective:

Prior to the initial meetings with RVAR, Ashland’s WSC Chair interviewed several principal Marin County realtors involved in co-creating the Marin County Inspection Program described below, working with Marin’s local government and fire department leadership. They described how they were initially resistant to adding what felt like fairly onerous new regulations that could inhibit the sales process, but eventually agreed to a voluntary program that soon morphed into a compliance-based program. Years later, at the time of WSC Chair’s interview, they said that while they still sometimes found the requirements challenging from a realty professional perspective, as homeowners themselves in the area, they were very glad the requirements had been implemented. There was no question in their mind that the program had made Marin neighborhoods far safer. They said it was now commonplace for homeowners in their area to consider wildfire hardening of structures and landscaping a normal part of the home staging process when getting ready for sale, often starting that work even before contacting a realtor.

California Program Details:

1. Statewide Requirement: Assembly Bill 38 (AB 38)

Since July 1, 2021, California Civil Code Section 1102.19 mandates that sellers of residential properties located in designated High or Very High Fire Hazard Severity Zones (FHSZ) provide buyers with documentation confirming compliance with defensible space requirements. If such documentation isn't available by the close of escrow, the seller and buyer must enter into a written agreement wherein the buyer agrees to obtain the necessary documentation within one year post-sale.

2. Local Ordinances in Marin County

Beyond the state requirements, several municipalities within Marin County have enacted stricter local ordinances:

- City of Larkspur & Town of Corte Madera: These jurisdictions require a Fire Department Residential Resale Inspection for all single-family dwellings listed for sale within their WUI. The inspection focuses on ensuring compliance with both state law and local ordinances related to wildfire hazards. Violations identified must be corrected within 30 days, and the report must be included in the seller's disclosures.
- Towns of Ross, Fairfax, and San Anselmo: The Ross Valley Fire Department mandates Residential Property Resale Inspections **for any single-family dwelling listed for sale within these towns**. The inspection ensures compliance with state law and local ordinances, primarily focusing on wildfire hazards. Buyers are required to maintain

properties in compliance with vegetation management and wildfire hazard codes and standards.

- Kentfield Fire Protection District: While not having a dedicated Home Resale Inspection Program for properties outside High or Very High Fire Severity Zones, the district provides state-mandated reviews and evaluations for properties within these zones. Compliance issues identified must be corrected within 30 days, and failure to do so may result in penalties, abatement, and liens.
- Stinson Beach & Bolinas: [All] properties in these areas are subject to AB 38 requirements. Sellers must provide buyers with documentation confirming compliance with defensible space requirements. If such documentation isn't available by the close of escrow, a written agreement must be made for the buyer to obtain it within a year.

3. Woodside Fire Protection District (San Mateo County):

Communities including Portola Valley, Emerald Hills, and Ladera require sellers to provide proof of compliance with new fuel mitigation ordinances at the time of sale.

Key California Inspection Criteria

During these inspections, fire officials assess various aspects to ensure compliance with wildfire safety standards:

• Defensible Space: Maintenance of defensible space ranging from 30 to 150 feet from all structures, depending on topography and vegetation. • Vegetation Management: Removal of all dead vegetation and fire-hazardous plants (e.g., juniper, bamboo, Italian cypress) within specified distances from structures. • Tree Maintenance: Pruning tree limbs extending within 10 feet of chimney outlets or 6 feet from roofs, and ensuring trees adjacent to buildings are free of dead wood. • Address Visibility: Ensuring address numbers are at least 4 inches tall, of a contrasting color, and plainly visible from the road. • Roadway Clearance: Clearing combustible vegetation within 10 feet horizontally and 15 feet overhead of roadways and driveways. • Chimney Safety: Installation of spark arrestors with specific mesh sizes on all chimneys. • Structural Hardening: Assessment of vents, gutters, roofing, siding, and attachments for fire resistance.	
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Closing Thoughts

Where does hardening of the community against earthquake risks fit into the plan? Note that many of the older buildings in Ashland are not	Thank you for your concern about the relationship between earthquakes and wildfire. You're absolutely right
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earthquake-safe—for example, they are not bolted to their foundations. Earthquakes frequently break gas lines, creating ignition sources for urban conflagrations. Earthquake shut-off valves for gas lines could help alleviate this problem.	that earthquake risks—especially related to older, unreinforced buildings and gas infrastructure—pose serious safety concerns, including potential fire ignition. While this CWPP focuses specifically on wildfire risk, earthquake preparedness is addressed through separate emergency response and hazard mitigation plans. Your comment highlights important connections between disaster types, and we agree that coordinated planning across all hazards—including the promotion of gas shut-off valves and seismic retrofits—is essential for true community resilience.
This is a great proposal, comprehensive and easy to read. So valuable	Thank you for the affirmation.
This is a gargantuan undertaking, carried out with minimal awareness from the general public. Here's hoping the paradigm shift can occur ahead of the disaster!	Thank you for the affirmation. We certainly share your hope for a paradigm shift before it is too late.
I feel this is your opportunity to say that wildfire science has proved that if individual home owners and communities act swiftly, they can prevent loss. This does not seem emphasized enough.	Thank you for your comment. You're absolutely right—decades of wildfire science clearly show that proactive actions by individual homeowners and communities can significantly reduce the risk of home loss. The CWPP is grounded in that science, and your feedback highlights the need to emphasize this message more strongly.

	Swift, collective action truly can change outcomes, and that is a central goal of the plan.
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Disclaimer

I'm happy to hold you folks harmless, knowing all your efforts are sincere, well-intentioned, and aimed at achieving the kinds of paradigm shift needed to change public perceptions and actions.	Thank you for your comment.
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Community Profile Information (Appendix A)

Seems comprehensive and well-stated.	Thank you for the affirmation.
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Anything Else?

I give great credit to people putting this together. I think it is very well done and is a great example of Ashland's motto Better Together. I appreciate the enormous amount of work this represents and am eager to see the next steps being pursued. I am happy to offer to contribute to the initiative in any way that would be useful.	Much appreciated expression of support.
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How about using solutions from other communities that have dealt with this? Ashland is not unique. No one like to look to California for solutions, but that is where they may be.	Thank you for your comment. In fact, the strategies included in this plan draw heavily from wildfire risk reduction best practices developed in California and other fire-prone regions, both nationally and globally. We carefully reviewed approaches tested in diverse communities and incorporated lessons from successful programs—especially those with demonstrated outcomes. While wildfire risk is complex and evolving, this plan reflects both current science and the lived experience of other communities working to reduce losses and build resilience.
This review was the least successful part of reading the CWPP. I know you need responses/data that can be easily quantified but it was not satisfying to complete.	Thank you for the feedback about your comment experience. We will try to improve the experience in future surveys.
The report itself is amazing both in content and ambition – Ashland is VERY fortunate to have this. Thank you to all who made it possible	Much appreciated expression of support. Thank you for reviewing the draft CWPP.
Deep gratitude to ALL who contributed to this!	Much appreciated expression of support. Thank you for reviewing the draft CWPP.