



Council Business Meeting Agenda

ASHLAND CITY COUNCIL BUSINESS MEETING AGENDA

Tuesday, August 6, 2024
Council Chambers, 1175 E Main Street

Live stream via rvtv.sou.edu select RVTV Prime.

HELD HYBRID (In-Person or Zoom Meeting Access)

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

Please complete the online [Public Testimony Form](#).
Please submit your testimony no later than 10 a.m. the day of the meeting.

5:00 p.m. Executive Session

1. To consider the employment of a public officer, employee, staff member, or individual agent pursuant to ORS 192.660 (2)(a).

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

- a. A Proclamation in Honor of Hiroshima & Nagasaki Day

V. APPROVAL OF MINUTES

VI. SPECIAL PRESENTATIONS

VII. CITY MANAGER REPORT

- a. City Manager's Report August 6th, 2024

VIII. PUBLIC FORUM

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

IX. CONSENT AGENDA

- a. Budget and Audit Committee Appointments
- b. Letter of Support: RVTD grant for ODOT Statewide Transportation Improvement Funds

X. PUBLIC HEARING

- a. City UGB Map Correction Request - 375-475 E. Nevada St

XI. UNFINISHED BUSINESS

XII. NEW BUSINESS

- a. Signal Box Public Art Project
- b. Wildfire Hazard Map & Rules



Council Business Meeting Agenda

- c. Municipal Judge Resignation and Appointment Process

XIII. ORDINANCES, RESOLUTIONS AND CONTRACTS

- a. RESOLUTION 2024-23: A RESOLUTION OF THE CITY OF ASHLAND SUBMITTING TO THE VOTERS AT THE NOVEMBER 5, 2024 ELECTION A PROPOSED AMENDMENT TO ARTICLE III, ARTICLE VIA, ARTICLE XV OF THE ASHLAND CITY CHARTER
- b. RESOLUTION NO. 2024-24 A RESOLUTION OF THE CITY OF ASHLAND SUBMITTING TO THE VOTERS AT THE NOVEMBER 5, 2024 ELECTION A PROPOSED AMENDMENT TO ARTICLE VIII, SECTION 2.

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

XV. ADJOURNMENT

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Manager's office at 541.488.6002 (TTY phone number 1.800.735.2900). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

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

**** LAND ACKNOWLEDGEMENT**

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

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





A PROCLAMATION IN HONOR OF HIROSHIMA & NAGASAKI DAY

WHEREAS, Ashland's public commitment to end the threat of nuclear catastrophe dates back to 1982, when its citizens passed a ballot measure declaring the city a Nuclear Free Zone. The non-profit organization Peace House grew out of that effort in 1983. The 2024 Rogue Valley Hiroshima Nagasaki Vigil marks the 39th consecutive year commemorating the atomic bombings of those cities.

WHEREAS, Ashland became a **Mayors for Peace** city in 1998, responding to a global invitation from the mayors of Hiroshima and Nagasaki to work for the abolition of nuclear weapons. As of July 1, 2024, there are 8,403 Mayors for Peace cities in 166 nations, including 227 in the United States and eight in Oregon.

WHEREAS, In addition to promoting safe and resilient cities, and a culture of peace, **Mayors for Peace** supports the new Treaty on the Prohibition of Nuclear Weapons, adopted in July 2017. It entered into force January 2021 and is legally binding on the 70 governments that have ratified it thus far. Another 23 have signed and await ratification.

WHEREAS, The Oregon Legislature passed Senate Joint Memorial 5 in 2019, calling on the President and Congress to lead global efforts to reduce the threat of nuclear war.

WHEREAS, Ashland is home to two living Hiroshima Peace "ambassadors" grown from seeds of trees that survived the atomic bombing of Hiroshima. The Peace Ginkgo is near Thalden Pavilion on the Southern Oregon University campus, and the Peace Camellia is near the entrance of Lithia Park's Japanese Garden.

WHEREAS, This past June, the U.S. Conference of Mayors adopted a resolution urging the President and Congress to increase dialogue with other nuclear-armed nations, and work to reduce tensions and explore risk reduction strategies together. The resolution further calls attention to the \$90 billion spent by the U.S. on nuclear weapons maintenance and modernization in 2023, with projected plans to spend another \$2 trillion over the next 30 years. It also calls for redirection of these financial resources to better meet human and environmental needs.

WHEREAS, From August 6 through August 9, concerned citizens, civic organizations and faith communities in Ashland and the Rogue Valley will commemorate the atomic bombings of Hiroshima and Nagasaki, remember all victims of nuclear weapons development and testing, and renew commitments to prevent such weapons from ever being used again.



NOW, THEREFORE, I, Tonya Graham, on behalf of the City of Ashland, do hereby proclaim August 6, 2024, as:

"Hiroshima Day"

and August 9, 2024, as:

"Nagasaki Day"

We invite all citizens to participate in the Hiroshima – Nagasaki Vigil activities.
In Ashland we are Better Together.

Dated this 6th day of August 2024.

Tonya Graham, Mayor

Alissa Kolodzinski, City Recorder





City Manager's Report

8.6.2024

CITY MANAGER'S OFFICE:

- Our **Elections informational** page is at ashlandoregon.gov/Elections. We have the following positions that will be on the November 2024 ballot / Deadline to submit the required documentation is August 19:
 - Mayor
 - City Councilor, position nos. 1, 2, 3 and 5
 - Parks and Recreation Commissions, position nos. 1 and 2
- Beautification Grants to help local businesses beautify their storefronts, are available at ashlandoregon.gov/EconomicDevelopmentGrants – This is a grant-matching program funded by the Transient Occupancy Tax.
- The first annual City of Ashland **Evacuation Summit** was held in mid-July. Local and state agencies attended. Events like this will help improve regional relationships and responses for emergency events.
- **Sever Weather Shelter** update:
 - A contract for the Volunteer Coordinator for the shelter is in place.
 - Volunteer orientation took place on July 9 – Ashland Police are vetting the volunteer consent forms.
 - In July, the cooling shelter was open a total of 17 days, serving 15 to 28 individuals per day.
- An **Everbridge training** for a team of City staff from Fire, Legal, Electric and the City Manager's Office will learn to create and send alerts.
- The EOC (Emergency Operations Center) on the Southern Oregon University (SOU) Campus was stood up for the Fourth of July and remained open the next week during the heatwave. The EOC team, comprised of City staff, SOU staff and staff from the Ashland School District, continue to meet monthly.
- **Website, ashlandoregon.gov**, stats for July 1 to 29 include...
The **top five search terms** include:
 - Report & Arrest Log
 - Manager Report
 - Lithia Park
 - Daniel Meyer Memorial Pool
 - ElectionsThe **top five page visits** include:
 - Home page
 - Search page
 - Daniel Meyer Memorial Pool
 - Utility Customer Service
 - Calendar
- The **August 2024 City Newsletter** is available at ashlandoregon.gov/StayConnected.

COMMUNITY DEVELOPMENT:

- **Building Division Staff Update:**
 - Chad Stichter, Building Inspector, recently completed his Residential Electrical coursework and passed the state certification exam.
 - Ryan Loughheed, Building Inspector, recently received certification for Specialized Plumbing.These certifications, offered by the Oregon Building Codes Division (BCD), enhance Community Development's ability to conduct necessary inspections in a timely manner.





City Manager's Report

FINANCE:

- Presenting first reading ordinance to Council in August for **Utility Billing Customer Policies in the AMC Chapter 14.02**, which will better clarify delinquency and appeal processes.
 - Utility Billing Department has worked diligently to get current on collection of its outstanding receivables. Since March, total past due accounts receivable decreased by 7.7%
 - UB has worked with Ashland customers to get them on payment plans, seek assistance from social agencies should they need it, and/or obtain advice on conservation efforts.
- Bond Counsel reviewing and working with USDA on finalizing RESP (Rural Energy Savings Program) Loan Agreements.
- Working with outside counsel on limitations and inconsistencies with Debt Authority in City Charter.
- Year-end accounting is underway, and audit begins.
- Applications are being accepted to serve on the Citizens' Budget Committee and the Municipal Audit Committee.

FIRE:

- The fire danger in Ashland increased to EXTREME as of July 9. Additional restrictions are in place. Information at ashlandoregon.gov.

HUMAN RESOURCES:

- A **Comp and Class Study** is underway as of early July. The process will last several months and will involve staff from all departments. This type of study has not been done since 2009. This information will be used for future union contract negotiations, management resolution updates and budgetary planning purposes.

PARKS & RECREATION:

- The Ashland Parks and Recreation **Fall Program PlayGuide** will be mailed to Ashland residents between August 5 and August 9. This is for programs from late August through December. Some of the fall happenings include:
 - Rock the Knoll concert at the Oak Knoll Golf Course,
 - Bear Creek Salmon Festival at North Mountain Park
 - 2nd Anniversary Celebration of opening of the Ashland Japanese Garden in Lithia Park. Visit ashlandoregon.gov/parks for more information on all Parks and Recreation events.
- Parks staff held a kickoff meeting for the **Butler Perozzi Fountain restoration project** with Architectural Resources Group. The Parks Foundation has raised over \$741,000 towards this project.
- The Golf Manager position has been offered and accepted by Brian Weaver with an anticipated start date in mid-September 2024.

POLICE:

- Congratulations to **Lieutenant Bon Stewart** and **Detective Rick Spence**, both recently promoted within APD!





City Manager's Report

PUBLIC WORKS:

- Reconstruction of the **Community Center and Pioneer Hall** are underway, the project is slated for completion in March 2025.
- The Consumer Confidence Water Quality Report for Ashland is released annually at the end of June. The latest report can be found at ashlandoregon.gov/WaterQualityReport.

WHAT'S COMING UP in JULY?

- The **Daniel Meyer Memorial Pool** is open through early September. Visit ashlandoregon.gov/Swim for information on the daily schedule and programs.
- Preschool Puppet Theatre at North Mountain Park on Thursday, August 8, 10 a.m. More at NorthMountainPark.org. Registration is required.
- The annual **Ice Cream Social** at Ashland Senior Center will take place on Wednesday, August 28 at 2 p.m. This free event requires registration by calling 541.488.5342. The Social is intended for older adults and their families. This year, enjoy music by *Ashland Brass*. More at AshlandSeniorServices.org.
- The **City Band Summer Concert series** is underway. The Band offers a free concert in Lithia Park every Thursday at 7 p.m. The final concert for 2024 will be on Thursday, August 15 – Details at ashlandoregon.gov (See the City Calendar).
- **Morning Bird Walk** at North Mountain Park on Saturday, August 17, 9 a.m. – More at NorthMountainPark.org.
- The free **Guided Walks in Lithia Park** will continue through September. For more information, including the schedule, visit AshlandParksandRec.org.
- For a list of August programs, see the July City Newsletter, ashlandoregon.gov/StayConnected.





Council Business Meeting

Date: August 6, 2024

Agenda Item	Budget and Audit Committee Appointments
From	Mariane Berry, Finance Director
Contact	mariane.berry@ashland.or.us

SUMMARY

Under Oregon Budget Law (ORS 294.414), it is required that a budget committee be formed that includes the governing body (City Council members) and an equal number of electors appointed by the governing body.

Per the Ashland Municipal Code 2.11, members for the Municipal Audit Commission are appointed annually by the City Council.

POLICIES, PLANS & GOALS SUPPORTED

N/A

BACKGROUND AND ADDITIONAL INFORMATION

Notice was made to the public of the vacancies. Applications for vacant positions have been received for consideration as summarized below and attached.

Budget Committee:

- | | | |
|----------------------|----------------------|---------------------------|
| 1. Vacant Position 1 | Linda Peterson Adams | Term ending June 30, 2027 |
| 2. Vacant Position 2 | Shane Hunter | Term ending June 30, 2027 |

Audit Committee:

- | | | |
|----------------------------------|-----------------|-------------------------------|
| 1. Vacant Position (Budget Comm) | Shane Hunter | Term ending December 31, 2024 |
| 2. Vacant Position (Citizen) | Jane Andrianova | Term ending December 31, 2024 |
| 3. Vacant Position (Council) | Paula Hyatt | Term ending December 31, 2024 |

Approval for these applicants are requested for these committee positions.

FISCAL IMPACTS

N/A

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the appointment of these individuals to the Budget and Audit Committees as indicated.

REFERENCES & ATTACHMENTS

1. CBC Application_PetersonAdams
2. CBC Application_Hunter
3. Audit_Adrianova
4. Audit_Hunter_Jul2024

FW: Online Form Submittal: Appointment for City Committee or Commission

Dorinda Cottle <dorinda.cottle@ashland.or.us>

Tue 7/23/2024 7:41 AM

To:Mariane Berry <mariane.berry@ashland.or.us>

Good morning. I know Alissa is out this week, so I wanted to send this your way sooner rather than later.

Have a great day! 😊

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, July 22, 2024 8:12 PM
To: Ashland City Recorder <recorder@ashland.or.us>; recorder@ashlandoregon.gov; Dorinda Cottle <dorinda.cottle@ashland.or.us>; Dorinda Cottle <dorinda.cottle@ashland.or.us>
Subject: Online Form Submittal: Appointment for City Committee or Commission

[EXTERNAL SENDER]

Appointment for City Committee or Commission

Name	Linda Peterson Adams
Committee or Commission You Wish to Serve On	Citizen's Budget Committee
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
Occupation	Public Servant in my Retirement
Educational Background	BA Political Science UC Berkeley Master's Equivalent, Political Philosophy University Of Pennsylvania; Secondary Teaching Certificate Chestnut Hill College
Related Experience	Taught high school Economics Current work with Transportation Advisory Committee and review of Capital Improvement Projects. Prior work on 23-25 Budget Committee. And there is always room for more education and updates to process.
Interests	Want to follow through with serving through another budget cycle.
Availability	Day or evening depending on other members needs. I have monthly commitments to the First and Third Evenings (6-

8)every month

Additional Information

Lived in and loved Ashland for 13 years. Go to more meetings and keep abreast of more City goings on than anyone I know.

Signature

Linda Peterson Adams

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

FW: Online Form Submittal: Appointment for City Committee or Commission

Dorinda Cottle <dorinda.cottle@ashland.or.us>

Tue 7/23/2024 2:31 PM

To: Mariane Berry <mariane.berry@ashland.or.us>

Here is another one 😊

From: noreply@civicplus.com <noreply@civicplus.com>

Sent: Tuesday, July 23, 2024 2:25 PM

To: Ashland City Recorder <recorder@ashland.or.us>; recorder@ashlandoregon.gov; Dorinda Cottle <dorinda.cottle@ashland.or.us>; Dorinda Cottle <dorinda.cottle@ashland.or.us>

Subject: Online Form Submittal: Appointment for City Committee or Commission

[EXTERNAL SENDER]

Appointment for City Committee or Commission

Name	Shane Hunter
Committee or Commission You Wish to Serve On	Citizen's Budget Committee
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
Occupation	CFO
Educational Background	MBA & BS in Business Administration, both from Southern Oregon University. I am a licensed CPA in the state of Oregon. I have attended workshops relating to cash flow strategies, municipal economies, legislative updates, municipal accounting/budgeting, city governance, construction/capital planning, and many more.
Related Experience	I have created and helped create \$150M+ budgets for entities with complex interagency transactions; managed human resources, recruiting, and labor pools with 100+ union and non-union employees; been involved with seven strategic planning initiatives and implementations; and been immersed in the intricacies of governmental operations for 11 years. And yes, I feel it would be advantageous to have further training as there are always new regulations and ideas for sound financial management practices that would help any entity be more effective.

Interests	I would like to apply my skills and experience with budgets and financial matters to strengthen the governance in Ashland and give back to a town that has helped me grow during the past 15 years.
Availability	Yes, I am available to attend both regularly scheduled meetings and special meetings. I have no preference for time of day.
Additional Information	I have lived in Ashland for 15 years. I have been vice chair and chair of the Citizen's Budget Committee multiple times. I have served as the Budget Committee liaison to the Municipal Audit Commission in the past and was a member of the Cost Review Ad-Hoc Committee. All of these city committees help me understand our city in greater depth when I review the recommended budget and think about impacts to our city, our reputation, our employees, our residents, and our competitiveness as an entity in the region. I serve on other local boards and committees in various capacities that all point toward one goal: to help as many people as possible thrive and achieve happiness.
Signature	Shane Hunter

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

FW: Application for Committee or Commission Submitted

Alissa Kolodzinski <alissa.kolodzinski@ashland.or.us>

Wed 5/22/2024 3:45 PM

To: Mariane Berry <mariane.berry@ashland.or.us>

Alissa Kolodzinski, City Recorder/Management Analyst

City of Ashland

Administration Department

20 East Main Street, Ashland, OR 97520

Phone 541-552-2012|TTY 800.735.2900|Fax 541.488.5311

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2012. Thank you.

From: City of Ashland, Oregon <administration@ashland.or.us>

Sent: Tuesday, May 21, 2024 10:01 PM

To: Dorinda Cottle <dorinda.cottle@ashland.or.us>; City Recorder <recorder@ashland.or.us>

Subject: Application for Committee or Commission Submitted

[EXTERNAL SENDER]

*** FORM FIELD DATA ***

Name: **Jane Andrianova**

Committee or Commission interested in: **Municipal Audit Committee**

Address: [REDACTED] **Ashland, Oregon**

Phone: [REDACTED]

Email: [REDACTED]

Occupation: **Audit Manager**

Educational background: **Bachelors in accounting from University of Illinois at Chicago (UIC); 14 years of public accounting experience; CPA license in IL and OR, currently both licenses are inactive but IL license will be active again soon.**

Related Experience: **While I do not have any governmental accounting experience, I have a general understanding as I did take classes as well as continuing education in the past. I also have non-profit and fund accounting experience that is applicable. I also serve on Mount Ashland Finance Committee and help with the tax return and financial statements review as well as involved in making financial decisions and budgeting for the ski area.**

Interests: **I applied for this position in the past and was approved to be on the committee; however, only attended one meeting and then was never contacted again after a major turnover in the city council/employees**

Availability: **My schedule is pretty flexible unless I already have anything planned for that day. Winter season is very tough for me to attend meetings due to busy/tax season and also working as a MARA ski coach on the mountain.**

Additional Information: **I have been living in Ashland since January 2020**

Signature: **Jane Andrianova**

*** USER INFORMATION ***

SubscriberID: **-1**

SubscriberUserName:

SubscriberEmail:

RemoteAddress: **66.241.70.76**

RemoteHost: **66.241.70.76**

RemoteUser:

FW: Online Form Submittal: Appointment for City Committee or Commission

Dorinda Cottle <dorinda.cottle@ashland.or.us>

Tue 7/23/2024 2:39 PM

To: Mariane Berry <mariane.berry@ashland.or.us>

And here is on for the Municipal Audit Committee.

D 😊

From: noreply@civicplus.com <noreply@civicplus.com>

Sent: Tuesday, July 23, 2024 2:35 PM

To: Ashland City Recorder <recorder@ashland.or.us>; recorder@ashlandoregon.gov; Dorinda Cottle <dorinda.cottle@ashland.or.us>; Dorinda Cottle <dorinda.cottle@ashland.or.us>

Subject: Online Form Submittal: Appointment for City Committee or Commission

[EXTERNAL SENDER]

Appointment for City Committee or Commission

Name	Shane Hunter
Committee or Commission You Wish to Serve On	Municipal Audit Commission
Address	[REDACTED]
Phone	[REDACTED]
Email	[REDACTED]
Occupation	CFO
Educational Background	MBA & BS in Business Administration, both from Southern Oregon University. I am a licensed CPA in the state of Oregon. I have attended workshops relating to municipal auditing, municipal economies, legislative updates, municipal accounting/budgeting, city governance, construction/capital planning, and many more.
Related Experience	I have audited, reviewed, and compiled financial statements for various types of entities, and have looked at the City of Ashland CAFR for many years - both as part of the Municipal Audit Commission and not. And yes, I feel it would be advantageous to have further training as there are always new regulations for generally accepted government auditing standards and required disclosures that are required for informative financial statements.

Interests	I would like to apply my skills and experience with budgets and financial matters to strengthen the governance in Ashland and give back to a town that has helped me grow during the past 15 years.
Availability	Yes, I am available to attend both regularly scheduled meetings and special meetings. I have no preference for time of day.
Additional Information	I have lived in Ashland for 15 years. I have been vice chair and chair of the Citizen's Budget Committee multiple times. I have served as the Budget Committee liaison to the Municipal Audit Commission in the past and was a member of the Cost Review Ad-Hoc Committee. All of these city committees help me understand our city in greater depth when I review the recommended budget and think about impacts to our city, our reputation, our employees, our residents, and our competitiveness as an entity in the region. I serve on other local boards and committees in various capacities that all point toward one goal: to help as many people as possible thrive and achieve happiness.
Signature	Shane Hunter

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Council Business Meeting

Date: August 6, 2024

Agenda Item	Letter of Support: RVTG grant for ODOT Statewide Transportation Improvement Funds
From	
Contact	

SUMMARY

POLICIES, PLANS & GOALS SUPPORTED

BACKGROUND AND ADDITIONAL INFORMATION

FISCAL IMPACTS

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

REFERENCES & ATTACHMENTS

1. TAC Letter of Support Rt. 17.docx



Oregon Transportation Commission

355 Capitol Street NE, MS #11

Salem, OR 97501

Commissioner Brown,

The City of Ashland's Transportation Advisory Committee is writing to express support of Rogue Valley Transportation District's (RVTD) grant application for the ODOT Statewide Transportation Improvement Fund (STIF) Discretionary funding to expand service on the Route 17 Ashland Circulator.

The Route 17 Ashland Circulator is vital to providing transit access to previously underserved areas of Ashland and connecting residents to jobs, healthcare, shopping and essential services. Currently, the service on this route is limited to weekday service between the hours of 9:00AM to 4:00PM with buses running only once per hour. If awarded, RVTD will expand hours of operation, improve frequency to 30 minutes and add Saturday service. An increase in transit service frequency on Route 17 will enhance accessibility and connectivity for many residents who rely on public transit.

The Ashland Transportation Advisory Committee supports an increase to transit service on Route 17 as it aligns with our goals of proactively planning for a transportation system that is integrated into the community and enhances Ashland's livability, character and natural environment.

We respectfully urge your strong consideration to approve RVTD's STIF Discretionary Grant application for the Route 17 Ashland Circulator expansion. Your support will play a crucial role in enhancing the quality of life for many Ashland residents.

Sincerely,

Linda Peterson Adams

Transportation Advisory Committee Chair

City of Ashland



Council Business Meeting

Date: August 6, 2024

Agenda Item	City UGB Map Correction Request - 375-475 E. Nevada St
From	Brandon Goldman, Director of Community Development
Contact	brandon.goldman@ashland.or.us

SUMMARY

A request for a "correction of error" to the City of Ashland's Urban Growth Boundary (UGB) for four properties located at 375 & 475 East Nevada Street. (tax lots 1000, 1100, 1200 & 1300 of Assessors Map 39-1E-04-A)

POLICIES, PLANS & GOALS SUPPORTED

- Ashland Comprehensive Plan element 12 Urbanization:

Goal: 12.09 - It is the City of Ashland's goal to maintain a compact urban form and to include and 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.

Policy: 12.10 #3 The City shall enter into a cooperative agreement with Jackson County. This agreement shall designate the City's and County's joint policies for land not urbanized. Generally speaking, land not in the City's urban growth boundary is to be maintained in a rural state. Land between the City limits and urban growth boundary is to be maintained in a rural state until annexed by the City. Urban level development in the County, but within the urban growth boundary, is inappropriate to the needs and desires of the City of Ashland to implement its urbanization goal.

- The 1982 Ashland/Jackson County Urban Growth Boundary Agreement

BACKGROUND AND ADDITIONAL INFORMATION

There are differences in the UGB's location as shown in City of Ashland GIS and Jackson County GIS systems. In Jackson County the UGB generally follows property boundaries where in City of Ashland (for this part of the UGB) it is meant to follow the City Limits. Previous attempts to rectify the issue through the planning application process have led to a bureaucratic stalemate which is laid out in detail in the application materials attached to this memo. More recently the City and County staff communicated and reached an agreement that the Board of Commissioners would consider a request to correct the error between the two jurisdictions' maps if the City of Ashland acted first. To that end, the applicant now requests that City Council agree to a map correction, and begin a process that will ultimately conclude with both the City Council and the County Board of Commissioners adopting parallel ordinances approving a correction to the error. The 1982 Ashland/Jackson County Urban Growth Boundary Agreement, as included in the applicant submittal, provides a process for the correction of errors after mutual agreement.

Land Use Approval and discovery of the error

In 2017 the Planning Commission approved Performance Standards Options Subdivision ("The Katherine Mae Subdivision") for the property at 475 East Nevada Street. The Subdivision was approved for 23 dwelling units. The application included a request for a Zone Change which required that they provide at least four of the units to be affordable. The application was clear that portions of the subject properties were located outside of the city limits, but that the subdivision only involved those portions within the city limits. Because the Subdivision included a zone change it required approval by City Council which occurred in March of 2018.

Following the approval the applicant became aware that the County would not allow a subdivision plat to be recorded because it would create remnant parcels outside of City Limits smaller than allowed by the County code. It was during these consultations with the County when the applicant became aware of the discrepancies



Council Business Meeting

between the City's location of the UGB and the County's. The net result has been that a 23-unit subdivision has not been able to develop, and that the portion of the property within the city will continue to be unable to develop as envisioned in the Comprehensive Plan unless a solution is realized.

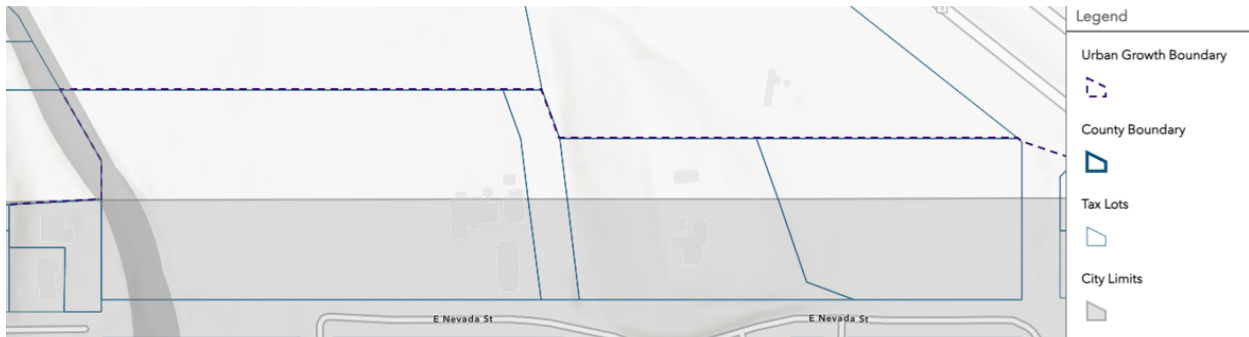
Jackson County GIS



City of Ashland GIS



Jackson County GIS



City of Ashland GIS

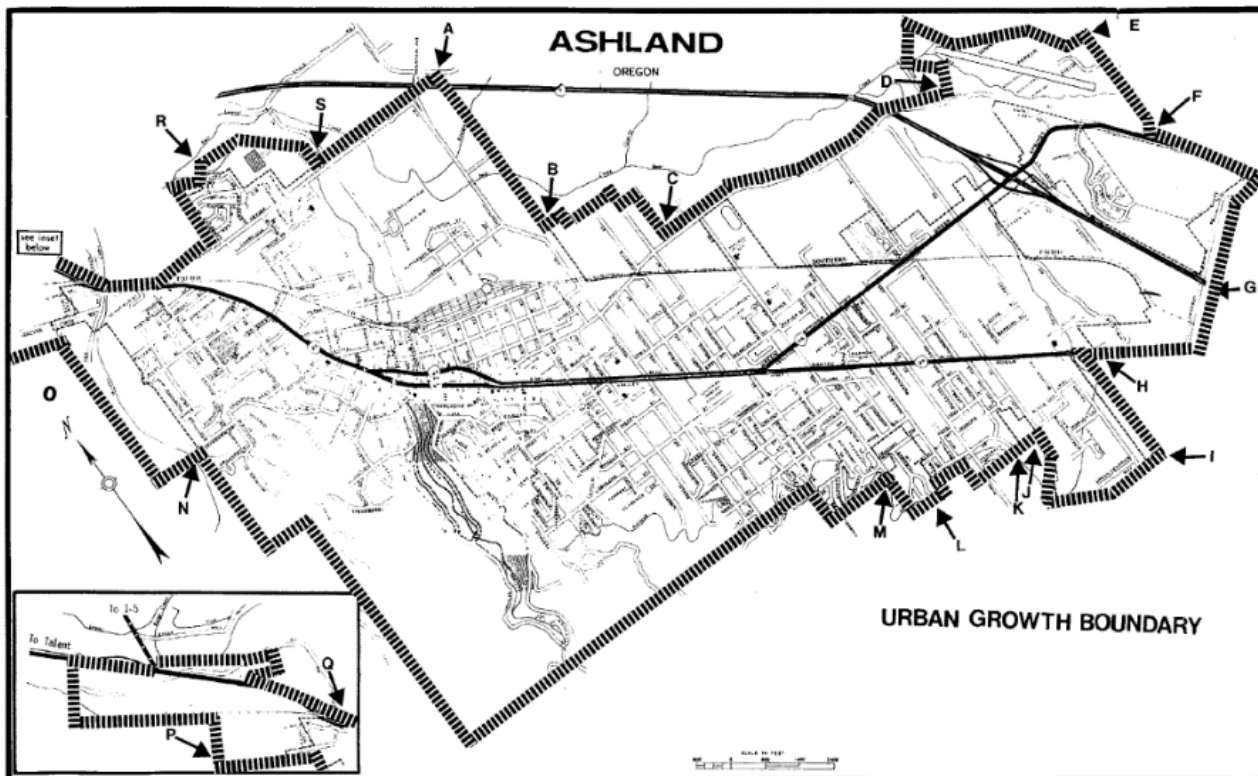


Shown above are screen captures from both the City of Ashland and Jackson County GIS showing the subject properties, City Limits and the UGB. Jackson County shows the UGB running along the northern edge of the subject properties, while in Ashland the line is shown concurrent with the City Limits. Both maps show the City Limits in the same location.

Map Error / Location of the UGB

Examining the difference between the City of Ashland and Jackson County GIS it is clear that there is an error which deserves to be corrected. When the UGB was adopted, there was not a legal description of the boundary. The adopted map had a line that, because of the scale, covered hundreds of feet. However, the Comprehensive Plan provides a narrative description of where the UGB goes. It is described from points A – point Q (shown below). The subject properties are located between points ‘S’ and ‘A.’ The end of the narrative description it says the following:

“... [here] The urban growth boundary returns to the City limits at point ‘Q’. The only other departure of the urban growth boundary [from Q to A] is point ‘R’ to point ‘S’, where it includes the City’s sewage treatment plant and a portion of the Beak Creek Greenway.”



Based on the above it is clear that from point “S” to point “A” the UGB was meant to be concurrent with the city limits.

2022 Planning Commission Review and recommendation to City Council

For these reasons set out above, the Planning Commission determined that they did “*not believe that there is a mapping error to correct.*” The Urban Growth Boundary Agreement addresses ‘correction of errors where it provides in part that, “*Generally, an error is a cartographic mistake or text misprint, omission or duplication.*” Through the narrow lens of whether there was a cartographic mistake the Planning Commission believed that the UGB was properly located. Following a public hearing in 2022 the Planning Commission drafted a memo to Council on their recommendation (attached). While the Planning Commission believed that the UGB was correctly located in the City of Ashland GIS they also strongly supported any effort by Council and the County Board of Commissioners to bring the two jurisdictions into harmony.

While there may not have been a cartographical error with regard to location of the UGB in the City of Ashland GIS there is obviously **an error** between what the City represents and what the County represents, and that error should to be corrected. Staff supports a Council determination that there is a discrepancy between City of Ashland and Jackson County GIS and should be corrected for the UGB to include the entirety tax lots 1000,



Council Business Meeting

1100, 1200 & 1300 of Assessors Map 39-1E-04-A.

Footnotes:

1. This is detailed in the Urbanization element of the Comprehensive plan (p. 7)
2. This area has since annexed into the City with the development of Verde Village
3. There is no debate that the city limits are properly located. There is a legal description of the city limits which describes this portion of the City Limits as follows "From the NW corner of "Quiet Village subdivision No.3" thence, S 0°28' W along easterly line of said subdivision 581.51 feet to a point which lies N 0°28' E 615.84 feet from the north line of Nevada Street; thence, S 89°55' E 721.11 feet; thence, S 3°05' W 453.65 feet; thence, S 89 55' E and parallel to the North line of Nevada Street to the East line of Section 4 in T 39S, R.1.E, W.M in Jackson County Oregon...." {this description ends at Point A above}

FISCAL IMPACTS

Amending the UGB line to correspond with the Jackson County map will have no fiscal impact on the City of Ashland. This correction will enable the development of properties within the City limits and UGB to urban standards, facilitating orderly and sequential land development as envisioned in the Comprehensive Plan.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the modification of the Urban Growth Boundary (UGB) to correct a mapping error, aligning the City of Ashland's UGB with the Jackson County maps to ensure consistency and facilitate urban development within the City limits.

REFERENCES & ATTACHMENTS

1. ENevada_375-475_PC Recommendation
2. ENevada_375-475_ApplicantSubmittal_sm

Memo

DATE: March 8, 2022
TO: City Council
FROM: Planning Commission
RE: Planning Commission Recommendation to Council
Planning Action PA-T2-2021-00031/375-475 E Nevada Street

With regard to PA-T2-2021-00031, a request for a Minor Comprehensive Plan Map Correction to clarify the City of Ashland's Urban Growth Boundary (UGB) for four properties located at 375 & 475 East Nevada Street, after conducting a public hearing, reviewing the application materials and the staff report on this matter, the Planning Commission does not believe that there is a mapping error to correct here. The 1982 Ashland/Jackson County Urban Growth Boundary Agreement addresses the correction of errors as follows:

Correction of Errors. *If the City Council or the County Board of Commissioners become aware of an error in either the map or the text of the mutually adopted urbanization program, both bodies may cause an immediate amendment to occur to correct the error, after mutual agreement is reached. Such a correction shall be in the form of a public hearing and an ordinance, conducted separately or jointly by both bodies, which may take effect on an emergency basis. Public hearings before the Planning Commissions shall not be required where an amendment is intended specifically to correct an error.*

Generally, an error is a cartographic mistake or text misprint, omission or duplication. Such errors are not derived from new data or suggested errors made in interpretations of the attitudes of the public, the governing bodies or data; the latter error types are considered under the amendment provisions cited herein.

After detailed analysis of historical maps, the Planning Commission found that the UGB as currently depicted on the official city maps adopted in 2008 is consistent with that originally adopted by the city in 1982.

The Planning Commission would however strongly support any effort by the City Council and Jackson County Board of Commissioners to amend the UGB for these properties so that the UGB followed property lines, as is now policy for both jurisdictions, provided that such an effort could be accomplished within the parameters of the of the 1982 Ashland/Jackson County Urban Growth Boundary Agreement, which governs Ashland's UGB, and the 2012 Regional Problem Solving agreement, which regulates expansion of UGB's for the cities in the Greater Bear Creek Valley.





Planning Division
51 Winburn Way, Ashland OR 97520
Phone: 541-488-5305 Fax: 541-488-6006
Email: Planning@ashland.or.us

ZONING PERMIT APPLICATION

FILE # _____

DESCRIPTION OF PROJECT

Mapping Error Correction re. UGB Agreement w/ County

DESCRIPTION OF PROPERTY

Pursuing LEED® Certification? ☐ YES ☐ NO

Street Address *375 & 475 E Nevada Street, Ashland*

Assessor's Map No. 39 1E *04A* Tax Lot(s) *1000, 1100, 1200, 1300*

Zoning *RTCS* Comp Plan Designation *Residential*

APPLICANT

Name *David Young & Peter/Laura Schultz* Phone *541-941-4293* E-Mail *DYoung@usbnc.org*

Address *348 S. Modoc Ave.* City *Medford* Zip *97504*

PROPERTY OWNER

Name *Young Trust / Peter & Laura Schultz* Phone _____ E-Mail _____

Address _____ City _____ Zip _____

SURVEYOR, ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OTHER

Title *N/A* Name _____ Phone _____ E-Mail _____

Address _____ City _____ Zip _____

Title *N/A* Name _____ Phone _____ E-Mail _____

Address _____ City _____ Zip _____

I hereby certify that the statements and information contained in this application, including the enclosed drawings and the required findings of fact, are in all respects, true and correct. I understand that all property pins must be shown on the drawings and visible upon the site inspection. In the event the pins are not shown or their location found to be incorrect, the owner assumes full responsibility. I further understand that if this request is subsequently contested, the burden will be on me to establish:

- 1) that I produced sufficient factual evidence at the hearing to support this request;
- 2) that the findings of fact furnished justifies the granting of the request;
- 3) that the findings of fact furnished by me are adequate; and further
- 4) that all structures or improvements are properly located on the ground.

Failure in this regard will result most likely in not only the request being set aside, but also possibly in my structures being built in reliance thereon being required to be removed at my expense. If I have any doubts, I am advised to seek competent professional advice and assistance.

Applicant's Signature

Date

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner.

Property Owner's Signature (required)

Date

[To be completed by City Staff]

Date Received _____ Zoning Permit Type _____ Filing Fee \$ _____

OVER ►►

ZONING PERMIT SUBMITTAL REQUIREMENTS

- ☐ APPLICATION FORM must be completed and signed by both applicant and property owner.
- ☐ PLANNING FEES FORM must be completed and signed by both applicant and property owner.
- ☐ FINDINGS OF FACT – Respond to the appropriate zoning requirements in the form of factual statements or findings of fact and supported by evidence. List the findings criteria and the evidence that supports it. Include information necessary to address all issues detailed in the Pre-Application Comment document.
- ☐ TRUE SCALE PDF DRAWINGS – Standard scale and formatted to print no larger than 11x17 inches. Include site plan, building elevations, parking and landscape details.
- ☐ FEE (Check, Charge or Cash)
- ☐ LEED® CERTIFICATION (*optional*) – Applicant's wishing to receive priority planning action processing shall provide the following documentation with the application demonstrating the completion of the following steps:
 - Hiring and retaining a LEED® Accredited Professional as part of the project team throughout design and construction of the project; and
 - The LEED® checklist indicating the credits that will be pursued.

NOTE:

- Applications are accepted on a first come, first served basis.
- Applications will not be accepted without a complete application form signed by the applicant(s) AND property owner(s), all required materials and full payment.
- All applications received are reviewed for completeness by staff within 30 days from application date in accordance with ORS 227.178.
- The first fifteen COMPLETE applications submitted are processed at the next available Planning Commission meeting. (Planning Commission meetings include the Hearings Board, which meets at 1:30 pm, or the full Planning Commission, which meets at 7:00 pm on the second Tuesday of each month. Meetings are held at the City Council Chambers at 1175 East Main St).
- A notice of the project request will be sent to neighboring properties for their comments or concerns.
- If applicable, the application will also be reviewed by the Tree and/or Historic Commissions.



O'CONNOR LAW | LLC

541.702.5350 | 670 G STREET, SUITE B, JACKSONVILLE, OR 97530

April 8, 2024

VIA HAND DELIVERY

Derek Severson, Planning Manager
City of Ashland Community Development
51 Winburn Way
Ashland, Oregon 97520

VIA HAND DELIVERY

Brandon Goldman, Senior Planner

RE: Young & Schultz Application: 375 & 475 E. Nevada Street

Dear Mr. Severson and Mr. Goldman,

Enclosed please find our application for a Mapping Error Correction for the City of Ashland's UGB near E. Nevada Street.

Many thanks for your assistance on this. Please reach out with any questions.

Yours most sincerely,

O'CONNOR LAW, LLC

/s/ Garrett West

Garrett K. West, OSB No. 174890
west@PacificLand.law

/s/ Sydnee Dreyer

Sydnee B. Dreyer, OSB No. 954710
sbd@PacificLand.law

GKW:

Enclosure: Exhibit "A" through Exhibit "K"

BEFORE THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON

AND

THE BOARD OF COMMISSIONERS OF JACKSON COUNTY, OREGON

David F. Young and Elahe V.	)	Application for a Mapping Error
Young, Co-Trustees of The Young	)	Correction concerning the City of
Family Revocable Trust, Dated	)	Ashland Urban Growth Boundary
March 30, 1994, and Peter and	)	
Laura Schultz,	)	
	)	EXHIBIT “A”
Applicants.	)	

A. Introduction

This Application requests a mapping error correction to the City of Ashland’s Urban Growth Boundary (the “UGB”) concerning the subject properties. The subject properties are located at 375 E. Nevada Street, Ashland (39-1E-04A Tax Lot 1000) and 475 E. Nevada Street, Ashland (39-1E-04A Tax Lots 1100, 1200, & 1300). The subject properties are depicted below in **Figure 1**.

Figure 1: A Map of the Subject Properties

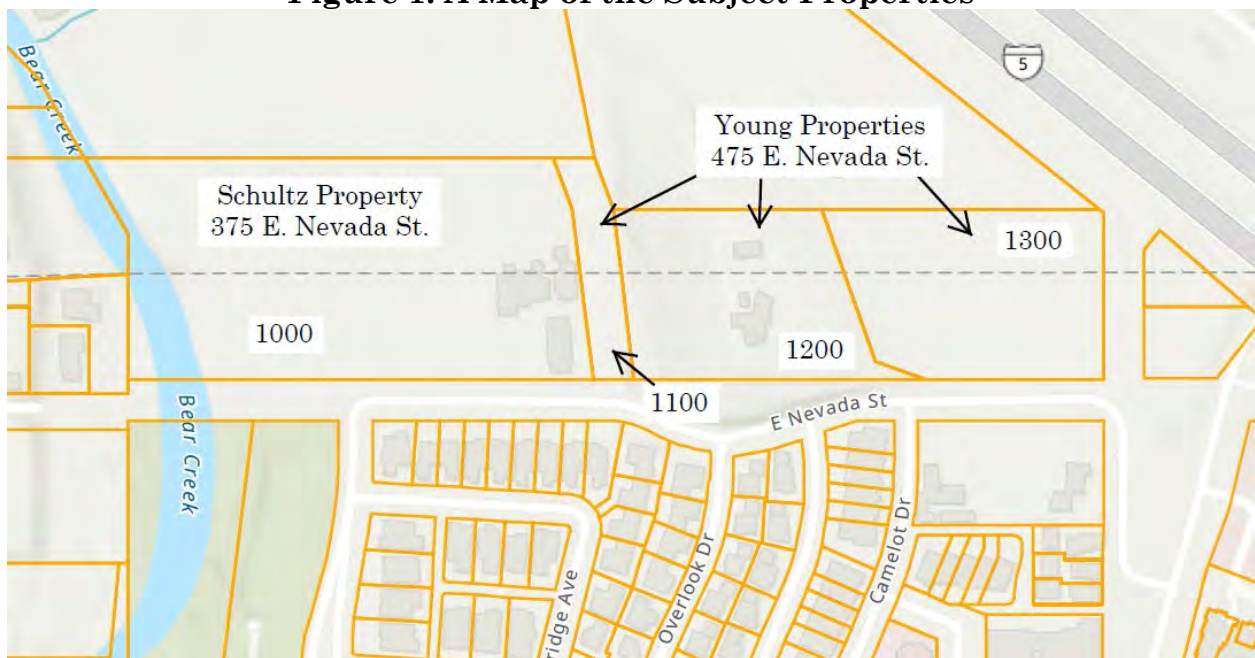


Exhibit “A”

Young & Schultz: Mapping Error Correction / Ashland Urban Growth Boundary

Page 1

The problem this Application seeks to correct is bureaucratic and technical in nature: the City of Ashland and Jackson County have conflicting interpretations of where the Ashland UGB line exists in relation to the subject properties. *Does the UGB follow the northern property lines, or does it cut through the properties?* The Applicants have been working for several years with both County and City staff to correct this error. While this has been a multi-year problem, it requires a simple fix.

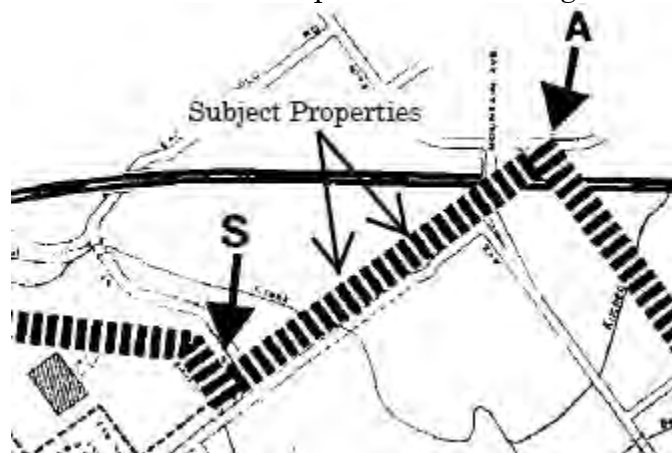
The problem stems from the “official” UGB location agreed to by Jackson County and the City of Ashland in 1982, which lacks a fine level of detail. The Ashland/Jackson County Urban Growth Boundary Agreement (1982) (the “Agreement”) (**Exhibit “F”**), is supposed to delineate the “official” UGB location and terms. However, the Agreement does not contain a legal description defining the precise location of the UGB line. Instead, it refers to an adopted map.

Unfortunately, the scale of the adopted map is such that it is difficult to clearly determine where the UGB is located at the area in question. To illustrate the issue, a closeup of the “official” UGB line is shown below in **Figure 2**. The UGB line is the thick dashed line, which is several hundred feet in width, and the line completely covers the subject properties. That cartographic ambiguity has created clashing interpretations by various local decision makers concerning the UGB in relation to the subject properties.

Figure 2: A closeup of Ashland’s 1982 UGB Map¹

Notice how large the UGB line is compared to the roads and properties.

(The “A” and “S” are copied from the original map)



Some unofficial maps relied upon by decisionmakers and property owners, which “interpret” the above line, show the subject properties as being completely within the UGB. Some other maps show the UGB line cutting through the subject

¹ The full map is below in Figure 3.

properties. These maps are discussed herein.

The Applicants respectfully contend that this ambiguity is the result of a cartographic mistake, misprint, or omission that was technical in nature and that the whole of the subject properties should have been included in the UGB when it was originally established in the 1970s and 1980s.

The mapping ambiguity is the result of a cartographic mistake, misprint, or omission that was technical in nature because similar errors with the UGB have previously been discovered and acknowledged by both the City and County and corrected through the procedure outlined in this Application.

This Application explains how this problem undermines Ashland’s housing production strategy, the history of the Ashland UGB and the associated errors that the City and County previously corrected, and why the UGB should be interpreted as going around the subject properties. This Application is consistent with the requirements of Section 11(D) of the Ashland/Jackson County Urban Growth Boundary Agreement (1982), the Ashland Housing Strategy Implementation Plan, and Jackson County Land Development Ordinance (“LDO”) § 3.7.3.

The Applicants respectfully request that the Ashland City Council and the Jackson County Board of Commissioners fix this problem by adopting parallel ordinances acknowledging that the subject properties are wholly within the UGB.

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Exhibit “A”

Young & Schultze: Mapping Error Correction / Ashland Urban Growth Boundary

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C. Schedule of Exhibits

The following Exhibits are submitted in support of this Application and are incorporated herein:

Exhibit “A”	Supplemental Findings
Exhibit “B”	Map of the Subject Properties
Exhibit “C”	Aerial Map of the Subject Properties
Exhibit “D”	County Zoning Map of the Subject Properties
Exhibit “E”	City of Ashland Official Zoning Map
Exhibit “F”	Ashland/Jackson County UGB Agreement (1982)
Exhibit “G”	Ashland Urban Growth Boundary Map
Exhibit “H”	City of Ashland Ordinance No. 1960 including Ex. C
Exhibit “I”	UGB Error Correction Letter (November 13, 1984)
Exhibit “J”	County Ordinance No. 84-35 (UGB Correction)
Exhibit “K”	Agent Authorization Letters

D. The Subject Properties

The subject properties and their associated ownership structures are described as follows: David F. Young and Elahe V. Young, Co-Trustees of The Young Family Revocable Trust, Dated March 30, 1994 (collectively applicant “Young”), are the record owners of certain real properties located in the City of Ashland and Jackson County, Oregon, commonly known as:

Township 39 South, Range 1 East, Section 04A, Tax Lot 1100,
Township 39 South, Range 1 East, Section 04A, Tax Lot 1200, and
Township 39 South, Range 1 East, Section 04A, Tax Lot 1300
(all of which are collectively known as the “Young Properties”).

To the immediate west of the Young Properties is a neighboring property owned by Peter and Laura Schultz (collectively “Schultz”) located in the City of Ashland and Jackson County, Oregon, and commonly known as:

Township 39 South, Range 1 East, Section 04A, Tax Lot 1000
(the “Schultz Property”).

Collectively Young and Schultz are the “Applicants”. Collectively the Young Properties and the Schultz Property are the “subject properties”.

Importantly, there has been no dispute by the City or the County that the

Exhibit “A”

Young & Schultz: Mapping Error Correction / Ashland Urban Growth Boundary

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southern portions of the subject properties are within the city limits. The mapping ambiguity concerns the UGB only in relation to the northern portions of the subject properties and the contradictory interpretations concerns only about 3.5 to 4.25 acres of land.² This amounts to approximately 36% to 44% of the total area of the subject properties.

The subject properties have the following total acreages and zoning:

The subject properties	Tax Lots	Gross Size (in acres)	City Zoning	County Zoning
The Schultz Property	Tax Lot 1000	5.03	RR-5	RR-5
The Young Properties	Tax Lot 1100	0.45	RR-5	RR-5
	Tax Lot 1200	1.95	RR-5	RR-5
	Tax Lot 1300	2.10	RR-5	RR-5
Total:		9.53		

E. Ashland’s Housing Strategy Implementation Plan says to remove barriers to housing.

The Applicants have been attempting to resolve this UGB problem for several years without success. This regulatory issue is actively preventing portions of the subject properties from being meaningfully developed with much needed housing for the Ashland community.

The subject application is consistent with state legislation designed to expand needed housing, and consistent with the City of Ashland’s Housing Production Strategy, which was recently approved by DLCD. The Housing Production Strategy outlines 15 strategies to encourage development of affordable rental housing, homeownership, income-restricted housing, and preservation of existing supplies of affordable housing. Moreover, added housing has been designated as a top legislative priority in 2023 and 2024. As noted by the City in its Housing Production Strategy:

“Many households in Ashland are struggling to afford housing. Ashland housing costs and rents have risen sharply in recent years and are considerably above regional averages. About 46% of Ashland’s households are cost burdened (i.e., paying 30% or more of their income in rent). Ashland’s 2021-2041 Housing Capacity Analysis clearly identifies a lack of housing that is affordable to households with lower and moderate incomes.” Housing Production Strategy at page i.

² The exact acreage is unclear because of the UGB ambiguity.

The Housing Production Strategy recognizes how important it is for the Ashland community to have sufficient housing. Page 5 states:

“Housing affordability in Ashland has been a challenge for a decade or more.”

The Housing Strategy Implementation Plan also acknowledges that there are existing regulatory barriers related to the Ashland UGB and development at pages 4 and 40. It states:

“Creating obstacles to annexing land within the UGB for housing contributes to higher land costs and makes it difficult to find land for larger housing developments.”

As a result, it is important when bureaucratic issues like this arise, that the City works to resolve the issue for the betterment of the community and consistent with the City’s express policies to increase housing and reduce barriers.

The proposed map correction application is consistent with the Housing Strategy Implementation Plan goals (as well as the existing UGB map). Presently, because of the UGB mapping error, the subject properties are vastly restricted in their ability to meaningfully develop and make effective use of the land. If Ashland’s UGB line cuts through the subject properties so that parts of the subject properties are outside the UGB then the subject properties cannot be partitioned or subdivided within the City. This is because the minimum parcel size for any parts of the subject properties that are outside the city limits is five (5) acres. The subject properties are so small that they could not be partitioned and still meet this requirement. If the subject properties cannot be partitioned, then city utilities cannot be used on the northern portion of the subject properties, which results in the inability to be meaningfully developed. Unless the subject properties are wholly within the UGB residential development opportunity will be significantly diminished.

Having the subject properties remain in this twilight zone is inconsistent with the City’s housing goals to:

- *“Encourage development of low- and moderate-income affordable rental housing.”*
- *“Increase opportunities for affordable homeownership.”*
- *“Encourage development of income-restricted affordable housing units.”*

Addressing this mapping error enables private development to increase the supply of needed housing in a logical and orderly fashion:

“As part of development of the [Housing Production Strategy], it is important

Exhibit “A”

Young & Schultz: Mapping Error Correction / Ashland Urban Growth Boundary

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to understand a city's role in housing development. Supporting and leveraging the private market's ability to deliver market-rate development at the broadest possible range of price-points is critical to increase the supply of housing more broadly, especially in light of the limited public funding available to support income-restricted housing. In an area with a reasonably strong housing market, a city's influence over market-rate development is substantial, despite the number of factors that the city does not control." Housing Strategy Implementation Plan at page 3.

F. History of the Ashland UGB

Every incorporated city in Oregon, including Ashland, has an Urban Growth Boundary ("UGB"), which is a land use planning boundary that separates urban and urbanizable lands from rural lands.

A UGB is different than the "city limits," which are a city's current jurisdictional borders. Conversely, the UGB delineates where a city expects to grow over a 20-year period. Only if land is inside a UGB can a city "annex" it into the city limits and allow it to be developed at an urban level. Once land is inside a UGB and the city begins annexation, the city zones the land to permit residential development, commercial development, and/or public facilities such as parks and utilities.

The purpose of the UGB is to provide for the orderly and planned transition of rural lands into urban lands and to avoid unrestricted urban sprawl. As a result, UGB lines normally extend farther than the city limits.

Ashland began establishing its UGB in the early 1970s. City of Ashland Ordinance No. 1960, Ex. C (The Evaluation of Urban Growth Boundary Proposals for the City of Ashland (1978)), submitted as **Exhibit "H"**, explains:

"The formulation and adoption of an urban growth boundary is a joint process among the city, the County and all affected agencies. Input from established citizen advisory groups and other interested citizens is also an integral part of the process.

"The process of establishing an urban growth boundary around the City of Ashland began in January 1974. At that time, the City of Ashland planning staff began collecting data relating to the revision of the City's Comprehensive Plan. The urban growth boundary was considered to be an important component of the Plan.

"By January 1975, citizen committees were formed to assist the Ashland planning staff in formulating a revised Comprehensive Plan including

Exhibit "A"

Young & Schultze: Mapping Error Correction / Ashland Urban Growth Boundary

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an urban growth boundary. A number of neighborhood meetings were held to refine the Plan and urban growth boundary proposals. During the planning process the Ashland (City) Citizens Advisory Committee (CAC) proposed an urban growth boundary encompassing approximately 1785 acres outside the Ashland City limits. The Ashland-Pinehurst (Rural) CAC supported the City CAC proposal.” Ordinance No. 1960 Exhibit “C” page 2 (attached hereto as Exhibit “H” at page 96).

As the City and Jackson County first began to debate where the UGB should be located, competing plans and maps emerged. City of Ashland Ordinance No. 1960 continues:

“During 1976 and 1977, the Ashland Planning Commission held public hearings regarding a draft City Comprehensive Plan which included urban growth boundary proposals. The City Planning Commission recommended to the Ashland City Council that an urban growth boundary, which contained approximately 2540 urbanizable acres, be adopted.

“In August, 1977, the Jackson County planning staff prepared the report evaluating urban growth boundary proposals of the Ashland Planning Commission and of the CACs. The staff report made suggestions regarding compromises between the two proposals and proposed urbanization policies to guide urban growth in the Ashland area.

** * **

*“On October 5, 1977, the two Planning Commissions held a second public hearing. At that time, the Commissions agreed to a set of urbanization policies but failed to agree on an urban growth boundary line. * * * **

“The separate recommendations were forwarded to the Ashland City Council, and the Jackson County Board of Commissioners. The City Council and Board of Commissioners held a public hearing on the Planning Commission recommendations on October 19, 1977. At that hearing, the governing bodies agreed to a tentative urban growth boundary.

“Throughout November and December of 1977, the City Council held neighborhood hearings on the proposed City Comprehensive plan, and the urban growth boundary. During January and early February of 1978 the Council had study sessions, during which they refined the tentative urban growth boundary.

Exhibit “A”

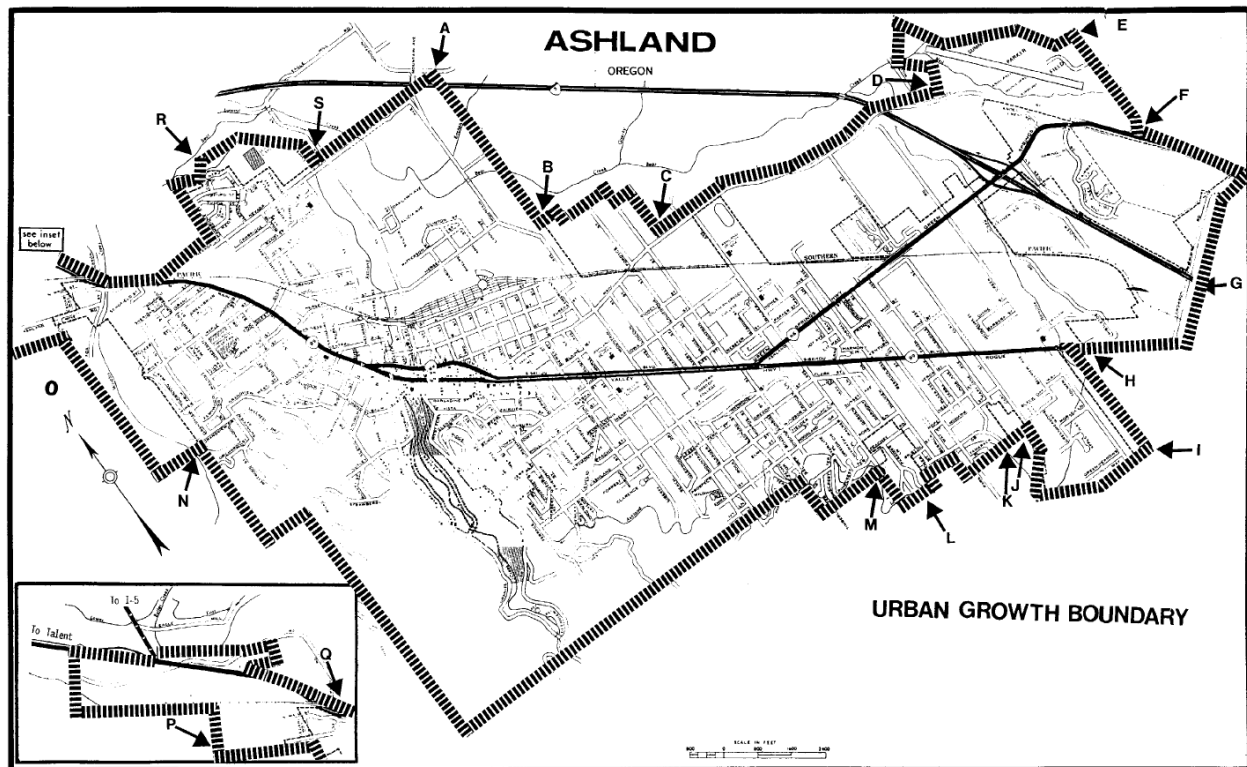
Young & Schultze: Mapping Error Correction / Ashland Urban Growth Boundary

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“On February 28, 1977, the City Council and Board of Commissioners met to consider the boundary as refined by the City Council and to reconsider the proposed urbanization policies. The boundary and policies were refined at that meeting, and an agreement on the Ashland Urban Growth Boundary and urbanization policies was reached.” Ordinance No. 1960 Exhibit “C” page 2 (attached hereto as Exhibit “H” at page 96).

The Agreement was adopted by Emergency Ordinance 82-32 on November 10, 1982, File 82-2-OA, and Permanent Ordinance 82-27 on October 20, 1982, File 82-51-01. The City of Ashland first adopted Chapter XII of its Comprehensive Plan in 1982. It includes a map, which is the “official” UGB map. (See **Figure 2** and **Figure 3**).

Figure 3: Ashland’s 1982 UGB Map



As outlined above, both the City and the County were eventually able to reach a compromise and execute an agreement. The Agreement, however, did not include a precise legal description of the UGB’s location. Instead, it included a map that contains little detail about the specific location of the UGB. The map is shown above in **Figure 3** and a larger copy is in **Exhibit “G”**. The subject properties are just west (or left) of the letter “A” on the map. Note that the line representing the UGB is so thick that it completely covers the subject properties.

Exhibit “A”

Young & Schultz: Mapping Error Correction / Ashland Urban Growth Boundary
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Contemporaneous with the adoption of the “official” UGB map, both the City and County adopted the Ashland/Jackson County Urban Growth Boundary Agreement (1982) (**Exhibit “G”**). The Agreement at Section 11(D) contains the mechanism by which the City and County can clarify and correct ambiguities or mistakes. That is, it provides the process for when the County and City disagree on the UGB’s location.

Most importantly, the Ashland/Jackson County Urban Growth Boundary Agreement (1982) is an intergovernmental agreement pursuant to ORS Chapter 190 and therefore binding on both the City and County unless the Agreement is amended or terminated. As a result, the 1982 Map is also binding on both jurisdictions unless also amended.

G. The City and County have corrected UGB errors before.

The mapping ambiguity at issue in this Application is the result of a cartographic mistake, misprint, or omission that was technical in nature in the Ashland/Jackson County Urban Growth Boundary Agreement (1982) (**Exhibit “G”**). That an error exists is demonstrated by the imprecise nature of the UGB location which has resulted in conflicting interpretations. However, the existence of an error in the Agreement is not unique. Both the City and County have previously located and corrected similar errors to the Ashland UGB.

The imprecise nature of the UGB location on the official 1982 map immediately led to discrepancies between the County and City. For example, within two years (as early as 1984), the County and City realized they had conflicting interpretations of the UGB. On the City’s recommendation, both the County and City initiated a Section 11(D) error correction to the agreed-upon UGB because there was confusion as to whether the UGB included or excluded certain properties. A letter from the County concerning this says in part:

“The Planning and Development Director has also recommended that county maps be corrected to include four properties in the Urban Growth Boundary for the city of Ashland. These properties are proposed for inclusion in order to provide consistent maps for both Jackson County and the City of Ashland. The Planning and Development Director has advised these properties may be included in the Urban Growth Boundary under Section 11(D) of the Urban Growth Boundary Agreement, which provides for corrections such as cartographic errors. Section 11(D) does not require public hearings before the Planning Commission where an amendment is intended to specifically correct an error. Tax Lot 101 represented on Exhibit B has already been annexed to the city of Ashland

Exhibit “A”

Young & Schultze: Mapping Error Correction / Ashland Urban Growth Boundary

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*and should, therefore, be included as part of the Urban Growth Boundary. * * *.” (See **Exhibit “I”**) (emphasis added).³*

In response to the City’s request, the County then promulgated County Ordinance No. 84-35 (**Exhibit “K”**), which says:

“7) The Board also notes that Section 11(D) of the Ashland/Jackson County Urban Growth Boundary Agreement provides a procedure for the correction of cartographic errors. Two such errors have been identified in the Urban Growth Boundary which the Board now desires to correct.

“8) The Board of Commissioners has held a public hearing on November 28, 1984, at which time it considered the Planning Commission recommendation for approval of the minor Urban Growth Boundary adjustment, the correction of a cartographic error in the Urban Growth Boundary, and the public testimony on the matter.

“The Board of Commissioners of Jackson County ORDAINS:

“SECTION 1. FINDINGS

** * **

“1.2 The Board of Commissioners also finds that a discrepancy existed between the Official Urban Growth Boundary Map for Ashland, which was adopted by the County, and the map used by the City, which resulted in an annexation of land to the City outside of the UGB. Section 11(D) of the mutually adopted Ashland/Jackson Urban Growth Boundary Agreement provides in part for correction of errors in the text or map of the Agreement.

“SECTION 2. CONCLUSORY FINDINGS

“2.1 The Board of Commissioners concludes that it has all necessary information to make decisions in the matter of the minor amendment to the UGB recommended by the Planning Commission, and in the correction of the cartographic error

³ Letter from the County Administrative Office to the Jackson County Board of Commissioners dated November 13, 1984, Board Letter No. 2021, recorded in the Official Records of Jackson County, Oregon as Vol. 143, Page 141.

described above.” Jackson County Ordinance No. 84-35 (emphasis added).

Because the 1982 compromise between the County and City concerning the final location of the UGB is imprecise, it has created conflicting interpretations between the City and County as to where the UGB is located. This has historically necessitated error corrections.

Such is the case here, where the County and City again have conflicting interpretations of the UGB’s location in relation to the subject properties. Fortunately, Section 11(D) of the Agreement between the County and the City provides a process to resolve the minor conflict. The process includes both the City Council and Board of Commissioners issuing new, parallel ordinances. Historically, there have not been any public hearings before the respective planning commissions prior to the ordinances being issued.⁴

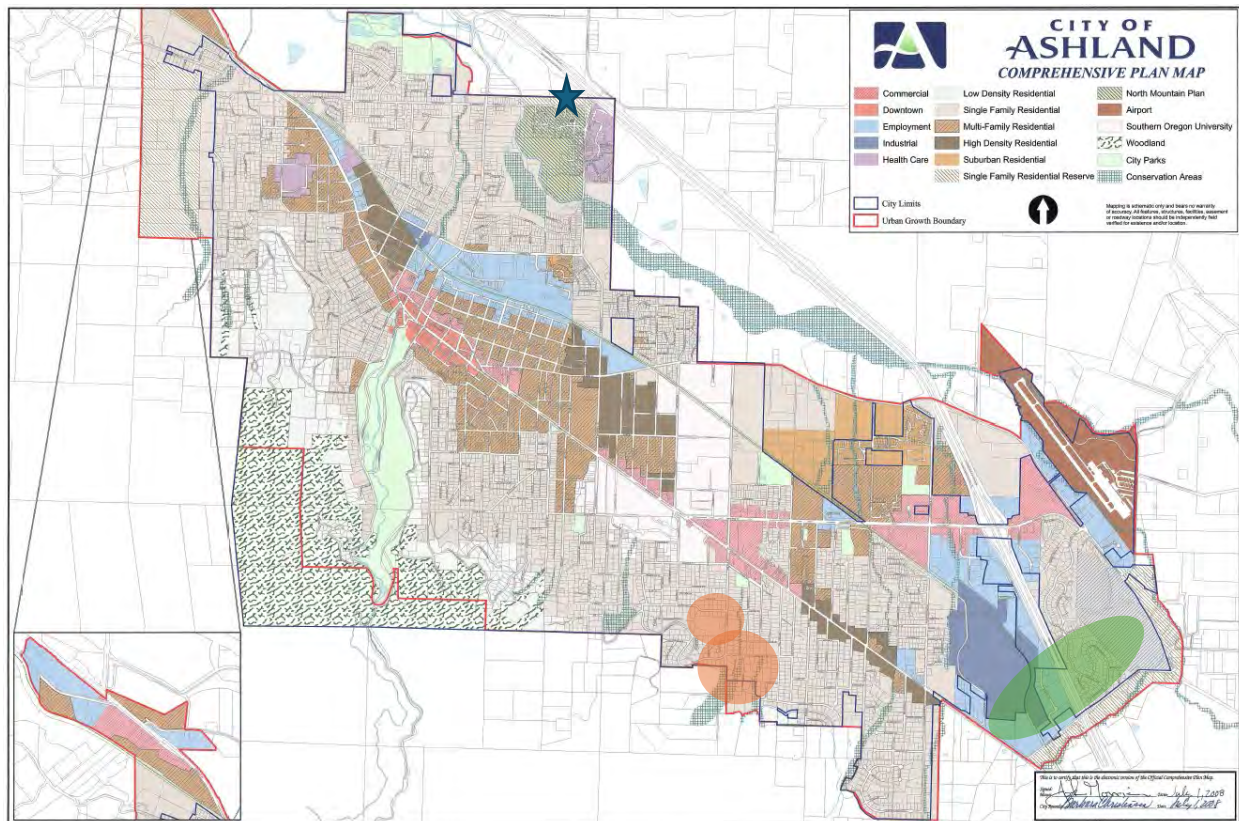
H. The UGB goes around the subject properties because the City and County normally interpret the UGB line as following property boundaries.

Both the City and County normally interpret the UGB line as following property boundaries. This occurs even where the 1982 UGB Map shows the UGB as being a straight line while the relevant property lines are curved. Below are various examples where the 1982 UGB map show straight lines, but the City’s Comprehensive Plan shows them as angles and curves.

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⁴ This is because the Agreement at §11(D) says: “Public hearings before the Planning Commissions shall not be required * * *.”

Figure 4: Ashland's Comprehensive Plan Map (2008)
 (The orange circles and green oval are added in for discussion purposes)



Two examples of how the City's interprets the UGB line's location are the orange circles and green oval above in **Figure 4**, which are discussed in further detail below.

Concerning the orange circles, the UGB line in the original UGB map is depicted as being relatively straight in Figures 3 and 5. However, on the current Comprehensive Plan map in **Figure 4** above, the UGB line is accurately shown as having several angles and curves so as to follow the property lines.

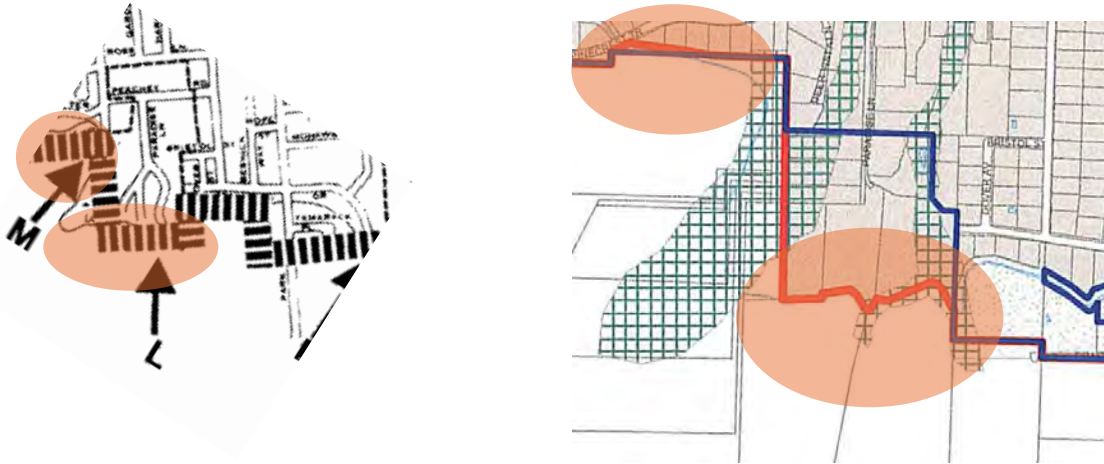
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Exhibit "A"

Young & Schultz: Mapping Error Correction / Ashland Urban Growth Boundary

Page 13

Figure 5: Closeup of the 1982 UGB Map and the 2008 Comp. Plan Map
 Notice the UGB is straight in the 1982 map (left) but bends to follow the properties in the current Comp. Plan map (right).



Concerning the green oval, notice the City's southeastern boundary below in **Figure 6**. Instead of being a straight line like in the 1982 Map, the City's Comprehensive Plan map has interpreted the UGB as following the property boundaries.

Figure 6: Closeup of the 1982 UGB Map and the 2008 Comp. Plan Map
 Notice the UGB is straight in the 1982 map (left) but jagged to follow the properties in the current Comp. Plan map (right).



These examples are not exhaustive but are representative of how the Ashland UGB generally works. There are various examples where the 1982 UGB map shows the UGB as having straight lines, but the Comprehensive Plan shows them as

Exhibit "A"

Young & Schultz: Mapping Error Correction / Ashland Urban Growth Boundary

Page 14

following property boundaries lines.

If the City and the County have both historically interpreted the UGB as following property boundaries and not as being perfectly straight lines, then it makes sense that this would also occur for the subject properties. This is what the County's GIS maps have historically depicted and is the reason that County staff have considered the subject properties to be included within the UGB. This further supports the contention that the ambiguity concerning the UGB's location on the subject properties is the result of a mapping error, which was carried over from hand-drawn cartography prior to the accuracy of GIS mapping. If the UGB line is meant to be straight, then it should be straight everywhere; if it is generally supposed to follow the property lines, then it should generally follow the property lines.

I. Applicants' previous attempts to correct this error.

The Applicants have been attempting to correct this problem for several years. In 2016 and 2017, the Applicants had various conversations with City staff and County staff concerning the location of the UGB line.

In 2018, the Applicants filed a pre-application conference request with Jackson County Development Services regarding confusion related to the Ashland UGB line. *See Jackson County File No. 439-18-00012-PRE*. In 2019, Jackson County determined that they could not partition the subject properties because the remnants lying outside the city limits would be less than five acres. County staff also outlined some options for the property owners, most of which were infeasible. One feasible option was to initiate a Minor Comprehensive Plan Map Amendment with the City of Ashland.

The Applicants did just that. In March 2021, the Applicants filed an application with the City of Ashland for a Minor Comprehensive Plan Map Amendment and Zone Change pursuant to Ashland Municipal Code ("AMC") 18.5.9.020. *See Planning Action No. PA-T2-2021-00031*.⁵

In February 2022, the Ashland Planning Commission determined that the City's maps⁶ did not show any ambiguity, that Ashland had not been the one to create

⁵ Although that 2022 application discussed the Ashland/Jackson County Urban Growth Boundary Agreement (1982), the application itself was for a Minor Comprehensive Plan Map Amendment and Zone Change pursuant to Ashland's Municipal Code.

⁶ Not the Ashland/Jackson County Urban Growth Boundary Agreement (1982) Map.

a mapping error, and that a correction on Ashland's part was therefore unwarranted pursuant to AMC 18.5.9.020, and so denied the Minor Comprehensive Map Amendment. That denial continued to prevent the subject properties from being developed with needed housing.

After the denial, the Applicants then discussed the issue with both City staff and County staff. The Agent for the Applicants had a pre-application conference with County staff on January 5, 2023, pursuant to File No. 439-22-00024-PRE, and with City staff on June 28, 2023. All the parties reached a consensus that the Applicants should file an application with Jackson County pursuant to Section 11(D) of the Ashland/Jackson County Urban Growth Boundary Agreement (1982). The Applicants did so in early 2023. The agreed-upon procedure was for the County Board of Commissioners to consider the matter, and if they agreed there was an error between the jurisdictional maps, to issue a new ordinance clarifying the mapping, and to thereafter forward it to the Ashland City Council for co-approval. Jackson County staff has now indicated that Jackson County will not proceed to consider the application unless the City of Ashland acts first.

Essentially, both jurisdictions have said the other jurisdiction needs to act first. This is a waste of government resources and is exacerbating the local housing crisis for no meaningful reason. The City of Ashland should act as the responsible party and proceed with the error correction. This is especially true given that the existence of the error undermines Ashland's housing production strategy.

J. Applicable Standards and Criteria

To approve this Application, both the County and City must determine that it complies with the Ashland/Jackson County Urban Growth Boundary Agreement (1982) Amendment Procedures for the Urban Growth Boundary and Urbanization Policies section, Correction of Errors subsection, which states as follows:

- “D. *Correction of Errors. If the City Council or the County Board of Commissioners become aware of an error in either the map or the text of the mutually adopted urbanization program, both bodies may cause an immediate amendment to occur to correct the error, after mutual agreement is reached. Such a correction shall be in the form of a public hearing and an ordinance, conducted separately or jointly by both bodies, which may take effect on an emergency basis. Public hearings before the Planning Commissions shall not be required where an amendment is intended specifically to correct an error.*

“Generally, an error is a cartographic mistake or text misprint, omission or duplication. Such errors are not derived from new data or suggested errors made in interpretations of the attitudes of the public, the governing bodies or data; the latter error types are considered under the amendment provisions cited herein.”
Agreement at 11(D).

Applicant’s Findings: As outlined above, both the City and County have previously identified errors with the UGB map and have agreed that Section 11(D) of the Agreement (concerning a mapping “error”) is the proper method for resolving these problems.

Unfortunately, the various documents that established and modified the UGB do not provide a fine level of detail. As indicated above, the Agreement does not contain a legal description defining the precise location of the UGB line with respect to the subject properties. Second, the area around E Nevada Street is not expressly discussed in the text of the 1982 Comprehensive Plan.⁷ Third, UGB maps like this one were originally hand drawn, “big picture,” and vague—making it extremely difficult to determine where exactly the line exists. However, the official map is of such a scale that the pen stroke defining the UGB boundary is wider than the subject properties themselves—it actually entirely covers the subject properties. This indicates that the subject properties are entirely within the UGB.⁸

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⁷ This text was not included the Urban Growth Boundary Agreement (1982).

⁸ The UGB cannot be on the subject properties’ southern boundary because the UGB cannot be inside the city limits. *See generally* the Urban Growth Boundary Agreement (1982) at §(1)(A) & (N), which says the UGB goes around all urban lands, which by definition includes the entire city (“The Ashland Urbanizable Area includes lands currently within the City * * *.”)

Figure 7: City of Ashland's GIS Map
Showing the UGB (blue line) as bisecting the subject properties (starred).



It makes most sense that the UGB would generally follow the property lines as they existed when the UGB was created because that provides clarity for the County, City, and the property owners. This is supported by current Oregon Administrative Rule (“OAR”) 660-038-0180(7), which states:

“The UGB and amendments to the UGB must be shown on the applicable city and county plan and zone maps at a scale sufficient to determine which particular lots and parcels are included in the UGB. Where a UGB does not follow lot or parcel lines, the map must provide sufficient information to determine the precise UGB location.” OAR 660-038-0180(7) (emphasis added).

See also OAR 660-024-0020(2):

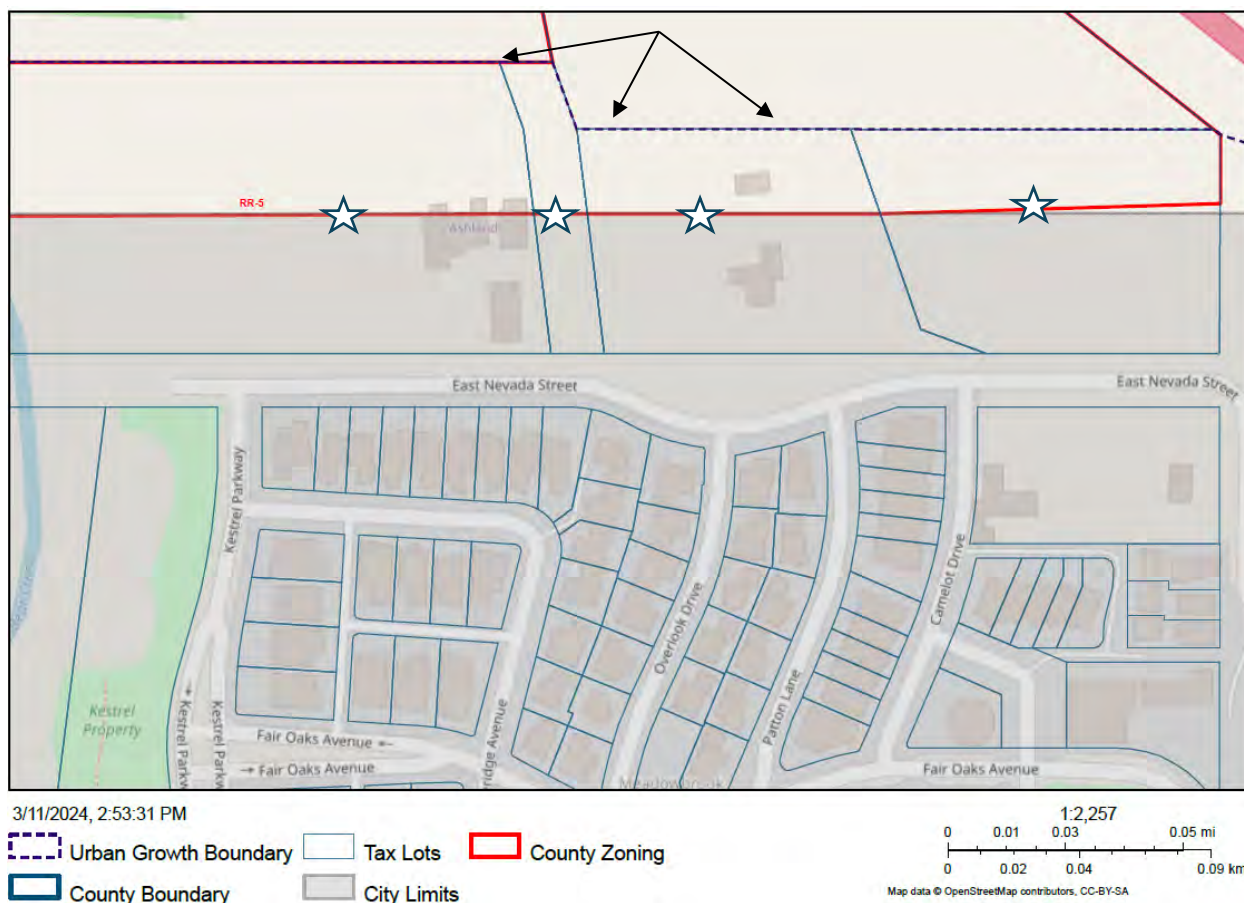
“The UGB and amendments to the UGB must be shown on the city and county plan and zone maps at a scale sufficient to determine which particular lots or parcels are included in the UGB. Where a UGB does not follow lot or parcel lines, the map must provide sufficient information to determine the precise UGB location.” (emphasis added).

That is, it must be clear where the UGB line exists in relation to units of land. A UGB line is assumed to follow property boundaries unless the map in question is of sufficient detail to show otherwise. Here, the UGB map is not of sufficient detail at the location of the subject properties.⁹

⁹ While these rules are not necessarily binding on this particular occasion because no UGB expansion is requested, they are instructive on where the UGB ought to exist.

As indicated above in **Figure 4**, the Ashland GIS map shows the UGB as cutting through the middle of the subject properties. Notice also that the supposed and unconfirmed UGB line bisects a building.

Figure 8: Jackson County's GIS Map (2024)¹⁰
Showing the UGB (purple dashes with arrows) as encompassing the subject properties (starred).



In contrast to the City's Comprehensive Plan and GIS maps, the County's GIS maps show the UGB as following the northern property boundaries as they generally existed when the UGB was created. *See Figure 8* above. This means that the County has historically understood that the UGB is north of and encompasses the subject

¹⁰ See Jackson County Interactive Mapping (available at: jcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=fa99a30541d94b86aef4a39bc68d0580) accessed March 11, 2024.

properties.¹¹ The incongruence between the County and City mapping demonstrates that a mapping error has occurred in the UGB map with respect to the subject properties.

As a result, the ambiguity of the UGB line in relation to the subject properties is an error in “either the map or the text” of the adopted UGB. This error is either a cartographic mistake or text misprint or an omission. This error is not the result of new data or the changing attitudes of the public or governing bodies. Instead, this error has been around for several decades and should be corrected.

It makes sense that the UGB should follow the northern property lines of the subject properties. It would ensure continued compliance with OAR 660-038-0180(7) & OAR 660-024-0020(2) and ensure that the subject properties could be developed and avoid the legal conundrum that would occur if the properties remained with their current ambiguous status. Further, it is important for both the City and County to have a single, consistent interpretation of where the UGB line exists.

K. Conclusion

In conclusion, both the City and County disagree on where the UGB line exists. It is immaterial who created the error, but it is clear that the mistake must be corrected. Both governments should correct this error to provide lasting clarity by agreeing to a new ordinance confirming that the UGB is on the northern boundaries of the subject properties.

To that end, a minor correction of the UGB mapping error to reflect inclusion of the subject parcels, allows for full use of the property and development of additional needed housing; whereas rejection of this correction would render the subject properties the narrowest range of development options, limited ability to provide housing and extension of city facilities, is inconsistent with clear legislative goals and the HPS, and inconsistent with state law interpretation of such issues.

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¹¹ The County disfavors UGB lines bisecting parcels. *See generally* Jackson County Land Development Ordinance (“LDO”) 3.7.3(C).

This would avoid further confusion among community leaders, planning staff, and the property owners concerning the legal status of the subject properties.

Please reach out with any questions.

Yours most sincerely,

O'CONNOR LAW, LLC

/s/ Sydnee Dreyer

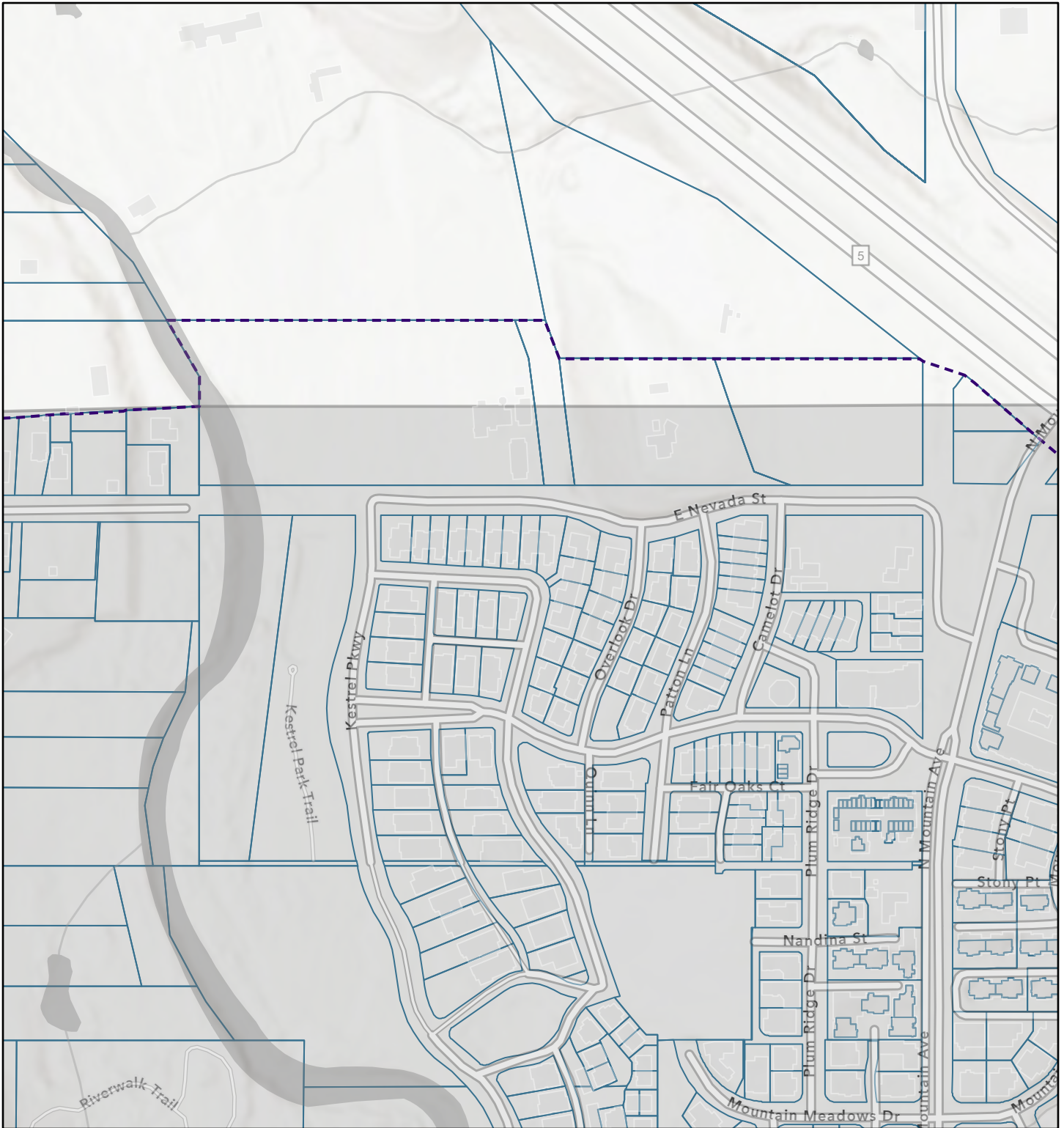
Sydnee B. Dreyer, OSB No. 954710
sbd@PacificLand.law

/s/ Garrett West

Garrett K. West, OSB No. 174890
west@PacificLand.law

Exhibit "B" Page 1 of 1

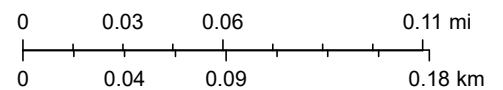
Map of the Subject Properties



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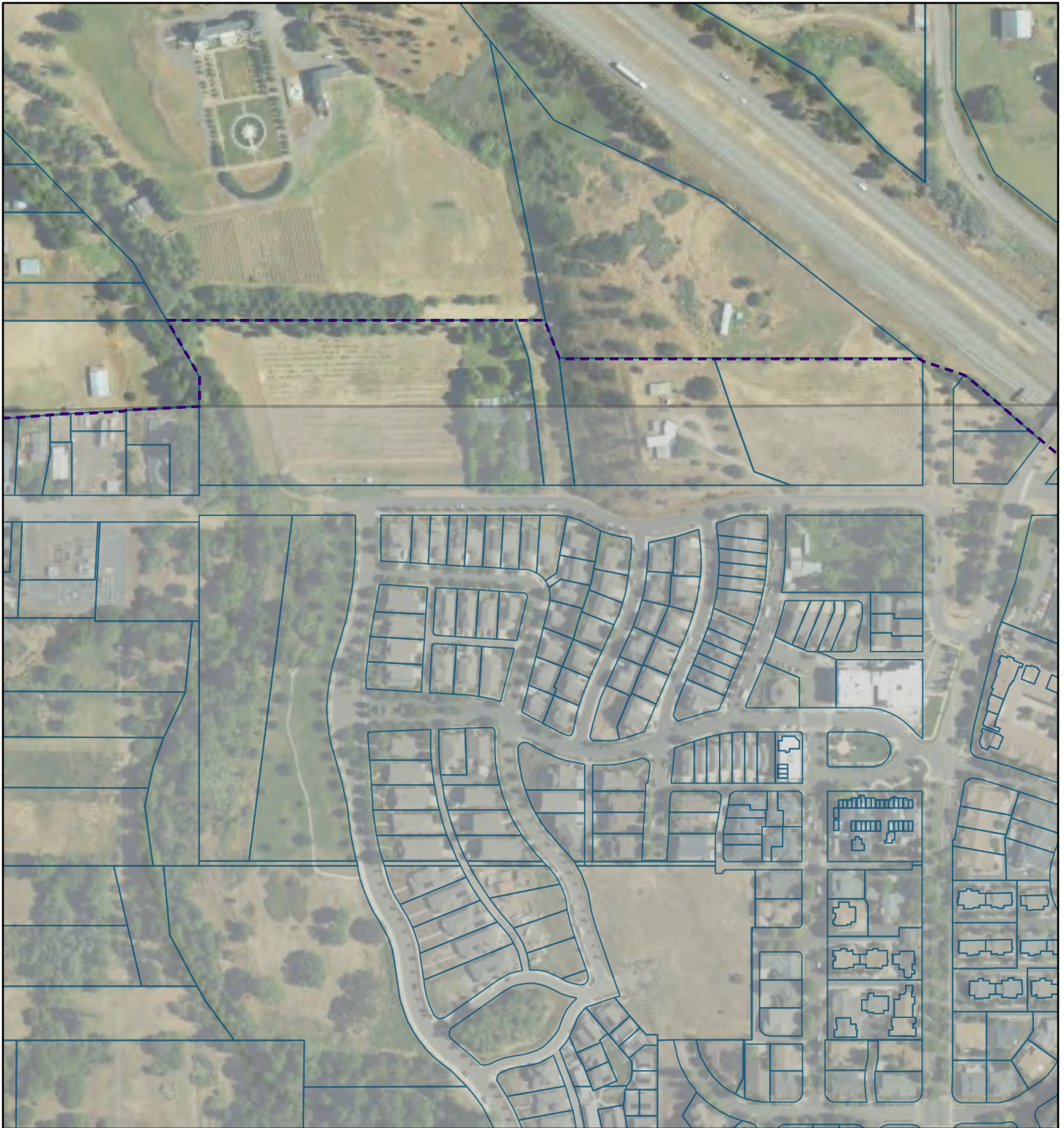
1:4,514

- World Hillshade
- Urban Growth Boundary
- Tax Lots
- City Limits



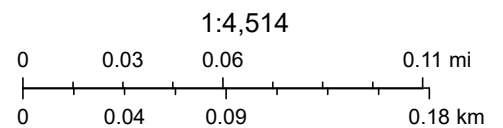
Esri Community Maps Contributors, County of Jackson, OR, Oregon State Parks, State of Oregon GEO, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS,

Exhibit "C" Page 1 of 1
Aerial Map of the Subject Properties



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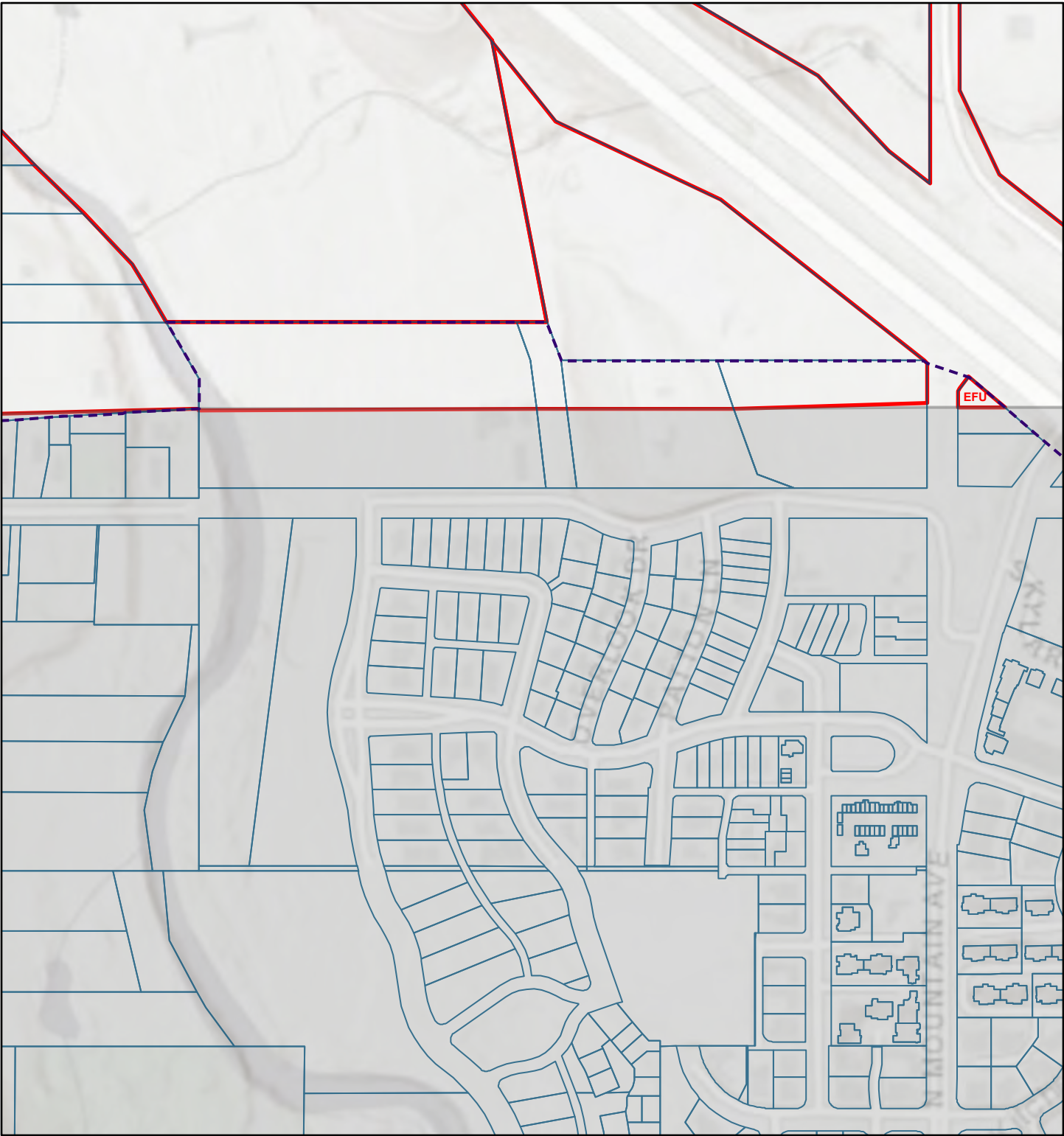
- World Hillshade
-  Urban Growth Boundary
-  Tax Lots
-  City Limits



Oregon Statewide Imagery Program (OSIP) - Oregon Imagery Framework Implementation Team, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

Exhibit "D" Page 1 of 1

County Zoning Map of the Subject Properties



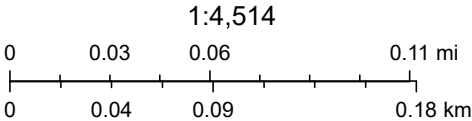
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- World Hillshade

Urban Growth Boundary

Tax Lots
- City Limits

County Zoning

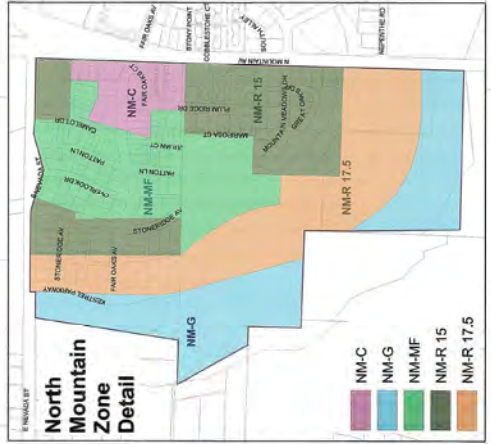
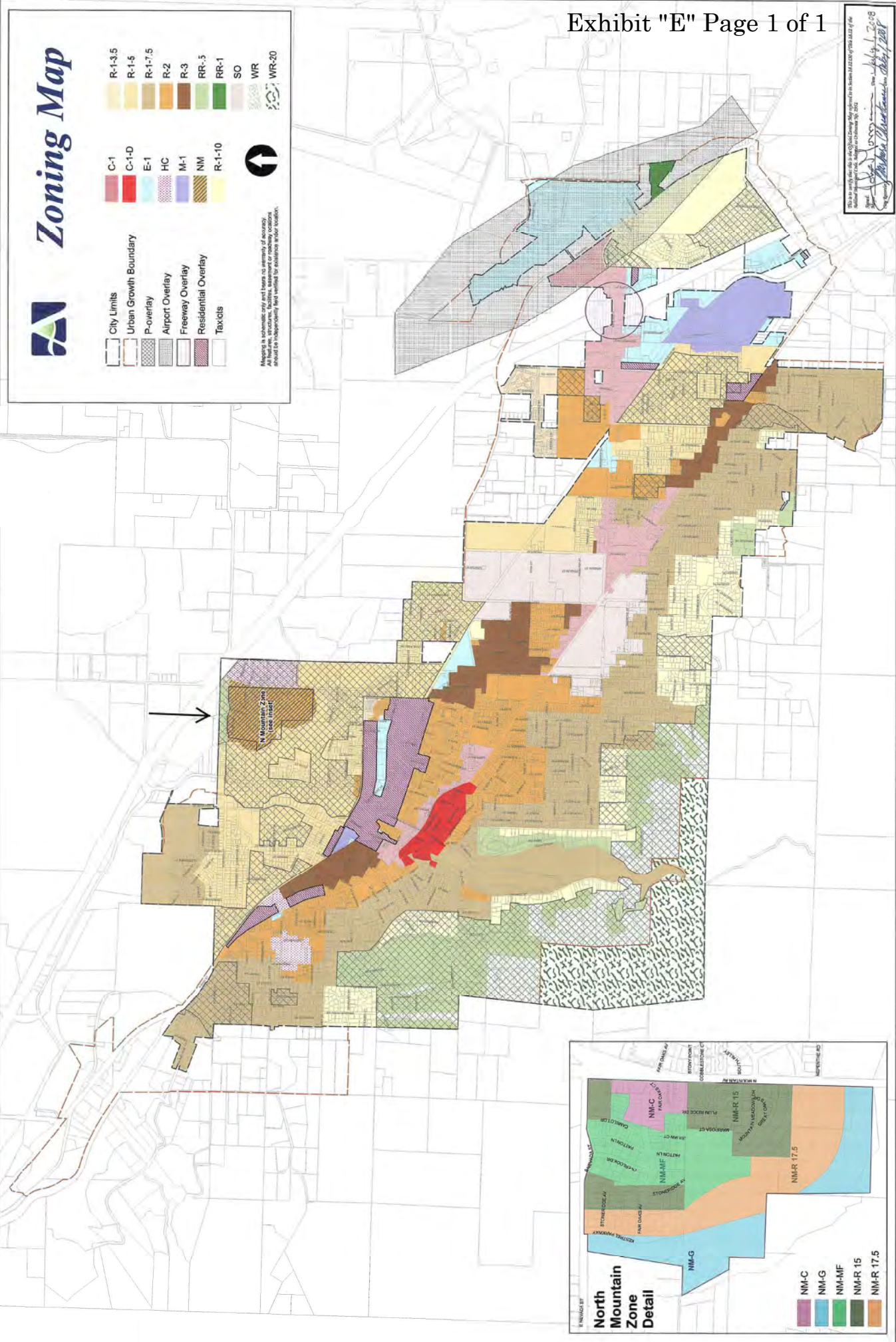


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, County of Jackson, OR, Bureau of Land Management, State of Oregon, State of Oregon DOT,

Zoning Map



- | | | |
|-----------------------|--------|---------|
| City Limits | C-1 | R-1-3.5 |
| Urban Growth Boundary | C-1-D | R-1-5 |
| P-Overlay | E-1 | R-1-7.5 |
| Airport Overlay | HC | R-2 |
| Freeway Overlay | M-1 | R-3 |
| Residential Overlay | NM | RR-3 |
| Taxlots | R-1-10 | RR-1 |
- ↑
- Mapping is schematic only and does not warranty of accuracy. Users should verify lot boundaries and zoning designations on the ground or through official records.



This is a preliminary map and is not a final map. It is subject to change without notice. The City of North Mountain reserves the right to amend this map at any time.

John A. Smith, Mayor
Date: July 1, 2008

ASHLAND/JACKSON COUNTY
URBAN GROWTH BOUNDARY AGREEMENT¹

Preamble

Statewide Planning Goal 14, Urbanization, requires the identification of urban, urbanizable and rural land within Oregon counties and the establishment of urban growth boundaries. This section sets forth the mutually adopted urbanization program between the City and Jackson County. The program establishes an Urban Growth Boundary, an Area of Future Urbanization, Areas of Mutual Planning Concern, joint policies governing the urbanization of lands, and revision and administrative procedures.

The Ashland Urbanization Program, contained in the following document, and the maps, referred to as Exhibit A, shall be implemented by ordinances and comprehensive plans adopted by both bodies upon signature of the following agreement.

1) Definitions

- A) **ASHLAND URBANIZABLE AREA.** The Ashland Urbanizable Area includes lands currently within the City and encompasses selected lands surrounding the City that are committed to and/or are planned for future City growth. They are more specifically shown in Exhibit A as lands enclosed by the Urban Growth Boundary line.
- B) **AREA OF MUTUAL CONCERN.** This is an area within which Ashland and Jackson County have mutual concern over land use planning decisions that occur. These areas are significant in terms of their agricultural, scenic and open space characteristics. The area also provides an important buffer between Ashland and other urban areas. The intent of this area is not for further expansion of Ashland's Urban Growth Boundary. The Area of Mutual Planning Concern is not subject to annexation. This area shall be delineated on the County's Official Plan and Zoning Map(s).
- C) **AREA OF FUTURE URBANIZATION.** This is an area in which Ashland may expand its Urban Growth Boundary in future years. This is an Area of Mutual Planning Concern, except that these areas may be thought of in the long-term as for the potential of future development of part of the City of Ashland. This area is not subject to annexation until it is brought into the Urban Growth Boundary. Urban Growth Boundary expansions will usually occur in the City's Area of Future Urbanization. However, the area may be amended by mutual consent of the parties to this agreement.
- D) **CONTRACT ANNEXATION.** A process where the City, County, and other involved parties enter into a contract that permits:
 - 1. The parties to administer urban land use regulations on the development of property while the property remains under County jurisdiction, and
 - 2. The City to annex property developed to City densities and uses, with the improvement to appear on the County tax rolls prior to the effective date of annexation.

¹Adopted by Emergency Ordinance 82-32 on November 10, 1982, File 82-2-OA, and Permanent Ordinance 82-27 on October 20, 1982, File 82-51-OA.

3. If annexation does not appear imminently feasible, upon agreement of all parties concerned, development may proceed with the annexation data indefinite. In such case, the City shall have the right to exercise annexation at its option.
- E) DEVELOP. To bring growth about or availability; to construct or alter a structure; to conduct a mining operation; to make a physical change in the use or appearance of land; to divide land into parcels; or to create or terminate rights of access.
- F) DEVELOPMENT. The act, process or result of developing.
- G) DEVELOPMENT PROPOSAL. Applications submitted to the County for processing, including only land partitions and subdivisions, conditional use permits, variances, zone changes and comprehensive plan amendments.
- H) INFILL. To develop an urban use as allowed by Jackson County Zoning Ordinance on vacant lands when such lands are generally surrounded by and committed to urban use.
- I) PROVIDE. Prepare, plan for, and supply what is needed.
- J) RURAL LAND. Residential areas generally comprised of parcels five (5) acres or larger in area, or commercial or industrial areas serving only the needs of rural populations in the County or the essential needs of the traveling public, which are outside any Urban Growth Boundary, are limited in scale, and which have supporting rural facilities and services.
- K) SUBDIVIDE-PARTITION LANDS. Is as set forth in Oregon Revised Statutes 92.010.
- L) URBAN AREA. A specially designated area generally committed to urban use where infill urban development may occur.
- M) URBAN/PUBLIC FACILITIES AND SERVICES. Basic facilities that are primarily planned for by local government, but which also may be provided by private enterprise, and are essential to the support of development in accordance with the City's Comprehensive Plan. Urban/public facilities and services include police protection, fire protection, sanitary facilities, public water facilities, storm drainage facilities, planning, zoning and subdivision control, health services, recreation facilities and services, energy and communication services, and community governmental services including schools and transportation.
- N) URBAN GROWTH BOUNDARY (UGB). An Urban Growth Boundary is a site-specific line imposed on the Official Plan and Zoning Map of Jackson County and of the City of Ashland which identifies and encompasses urban and urbanizable lands within Jackson County, according to the following definitions:
 1. Urban Land. Residential areas generally comprised of parcels less than one (1) acre in size, or highly developed commercial and industrial areas in the County which are contained within incorporated cities or which contain concentrations of persons who generally reside or work in the areas,

including land adjacent to and outside of incorporated cities, and which have supporting urban/public facilities and services.

2. Urbanizable Land. Areas within an officially adopted Urban Growth Boundary which are needed for expansion of an urban area, and which have been determined to be necessary and suitable for development as future urban land and which can be served with supporting urban/public facilities and services.

2) Procedures for Annexation.

- A) The Urban Growth Boundary adopted herein for the area establishes the limits of urban growth until the year 2000.
- B) City annexations shall occur only within the officially adopted Urban Growth Boundary.
- C) The City shall provide for an opportunity for the County to respond to any request for annexations.

3. Procedures for Contract Annexation.

- A) Only lands within the Urban Growth Boundary are eligible for contract annexation.
- B) Lands subject to contract annexation shall meet the same burden of proof requirements as for City annexation procedures (see Chapter XII, Ashland Comprehensive Plan).
- C) If all the usual urban/public facilities and services cannot be made available, but a need exists for the property to be developed to urban densities prior to all City services being made available, contract annexation may be delayed indefinitely upon agreement by the City, County and the party to which the annexation would occur. In such a case, annexation shall occur at the City's option.
- D) Infill in unincorporated urban areas as defined shall be exempt from the burden of proof required in (B) above.

4) Policies Governing Urbanizable Areas.

- A) A change in the use of urbanizable lands from land uses designated on the Jackson County Comprehensive Plan to uses shown on the City's Comprehensive Plan shall only occur upon annexation to the City or a contracted annexation between the City, County and other involved parties.
- B) Development of land for uses designated on the City's Comprehensive Plan will be encouraged to occur on undeveloped land encompassed by the existing City limits prior to conversion of other lands within the Boundary.
- C) The City, County and affected agencies shall coordinate the planning, expansion and development of all urban/public facilities and services within the Urbanizable Area. Existing or new urban/public facilities and services must be adequate in

condition and capacity to accommodate the additional level of growth as designated by the City's Comprehensive Plan prior to or concurrent with the land use changes.

D) Jackson County shall retain final jurisdiction over land use decisions within the Unincorporated Urbanizable Area, and such decisions shall conform to these adopted policies.

1. Recognizing that unincorporated areas within the Urban Growth Boundary could ultimately become part of Ashland, the City's recommendations will be given standing. The County shall administer a mutually acknowledged City/County land use policy in the Urbanizable Area until such time as the area is annexed.
2. The City shall be requested to respond to pending applications for land use changes in the Unincorporated Urbanizable Area and within the Area of Mutual Planning Concern, and will be given standing for its recommendations.
3. It is mutually agreed that the County Comprehensive Plan shall only provide for rural lands as defined herein within the Urbanizable Area. Exceptions shall be made for designated urban areas as provided herein within the Urbanizable Area.
4. The City shall request the County to respond to and will give the County standing for pending applications for land use changes within the incorporated area which could affect lands under County jurisdiction.

5) Policy Regarding Area of Future Urbanization.

- A) Use of land in the Area of Future Urbanization as defined on Exhibit B map, shall conform to the Jackson County Comprehensive Plan, to all LCDC Goals and Guidelines, and specifically to the findings by the Land Use Board of Appeals in LUBA 80-124: City of Ashland vs. Jackson County.
- B) Jackson County Comprehensive Planning shall incorporate the fact that this area may be used by Ashland for future urbanization. It shall provide for rural land uses accordingly.

6) Policies Regarding Areas of Mutual Concern. The following areas are defined as Areas of Mutual Concern:

- A) The Ashland Airport Approach Area.
- B) Grizzly Peak and the surrounding mountains which form the view for Ashland (see Exhibit Map B).
- C) The Ashland Creek Watershed. Lands within the Area of Mutual Concern shall remain in rural use. The County shall request a City response to all pending development proposals within the Area of Mutual Concern. The County shall consider the City's valid interest in the land use matters before it in the Areas of Mutual Concern.

- 7) Policy Regarding Lands Zoned for Exclusive Farm Use. The City and County acknowledge the importance of permanently protecting agricultural lands zoned Exclusive Farm Use (EFU) or lands containing predominantly class I-IV soils, other than those within the Urban Growth Boundary, and that both jurisdictions maintain and will continue to maintain policies regarding the buffering of said agricultural lands. Development will be allowed to occur on land adjacent to land zoned EFU or lands containing predominantly class I-IV soils when the controlling jurisdiction determines that such development has been mitigated and will be compatible with adjacent farm uses. Buffering shall occur on the urbanizable land adjacent to the Urban Growth Boundary, not on the agricultural land. Buffering options may include:

- A) Special setbacks for new urban construction adjacent to the Urban Growth Boundary.
- B) Acquisition by public agency.
- C) Locations of roads, golf courses, or other public spaces adjacent to the agricultural land.
- D) Use of vegetative screening, earth berms, and fences of sufficient height and substance to help reduce trespass of people, animals and vehicles.

In addition, a deed declaration recognizing common, customary, and accepted farming practices shall be required for all development occurring within 300 feet of agricultural lands. The controlling jurisdiction will request and give standing to the non-controlling jurisdiction for recommendations concerning buffering of urban development proposals adjacent to agricultural lands.

- 8) Policy Regarding Provision of Urban Facilities Services. The main provider for urban facilities and services in the Urban Growth Boundary shall be the City of Ashland, except for those areas which are within the Bear Creek Valley Sanitary Authority (BCVSA). Within this district the main provider of sewer services shall be BCVSA unless the property owners and the City agree to a withdrawal from the BCVSA Service Boundary, and agree to service by the City. Such withdrawal action shall follow the procedures for withdrawal from a special district as provided by State law.

- 9) Provisions for Public Services Within the Urban Growth Boundary and the Area of Future Urban Expansion.

- A) Provisions of public services within the Urban Growth Boundary and the Area of Future Urban Expansion shall be according to policies contained in the Public Facilities Element of the Jackson County Comprehensive Plan in effect at the time such facilities are installed.
- B) All County road construction and reconstruction in the Urbanizable Area will be coordinated between the City and County Public Works and Planning Department. Such road construction and reconstruction shall take into account future urbanization of the area.
- C) All subdivision activity occurring solely through County administrative processes within the Unincorporated Urbanizable Areas shall be platted and constructed to urban standards in compliance with the Jackson County Land Division Ordinance.

10) Policies Regarding Unincorporated Urban Lands.

- A) The areas to which these policies refer are identified on the map noted as Exhibit A as Urban Areas.
- B) Within an Urban Area, infill development shall occur only upon annexation to the City or a contracted annexation between the City and the County and other involved parties.
- C) Development in Urban Areas shall be to the City of Ashland's requirements and according to the uses prescribed in the City's Comprehensive Plan provided said urban development also conforms to the Jackson County Comprehensive Plan and Ordinance if said development occurs prior to annexation.
- D) Burden of Proof: For infill development within an Urban Area, there is no burden of proof required for annexation or contract annexation. The burden of proof required for a zone change to accommodate an urban use shall be the same as that required in Chapter 277 of the Jackson County Zoning Ordinance.
- E) County standards for urban/public facilities shall apply to Unincorporated Urban Areas development. However, the developers will be required to sign in favor of a future City assessment district to provide urban/public facilities. Additionally, within the jurisdiction of the Bear Creek Sanitary Authority, their construction standards shall apply for sewerage projects.

11) Amendment Procedures for the Urban Growth Boundaries and Urbanization Policies.

- A) Major Revisions Major revisions in boundary or policies will be considered amendments to both the City and County Comprehensive Plans, and, as such, are subject to a legislative review process.

A major revision shall include any boundary change that would necessitate revisions to the intent of City or County Plan goals, policies, text and/or that has widespread and significant impact beyond the immediate area, such as quantitative changes allowing for substantial changes in population or significant increases in resource or public facility impacts; qualitative changes in the land use itself, such as conversion of residential to industrial use; or spatial changes that affect large areas or many different ownerships. Any change in urbanization policies is considered a major revision.

Major revisions will be considered by the City and County at five-year intervals from the date of adoption of the Urban Growth Boundary and urbanization policies. If the City and County governing bodies find that circumstances prevail which have a significant effect on the public health, safety or general welfare of the community, a major revision may be considered at intervals of less than five years.

A request for a major revision can be initiated by an individual or group, citizen advisory committees, affected agencies, and governing bodies. The party who seeks the revision shall be responsible for filing adequate written documentation with the City and County governing bodies. The final legislative action on major revision requests shall be based on the following factors:

1. Demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities.
2. The orderly and economic provisions of key urban/public facilities and services.
3. Maximum efficiency of land uses within the current Urbanizable Area.
4. Environmental, energy, economic and social consequences.
5. Compatibility of the proposed change with other elements of the City and County Comprehensive Plans.
6. The other Statewide Planning Goals.

Major revision proposals shall be subject to a mutual City and County review and an agreement process involving affected agencies, citizen advisory committees, and the general public. If the City and County cannot agree on a major revision, and until an acceptable revision is mutually reached and adopted, both jurisdictions will continue to administer existing Urban Growth and Area of Mutual Planning Concern Boundaries and urbanization policies.

- B) Minor Boundary Line Adjustments. Minor adjustments to an Urban Growth Boundary line may be considered subject to similar procedures used by the City and County in hearing zoning requests. A minor amendment is defined as focusing on specific individual properties and not having significant impact beyond the immediate area of the change.

Application for a minor boundary line amendment can only be made by property owners, their authorized agents, or by a City or County governing body. Written applications for amendments may be filed in the office of the Jackson County Department of Planning and Development on forms prescribed by the County. The standards for processing an application are as follows:

1. Final action on minor boundary line adjustments shall be based on the same six factors required for major revision requests as listed in the preceding discussion titled "Major Revisions."
2. Applications will be reviewed by the affected City and County Planning Advisory Committees annually.
3. The applications will be reviewed at a joint City and County Planning Commission meeting held annually for the express purpose of considering minor boundary line adjustments.
4. The Planning Commissions are required to forward a recommendation and findings on each application to the City and County governing bodies for final consideration.
5. Amendments cannot be made to the Urban Growth Boundary line unless mutually agreed to by each governing body. The County governing body

shall be responsible for the preparation of the actual legal instrument which officially amends the boundary line.

- C) Determination of Major and Minor Amendments. The Planning Directors for the County and City are responsible for determining whether an amendment is to be considered through a major or minor amendment process. In the event that the Planning Directors cannot agree, the proposal will be forwarded to the City and County Planning Commissions, and, if necessary, the governing bodies or other appropriate body, until mutual agreement is reached.

The determination of the Planning Directors may be reversed by a mutual action of both the City and County Planning Commissions or governing bodies.

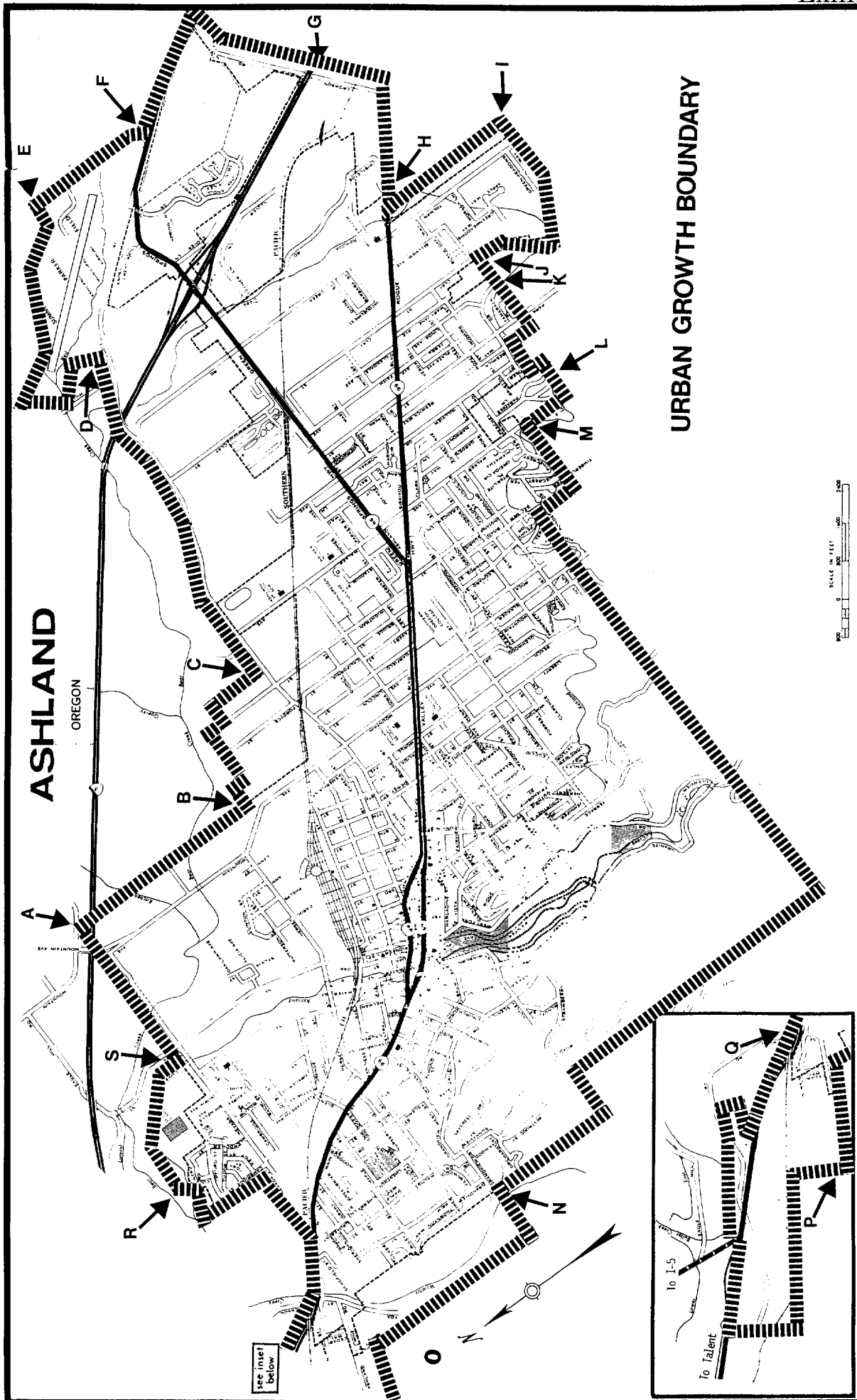
- D) Correction of Errors. If the City Council or the County Board of Commissioners become aware of an error in either the map or the text of the mutually adopted urbanization program, both bodies may cause an immediate amendment to occur to correct the error, after mutual agreement is reached. Such a correction shall be in the form of a public hearing and an ordinance, conducted separately or jointly by both bodies, which may take effect on an emergency basis. Public hearings before the Planning Commissions shall not be required where an amendment is intended specifically to correct an error.

Generally, an error is a cartographic mistake or text misprint, omission or duplication. Such errors are not derived from new data or suggested errors made in interpretations of the attitudes of the public, the governing bodies or data; the latter error types are considered under the amendment provisions cited herein.

- 12) This Agreement shall be effective upon signature by the authorized representatives of both the County and the City of Ashland. In addition, the City and County commit themselves by signature of this Agreement to implementation of the above policies by adoption of Comprehensive Plans, policies, and implementing ordinances. Exhibits A and B are considered to be part of this agreement and shall be referenced and made part of adopting ordinances.

AGREEMENT accepted by the Ashland City Council this 1st day of June, 1982.

AGREEMENT accepted by the Board of County Commissioners this 25th day of May, 1982.



ORDINANCE NO. 1960

AN ORDINANCE ADOPTING THE COMPREHENSIVE PLAN TEXT AND COMPREHENSIVE PLAN MAP, INCLUDING THE DELINEATION OF THE URBAN GROWTH BOUNDARY: AND DECLARING AN EMERGENCY.

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

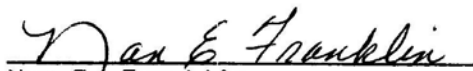
SECTION 1. The text of the Comprehensive Plan, attached hereto and marked Exhibit "A", is hereby adopted and incorporated into this ordinance by reference as if set forth in full herein.

SECTION 2. The Comprehensive Plan Map, including the delineation of the Urban Growth Boundary, attached hereto and marked Exhibit "B", is hereby adopted and incorporated into this ordinance by reference as if set forth in full herein.

SECTION 3. The report of the Jackson County Department of Planning and Development regarding the Ashland Urban Growth Boundary, including information from the Ashland Planning Department, attached hereto and marked Exhibit "C", is hereby adopted and incorporated into this ordinance by reference as if set forth in full herein.

SECTION 4. That inasmuch as applications for Zone Changes and Annexations have been held in abeyance pending the adoption of the foregoing, it is hereby determined that the public health, peace and safety require that an emergency be declared, and this ordinance shall become effective upon second reading and upon signature by the Mayor and City Recorder.

The foregoing ordinance was duly provided in accordance with Article X, Section 2(c) of the Ashland City Charter; and was first read by title only at a regular meeting of the City Council held on the 18th day of April, 1978, and PASSED to its second reading by title only and duly ADOPTED at a regular meeting on the 18th day of April, 1978.


Nan E. Franklin
City Recorder

SIGNED and APPROVED this 18th day of April, 1978.


Gary L. Frickett
Mayor

CITY OF ASHLAND

COMPREHENSIVE PLAN

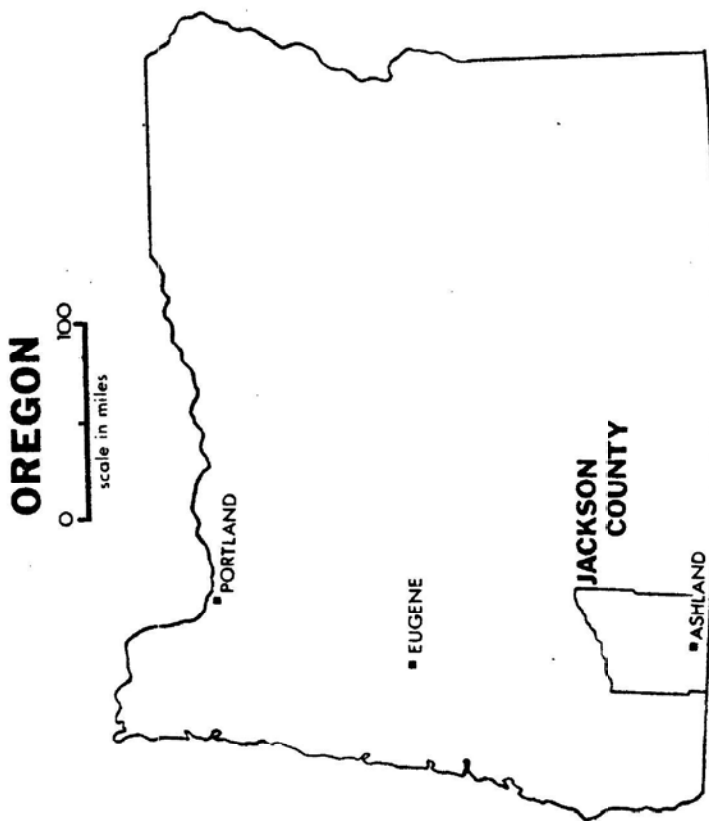
COUNCIL HEARING DRAFT
April 4, 1978
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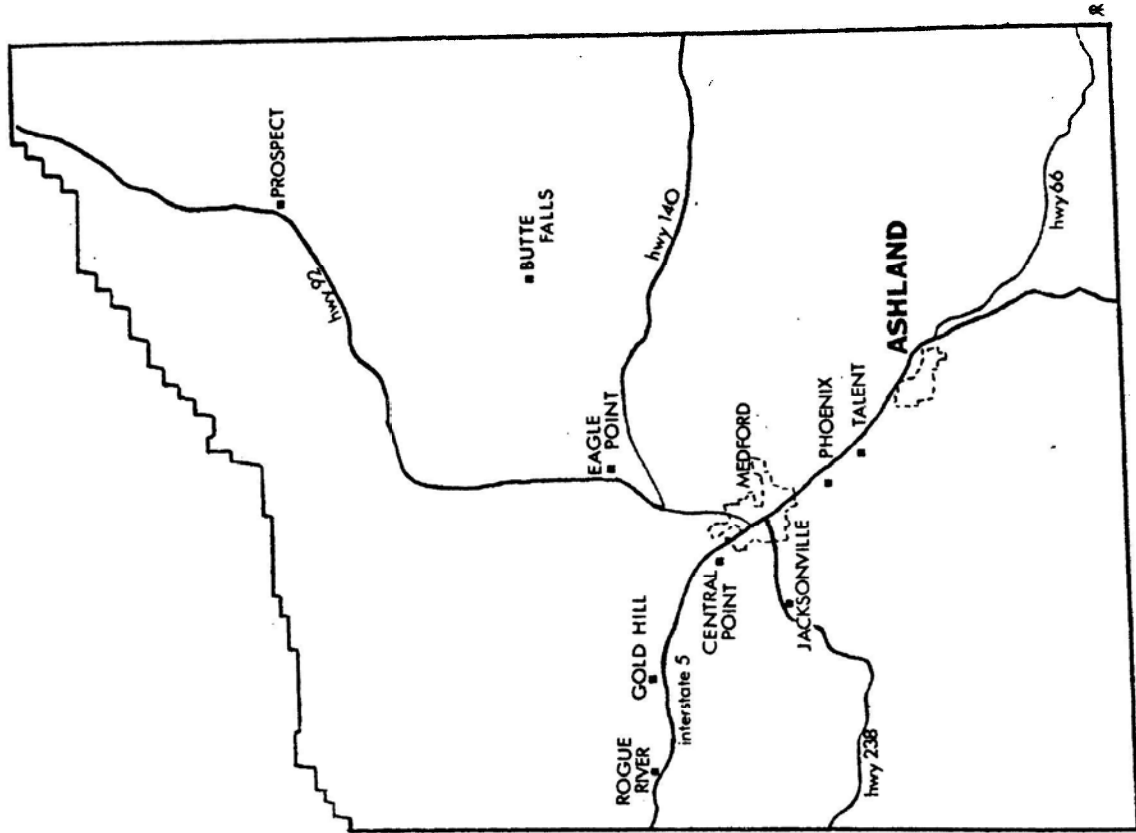
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JACKSON COUNTY



**LOCATION
of
ASHLAND, OREGON**

INTRODUCTION

SETTING

Ashland is located at the southeast end of the Bear Creek drainage system, nestled between the Siskiyou Mountains to the south and the Cascade Range to the northeast. Due to the topography of the area and the City's location on a major transportation route, Ashland has developed in a lineal fashion, 4½ miles long and 1-2/3 miles wide.

Ashland is part of a larger marketing area centered around Medford. The City has a diversified economy, made up primarily of small industries, wood product manufacturing, tourism, and Southern Oregon State College.

Many residents wish the community to remain at its present size, and feel the most important planning function would be to ensure a constant, stable population. Unless natural growth inducements should no longer exist or the City adopts restrictive growth policies with all their complexities and obligations, most people realize that some growth is inevitable and perhaps even desirable.

The challenge to the community is to have all changes, by growth or any other cause, result in a living environment equal to, or better than, the present one. That task becomes increasingly difficult as man's actions become more complicated and interrelated. An increase of population puts a strain on the environment and produces a possibility that traditional rights may have to be revaluated when considering the public good.

The Comprehensive Plan is based on a number of premises that should be clarified:

- 1) There will be continued changes and the City can and must guide these changes for the best interests of Ashland residents.
- 2) There is an obligation to have a livable City for the future residents of Ashland, and to ensure that the decisions of today do not eliminate all planning options for future generations.
- 3) If long range goals are to be achieved, some programs and plans must be activated; delay often creates a crisis situation which makes problem-solving more difficult.
- 4) Though the Plan is based on goals to be in effect until the year 2000, it is obvious that all policies and proposals cannot be enacted immediately. Plan programs, especially those requiring direct City expenditures, must be selected by elected officials during capital improvement planning, with due consideration of available funds and City priorities.
- 5) The Plan suggests many programs, some of which are not immediately feasible under existing City funding levels. Rather than accepting a do-nothing philosophy related to a current funding situation, the Plan makes some future funding assumptions:
 - a - That the legislative body can rearrange priorities based on what it thinks is important, actually changing the funding of some existing programs.
 - b - That funding mechanisms may be changed and altered in the future. (Some changes are proposed in the Plan.)
 - c - That the City will receive some funds from outside sources, i.e. state and federal governments.

BACKGROUND

This current Plan is a complete revision of the previous General Plan completed in 1966. The old Plan was revised for a number of reasons, some of which could be summarized as follows:

- 1) The 1966 Plan was written in such a way as to ensure that no matter what population came to Ashland (up to 69,000 people), the City had plans to accommodate them. How this population could be serviced, and the effect of such increased population on the environment were, however, not researched.
- 2) The Plan did not address environmental concerns.

The City decided in 1971 to revise the Plan. The actual acceptance of the work schedule for revision took place in November 1974. A number of State legislative actions have altered the content and impact of any land use plan in the State of Oregon. The State Supreme Court has placed great importance on general plans, establishing them as the controlling land use document of a jurisdiction and mandating that the general plan supersedes the zoning ordinance when the zoning ordinance shows a more intensive use than the plan. The State legislature has enacted State planning Standards with which cities and counties must comply. These standards establish the State goals the Plan must address.

PLAN TEXT

SCOPE

The basic purpose of a city general plan is to have a document to refer to in making City decisions. The Council can refer to a plan in making decisions, and citizens are aware of the policies of the City before making a specific request to the City. Therefore, a comprehensive plan should attempt to deal with the same problems the City has to deal with.

GENERALITY

Because the Plan cannot answer all questions specifically, it must be general in nature. General statements can apply to a variety of problems, and can be relevant over a long period of time. (Similarly, neither should the Plan map be considered a specific document. The Plan map does not always follow lot lines, but rather serves as a guide for more specific land use documents.)

FORMAT

An attempt is made in this Plan to include the reasons for goals, policies, and implementing measures. Both findings (existing information), and assumptions (suppositions about future events and trends) are included in the Plan document.

The Plan attempts to proceed from the very general (goal statements) to the fairly specific (implementing measures). This progression can accomplish a number of objectives. With a goal being further refined by a number of statements, it is easier to understand the intent of the goal. The Council is required to follow the goal statements, but has more flexibility in dealing

with the specific implementing measures. When Plan changes are proposed, the more specific statements can be changed more easily than the more encompassing goal statements, which are based on data and state planning goals as well as the citizen planning process.

DEFINITION OF TERMS

It is extremely important to understand the different statements in the Plan, and how they affect City decisions. There are four types of Plan statements: findings, assumptions, goals, and policies.

Findings illustrate either specific facts or specific attitudes of the residents of the City. They help show the background of a subject section of the Plan and in some part explain why certain goals, policies, and proposals were adopted.

Assumptions are suppositions about what will happen in the future. Most plans assume an extension of existing trends, but unless this assumption is clearly stated, there is no assurance that plan statements were based on existing trends.

A goal statement is an attempt to illustrate what the city is striving for, i.e., it sets city direction. It has a direct effect on future planning as a city cannot legally be in opposition to its own goals. Programs should be directed toward achieving those goals.

Policies are statements supportive of the goals, as they are to aid in achieving listed goals. They have a strong effect on a city because city decisions and programs cannot directly contradict the policies. Policies do not have to be implemented if they require funds that are not available, since funding is dependent on council priorities and available money. When decisions are being made, and policies are directly or indirectly applicable to such decisions, the policies must be followed unless it can be shown and recorded that a different decision supports the goal statement better than a decision based on the applicable plan policies.

PLAN MAP

PURPOSE

The purpose of the land use map is to guide development of the City to ensure the best use of financial, natural, and energy resources. The map is intended as a guide in conjunction with Plan goals and policies until the year 2000 for City planning, or until the City reaches a population of 21,000. It is assumed that there will be numerous changes in the map during this time, but those changes must be made with consideration of the best long-term interest of the City, and must be in agreement with Plan goals and policies and state planning goals.

According to State law, zoning decisions must be in agreement with the Plan map, meaning they cannot be of greater density or intensity than allowed on the Plan map. They may, of course, be of lesser intensity.

The land use map is not intended to be a zoning map. Its boundaries are expected to be more flexible, with classifications meant to guide uses, not to

specify permitted and non-permitted uses. The most important part of the land use classification is the purpose of an area, which can be incorporated into implementing ordinances, (e.g. there may be examples of a variety of uses which would fit into the designated areas on the map). Any implementing ordinance should attempt to enforce the purpose of an area by incorporating development standards rather than by relying on permitted and non-permitted uses. There should be an attempt to encourage a continuing transition from strict use zoning to a more flexible performance and impact zoning.

LAND USE CLASSIFICATIONS

RESIDENTIAL - GENERAL

The residential categories are for the purpose of differentiating land use intensities by assigning different densities to different areas. Densities are not intended to specify types of uses, but rather the suggested number of units per gross acre. (Gross acres include streets, parks, and open space.) Thus, housing clusters are allowed and can even be encouraged within the overall allowed density. Density figures are expressed in high and low ranges. The actual density would be established, with some specified exceptions, by implementing ordinances. It is possible for ordinances to specify densities less than that shown on the Plan, which would constitute an interim use.

It is possible, and often desirable, to establish density regulations that are somewhere in the mid-range of those proposed, with higher density incentives allowed for the achievement of certain desirable results (e.g. housing for the low-income aged, or Planned Unit Development which could have a greater density than that of the prevailing zoning district). Specific densities established by regulations can also take into account topographical features which limit development.

RURAL RESIDENTIAL

These areas are meant to be of fairly low density, up to 2 units per acre, with a predominance of single-family homes on large lots. The lower density designation is found desirable for several reasons, among which are: a need for an area with larger lots, problems with access, terrain problems such as slope, and so forth.

SUBURBAN RESIDENTIAL

This is an area for typical subdivision densities, up to 7 units per acre, made up mostly of lots to accommodate single family homes. A large area is shown for this classification, as most residents can afford and desire to live in this density range.

URBAN LOW RESIDENTIAL

This is intended to be a higher density area, up to 20 units per acre, for multiple family units, single family homes, and small professional offices, and small home-oriented light retail commercial uses in the historic railroad district. Because of the lot area required it is highly unlikely that any structurally sound existing housing on an average lot would be removed for new

housing. It does mean, however, that vacant parcels might be utilized for duplexes, or older homes could be converted to multiple family use.

URBAN HIGH RESIDENTIAL

This is for a higher density residential area, with up to 34 units per acre. The densities allow for large multiple unit structures with greater consideration being given to street capacities and the quality of existing neighborhoods. High density areas are grouped around commercial facilities, the college, and the hospital to lessen the dependence on auto transportation for residents using those facilities. Professional offices would also be appropriate under this designation.

DOWNTOWN COMMERCIAL

This retail area is specifically designated for, and catering to, pedestrian traffic. Although other uses could be approved for this area, they would have to show that their use does not detract from the Central Business District concept of clustered retail stores. Also, as this area is heavily used by tourists arriving for the Shakespearean Festival, businesses will want to retain the attractiveness of the downtown area.

RETAIL COMMERCIAL

These areas are designed for commercial activities outside the Central Business District. They are designated on the map to encourage retail businesses to locate close to each other, with minimum traffic disruption on adjacent streets. Private off-street parking facilities are required, but joint use of facilities are encouraged. Other businesses can be allowed in the area if it can be shown they would not detract from the purpose of the commercial area.

HIGHWAY COMMERCIAL

This commercial area is designed for businesses catering to automobile travelers. Motels and restaurants would fit into such an area. Businesses not directly related to travelers would need to show how their particular businesses would not detract from the purpose of the area. As these areas would be designed to be attractive for tourists, and serve as entrances to the City, development of a high quality would be important.

HEAVY COMMERCIAL

These areas are established for businesses which may create some noise but need a highly visible location. These areas would be suitable for such uses as repair work and light manufacturing with some retail selling. These areas could also be utilized for light industrial activities.

LIGHT INDUSTRIAL

These areas are for a variety of manufacturing, storage, repair and wholesale operations. Uses should be compatible with any adjacent residential areas, and would need to be attractive, especially when located on major streets.

Development standards may vary with each particular light industrial area, but would be stricter than for a heavy industrial area.

HEAVY INDUSTRIAL

This area is for manufacturing, processing, or related establishments that are possibly incompatible with other uses. These areas are best separated from residential areas, and adjacent to railroad facilities.

PARKS

Park areas are to be controlled by the City for active or passive recreation. The City should attempt to obtain park property or the desired easements before other development is imminent. There is no requirement or Plan intention to have all such areas highly developed or maintained. Some areas could well serve community needs by remaining in a natural state.

OPEN SPACE

These areas are to remain basically in a natural state. Uses are allowed which do not destroy this naturalness, such as recreation or some type of agriculture. Open spaces could be utilized for public trails and paths, thus encouraging non-automotive travel and connecting recreation facilities.

AGRICULTURE

These areas are to be kept in the best possible condition for sustained agriculture use. Primary emphasis will be on agriculture soils of class one through four.

FORESTS

These are areas which are privately and publicly owned and should be retained for their forest and scenic value. Any development should be low density residential.

PUBLIC SCHOOLS AND FACILITIES

These are areas needed for existing or future public uses, such as schools, treatment plants, and so forth. These areas should be programmed into the City or School System budgets, and purchased prior to projected development. In cases of possible combined uses (e.g. school parks), a joint acquisition should be encouraged. This category includes the airport overlay, which indicates potential acquisition for airport use, and the SOSOC designation, which indicates areas within the Southern Oregon State College boundary for future growth. Both designations have no effect on present zoning or permitted land uses, though no intensification of zoning shall be permitted.

REVIEW AND AMENDMENT

The Comprehensive Plan should at all times be current with the needs of the City of Ashland, and should represent the best thinking of the Council, Planning Commission, and the citizen committees. In the light of changing conditions, the Planning Commission should review the Comprehensive Plan and recommend to the Council extensions, changes or additions to the Plan which the Commission considers necessary. Should the Commission find that no changes are necessary, this finding should be reported to the Council. The Planning Commission should, at least every five years, perform a detailed revaluation of the Plan with wide citizen involvement, and report on their findings. Any changes in the Plan should be in accordance with current State law.

PARTICIPATION

The City has made every attempt to involve as many people as possible in the planning process. Public involvement was established by creating four citizen advisory committees that had different areas of interest as follows:

- 1) Environmental Resources Committee: Areas of interest include subjects related to the environment (air, water pollution) and park, open space and recreation programs.
- 2) Economic and Manpower Resource Committee: Areas of interest include economic development, commercial and industrial land, and manpower programs.
- 3) Public Facilities Committee: Areas of interest include water, sewer, police, fire, and transportation.
- 4) Housing and Social Services Committee: Areas of interest include housing, aging programs, health, and other social services.

Committees were appointed to cover different subjects for a number of reasons. Committee members would not have as many meetings to attend, and certain members could be selected because of their expertise in certain areas. In a small community with a college faculty that could be utilized, it was important to call on the specialists available.

Application forms for initial committee memberships were available for a number of weeks, and were published in the paper two different times. Some committee members were preselected by establishing positions slots, such as a biology professor on the Environment Committee. Other members were selected in order to have as broad a representation as possible. An attempt was made to have all committees include at least one member from eight different geographical areas, three age groups, three income levels, and both sexes. Members were drawn at random from desired categories, then extra members were drawn at random from those who submitted application forms.

All committee meetings were advertised in the local paper, and were open to the public. Committee meeting procedures allowed and encouraged all people to take part in discussion and to influence plan policies. Only when attitudes were fairly close were decisions stabilized by vote of committee members.

Committee meetings were held on different nights of the week so people could go to all meetings and committee members could attend meetings of other committees.

Members of all committees were assembled for orientation meetings. In addition there were 20 individual committee meetings on specific topics. Average attendance for joint meetings was 40, and 9 for individual committee meetings. This represented about 1,250 citizen hours of participation as of December 15, 1975.

The citizen committees made all final recommendations on Plan policies and on the land use map before the documents went to the Planning Commission.

There was also a neighborhood involvement element in the Ashland Plan procedure. The City was divided into eight (8) neighborhoods according to areas with similar problems. There were two neighborhood meetings to review the planning process and the land use map. Attendance averaged about thirty for each meeting.

ENVIRONMENTAL RESOURCES

GENERAL

The City of Ashland is situated at the southeast end of the Bear Creek Valley in a varied topographical setting characterized by conifer forested mountains and a valley floor with open grasslands and mixed woodlands. This natural setting adds significantly to the City's physical attractiveness and to the quality of the living environment. With urbanization, the natural quality of the City has been disturbed with increases in air, water, and noise pollution and soil erosion.

Some of the elements that make up Ashland's natural environment are wildlife areas and habitats, and mineral aggregate resource areas. The significant wildlife areas and habitats are located mostly outside the City of Ashland around the urbanized area. One of several Black-tailed Deer winter ranges is located north and east of the City. The habitat for the Ring-necked Pheasant is also located around Ashland and within the City limits in agricultural fields. Other upland game habitats, in addition to the pheasant, found around Ashland are the Blue Grouse, Ruffed Grouse, Mountain Quail, Band-tailed Pigeon, and Western Gray Squirrel.

The mineral aggregate resource areas in the Ashland vicinity consist of plutonic, sedimentary and volcanic geologic formations, and floodplain gravel formations. The Klamath-Siskiyou Mountains west and south of Ashland are partly comprised of plutonic formation, particularly on the east slope. Decomposed granite is mined from this formation. Both private industry and public agencies operate granite pits in the slopes south and west of Ashland. These granitic formations are generally unstable and mining on these steep slopes subjects the area to extreme erosion problems.

The sedimentary areas in the vicinity of Ashland are along the east side of Bear Creek between the 1800 and 2800 foot elevations and near the Siskiyou Summit and Colestine area. These rocks are not considered an important aggregate source.

Volcanic rock underlies the entire Cascade Plateau from Howard Prairie south to the California border. Twenty-three registered quarries are located in this formation, mining from basalt and andesite deposits. Use of the aggregate in forest and remote sectors of the volcanic formation has been exclusively for construction and maintenance of forest access roads and recreation sites. At two points in the Dead Indian and Butler Creek areas, the volcanic deposits drop to near the 2400 foot elevation line.

The floodplain gravel formations occur within the floodplain of Bear Creek. Lesser deposits are found in the point bars and channels of smaller streams. The Bear Creek gravels occur at three levels; underlying colluvial fans, terrace gravels, and riverwash deposits. The colluvial area lies east of the City near the confluence of Neil and Emigrant Creeks. Gravel deposited in this area is cross-bedded under approximately three to six feet of silty loam soil. No removal of this gravel deposit has been done. Adjacent to Bear Creek are low stream terrace gravel deposits. These are generally found as narrow strips ranging from 25 to 300 feet away from the stream. Gravel has been removed from this formation in areas near the easterly City limits and adjacent to the stream in the Valley View area. Low stream terrace gravel deposits are generally covered with a thin soil overburden. Deposits are four feet to ten feet in depth to bedrock. Adjacent riverwash gravels occur only as substantial deposits on inside curves of the stream. Where these occur,

a substantial deposit of low stream terrace gravels will also be found further back from the creek. Past gravel operations along the entire section of Bear Creek near the Ashland area have nearly depleted the resource. Currently, the gravel that goes into concrete products for urban uses in the Ashland area comes predominately from sources along the Rogue River (see map).

ASSUMPTIONS:

- * As Ashland grows, there will be greater concern for retaining the environmental and livability factors associated with a semirural atmosphere.
- * Ignoring ecological relationships may result in problems we can neither foresee nor rectify.

GOAL: PROMOTE CONTINUING PROGRESS TOWARD IMPROVING THE QUALITY OF ASHLAND'S ENVIRONMENT.

POLICIES:

- A. Encourage educational programs documenting the value of Ashland's environmental resources and current trends in their quality.
- B. Endeavor to preserve and maintain such natural resources as soil, water, air, wildlife, and aggregate resource areas. In case of conflicts in the preservation of natural resources arising, the economic, social, environmental, and energy consequences shall be determined and such information referred to the Citizen Advisory Committee and Planning Commission for their joint recommendation to the City Council.
- C. Implement programs that will (1) ensure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote a healthy and visually attractive environment in harmony with the natural landscape.
- D. Continue to strengthen the site review process to assess accurately the environmental impact and ensure that change in land use acknowledge limitations and opportunities of the site and have as little detrimental impact as possible.
- E. Encourage coordination among public and private agencies dealing with methods of maintaining and improving the environmental quality.

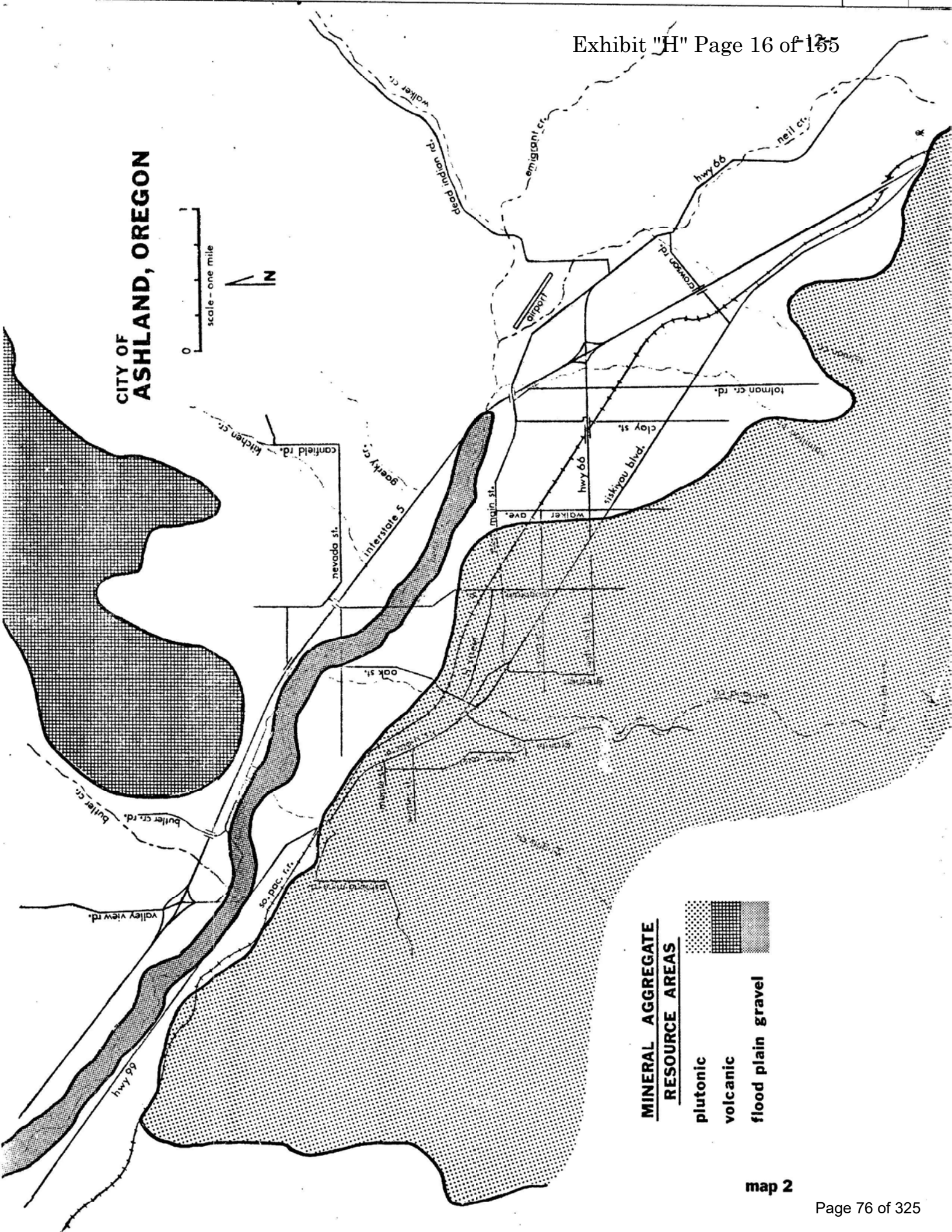
NOISE

Exposure to noise tends to have detrimental effects on people, and like most communities Ashland has a number of noise sources. Besides miscellaneous sources such as motorcycles, there are a number of point or line sources such as sawmills, the railroad, and the major traffic ways of Interstate 5, Highway 66, and North Main-Siskiyou Boulevard. Most of the point sources were started when Ashland was a small community, and many have reduced noise levels since that time.

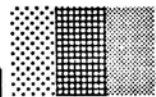
There are specific State noise regulations applying only to stationary

**CITY OF
ASHLAND, OREGON**

scale - one mile



**MINERAL AGGREGATE
RESOURCE AREAS**



plutonic

volcanic

flood plain gravel

industrial and commercial noise sources. The City has a general noise regulation but it does not set specific noise level limitations.

ASSUMPTIONS:

- * Unless preventive steps are taken urban noise will increase, especially along major arterials.
- * The State will continue to regulate some point sources, but will not regulate temporary or moving sources.

GOAL: MAKE CONTINUING REDUCTION IN NOISE LEVELS IN ASHLAND.

POLICIES:

- A. Discourage residential development adjacent to objectionable fixed noise sources such as industrial areas, railroad tracks or Interstate 5.
- B. Encourage new roads and highways to be designed to minimize noise from the road to residential areas by utilizing a combination of right-of-way distance, sunken highways, and vegetation.

AIR RESOURCES

The Bear Creek Valley, including Ashland, contains one of the highest propensities for air pollution in the nation because of the physical geographic situation of the Valley, its particular land forms and the prevailing climatic conditions. A large percentage of relatively calm days combined with temperature inversion account for this propensity for air pollution.

The State DEQ had designated the Medford - Ashland area as an Air Quality Maintenance Area for total suspended particulates. This designation resulted from DEQ air quality analysis and monitoring from 1970 to 1973. One of the two monitoring stations in this area is projected to exceed State and national ambient standards for particulates in 1985. Based on the same analysis and monitoring, the DEQ has now designated the Medford-Ashland area as an Air Quality Maintenance Area for sulfur dioxide, carbon monoxide, photochemical oxidants or nitrogen dioxide.

Pollutant sources are classed according to point sources, line sources, and area sources. Some examples of point sources are nuclear explosions (instantaneous) and the smoke plume from a wigwam waste burner (continuous). An example of line source is a heavily traveled highway such as Siskiyou Boulevard, while area sources are usually combinations of both point and line sources. Area sources include fuel combustion from residences, commercial and industrial activities, all forms of transportation but particularly the automobile, solid waste disposal, and miscellaneous conversions like field burning, forest fires, slash burning, etc.

ASSUMPTIONS:

- * Air quality standards will be more closely monitored and enforced within Ashland and the Rogue and Bear Creek valleys.

- * There will be increased concern over automobile emissions and other effects of increased population.

GOAL: MAKE CONTINUING PROGRESS TOWARD BETTER AIR QUALITY.

POLICIES:

- A. Encourage programs which reduce air pollution from existing agricultural, domestic, forestry, industrial, and transportation sources.
- B. Encourage the improvement of the quality of our air resources and utilize air shed requirements in land-use allocations and transportation facility locations.
- C. Have the City of Ashland meet periodically with Bear Creek Valley cities and other concerned agencies to coordinate methods of reducing air pollution in the Valley.

WATER RESOURCES

The Ashland Creek watershed is located entirely within granitic batholith and the soils within the watershed are extremely susceptible to slope erosion and failure. Reeder Reservoir is located within the watershed at the confluence of the east and west forks of Ashland Creek, and is the major water supply source for the City of Ashland. In 1929 the Forest Service and the City entered into a "Cooperative Agreement for the Purpose of Conserving and Protecting the Water Supply of the City of Ashland, Oregon". Prior to the Forest Service adopting multiple use management of the watershed in 1955, only limited man-related activity occurred. Prior to 1955, the problem of sediment accumulation in Reeder Reservoir was minor and was easily sluiced through the dam into Ashland Creek without significant cost or reported downstream impact. It is estimated that the annual average sediment yield in the watershed at that time was approximately 3,500 cubic yards.

Following Multiple Use Management of the watershed in 1955, approximately 45 miles of additional roads were constructed, 1,000 acres were logged and the Mt. Ashland ski area was constructed. The total acreage disturbed was approximately 10% of the 14,400 acre watershed. The corresponding sediment yields from erosion and mass slope failure are well known and documented. The road building and timber harvest occurred from 1956 to 1963.

Since 1962, large amounts of sediment have been deposited in the reservoir, ranging from 20,000 to over 120,000 cubic yards per year. It has been necessary on two occasions, (1966-67 and 1974) to perform very costly dredging operations to remove the sediment for operation of the dam outlet.

The corresponding water quality impact on Ashland Creek downstream of the dam during sluicing or dredging of the sediment has been major. Turbidity measurement of over 1,000 times normal have been measured. Fisheries and other downstream uses have been reported to be negatively affected.

The Oregon Department of Environmental Quality has issued to the City of Ashland a National Pollutant Discharge Elimination System (NPDES) Waste Discharge Permit. This permit requires that the City discharge accumulated reservoir sediment only from November 15 to March 31.

During reservoir sluicing or flushing operations, suspended solids, turbidity and bacteria levels can increase far beyond those normally experienced. The removal of sediment deposits from Reeder Reservoir is essential in maintaining the domestic water quality and storage capacity of Ashland's municipal water supply. In order to accomplish this and minimize downstream environmental damage to fisheries and water quality, it has been determined that rapid removal and discharge of sediment into and through Ashland Creek during the highest late winter and spring flow periods will help mitigate the otherwise harmful effects. The only practical method for the rapid removal of sediment without draining the reservoir is by hydraulic dredging, which has been utilized in the past. While this will substantially increase the short term solids load carried by Ashland Creek, USFS data indicates this material moves rapidly through the system, and that within several days after dredging is complete, suspended solids levels return to about normal. However, some deposition of solids will occur in some areas of the stream channel.

ASSUMPTION:

- * Natural siltation will continue to mandate the periodic cleaning of the City reservoir.

GOAL: REDUCE TO AN ABSOLUTE MINIMUM THE IMPACT OF URBANIZATION AND OTHER LAND USES ON THE QUALITY OF WATER IN AND AROUND ASHLAND IN ORDER TO ASSURE THAT THE CITY WATER SUPPLY IS OF THE HIGHEST POSSIBLE QUALITY AND IS DRAWN FROM DEPENDABLE SOURCES.

POLICIES:

- A. Encourage public awareness of problems of the Ashland watershed and their causes.
- B. Discourage any development or activity, future or existing, which has an adverse effect on the watershed.
- C. Maintain and improve the quality of both surface and ground water resources and do not allow new practices and developments which cannot meet water quality standards.
- D. Cooperate with agencies and firms in improving water quality and the condition of the watershed.

WATER RELATED RESOURCE AREAS

Water areas, such as streams and their surrounding vegetation, are extremely important to Ashland. Water areas provide wildlife refuges, erosion control and storm drainage, water quality improvement, recreation, and aesthetic and psychological benefits. Flood damage is directly related to the structures and uses allowed in floodplains, and development in floodplains can actually increase downstream damage. The City has utilized flood damage grants in the past, and is obligated to comply with Federal Flood Insurance Program.

Aquifers, which in Ashland are usually located adjacent to streams, are also important because they recharge the ground water. The exact boundaries of water areas, floodplains, and aquifers have not been determined, although some research is taking place on floodplain locations.

There are many water areas recognized in Ashland: Irrigation canals, small ponds, Ashland and Bear Creeks, and many small tributaries. The concern for water areas extends beyond the City limits, as most streams originate outside Ashland.

Factors which impair the benefits of waterways include not only water pollution and rubbish, but also normal urban development (signs, buildings, roads) which are located too close to water areas. Public use of waterways often detracts from the waterway benefits to wildlife habitats and stream quality. There are many methods of protecting water areas, with special funding provisions for acquisition provided by State and federal governments.

ASSUMPTION:

- * The importance of water areas will increase with further urbanization.

GOAL: PROTECT THE QUALITY OF WATER RELATED RESOURCE LANDS, AND PRESERVE WILDLIFE HABITATS.

POLICIES:

- A. Encourage the protection and preservation of water areas, aquifers, riparian areas (stream banks), and wildlife habitat areas.
- B. Encourage more public access to waterways, but define what public activities can take place. Ensure that such access does not result in water or visual pollution.
- C. Establish special zoning provisions for floodplain areas that encourage low density and open space uses that are least subject to loss of life or damage to property. The floodway portion should be given special attention to avoid development that is likely to cause an impediment to the flow of floodwaters.

SOILS AND SLOPES

Erosion and soil alteration degrade Ashland's environment by adding to soil and water pollution, by damaging drainage systems, by unsightly appearance, and by creating safety hazards. These problems result from ground exposed by construction, by unpaved streets, alleys and driveways, by exposed street banks, by steep hillside cuts and by generally poor soil conservation practices. The problems are compounded by Ashland's steep slopes and unstable soils, and also by the general drainage philosophy of removing water off-site as quickly and efficiently as possible.

Solutions to these problems (such as protecting and utilizing natural drainage ways, utilizing vegetation, releasing water slowly, minimizing site changes, etc.) are known but not widely practiced. The City building code now regulates safety factors in cuts and fills but does not govern the extent of cuts or soil protection practices.

The majority of the soils in Ashland are rated by the Soil Conservation Service as severe for the construction or installation of dwellings (without basements), roads and streets, and septic tank absorption fields. A severe rating for an area means that the soil presents serious problems that need to be recognized. Use can usually be made of these soils, but at a great expense of time and money. (See maps.)

ASSUMPTION:

- * There will be continued development on steep slopes and unstable soils.

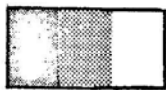
GOAL: HAVE SOUND SOIL CONSERVATION PRACTICES IN AND AROUND ASHLAND.

POLICIES:

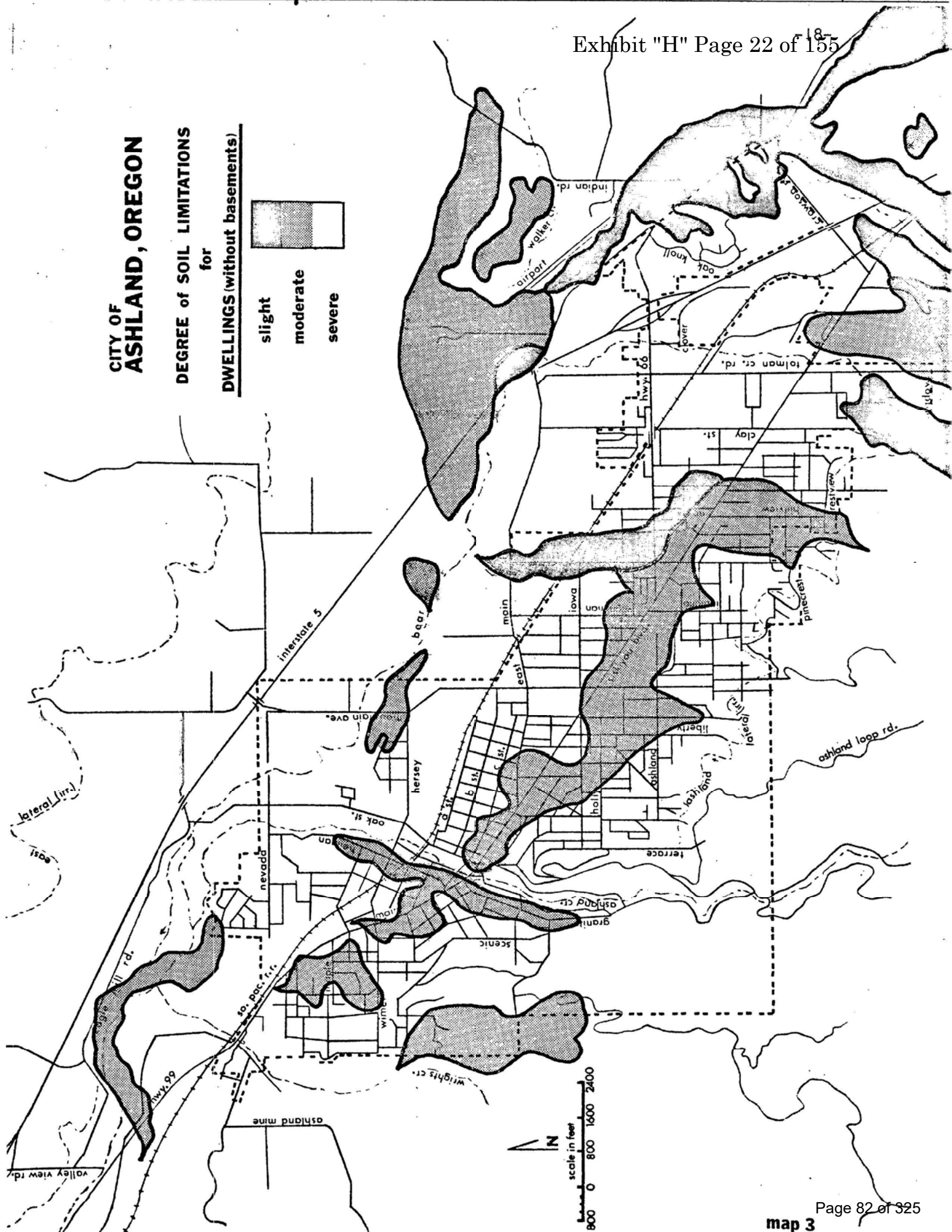
- A. Encourage land development that is accommodated to natural topography, drainage, and soils, and make maximum use of existing vegetation to minimize erosion.
- B. Discourage development and land management practices which result in rapid runoff and accelerated erosion.
- C. Require site-preparation procedures and construction practices which minimize erosion and sedimentation.
- D. Protect essential hillside drainage areas for absorption of storm runoff, and other areas subject to severe soil erosion unless control can be established.
- E. Encourage a change in site drainage practices by reducing runoff velocity, having on-site detention of water, and by designing "natural systems" utilizing the natural properties of soils and vegetation.

CITY OF ASHLAND, OREGON

DEGREE of SOIL LIMITATIONS
for
DWELLINGS (without basements)

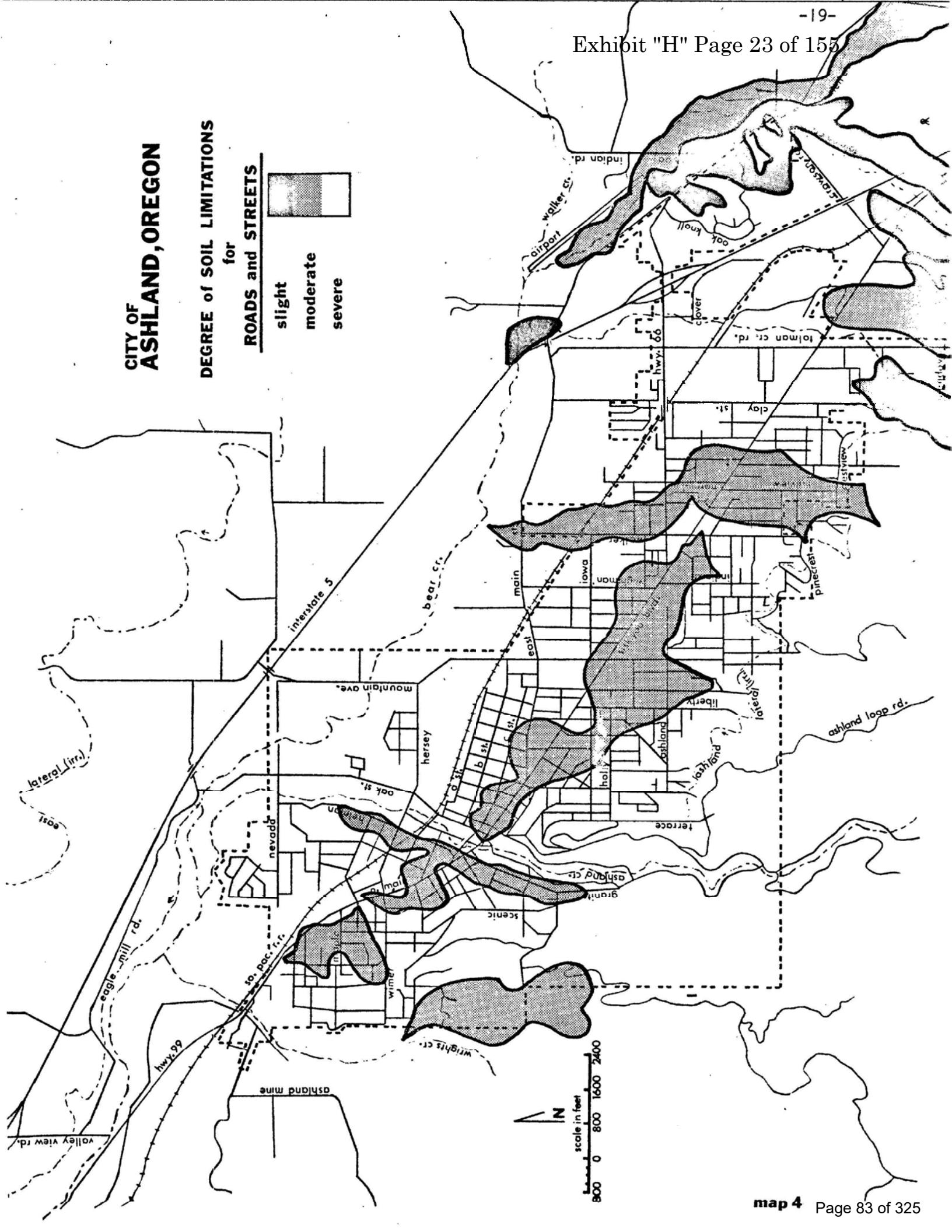


slight
moderate
severe



**CITY OF
ASHLAND, OREGON**

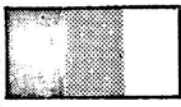
**DEGREE of SOIL LIMITATIONS
for
ROADS and STREETS**



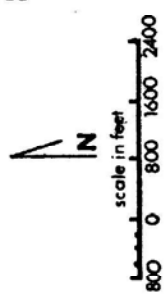
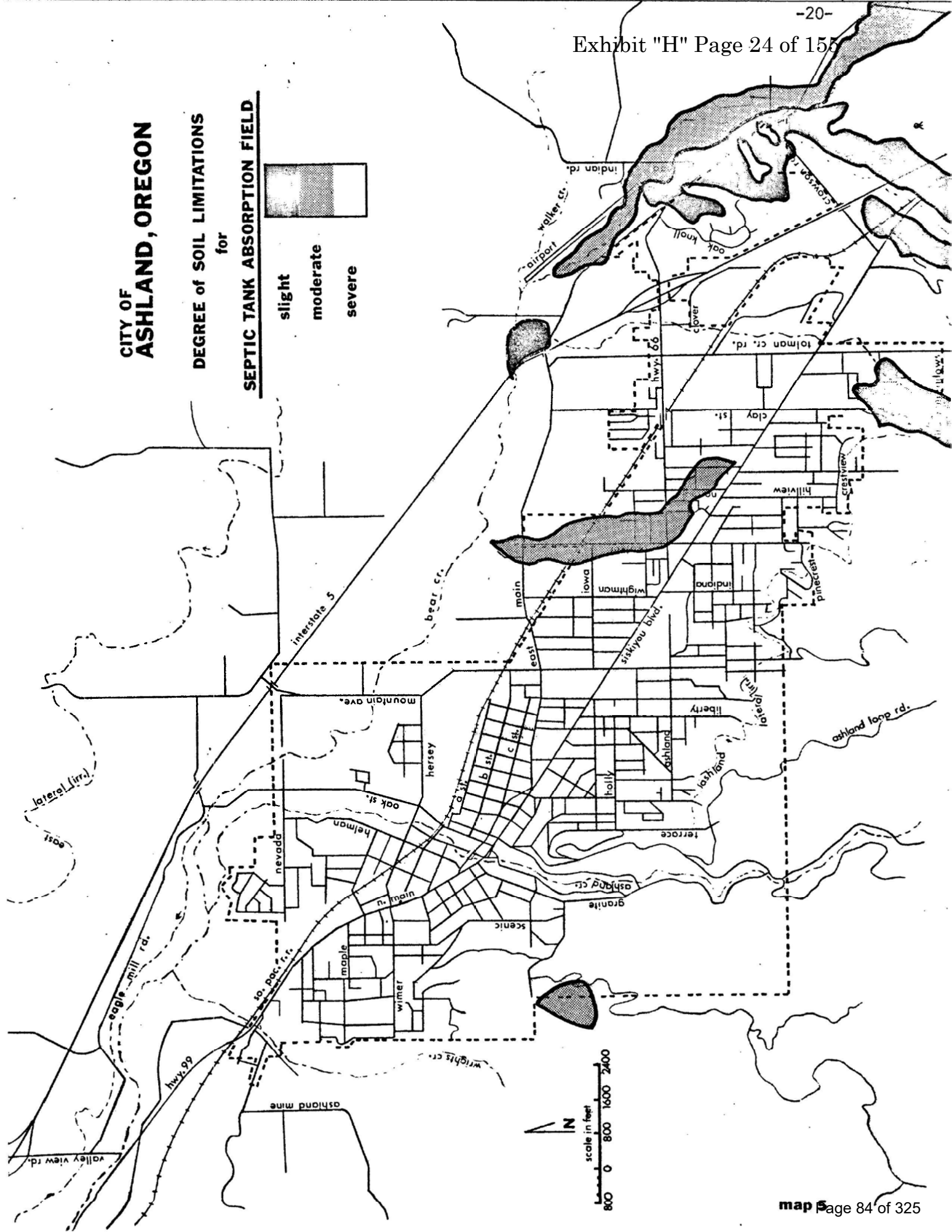
CITY OF ASHLAND, OREGON

DEGREE of SOIL LIMITATIONS
for

SEPTIC TANK ABSORPTION FIELD



slight
moderate
severe



GROWTH AND DEVELOPMENT

POPULATION

Population Trends 1940-1970

Population in the City of Ashland increased by 7,598 between 1940 and 1970, a total growth of 160.2 percent. Rapid growth (63.1%) characterized the decade from 1940 to 1950 as the population gained 2,995. Growth slowed during the next decade (17.8%) as population increased by 1,380 but more rapid growth occurred between 1960 and 1970 (35.3%) as population increased by 3,223.

One way of placing Ashland in perspective is to compare its population growth with that of Jackson County and Oregon.

TABLE 1. Population and Percent Change in Population: City, County , and State 1940-1970.

	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
City of Ashland	4,774	7,739 (63.1%)	9,119 (17.8%)	12,342 (35.3%)
Jackson County	36,213	58,510 (61.6%)	73,962 (26.4%)	94,533 (27.8%)
State of Oregon	1,089,684	1,521,341 (39.6%)	1,768,687 (16.3%)	2,091,385 (18.2%)

Source: 1940-70 Population & Housing Trends Cities and Counties of Oregon

Jackson County, for instance, experienced a population growth rate (161%) similar to that of Ashland from 1940 to 1970 (61.6% during the forties, 26.4% during the fifties, and 27.8% during the sixties).

Both Ashland and Jackson County experienced consistently higher growth rates from 1940 to 1970 than the State of Oregon as a whole which grew by 91.9%. State population increased by 39.6% during the forties, by 16.3% during the fifties, and by 18.2% during the sixties.

Since 1940 Ashland's population has been a relatively constant 13.0% of the total County population. The population of Jackson County has consistently increased as a percentage of the total State population (3.3% in 1940 to 4.5% in 1970).

Population Trends 1970-1977

From 1970 to 1977, population in the City of Ashland increased by about 2,543 (20.6%) to an estimated 14,885 while Jackson County as a whole grew by about 23,967 (20.2%) to an estimated 118,500.

TABLE 2. July 1 Population and Percent Change in Population 1970-1977 City and County.

City of Ashland

<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>Dec. 31, 1977</u>
12,342	13,000 (5.3%)	13,980 (7.5%)	14,100 (.86%)	14,500 (2.9%)	14,400 (-.69%)	14,500 (.69%)	14,885 (2.7%)	15,123 (1.6%)

Jackson County

<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
94,533	97,620 (3.3%)	100,000 (2.5%)	105,000 (4.9%)	108,000 (3.0%)	110,700 (2.41%)	113,000 (2.1%)	118,500 (4.9%)

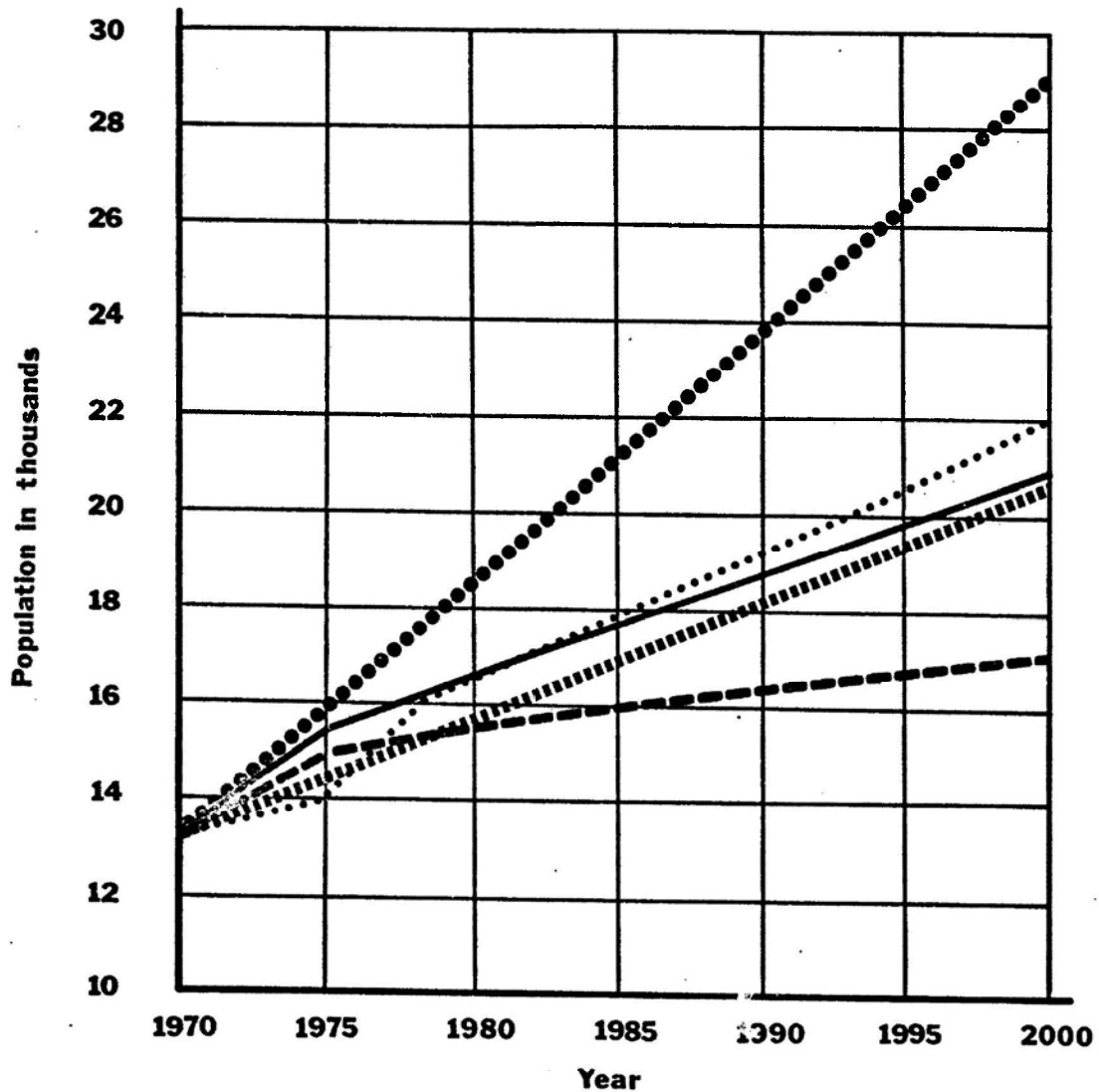
Source: U.S. Census Estimates, Certified by Portland State University Section

There are two points of particular significance related to the 1970-77 growth trends. First, Ashland experienced the greatest percentage of its 1970-77 population increase (64.4%) during 1970-72. The second point is that Ashland's 1974 population represented 13.4% of the total 1974 County population.

Population Projections 1970-2000

Population projections for Ashland and Jackson County appear in Charts 1 and 2 on pages 22a and 23.

CHART 1.

Ashland Population Projections**LEGEND : Population Projections**

----- OREGON STATE UNIVERSITY

..... SOUTHERN OREGON STATE COLLEGE

- . - . - . JACKSON COUNTY

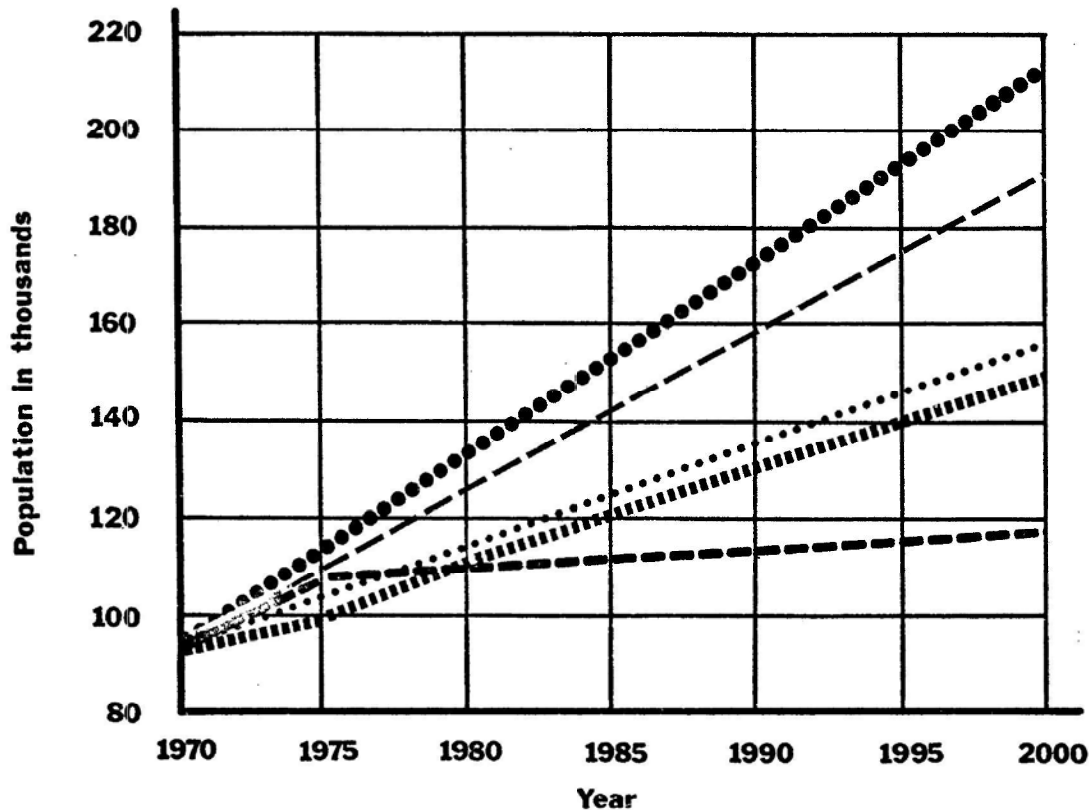
———— CITY of ASHLAND

..... PACIFIC NORTHWEST BELL

..... HIGHWAY DEPARTMENT

CHART 2.

Jackson County Population Projections



NOTE: Dotted lines indicate extrapolation of projections made by various agencies.

Charts 1 and 2 plot the projections from 1970 to the year 2000 for the City and County respectively as forecast by the various agencies.

The City's projection of existing trends in Chart 1 was derived by assuming the population of Ashland will continue to rise an average of 2,731 people per decade. This average was based on historical population trends since 1940.

The City's projection indicates population in Ashland will increase from 15,123 to 21,131 between 1978 and 2000, a total growth of 39.7%. Annual increases are projected at an average of about 2% during the remainder of this century.

In comparison, Jackson County is projected to increase from 94,533 to 191,000 from 1970 to 2000, a growth rate of 102 percent. Annual increases are projected at 2.7% during the seventies, 2.1% during the eighties, and 1.7% during the nineties.

Factors Affecting Population Change

Population change in Ashland is partly due to natural increase, partly to migration, and partly to growth of the City by annexation.

Statistics on natural increase and migration for Ashland are difficult to acquire though some perspective may be gained from those for Jackson County.

TABLE 3. Components of Change in Jackson County Population 1960-1970.

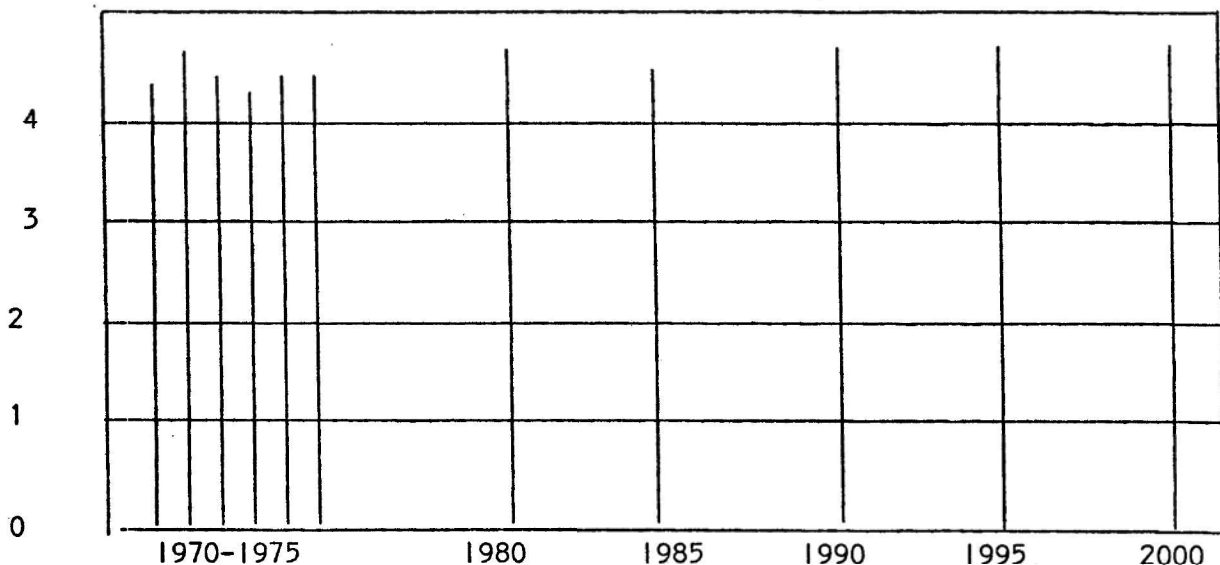
	City of Medford Report*	Bureau of Gov't Research U. of O.
Total 1970 Population	94,533	94,533
Total 1960 Population	73,962	73,962
Total 1960-70 Increase	20,571	20,571
1960-1970 Births	14,717	14,090
1960-1970 Deaths	9,017	8,075
Net Natural Increase	5,700	6,015
Net Migration	14,871	14,556
(Total Increase Minus Net Natural Increase)	(72.3%) of change	(79.8%) of change

* Ross Singleton, Medford: An Economic Analysis, (Portland: Urban Studies Center, Portland State University, 1972)

This data shows that less than 30% of County population growth during the sixties was due to natural increase. Migration seems to be the prime factor affecting population growth in Ashland. The large increase in SOSOC student population and faculty-staff presumably accounts for most of this migrational growth. The college accounted for 40% of Ashland's population in 1972, according to study by the Regional Development Center at SOSOC. Projected enrollments for SOSOC indicate that the college will maintain its present number of student-faculty-staff members in the future.

CHART 3. Southern Oregon State College - Historical and Projected Enrollment.

Thousands



Source: Southern Oregon State College

Chart 4 shows a lower percentage of married persons in Ashland than the County as a whole in addition to a lower fertility ratio, fewer persons per household, and a higher percentage in group quarters. These items reflect a lesser emphasis on the traditional nuclear family with a resulting lower rate of increase in the City's resident population.

CHART 4. 1960 and 1970: Household/Family Characteristics - Jackson County and Ashland.

	% Married 14 & Over		Fertility Ratio*	Persons Per Household	% of Pop. Group Qtr.
	M	F			
1960 Jackson County	70.8	71.3	443	3.08	2.4
Ashland	68.1	64.0	425	2.92	4.5
1970 Jackson County	68.3	65.7	312	2.92	3.1
Ashland	58.5	52.3	227	2.68	10.5

Source: U.S. Census; 1960-1970

*Number of children born in one year per 1,000 women.

Age 24-44

This age group experienced the smallest growth rate (8.9%) of all from 1950 to 1970. The largest increase (17.9%) occurred during the sixties as a result of the college hiring additional faculty and staff to accommodate its expanding student body.

While this group has experienced moderate growth, their percentage of the total population has steadily declined; from 26.0% in 1950, to 22.3% in 1960, to 19.4% in 1970.

It should be pointed out that the state of the economy seems to affect this age group most, in terms of population gain and loss. A stable or declining economic base in an area that is growing due to regional population shifts and influx tends to produce a decline in the percentage (not necessarily absolute amount) of persons of working age. This is accompanied by smaller household sizes and lower birthrates.

Age 45-64

This age group experienced the second largest growth increase (59.4%) between 1950 and 1970 and has remained relatively constant as a percentage (12.8% in 1970) of the total population.

This growth trend reflects the considerable in-migration of retiring people and the fact that people are living longer. The attraction of this area's retirement activities and environment, the national trend toward earlier retirement, and the prospects of longer life spans are strong indications that the elderly will continue to grow in both numbers and as a percentage of the total population.

GROWTH

Ashland's population has been increasing at a rate of 3% compounded each year, a rate twice that of the State of Oregon and one that would result in the population doubling every 23 years. It is recognized that there are different kinds of growth (such as an increase in economic development), but this section deals primarily with the problems and potentials of population increases.

Although there have not been specific studies on the relation of Ashland's growth to changes in pollution, per capita costs, and community attitudes and atmosphere, other studies give some indication of these relationships. Ashland growth could result in:

- a. A more cosmopolitan population.
- b. A larger variety of types, numbers, and locations of housing (i.e. mobile homes, apartments, condominiums, and planned unit development).
- c. More cultural opportunities: A community of 5,000 will not support a symphony, theatre, art exhibits, etc. There are many more answers to the question "Where shall we go tonight?"
- d. More alternative sources of employment (ordinarily, although some large cities are highly dependent on one or a small number of key industries.) This greater variety of choice offers more opportunity for advancement, learning, and occupational change.
- e. More opportunities for extended education while living at home.
- f. More specialized educational opportunities such as schools for physically or mentally handicapped, vocational training and so on.
- g. Better qualified public employees because a better tax base makes it possible to compete for better public servants.
- h. Greater...
 - ...availability of professional services.
 - ...variety of specialized shops and repair services.
 - ...opportunities for a good public transportation system to exist.
 - ...choices for entertainment and dining out.
 - ...excitement and vitality.
- i. A growing community, if it has a sound economic base, carries with it a sense of optimism that most things are possible, if not today, then tomorrow. Public and private recreation and entertainment features that cannot be funded by 50,000 people perhaps can be undertaken by 100,000. A commercial project that cannot command a large enough market right now is not abandoned but postponed by businessmen.
- j. A freer, less restrictive social environment.

On the negative side, population growth could result in:

- a. Sprawl which overextends services and creates a heavier than necessary tax burden.
- b. Traffic congestion.
- c. A loss of sense of community and identity with the community, an assumption that there is nothing citizens can do to solve community problems, and that government is all in the hands of a vague "they".
- d. Parks and recreation areas becoming overcrowded. The cost of expanding them in developed areas is prohibitive.
- e. The inner city being abandoned by people who can afford a choice, with consequent deterioration which abrades the spirit of the citizens and erodes the tax base.
- f. Proliferation of governmental boards and agencies, which increases the cost of government, makes it more difficult to maintain a unified sense of direction, and diminishes the capacity of government to be responsive to its citizens.

- g. Deterioration of air quality, since households burning fuel, motorists driving automobiles, and industrial uses make demands upon air resources that cannot be satisfied. The severity of the problem depends upon locational and meteorological factors.
- h. Loss of open space as the city sprawls, especially if it meets another sprawling city. The countryside as an identifiable place disappears and with it the wildlife that flourishes only in open country.
- i. Agricultural land being lost to development.
- j. Erosion of local tradition, customs, and the sense of "belonging".
- k. Loss of the physical ties to the past. Historic buildings, structures, and neighborhoods are consumed by the development and redevelopment process.
- l. People have to pay more for such things as health care, housing, food, clothing, automobile maintenance, etc., as urban areas grow larger.
- m. A rise in the level of human irritability. (The recent gas shortage produced this effect and illustrated how excessive crowding and competing for a scarce commodity dehumanizes almost everybody. Whether the commodity is a product, a parking space or space on an overloaded road, a green light at an intersection, or the attention of a clerk in a store or office, the effect is the same.)

The most important element to be preserved is the quality of the living environment, not any certain city size. It is agreed that the size and growth rate will continue to have an effect on the type of living environment.

It is sometimes possible to estimate the carrying capacity of a city, or its best eventual size, considering as many factors as possible. Following are some of the factors that could affect the eventual size of Ashland:

1. The existing water system is now adequate for 14,400 people in a normal water year, but additional water from the Talent Irrigation systems could provide for a total population of approximately 21,000.
2. The Rogue Valley has a high propensity for air pollution, now being above federal standards for both particulates and oxidants.
3. The City could provide for an additional 12,000 population if all vacant land were to be developed to the maximum in the present City limits.

Not only the size of a city, but the rate of growth, can affect the quality of life. A high rate of growth can make planning difficult and make part of the economy dependent on continued high growth rates. It is felt by the citizens involved in the planning process in Ashland that a steady slow growth rate is better than one which escalates rapidly. Of course, the placement and sequence of growth are also important, both of which can be partially controlled by encouraging growth in some areas before others.

An actual no-growth situation allows more options for the future and tends to better protect environmental quality, but also creates little stimulation and less economic development. Resisting growth pressures with specific policies requires quality planning and a legal staff. Growth control can easily result in discrimination against lower-income people attempting to settle in the community. Ashland now has a number of regulations which affect population growth indirectly, but their overall effect has not been determined.

ASSUMPTIONS:

- * There will be further studies regarding the relation between size and rate of population growth and such factors as air quality and the costs of public services.
- * Ashland residents will continue to desire relatively high standards of environmental and community values.
- * Ashland can best plan and prepare for steady, moderate growth. Rapid growth would require increased staff and facilities at a high cost to the City.

GOALS:

HAVE ASHLAND'S SIZE REFLECT ITS ENVIRONMENTAL LIMITATIONS, ITS ABILITY TO PROVIDE SERVICES, AND THE DESIRES OF ITS CITIZENRY.

HAVE A STEADY, SLOW INCREASE IN POPULATION GROWTH, WITH PROVISIONS TO ALLOW A WIDE VARIETY OF NEW RESIDENTS.

LOCATE NEW GROWTH FOR THE BENEFIT OF THE COMMUNITY AND FOR THE LEAST COST IN PROVIDING SERVICES.

POLICIES:

- A. Encourage studies of the relationship between the size and growth rate of Ashland's population on one hand and pollution, cost and availability of services, traffic congestion, and community attitudes on the other.
- B. Plan for a steady but moderate growth, with a consistent increase in the number of people rather than an accelerating growth rate.
- C. Encourage the location of growth in the most convenient and cost-efficient areas, separating urban development from rural land uses.
- D. Encourage the evaluation of growth-controlling regulations as to their effect on the City and community.

COORDINATION AND URBANIZATION

Many planning problems cross agency boundaries, and many agency decisions affect other areas and agencies. This is true not only for long range planning but also for many current planning situations.

The City of Ashland cannot provide overall regional coordination but other agencies such as the Council of Governments are established for this purpose. Citizen participation programs can often assist in this coordination process. Regional agencies can also provide other services to an area, such as collecting regional information which would be too expensive for individual agencies by themselves.

The most important area for coordination is the peripheral area around Ashland. City policies influence the value of these properties. County residents utilize many City services, and County land use decisions can affect types and placement

of final land uses. Although the importance of peripheral areas gradually decreases with distance from the City, different types of areas can be identified as follows:

1. Areas inside the City limits which affect areas outside the City.
2. The area within the Urban Growth Boundary.
3. The area of interest outside the Urban Growth Boundary where the City is concerned with development.

ASSUMPTIONS:

- * The importance of coordination between governments and agencies will be even more important in the future.
- * Governments will increase the use of joint implementation programs to solve mutual problems.

GOAL: MAINTAIN ACTIVE, PRODUCTIVE COORDINATION BETWEEN THE CITY OF ASHLAND AND OTHER AFFECTED GOVERNMENTAL UNITS AND AGENCIES.

POLICIES:

- A. Encourage a regional planning process with all agencies and governmental units represented for dealing with problems of regional concern and for establishing programs not possible for individual jurisdictions.
- B. Encourage a continuing coordination process with agencies and governments which affect and are affected by the City of Ashland; and also encourage a specific planning program and review process for dealing with areas of mutual City-County concern.

ECONOMIC DEVELOPMENT

BASIC ECONOMIC GROWTH AREAS & EMPLOYMENT IN ASHLAND

In the 1972 Cost-Revenue Study, the Regional Development Center (RDC) found that the City of Ashland has a much broader and more diversified economic base than had been generally assumed. Four basic growth areas were identified as those bringing in money to Ashland "from the outside world through selling goods or recreational activities and education". Furthermore, these four growth areas were recognized as "basic in the sense that their expansion leads and determines the area's over-all development". The four economic activities upon which Ashland's economy is based are:

1. Retail export trade
2. Higher education (SOSC)
3. Manufacturing
4. Tourism

A guide to the impact of each of these four basic industries is their payroll and employment figures. Table I below presents the average monthly figures for fiscal 1971.

TABLE 1. Payroll & Employment Figures Fiscal 1971.

	<u>Ave. Monthly Employment</u>	<u>Ave. Annual Salary</u>	<u>Total Annual Payroll</u>
Discount Retailing	39	\$ 6,794	\$ 265,000
Higher Education	385 (1)	12,344	5,393,677
Manufacturing	364	7,632	2,778,087
Hotels, Motels & Restaurants	274	2,337	640,394

(1) Does not include 4,500 students and their income.

Source: City of Ashland Cost-Revenue Study 1972 (RDC-SOSC)

Retail sales can be used as an accurate measure of commercial activity within an area. Comparative estimates for Ashland, Medford, and Jackson County appear below in Table 2.

TABLE 2. Retail Sales Estimates (thousands of \$'s)

<u>Year</u>	<u>Ashland</u>	<u>Medford</u>	<u>Incorporated and Unincorporated Areas Jackson County</u>
1967	17,570	103,370	153,460
1968	18,332	108,276	161,664
1969	18,242	100,244	159,975
1970	14,992	134,249	183,190
1971	15,147	139,142	188,538
1972	15,414	147,334	197,552

Source: 1968-1972 issue of Editor and Publisher Market Guide

These estimates seem to support local bank studies which revealed that large percentages of Ashland's paychecks find their way to Medford.

The RDC's study on employment patterns established that Ashland had a non-worker ratio of 1.56 and an unemployment rate of 7.5 percent as of 1970. Ashland's non-worker ratio was higher than Medford's (1.36), but lower than the 1.80 figure for Jackson County.

Ashland's unemployment rate was lower than both Medford's (7.9%) and the County as a whole (8.8%). Ashland's non-worker ratio indicates that many people living in the City work outside of it (i.e. Medford or White City).

By using payroll and unemployment figures the RDC was able to determine the benefit of an industry by a cost/benefit ratio. (A ratio of 1.00 means equal costs and benefits, a ratio of 2.00 means for every dollar in cost there are two dollars in benefits.)

The cost-benefit summary for the Ashland school system appears below in Table 3.

TABLE 3. School Costs and Revenues for Employees and Firms in Export Industries.

	Employee Cost	Benefit ⁽¹⁾	Firm Benefit	Total Benefit/Cost
Retail	\$ 10,800	\$ 8,058	\$20,517 ⁽²⁾	2.65
College				
Faculty	\$180,225	\$101,917		
Civil Service	56,205	44,766		
Students	108,000	258,469		
State Board of Higher Education ⁽³⁾			\$35,000	
	\$344,250	\$395,152	\$35,000	1.25
Manufacturing	\$152,334	\$ 81,414	\$79,739	1.06
Tourism ⁽⁴⁾	\$112,374	\$109,456	\$42,549 ⁽⁵⁾	1.35

1) All benefit figures assume that the property tax is passed to the renter

2) Only export dominated retail firms were considered.

3) The State Board contributes \$70,000 to Ashland schools. All of this amount is not a net benefit as the requirements to obtain this money have some costs. These are estimated at one-half.

4) Includes Shakespearean Festival employees

5) Hotels, motels, and restaurants

Source: City of Ashland Cost Revenue Study 1972 RDC-SOSC

The RDC's 1972 study noted some interesting results in this particular summary: "First, if we exclude the tax benefits of the employing firm, not one of the employee groups supports the school system with the same amount of dollars as it requires in education... The only listed category which interrupts this trend is college students. Since SOSC students have proportionally fewer children attending the public schools, the costs are extremely low. On the benefit side, college students rent many millions of dollars worth of apartments, houses, trailers, and own many homes."

"The fourth category, retail, has the highest benefit-cost ratio of the types of industries studies - 2.65. The next industry is the college with a benefit-cost ratio of 1.25. Manufacturing has the lowest benefit-cost ratio of all the industries studied - 1.06. Tourism has the second highest benefit-cost rating at 1.35."

No City benefit-cost ratio was calculated due to the problems with determining what the City spends for each industry. The 1972 RDC study noted, however, that a relatively static technology in the production of local public services is the reason for the cumulated increases in the relative cost of providing public services, and an explanation of the City's fiscal problems. The study concludes: "It is, therefore, imperative that the City have some knowledge of what sectors are causing rises in cost to the City relative to the benefits they receive."

TABLE 4. Revenue to City from Growth Areas

Growth Area	Property Tax	Utility Profit ⁽¹⁾	Share of State Revenues	Total Revenue
Retail Export	\$ 4,832	\$ 3,029 ⁽²⁾	\$ 1,651	\$ 1,512
College	57,780	79,326 ⁽²⁾	97,328	234,434
Manufacturing	22,824	16,655	16,638	56,117
Tourism	15,951	32,261	11,809	60,021
TOTAL	\$101,387	\$131,271	\$127,426	\$360,084

- (1) Profit figures are calculated by taking total revenue and subtracting a figure for average cost per KW.
- (2) A computation by City officials would result in a larger profit for both of the growth areas. The reason for the difference is that this analysis considers that all users share in the cost in proportion to utility use minus the cost of the utility fund. The City figures would not consider all the costs as evenly spread among users.

Source: City of Ashland Cost-Revenue Study 1972 RDC-SOSC

Growth Related Opportunities and Problems

The Cost-Revenue Study found that the effects of each form of estimated economic growth on the population of Ashland are diverse. Population increases in the City resulting from 50 additional employees in the four growth industries are shown below in Table 5.

TABLE 5. Population Increases Related to Growth Industries

<u>Growth Industry</u>	<u>Employment Increase</u>	<u>Expected Population Increase</u>
Retail (1)	50	95
College	50	606 ⁽²⁾
Manufacturing	50	108
Tourism	50	86

(1) Includes a mixture of faculty and civil service employees.

(2) This figure includes the students and their families associated with 50 more college students.

Source: City of Ashland Cost-Revenue Study 1972 RDC-SOSC

Expansion of the college's faculty-staff would create the largest increase in population for several reasons. One is that the college faculty has the highest number of children per employee of any of the four growth activities. Another is that the college faculty has the greatest concentration of Ashland residents of the four industries. Lastly, increases in college faculty and staff usually are accompanied by increases in student enrollments.

Estimated City cost increases expected from economic growth are summarized in Table 6. Quoting the RDC's 1972 study: "It is apparent... that most forms of growth will have little effect on the average cost of Ashland's residents. In fact, some costs such as school or power could decrease with small amounts of growth. The table only points out a few cases in which growth could cause more than a minimal increase in average costs. The first is the impact of tourism on parks and recreation... an increase in tourist related employment could increase the public demand for more parks and recreation expenditures. The other category is the impact of the college and tourism on road costs. Additional peak road congestion is likely with both of these forms of economic growth. Increased congestion leads to additional capital expenditures which normally are taken from the general revenue."

TABLE 6. Changes in Per Capita Cost of Public Services Caused by Changes in Employment in Growth Sectors.

AVERAGE COST	<u>Retail</u>	<u>College</u>	<u>Manufacturing</u>	<u>Tourism</u>
School	0	0	0	0
Housing	0	1	0	0
Sewer	2	2	2	2
Power	0	0	0	0
Fire	0	1	1	0
Police	1	0	1	0
Park/Recreation	0	1	0	1
Street	1	2		2

Growth Sectors: 0 = zero or negative
1 = minimal
2 = more than minimal

Source: City of Ashland Cost-Revenue Study 1972 RDC-SOSC

The Cost-Revenue Study noted that improved business conditions and/or new store additions would increase the impact of discount retailing on the local economy. Expansion in this growth area, however, would lessen its benefit-cost ratio. On the other hand, such expansion might result in a higher percentage of Ashland paychecks being spent in Ashland.

Ashland's present low taxation does not serve to discourage economic and population growth. It does encourage families with low and fixed incomes to settle in Ashland. This trend has particular significance when the general effects of expanded public transfer programs (i.e. Welfare, Social Security, Veterans and educational benefits) are also considered. Again, we quote the Cost-Revenue Study:

"... Payments and population growth will most certainly result in ever increasing pressure to convert farm lands in the Ashland area into residential areas. Presently, these farm lands are valued at approximately \$3 million, but about \$2 million has been exempted from the higher use property tax and results in tax losses of about \$55,000 annually. While the City might benefit from the increase in true cash value of the land and from residential development, the loss of open space and costs of providing water, sewer, street, school, police and fire protection would in fact, negate such a benefit.

ASSUMPTION:

- * There will not be any extreme change in the factors affecting Ashland's economic situation.
- * There will be a continued increase in employment except for the logging industry which will not increase due to technology gains and a limit on resource supplies.

GOAL: HAVE ECONOMIC DEVELOPMENT WHICH:

1. IS CONSISTENT WITH THE MAINTENANCE AND PROTECTION OF THE ENVIRONMENT.
2. AIDS IN THE CREATION OF A NON-FLUCTUATING ECONOMY NOT DEPENDENT ON INCREASED POPULATION GROWTH, AND
3. DECREASES THE NUMBER OF UNEMPLOYED AND INCREASES THE PER CAPITA INCOME.

POLICIES:

- A. Encourage the accumulation of accurate information on Ashland's economy and labor pool.
- B. Encourage a sound business environment by such means as cooperation between the public and private sectors, encouragement of financial entities to support development in Ashland, and coordination and consolidation of employment programs.
- C. Encourage and assist in the maintenance and expansion of existing economic sectors and businesses.
- D. Pursue economic development which is in the best interests of the community and meets the following criteria:
 1. Meets or exceeds environmental standards.
 2. Fits the existing manpower pool, helping to eliminate unemployment and underemployment.
 3. Represents effective and efficient use of Ashland's resources.
 4. Is not dependent on high water or energy use.
 5. Aids in the creation of a viable, stable, and self-maintaining economy.
- E. Encourage a diverse Ashland economy. Encourage numerous small developments rather than one large one, preferably businesses which are not seasonal in employment.

LAND-USERESIDENTIALCentral

In 1970 there were 4,336 housing units in the City, of which 3,332 (76.8%) were single-family homes, 923 (21.3%) were duplexes and apartment units, and 81 (1.9%) were mobile homes. As of March, 1977, there were 5,719 housing units of which 3,924 (69%) were single-family homes, 1,608 (28%) were duplexes and apartment units, and 187 (3%) were mobile homes. As is shown in Table 1, the percentage increase in duplexes-apartment units and mobile homes is significantly higher than that of single-family homes.

TABLE 1. Housing Units in Ashland.

	<u>1970</u>	<u>1977</u>	<u>% of Increase</u>
Single-family homes	3,332	3,924	17
Duplexes-apartment units	923	1,608	74
Mobile homes	<u>81</u>	<u>187</u>	<u>130</u>
TOTAL number of units	4,336	5,719	32

Source: City Planning Department

TABLE 2. 1970 Ashland Housing Data

<u>Housing Units</u>	4,336	Percent
By Structure Type: 1 unit structure	3,332	76.8
2+ unit structure	923	21.3
Mobile home	81	1.9
Housing Units Lacking One or More Plumbing Facilities	79	1.8
Occupied Housing Units	4,124	95.1
By Tenure: Owner-occupied	2,379	57.7
Median Value \$14,600.00		
Renter-occupied	1,745	42.3
Median Rent \$ 77.00		
Crowded Occupied Units	165	4.0
<u>Households</u>		
By Size: 1 Person	910	22.1
2-3 Persons	2,149	52.1
4-6 Persons	980	23.8
7 or more Persons	85	2.1
Households with a Female Head	970	23.5

Also in 1970, Ashland had a 1% vacancy rate in owner-occupied and a 4.9% vacancy in renter-occupied housing. The national general standard for housing vacancy is 1% of owner-occupied and 6% of renter-occupied housing or 5% of total housing. A 1974 study by the Rogue Valley Council of Governments cited a U.S. Postal survey which revealed Ashland had a housing vacancy rate of only 1.2%, one of the lowest figures in the State. The same 1974 RVCOG study showed that 55% (963) of renter-occupied households in Ashland spent in excess of 25% of their income for housing in 1970. This indicates that the City has an inadequate supply of low-income housing.

From 1970 to 1977 there has been a 24% increase in the number of housing units built in Ashland. This percentage increase compares to 27.4% during the ten-year period from 1960-1970. Table 3 indicates the number of housing starts over the last several years.

TABLE 3. Housing Starts in Ashland 1970-1977

<u>Year</u>	<u>Single Family</u>	<u>Multiple Family</u>	<u>Total Units</u>
1970	34	72	106
1971	69	145	214
1972	75	363	438
1973	76	18	94
1974	51	16	67
1975	73	30	103
1976	113	10	123
1977	<u>110</u>	<u>49</u>	<u>159</u>
Totals	601	703	1304*

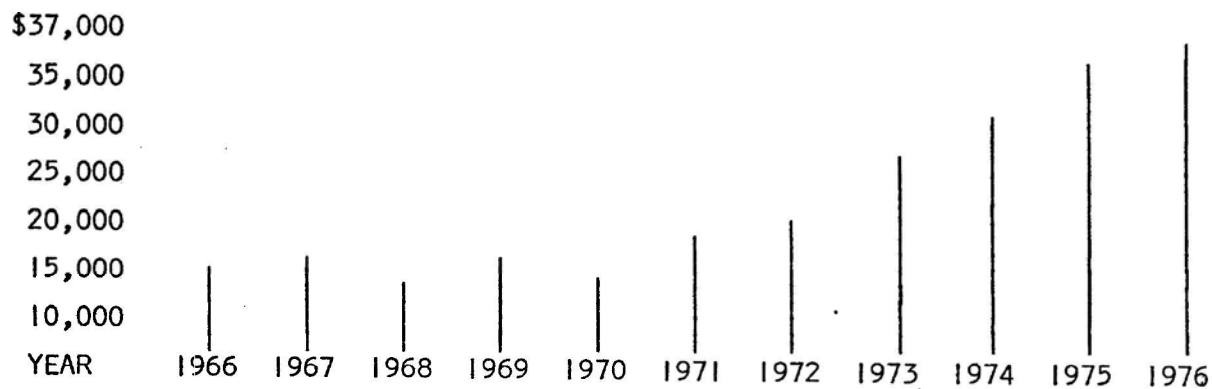
* Figure does not include 106 mobile home units

Source: City of Ashland Building Department

The average household size has been steadily declining during the past 25 years and it is anticipated that it will continue to do so due to increasing longevity and declining birth rates. This decline serves to increase the unit cost of housing for persons who acquire single-family housing in the community. In addition, it increases the per capita costs of public services, i.e. sewer, water, police, fire, electricity, etc.

There are other factors contributing to the cost of housing, such as materials, labor, engineering, utilities, land development standards, etc. The valuation of homes over the last 11 years reflects the increase in these costs. Such a high valuation of homes, as shown in Table 4, magnifies the shortage of available housing for low and moderate income families.

TABLE 4. Average Valuation of New Homes - 1966-1976



Source: City of Ashland Building Department

The lack of lower priced conventional housing makes mobile homes more attractive. The siting of such homes is limited in Ashland to five acre mobile home parks located in multiple-family and commercial zones. There is presently only one commercially zoned site large enough to accommodate a mobile park, but its availability is doubtful due to its market price.

Conventional housing, either homes or apartments, are still available to low income families through a variety of governmental-assisted housing programs. Funding for these programs though has been limited in recent years and had not kept pace with the demand for conventional housing.

Development Trends

Since 1970, residential development has occurred primarily in the south hills of Ashland and north and east of Southern Oregon State College. Most single-family residential development has occurred in new subdivisions located south-east of the downtown with but one exception being the Quiet Village Subdivision located in northwest Ashland. Most of the multiple-family development has been constructed directly below the College, along Lindon, Garfield, and California Streets and along Siskiyou Boulevard, southeast of the campus. (See Map 6) The amount of land still available for residential development is shown in Table 5.

TABLE 5. Vacant and Developed Residential Land

<u>ZONE</u>	<u>Acres Zoned</u>	<u>Vacant</u>	<u>Developed</u>	<u>Developed</u>
R-F, residential farm	161	149	12	8
R-F:B-200	429	332	96	22
R-1, residential single-family	487	175	312	64
R-1:B-8	913	277	636	69
R-1:B-10	457	271	187	41
R-2, residential two-family	11	0.8	10.2	93
R-3, residential multi-family	43	24	20	46
R-3:2.4	74	17	57	77
R-3:1.2	<u>352</u>	<u>42</u>	<u>310</u>	<u>88</u>
TOTALS	2,927	1,288	1,639	56%

Source: City Planning Department

As is illustrated, the amount of multiple-family zoned land is nearing saturation in several categories. (The rate of development of multiple-family zoned land will probably increase as duplex-apartment units and mobile homes become more affordable than single-family homes.) In the single-family residential categories, the amount of land zoned for smaller residential lots (i.e., 6,000 and 8,000 square feet) is also approaching a similar level of development.

In reviewing the amount of available residentially zoned land, it should be noted there is a difference between "vacant" and "buildable" land. As is shown in Table 5, there are 1,288 acres of vacant residential land remaining in the City. This figure is somewhat misleading though, because not all residentially zoned land is buildable. As an example, if all vacant residentially zoned land over 20% in slope, under public ownership and not accessible to a public street, is subtracted from the total amount of vacant land, less land becomes available for residential development. Table 6 shows such a computation of "buildable" land in the City for the single-family zones.

TABLE 6. Buildable Land in Single-Family Zones

<u>Zone</u>	<u>Buildable Land in Acres</u>
R-F, residential farm	12
R-1, residential single-family	125
R-1:B-8	83
R-1:B-10	<u>19</u>
TOTAL	239

Source: City Planning Department

Whether land is available for residential development is a key factor in establishing the urban growth boundary. Not only are slope, ownership and accessibility important factors in determining availability, but the price of residential land directly affects who the land is available to. Thus, sufficient residential land should be set aside to help ensure that vacant land is not only buildable but available at price ranges which would allow for flexibility of housing location, type, and density.

ASSUMPTIONS:

- * Housing costs will continue to rise, making the traditional single-family home unobtainable for a large segment of the population.

CITY OF ASHLAND, OREGON

1970-77

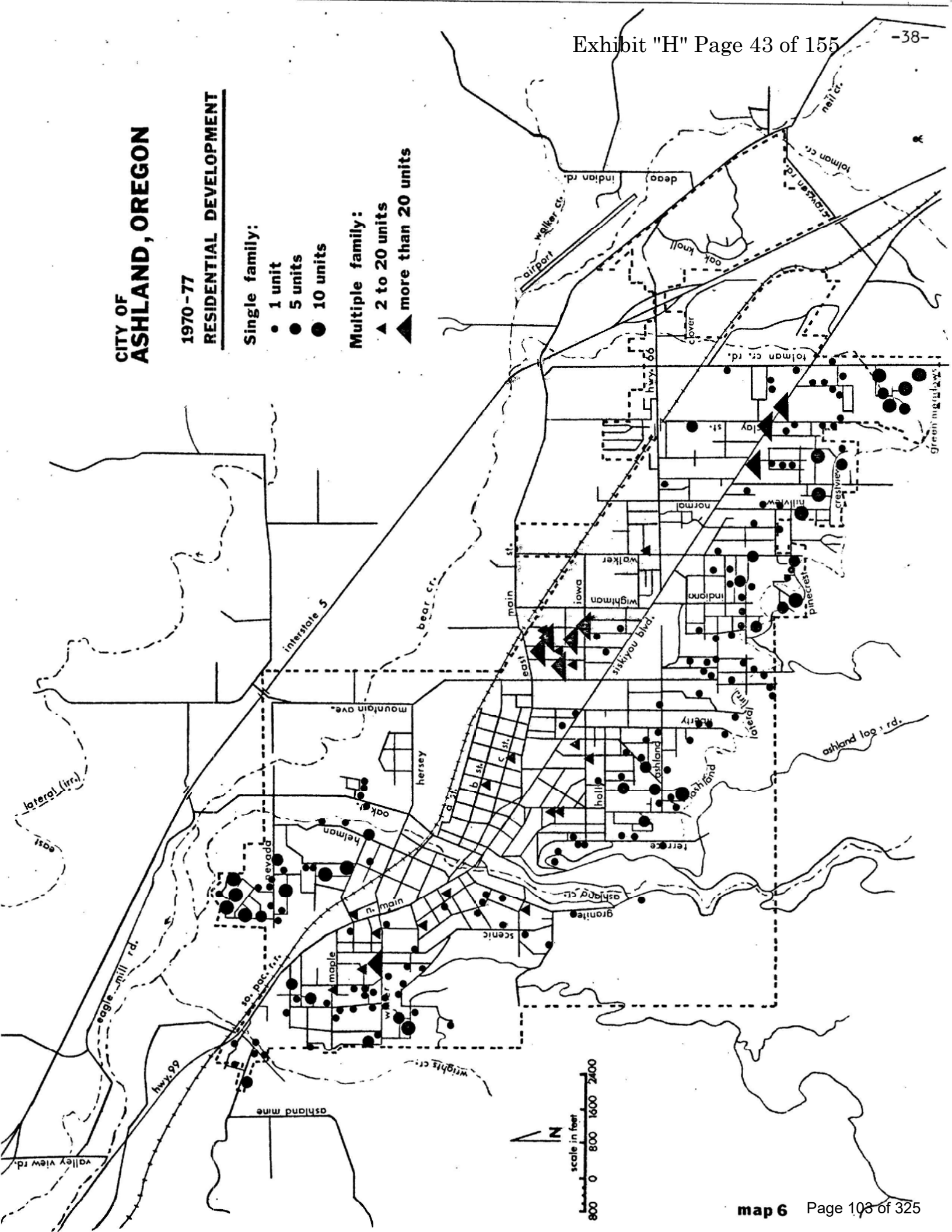
RESIDENTIAL DEVELOPMENT

Single family:

- 1 unit
- 5 units
- 10 units

Multiple family:

- ▲ 2 to 20 units
- ▲ more than 20 units



GOAL: MAKE EVERY EFFORT TO MAINTAIN AND IMPROVE EXISTING NEIGHBORHOODS BY ENSURING THE COMPATIBILITY OF NEW DEVELOPMENTS, AND ENCOURAGE THE MAINTENANCE AND RESTORATION OF EXISTING STRUCTURES.

POLICIES:

- A. Encourage existing neighborhoods to retain their own character, and protect them from substandard and incompatible development.
- B. Encourage programs which will restore and rehabilitate existing neighborhoods and structures.

COMMERCIAL

Commercial areas and activities are extremely important to the community not only by providing services and employment, but also by providing convenient facilities which reduce the time and effort of shopping. Ashland's commercial facilities complement and affect the tourist industry, and tourist-related arts and crafts stores are an expanding part of the business community.

Ashland has many different types and intensities of businesses with varying impacts and needs. Most businesses require a commercial setting, although some small businesses can fit into residential areas. The success of any particular business area depends in part on how existing and new businesses work with each other and fit the purpose of the area. Establishing a commercial area with a specific purpose, common facilities, and building layout design are concepts used successfully in shopping centers.

Ashland is part of a larger regional shopping area, which means that although many residents shop outside Ashland, it is also possible to attract many customers into Ashland from the regional area. This could require a special quality and increases the importance of appearance. Good appearance not only helps attract tourists, but also aids the transition between commercial and residential uses.

There are many benefits when commercial uses are grouped together in a compact form. Immediate benefits include reduced public service costs and increased sales created from adjacent business traffic. Long term benefits include increases in the variety and number of businesses, as well as better utilization of the land. Strip commercial areas, while providing worthwhile services to the community, do not reap these same benefits and can often result in problems in appearance, traffic flows and traffic safety. With some exceptions, a mix of residential and commercial establishments is usually undesirable for both kinds of uses.

The supply of vacant retail-commercial land is limited in the downtown and other surrounding shopping areas. As is shown in Table 1 and Map 7, land zoned for C-1 (commercial-retail) and C-2 (commercial-downtown) is nearly all developed.

TABLE 1. Vacant and Developed Commercial Land

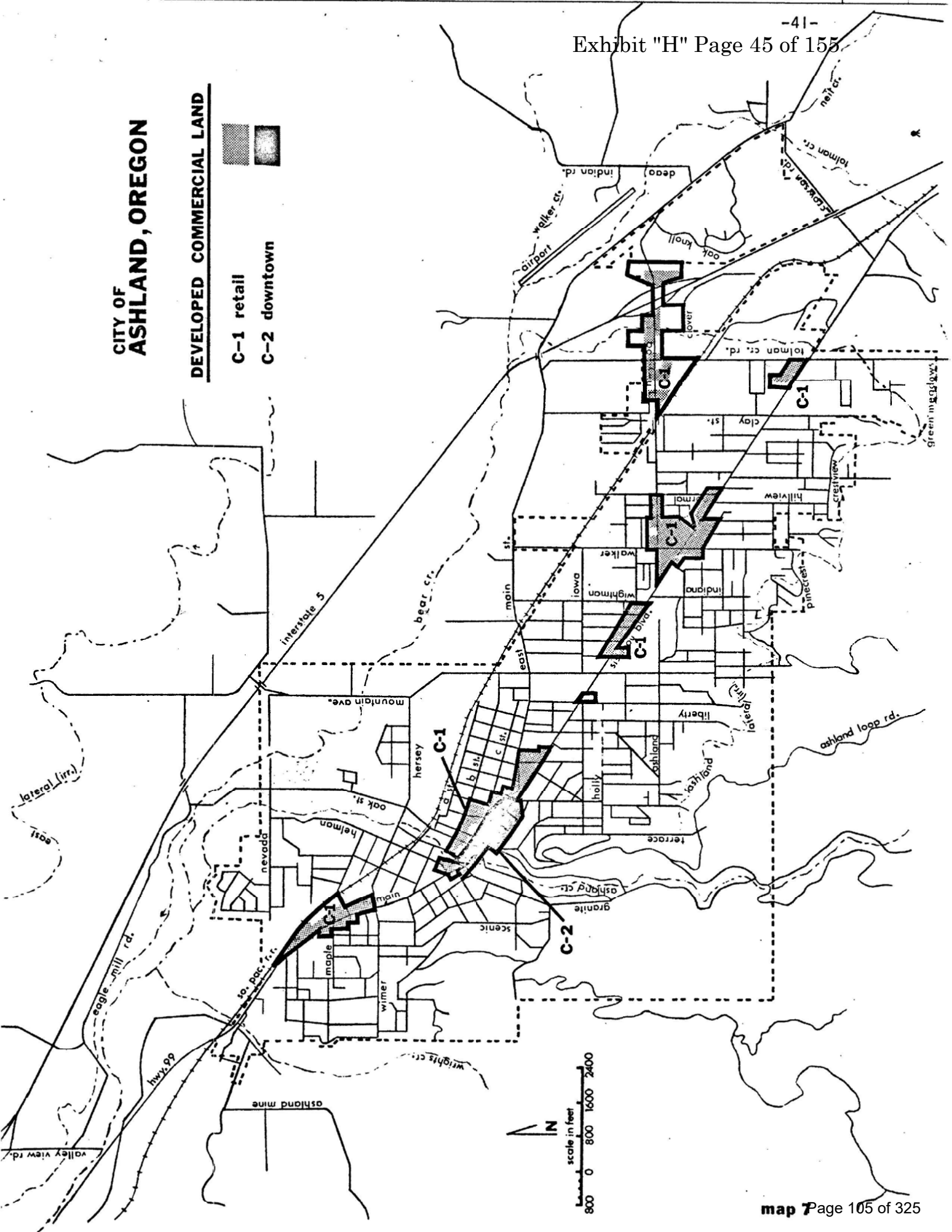
	Total Acres	Vacant Acres	Developed Acres		Percent Developed
			Commercial	Non-Commercial	
C-1, commercial-retail	108	35	24	49	68
C-2, commercial-downtown	25	1	23	1	96

CITY OF ASHLAND, OREGON

DEVELOPED COMMERCIAL LAND

C-1 retail

C-2 downtown



ASSUMPTIONS:

- * Tourism in Ashland will continue to increase.
- * Attractive and competitive commercial areas will continue to be important in attracting the regional and tourist shopper.
- * The importance of close, convenient shopping will increase, although most areas will continue to be auto-oriented.

GOAL: HAVE ATTRACTIVE, QUALITY COMMERCIAL AREAS OF VARIED AMOUNTS AND TYPES TO ADEQUATELY MEET THE VARIOUS NEEDS OF ASHLAND RESIDENTS AND VISITORS.

POLICIES:

- A. Periodically review commercial demands and commercial property available, and provide commercial lands in stages when additional land is needed.
- B. Consider the purpose, variety and market area of commercial activities when reviewing additions and changes, encouraging the downtown area to be the regional shopping attraction.
- C. Encourage compact and grouped commercial areas, and discourage any continuation of strip developments.
- D. Encourage a continuing program of improving existing strip commercial areas and alleviating current and future problems.
- E. Ensure high appearance standards for all commercial areas, and encourage appearance improvements in existing commercial development.

DOWNTOWN

The downtown area is extremely important to Ashland, not only because it is the largest business district but also because it is the image center for Ashland, affecting tourism and community identity. A physical or functional deterioration would be harmful to the entire community but this has not happened in Ashland. The downtown's vitality can be attributed to many reasons, including the proximity of Lithia Park and the Shakespearean Festival, and the numerous public and private appearance improvements.

The downtown does have some limitations in comparison with new shopping centers: for example, limited space for parking or business expansion, dense through-traffic, and limited weather protection. The downtown area is suitable for a wide range of uses including: professional and service uses; civic, social and cultural functions; and other pedestrian-oriented activities. The number of parking spaces per business is higher than in many cities, but inadequate when the Festival is operating.

ASSUMPTIONS:

- * The downtown area will continue to be viewed as the image of the City by residents and visitors alike.
- * Downtown pedestrian and bicycle activity will remain at the present level or increase.

GOAL: HAVE AN ATTRACTIVE AND COMPETITIVE DOWNTOWN AREA PROVIDING A VARIETY OF SERVICES.

POLICIES:

- A. Encourage the downtown to continue as an efficient, pedestrian-related shopping area.
- B. Encourage the development of a physically and functionally unified downtown, operating with a variety of businesses.
- C. Encourage downtown businesses to cooperate in joint programs of improvements, parking areas and other beneficial projects.
- D. Maintain an evolving planning process for having a continuously updated downtown plan, incorporating the 1966 Ashland Central Area Plan where applicable.

INDUSTRIAL

Although most of Ashland's economy is not dependent on manufacturing and processing industries, that sector does represent a large employment base and is important in maintaining a diversified and viable economy. In general there is a lack of public understanding of the effects of existing and possible future industrial development.

There is a great variety and range in the sizes, types, and impacts of industrial activity. This is true in Ashland, where existing industry ranges from log sawing to leather crafts manufacture. This diversity, which allows for a number of different kinds of industrial activities, reduces the dependency on any one industry.

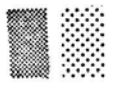
Different industries need different types and sizes of sites. Heavy industries need separation from residential uses, but other industries may seek out quiet, even residential areas. To ensure that industries are compatible with community attitudes and surrounding land uses, standards can be required regarding impact, aesthetics and services. If there were only one separated industrial area, it would be possible to have one set of standards, perhaps using Department of Environmental Quality guidelines. If different areas are established, then different standards are appropriate. Standards can vary in sophistication, ranging from general criteria to specific requirements or performance standards in which the effect of the activity is measured and compared to maximum levels.

Industrial businesses sometimes have difficulty finding a location because correctly zoned land may not be available or suitable to their particular needs. Many industry-related businesses wish to locate adjacent to other industrial developments, thus providing more efficiency for both the businesses and the City.

The supply of industrial land varies according to the type of zone. As is shown in Table 1 and Map 8 the heavy commercial (i.e. light industrial) land located near "A" Street and Shamrock Lane is nearly developed. The heavy industrial zoned land, on the other hand, is developed around Mistletoe Road but vacant south of Hersey Street.

CITY OF ASHLAND, OREGON

DEVELOPED INDUSTRIAL LAND



- M industrial
- C-3 heavy commercial

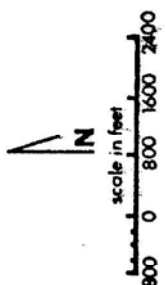
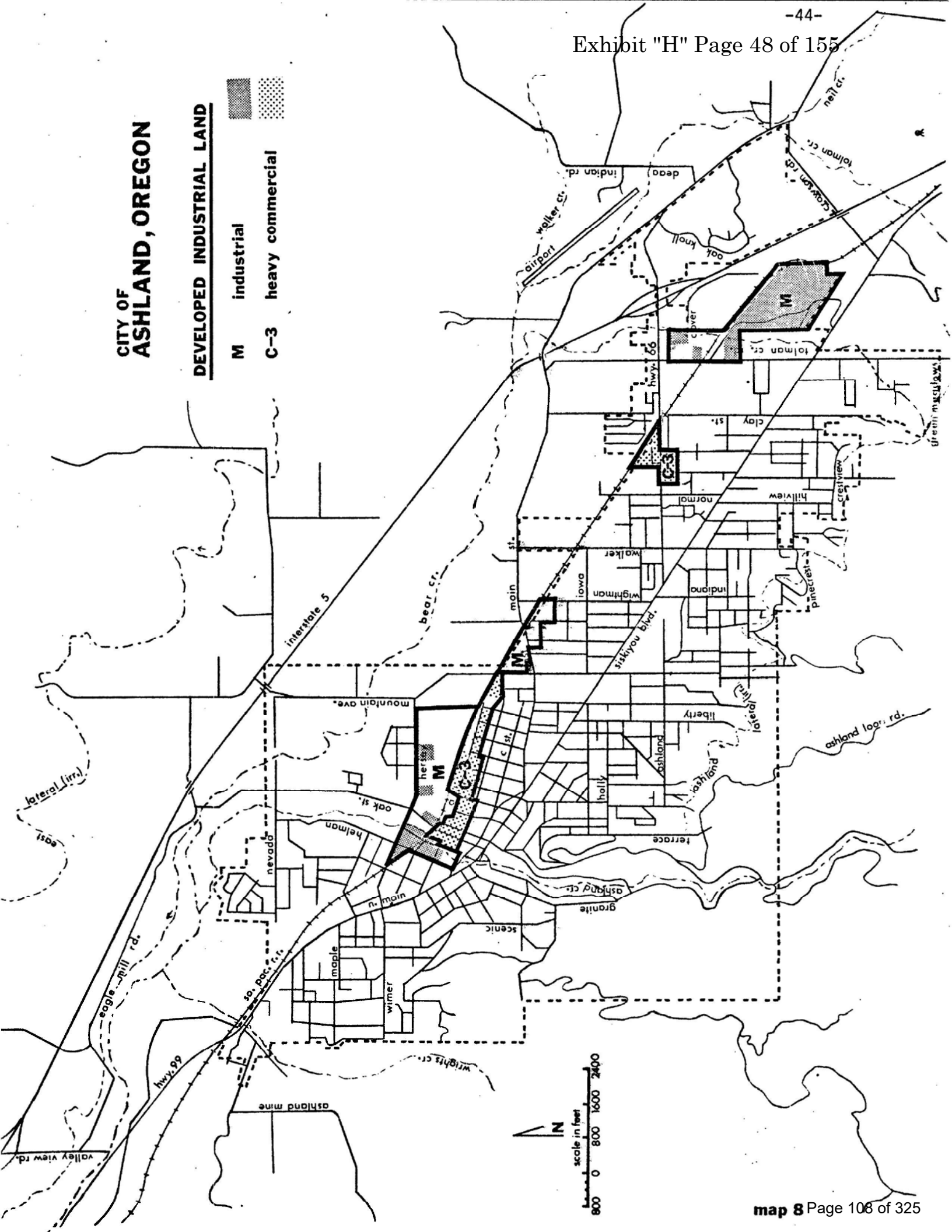


TABLE 1. Vacant and Developed Industrial Land

	<u>Total Acres</u>	<u>Vacant Acres</u>	<u>Developed Acres</u>		<u>Percent Developed</u>
			<u>Industrial</u>	<u>Non-Industrial</u>	
C-3, heavy commercial	35	2	14	19	94
M, heavy industrial	91	57	33	1	37

Source: City Planning Department

ASSUMPTION:

- * There will be an improvement in the ability to determine the potential effects of industry.

GOAL: HAVE A VIGOROUS AND DIVERSE INDUSTRIAL SECTOR.

POLICIES:

- A. Encourage public awareness of industrial policies and standards.
- B. Encourage a viable and diverse industrial sector by:
 1. Providing a variety of areas of different kinds and in different locations.
 2. Encouraging variety and innovation in industrial developments.
 3. Having a review process which allows some flexibility in industrial location and design.
- C. Encourage clear, equitable standards relating to performance for industrial development in each industrial area, with standards including emission levels, aesthetic amenities, environmental siting and compatibility factors.
- D. Encourage efficient industrial areas by planning mutual facilities and compact development areas.

PARKS, OPEN SPACE, AND ESTHETIC ENVIRONMENT

PARKS

Parks are very important as they provide breaks in the urban patterns, provide recreational space, contribute to the physical and mental health of the community, improve the character and land value of nearby neighborhoods, are a source of community pride, and can help attract industries seeking a high level of environmental quality.

Population increases will spread development to new areas, and the impact of increased tourism will place an additional strain upon present park and recreation facilities. When these factors are combined with the special recreation requirements of some segments of the community (especially the young and the elderly), and with a rise in the amount of leisure time available, the need for additional facilities and programs becomes evident.

Ashland now has 176.45 acres of parkland; however, 57 acres are in the Lithia Springs property outside the City limits. There are 61.26 acres of developed park land, with 39.5 acres in Lithia Park and the Park extension. Ashland's developed park acreage is lower than national standards (10 acres for every 1,000 people), lower than national projected needs (15 acres for every 1,000 people), and lower than park averages in some other communities - for example Eugene and Albany (see Table 1). This low acreage is somewhat offset by the fact that there are many acres of open space, agricultural land and forest. Lithia Park is used partly as a regional park, and that fact is not often reflected in acreage comparisons. Ashland has relatively little acreage in neighborhood parks, pocket parks, and other types of recreational areas.

TABLE 1. Acres of Developed Park Land

	<u>Acres/Thousand Population</u>
Ashland	4.22
Albany	5
Medford	8.33
Salem	10.5
Eugene	15.3

Source: City Planning Department

Although per capita park acreage is one indication of meeting park needs, so also are the size, types, and locations of parks. Park types can be classified as follows: regional, urban, community, neighborhood, pocket, and special areas.

A regional park serves a county area, emphasizes an outdoor setting, and usually has facilities for picnicking, swimming, etc. Emigrant Lake Park is a regional park, and is heavily used by county residents.

An urban park emphasizes passive recreation, may have picnic and zoo areas, and serves a population of from 10 to 30 thousand people. Lithia Park is an example of an urban park, but its use by many people outside the City makes it somewhat regional in nature.

A community park emphasizes active recreation such as sport fields and tennis courts, and should be within three miles of the area it serves. Hunter Park is a community park, but even when fully developed, it will not meet community needs. Ashland has a few neighborhood parks such as Garden Way Park.

Neighborhood parks are designed to be within a one-half mile radius of the area they serve, and are related to the character of the neighborhood. Neighborhood parks also include school-parks which utilize school facilities in conjunction with a community or neighborhood park. There are several advantages to the school-park concept as school facilities are used during the summer months and non-school hours, providing facilities for all age groups, eliminating duplication of facilities, and cutting operating and maintenance costs for both the Parks Department and School District. Although school facilities are suitable to meet recreational needs, they are not presently designed or maintained in Ashland for general public use.

Pocket parks and special areas are small areas which satisfy special needs: a place for relaxation in a dense, urban area; a spot for a specific recreational activity; or simply an area giving visual pleasure. Triangle Park park; the Plaza is an example of a special area.

ASSUMPTIONS:

- * There will be an increase in park needs because of:
 1. An increase in Ashland's population.
 2. A reduction in vacant lands used informally as park areas.
 3. An increased desire for a natural environment to offset a rise in urban pressures.
 4. An increase in leisure time.
- * The County and State will continue to assist in Ashland's regional park needs. Lithia Park, although a City park, will continue to be used by people throughout the region.
- * The increasing cost of parks and recreation centers will make the school-park concept increasingly attractive.
- * With increased transportation costs and increased population densities the need for neighborhood and pocket parks will continue to grow.

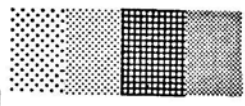
GOAL: PROVIDE THE PEOPLE OF ASHLAND WITH A VARIETY OF PARKS AND PARK FACILITIES.

POLICIES:

- A. Encourage information programs which explain the need for parks, the trends and types of use, and how Ashland programs compare with other communities.
- B. Encourage a park land acquisition plan in accordance with community growth and projected park demand. Encourage acquisition well in advance of actual needs.
- C. Encourage development of the Bear Creek Greenway, including the Ashland Creek tie to the City Park System.
- D. Encourage the expansion of areas for active recreation, such as Hunter Park.
- E. Encourage school-park developments.
- F. Encourage the creation of pocket parks and special areas, especially in areas of intense urban development.

CITY OF
ASHLAND, OREGON

PUBLIC PARKS

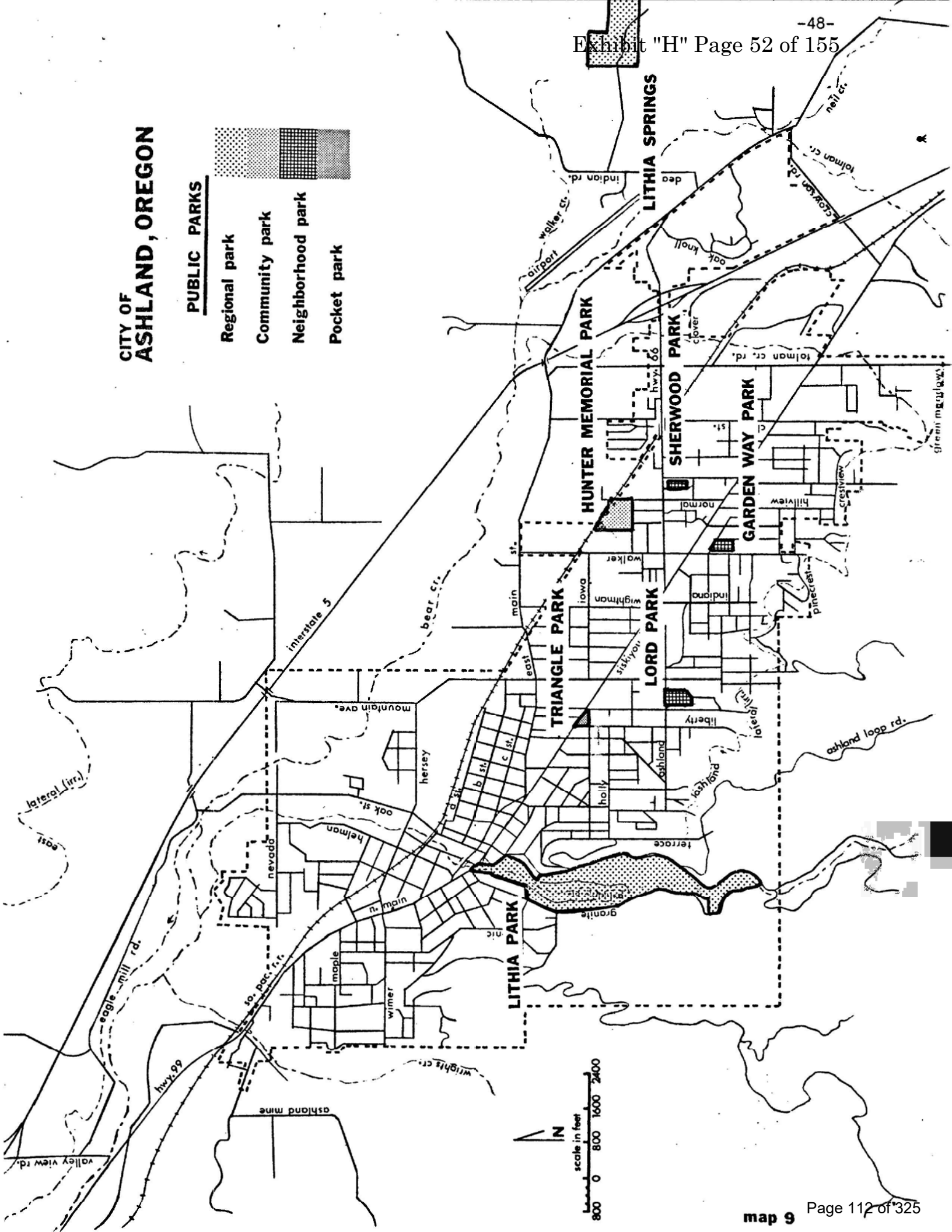


Regional park

Community park

Neighborhood park

Pocket park



- G. Coordinate park land acquisition and design with other agencies involved with park usage. Agencies should include Jackson County and the Public School System.

RECREATION

Recreation is a vital aspect of community life and identity, and requires spot facilities, natural areas, hiking trails, etc. Ashland has a variety of recreational facilities but still could use more (see inventory of facilities). Development of private land for recreation can also meet some recreation needs.

There are a number of recreation programs including public school programs, the City recreation program, YMCA, and Everybody's U. These programs do not constitute a unified system because of an inadequate definition of responsibilities, roles and coordination procedures.

ASSUMPTIONS:

- * The factors that indicate the desirability of more park land in Ashland also indicate that there is a need for more recreational facilities.
- * The recreation element will become more important to the Ashland economy.

GOAL: PROVIDE RECREATIONAL FACILITIES AND PROGRAMS FOR ASHLAND RESIDENTS AND VISITORS.

POLICIES:

- A. Encourage increased public and private recreational outlets and facilities designed to serve a variety of age groups. Encourage programs on a priority basis according to need.
- B. Encourage increased public access to recreation sites.
- C. Encourage the coordination of recreation programs between various agencies.

INVENTORY OF MAJOR PARKS/RECREATIONAL FACILITIES*

PARK	GARDEN WAY	HUNTER	LITHIA	SHERWOOD	TRIANGLE	LITHIA
LOCATION	Garden Way & Clark St.	1599 Homes Avenue	59 Winburn Way	Sherwood Street	Siskiyou & Iowa	SPRINGS
SIZE IN ACRES	1.73	10.0	102.5	0.62	0.35	57.0
BANDSHELL	NO	NO	YES	NO	NO	NO
BRAILLE TRAIL	NO	NO	YES	NO	NO	NO
DRINKING WATER	YES	YES	YES	YES	YES	NO
HORSESHOES	NO	YES	YES	NO	NO	NO
MUSEUM	NO	NO	YES	NO	NO	NO
NATURE TRAILS	NO	NO	YES	NO	NO	NO
PICNIC AREAS	YES	YES	YES	YES	YES	NO
(# of People)	25	100	600	10	10	
PLAYGROUND EQUIPMENT	YES	YES	YES	YES	NO	YES
RESTROOMS	NO	YES	YES	YES	NO	NO
RHODODENDRON GARDEN	NO	NO	YES	NO	NO	NO

INVENTORY OF MAJOR PARKS/RECREATIONAL FACILITIES*

PARK	GARDEN WAY	HUNTER	LITHIA	SHERWOOD	TRIANGLE	LITHIA
LOCATION	Garden Way & Clark St.	1599 Homes Avenue	59 Winburn Way	Sherwood Street	Siskiyou & Iowa	SPRINGS
SIZE IN ACRES	1.73	10.0	102.5	0.62	0.35	57.0
ROSE GARDEN	NO	NO	YES	NO	NO	NO
SHUFFLE BOARDS	NO	YES	YES	NO	NO	NO
SOFTBALL DIAMONDS	NO	YES	NO	NO	NO	YES
STREAMS OR LAKES	NO	NO	YES	NO	NO	NO
TENNIS COURTS	NO	YES(8)	YES(2)	NO	NO	NO
VOLLEYBALL COURTS	NO	NO	YES	NO	NO	NO
RIFLE RANGE	NO	NO	NO	NO	NO	YES

*Excludes Siskiyou Boulevard planting strips, two small triangle parks, and the recently acquired Lord Park for a total of 4.25 acres.

Source: City Parks and Recreation Department

OPEN SPACE

Open space can include parks, natural resource areas, agriculture and forest lands, etc. Open space is beneficial in many ways: by buffering incompatible land uses, by helping create efficient land use patterns, by providing aesthetic values and relief in heavily built-up areas, and by preserving recreational, agricultural and forest lands. There is considerable open space in and around Ashland, although much of this will be reduced when market conditions and future growth require its development. Some of this vacant land is not suitable for any urban development.

Open space can be preserved in a number of ways: by zoning and subdivision regulations, by purchasing or trading for land or easements, by incentives, or by voluntary contributions. Many of these methods do not require new City funding, but do depend on resource area identification and development standards.

ASSUMPTION:

- * Urbanization, which will mean increasing density and loss of vacant lands, will make open space much more valuable in the future.

GOAL: PRESERVE OPEN SPACE WITHIN URBAN AREAS FOR PRESENT AND FUTURE NEEDS.

POLICIES:

- A. Encourage the retention of open space lands in order to:
 1. Ensure aesthetic and environmental relief from the density of urban development,
 2. Provide future recreational lands,
 3. Buffer incompatible developments, and
 4. Protect areas not suitable for development.
- B. Develop an open space plan including methods, costs, and a time schedule for acquisition.

CONNECTING LINKS AND TRAILS

The use and effectiveness of open spaces, as well as parks and trails, are greatly increased when such areas are linked together. Linked areas allow for longer trail systems, create more opportunities for recreation, and serve as an optional transportation system. The emphasis on linear space also benefits the appearance and visual organization of Ashland.

Similar to many communities, Ashland lacks sufficient open spaces in a lineal form (park-ways, bikeways, etc.) but there are many areas which could be utilized. Use of Ashland's creek corridors can provide a design element for the community and for individual neighborhood areas. Some areas are unfavorable for development of parkways, bikeways, etc., because of the proximity of residential dwellings or a special environmental situation.

ASSUMPTION:

- * There will be an increase in the need for trails to provide for recreation (e.g. hiking trails) and for alternative means of transportation (such as bikeways).

GOAL: ESTABLISH A SYSTEM OF CONNECTING LINKS AND LINEAL TRAILS THROUGHOUT THE CITY.

POLICIES:

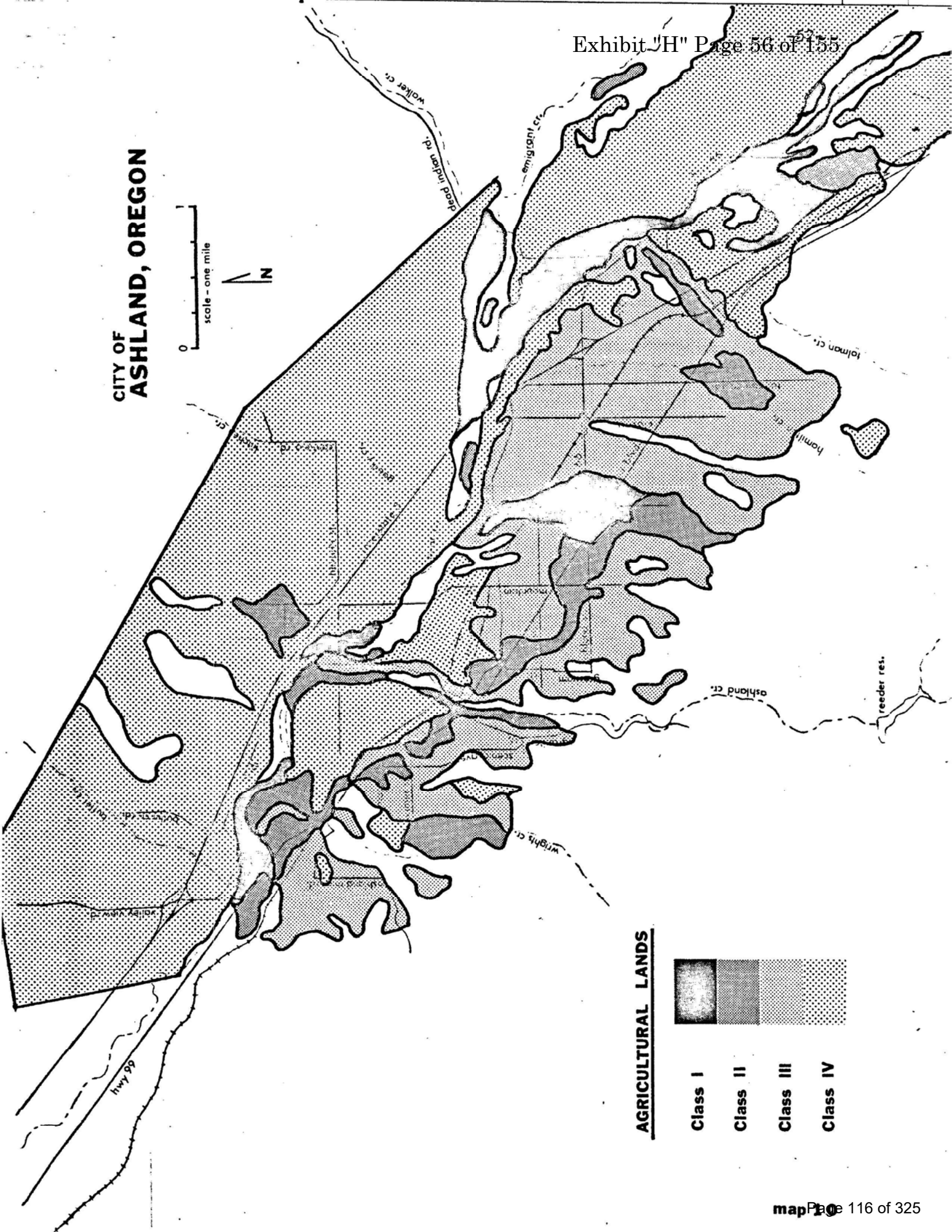
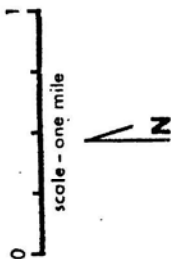
- A. Encourage where possible a system of corridors, linear park routes and trails to connect the various parts of the community, and to link the community to areas outside the City. Utilize all possible facilities: parks, open spaces, bicycle paths, easements, scenic roadway routes.
- B. Establish where possible trails along non-urbanized sections of stream corridors ensuring that stream ecology and any residences are protected. Discourage development that would prohibit stream corridors from being utilized for trails.

AGRICULTURE

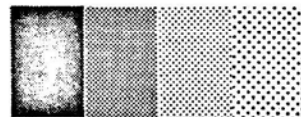
Agricultural land which is close to urban areas provides many of the benefits of open space (visual relief, tranquility, oxygen replenishment) as well as providing economic productivity to a community. Not all farming operations are compatible with urban development, and poorly managed operations can increase water pollution. The Oregon legislature has placed heavy emphasis on the preservation of agricultural land, as demonstrated by general planning goals, by exclusive farm zoning requirements, and by deferred assessment tax policies.

There is often great pressure to convert farm lands to urban uses. This pressure is caused by the higher value of lands for urban purposes, by the presence of economically marginal farming operations, and by the availability of urban services. Whether or not to allow the conversion to other uses of farm lands is a difficult question because of the inability to estimate the value of farm land in the future, and the irreversible nature of such a conversion. (Refer to map of agricultural land.)

CITY OF
ASHLAND, OREGON



AGRICULTURAL LANDS



Class I

Class II

Class III

Class IV

GOAL: IDENTIFY AND PRESERVE AGRICULTURAL LAND FOR AGRICULTURAL USE.

POLICIES:

- A. Agricultural lands of soil classes I, II, III, and IV shall be preserved except where irreversibly committed to urban uses. This shall be done through use of exclusive farm zoning. In preserving prime agricultural land the economic consequences shall also be considered.
- B. Encourage the retention of existing farms and areas of productive soils, especially when they provide open space and visual benefits.
- C. Encourage programs which support and improve area farming, such as irrigation and drainage systems, and environmental and economic management practices.
- D. Encourage the reduction of urban pressures (for example, pressures caused by premature service availability or service assessment practices) which tend to convert farm lands prematurely to urban uses.
- E. Where possible, exclude Class I through IV lands from the Urban Growth Boundary.
- F. Encourage the retention of agricultural lands outside the Urban Growth Boundary through County coordination procedures.

FOREST LANDS

Forest lands in and around Ashland provide many benefits to the community. Not only does the timber provide lumber and jobs for local industry, but forest lands also provide wildlife habitats, scenic views, and recreational opportunities. Although timber cutting can have some adverse effects (such as water pollution and soil erosion), the effects can be reduced by sound management practices.

Forest land directly above Ashland is especially important to the City because streams originating in that area flow thorough Ashland, and those lands have high scenic value. Most of that area is in private ownership, which makes timber resource management more difficult. There is pressure to convert some of this property to residential uses, and it must be recognized that any type of development creates problems of utility service and fire hazards.

ASSUMPTION:

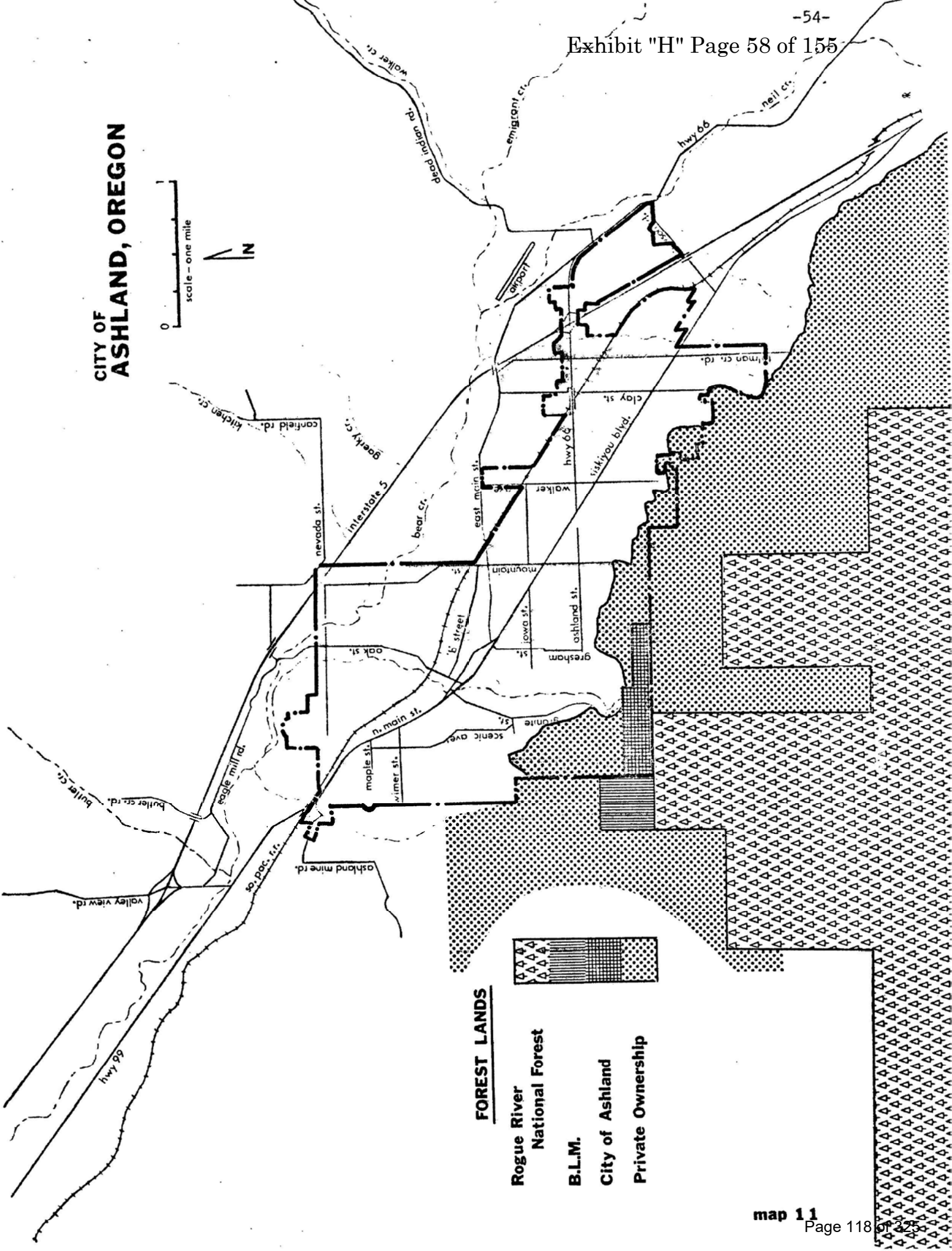
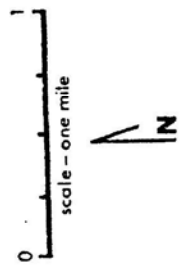
- * The importance of forest areas around Ashland will increase, especially in regard to their recreational and scenic value.

GOAL: PRESERVE FOREST AREAS FOR THEIR VISUAL AND ENVIRONMENTAL QUALITIES, AND FOR THE TIMBER RESOURCES.

POLICIES:

- A. Encourage the retention of forests, keeping them for multiple-use purposes where practical.

**CITY OF
ASHLAND, OREGON**



FOREST LANDS

- Rogue River National Forest
- B.L.M.
- City of Ashland
- Private Ownership

- B. Emphasize preservation of scenic values and the environment in forest management practices.
- C. Discourage the intrusion of urban development into forest lands, but if any development does occur, ensure that adequate fire protection is provided.

APPEARANCE AND SCENIC AREAS

Ashland's environment and appearance are often noted as important parts of the general livability of the City, and are frequently cited as reasons for residents remaining in the area and for tourists coming to Ashland. The maintenance of civic pride and of favorable visitors' impressions depend especially on the scenic quality of major access routes and throughfares. Also, the appearance of private property has an effect on one's impression of Ashland.

The appearance of the City is directly related to the types and amounts of vegetation. Some areas, such as Winburn Way and Siskiyou Boulevard, have greater scenic value due to the presence of large trees and a variety of shrubs.

There are several areas of natural significance in the vicinity of Ashland: Pompadour Bluff, Grizzly Peak, and the Ashland Watershed. All three areas are valuable for their scenic qualities and varied wildlife habitats (see map).

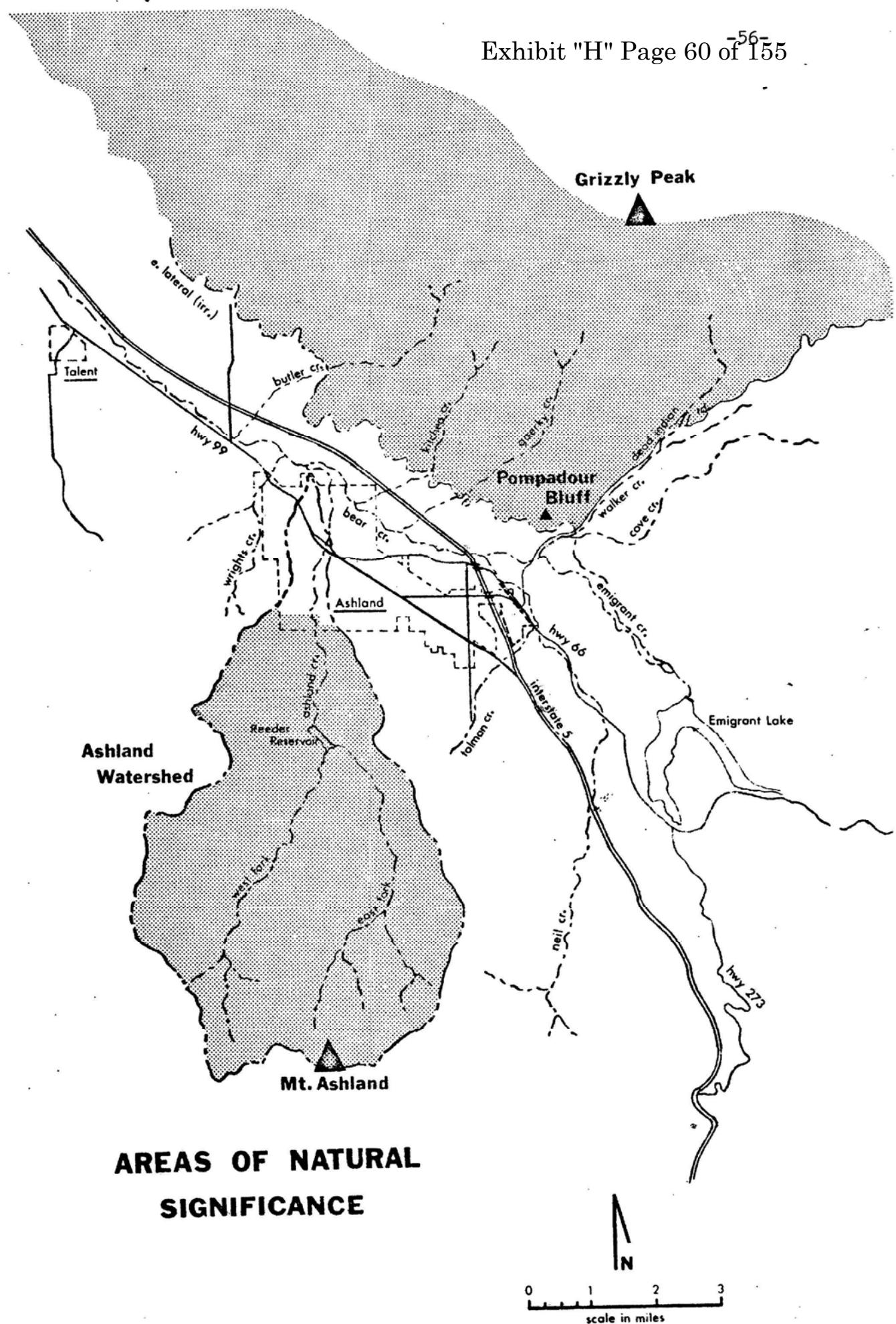
ASSUMPTIONS:

- * The importance of Ashland's scenic quality to residents and tourists alike will increase.
- * Any new access route to Ashland will become another major entrance-way to the City.
- * Appreciation of the importance of vegetation will continue to increase.

GOAL: MAINTAIN AND IMPROVE THE APPEARANCE OF ASHLAND AND ENSURE THAT VEGETATION REMAINS AN IMPORTANT PART OF THE ENVIRONMENT.

POLICIES:

- A. Require new developments to be designed and landscaped to complement the proposed site and the surrounding area.
- B. Encourage improvement programs for existing areas with consideration being given to such items as exterior maintenance, landscaping, signing, and undergrounding of utilities.
- C. Retain open spaces which represent important views or provide valuable buffering.
- D. Encourage high standards of design and landscaping for development adjacent to major arterials, and press for dividers in any new access routes into Ashland.



- E. Encourage the retention of original vegetation areas and encourage the propagation of such vegetation in new developments.

HISTORIC CONSERVATION

There are many structures and sites in and around Ashland which are of historic interest to the community due to such factors as their age, design, or association with historic events or people. These structures and sites represent a unique part of Ashland. It is generally agreed that the identification, protection, and preservation of these structures and sites are important to maintain the attractive aspects of Ashland, and enable the property owners affected to take advantage of special historic legislation.

Presently there is no process for controlling the alteration or removal of historic sites, or getting information to owners explaining the benefits they might utilize from special historic programs. While it is recognized that not all structures and sites can or should be retained, it is agreed that the appearance of Ashland is one of its economic assets, and historic structures contribute to that appearance.

ASSUMPTIONS:

- * There will be pressure in the future to destroy or alter historically significant sites and structures in Ashland.
- * Preservation of historic sites and structures will continue to increase in importance and will be politically and economically feasible.

GOAL: PRESERVE HISTORICALLY SIGNIFICANT STRUCTURES AND SITES IN ASHLAND.

POLICIES:

- A. Recognize the preservation of historic sites and buildings not only as an aesthetic asset but as an economic one as well.
- B. Encourage the Historic Commission to establish areas of significance, and make recommendations on the alteration or disposition of structures, sites or neighborhoods within these areas.
- C. Encourage the voluntary preservation of historic sites and structures.
- D. Encourage giving official designation to certain important historic landmarks, and retain controls on the external appearance and disposition of such landmarks.
- E. Encourage the preparation of background information on historic sites, structures, and areas including such information as photographs, documentation, history, and maps.

PUBLIC SERVICES

GENERAL

The permanence and stability of urban areas are greatly affected by the quality and extent of public services, improvements and conveniences. Usually a full range of services is eventually required for an area even if the need is not immediately pressing.

Traditional public services are water, sewer, police, fire, and electricity, but also may include street lighting and cable television.

The cost of services has been increasing at a rate equal to or higher than general inflation figures. Costs are especially evident when continued growth requires new capital expenditures, such as enlarging the sewer treatment plant. Formulas have been developed which attempt to relate the increase in population to the expected increase and cost in services and facilities.

One method of keeping costs down is to have compact, centered development, reducing the extent of facilities and travel. Where services are available, but no development occurs (as in vacant lots), a public investment is being under-utilized. Another way to lower costs is to have all services provided simultaneously, with close coordination between the agencies and departments providing those services. One method of reducing costs for current City residents is to have new developments pay for the extension and provision of their services.

Public services, especially those using poles and above-ground facilities, affect the appearance of an area. Undergrounding represents a higher initial cost, but usually lower maintenance costs. Some public services will require sites within a neighborhood (e.g. an electrical substation or fire station).

ASSUMPTIONS:

- * Residents will continue to demand services similar to those they receive now.
- * Cable TV will become more important, with more local educational programs and specialized services.
- * There will be increased secondary costs (transportation, energy, etc.) in developing peripheral areas.

GOAL: PROVIDE PUBLIC UTILITIES, SERVICES, AND FACILITIES IN AN ORDERLY AND EFFICIENT WAY AND IN SUFFICIENT QUANTITY TO MEET CITY NEEDS NOW AND IN THE FUTURE.

POLICIES:

- A. Provide urban, urbanizable, and rural areas with the level of services appropriate to the density of settlement and resultant service demand.
- B. Provide services in a timely, coordinated, and orderly manner that minimizes costs and inconvenience, and prevents premature, incomplete development.

- C. Prevent urban sprawl and "leap-frogging" by providing full services in a staged manner: first to areas within the City limits, then to the area within the Urban Growth Boundary.
- D. Encourage the establishment of a data bank showing how City growth relates to capital expenditures.
- E. Encourage the underground placement of utility lines, with any above-ground facilities designed to fit the landscape.
- F. Encourage early planning and acquisition of sites for needed public facilities (e.g. fire stations, etc.).

WATER SUPPLY AND SERVICE

The City of Ashland's domestic water is obtained from Ashland Creek, with a filter plant situated in the Ashland watershed. Reeder Reservoir was built in 1927 to provide storage for summer water needs. There are two small diversion dams above the Reeder Reservoir, and two smaller covered reservoirs below it (Crowson and Granite Street Reservoirs) for treated water.

Ashland's water supply is sufficient to serve a population of 14,400 during years when precipitation is 13 inches or above. In years when the precipitation drops below 13 inches the supply will be critical. From available Weather Bureau records this occurs on the average of every 10 years.

If additional water is not secured and the population continues to expand, the frequency of critical years will increase and it will be necessary to restrict water use during those years. Water use in Ashland averages about 270 gallons per capita per day, which is representative of water use throughout the West.

Additional water could be obtained through the utilization of the City's portion of T.I.D. water and/or construction of Winburn Dam. If the unused portion of the City's T.I.D. water is utilized (795 acre feet) it would accommodate approximately 7000 additional persons, or 2,373 single-family housing units. Construction of Winburn Dam would provide storage of 1600 acre feet of water or enough to serve 14,000 additional persons, or 4827 single-family housing units. Thus, if the above two measures are implemented, the additional water supply would be 2395 acre feet which would accommodate an additional population of 21,000 or 7200 single-family housing units.

ASSUMPTIONS:

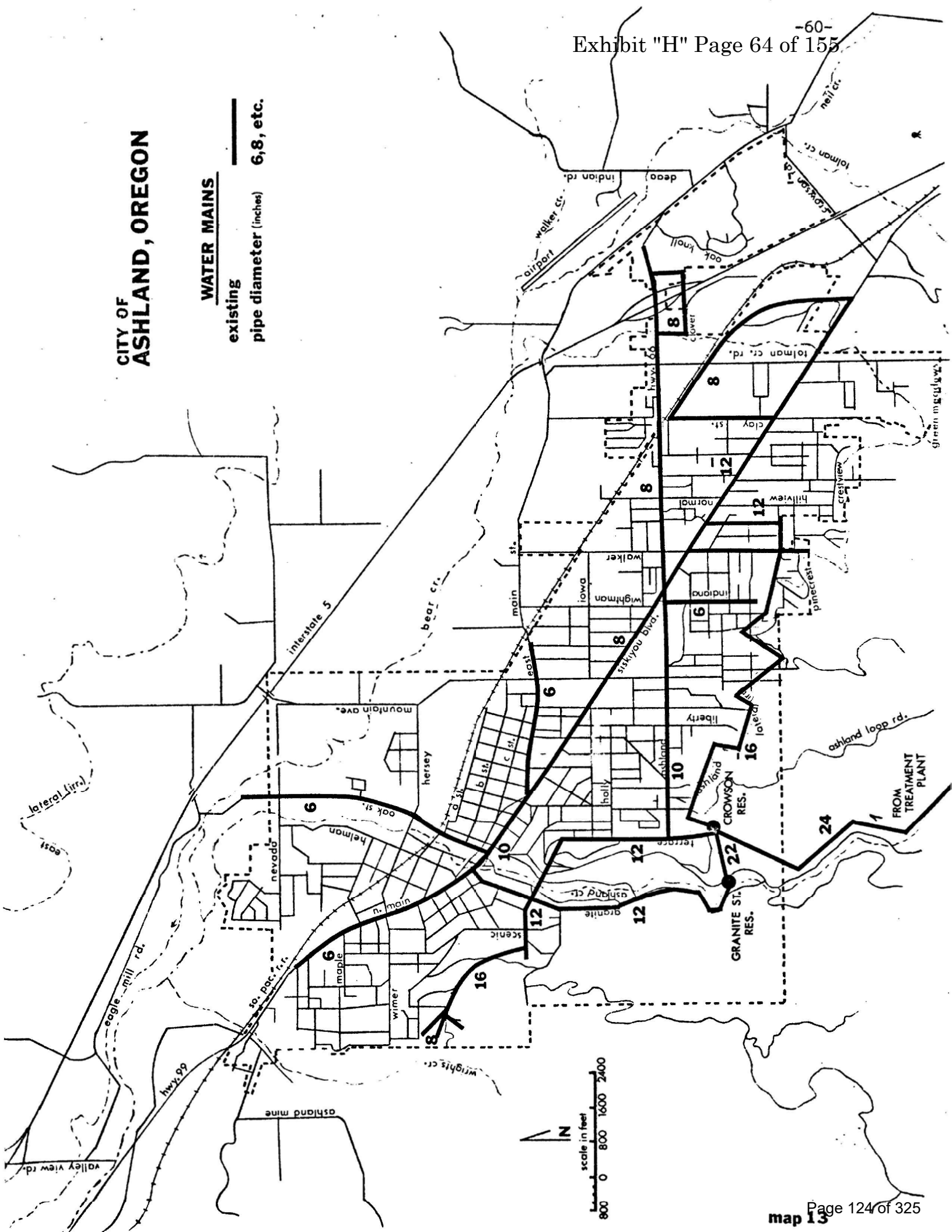
- * The City will continue to utilize Ashland Creek water, but will need alternative sources to meet future water demands.
- * There will be continued pressure for more residential development above the gravity-flow system.

GOAL: PROVIDE SUFFICIENT WATER FOR ASHLAND RESIDENTS.

CITY OF
ASHLAND, OREGON

WATER MAINS

existing
pipe diameter (inches) 6, 8, etc.



POLICIES:

- A. Encourage continued planning for water supply, showing water available, water needs, and future costs for satisfying those needs.
- B. Encourage programs for obtaining future T.I.D. water for possible domestic use.
- C. Discourage residential development above the gravity-flow systems, with the residents paying for pumping and storage facility costs.
- D. Consider the development of a high level water system.

SANITARY SEWER SYSTEM

The Ashland sewer system contains approximately 383,750 lineal feet of concrete and clay pipe of which the majority is 6 inches in diameter. The largest size is 18 inch. Sewers were first constructed in the City in 1906 and until 1941 they were generally made of clay. After 1941, concrete pipe was used. There are no combined storm water and sanitary sewers in the City system. Map 13 shows features and the general layout of the existing sewerage system. The system serves approximately 3,200 of the 3,800 acres within the present City boundary. Service to an additional 500 acres in Oak Knoll and areas outside the present City limits is also available, though not all are served at present. Because of the generally steep slopes and relatively minor infiltration, the system has capacity for additional flow from areas that are yet to be developed.

New development is predominantly on the southeastern side of the City. It can be assumed that the bulk of additional sewage flow in the near future will be generated from this area. As more southeastern area sewers are constructed, the increased flow will begin to tax the capacity of the mains on Siskiyou Boulevard, Wightman Street, and Morton Street. These sewers are the main conduits transporting sewage to the collecting trunks (i.e., Bear Creek Trunk, Ashland Creek Trunk, "A" Street Trunk, etc., located on the northern side of town). The trunks, in turn, convey the sewage to the treatment plant.

The recently remodeled sewer treatment plant should accommodate additional population growth beyond the year 2000. The design capacity of the plant is 3.1 million gallons per day or a population equivalent of 40,600 which still leaves an adequate margin for industrial use. Presently, the plant's average daily flow is 1.4 mgd.

ASSUMPTIONS:

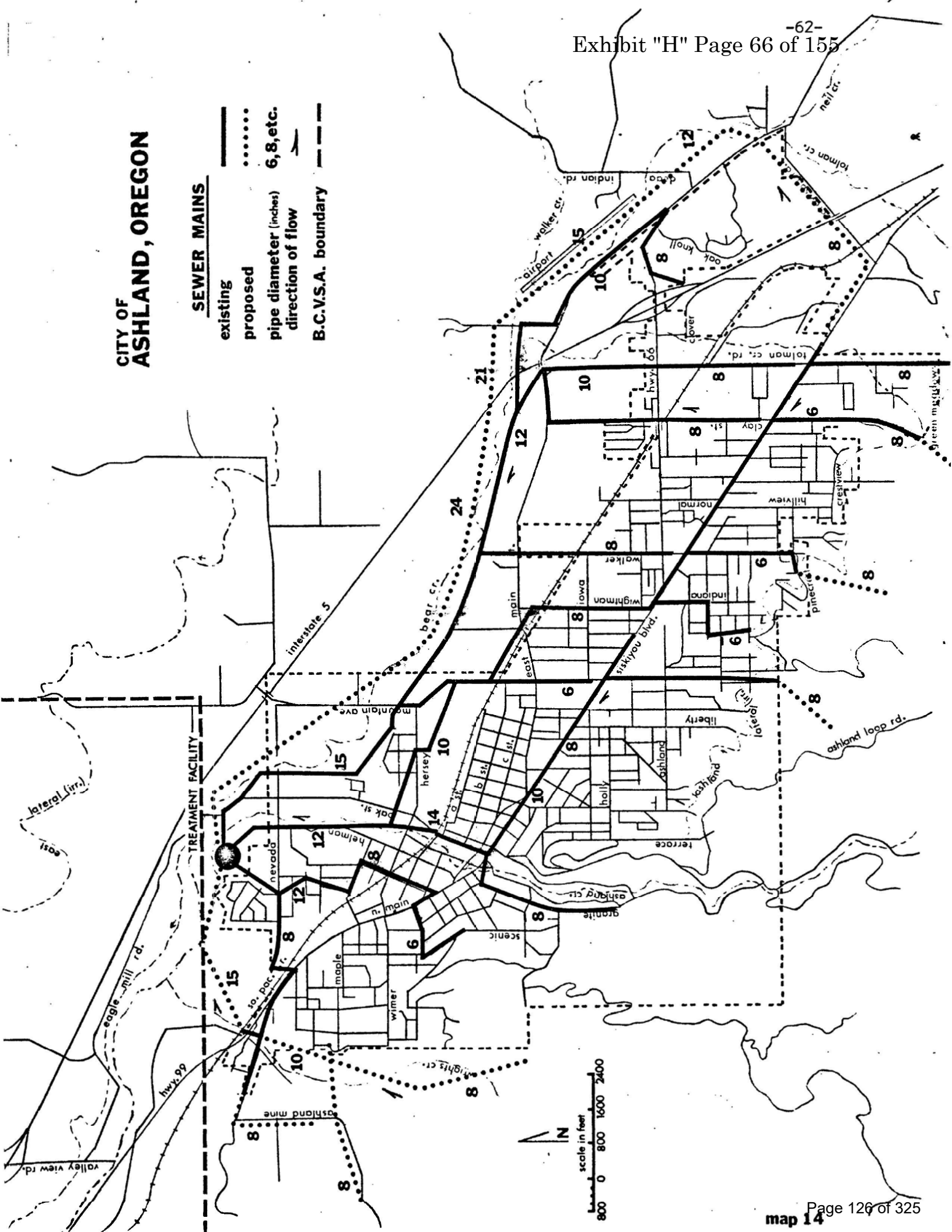
- * There will be higher standards for effluents, eventually requiring tertiary treatment facilities.
- * Individual treatment facilities will be improved, but still will not be as reliable as municipal systems. Thus the City will continue to be asked for service outside the City limits.

GOAL: PROVIDE SANITARY SEWERS THAT MEET ENVIRONMENTAL STANDARDS FOR ALL AREAS WITHIN THE CITY LIMITS.

CITY OF ASHLAND, OREGON

SEWER MAINS

- existing
- proposed
- pipe diameter (inches)
6, 8, etc.
- direction of flow
- B.C.V.S.A. boundary



POLICIES:

- A. Encourage early planning for new sewage treatment facilities, outlining site requirements, use of sewage treatment by-products, costs and financing.
- B. Encourage the construction of a new Bear Creek interceptor line and size it according to a 25 year lifespan with present growth rates or a proposed carrying capacity projection.
- C. Require all development within the City to use Ashland treatment facilities until other sewage systems are available.

SOLID WASTE

Solid waste disposal is a regional activity which is regulated by Jackson County (which has been working on a regional solid waste plan) and the State of Oregon (which has established environmental standards). The Ashland site for solid waste disposal meets or exceeds regional and state guidelines.

The City of Ashland contracts with the Ashland Sanitary Service for waste collection. Solid waste is disposed at a 120 acre site located approximately five miles from the City center on Valley View Road. The site consists of clay and sandstone formations which help provide good surface runoff conditions. Two diversion ditches surround the site.

In 1977, the Department of Environmental Quality (DEQ) issued a five year permit on the solid waste site with the following conditions: blowing paper be controlled; wastes be compacted and covered daily; a caretaker be on duty; fire prevention equipment be available; and a suitable access road be provided. All of these conditions are being fulfilled by the Sanitary Service.

The Sanitary Service attempts some resource recovery operations, dependent on the market value of those resources. Some local groups have attempted resource recovery operations, but have been hampered by the general difficulty of persuading residents to separate waste and by the economic uncertainty of marketability.

ASSUMPTION:

- * There will be increasing emphasis on recycling and resource recovery as natural resources are depleted, but there will continue to be a need for landfill sites.

GOAL: PROVIDE SYSTEMATIC CONTROL OF THE SOLID WASTE PROCESS FROM COLLECTION TO STORAGE, EMPHASIZING EFFICIENCY, RESOURCE RECOVERY, AND ENVIRONMENTAL PROTECTION.

POLICIES:

- A. Encourage opportunities for recycling and resource recovery in all solid waste collection programs.

- B. Encourage high environmental and aesthetic standards in the collection, resource recovery, and disposal of solid waste.

SCHOOLS

As in other communities, education programs and the general educational level are valuable resources in Ashland. Educational facilities such as playgrounds, gymnasiums, and meeting rooms are important to the schools, but can be an asset to the whole community after school hours. Conversely, the City of Ashland has some resources which are useful to the School District. Southern Oregon State College, with its special offerings and opportunities, is a very important asset, as students and faculty contribute their efforts to solving Ashland problems.

The number of children in the Ashland School System has not changed much despite increases in general population. As has been mentioned before, the heavy in-migration of retiring people may account for this trend.

TABLE 1. Population - School Enrollment.

Sept.	General Population	Elementary	Junior High	Senior High	Total
1970	12,342	1,326	778	753	2,857
1971	13,487	1,341	738	797	2,876
1972	13,980	1,375	740	776	2,981
1973	14,400	1,319	740	794	2,953
1974	14,500	*1,501	743	745	2,989
1975	14,400	1,543	776	735	3,054
1976	14,500	1,489	748	757	3,094

* The increased enrollment in the elementary schools is due mostly to the addition of the kindergarten program.

The location of the student population is shifting toward the areas of newer construction southeast and northwest of the City center. One result of this shift in student population is that the schools located in these areas have almost reached the limit of their capacity. Table 2 indicates that Bellview and Hellman Schools are already at a critical capacity level.

TABLE 2. Ashland Public Schools - February, 1977

School	Land Area	Number of Classrooms	Enrollment	Building Capacity	Capacity Remaining
Bellview	9 ac.	13	328	340	12
Briscoe	4 ac.	12	268	312	44
Helman	10 ac.	12	308	312	4
Lincoln	6 ac.	16	353	390	37
Walker	10 ac.	18	318	400	82
SEMI-TOTAL	39 ac.	71	1,575	1,754	179
Junior Hi.	25 ac.	30	741	800	59
Senior Hi.	22 ac.	47	742	950	208
TOTAL	86 Acres	148	3,058	3,504	446

The ability of the existing school sites to accommodate additional enrollment should be gauged by present state and local standards for such educational facilities. For elementary schools, the Oregon State Board of Education recommends five acres plus one additional acre for each 100 students as a site standard. The Ashland School District uses a standard for future elementary schools of a maximum enrollment of about 500 students which indicates a site size of ten acres. For junior high and high schools, the Oregon State Board of Education recommends ten acres plus one additional acre for each 100 students. The Ashland School District uses a standard of 1000 student limit for junior high schools and 1500 student limit for high schools. This indicates a site size of 20 acres for junior high schools and 25 acres plus for high schools.

In comparing the above school site standards to anticipated and projected areas of student population, expansion and possible acquisition of several school sites will be needed. In the immediate future for example, Bellview and Helman elementary schools will need to add more classrooms or significantly change district boundaries in order to accommodate anticipated enrollment.

In new areas of development, existing schools will not be able to absorb additional students. Briscoe and Lincoln elementary schools for example are already below the recommended site standards. Thus, in order to accommodate even a modest increase in students over the next 23 years, expansion of existing facilities and/or acquisition of new school sites (especially elementary school sites) in the urbanizable area may be necessary.

ASSUMPTIONS:

- * There will be an increased demand for the multiple use of school facilities.
- * Student population will continue shifting with future annexations. Such shifting will necessitate School District boundary changes.
- * Continued population growth will eventually increase the student population, creating a demand for additional school facilities in the future.

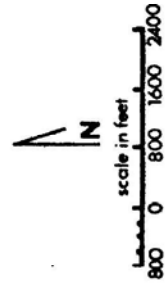
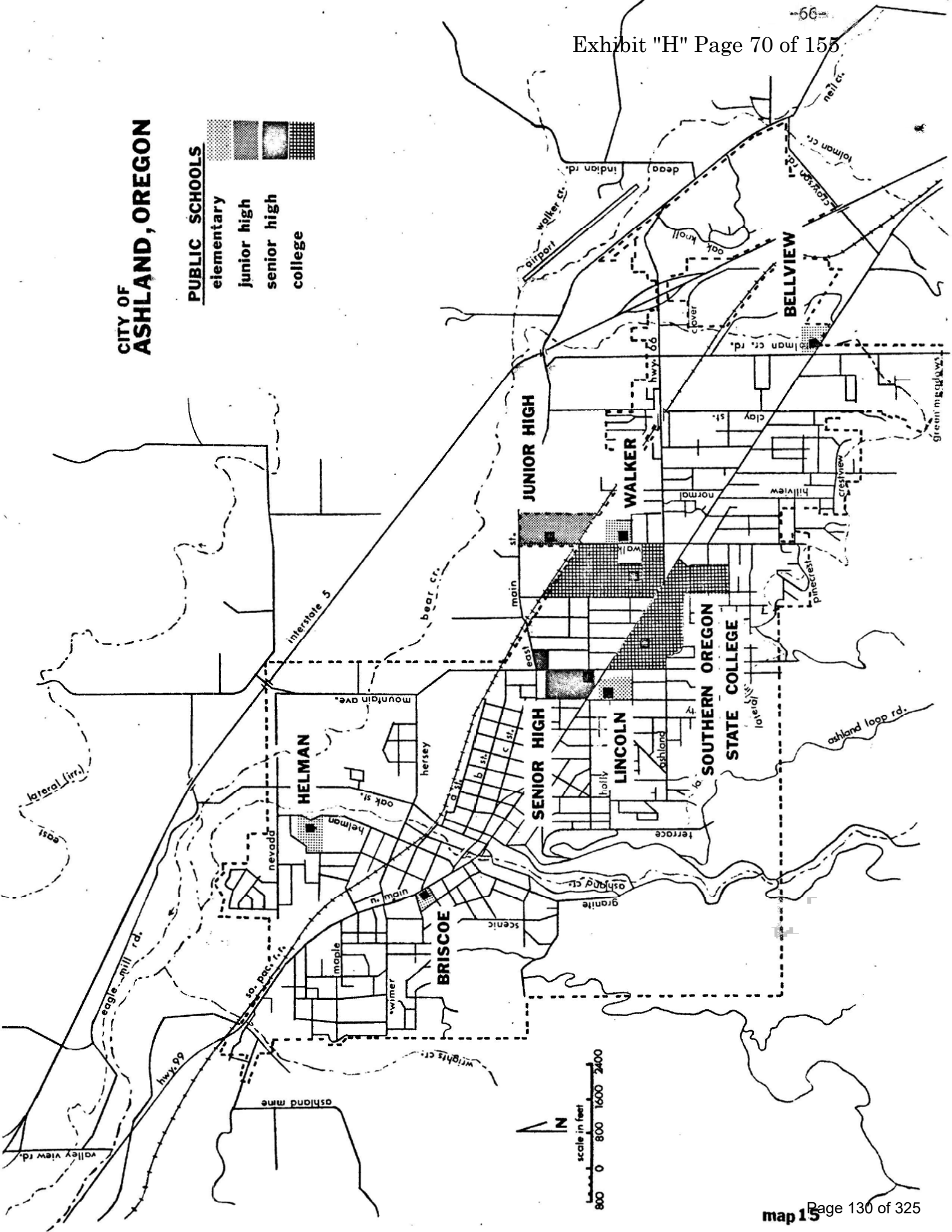
GOAL: MAKE MAXIMUM EFFORT TOWARD UTILIZATION OF PRESENT AND FUTURE EDUCATIONAL AND RECREATIONAL FACILITIES AND RESOURCES THROUGH PUBLIC, PRIVATE, AND CITY COOPERATION.

POLICIES:

- A. Encourage the development of learning opportunities and environments for Ashland residents.
- B. Encourage multiple and optimum utilization of public facilities for public, social service, and community activities.
- C. Encourage school district boundary changes which increase educational opportunity, reduce student travel time, and support community and neighborhood cohesion.
- D. Encourage cooperation between the City and School District when new school facilities are considered or when City action affects the School District.
- E. Encourage early acquisition of school sites of sufficient size for school/park facilities.

CITY OF
ASHLAND, OREGON

PUBLIC SCHOOLS



TRANSPORTATION

GENERAL

The purpose of a transportation system is to link people and their social and economic organizations together. The type of system used depends on such factors as cost, speed, health, safety, convenience, capacity, parking, terrain, and land-use patterns.

Today the predominant form of transportation is the automobile. Many Ashland residents exclusively use the automobile for social and recreational purposes and to commute throughout the valley to work.

Other forms of transportation besides the automobile are bus, air, truck, and rail transportation, bicycling and walking. The Rogue Valley Transportation District has developed a regional bus system that includes Ashland. The primary routes are along the City's arterial and collector streets. Ashland has a City-owned airport which is designed for small planes. Potentially, rail transportation also could be used by Ashland residents provided present facilities were upgraded.

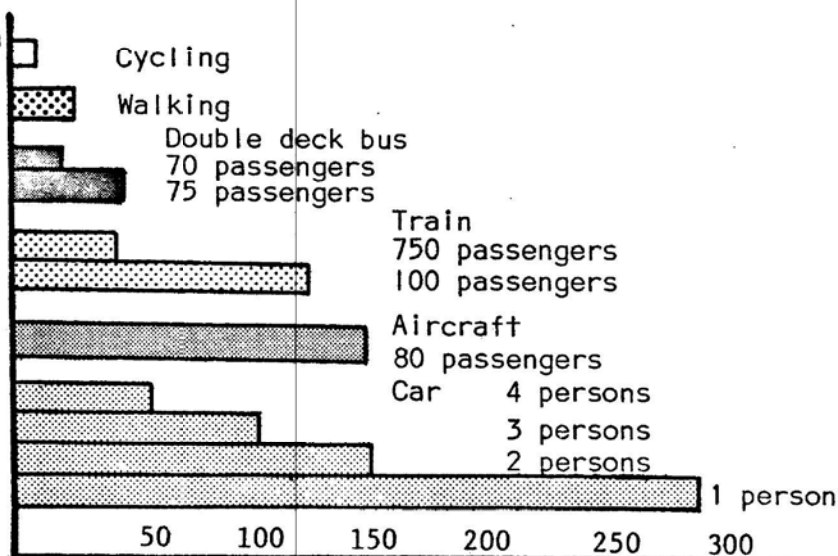
Bicycling can be an effective means of transportation provided bike routes are designed to be fast and direct with adequate safety provisions. Currently there is no existing circular or through bicycle path system in Ashland. Walking, as a transportation alternative, is usually only effective in high density areas where short trips are possible.

The success of other modes of transportation will partly depend on the supply and cost of fuel to run the automobile. As this energy source becomes scarce the possibility of, for example, walking rather than driving will become more apparent to the general population.

It is interesting to compare the energy efficiency of the other modes of transportation. Table I illustrates the comparative advantage of each mode relative to energy consumption. Walking is roughly one hundred and forty times more efficient than center city driving in a car. More efficient still is travel by bicycle.¹

TABLE I.

Transport energy consumption
in joules/² person/100 km,
for various travel modes;
adapted from N. Pole, Oil
and the Future of Personal
Mobility, Eco-Publications,
Cambridge England 1973
p. 17 fig. 11



¹Energy, Environment, and Building, Philip Steadman, Cambridge University Press, Cambridge, London, New York and Melbourne, 1976, pg. 286

²Joules is defined as being the energy expended in one second by an electric current of one ampere in a resistance of one ohm.

ASSUMPTIONS:

- * Bicycle and pedestrian pathways will play an increasingly important role in the transportation system.
- * Fuel shortage and environmental problems may result in technological changes in our energy sources for transportation.
- * Trucking will become increasingly important.
- * Air transportation will become more important.
- * People will not easily give up the private use of their automobiles.

GOAL: INCREASE THE AVAILABILITY, COMFORT, AND CONVENIENCE OF ALTERNATE TRANSPORTATION SYSTEMS IN ASHLAND FOR ALL CITIZENS INCLUDING THE TRANSPORTATIONALLY DISADVANTAGED.

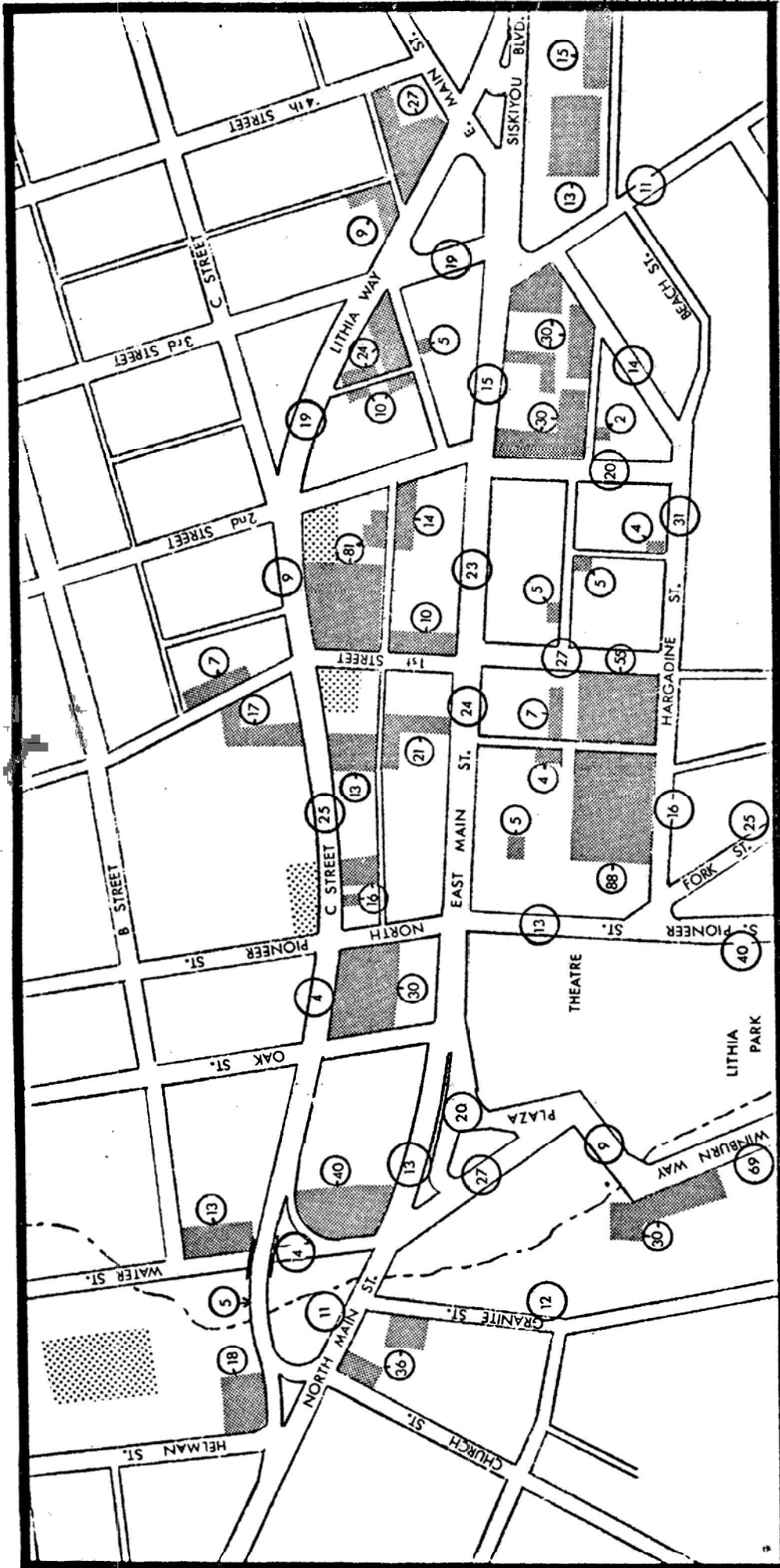
POLICIES:

- A. Coordinate the City transportation system with county, regional, state, and federal plans.
- B. Require the provision of sidewalks in all new commercial areas, in multiple residential areas and in urban housing developments. Allow paths in rural areas.
- C. Locate pedestrian and bicycle pathways away from vehicular traffic and along contours that have a minimum change in grade.
- D. Encourage public and private efforts to provide different transportation modes as alternatives to the automobile.
- E. Encourage increased car occupancy.
- F. Recognize the special needs of the handicapped in transportation systems.

PARKING

Traffic congestion in the downtown area is increased by on-street parking and by an inadequate number of loading zones. The number of parking spaces per business is higher than in many cities, but inadequate when the Festival is operating (see the map of downtown parking spaces).

Garages and carports provide the normal off-street parking in residential areas, but there is a prevailing tendency for residents and visitors to park in the driveways located in the front yard setback area.

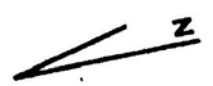


DOWNTOWN PARKING

- On-street (6)
- Off-street: existing (13)
- potential

ASHLAND, OREGON

DOWNTOWN AREA



ASSUMPTION:

- * The continued use and reliance upon automobiles will always result in the problem of where to park them.

GOAL: ASSURE THAT THE CITY HAS ADEQUATE PARKING AND LOADING/UNLOADING FACILITIES DESIGNED TO BE AS FUNCTIONAL AND AS ATTRACTIVE AS POSSIBLE.

POLICIES:

- A. Encourage the uniform distribution of landscaping throughout continuous paved parking areas, especially in those paved areas which are impervious to water.
- B. In commercial and industrial districts, allow occasional spillover parking in areas such as lawns or fields that are adjacent to parking facilities.
- C. Encourage sharing of existing and future off-street parking facilities by various nearby businesses. Also encourage the use of such facilities by the general public after business hours (i.e., during evening performances of the Shakespeare Festival).
- D. Encourage use of existing loading facilities by trucks and make provision for additional facilities as needed.

STREETS

The physical appearance of the City of Ashland has been substantially influenced by the layout of streets. Many streets were constructed to follow existing contours, but other streets were designed for flow in a north-south direction usually disregarding topographical and existing natural features.

Several existing streets are now either too wide or too narrow for present traffic flows. Some streets do not intersect at right angles, some are too steep, and some are unimproved.

Hillside streets create continual maintenance problems not only for the City, but for neighborhood residents.

North Main Street, Siskiyou Boulevard, Mountain Avenue, and Walker Avenue are heavily traveled streets adjacent to schools, thus representing a safety problem for students and motorists alike. Other safety and traffic flow problems exist in commercial areas served by arterial streets when frequent turning is permitted into a linear business development.

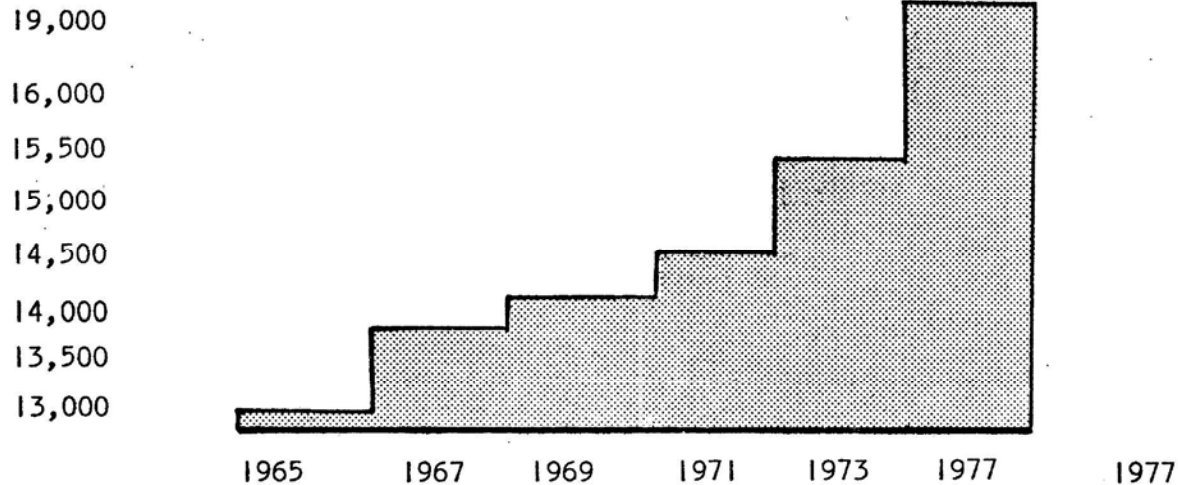
In residential areas, the infilling of vacant land along with the expansion of the City will necessitate additional streets in order to accommodate traffic generated by present and future development. There are several areas in Ashland that will require collector or arterial streets: the Strawberry Lane area, the Ashland Mine Road area, the Quiet Village area, and the East Main Street area.

Some of the proposed streets will help alleviate the traffic congestion on the

Intracity highways. Siskiyou Boulevard, for example, has experienced a steady increase in average daily traffic flow and the trend is expected to continue.

TABLE 1. Two-way Traffic on Siskiyou Boulevard (0.01 south of Beach Street)

Average
Daily
Traffic



Source: Oregon State Highway Division

ASSUMPTIONS:

- * Streets will continue to be the major element in Ashland's transportation system.
- * Attractive streets will continue to be important to the citizens of Ashland.

GOAL: LOCATE AND DESIGN STREETS TO SERVE PRESENT AND FUTURE LAND USES WITH SPECIAL CONSIDERATION GIVEN TO ENHANCING THE LIVABILITY AND NATURAL CHARACTERISTICS OF ASHLAND.

POLICIES:

- A. When planning streets, ensure that information regarding topography, soil characteristics, geologic conditions, drainage patterns, potential runoff quantities, length and character of streets, types and location of abutting land uses, and purpose of individual streets is available to street planners.
- B. Discourage through automobile traffic in residential neighborhoods.
- C. Continue to increase the operational efficiency of streets through improvement of design standards and traffic control devices.
- D. Whenever possible, locate future arterial streets away from schools, parks, and other open space uses.

- E. Encourage the development of rights-of-way consistent with the overall natural land character and scale of Ashla-d.
- F. Encourage landscaping as part of the basic street design and wherever possible, make efforts to beautify existing streets ensuring that visibility is not impaired for vehicular and pedestrian traffic.
- G. Limit access points on arterial streets by requiring common driveways to surrounding land uses.

CITY OF ASHLAND, OREGON

MAJOR STREETS

Freeway

interchanges:



existing



proposed

Arterials

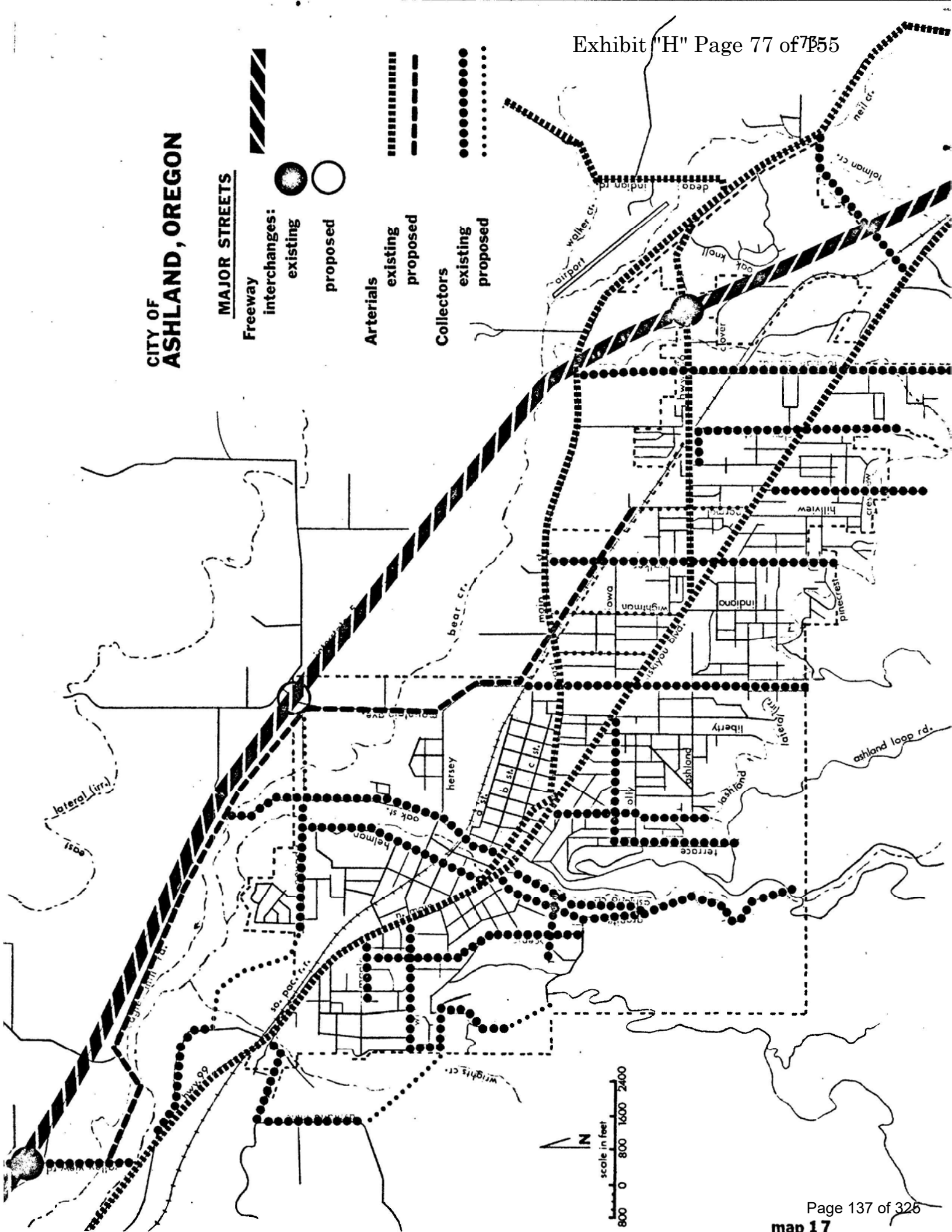
existing

proposed

Collectors

existing

proposed



HUMAN RESOURCES

GENERAL

Although cities have traditionally provided only physical services to its citizens, most cities are now concerned with providing or assisting with other services. Ashland for some time has been involved in human resource programs, for example providing recreation programs for senior citizens, rate reductions for seniors, and assisting some other groups which provide social services. Although funding for most social service programs comes from State and federal agencies, local jurisdictions like Ashland will continue to make decisions directly related to these services. Because of Ashland's involvement, human resource policies are included in the Comprehensive Plan.

It is sometimes difficult for Ashland residents to be aware of and to utilize social service programs. Most services are centered in Medford, although many of those services apply to Ashland's residents.

There are some groups which perhaps need special services because of their age, specifically children and senior citizens. The Children's Services Division (CSD) ongoing programs include children's day care centers (Head Start and some private facilities), and special college tutoring for elementary students (I.E. the ESCAPE program). There is a need for day care centers in Ashland, especially those of low cost and short term (one or two hours a day).

Senior citizens are another special group, and they have become more important in the last ten years. Assistance programs are provided mainly by Ashland's Senior Citizen program, and some by the Rogue Valley Council of Aging. Seniors are often difficult to assist because many are reluctant to receive help from charitable organizations.

ASSUMPTIONS:

- * Social services will be improved by the provision of a coordinating mechanism.
- * Although funding may continue to be provided primarily by federal, state, and county governments, the City will continue to play an active role in the social service area.
- * Programs to meet the special needs of senior citizens will increase as the senior population increases.

GOAL: PROVIDE FOR THE DEVELOPMENT, COORDINATION, AND EFFECTIVE UTILIZATION OF SOCIAL SERVICES, ESPECIALLY FOR CHILDREN AND SENIOR CITIZENS.

POLICIES:

- A. Encourage Ashland social services to be improved, coordinated, funded, and well publicized.
- B. Encourage a preventive approach to social service needs.

- C. Encourage social services to be centralized, especially information and referral services, and aid this process by encouraging a community service center.
- D. Provide seniors with good transportation services to assure their mobility and independence.
- E. Provide activities and community service opportunities for seniors.

COMMUNITY HEALTH

The over-all health of a community, including both mental and physical health, is a primary ingredient of resident satisfaction. Many people think of mental health in terms of individual psychiatric rehabilitation, but preventive psychological counseling can have a great impact on the maintenance and improvement of a healthy outlook.

Although SOSOC students have psychological counseling available, Ashland does not have a resident psychologist or psychiatrist available to the general population. The Mental Health Service, funded by the State and County, has provided some counseling to the community.

Ashland fortunately has its own general hospital and a satisfactory physician per capita ratio. (Ashland has no city-sponsored central public health clinic for the dissemination of health information. There is not a full health referral system for directing and helping low income residents. There is also a general lack of public health service and preventive programs.)

Community nutrition is improved by the many organizations that distribute food to those in need. With the availability of such concerned services, home health care is many times more effective and less expensive than institutionalization for convalescents and the chronically ill.

Over-all regional health planning is managed by a federally funded agency, the Comprehensive Health Planning Agency. That agency assesses health care needs, finances some emergency health care programs, controls federal health monies, maintains an overview of health needs and problems, and sets health standards for hospitals and nursing homes.

ASSUMPTIONS:

- * Mental and physical health will increase in importance.
- * The cost of institutional care will continue to escalate faster than general inflation, which will increase the need for public health care.

GOAL: HAVE SUFFICIENT HEALTH RELATED PROGRAMS TO ASSURE MENTAL AND PHYSICAL HEALTH FOR ASHLAND RESIDENTS.

POLICY:

- A. Encourage mental and physical health programs, especially in the home.

APPENDIX

PROPOSALS FOR FUTURE ACTION

These are items considered by Citizen Committees and the Planning Commission, but not included as part of the Plan goals and policies. They have no legal status as part of the Plan at present, but need to be reviewed, updated, and acted upon when possible. Some of these proposals may eventually become part of the adopted Plan goals and policies.

ENVIRONMENTAL RESOURCES

Air Resources

1. Require that the planning and construction of major traffic arterials incorporate methods of reducing air pollution from traffic.
2. Have an information program regarding our air pollution problems and possible solutions, and the effects of inaction.
3. Request that the DEQ make periodic nitro-oxide emission tests to determine the trends in automobile related pollution.

Water Resources

1. Encourage the preparation of an education program about the Ashland watershed.
2. Give wide publicity to the watershed restrictions and encourage enforcement of penalties.
3. Consider the recommendations in the Water Resources Management Plan and Facility Study.

Water Related Resource Areas

1. Continue research of water areas, for example by determining floodplain boundaries, and how urbanization is affecting runoff and floodplain boundaries.
2. Identify aquifer recharge areas, and take special precautions if any development takes place on them.
3. Discourage development from locating within a certain distance of waterways and require any use next to a water area to maintain indigenous vegetation or introduce and maintain new riparian vegetation. Ensure that existing natural drainage ways are maintained.
4. Require any activities taking place in and around waterways (mineral extraction, forestry, recreation) to follow environmental, natural resource management, and fire prevention policies.

5. Designate certain areas for preservation along waterways, such as habitat lands and areas of old growth vegetation.
6. Support the Bear Creek Greenway, and State legislation to expand greenway programs. Encourage the greenway as a natural development with activity areas limited to those specifically designated in greenway plans.
7. Provide public access points to waterways, with access location and design being planned with the aid of an ecological specialist.
8. Recognize that public access to certain wildlife habitat areas may be detrimental to wildlife development and continuance.

Soils and Slopes

1. Require a soil and geological report, a grading plan and erosion control plan to be filed with the Department of Public Works for approval before any new development is approved on slopes greater than 15 percent.
2. To reduce soil erosion and to reduce runoff velocity of storm waters, retain and/or plant vegetation (trees, shrubs, or grasses) on all exposed soils and along stream banks.
3. Require all construction projects to stabilize bank cuts after grading and to install storm water drainage systems.
4. Encourage use of porous pavement on parking lots and driveways.
5. Encourage control of off-road vehicles on public and private lands.

GROWTH AND DEVELOPMENT

Growth

1. Each year select certain growth relationships to be studied, and when these relationships are regional in nature, encourage regional studies to be conducted by regional agencies.
2. Maintain up-to-date plans and estimated costs for providing additional services, and show how population increases will require these services. Prepare a capital improvement program for these services and facilities, setting priorities and suggesting means of financing.
3. Incorporate a monitoring system whereby when over 250 dwelling unit permits a year are issued, growth-management programs are researched and alternatives discussed. When over 600 dwelling unit permits are issued in two years (and such growth is seen as a continuing trend), begin growth management programs to limit the number of dwelling units.
4. Research a more progressive approach toward growth if less than 50 dwelling unit permits are issued in any one year and such limited growth is seen as a continuing trend, but do not allow any progressive approach to sacrifice City quality or plan policies.

5. Prepare an annexation plan showing annexation priorities and possible time schedules; then establish clearly defined annexation criteria, and include in the criteria the following factors:
 - a. Such annexation is within the Urban Growth Boundary and is a logical extension of the City boundary.
 - b. Either urban services are available and adequate (e.g. water, sewer, police, fire, schools, and parks) - without excessive cost to the City, or the developer will pay such costs to make services available and adequate.
 - c. The request for annexation complies with the annexation plan, or it is in the public interest to deviate from the plan.
6. Have development outside the City limits be coordinated with the County to ensure development compatible with Ashland's long-range plan.
7. Periodically review the Urban Growth Boundary and Annexation Plan to estimate their effect on land costs and open space retention.
8. For various growth controls used by the City, estimate the probable costs borne and benefits enjoyed by segments of the income distribution, with special emphasis on the impact on the lower income brackets.

Coordination and Urbanization

1. Support a regional agency to evaluate and coordinate between agencies and governments within the planning areas. Have this review be related to regional and State goals, with specific written comments.
2. Support a regional library system which would maintain updated books, publications, and other data for planning needs.
3. Ensure adequate opportunities for coordination by procedures such as a notification process between entities, joint meetings when proposals have a great affect on two or more entities, citizen participation programs transcending boundaries, and periodic meetings between valley planners.
4. Periodically evaluate how agency and governmental policies affect Ashland, how Ashland policies affect agencies and governmental units, and how effective the coordination process is in dealing with these interactions.
5. Determine which land or subject areas are of joint City and County concern, and develop policies that can be utilized in those areas.
6. On developments that include annexation requests, urge the County to accept a procedure whereby annexations are handled on a contract basis, with the County waiving full formal County review procedures.

ECONOMIC DEVELOPMENTBasic Economic Growth Areas & Employment in Ashland

1. Study the existing labor pool and determine the number and types of skills of those unemployed and underemployed. Assess the employment situation and recommend strategies for alleviating problems related to unemployment.
2. Establish interagency relationships in order to coordinate manpower planning activities in Ashland.
3. Encourage local financial institutions to utilize community money in assisting the development of small businesses and industries from within Ashland.
4. Establish an independent, non-profit Economic Development Committee to follow the economic guidelines expressed in the Plan. This committee should not consist of any City officials or Council members (except in an exofficio capacity) and could be funded by private and possibly public funds.
5. Increase tourist-related activities (especially housing facilities), and work toward completing a convention facility.

LAND-USEResidential

1. Have the Planning Staff annually determine housing demand by income groups and the housing supply available to meet that demand.
2. Develop programs to encourage construction of low and moderate income housing units to meet this goal by:
 - a. Utilizing State and federal programs, non-profit associations, and public-private partnerships in developing low and moderate income projects.
 - b. Establishing a density incentive (such as allowing an extra 10% over the maximum number of units allowed) for low and moderate income projects.
3. Establish regulations which allow more utilization of mobile homes, such as:
 - a. Setting aside special areas where mobile home developments are encouraged to locate.
 - b. Allowing mobile home subdivisions where residents own the lots.
4. Explore alternate forms of housing which provide the same benefits as mobile homes.

5. In the plan map have the density ranges in each area be considered as general activity levels, but have specific maximum density determined by how a project satisfies comprehensive plan goals and policies, and allow various types of residential developments.
6. Encourage cluster developments and Planned Unit Developments by:
 - a. Allowing a reduction in minimum lot sizes when overall density requirements are met.
 - b. Establishing similar standards and review processes for both subdivisions and Planned Unit Developments.
 - c. Informing developers and residents of the benefits of Planned Unit Developments.
7. Support the Uniform Building Code and encourage public understanding of the Code.
8. Have required housing amenities relate to the type of dwelling and needs of the future occupants.
9. Establish protective landscaped buffer areas when housing developments are not compatible with adjacent properties.
10. Require special design standards and buffer areas for mobile home developments.
11. Allow duplexes on corner lots in single-family residential zones with special site standards.

Neighborhoods

1. Define neighborhood areas and attempt to make them more unified by subdivision design, neighborhood parks, and use of open space.
2. Investigate the use of different standards for different neighborhoods with attention to those special characteristics found desirable by the residents of the different neighborhoods.
3. Recognize differences between large vacant areas and already developed neighborhoods in terms of standards and review processes.

Commercial

1. Attempt to have a broad range of services available to meet the needs of our citizenry.
2. Develop commercial areas as centers with consideration of parking, pedestrian safety, shopping convenience, and traffic flows on adjacent streets.
3. Concentrate new commercial development in and adjacent to existing, well established business areas, not spread out through a neighborhood or along streets.
4. Plan new commercial areas and improve existing areas so that possible strip commercial problems are solved. Examples are:

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- a. Use of turnouts and multiple-use driveways so that traffic capacity on adjacent streets and traffic safety are not impaired.
 - b. Establishment of buffer areas between residential and commercial developments.
 - c. Requirement of lot depth sufficient to allow flexibility in designing mutual facilities and providing landscaping.
5. Encourage alternate uses, commercial or otherwise, for areas where existing commercial uses are not in the best interest of the City.
 6. Establish appearance improvement programs for commercial areas, including street tree requirements and utility undergrounding.
 7. Consider locating heavy commercial activities in more visible areas, based on standards of pollution, traffic, landscaping and the specific purpose of the area.
 8. Encourage the development of heavy commercial buildings which would be available for rent and leasing purposes, and protect heavy commercial sites from other uses which could benefit equally in other locations.
 9. Allow a limited number of convenience commercial centers in residential areas if special standards of design, landscaping, access and economic need are met.

Downtown

1. Attempt to have heavy traffic bypass the downtown area, making it more desirable for pedestrian related sales.
2. Emphasize designs which encourage pedestrian travel and tourist expenditures, for example, by utilizing the attractiveness of Ashland Creek.
3. Develop a more unified downtown area by improving north/south running streets, encouraging street-tree and sidewalk maintenance and improvements for downtown streets other than Main Street, and encouraging businesses to consider the overall purpose of the downtown area.
4. Encourage the establishment of a special assessment parking district for the downtown area, considering favorably an area on the south side of "C" Street between First and Pioneer.

Industrial

1. If certain industrial activities are regarded as desirable, publish a list of such activities and their estimated effect on the City.
2. Review industrial activities and determine what other products could be manufactured or refined from products shipped out of this area.
3. Besides setting aside industrial areas, allow some industrial activity in residential zones if strict performance and design standards are met.
4. Change regulations for industrial areas to acceptable performance standards rather than specific use. Standards should include the following criteria:

5. Prepare an information sheet for each industrial area showing wind and drainage patterns, proposed transportation routes, performance standards, and any possible problems in plant siting.
6. Expect proposed industries to submit information on their project regarding emissions, traffic generation, design and landscaping, comparison with performance standards, fire and security measures, and needed public services.
7. Require any extractive industry to recondition the property so that it can be utilized by some other type of land use.
8. Ensure that land is available and suitable for industrial development by:
 - a. Protecting industrial land from encroaching conflicting land uses.
 - b. Periodically reviewing industrial lands, determining what is available, at what cost, and what is suitable for various developments.
 - c. Developing a City-owned industrial park, with property leased for industrial development.

PARKS, OPEN SPACE, & ESTHETIC ENVIRONMENT

Parks

1. Request that the Park Commission prepare an annual report outlining the usage, problems, and needs of the Ashland Park program.
2. Request the Park Commission and City Council to develop and maintain a program of park site identification, early site acquisition, and park development. Ensure that the program is coordinated with other affected agencies.
3. Explore all possible methods of funding for parks, such as bond levies, development tax, user tax, special park districts, etc. Utilize State and federal funds for acquisition and development, especially the greenway funds.
4. In new and existing residential developments encourage provisions for private, semi-private, or public recreational areas. If such facilities cannot be provided due to size or location problems, a fee comparable to the land value needed for recreation should be collected by the City.
5. Coordinate with the County on the acquisition of land for the Bear Creek Greenway.
6. Work with the County and State to provide safe access from Ashland to Emigrant Lake (e.g. bike and pedestrian paths).
7. Continue study and cost estimates for a municipal swimming pool, including site possibilities.
8. Continue studying the possibility of using the recently acquired Wade property near Quiet Village as a community park, giving full consideration to the plan for developing a park node at the confluence of Bear and Ashland Creeks as part of the Greenway proposal.

9. Encourage that the area between Walker Elementary School and the railroad track is saved for future school park expansion.
10. Encourage a program of making school playgrounds more attractive by providing small landscaped areas with benches, picnic facilities, and so forth.
11. Obtain and develop land for pocket parks and special areas as highlights in a neighborhood and as small usable open spaces for the enjoyment of nearby residents.
12. Encourage linking Lithia Park Extension and the Plaza with an arcade of small shops.

Recreation

1. Encourage the development of recreation facilities in community centers.
2. Adopt development regulations that protect recreation land uses from incompatible adjacent land use.
3. Explore concepts of mixing public recreation activities with revenue-generating uses to help finance recreation programs, park acquisition and maintenance.
4. Include in a park plan policies which establish roles and responsibilities for providing recreation programs and facilities.
5. Give high priority to recreational facilities close to high density areas.
6. Periodically survey the recreation activities desired by Ashland residents which are not being supplied by existing programs, and find ways to meet those needs.
7. Make a special effort to provide recreational programs for disadvantaged young people.
8. Work with the U.S. Forest Service to establish a network of hiking trails in the Rogue River National Forest lands outside the Ashland Creek Watershed.
9. Locate areas that could be acceptably designated as open to use of off-road vehicles, primarily trail bikes, but exclude such vehicles from areas where soils and slopes are unsuited to such use, or where the noise created by these vehicles would be disturbing.
10. Promote joint sponsorship of recreation programs offered by the YMCA, Everybody's U, City Library, Public Schools, and Recreation Department. Encourage the agencies to work together to avoid program duplication.

OPEN SPACE

1. Retain large open areas around the urban fringe, and smaller areas within the urban boundaries.
2. Create a buffer zone along Interstate 5.
3. Require sufficient separation between residential developments and the airport and its approach zones.

4. Encourage developments to set aside open space as part of the development process, for private, public, or quasi-public use.
5. Develop a plan for conserving open space (such as agriculture, forest, watershed, wildlife, and flood hazard areas), and implement this plan by outright purchase, voluntary contributions, conservation easements, zoning, tax, and subdivision policies.
6. Investigate innovative ways to protect open space, such as non-profit organizations, cluster incentives, and transfer of development rights.

Connecting Links and Trails

1. Encourage the linkage of open space areas by creating parkways, exploring easements, using open space provided in developments and so forth.
2. Ensure the preservation of existing open space areas which connect the community.
3. Maintain a trail system plan that is coordinated with the Park Department, transportation plans, and the County, and establish priorities for the development of the trails listed in the plan.
4. Utilize Lithia Park as a focal point for a trail system, using trails in the park and connecting roads and paths.

Agriculture

1. Explore methods of preserving farms where existing programs are inadequate, for example:
 - a. Purchasing the property, then leasing it back to the farmer.
 - b. Purchasing the development rights.
 - c. Allowing transfer of development rights to other property.
2. Protect farm lands from conversion pressures by:
 - a. Not crossing farms with urban services (roads, sewers, etc.) unless there are no other alternatives.
 - b. Keeping farm lands separate from incompatible uses.

Forest Lands

1. Encourage the County to designate areas suitable for timber harvest as Exclusive Forest (EF).
2. Ensure protection of scenic forest areas by:
 - a. Identifying scenic areas which should be subject to landscape management.
 - b. Encouraging State legislation to reduce taxes on land managed for scenic purposes.
 - c. Promoting programs which encourage long-range management and immediate reforestation of forest lands.

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- d. Utilizing voluntary cooperating land exchanges, development ordinances such as site review, and acquisition of easements and development rights.
3. Allow low density (0.2 to 1 unit per acre) residential development in certain forest areas not suitable for timber harvest, as long as adequate utilities and fire protection are available.

Appearance and Scenic Areas

1. Encourage the preparation of an improvement program for different sections of the City, showing what could be done and approximate costs. This is especially important in existing commercial areas and unattractive areas visible from major traffic routes.
2. Encourage consideration of historical design elements in remodeling of older homes.
3. Periodically review the improvements along major arterials.
4. Periodically inventory open space areas in terms of scenic importance and overall City design.

Historic Conservation

1. Utilize the background information on historic sites, structures, and areas to assist people undertaking restoration projects, or applying for state and federal historic designation.
2. Encourage the Historic Commission to establish a procedure whereby areas of significance are designated indicating the importance of the area and how it should be treated so the area might be protected as a special district.
3. Establish a procedure whereby certain important sites and structures are given special designation, and work toward their preservation by reviewing changes and exterior alterations.
4. Continue historical interest by such procedures as funding preservation efforts, transferring historical concern into City ordinances, and utilizing historical concerns in the review of land use changes.

PUBLIC SERVICES

General

1. Develop a staged plan showing when service might be extended into particular areas and the estimated costs of such services. Show the most economical areas for development.
2. Determine when additional funds and personnel may be required for police and fire service to maintain existing standards.
3. Prepare a systems study for each utility, and keep such information up to date. Show when new facilities may be required, plus estimated costs.

4. Develop procedures for consultation between the City service departments and utility company personnel upon application for new developments, the agenda to include the use of common easements and trenches and the cost of installation of services.
5. Require street lighting for new subdivisions and residential developments of three units or more.
6. Encourage police-related educational programs in all school systems.
7. Encourage installation of smoke detectors and automatic extinguishing systems in all facilities used for the care and housing of the elderly.
8. Intensify fire prevention programs in Ashland including weed abatement building inspections, and educational programs in the schools and the news media.
9. Limit building heights to those which can be reached by the Fire Department equipment unless sprinkling systems are installed in the building.
10. Consider locating a fire station east of North Main Street at Maple Street.
11. Consider locating public facilities near the northeast corner of East Main Street and Mountain Avenue.

Water Supply and Service

1. Encourage any regional or local water planning program to include methods and costs for obtaining additional water. Periodically update the cost figures in such studies.
2. Determine the costs for providing water above the gravity-flow system, and have these costs paid for by new development.
3. Encourage the City to acquire reservoir sites in advance of need.
4. Construct an adequate pump station and pipeline. The pump station would be located at Terrace Street with a pipeline to the water treatment plant.
5. Proceed to acquire an additional 500 feet of water from Talent Irrigation District for delivery via the Terrace Street pump station.

Sanitary Sewer System

1. Explore different tertiary treatment alternatives, decide on the best one, and put together a financing program for the project.
2. Determine what areas inside the City are not being serviced, and create a time schedule and funding program for serving those areas.
3. Require areas that are served by City sewers to be annexed by the City as soon as possible.

Solid Waste

1. Have all resource recovery operations registered with the City, and submit an annual summary of such activities so that various efforts can be coordinated and accurate data accumulated.
2. Explore ways to make resource recovery more feasible, such as incentives for home sorting.
3. Support regional solid waste plans and programs, ensuring that all plans are economically feasible and incorporate adequate facilities for all kinds of solid waste products.
4. If special waste products (e.g. chemicals, animal carcasses, tires) have to be accommodated at Ashland's land fill site, special precautions are taken (e.g. splitting waste tires).

Schools

1. Encourage the City of Ashland to meet regularly with the School District to make optimum use of school and park facilities. Encourage the School Administration and the City to reach cooperative agreements and working arrangements in initiating and ensuring the continuation of permanent recreation facilities as an integral part of neighborhood and community life.
2. Develop a good working relationship between the School District in studying Ashland problems. For example:
 - a) Have the City staff prepare and keep up to date a list of local problems and projects it is concerned with, and submit the list to SOSOC and the School District.
 - b) Encourage the continuation of intern programs between the City and SOSOC.
3. Encourage cooperation between the City and the School District in designing possible sites for future school needs.
4. Encourage that any new or expanded school recreational facilities be planned with the cooperation and assistance of the Parks Commission.
5. Include the School District on the mailing list of subdivision notifications, and encourage the School District to notify the Planning Commission if new school facilities are planned.
6. Consider the following locations as possible school sites.
 - a) Between Westwood Street and Strawberry Lane
 - b) Between Jackson Road and the Quiet Village Subdivision

TRANSPORTATIONGeneral

1. Develop a master plan for all modes of travel, both for goods and people,

in coordination with land uses. Such a plan should at a minimum include the following:

- a) Specific standards for bicycle and pedestrian trails with regard to type of surface, trail width, safety devices, and drainage.
 - b) Encouragement of educational programs for bicyclists and for the general public designed to increase awareness of traffic rules and to decrease dependence on the automobile.
 - c) The mapping of pedestrian and bicycle access routes to schools, shopping centers, parks, public transportation loading points, viewpoints and other points of interest.
 - d) Provision of curb cuts (ramps), especially in commercial and high density areas.
 - e) Inclusion of private property owners in the planning process when developing the location of bike and pedestrian trails.
2. Periodically update the master plan for all transportation routes.
 3. Have an official representative from the City of Ashland on the citizens committee of the Rogue Valley Transportation District.

Parking

1. Encourage the use of pervious surfacing materials for parking areas.
2. Divide parking lots with more than 20 spaces into smaller units separated by a landscaped planting buffer.
3. Encourage landscaping instead of paving as a means of bank stabilization around parking areas.
4. Require parking lot design to be as level as possible, with clearly articulated grade changes.
5. Encourage an updated study of downtown parking needs.
6. Acquire suitable vacant lots in the downtown area and develop them for additional parking space.
7. Build on-street parking "bays" in areas where streets are congested.
8. Require provisions for off-street parking in connection with new construction.

Streets

1. Have the Planning Commission consider the adoption of a street plan for Ashland. In considering the plan, the Commission should perform the following tasks:
 - a) Compare present street and alley right-of-way standards with existing widths to determine if more right-of-way is needed or should be vacated.
 - b) Route all new arterials around neighborhoods so as not to divide the neighborhoods.

- c) Establish a street capacity for each road based on the anticipated uses set forth in the land-use plan.
 - d) If a street's designation (local, collector, arterial) is proposed to be changed, the affected neighborhood should be consulted as part of the planning process.
 - e) Route new local streets and driveways to follow the natural terrain avoiding wherever possible excessive cuts and fills.
- 2. Any updated BCATS plan should be considered by the Citizens Planning Advisory Committee during the annual review of the Comprehensive Plan.
 - 3. Require roadway projects to include:
 - a) Landscaping design in the planning and execution stages.
 - b) Minimal disturbance of terrain and natural vegetation.
 - c) Maximum consideration of scenic possibilities.
 - d) Minimal development opportunities adjacent to highways.
 - 4. Develop more roadside turnoffs and surface them with pervious materials where geologic conditions permit.
 - 5. Encourage street design so that gradients within 100 feet of intersections do not exceed 15% (5% in heavy snow areas), and make every effort to keep them below 5%.
 - 6. Consider the extension of the following streets:
 - a) Westwood Street south to Strawberry Lane
 - b) Grandview Drive west to Ashland Mine Road
 - c) Nevada Street west to Jackson Road
 - d) An arterial parallel to the Southern Pacific Railroad tracks from Normal to Mountain Avenue
 - e) Eagle Mill Road east to Mountain Avenue

HUMAN RESOURCES

General

- 1. Provide a well planned and well financed multi-service center for human resource programs.
- 2. Develop a social services plan listing available social services and determining how they can help Ashland problems. Provide coordination among service programs. Monitor new services and fit them into this overall plan.
- 3. Allow day care centers in R-1 zones with Planning Commission approval.

Community Health

1. Encourage the expansion in Ashland of the mental health services program by providing a location for such a program.
2. Encourage other social service agencies to work with the Mental Health Service in establishing mental health programs.
3. Encourage development of the area around the hospital for additional medical related uses, but encourage general practitioners' offices throughout Ashland.
4. Encourage the development of a medical center in Ashland which would combine medical, dental, and public health care facilities.
5. Encourage the development and improvement of nursing homes, especially extended care facilities around the hospital.
6. Encourage home-health care services.
7. Develop a health-referral system.

EVALUATION OF URBAN GROWTH BOUNDARY
PROPOSALS FOR THE
CITY OF ASHLAND

A STUDY OF URBAN GROWTH
IN AND AROUND THE CITY
OF ASHLAND

JACKSON COUNTY DEPARTMENT OF
PLANNING AND DEVELOPMENT
MARCH 1978

I. INTRODUCTION:

The Oregon Land Conservation and Development Commission (LCDC) administers a number of Goals and Guidelines to assist local planning efforts. For Jackson County, Goal 14 Urbanization requires the identification of urban, urbanizable and rural land within the County and the establishment of urban growth boundaries around each of the cities in the County. The urban growth boundary is a site specific boundary which separates urban and urbanizable lands from rural lands.

The formulation and adoption of an urban growth boundary is a joint process among the city, the County and all affected agencies. Input from established citizen advisory groups and other interested citizens is also an integral part of the process.

The process of establishing an urban growth boundary around the City of Ashland began in January 1974. At that time, the City of Ashland planning staff began collecting data relating to the revision of the City's Comprehensive Plan. The urban growth boundary was considered to be an important component of the Plan.

By January 1975, citizen committees were formed to assist the Ashland planning staff in formulating a revised Comprehensive Plan including an urban growth boundary. A number of neighborhood meetings were held to refine the Plan and urban growth boundary proposals. During the planning process the Ashland (City) Citizens Advisory Committee (CAC) proposed an urban growth boundary encompassing approximately 1785 acres outside the Ashland City limits. The Ashland-Pinehurst (Rural) CAC supported the City CAC proposal.

During 1976 and 1977, the Ashland Planning Commission held public hearings regarding a draft City Comprehensive Plan which included urban growth boundary proposals. The City Planning Commission recommended to the Ashland City Council that an urban growth boundary, which contained approximately 2540 urbanizable acres, be adopted.

In August, 1977, the Jackson County planning staff prepared a report evaluating the urban growth boundary proposals of the Ashland Planning Commission and of the CACs. The staff report made suggestions regarding compromises between the two proposals and proposed urbanization policies to guide urban growth in the Ashland area.

The full urban growth boundary report was sent to 18 affected agencies and a summary report to 25 agencies, all of which had received copies of the Proposed Ashland Comprehensive Plan. City and County planning staffs held a public informational meeting and discussions with the City and Rural CACs regarding the City's proposed boundary, the County planning staff's position regarding the boundary proposals, and the urbanization policies.

The City of Ashland and Jackson County Planning Commissions held a joint public hearing on September 21, 1977. At a joint Planning Commission Subcommittee meeting on September 28, 1977, public testimony received at the hearing the week before and affected agency comments were considered, along with additional explanation from the Ashland planning staff regarding the City Planning Commission's proposed boundary. The Subcommittee agreed on the delineation of five of the seven areas of the proposed boundaries which were under discussion and recommended: a) Joint Planning Commission agreement on the five areas; and, b) Joint Planning Commission discussion regarding possible resolution of the two remaining areas of concern.

On October 5, 1977, the two Planning Commissions held a second public hearing. At that time, the Commissions agreed to a set of urbanization policies but failed to agree on an urban growth boundary line. The Ashland Planning Commission concurred with the Subcommittee regarding the five areas and added to the urban growth area all the land in the two areas on which the Subcommittee members could not agree. The Jackson County Planning Commission recommended a boundary which was a slight modification of the Subcommittee proposal and excluded the two areas on which the Subcommittee could not agree.

The separate recommendations were forwarded to the Ashland City Council, and the Jackson County Board of Commissioners. The City Council and Board of Commissioners held a public hearing on the Planning Commission recommendations on October 19, 1977. At that hearing, the governing bodies agreed to a tentative urban growth boundary.

Throughout November and December of 1977 the City Council held neighborhood hearings on the proposed City Comprehensive plan, and the urban growth boundary. During January and early February of 1978 the Council had study sessions, during which they refined the tentative urban growth boundary.

On February 28, 1977, the City Council and Board of Commissioners met to consider the boundary as refined by the City Council and to reconsider the proposed urbanization policies. The boundary and policies were refined at that meeting, and an agreement on the Ashland Urban Growth Boundary and urbanization policies was reached.

This report discusses the formal process used in establishing the Ashland Urban Growth Boundary, the requirements of the Statewide Planning Goals with respect to urban growth boundaries, and the factors considered in the delineation of an urban growth boundary for Ashland. In addition, the boundary itself is discussed; policies for administering the boundary are presented; and the review and amendment procedures for changing the boundary and policies are set forth.

II. THE PROCESS FOR ESTABLISHING URBAN GROWTH BOUNDARIES:

An informal timeline for establishing an urban growth boundary was jointly approved by the Ashland City Council, the Ashland Planning Commission, and the Jackson County Planning Commission. This timeline stated the procedure for establishing such a boundary and outlined the following eight steps:

- 1) City-County staff will begin with preparation of maps, data compilation, including input from affected agencies.
- 2) Preparation of a joint City-County staff proposal for an urban growth boundary plan including plan map, written explanation, and recommended policies.
- 3) Report mailed to respective planning commissions and affected agencies.
- 4) Review process initiated by the Planning Commissions and affected agencies for review of the staff document, which includes:
 - A) Review by committees formed from planning commissions and affected agencies.
 - B) Joint meetings (full commissions or boards).
 - C) Public hearings.

- 5) Revisions in documents and map per policy body (planning agency) direction and document now becomes City-County proposal, rather than staff proposal.
- 6) Process initiated to amend comprehensive plan maps and texts by County and City as applicable.
- 7) Planning Commission public hearings:
 - A) Adjustments or revisions as determined by the Planning Commission.
 - B) Findings and final recommendation entered.
- 8) Board of Commissioners and City Council public hearings.

Due to timing problems, the City and County planning staffs were not able to work jointly on one proposal, but beginning with Step 4, the process became more coordinated.

As can be seen from the above schedule, several public hearings were held to review proposed urban growth boundary proposals, and the policies formulated to administer the boundary. Citizen input was critical to the process.

III. STATEWIDE PLANNING GOAL CONSIDERATIONS:

Pursuant to Senate Bill 100, the LCDC established fourteen Statewide Planning Goals and Guidelines designed to provide coordination and continuity to local planning efforts. The joint establishment and adoption of an urban growth boundary is part of this coordinated effort. Goal 14, urbanization, is the single goal which specifically addresses the question of urban growth boundaries and requires their establishment. The other thirteen goals must also be considered in the establishment of a boundary.

Goal 14 provides definitions relevant to urban growth boundaries. Jackson County will amend the County Comprehensive Plan to include the following definitions, which are based on those provided in Goal 14:

Urban Land: Residential areas generally comprised of parcels less than one acre in area, or highly developed commercial and industrial areas in the County which are contained within incorporated cities or which contain concentrations of persons who generally reside or work in the areas, including lands adjacent to and outside of incorporated cities and which have supported urban facilities and services.

Urbanizable land: Areas within an officially adopted urban growth boundary which are needed for expansion of an urban area and which have been determined to be necessary and suitable for development as future urban land and which can be served with supporting public facilities and services.

Urban Growth Boundary: A generalized boundary line imposed on the Comprehensive Plan Map of Jackson County and a site specific line imposed on the Zoning Ordinance Maps of Jackson County which identifies and encompasses urban and urbanizable lands.

In addition to the above three definitions, LCDC also sets forth the following definitions, not formally adopted by Jackson County, but equally applicable to the urban growth boundary process:

Agricultural Land: In western Oregon is land of predominantly Class I, II, III, and IV soils and in eastern Oregon is land of predominantly Class I, II, III, IV, V, and VI soils as identified in the Soil Capability Classification System of the United States Soil Conservation Service, and other lands which are suitable for farm use taking into consideration soil fertility, suitability for grazing, climatic conditions, existing and future availability of water for farm irrigation purposes, existing land use patterns, technological and energy inputs required, or accepted farming practices. Lands in other classes, which are necessary to permit farm practices to be undertaken on adjacent or nearby lands, shall be included as agricultural land in any event.

Urban Facilities and Services: Basic facilities that are primarily planned for by local government but which also may be provided by private enterprise and are essential to the support of development in accordance with the City Comprehensive Plan. Urban facilities and services include police protection; fire protection, sanitary facilities; public water facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services (including schools and transportation.)

Rural Land: Rural lands are those lands which are outside the urban growth boundary and are:

- A) Non-urban agricultural, forest or open space lands or,
- B) Other lands suitable for sparse settlement, small farms or acreage homesites with no or hardly any public services, and which are not suitable, necessary or intended for urban use.

In addition to the above stated definitions, Statewide Planning Goal 14, provides that the establishment and change of urban growth boundaries be based upon consideration of the following factors:

- 1) Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
- 2) Need for housing, employment opportunities, and livability;
- 3) Orderly and economic provision for public facilities and services;
- 4) Maximum efficiency of land uses within and on the fringe of the existing urban area;
- 5) Environmental, energy, economic and social consequences;
- 6) Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority; and,
- 7) Compatibility of the proposed urban uses with nearby agricultural activities.

The goal also addresses the transition of lands within the urban growth boundary from rural to urban uses and establishes the following criteria as a basis for urbanization policies:

- 1) Orderly, economic provision for public facilities and services;
- 2) Availability of sufficient land for the various uses to insure choices in the market place;
- 3) The other LCDC goals; and,
- 4) Encouragement of development within urban areas before conversion of urbanizable areas.

IV. URBAN GROWTH FACTORS:

This section discusses the factors considered in the delineation of an urban growth boundary for Ashland. The City of Ashland planning staff gathered data regarding many of the factors relating to an urban growth boundary for the City. Whenever possible, this report relies on that data. Where necessary, the data is expanded to reflect the broader perspective of the County planning situation.

A) Population:

The following is a synopsis of a section of the Ashland Comprehensive Plan which provides a good examination of the City's past growth trends and population projections.

Population Trends: Between 1940 and 1977 population in the City of Ashland increased by 10,141, a growth of 214 percent. The decade from 1940 to 1950 brought rapid growth (63%). Growth slowed to 18% during the next decade, but the rate of growth increased to 35% during the 1960 to 1970 period. Between 1970 and 1977 the City's population increased 21 percent. Table 1 summarizes the growth trends and compares Ashland's population growth with that of Jackson County. The 1978 population of the City is estimated to be 15,123 (Portland State Estimate for December, 1977.)

TABLE 1

POPULATION AND PERCENT CHANGE IN POPULATION:

ASHLAND AND JACKSON COUNTY, 1940 - 1974

	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1977</u>
City of Ashland	4,744	7,739 (63.1%)	9,119 (17.8%)	12,342 (35.3%)	14,885 (20.6%)
Jackson County	36,213	58,510 (61.6%)	73,962 (26.4%)	94,533 (27.8%)	118,500 (25.4%)

Primary Source: 1940-1970 Population and Housing Trends, Cities and Counties of Oregon.

*Source: U.S. Census Estimates, certified by Portland State University Page 160 of 325
Section.

Population Projections: The City of Ashland projects city population to increase to 21,000 by the year 2000. The population estimate results from an extension of growth trends from 1940 to 1978, during which time the average increase per decade was 2,731 persons. The projection actually yields an increase of 6,008, or 39.7% from the 1978 population of 15,123 to 21,131.

City growth is due to natural increase, immigration and annexation. Thus while a portion of the 6,008 extra people expected within the City limits of Ashland by 2000 will be new individuals born in the area or migrating into the City, a portion will be current and future residents in fringe areas which will be annexed to the City. Between 1960 and 1970 about 30% of the City's growth resulted from natural increase, 40% from immigration and 30% from annexation.

B) ENVIRONMENTAL FACTORS:

Located at the southeastern end of the Bear Creek Valley, the City of Ashland has a visually attractive character defined by forested mountains and valley floor grasslands and farms. With urbanization, the natural quality of the area has been affected by air, water and noise pollution and soil erosion. The capability of the physical resources in the Ashland area to accommodate further urban growth is an essential consideration in the delineation of an urban growth boundary. This section examines the physical problems and potentials related to the expansion of the City.

Topography and Geology: While much of the recent residential development in the City has occurred on the valley floor, a large portion of Ashland is located on steeply sloped land. Due to excessive slopes, the City's expansion potential is somewhat limited to the west and south.

West of Ashland's current western boundary, the land slopes steeply upward. On the northwest side, in the vicinity of Ashland Mine Road, exists an area of more moderate slopes. Excessive slopes run perpendicular to the southern boundary of Ashland, except in a small area to the southeast (along Tolman Creek Road and Clay Street) which is somewhat more moderately sloped. (Refer to Map 1.)

Inside the City the land generally slopes downward in a northeasterly direction from the area above Lithia Park. While the southwestern portion of the City is built on very steep hills, the northwestern portion lies on more gentle hills. The area to the east of Highway 99 is much more gently sloped down to Bear Creek. From Bear Creek the land slopes gently upward to the northeast for about two miles at which point the slopes generally begin to be much steeper.

Expansion of the City to the south and west is very expensive since development on and the provision of services to areas of excessive slope require special design and siting controls. Related to the problems posed by topography are hazards resulting from the area's geology.

A geologic reconnaissance reported by the Soil Conservation Service (Resource Conservation Data for Land Use Planning and Community Development, City of Ashland 1975) found that the area has a moderate to high landslide potential, and soils in the area are also highly susceptible to erosion. The problems of erosive soils in Ashland Creek watershed are discussed in the section of this report regarding the City's water system.

Floodplains: Intensive urban development should not occur within areas which are subject to frequent flooding. In the Ashland area the major streams are Bear, Ashland, Tolman and Neil Creeks. The flood hazard season is from November to March, and some flooding can occur if more than 2 inches of rain fall in a 24-hour period. Flooding in urban areas often results from man's interference with natural stream channels. Blocked culverts or storm sewers can cause extensive flooding. Some recreation facilities such as trails can be provided in floodplains and most floodplains serve as fine urban open space.

Detailed floodway information is now being prepared for Bear Creek and should become available during 1978.

Soils: The following section, quoted from Resource Conservation Data for Land Use Planning and Community Development, City of Ashland (U.S. Department of Agriculture, Soil Conservation Service, 1975) provides a general description of the soils, geology and agriculture use of the Ashland area:

"The City of Ashland is located on a fan terrace and footslope of the Siskiyou Mountains along Bear Creek in the upper Bear Creek Valley. The average elevation of the city is about 2,000 feet. The floodplain and low stream terrace of Bear Creek is north of the city and south of Interstate 5.

The upper section of the city is on hillslopes at the foot of the Siskiyou Mountains where the bedrock is predominately granitic. Remnants of siltstone bedrock occur along the southeast side of the city. The fan terrace is between the hillslopes and the floodplain of Bear Creek.

Soil profiles of the hillslopes typically have loam surface soils and clay loam subsoils. Most of the soil profiles on the fan terrace have loam or clay surface soils and clay subsoils with a seasonal high water table. The low terrace soil profiles have silty clay loam surface soils and silty clay subsoils. Floodplain soil profiles typically have fine sandy loam surface soils and sandy loam subsoils.

Talent Irrigation District canals start south of the city near Emigrant Lake and meander through the valley carrying needed irrigation water for crops during the hot, dry summers of the region. Crops consisting of pear orchards, pasture, haylands and small grains are grown in the area. Precipitation is about 20 inches per year, increasing to about 25 to 35 inches in adjacent mountains to the east and west of downtown."

In establishing an urban growth boundary for the City, a major concern regarding soils is the suitability of the soils for agriculture. The Soil Conservation Service rates soils for their agricultural suitability. Appendix A explains the land capability classification system.

As mentioned above, farms in the Ashland area are provided with water from the Talent Irrigation District. The availability of irrigation improves the suitability of most soils for agricultural production. Based on the assumption that irrigation will continue to be available for farm use in the study area for the next 23 years, Map 2 shows the suitability of soils for agricultural use.

The Statewide Planning Goals consider Class I through IV soils to be lands which should be retained for agricultural use. Prime agricultural soils about the current City limits of Ashland on the north and east in the Bear Creek Valley. The very best soils (Classes I and II) occur in the Jackson Road area (just north of the current City boundary) and along Bear Creek, Neil Creek and Tolman Creek bottomland.

All the soils between the Ashland City limits and I-5 on the north and east are prime agricultural soils. To the north of I-5 most soils are Class IV with some Class VI and VII soils appearing further away from the City. In the area of Greensprings Highway, the soils are very good, especially along Neil Creek. In the steeply sloped areas to the south and west of the City, most soils are unsuitable for agricultural use (Classes VI and VII).

Aggregate Resources: In planning for future urban growth, care must be taken to ensure that sand and gravel and quarry rock are protected from incompatible developments. Aggregate resources are required for public works and private developments associated with urban growth. Major deposits of sand and gravel occur on the floodplain of Bear Creek, and smaller deposits are located in the point bars and channels of smaller streams in the area. Since the latter deposits are very small and shallow, they are not considered as major aggregate sources. The following comments are abstracted from an aggregate resource study prepared by the Jackson County Department of Planning and Development in 1976:

The Bear Creek gravels occur at three levels; underlying colluvial fans, terrace gravels, and as riverwash deposits. The colluvial area lies east of the City of Ashland near the confluence of Neil and Emigrant Creeks. Gravel deposited in this area is cross-bedded under approximately 3 to 6 feet of silty loam soil. No removal of this gravel deposit has been done in the past and future removal is not recommended. The land is currently in agricultural or residential use. Adjacent to Bear Creek throughout the planning unit are low stream terrace gravel deposits. These are generally as narrow strips ranging from 25 to 300 feet in depth from the stream. Gravel has been removed from this formation in areas near the easterly City limits of Ashland and adjacent to the stream in the Valley View area. Low stream terrace gravel deposits are generally covered with a thin soil overburden. Deposits are 4 feet to 10 feet in depth to bedrock. Adjacent riverwash gravels occur only in substantial deposits on inside curves of the stream. Where these occur, a substantial deposit of low stream terrace gravels will also be found further back from the creek.

Past gravel operations along the entire section of Bear Creek in the Ashland area have nearly depleted the resource. The gravel that goes into concrete products for urban uses in the Ashland area predominately comes from sources along the Rogue River. A portion of the land area along Bear Creek is within the City of Ashland and planning and zoning controls are regulated by the City.

Further removal from Bear Creek deposits is not recommended for the reach of the waterway south of Valley View Road. It appears that most rock or gravel needed to support urban uses in the Ashland area will come from sources located some distance from Ashland.

.....

There is no real pattern or concentration of active granite pits in the area. They are scattered completely around west and south Ashland. The most desirable place for granite pits is in the Ashland Mine Road area and Tolman Creek area. . .

Vegetation and Wildlife: To determine the areas most suitable for urban expansion and to assess the potential environmental impact of such growth, knowledge of the vegetation and wildlife is essential. The environment is a valuable resource, although its value in some instances is difficult to translate into dollar figures. The aesthetic appeal of Ashland for its residents and visitors depends to a great degree on the environment (topography, vegetation, wildlife.) Air and water quality, which can also determine a city's attractiveness, are discussed in other sections of this report. The information presented here regarding vegetation is abstracted from Resource Conservation Data for Land Use Planning and Community Development, City of Ashland (U.S.D.A. Soil Conservation Service, 1975).

Ashland is located near the eastern edge of the Siskiyou ecological province of southwest Oregon and northern California. The City is in a botanically rich, ecologically complex ecotone (transition area) between two distinctively different ecological zones within the Siskiyou province, the forested mountains and the valley floor. A variety of plant communities ranging from coniferous forest to oak and savanna and open grassland characterized the historic vegetation of the Ashland area. Appendix 2 provides a general landscape profile of plant communities in the area. The great diversity of plant life in the area is illustrated by the sketch.

The wildlife in the area is also very diverse. Appendix 3 is a list of the various faunal species associated with the different habitats. Wildlife, in addition to being inherently valuable, is also an economic resource. The Bear Creek Valley, part of which is in the Ashland area, is a very important habitat for many species, especially game birds. Estimates of the economic value of various species are available for the County (Gary A. Hostick, Wildlife Resources in Jackson County, Department of Fish and Wildlife, October 1976). Any reduction in the wildlife habitats decreases the income to the County from the use of the species associated with the habitats and often reduces opportunities for County residents to enjoy nature.

An inventory of natural areas in Jackson County (Oregon Natural Areas: Jackson County Data Summary, Oregon Natural Heritage Program, The Nature Conservancy, 1977) identifies three important natural areas near Ashland. Pompadour Bluff, located to the northeast of the City, is considered as good wildlife habitat; the Perozzi Tract, on the south side of Ashland, is noted for its mixed vegetation (madrone/douglas fir/oaks); and Grizzly Peak, northeast of the City, is habitat for the Ashland shrew.

Appendix 4 provides recommendations from the State Department of Fish and Wildlife regarding the faunal species and their habitats in the Ashland area. The recommendations can be summarized as follows: Wetlands, forested areas and agriculture lands are critical habitats which should be preserved from urban development whenever possible.

Concentration of future urban development in areas which are already urbanized is one method for mitigating adverse environmental impacts.

Air Resources: Ashland is part of the Bear Creek Valley airshed. The topographic situation and the meteorological conditions of the valley give the area an extremely high potential for air stagnation and the accumulation of pollutants. Much of Ashland is located above the valley floor, and this location avoids certain air pollution problems (inversions); however, the City's situation near the southern end of the valley allows pollution from the entire valley to back-up against the hills of Ashland when prevailing winds are from the northwest.

Existing data show the quality of air in portions of the valley to be poor when evaluated in terms of standards set by the Federal Government. The Government sets general standards for six classes of pollutants: 1) suspended particulates; 2) photochemical oxidants; 3) carbon monoxide; 4) sulfur oxides; 5) hydrocarbons; and 6) nitrogen dioxide. The standards set for these pollutants consider the concentration of the pollutant and the time period over which the pollutant can be allowed. The Federal standards for three pollutants (suspended particulates, photochemical oxidants and carbon monoxide) are consistently violated in the valley.

Industrial processes, paved road dust, wood space heating, open burning, orchard heating and commercial space heating seem to account for about 50% of suspended particulates. The other 50% is from natural and unidentified sources. Significant improvements have been made in the area's particulate air quality since 1970.

Unlike suspended particulate matter, photochemical oxidants (smog) are not emitted directly from industrial or area sources. Photochemical oxidants are formed by chemical reactions in the atmosphere between reactive hydrocarbons and oxides of nitrogen in the presence of sunlight. The hydrocarbons are probably primarily emitted from motor vehicles, veneer dryers, other industrial processes and gasoline marketing. Carbon monoxide is emitted from motor vehicle exhausts.

In 1970, Congress passed several amendments to the Clean Air Act requiring statewide implementation plans (SIP) to be submitted to the Federal Government for approval. In DEQ's SIP of 1972 only the problem of suspended particulates in the Medford-Ashland area was addressed. However, in 1976, EPA requested revisions to the plan for implementation by July 1977. The revisions will include control strategies to bring the Medford-Ashland area into compliance with all applicable standards. In addition, DEQ has control

over direct sources of air pollutants through a contaminant discharge permit system. Commercial and industrial pollution sources have compliance schedules.

DEQ must submit to EPA a detailed analysis of the impact on air quality of projected growth in the Medford-Ashland Air Quality Maintenance Area (AQMA). Where the analysis indicates that an area will not maintain the Federal standards, once attained, for the subsequent ten-year period, DEQ must also submit a plan containing measures to ensure the maintenance of the standards.

Urban growth will affect air quality. While higher concentration of urban development can mean an increased concentration of air pollution sources, the total amount of air pollution generated is likely to be less than amounts which would be generated by dispersed (or sprawl) development. Motor vehicles seem to be a major source of some of the air pollution problems in the valley.

Generally, concentration of urban development reduces the number of vehicular trips required each day and also increases the viability of public transportation systems. Since a large number of Ashland residents work in Medford, the bus system (which began operation in July 1977) may be able to assist in the reduction of air pollution resulting from work trips each day.

Water Resources: Water resources and water quality problems in the Ashland area are discussed in the section on "Public Facilities".

Historic sites: A number of historic sites exist in the area around Ashland. While the occurrence of such sites has little effect on the delineation of an urban growth boundary, some policies should be developed either by the City or County regarding these sites. Map 3 shows the locations of the sites listed below. Historic sites inside the City are not shown on Map 3.

<u>SITE</u>	<u>DATE CONSTRUCTED</u>
1 Giles Wells House	c. 1858
2 Patrick Dunn House	c. 1862
3 Golden Medal Barn	c. 1860
4 John P. Walker House	c. 1860
5 Myer/Billings Century Farm	c. 1870's
6 Ashland Mine	c. 1900
7 Jackson Hot Springs	c. 1920's
8 Farnham/Billings/Jackson Eagle Mill	c. 1860's
9 Old Pacific Highway	c. 1910's & 1920's
10 Pompadour Bluff	
11 Lithia Springs	
12 Pompadour Chief Spring House	

The Ashland area settlement began in the early 1850's. The Wells, Dunn and Walker sites are representative of this initial wave of immigration. The Wells and Dunn farm residences are examples of the classical revival style of architecture which was at its zenith from the early 1840's to around 1862.

The Walker house is a fine example of the Italianate style. This is an early example since this style of design in this area was not in vogue until the late 1870's through the 1880's. Captain John Walker served in the cavalry during the Rogue Indian Wars.

The Golden Medal Barn is an example of the large hewn frame construction system. Few of this size remain. The barn was featured in an early 20th Century advertisement. The farm layout of the Myer/Billings Century Farm is still intact. The farm, which provides a distinctive open space amenity at the entrance to the City of Ashland, may have potential for development as an historical farm park which could be linked with other recreation developments in the Bear Creek Greenway.

From the 1880's to the 1920's, Ashland's development of mineral spas and resorts was a major part of the economic and social growth of the community. Jackson Hot Springs, Lithia Springs and the Pompadour Chief Spring House are valuable for recreation, possibly for use as historical interpretation parks.

Sections of the Old Pacific Highway, west of Jackson Hot Springs and along the current Jackson Road, are highly scenic and may have potential as bike ways or trails. The old highway followed the earlier Oregon-California Trail used in the 1850's.

Eagle Mill is one of the two remaining buildings in the valley associated with early gristmills.

C) Land Use and Transportation:

Land Use: The delineation of an urban growth boundary requires consideration of current land uses and transportation patterns inside the city and in the urban fringe area. Vacant land inside the city will be able to accommodate some of the community's anticipated growth. As of January 1978, the City limits of Ashland encompassed 3,791 acres - (See Section V.A.6. "Land Required" of this report for information regarding vacant land within the City which can be developed to accommodate residential growth. Section V.A also provides information about residential building trends in the City.)

In Ashland, commercial development is concentrated in the downtown core, along Siskiyou Boulevard and, to some extent, along Ashland Street. Industrial uses occur near the railroad tracks, primarily at the southeastern edge of the community. A large user of land in Ashland is Southern Oregon State College.

"Since 1970, residential development has occurred primarily in the south hills of Ashland and north and east of Southern Oregon State College. Most single family residential development has occurred in new subdivisions located southeast of the downtown with but one exception being the Quiet Village Subdivision located in northwest Ashland. Most of the multiple family development has been constructed directly below the College, along Lincoln, Garfield, and California Streets and along Siskiyou Boulevard, southeast of the campus." (Source: Ashland Draft Comprehensive Plan)

A land use survey was completed during the Exhibit 6H 1976-108 of 155 around Ashland's City limits. The land uses in the fringe areas of Ashland, as shown in Map 3, are a summarized version of the detailed survey that was conducted. Most of the area adjacent to the City on the south and west is forested. Some sparse settlement does occur in the area west of the City and south of the railroad tracks.

A variety of uses stretch along Highway 99 northwest of Ashland. Commercial uses (such as a tire store, animal hospital, auto service shops, etc.) occur along with mobile home parks and separate residences. Near the I-5 and Valley View Road interchange, occur commercial uses (service stations), a public facility (Motor Vehicles Office), light industrial uses (trucking company), agricultural uses and residential uses.

Further north of the interchange exists a mixture of residential and agricultural land uses. To the north of Ashland, between the City limits and I-5, the land uses are farms and scattered residences. The Ashland sewage treatment plant and a meat packing plant are also located in this area.

A mobile home park, scattered residences and farms occur northeast of I-5 around Mountain Avenue and Nevada Street. In the area along East Main Street, between the City and I-5, the fertile Bear Creek bottomland is used for pasture and crops. Residential uses are focused along the major streets in the area and three spots of commercial uses (antique and rock shops) also dot the area.

The Oak Knoll Subdivision and the City-owned golf course, which occur to the east of I-5, have been annexed by the City. The City airport, agricultural uses and large-lot residential uses also occur in the area. Further south the land uses include a mobile home subdivision, large-lot residential developments and commercial development (a tavern and a campground).

South of Ashland and west of I-5 are located a mobile home park, a mill, an auto service shop, a gravel pit, and residential developments. Most of the residences are situated on large lots.

To summarize, development in the fringe area occurs mostly to the southeast of Ashland, in the area of East Main Street and to the northwest. (Some of the strips and spots of development are not suitable, due to their location in relation to agricultural land and rural areas, for inclusion in the urban growth boundary.) Agricultural and forestry uses also surround much of the City and help define it.

Transportation: Energy shortages and air pollution problems emphasize the need for improved transportation and urban planning. The City of Ashland has, in the City comprehensive plan, discussed some measures which could be implemented to solve existing transportation problems and to accomodate future traffic requiremen

Many Ashland residents rely exclusively on the automobile for commuting to work and for social, recreational, shopping, etc. trips. Other forms of transportation which might become more important in the future are rail and bus transportation, bicycling and walking. Air facilities are important for transporting business personnel and tourists into the Ashland area.

A regional bus system, which serves Ashland, is operated by the Rogue Valley Transportation District. The primary routes are along the City's arterial and collector streets. The weekday service of the system has potential for transporting the many Ashland residents who work in other valley cities to their jobs.

The potential for using rail transportation for commuting has not, to the writer's knowledge, been fully explored. The economic viability of commuter rail service may depend on a larger population than will exist in the valley by the year 2000.

Ashland's comprehensive plan recognizes that bicycling can be an effective means of transportation if bike routes are designed to provide direct and safe access to activity centers. In Ashland, however, no circular or through bicycle system exists currently. Walking, as a transportation alternative, is most effective in high density areas where short trips are possible.

The City's plan encourages the development of bicycle and pedestrian paths. Also, the Bear Creek Greenway is proposed to extend from Emigrant Lake to the mouth of Bear Creek at the Rogue River. Open space along Ashland Creek would connect to the Greenway.

The following section, abstracted from the Ashland Comprehensive Plan, describes the City's street system and improvements which the City feels may be needed (see Map 4):

"The physical appearance of the City of Ashland has been substantially influenced by the layout of streets. Many streets were constructed to follow existing contours, but other streets were designed for flow in a north-south direction usually disregarding topographical and existing natural features.

Several existing streets are now either too wide or too narrow for present traffic flows. Some streets do not intersect at right angles, some are too steep, and some are unimproved.

Hillside streets create continual maintenance problems not only for the City but for neighborhood residents.

North Main Street, Siskiyou Boulevard, Mountain Avenue and Walker Avenue are heavily traveled streets adjacent to schools, thus representing a safety problem for students and motorists alike. Other safety and traffic flow problems exist in commercial areas served by arterial streets when frequent turning is permitted into a linear business development.

In residential areas, the infilling of vacant land along with the expansion of the City will necessitate additional streets in order to accommodate traffic generated by present and future development. There are several areas in Ashland that will require collector or arterial streets: The Strawberry Lane area, the Ashland Mine Road area, the Quiet Village area, and the East Main Street area.

Some of the proposed streets will help alleviate the traffic congestion on the intracity highways. Siskiyou Boulevard, for example, has experienced a steady increase in average daily traffic flow and the trend is expected to continue."

According to the State Highway Division, average daily two-way traffic volumes on Siskiyou Boulevard (.01 mile south of Beach Street) have increased from about 13,000 in 1965 to 19,000 in 1977.

Ashland's plan recommends the consideration of the extension of the following streets:

- 1) Westwood Street south to Strawberry Lane.
- 2) Grandview Drive west to Ashland Mine Road.
- 3) Nevada Street west to Jackson Road.
- 4) An arterial parallel to S.P.R.R. tracks from Mountain Avenue to Normal Avenue.
- 5) Eagle Mill Road east to Mountain Avenue.

The County has responsibility for maintenance and improvement in the City of a number of roads.

The Ashland Airport is City-owned, but is located outside the City in an area which could be within an urban growth boundary. In 1976, a plan was prepared for the facility (Ashland Municipal Airport Master Plan 1975-1995, Wadell Engineering Corporation). The data in this section is abstracted from that report.

Currently, the airport serves the needs of small aircraft. In 1975, there were 41 aircraft based there, and 78 are expected by 1995. The airport is comprised of 67 acres of land and 10 acres of easement. The airfield has a 50' X 3400' runway and partial parallel taxiway. In the terminal area, there are 36 paved parking positions. The report states that, due to the proximity of the Medford Airport with its frequent and convenient air carrier schedules, it is not anticipated that Ashland will have scheduled air carrier service during the airport planning period (1975-1995).

The airport plan assumed a 1995 population of 21,700 for the City of Ashland. Authors of the report recommended expansion of the runway and terminal building, the culverting of Bear Creek in the area, and several other improvements to accommodate safe future air traffic. No plans are being made to accommodate business jets, and no air traffic control tower will be required during the planning period.

While the land uses existing in the vicinity of the airport are considered to be compatible with the airport, the noise contours for the facility will expand as air traffic increases. This might become a problem if the area becomes more urbanized. Indeed, the airport plan recommends protection of the agricultural and rural residential characteristic of surrounding lands.

In terms of services to the facility, the report considered the capacity of most services to be adequate to meet future needs. The report did suggest that any expansion of the City of Ashland's sewer system in the airport vicinity should include connection of the airport.

D) City and County Comprehensive Plans and Zoning:

Ashland Comprehensive Plan: Map 5 is a general sketch of the City's Comprehensive Plan as of the spring of 1978. The major relevance of the plan for the urban growth boundary issue is the uses which are proposed for the land between the current City limits and the urban growth boundary line, and the ways the proposed land uses in that area relate to plan designations for land currently inside the City.

Ashland's Comprehensive Plan shows most intensive urban developments concentrated along Highway 99, in the downtown Ashland and railroad area, along Siskiyou Boulevard, and along Highway 66 to the airport. For the urbanizable area, as proposed by the City, the Plan designations would be as follows:

- 1) To the northwest of the current City limits in the Ashland Mine Road area, rural and suburban residential uses are planned. The suburban residential area includes the northern and western portions of the urbanizable area. The western portion of the area is designated for rural residential uses. Linear open space areas separate the rural and suburban residential areas.

- 2) In the area north of the City, near the sewage treatment plant, a small area of suburban residential use is planned (adjacent to the City just north of Nevada Street). Open space and public facility use (the treatment plant) are planned for the remainder of the area.
- 3) An urban low density residential area occurs north of the City limits along Tolman Creek Road. The rest of the area around East Main is designated for suburban residential uses with bands of open space running through it. Some land is also designated for future use by SOSOC.
- 4) Suburban residential is the designation for the area bounded by the freeway on the west and East Main (or Highway 66) on the north. An area designated for highway commercial exists at the freeway interchange. Rural residential is the designation for the areas around the airport and along Highway 66 and Crowson Road. Two pockets of suburban residential occur adjacent to the Oak Knoll Subdivision and golf course.
- 5) The area, bounded by Siskiyou Boulevard, the railroad tracks, and the freeway and Crowson Road is designated for light industrial use. South of Crowson Road the designation is Rural Residential.
- 6) The small areas in the urbanizable area on the south side of the city along Upper Tolman Creek Road, near Mary Jane Avenue, and near Walker Avenue, are primarily designated for suburban residential use, with a small strip in the area near Walker Avenue.

In Section VI of this report is a chart showing the total acreage in each Comprehensive Plan designation inside the City and in the urbanizable area.

Jackson County Comprehensive Plan: The Jackson County Comprehensive Plan employs a wide range of Plan designations ranging from open space reserve to urban medium density for the Ashland fringe area. The Plan designation of forest resource is given to lands where sustained timber production is considered the most important use. In some of the forest resource area around Ashland, however, erosion problems have prevented logging. Open space reserve and open space development lands have physical problems which limit intensive development. The development problems on open space development lands are not usually as severe as those in open space reserve areas.

Suburban residential areas have moderate limitations on the operation of subsurface sewage disposal systems. The rural residential Plan category encourages homesite development in an agricultural or rural environment with the objective of minimizing conflicts between agricultural and residential uses. The agriculture, interchange commercial, general commercial and industrial Plan designations are self-explanatory.

As shown on Map 6, an area to the southwest of the City of Ashland is designated as open space reserve due to the topography and soil conditions in the area. Adjacent to the western City limits occurs the rural residential designation with open space reserve further out. Along Highway 99 to the northwest of Ashland occurs general commercial and, further northwest, open space development and open space reserve. Some land immediately northwest of the City and on the northeast side of Highway 99 are designated as agricultural. On the southern side of the I-5 and Valley View Road interchange, lands have the interchange commercial Plan designation. Rural residential districts occur around the interchange commercial areas and the interchange.

Agricultural and open space development designations exist for parcels north-east of the freeway. Between the City and I-5, the designations are rural residential eastward from the City to Bear Creek, and agricultural between the Creek and the freeway. On the northeast and southwest corners of the southern interchange, occurs the interchange commercial Plan designation.

At the intersection of Dead Indian Road and Highway 66 occurs a general commercial district. To the south are rural residential and agricultural Plan designations. South of Ashland, there are areas of rural residential, a pocket of suburban residential, open space areas, and a very large forest resource area.

City Zoning: The Zoning Map of the City of Ashland shows Residential Farm (RF) zones in the steeply sloped southeast corner of the City, on the south side and in the northwest corner along North Mountain Road. Single family zones occur in a wide band on the south and east portions of the City, somewhat parallel to Main Street and Siskiyou Boulevard. Commercial zones occur at several points along Main and Siskiyou. Some commercial districts also exist adjacent to the railroad tracks on the south side. Another commercially zoned area occurs along Ashland Street and Highway 66, and extends across the freeway.

Multiple family residential zones are concentrated along Main and Siskiyou and some occur along Ashland Street. The City's land zoned for industrial use is located along the railroad line in the east central and western sections of the City.

County Zoning: A variety of zoning designations occur on the fringes of Ashland, as shown on Map 7. To the west of the City occurs a large block of Open Space Reserve (OSR-20), with a 20-acre minimum parcel size. Also, immediately adjacent or close to the western City limits are Rural Residential-5 (RR-5) Districts with a five acre minimum parcel size, and a small Exclusive Farm (EF) Zone. Further to the west occur Open Space Development (OSD-5) with a five acre minimum and Open Space Reserve (OSR-20) Zones.

Along Highway 99 to the northwest of Ashland, occur Exclusive Farm (EF), Farm Residential (F-5) with a five acre minimum, General Commercial (GC), and Open Space Development (OSD-5) Zones. The Open Space Development (OSD-5) occurs in an area of steep slopes and the Exclusive Farm (EF) Zones extend to a large block northeast of I-5. Interchange Commercial (IC) zones occur near the Valley View Road and I-5 interchange. Around the Interchange Commercial (IC) Zones, exist Rural Residential-5 (RR-5) Districts.

Between the northern City limits and I-5 lie Open Space Development (OSD-5), Rural Residential-5 (RR-5) and Exclusive Farm (EF) Zones. To the northeast of the City is a block of Farm Residential (F-5) which is surrounded on the County sides by a very large Exclusive Farm (EF) area. Generally, Rural Residential-5 (RR-5) parcels occur between the Southern Pacific Railroad tracks and the Exclusive Farm (EF) Zones.

Around the southern I-5 interchange, exists Rural Residential-5 (RR-5) between Ashland and the freeway, and Interchange Commercial (IC) between the freeway and the Rural Residential-5 (RR-5) Zone in the northeast quadrant of the interchange. The Airport Approach Overlay (AA) Zone occurs to the east of the interchange in a Rural Residential-5 (RR-5) area. A small area at the intersection of Highway 66 (East Main) and Dead Indian Road is zoned General Commercial (GC). Eastward from the airport zone are Exclusive Farm (EF), Open Space Development (OSD-5), Rural Residential-5 (RR-5) and Farm Residential (F-5) Districts. Southeast of Crowson Road occur Farm Residential (F-5) and Exclusive Farm (EF) Zones. In the area south of Ashland along Tolman Creek Road, the zoning is Rural Residential-5 (RR-5), and Exclusive Farm (EF) occurs between the Tolman Creek Road area and the freeway. An Open Space Development (OSD-5) Zone surrounds much of the Rural Residential-5 (RR-5) District.

On the south central fringes of the City occur Rural Residential-5 (RR-5), Rural Residential-2.5 (RR-2.5) and Open Space Development (OSD-5) Zones. South of these is a very large Forest Resource (FR) Zone which covers the steeply sloped Ashland Creek watershed.

E) Public Facilities:

Water Supply and Service: In 1977, a water resources management plan was prepared for the City of Ashland by James M. Montgomery, Consulting Engineers, Inc. The basic data in this section is derived from that report.

The City of Ashland's water requirements are met with treated water from Ashland Creek and untreated water from Talent Irrigation District (TID). The average gross annual consumption rate of treated water is estimated to be 270 gallons per capita per day, and ranged between 250 gpcd and 300 gpcd. Water demand fluctuates greatly during the year. In summer, the demand is high and stream flow is generally very low.

The consultants prepared projections of treated water requirements for the year 2000. A projected population of 23,300 was used. The projected water requirements (excluding TID) for the year 2000 are:

Average Day (mgd)	6.3
Maximum Day (mgd)	12.8
Maximum Month (MG)	326.0
Annual (MG)	2,295.0
Annual (AF)	7,040.0

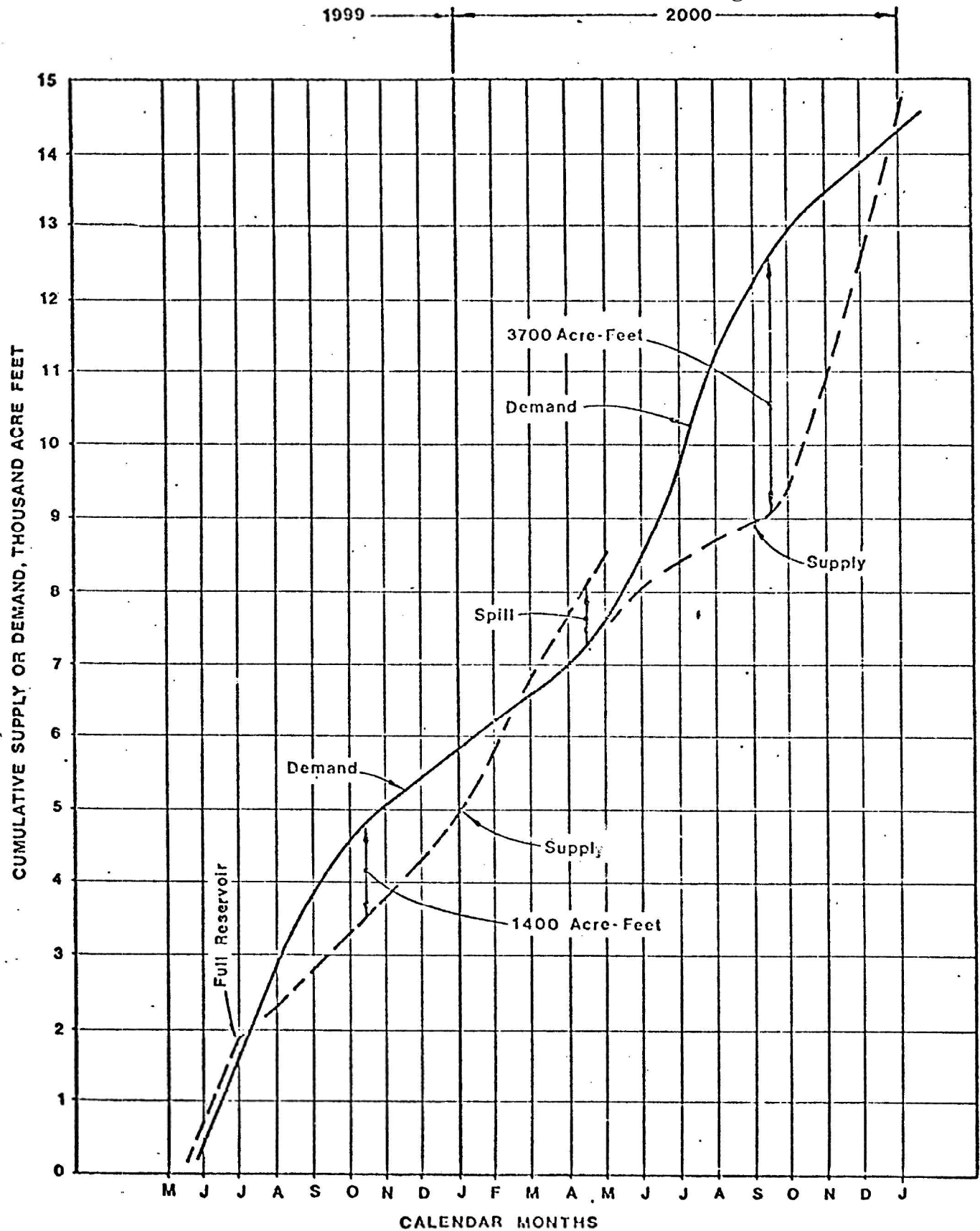
While the Ashland Creek watershed produces a large amount of water, shortages result since the City's storage facility (Reeder Reservoir) is not large enough to store enough water during spring runoff to meet the City's requirements in the late fall of hot, dry years.

Figure 1 shows the water shortages which could occur in 1999 and 2000. The storage capacity required in those years far exceeds Reeder Reservoir's capacity. The requirements could be met by the provision of additional storage in Ashland Creek and the importation of supplemental water from outside the watershed, such as TID.

The water resources management plan recommended that the City construct a 1,600 AF impoundment in Ashland Creek and that Ashland acquire an additional 500 AF from TID. Increased use of TID water would require construction of a pump station and supply line to the City water treatment plant. These measures would satisfy City storage requirements through the year 2000. (In 1977 the City took action to increase usage of TID water).

Another consideration in water resource management in the Ashland area is the characteristic of the watershed. The Ashland Creek watershed is, in most areas, heavily forested and steeply sloped. The granitic soils in the watershed are extremely susceptible to weathering and slope erosion.

After the watershed was opened to multiple use management in 1955, access roads were constructed and the Mt. Ashland ski resort was developed. Logging also occurred from 1958 to 1965. Such uses of the watershed increased erosion problems which resulted in greatly increased amounts of sediment being deposited in Reeder Reservoir. It is estimated that prior to 1955, annual sediment cleaning of the reservoir resulted in less than 4,000 cubic yards of sediment being flushed into Ashland Creek. Major storms in 1964 and 1974 resulted in very large amounts of sediment in the reservoir, approximately 60,000 and 120,000 cubic yards respectively.



CITY OF ASHLAND
ASHLAND CREEK STORAGE REQUIREMENTS
(PLANNING YEARS 1999-2000)

The sediment decreases the reservoir's storage capacity and has to be dredged or flushed away into Ashland Creek. The flushing greatly impairs the quality of water downstream from the reservoir (Ashland Creek, Bear Creek, and the Rogue River).

To lessen problems in the watershed, the watershed management plan recommended, among other things, no further road construction in the area (except by mutual consent of the City and the Forest Service), minimum maintenance of existing roads (to allow some revegetation), and the phasing-out of roads which are not needed. Recreational use of the watershed should also be tightly regulated, and logging should not be allowed until assurances can be given that such activity will not further increase sediment accumulation in Reeder Reservoir and will not cause other negative impacts.

The consultants also offered recommendations for improved operation and dredging of Reeder Reservoir.

Sewer System: Proposed revisions to Ashland's comprehensive plan provide a clear synopsis of data regarding the current sewer system and, thus, the material here is a quote:

"The Ashland sewer system contains approximately 383,750 feet of concrete and clay pipe of which the majority is 6-inch diameter. The largest size is 18-inch. Sewers were first constructed in the City in 1906 and until 1941, they were generally clay. After 1941, concrete pipe was used. There are no combined storm water and sanitary sewers in the City system... The system serves approximately 3,200 of the 3,800 acres within the present City boundary. Service to an additional 500 acres in the Oak Knoll* and other areas outside the present City limits is also available, though not all are served at present. Because of the generally steep slopes and relatively minor infiltration, the system has capacity for additional flow from areas that are yet to be developed.

New development is predominately on the southeastern side of the City. It can be assumed that the bulk of additional sewage flow in the near future will be generated from this area. As more southeastern area sewers are constructed, the increased flow will begin to tax the capacity of the mains in Siskiyou Boulevard, Wightman Street, and Morton Street. These sewers are the main conduits transporting sewage to the collecting trunks; i.e., Bear Creek Trunk, Ashland Creek Trunk, "A" Street Trunk, etc. located on the northern side of town. The trunks, in turn, convey the sewage to the treatment plant.

The recently remodeled sewer treatment plant should accommodate additional population growth beyond the year 2000. The design capacity of the plant is 3.1 mgd or a population equivalent of 40,600, which still leaves an adequate margin for industrial use. Presently, the plant's average daily flow is 1.4 mgd."

Map 8 shows the City of Ashland sewer main network, the location of the City's sewage treatment plant, and the Bear Creek Valley Sanitary Authority (BCVSA) service district.

*The Oak Knoll area has been annexed to the City.

In some months of the year, Ashland and Bear Creeks are incapable of adequately absorbing effluent which will be released from the Ashland sewage treatment plant in the year 2000. The existing system provides secondary treatment. The Department of Environmental Quality has set standards indicating that Bear Creek should have a 10 to 1 dilution capacity for receiving effluent if downstream water is to be used for various purposes (not including drinking). Since the City of Ashland has received a permit to discharge effluent into Bear Creek, it is assumed that DEQ has given the City an exception. Recent monitoring shows Bear Creek as having only a 3 to 1 dilution capacity and in the late summer when the Creek is very low, the capacity could fall even further (source: Discussion with DEQ July 1977).

Not only can such water quality problems impact wildlife and vegetation downstream, but the City of Talent will be using water from a point at the confluence of Wagner Creek and Bear Creek as its domestic water supply.

Another matter to be considered regarding the sewerage system for the City of Ashland is the degree to which such service can be provided to developments within the proposed urban growth boundary.

Some area to the northwest of the City is within the servicing district of the Bear Creek Valley Sanitary Authority (BCVSA). Any developments in that area would be costly to serve by the Ashland sewage treatment plant since pumping stations would have to be constructed to pump sewage to the plant. Although BCVSA has no sewage mains in the area at present, there is an interest by some residents to secure such services.

Schools: The following data is abstracted from the City of Ashland Comprehensive Plan:

"As in other communities, education programs and the general educational level are valuable resources in Ashland. Educational facilities such as playgrounds, gymnasiums, and meeting rooms are important to the schools, but can be an asset to the whole community after school hours. Conversely, the City of Ashland has some resources which are useful to the school district. Southern Oregon State College, with its special offerings and opportunities, is a very important asset, as students and faculty contribute their efforts to solving Ashland problems.

The number of children in the Ashland School System has not changed much despite increases in general population..... the heavy in-migration of retiring people may account for this trend.

Sept.	General Population	Elementary	Junior High	Senior High	Total
1970	12,342	1,326	778	753	2,857
1971	13,487	1,341	738	797	2,876
1972	13,980	1,375	740	776	2,891
1973	14,400	1,319	740	794	2,853
1974	14,500	*1,501	743	745	2,989
1975	14,400	1,543	776	735	3,054
1976	14,500	1,589	748	757	3,094

*The increased enrollment in the elementary schools is due mostly to the addition of the kindergarten program.

The location of the student population is shifting towards the areas of newer construction southeast and northwest of the City center. One result of this shift in student population is that the capacity of the schools indicated in these areas is decreasing. Bellview and Helman Schools are already at a critical capacity level."

The city plan evaluated the ability of existing school sites, shown on Map 9, to accomodate additional enrollment by examining State and local standards for such facilities. The authors found that expansion and possible acquisition of several school sites will be needed to accomodate growth. The plan states:

".. In the immediate future for example, Bellview and Helman elementary schools will need to add more classrooms or significantly change district boundaries in order to accomodate anticipated enrollment.

In new areas of development, existing schools will not be able to absorb additional students. Briscoe and Lincoln elementary schools for example are already below the recommended site standards. Thus, in order to accomodate even a modest increase in students over the next 23 years, expansion of existing facilities and/or acquisition of new school sites (especially elementary school sites) in the urbanizable area may be necessary."

F) Economic Factors

Ashland's Economic Base: A study conducted in 1972 (City of Ashland Cost-Revenue Study 1972, Regional Development Center, Southern Oregon State College) found that the four basic economic activities in Ashland are:

- 1) Retail export trade
- 2) Higher education (SOSC)
- 3) Manufacturing
- 4) Tourism

A large number of Ashland residents work in Medford and White City, and many of their paychecks are spent in Medford. Ashland is a sub-regional economic center. Specialized shops and services cater to the college population and to tourists.

The cost-revenue study found that the college is by far the largest contributor to local City revenue, followed by tourism, manufacturing and retail export. Economic growth of the City can bring problems as well as opportunities to residents. The cost-revenue study determined that most forms of growth will have little effect on the average cost of City services to Ashland residents. Increased tourist-related employment could, however, increase public demand for additional parks and recreation expenditure. Road congestion is likely to be a factor associated with growth in the college and tourism sectors. Capital expenditures from the general revenue might be required to alleviate congestion problems. The Ashland Comprehensive Plan states:

"Economic and population growth will most certainly result in ever increasing pressure to convert farm lands in the Ashland area into residential areas. Presently, these farmlands are valued to approximately \$3 million, but about \$2 million has been exempted from the higher use property tax and results in tax losses of about \$55,000 annually. While the City might benefit from the increase in true cash value of the land and from residential development, the loss of open space and costs of providing water, sewer, street, school, police and fire protection would, in fact, negate such a benefit."

Economic Impact of the Urban Growth Boundary: The location of the adopted urban growth boundary will have some long-range impacts on both sides of the line. Since the function of the boundary is to center future urban growth around existing urban centers (cities), the boundary's economic impact will relate to the potential development value of land. As lands inside the growth boundary become more developed over the next 23 years and vacant developable lands inside the boundary become more scarce, the market will react to this increase in demand through higher property values. This increased demand for land which can be developed to urban densities is expected in the Ashland area.

Generally, the owner of a large parcel of land is able to maximize his profit on the land if the property can be sold for urban uses (urban density residential, commercial or industrial developments). From this perspective, lands which have some potential for urban use (areas inside the urban growth boundary) will increase in value.

The establishment of an urban growth boundary does not imply, however, that land outside the urban growth boundary (rural lands) will be prohibited from development. On the contrary, some development of rural lands will continue, but the development will occur only at rural densities. Due to the amenities offered in the Ashland area, the demand for rural housing is likely to remain high in areas outside the urban growth boundary. In summary, the value of rural properties can be expected to increase but at a slower pace than the value of urbanizable properties.

Little concrete data exists to determine exactly what will happen to land values once an urban growth boundary is adopted. A study prepared in 1972 for the Salem area (C. Russell Beaton, Costs of Urban Growth for the Salem, Oregon Area) assessed the effect the adoption of an urban growth boundary (UGB) had on land values there. The report says:

"In summary, there are five pieces of data which lead to a particular conclusion:

- (1) Although we are seeing some increase in selling prices inside the UGB, most of the 'activity' refers to asking prices.
- (2) Although there are some complaints about restriction of alternatives outside the UGB, and some depressed asking prices, few sales are now taking place immediately outside the UGB.
- (3) As we continue moving out away from the UGB, either farming or partially-served low density developments were and remain the expectation.

(4) According to Health Department observations, non-sewered activity may be becoming even more dispersed throughout county areas. This could actually result in slightly higher land prices outside, but not immediately adjacent to, the UGB.

(5) Building permit issuance outside as compared to inside the City of Salem shows evidence of increasing dramatically in the last few months.

Putting this all together, it can be concluded that the proposed UGB has temporarily reduced land sale activity near the UGB, both inside and outside. Developers are waiting before they pay increased asking prices, except in isolated circumstances, inside the UGB; and owners are waiting rather than accept lower, or at least stagnant, prices just outside the UGB."

In November, 1977, another study of the Salem Urban Growth Boundary was completed. The introduction to the study (C. Russell Beaton, The Salem Area Urban Growth Boundary: Evaluation of Economic Impact and Policy Recommendations for the Future), states: "... The fundamental approach is to examine the economic consequences of the boundary in terms of its estimated impact on the value of developed land which is zoned for residential use. The boundary would be expected to raise the value of such land inside the boundary relative to the value of similar land located outside the boundary. A variety of different data sources and statistical estimation procedures were utilized in this investigation. The primary result of this investigation, supported consistently by all statistical tests, is the estimate that the Salem Area Urban Growth Boundary as such has had no significant impact to date on land prices in the area. ... Although the urban growth boundary itself does not appear to have affected land prices in Salem to date, it is clear that land and housing prices in the Salem area have risen significantly during the past several years..."

Costs of Growth: The growth of a city brings benefits and problems to residents of the city and outlying areas. The proposed revisions to the Ashland Comprehensive Plan discusses some of the general benefits and costs. The benefits include:

- 1) More choices in places to live, both by place and by type of structure.
- 2) More cultural opportunities.
- 3) More alternative sources of employment.
- 4) More educational opportunities.
- 5) More special education programs.
- 6) Better qualified public employees (a better tax base enables the city to compete for better public servants).
- 7) Greater availability of professional services, variety of specialized shops, incentive for the operation of a good public transportation system, choices for entertainment and dining out, excitement and vitality.

Urban growth can also bring negative consequences such as:

- 1) Traffic congestion.
- 2) Loss of sense of community and identity with the community and a loss of physical ties (historic buildings, neighborhood, etc.) to the past.
- 3) Overcrowded parks and recreation areas.
- 4) Proliferation of governmental boards and agencies which increases the costs of government, makes it more difficult to maintain a unified sense of direction and diminishes the capacity of government to be responsive to its citizens.
- 5) Deterioration of air quality (every household burning fuel, every motorist driving an automobile, and every industrial use makes demands on limited air resources).
- 6) Disappearance of large open spaces, agricultural land, and some types of wildlife.
- 7) An increase in the level of irritability when population growth results in more time spent in friction with one another in competition for space or services.

The following quote from the Ashland Comprehensive Plan discusses: 1) some of the physical factors which may limit the City's growth, and 2) the considerations regarding rate of growth.

"The most important element to be preserved is the quality of the living environment, not any certain city size. It is agreed that the size and growth rate will continue to have an effect on the type of living environment.

It is sometimes possible to estimate the carrying capacity of a city, or its best eventual size, considering as many factors as possible. Following are some of the factors that could affect the eventual size of Ashland:

1. The existing water system is now adequate for 14,400 people in a normal water year, but additional water from the Talent Irrigation systems could provide for a total population of approximately 21,000.
2. The Rogue Valley has a high propensity for air pollution, now being above federal standards for both particulates and oxidants.
3. The City could provide for an additional 12,000 population if all vacant land were to be developed to the maximum in the present City limits.

Not only the size of a city, but the rate of growth, can affect the quality of life. A high rate of growth can make planning difficult and make part of the economy dependent on continued high growth rates. It is felt by the citizens involved in the planning process in Ashland that a steady slow growth rate is better than one which escalates rapidly. Of course, the placement and sequence of growth are also important, both of which can be partially controlled by encouraging growth in some areas before others.

An actual no-growth situation allows more options for the future and tends to better protect environmental quality but also creates little stimulation and less economic development. Resisting growth pressures with specific policies requires quality planning and a legal staff. Growth control can easily result in discrimination against lower-income people attempting to settle in the community. Ashland now has a number of regulations which affect population growth indirectly, but their overall effect has not been determined."

The Ashland Comprehensive Plan also attempts to provide some data about the costs of growth as reflected in the increased need for public services.

"The permanence and stability of urban areas are greatly affected by the quality and extent of public services, improvements and conveniences. Usually a full range of services is eventually required for an area even if the need is not immediately pressing.

Traditional public services are water, sewer, police, fire, and electricity, but also may include street lighting and cable television.

The cost of services has been increasing at a rate equal to or higher than general inflation figures. Costs are especially evident when continued growth requires new capital expenditures, such as enlarging the sewer treatment plant...

One method of keeping costs down is to have compact, centered development, reducing the extent of facilities and travel. Where services are available, but no development occurs (as in vacant lots), a public investment is being under-utilized. Another way to lower costs is to have all services provided simultaneously, with close coordination between the agencies and departments providing those services. One method of reducing costs for current City residents is to have new developments pay for the extension and provision of their services."

A study of the most prevalent form of residential development in fringe areas (having 75% of dwelling units as conventional single family homes and 25% as clustered single family units) by Real Estate Research Corporation describes the allocations of costs of residential growth as follows:

CAPITAL COSTS.

<u>Cost Category</u>	<u>% Borne By Government</u>	<u>% Borne By Private Property</u>
Residential (structure, etc.)	0	100
Open Space/Recreation	80	20
Schools	90	10
Police, Fire, Govt. Regulation, Library	100	0
Hospital, Church	0	100
Solid Waste Collection/Disposal	30	70
Streets/Roads	60	40
Utilities	40	60
Land	20	80

OPERATING COSTS (FOR FIRST 10 YEARS)

<u>Cost Category</u>	<u>% Borne By Government</u>	<u>% Borne By Private Property</u>
Open Space/Recreation	80	20
Schools	90	10
Police, Fire, Govt. Regulation, Library	100	0
Hospital, Church	0	100
Solid Waste Collection/Disposal	30	70
Streets/Roads	100	0
Utilities	10	90

Source: The Costs of Sprawl, Real Estate Research Corporation, April 1974, Table 90, p. 208.

While the costs of residential growth in Ashland might be allocated a little differently, the table above indicates that government (taxpayers) pay a large share of the capital and operating costs associated with residential growth.

V. LAND REQUIRED FOR THE ASHLAND URBAN GROWTH BOUNDARY

The Ashland Planning Staff has calculated the land requirements to accomodate City growth to the year 2000 as shown below:

A) Population and Residential Land

1) Population Projections: The current population of Ashland is 15,123, and the estimate for the year 2000 is 21,000. (See Section IV.A of this report for documentation.)

2) Ratio of Single-family to multiple-family dwelling units: From 1965 to 1977, building activity was almost equally divided between single and multiple units:

<u>YEAR</u>	<u>SINGLE-FAMILY</u>	<u>MULTIPLE-FAMILY</u>	<u>TOTAL</u>
1965	118	74	192
1966	68	60	128
1967	49	40	89
1968	39	64	103
1969	44	18	62
1970	34	72	106
1971	69	145	214
1972	75	363	438
1973	76	18	94
1974	51	16	67
1975	73	30	103
1976	113	10	123
1977	110	49	159
TOTAL	919	959	1878
%	48.9	51.1	
Without '71 & '72	775	451	1226
% Without '71 & '72	63.2	36.8	

The nearly equal distribution was caused by construction of large blocks of apartments in 1971-72, much of it college-oriented. The percentages during the other eleven years of this time span were 63.2% single-family and 36.8% multiple-family. This is a ratio of 1.72 to 1.

Projections used here assume that the enrollment at Southern Oregon State College will remain stable or grow very slowly, and that the cost of housing will continue to rise at a rate that will make the single-family home unobtainable for an increasing segment of the population. Based upon these assumptions, the single-multiple ratio used for urban growth boundary calculations is 1.5 to 1.

3) Persons per dwelling unit: For purposes of estimating the number of dwelling units needed to house additional population by 2000, it is assumed that multiple units will average 2.0 persons per unit, single-family units 3.0. These figures are based on a sample of 1970 block statistics for Ashland in areas where single-family and apartment units predominate, and taking into account the general trend toward smaller households.

4) Number of units: The assumptions of the preceding sections are as follows:

- a. Ashland will grow by 6008 persons by 2000.
- b. The ratio of single-family to multiple-family units built during the period will be 1.5 to 1.
- c. Persons per dwelling unit will be 3.0 for single and 2.0 for multiple units.

These assumptions yield the following figures:

	No. of Units	Persons per D.U.	Total No. of Persons
Single-Family Units	1387	3.0	4161
Multiple-Family Units	925	2.0	1850
TOTAL	2312		6011

5) Land Consumption: Average size of single-family lots in Ashland is 11,500 square feet, excluding residential farm zones. Multiple-family lots average 3,524 square feet. This yields the following land consumption figures for 2000, assuming 19% additional land for streets.

	Lot Size (Sq. Ft.)	No. of Units	Total = Sq. Ft.	X	1.19	÷	43,560 Sq. Ft. = No. of Acres
Single-Fam.	11,500	1387	15,950,500		18,981,095		435.7
Multiple-Fam.	3,524	925	3,259,700		3,879,043		89.1
Total							524.8

In addition, a 35% factor* is allowed to insure freedom of choice in the market, and to help alleviate land price increases which may be caused by the boundary. This produces acreage totals as follows:

	Acres Required	X	1.35 = Total Acres Required
Single-family	435.7		588.2
Multiple-family	89.1		120.3
Total	524.8		708.5

6) Land Required: There are 239 acres of buildable vacant land zoned for single-family use within the City, and 59 acres of multiple-family land (buildable land is defined as being of less than 20% slope and having access to a public street). Subtracting these figures from acres required by 2000 in Section 5, we obtain the required number of acres outside the current City limits:

	Acres Required	-	Vacant Acres For City	=	Acres Needed Outside City
Single-family	588.2		239		349.2
Multiple-family	120.3		59		61.3
TOTAL	708.5		298		410.5

* The use of 35% of the acreage required as a factor to insure choices in the marketplace is an arbitrary figure and may change over time. If only the exact amount of land required for urban development were included within the urban growth boundary, the value of undeveloped parcels could escalate sharply as most of the land available for urban use was developed. The 35% factor insures a range of choices for urban development.

B) Commercial and Industrial land

1) There are currently 132 acres of developed commercial land within the City, representing an acres per thousand ratio of 8.73. There are 47 acres of developed industrial land, an acre per thousand ratio of 3.11. Given a population increase of 6008 persons, and assuming that these ratios approximate actual need levels, the following quantity of land will be needed by 2000:

	Acres per 1000 ratio	X	Population Increase	=	Acres Required
Commercial	8.73		6.008		52.45
Industrial	3.11		6.008		18.68
TOTAL					71.13

Allowing 35% for adequate market choice, total acreage needed is:

	Acres Required	X	1.35 = Total Acres Required
Commercial	52.45		70.81
Industrial	18.68		25.22
TOTAL	71.13		96.03

Some of this need may be filled by the vacant land now within the City; 36 commercial and 44 industrial acres. For the sake of projection, however, it has been assumed that the figures above will be needed in the form of additional land outside the City.

C) Summary

Sections A and B have calculated total acres needed for Residential, Commercial and Industrial land uses by 2000. This figure for land outside the City Limits is 506.5 acres.

To this should be added the national standard of 10 acres per 1000 people for park land, yielding a need for 210 acres for 21,000 persons. Subtracting the existing 119 acres of City parks gives an acres required figure of 91 acres. The airport is also added (152 acres), and a 5% figure is added for public land (schools and other public lands and building). The 5% calculation does not include the airport.

Land Category	Acres Required
Single-family	349.2
Multiple-family	61.3
Commercial	70.8
Industrial	25.2
Parks	91.0
Airport	152.0
Public	29.9
TOTAL	779.4

To accomodate the City's projected growth to the year 2,000, 780 acres outside current City limits will be required.

VI. SUMMARY

This section summarizes the points made in this report as they led to the selection of an urban growth boundary and the adoption of a policy relating to special planning concerns of the City and County.

The City of Ashland expects its current population of 15,123 to increase to 21,000 by the year 2000. To accomodate the housing, employment, public land and recreation needs of the population, the City will require 780 acres outside current City limits, including the 152 acre airport site.

Local physical factors limiting the City's potential for outward expansion include: a) steep and erosion-prone slopes which exist to the west and south of the City; b) prime agricultural soils which abut the current City limits on the north and east; and c) the floodplains of Bear, Neil and Tolman Creeks.

Development outside the City of Ashland occurs mostly to the southeast of the City; in the area of East Main Street and to the northwest. Some of the strips or spots of development (particularly in the area north of the City along Highway 99) are unsuitable, due to their location in relation to agricultural and rural areas, for inclusion in the urban growth boundary.

The unsightly and "unplanned" nature of development which has occurred in the Highway 99 and Valleyview Road area is a special concern of the City and the County, since the area can be considered the "gateway" to Ashland. The County's land use plans for the northern freeway interchange are also a concern.

Compact development of the City would help to protect the environmental resources of the area -- the vegetation and wildlife resources in the surrounding rural and open space areas, and the air resources. With regard to air quality, compact urban development could foster greater reliance on the regional bus system, thereby alleviating some of the carbon monoxide problems produced by the widespread reliance on the automobile.

Even with compact development, the City anticipates some continued traffic problems, such as congestion along Siskiyou Boulevard, and poor access to some residential areas. The problems could be ameliorated with improvements of roads and streets outside current City limits. Ashland Mine Road and Eagle Mill Road are two routes which could be improved and linked to additional City streets.

Another area of special planning concern, relating to transportation, is the airport approach area. The City and County recognize the need to protect the City's airport area from residential pressures.

The capacities of existing public facilities affect the costs of further urban growth. To meet Ashland's water requirements, the City has acquired additional supply from the Talent Irrigation District. If the City grows much beyond 21,000 people, additional water storage facilities will be required. The City's recently remodeled sewage treatment plant will accommodate population growth to the year 2000. Some water quality problems are likely to occur, however, in Bear Creek, which receives effluent from the plant.

The City's Comprehensive Plan has considered the need for other urban services as well as the community grows.

Currently, Ashland's economy is based on the retail export trade, higher education (Southern Oregon State College), manufacturing and tourism. Many Ashland residents work in Medford and White City.

VII. The Ashland Urban Growth Boundary:

As mentioned in the Introduction, a number of urban growth boundary alternatives were evaluated in light of the background information presented in this report, and in the Ashland Comprehensive Plan. The boundary finally chosen by the Ashland City Council and the Jackson County Board of Commissioners is shown on Maps 5 and 10.

The boundary includes land northwest of the City in the Ashland Mine Road area, north of the City around the City's sewage treatment plant and in the East Main area, in the Ashland Airport area and southeast of the City, around the Oak Knoll district. In addition, the boundary includes very small areas to the south of the City. In total, the urban growth boundary encompasses 904 acres of land outside the current City limits. The acreage is 15.9% more than the amount of land considered to be essential. The "extra" land will help compensate for potential factors of poor access, location, suitability for building, or unavailability, as well as providing a margin of flexibility for particularly rapid growth.

The chart below shows the acreage within the current City limits, and the urbanizable area designated for various land uses by the Ashland Comprehensive Plan. (As proposed in February, 1978.)

CITY COMPREHENSIVE PLAN

PLAN DESIGNATION	ACREAGE WITHIN CITY LIMITS	ACREAGE WITHIN URBANIZABLE AREA	TOTAL ACRES
Rural Residential	488	183 (Airport: 85 Ac.)	671
Sub. Residential	1,259	424 (SOSC: 24 Ac.)	1,671
Urban Low	290	60	350
Urban High	158		158
Retail Commercial	126	11	137
Highway Commercial	38	13	51
Downtown Commercial	25		25
Heavy Commercial	31		31
Light Industrial	20	147	167
Heavy Industrial	59		59
Parks	197		197
Open Space	124	60	184
Forest	100		100
Agriculture	41		41
SOSC	127		127
Public Facilities	<u>103</u>	<u>6</u>	<u>109</u>
	3,186		4,078
Streets	605		605
	<u>3,791</u>	<u>904</u>	<u>4,695</u>

Source: City of Ashland Planning Department, February, 1978.

About 218 dwelling units were located in the total urbanizable area in the spring of 1977. If a household size of 2.83 (the 1970 County average) is assumed, then the urbanizable area's population is around 615.

The characteristics of the sub-areas, as shown on Map 10, are summarized in the chart that follows:

AREA	LOCATION AND TOPOGRAPHY	ACREAGE	EXISTING LAND USE (1977)	COUNTY ZONING	CITY COMPREHENSIVE PLAN	AGRICULTURE SOIL CLASS
1	West of the City and east of Ashland Mine Rd.; rolling hills and some steep slopes	172	13 dwelling units, mostly on large rural lots, much vacant land.	Almost all RR-5, a small pocket of EF.	Mostly Rural Residential with small areas of Open Space and Agricultural.	Classes 4 and 6.
2	North of the City near Quiet Village Subdivision; gently sloping.	23	1 dwelling unit; City sewage treatment plant, vacant land.	RR-5	Open Space, Suburban Residential and Public Facility.	Class 4.
3	Along Fordyce Street and south of East Main; fairly flat.	282	58 dwelling units; a few concentrations of lots smaller than 2.5 acres in size, small farms, vacant lands, 2 or 3 rural commercial uses.	RR-5 with some blocks of EF near the freeway	Suburban Residential, Urban low density residential, and Open Space.	Mostly Class 3 with strips of 1 and 4.
4	Ashland Airport/Oak Knoll area; gently rolling.	268	43 dwelling units; Airport and airport expansion area, large Rural Residential lots and small lots (less than 2.5 acres in size) along Neil Creek and Tolman Creek.	RR-5 with small UR-6 (Urban Residential, 6000 square foot lot minimum) between freeway and Oak Knoll Subdivision. IC at freeway interchange, RS at Highway 66 and Dead Indian Road intersection.	Suburban Residential, Rural Residential, Highway Commercial, and Public Facility.	Class 1 in Airport area and along Neil Creek; other areas mostly Class 4 with strips of 3.
5	Between Southern Pacific Railroad tracks and the freeway, south of the city along the east side of Siskiyou Blvd., and along Crowson Rd.; gently sloping.	106	77 dwelling units; small residential lots along Crowson Rd.; large rural lots in other areas, a 69 space mobile home park near Siskiyou Blvd. and Crowson Rd.; some industrial use near railroad, much vacant land.	RR-5 with F-5 south of Crowson Road.	Light Industrial and Rural Residential.	Mostly Class 3 with strips of 2 and 4.
6	Small strips and pockets of residential development near upper Tolman Creek Road (lots which are already partially within the city) and on the south side of the City below the irrigation canal; rolling and steep slopes.	53	26 dwelling units mostly on small lots; a few vacant lots.	RR-5 with F-5 and EF (on lots which are already partially within the City).	Suburban Residential and Open Space.	Mostly Class 4 with strips of 3 and 6.

VIII Findings.

The findings of the Board of County Commissioners and the Ashland City Council are:

- 1) Public and affected agency review of the urban growth boundary proposals have resulted in modifications leading to the adoption of the urban growth boundary as described in this report.
- 2) The urban growth boundary:
 - A) Provides adequate lands to support Ashland's urban growth needs to the year 2000;
 - i) As stated in this report, the projected City population for the year 2000 is 21,131 people.
 - ii) The urban growth boundary contains approximately 904 acres outside the City limits as they existed in March, 1978. As documented in this report, the City requires approximately 780 acres for urban growth to the year 2000. The "extra" land inside the boundary will help compensate for potential factors of poor access, location, suitability for building, or unavailability, as well as providing for a margin of flexibility for particularly rapid growth.
 - iii) The boundary will accommodate the needs for housing, employment opportunities and livability. This finding regarding livability is based primarily on consideration of the need to encourage compact development to protect limited air resources and the need to protect open spaces, agricultural and rural lands near urban areas.
 - B) Discourages urban expansion onto some of the best agricultural soils in the area which are left in large parcels;
 - C) Encourage maximum efficiency of land uses within and on the fringe of existing urban areas by encouraging more compact development;
 - D) Protects wildlife habitats by excluding, as much as possible, farmlands and riparian habitats from the boundary;
 - E) Encourages energy efficiency through compact development;
 - F) Involved consideration of economic factors and social consequences as far as possible. Many of the comments from citizens in CAC meetings, at the informational meeting and at the public hearings related to the perceived economic and social consequences of the various boundary proposals.
- 3) The urbanization policies:
 - A) Provide for the logical and efficient extension of urban services to meet the needs of existing and future urban density developments in the area;
 - B) Encourage development within urban areas before conversion of urbanizable areas.

4) The boundary and policies meet the requirements of the Statewide Planning Goals with the exception noted here. The urban growth boundary includes Class 1, 2, 3, and 4 agricultural soils. The reasons for including the agricultural soils:

A) The City of Ashland will need the areas for future urban use by the year 2000;

B) No alternative areas for urban expansion exist which do not have Class 1 through 4 agricultural soils. Ashland's expansion to the south and to some extent to the west, is hampered by excessive slopes which cannot safely and within reasonable costs accomodate urban land uses. The boundary is an alternative to the inclusion of large blocks of prime agricultural soils which are currently in farm use.

C) If the urban growth boundary did not include the areas, the City of Ashland would have no areas for future expansion. Urban density development in the areas of good agricultural soils is likely to discourage, in the future, the small hobby farms and rural residential development which currently exist in some of the areas. The social and economic impact on persons who currently live in the area is likely to be adverse, but the long term economic and social consequences to the City of Ashland as a whole will be positive. Some environmental impact is expected as the rural areas become urbanized. The energy consequences would not be adverse as the urban growth boundary and urbanization policies encourage compact urban development.

D) Urbanization of the areas will be compatible with the agricultural, rural residential, and other land uses outside the urban growth boundary.

VIII. Urbanization Policies, Review and Amendment Procedures.

The following policies will guide the administration of the urban growth boundary for Ashland and will provide direction for urbanization of the area. Included after the policies are the review and amendment procedure for changing the urban growth boundary and the urbanization policies.

1) An urban growth boundary adopted herein or hereafter amended for the Ashland area will establish the limits of urban growth to the year 2000.

A) City annexation shall occur only within the officially adopted urban growth boundary.

B) Specific annexation decisions shall be governed by the official annexation policy of the City of Ashland. The City will provide an opportunity for the County to respond to pending requests for annexation.

C) Establishment of an urban growth boundary does not imply that all land included within the boundary will annex to the City.

2) A change in the use of urbanizable land from land uses designated on the Jackson County Comprehensive Plan to uses shown on the City Comprehensive Plan shall only occur upon annexation to the City.

A) Development of land for uses designated on the City Comprehensive Plan will be encouraged to occur on underdeveloped lands adjacent to or encompassed by the existing City limits prior to the conversion of other lands within the boundary.

B) Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth, as allowed by the City Comprehensive Plan, prior to or concurrent with the land use changes.

3) Jackson County shall retain jurisdiction over land use decisions within the unincorporated urbanizable area and such decisions shall conform to these adopted policies.

A) Recognizing that unincorporated areas within the urban growth boundary could ultimately become part of Ashland, the City's recommendations will be given due consideration. It is the intent of the County to administer a mutually adopted City/County policy in the urbanizable area until such time as the area is annexed.

B) The City will be requested to respond to pending applications for land use changes in the unincorporated urbanizable area. If no response is received, the County will assume the City has no objection to the request.

C) The City will request the County to respond to pending applications for land use changes within the incorporated area which could affect lands under County jurisdiction. If no response is received, the City will assume the County has no objection to the request.

4) All new subdivision and land partitioning activity within the unincorporated urbanizable area shall conform to urban standards as set forth in the Jackson County Subdivision Ordinance.

5) Lands within the urbanizable area which currently support a farm use, as defined by ORS 215.203, shall be encouraged, through zoning and appropriate tax incentives, to remain in that use for as long as is "economically feasible" for the property owner.

A) "Economically feasible" as used in this policy will be interpreted to mean feasible from the standpoint of the property owner. Implementation of this policy will be done on a voluntary basis. Exclusive Farm (EF) Zones may be applied to qualifying land by the County, with the understanding that such land is still considered available over a period of time for urban use.

B) This policy applies only to areas identified by the City or County Comprehensive Plan as agricultural land within the urban growth boundary, and shall not be used as a standard to review other land use applications within the urbanizable area.

6) The City, County and affected agencies shall coordinate the expansion and development of all urban facilities and services within the urbanizable area.

A) Provisions for urban facilities and services shall be planned in a manner limiting duplication in an effort to provide greater efficiency and economy of operation.

B) A single urban facility and service extended to the urbanizable area must be coordinated with the planned future development of all other urban facilities and services appropriate to that area, and shall be provided at levels necessary for expected uses as designated on the City's Comprehensive Plan.

7) An area of mutual planning concern is hereby established along with the urban growth boundary. This area lying immediately outside the urban growth boundary and within one mile of the Ashland City limits, represents the general geographical area where Ashland and Jackson County will continue to coordinate planning activities, including those pertaining to requests for changes in land use. In addition, the City and County will coordinate their planning activities with regard to the following issues or areas which are of mutual concern:

A) Development of site review standards by the County,

B) Eagle Mill Road,

C) County roads inside the City,

D) Ashland Airport approach area.

E) Grizzly Peak; and

F) North Ashland freeway interchange and Valleyview/Highway 99 area.

8) Long-range transportation and air quality planning for the urbanizable area and the area of mutual planning concern shall be a joint City/County process coordinated with all affected transportation agencies.

9) All County road construction and reconstruction in the urbanizable area shall be built to urban standards.

10) Extension of services outside the urban growth boundary shall conform to the following:

A) Services may be extended outside the urban growth boundary where:

- i) Services are needed to solve an immediate, well-documented health problem affecting all of the properties in a well-defined area, and,
- ii) The services are sized and provided to serve the existing dwelling units only, and,
- iii) The City and County Planning Commissions and Governing Bodies find that there will be no adverse environmental impacts.
- iv) Services may be extended to additional dwelling units in exceptional circumstances where necessary to extend to those units addressed in paragraph i) above, and,
- v) The cost of extending services shall be borne by the applicant.

B) Section A above shall apply equally to any proposed service extension by agencies or special districts other than the City of Ashland into the area of mutual concern defined in Policy #7.

C) No extension of services capable of supporting additional urban density growth shall be made outside the Urban Growth Boundary.

11) Proposed land use changes immediately inside the urban growth boundaries shall be considered in light of their impact on and compatibility with agriculture and other rural uses.

Amendment Procedures for Urban Growth Boundary and Urbanization Policies:

The procedure for joint City and County review and amendment of the boundary and policies is established as follows:

Major Revisions

Major revisions in boundary or policies will be considered amendments to both the City and County comprehensive plans, and as such, are subject to a legislative review process.

A major revision shall include any boundary change that has widespread and significant impact beyond the immediate area, such as quantitative changes allowing for substantial changes in population or significant increases in resource impacts; qualitative changes in the land use itself, such as conversion of residential to industrial use; or spatial changes that affect large areas or many different ownerships. Any change in urbanization policies is considered a major revision.

Major revisions will be considered by the City and County at five year intervals from the date of adoption of the urban growth boundary and urbanization policies. If the City and County governing bodies find that circumstances prevail which have a significant effect on the public health, safety or general welfare of the community, a major revision could be considered at intervals of less than five years.

A request for a major revision can be initiated by an individual or group, citizen advisory committees, affected agencies, and governing bodies. The party who seeks the revision shall be responsible for filing adequate written documentation with the City and County governing bodies. Final legislative action on major revision requests shall be based on the following factors:

- 1) Demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities;
- 2) The orderly and economic provision of key public facilities;
- 3) Maximum efficiency of land uses within the current urbanizable area;
- 4) Environmental, energy, economic and social consequences;
- 5) Compatibility of the proposed change with other elements of the City and County comprehensive plans;
- 6) The other Statewide planning goals.

Major revision proposals shall be subject to a mutual City and County review and agreement process involving affected agencies, citizen advisory committees, and the general public.

Minor Boundary Line Adjustments

Minor adjustments to an urban growth boundary line may be considered subject to similar procedures used by the City and County in hearing zoning requests. A minor amendment is defined as focusing on specific individual properties and not having significant impact beyond the immediate area of the change.

Application for a minor boundary line amendment can only be made by property owners, their authorized agents, or by a City or County governing body. Written applications for amendments may be filed in the office of the Jackson County Department of Planning and Development on forms prescribed by the County. The standards for processing an application are found in the Zoning Ordinance for Jackson County.

- 1) Documentation must exist indicating the minor adjustment is based on:
 - A) A demonstrated need for the change consistent with the urbanization policies of the City and County.
 - B) Maximum efficiency of land use and urban facilities and services.
 - C) The effect on the existing land use character in the immediate area of the request.
- 2) Applications will be reviewed by the affected City and County Planning Advisory Committees annually.

- 3) The applications will be reviewed at a joint City and County Planning Commission meeting held annually for the express purpose of considering minor boundary line adjustments.
- 4) The Planning Commissions are required to forward a recommendation and findings on each application to the City and County governing bodies for final consideration.
- 5) Amendments cannot be made to the urban growth boundary line unless mutually agreed to by a majority from each governing body. The County governing body shall be responsible for the preparation of the actual legal instrument which officially amends the boundary line.

ASSUMPTIONS

1. Interpretive classification is based on the effects of combinations of climate and permanent soil characteristics on risks of soil damage, limitations in use, productive capacity and soil management requirements.
 2. Soils within a capability class are similar only with respect to degree of limitations in soil use for agricultural purposes.
 3. A moderately high level of management is assumed, that is practical and within the ability of a majority of the farmers and ranchers. The capability classification is not a grouping of soils according to the most profitable uses to be made of the land.
 4. Capability classes I through IV are distinguished from each other by a summation of the degree of limitations or risks of soil damage that affect their management requirements for long-time sustained use for cultivated crops.
 5. Presence of excess water on the surface or in the soil; lack of water for adequate crop production, presence of stones, soluble salts or exchangeable sodium, or hazard of overflow are not considered permanent limitations to use where the removal of these limitations is feasible (2).
 6. Soils considered feasible for improvement by draining, irrigating, removing stones, removing salts and/or exchangeable sodium or by protecting from overflow are classified according to their continuing limitations in use, or the risks of soil damage or both, after the improvements have been installed. (Placing wet soils in classes II, III, IV does not imply that they should be drained.) Where it is considered not feasible to improve soils they are classified according to present limitations in use.
 7. Soils already drained or irrigated are grouped according to the continuing soil and climatic limitations and risks that affect their use under the present systems or feasible improvements in them.
- (2) Feasible means (1) that the characteristics and qualities of the soil are such that it is possible to remove the limitation and (2) that over broad areas it is within the realm of present economic possibility to remove the limitation.

EXPLANATION OF LAND CAPABILITY CLASSIFICATION SYSTEM

Capability Classification - an interpretive grouping made primarily for agricultural purposes. Based on individual soil mapping unit.

PURPOSES

Purposes of the capability grouping of soils are to:

1. Help people to use and interpret soil maps,
2. Introduce users to detail of soil map.
3. Make possible broad generalizations based on soil potentials, limitations in use and management problems.

CAPABILITY CLASSES

The risks of soil damage or limitations in use become progressively greater from Class I to Class VIII.

Classes I, II, III, IV

Are capable, under good management, of producing adapted plants, such as forest trees or range plants, and the common cultivated field crops (1) and pasture plants.

Classes V, VI, VII

Are suited to the use of adapted native plants (some soils in Classes V and VI are also capable of producing specialized crops, such as certain fruits, (nuts) and ornamentals, and even field and vegetable crops under highly intensive management involving elaborate practices for soil and water conservation).

Class VIII

Do not return on-site benefits for inputs of management for crops, grasses or trees.

The grouping is done primarily on the basis of soil capability to produce common cultivated crops and pasture plants without deterioration over a long period of time.

- (1) Common crops include: corn, wheat, tame hay and pasture oats, barley, sugar beets, field grown vegetables, field peas and beans, most clean cultivated fruit, nut and ornamental plants.

DO NOT INCLUDE: cranberries, blueberries and fruit, nut and ornamental plants that require little or no cultivation which in some instances may be on Classes V and VI.

Class III-Soils have severe limitations that reduce the choice of plants or require special conservation practices or both.

More restrictions than those in Class II and when used for cultivated crops the conservation practices are usually more difficult to apply and maintain. May be used for cultivated crops, pasture, woodland, range or wildlife. They usually have moderate to severe soil limitations for urban development.

Limitations: (1) moderately steep slopes, (2) high erosion hazard or severe effects of past erosion, (3) frequent overflow with some crop damage, (4) very slow subsoil permeability, (5) wetness after drainage (6) shallow depth to bedrock or pans that limit rooting zone and water storage, (7) low moisture holding capacity, (8) low fertility not easily corrected, (9) moderate salinity-alkalinity, (10) moderate climatic limitations.

Class IV- Soils have very severe limitations that restrict the choice of plants, require very careful management or both.

Restrictions are greater than for soils in Class III and the choice of plants is more limited. When cultivated more careful management is required and conservation practices are more difficult to apply and maintain. May be used for crops, pasture, woodland, range or wildlife. Many of these have moderate or severe soil limitations for urban development.

Use for cultivated crops is limited as a result of the effects of one or more permanent features such as (1) steep slopes, (2) severe water or wind erosion hazard or effects of past erosion, (3) shallow soils, (4) low moisture-holding capacity, (5) frequent overflows with severe crop damage, (6) excessive wetness with continuing hazard of water logging after drainage, (7) severe salinity or alkali, (8) moderately adverse climate.

Some soils in Class IV are well suited to one or more of the special crops, such as fruits and ornamental trees and shrubs, but this suitability itself is not sufficient to place a soil in Class IV.

8. Capability groupings CHANGE as new information about the behavior and responses of soils becomes available.
9. Distance to market, kinds of roads, size and shape of the soil areas, locations within fields, skill or resources of individual operations and other characteristics of land ownership patterns ARE NOT CRITERIA for capability groupings.
10. Soils suited to cultivation may also be suited to other uses such as pasture, range, forest, wildlife or urban. Some not suited for cultivation may be suited for pasture, range, forest and wildlife or urban; others are suited only for pasture, range and wildlife, others only for forest and wildlife and a few suited only for wildlife recreation and water-yielding purposes.

CAPABILITY CLASSES

LAND SUITED FOR CULTIVATION AND OTHER USES

- Class I - Soils have few limitations that restrict their use. Suited to a wide range of plants and may be used safely for cultivated crops, pasture, range, woodland and wildlife. The local climate must be favorable for growing many of the common field crops. Often they have few soil limitations for urban development (3).
- Class II- Soils have some limitations that reduce the choice of plants or require moderate conservation practices. They require careful soil management, including conservation practices, to prevent deterioration or to improve air and water relations when the soils are cultivated. Limitations are few and practices easy to apply. May be used for cultivated crops, pasture, range, woodland or wildlife. Some have few soil limitations for urban development. Others may have severe limitations.

Limitations may include singly or in combination (1) gentle slopes, (2) moderate erosion hazard or effects of past erosion (3) less than ideal soil depth, (4) somewhat unfavorable soil structure and workability (5) slight to moderate salinity or alkali (6) occasional damaging overflow, (7) wetness correctable by drainage but existing permanently as a moderate limitation, slight climatic limitations on soil use and management.

- (3) The SCS Land Capability Classification System does not imply, in any way, the feasibility or desirability of using any soil area for urban development.

Impractical to apply pasture or range improvements.

Soil restrictions more severe than those in Class VI because of one or more continuing limitations that cannot be corrected, such as very steep slopes, erosion, shallow soil, stones, wet soil, salts or alkali, unfavorable climate or other limitations that make them unsuited for common cultivated crops. They can be used safely for grazing or woodland or wildlife food and cover, or some combination of these, under proper management.

They are not suited for any of the common cultivated crops. In unusual instances, some soils in this class may be used for special crops under unusual management practices.

Class VIII-Soils and land forms have limitations that preclude their use for commercial plant production and restrict their use to recreation, wildlife, water supply or aesthetic purposes.

These soils cannot be expected to return significant on-site benefits from management for crops, grasses or trees although benefits from wildlife use, watershed protection or recreation may be possible.

Limitations that cannot be corrected may result from the effects of one or more of the following: (1) erosion or erosion hazard, (2) severe climate, (3) wet soil, (4) stones, (5) low moisture holding capacity and (6) salinity or alkali.

Bad lands, rock outcrop, sandy beaches, river wash, mine tailings and other nearly barren lands are included in Class VIII.

GUIDE FOR PLACING SOILS IN CAPABILITY CLASSES

The following guide is used in Oregon to place soils in capability classes.

The guide is subject to change as the soil classification system is refined. Changes in effect may not be reflected in the guide which is revised only periodically.

The guide is used and revised by U.S. Soil Conservation Service soil scientists.

This explanation of the Land Capability Classification System is summarized from USDA, Soil Conservation Service, Administrator's Memorandum SCS-136, 5-19-58 (Soils Memorandum-22) and Soils Memorandum SCS-30, 8-11-59.

CAPABILITY CLASSES

LAND LIMITED IN USE-GENERALLY NOT SUITED FOR CULTIVATION

Class V - Soils have little or no erosion hazard, but have other limitations that are impractical to remove that limit their use largely to pasture, range, woodland, or wildlife.

Limitations restrict the kind of plants that can be grown and prevent normal tillage of cultivated crops. They are nearly level but some are wet, are frequently overflowed by streams, are stony, have climatic limitations or have some combination of these limitations.

Examples: (1) soils of bottomlands subject to frequent overflow that prevents normal production of cultivated crops, (2) nearly level soils with a growing season that prevents normal production of cultivated crops, (3) level or nearly level stony or rocky soils, (4) ponded areas where drainage for cultivated crops is not feasible but where soils are suitable for grasses or trees.

Cultivation of common crops is not feasible.

Class VI- Soils have severe limitations that make them generally unsuited for cultivation and limit their use largely to pasture or range, woodland or wildlife. May be used for urban where it is feasible to overcome limitations.

Practical to apply range or pasture improvements.

Continuing limitations that cannot be corrected: (1) steep slope, (2) severe erosion and effects from past erosion, (3) stoniness, (4) shallow rooting zone, (5) excessive wetness or overflow, (6) low-moisture capacity, (7) salinity or alkali, (8) severe climate.

Some soils in Class VI can be safely used for the common crops providing unusually intensive management is used. Some soils in this class are also adapted to special crops such as sodded orchards, blueberries, etc. requiring soil conditions unlike those demanded by the common crops.

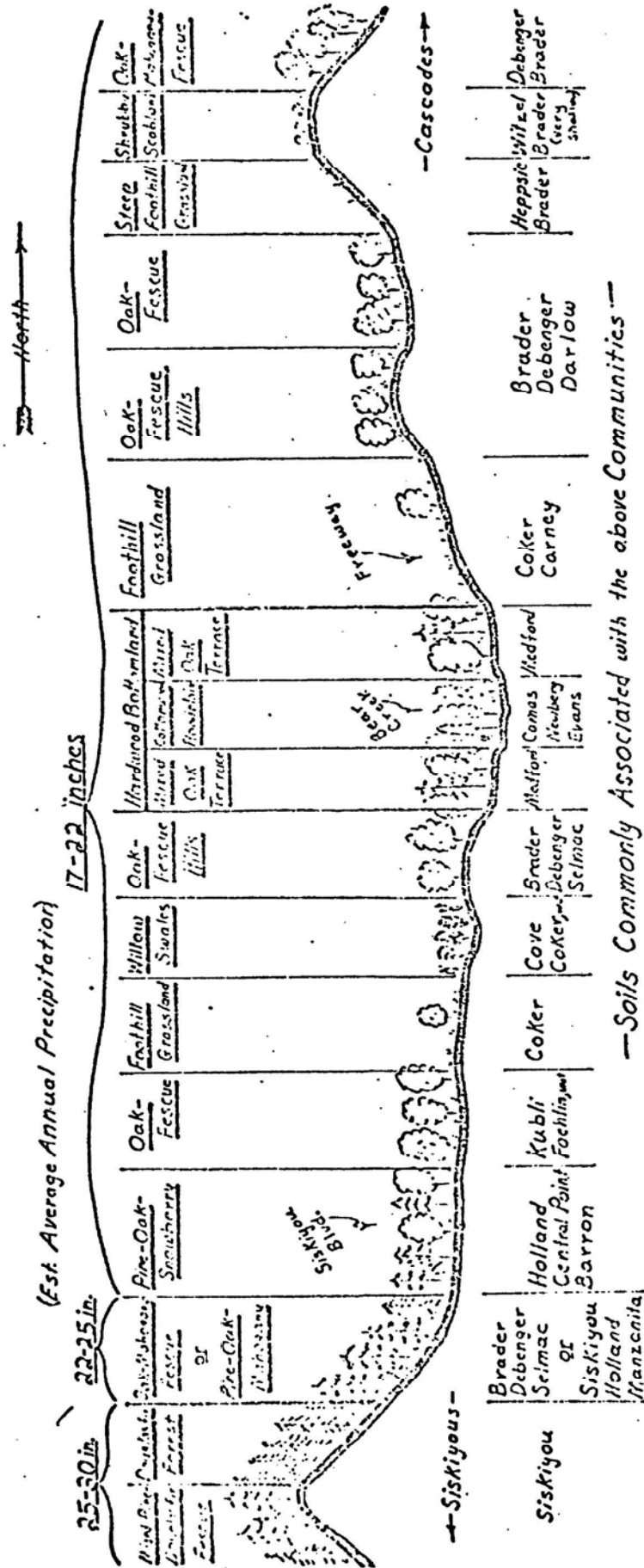
Class VII-Soils have very severe limitations that make them unsuited for cultivation and that restrict their use largely to grazing, woodland, wildlife. May be used for urban development where it is feasible to overcome limitations.

Siskiyou Land Resource Area
Ashland, Oregon and Vicinity

Soil Conservation Service
U.S. Dept. of Agriculture

LANDSCAPE PROFILE OF ASHLAND PLANT COMMUNITIES (ECOLOGICAL SITES)

(Idealized)



E. Hickman
Nov., 1975

STATES DEPARTMENT OF AGRICULTURE
 RESERVATION SERVICE
 Portland, Oregon

Revised June 1975

GUIDE FOR PLACING SOILS IN CAPABILITY CLASSES IN OREGON

Capa- bil- ity Class	Depth Inches		Surface Soil Texture	Permeability within Effective Depth in./hr 1/	Max. 2/ Slope Irr. Dry		Erosion Hazard	Available Water Capacity (in.) 3/ to 60"	Drainage Class	Over- flow	Alkali Salin- ity 4/	Frost Free Days 32° F. 5/	ETp Irr. 5/	Eta Dry 5/
	Irr.	Dry												
I	40	40	Sandy loam to Very fine sandy loam to silty clay loam	0.2 - 6.0	3	3	None or or slight	7.5 or more	Well & mod.	None to rare	Free 0-4	140 or more	ETp 320	Eta 320
	or more	or more	or silty clay loam clay loam		less	less	less	1.5 per ft. or more	well drained				20	20
II	40	40	Sandy loam to Sandy loam to silty clay loam	0.06 - 20.0	5	12	Moder- ate	5.0 or more	Somewhat exces- sive to	Occa- sional (1 in somewhat 10 yrs.)	Slight 4-8	100 or more	ETp 320	Eta 320
	or more	or more	Gravelly		less	less	less	1.0 per ft. or more	poorly drained				14	14
III	20	40	Loamy sand to Sandy loam to clay and or- ganic. Cobbly or gravelly	<0.06 - 20.0	8	20	High	3.75 or more	Exces- sive to poorly drained	Pre- quent (1 in 5 yrs.)	Moder- ate 8-15	70 or more	ETp 10	Eta 10
	or more	or more			less	less	less	0.75 per ft. or more						
IV	10	20	Sand to clay Sandy gravelly, very cobbly, stony	<0.06 - 20.0	12	35	Any	2.5 or more	Exces- sive to poorly drained	Pre- quent (1 in 5 yrs.)	Strong >15	50 or more	ETp 6	Eta 6
	or more	or more			less	less	less	0.5 per ft. or more						
V	20	20	Any - Very gravelly, very cobbly, very stony	<0.06 - 20.0	3	3	None or or slight	3 or more	Somewhat excessive to very poorly drained	Very frequent (each year)	Slight <8	Any	ETp 4	Eta 10
	or more	or more			less	less	less							
VI	10	10	Any - Very gravelly, very cobbly, very stony	Any	-	60	Any	2 or more	Any	Any	Strong >15	Any	ETp 4	Eta 8
	or more	or more				less	less							
VII	Any	Any	Any - Extreme- ly cobbly, ex- tremely stony	Any	-	90	Any	2 or more	Any	Any	Any	Any	-	Eta 2
						less	less							
VIII	Any	Any	Any	Any	Any	Any	Any	Any	Any	Any	Any	Any	-	-

1/ Permeability of the least permeable subsurface horizon. 2/ The irrigated column refers to surface irrigation systems. The dryland column in-
 cludes nonirrigated and sprinkler systems. 3/ Available water between field capacity and wilting point. 4/ Alkali soils have exchangeable sodium
 in excess of 15 percent. Figures shown in this column indicate salinity classes by conductivity of the extract in millimhos per centimeter.
 5/ Temperature and Water Balance for Oregon Weather Stations. Special Report 150, May 1963. Oregon Agr. Exp. Sta. Column figures are minimums.

- SUBJECT TO CHANGE -

RECOMMENDATIONS REGARDING THE PROTECTION OF WILDLIFE

A report prepared by Gary Hostick of the Department of Fish and Wildlife (Wildlife Resources in Jackson County, October 1976) provides for various wildlife species: 1) an inventory of the numbers of each species in the County; 2) an estimate of their harvest, recreational use and economic value; 3) an assessment of wildlife population trends; 4) an identification of habitat requirements; 5) an identification of potential conflicts between the wildlife and human activities; and 6) recommendations regarding planning for the protection of the various species. The recommendations regarding the species in the Ashland area are summarized below:

- 1) Black-tailed deer winter ranges should remain as forest resource or open space reserve lands.
- 2) Pheasant production should be recognized as a supplementary benefit in agricultural areas in the County, and that land which is now in agricultural production should be encouraged to continue.
- 3) Mourning dove should also be recognized as a supplementary benefit in agricultural areas, and orchard and grain production areas should be encouraged to continue in such uses.
- 4) Grouse, mountain quail, band-tailed pigeons and gray squirrel production should be recognized as a supplementary benefit in forested and brushy or open space areas and the areas should be designated as forest resource or open space reserve.
- 5) Ducks, geese, coot and snipe use irrigation ponds, bogs, swamps, ponds, streams, and associated vegetation, and these habitats should be preserved.
- 6) Furbearers and non-game species depend on a variety of habitats which should be preserved from urban development.

WILDLIFE SPECIES ASSOCIATED WITH FOUR HABITAT TYPES IN THE ASHLAND AREA (*)

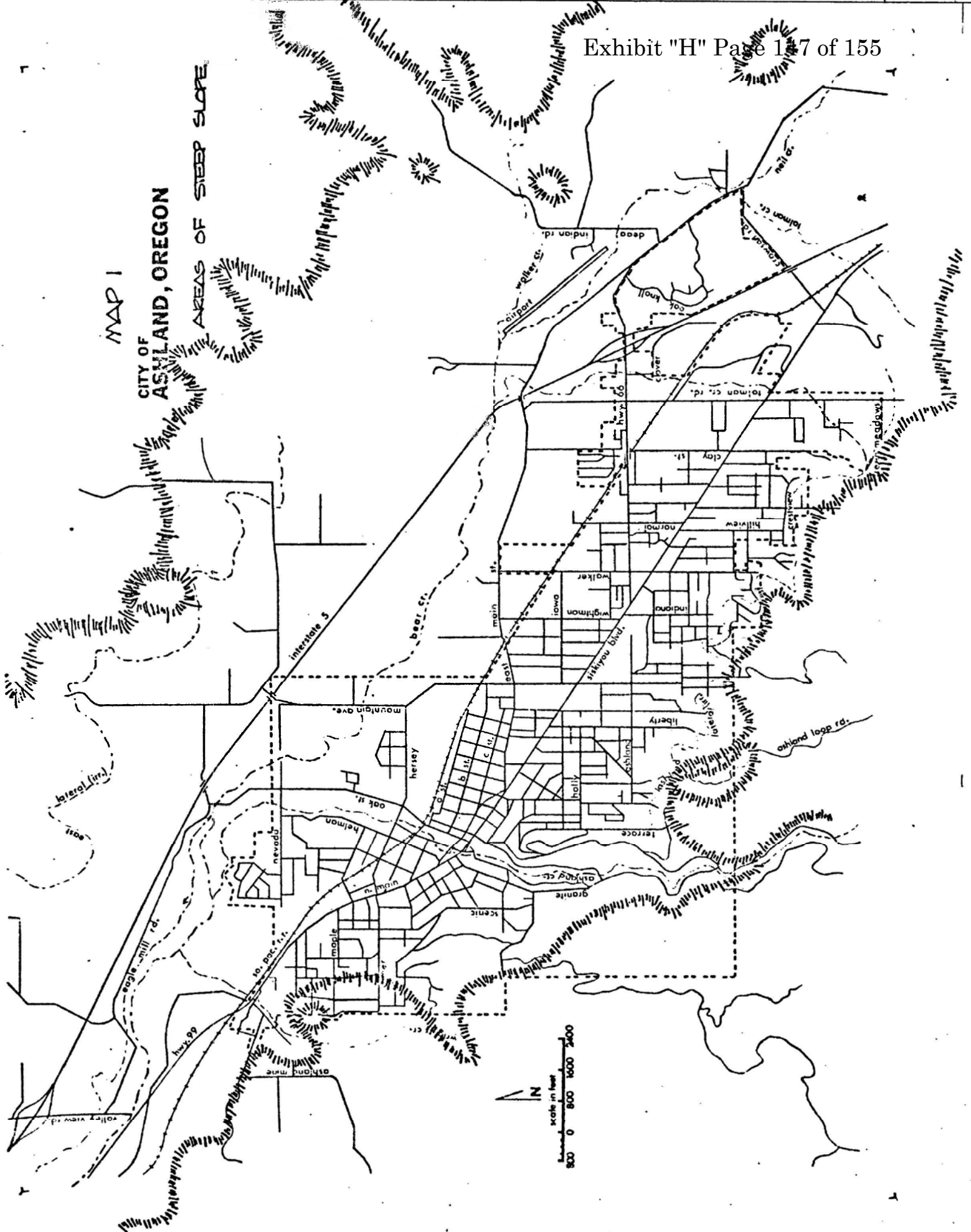
COASTLAND HABITATS (Foothill Grassland) (Steep Foothill Grassland) (Shrubby Scabland)	PIEDMONT HABITATS (Meadow and Wetland Complex) Cottonwood Floodplain Mixed Oak Terrace (Willow Groves)	DAVE-FOREST GRASSLAND (SANDHILL) HABITATS (Oak-Fescue Hills) (Oak-Pahogony-Fescue) (Juniper Parkland)	COURTNEY TRAIL HABITATS (Pine-Oak-Fescue) (Pine-Oak-Fescue) (Mixed Pine-Oak-Fescue) (Douglas Fir Forest)
Birds California Quail Ring-necked Pheasant Mourning Dove Sharp-shinned Hawk Cooper's Hawk Marsh Hawk Red-tailed Hawk Prairie Falcon Sparrow Hawk Great Horned Owl Short-eared Owl Turkey Vulture Western Bluebird Tree Swallow Meadowlark Western Crow Robin Oregon Junco Brewer's Blackbird Starling Killdeer Common Gold Finch Townsend's Warbler Western Kingbird Reptiles Rattlesnake Western Racer Gopher Common King Snake Garter Snake Alligator Lizard Western Skink Western Fence Lizard Mammals Black-tailed Deer Coyote Gray Fox Bobcat Little Brown Bat Raccoon Striped Skunk Badger Short-tailed Weasel California Gray Squirrel Kangaroo Rat Dusky-footed Woodrat Jackrabbit (Black-tailed) Mammals Black-tailed Deer Beaver Muskrat Mink Coyote Gray Fox Bobcat Raccoon Striped Skunk California Ground Squirrel Northern Flying Squirrel Dusky-footed Woodrat Brush Rabbit Black-tailed Jackrabbit Porcupine Little Brown Bat	Birds California Quail Ring-necked Pheasant Mourning Dove Sharp-shinned Hawk Cooper's Hawk Marsh Hawk Sparrow Hawk Screech Owl Great Horned Owl Short-eared Owl Barn Owl Turkey Vulture Canada Goose species Mallard Duck Green-winged Teal American Widgeon Wood Duck Common Merganser Handed Merganser Coot Common Snipe Great Blue Heron Night Heron Common Egret Downy Woodpecker Hairy Woodpecker Lewis' Woodpecker Acorn Woodpecker Flicker Yellow-bellied Sapsucker Western Bluebird Tree Swallow House Wren Bewick's Wren White-breasted Nuthatch Meadowlark Red-tailed Hawk Western Crow Kingfisher Dipper Robin Oregon Junco Brewer's Blackbird Starling Killdeer Rufous Hummingbird Scrub Jay Red-winged Blackbird Anna's Hummingbird Rufous-sided Towhee Black-capped Chickadee English Sparrow Fox Sparrow Song Sparrow House Finch Purple Finch Common Gold Finch Audubon's Warbler White-crowned Sparrow Golden-crowned Sparrow Bullock's Oriole Wilson's Warbler Loggerhead Shrike Yellow-breasted Chat Reptiles Pacific Pond Turtle Rattlesnake Western Racer Gopher Snake Garter Snake Alligator Lizard Bullfrog Pacific Giant Salamander Oregon Trout	Birds California Quail Mountain Quail Ruffed Grouse Mourning Dove Band-tailed Pigeon Sharp-shinned Hawk Cooper's Hawk Sparrow Hawk Screech Owl Great Horned Owl Saw-whet Owl Turkey Vulture Downy Woodpecker Lewis' Woodpecker Acorn Woodpecker Flicker Yellow-bellied Sapsucker Western Bluebird House Wren Bewick's Wren Pigmy Nuthatch White-breasted Nuthatch Meadowlark Red-tailed Hawk Raven Western Crow Robin Oregon Junco Brewer's Blackbird Starling Rufous Hummingbird Scrub Jay Ring-necked Pheasant Fox Sparrow Song Sparrow White-crowned Sparrow Golden-crowned Sparrow Common Gold Finch Tree Swallow Barn Swallow Cliff Swallow Western Kingbird Allen's Hummingbird Black-capped Chickadee Reptiles Rattlesnake Western Racer Gopher Snake Common King Snake Garter Snake Alligator Lizard Western Skink Northwestern Toad Oregon Trout California Kingsnake Great Basin Toad Western Fence Lizard Rubber Boa	Birds Red-tailed Hawk Raven House Wren California Quail Mountain Quail Acorn Woodpecker Blue Jay Stellar Jay Ruffed Grouse Western Crow Band-tailed Pigeon Oregon Junco Golden Eagle Robin Screech Owl Scrub Jay Great Horned Owl Rufous Hummingbird Mourning Dove Goshawk Sharp-shinned Hawk Cooper's Hawk Sparrow Hawk Saw-whet Owl Turkey Vulture Downy Woodpecker Lewis' Woodpecker Flicker Pileated Woodpecker Yellow-bellied Sapsucker Western Bluebird Pigmy Nuthatch White-breasted Nuthatch Red-breasted Nuthatch Varied Thrush Spotted Owl Great Gray Owl Osprey Reptiles Common Kingsnake Alligator Lizard Oregon Trout Rattlesnake Gopher Snake Sharp-tailed Snake Garter Snake Western Skink Northwestern Toad Mammals Black-tailed Deer Black Bear Western Gray Squirrel Coyote Gray Fox Bobcat Striped Skunk Long-tail Weasel California Ground Squirrel Pine Squirrel Northern Flying Squirrel Dusky-footed Woodrat Brush Rabbit Black-tailed Jackrabbit Porcupine Mountain Beaver

(*) Refer to "Wildlife Species" in Site Description Narrative for additional information.

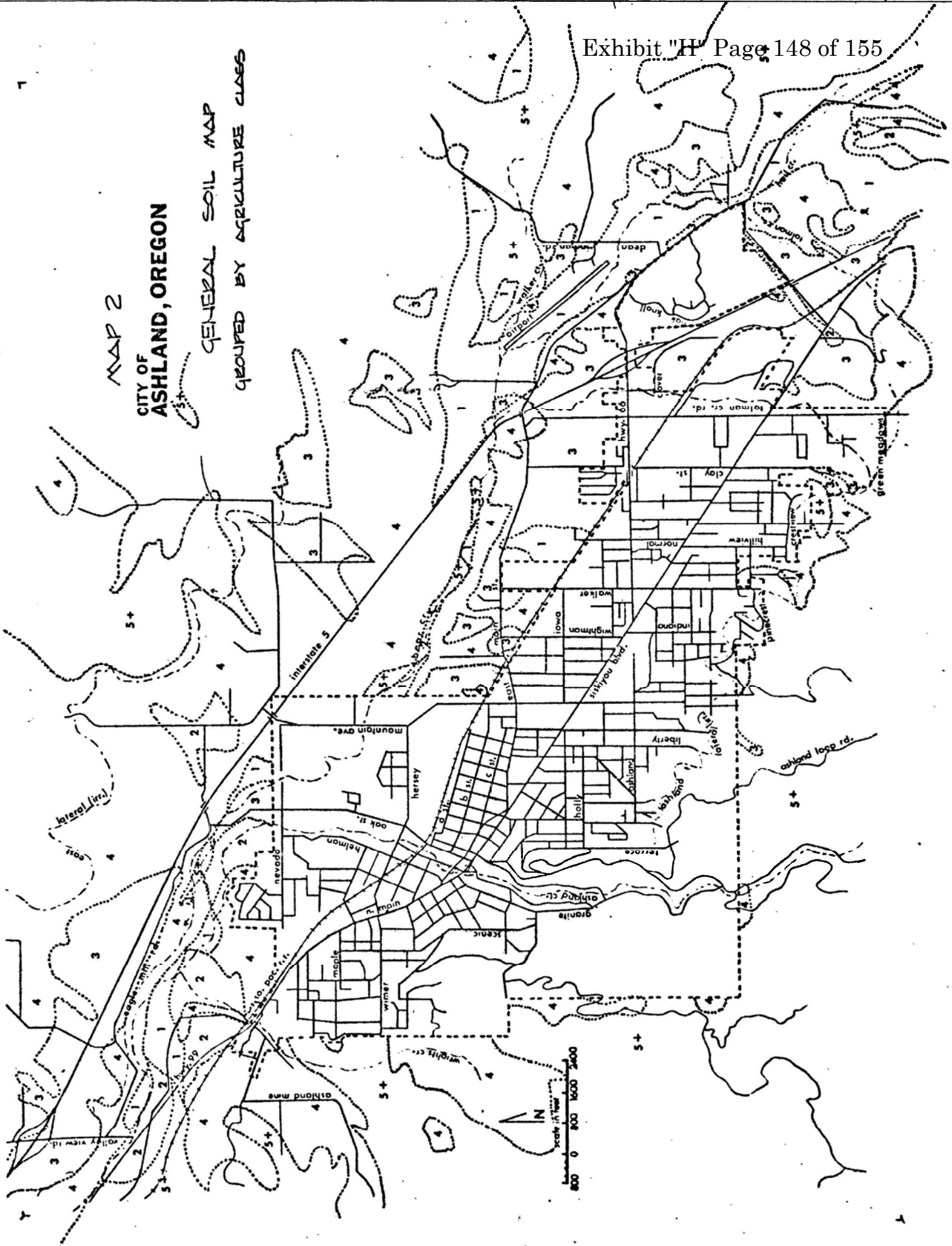
MAP 1

CITY OF
ASHLAND, OREGON

AREAS OF STEEP SLOPE



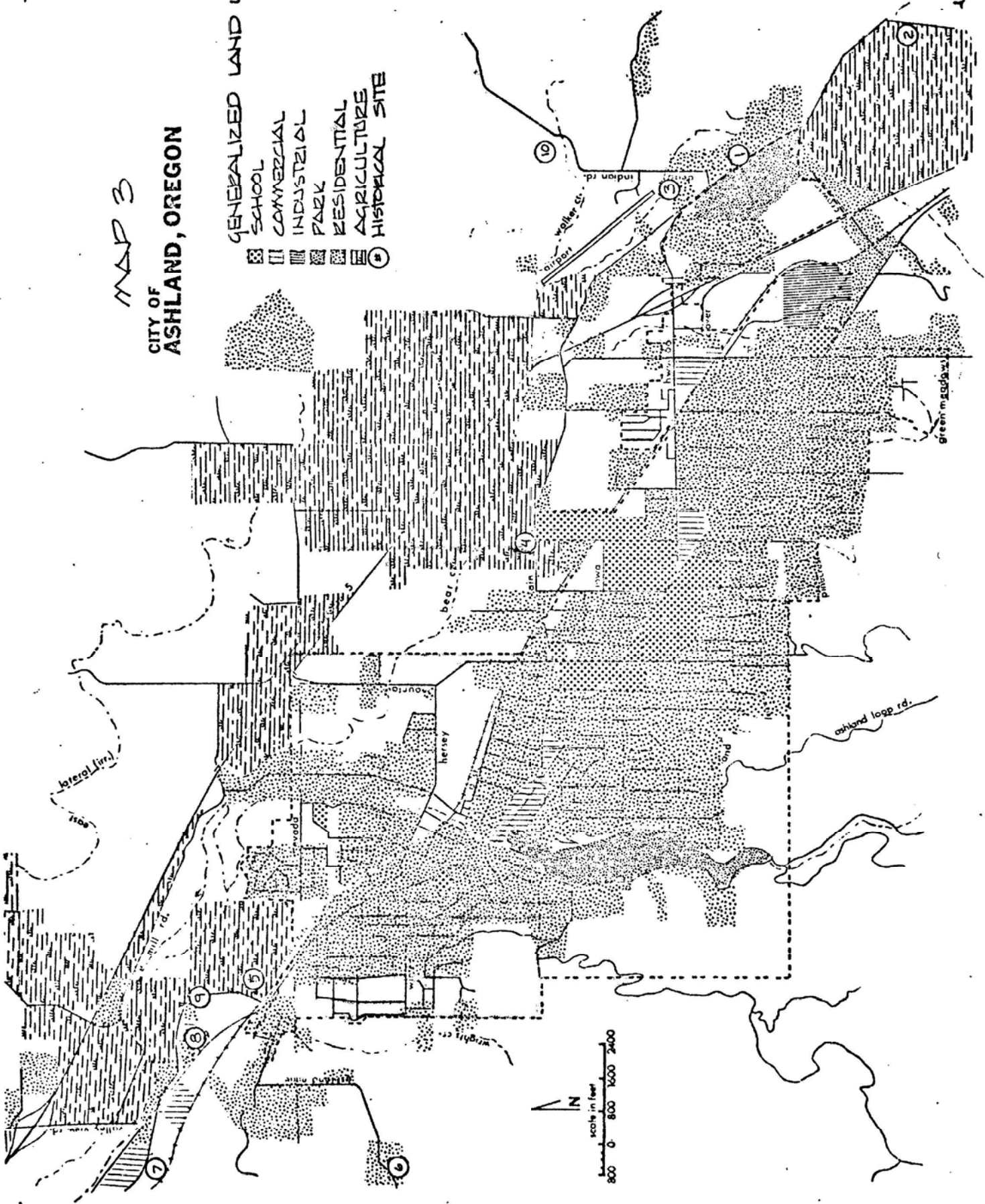
MAP 2
CITY OF
ASHLAND, OREGON
GENERAL SOIL MAP
GROUPED BY AGRICULTURE CLASS



MAP 3

CITY OF
ASHLAND, OREGON

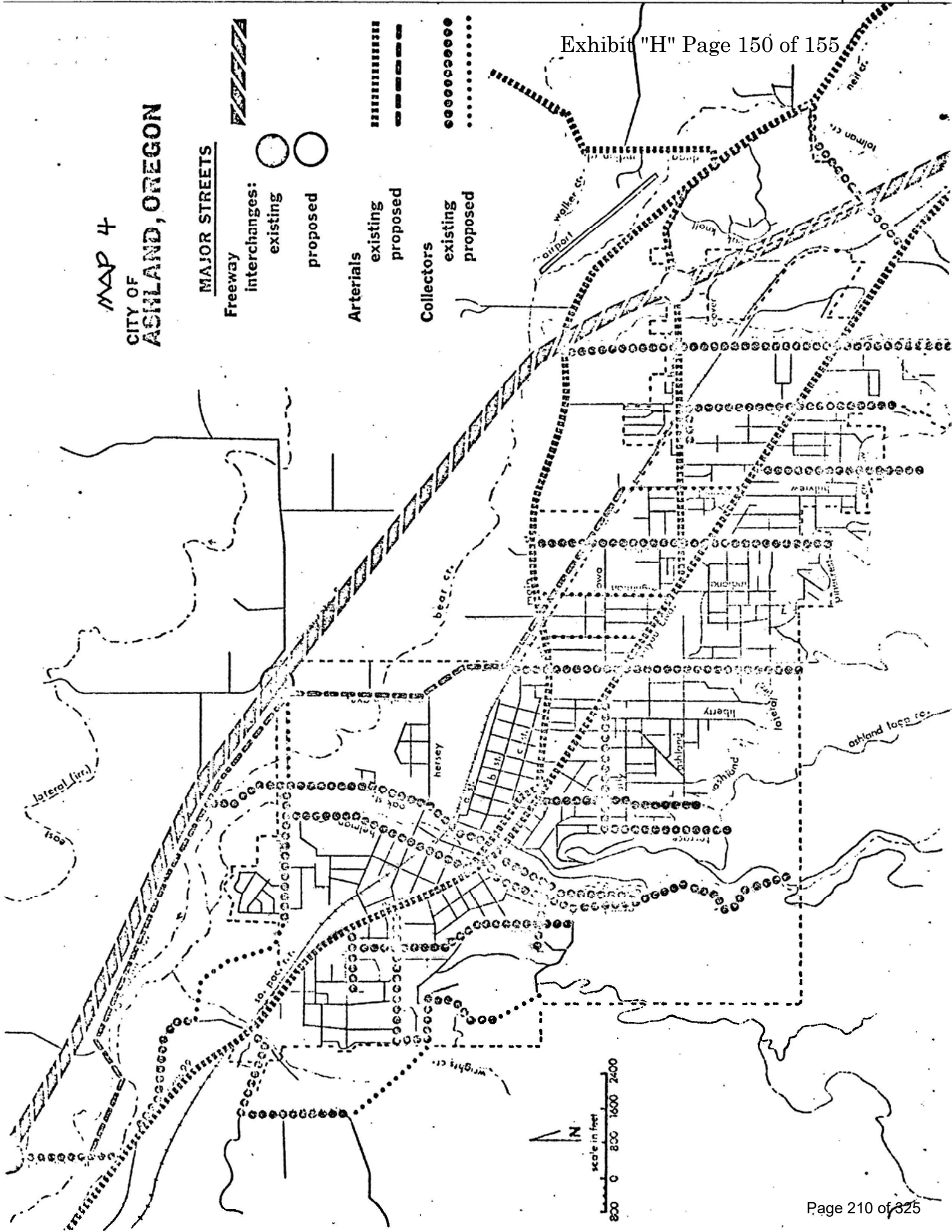
- GENERALIZED LAND USE
- SCHOOL
 - COMMERCIAL
 - INDUSTRIAL
 - PARK
 - RESIDENTIAL
 - AGRICULTURE
 - HISTORICAL SITE



MAP 4
CITY OF
ASHLAND, OREGON

MAJOR STREETS

- Freeway
interchanges:
existing
proposed
- Arterials
existing
proposed
- Collectors
existing
proposed

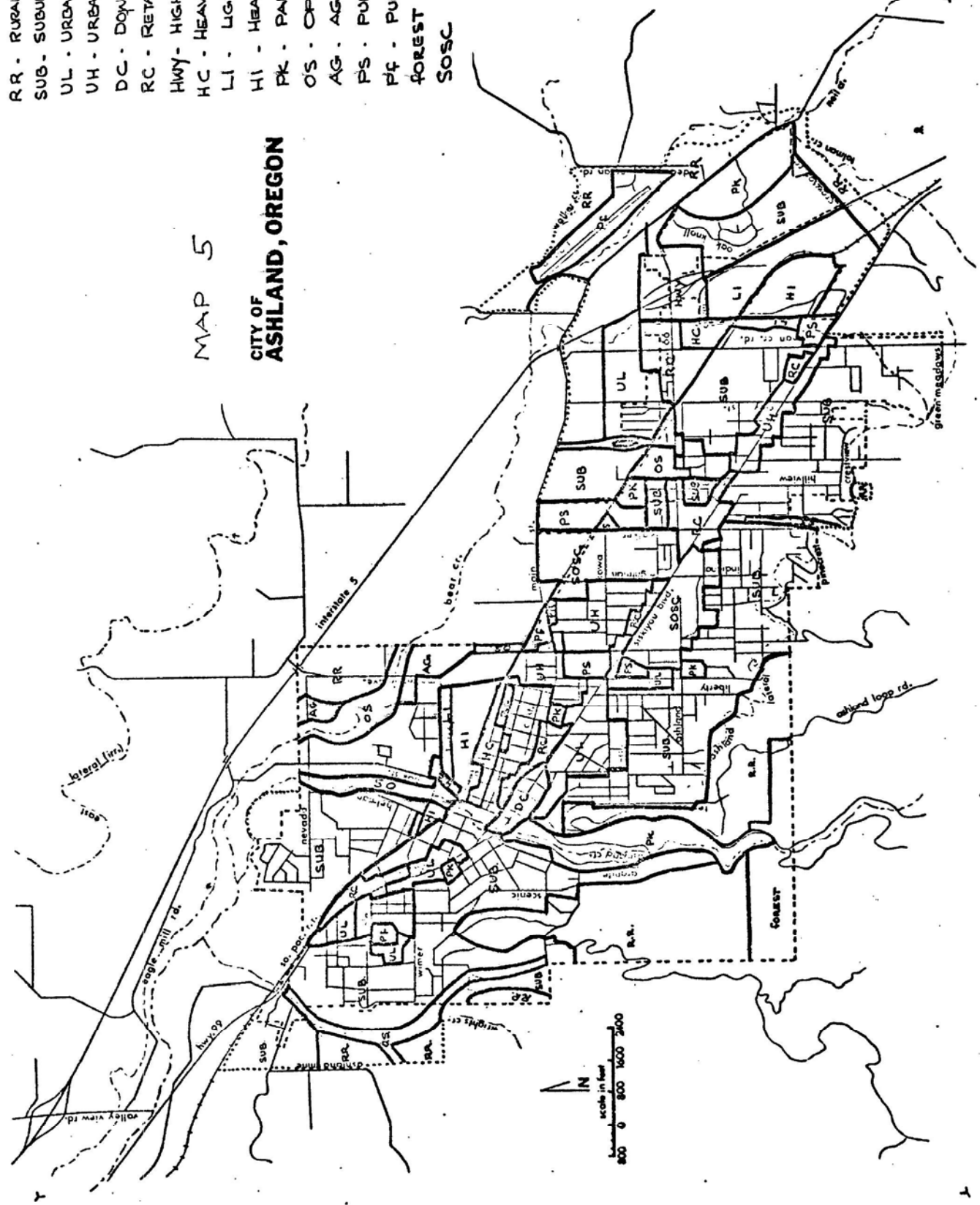


CITY COMPREHENSIVE PLAN

- RR - RURAL RESIDENTIAL
- SUB - SUBURBAN RESIDENTIAL
- UL - URBAN-LOW RESIDENTIAL
- UH - URBAN-HIGH RESIDENTIAL
- DC - DOWNTOWN COMMERCIAL
- RC - RETAIL COMMERCIAL
- HWY - HIGHWAY COMMERCIAL
- HC - HEAVY COMMERCIAL
- LI - LIGHT INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- PK - PARKS
- OS - OPEN SPACE
- AG - AGRICULTURE
- PS - PUBLIC SCHOOLS
- PF - PUBLIC FACILITIES
- FOREST
- SOSC

MAP 5

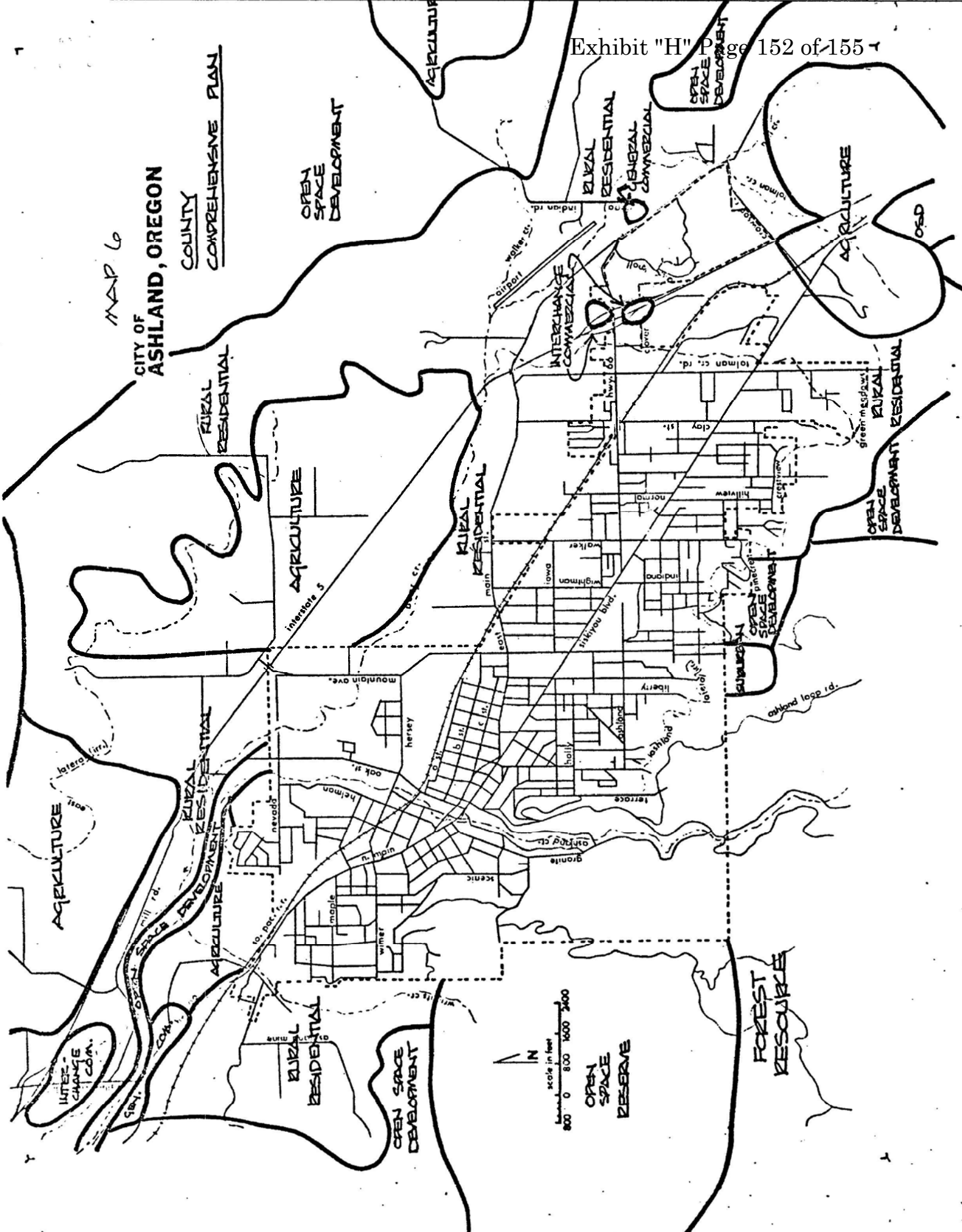
CITY OF ASHLAND, OREGON



MARCH 1978

NOTE: MAP 5 IS INCOMPLETE
IN THE AREA AROUND
FOR DYCE STREET.

MAP 6
CITY OF
ASHLAND, OREGON
COUNTY
COMPREHENSIVE PLAN

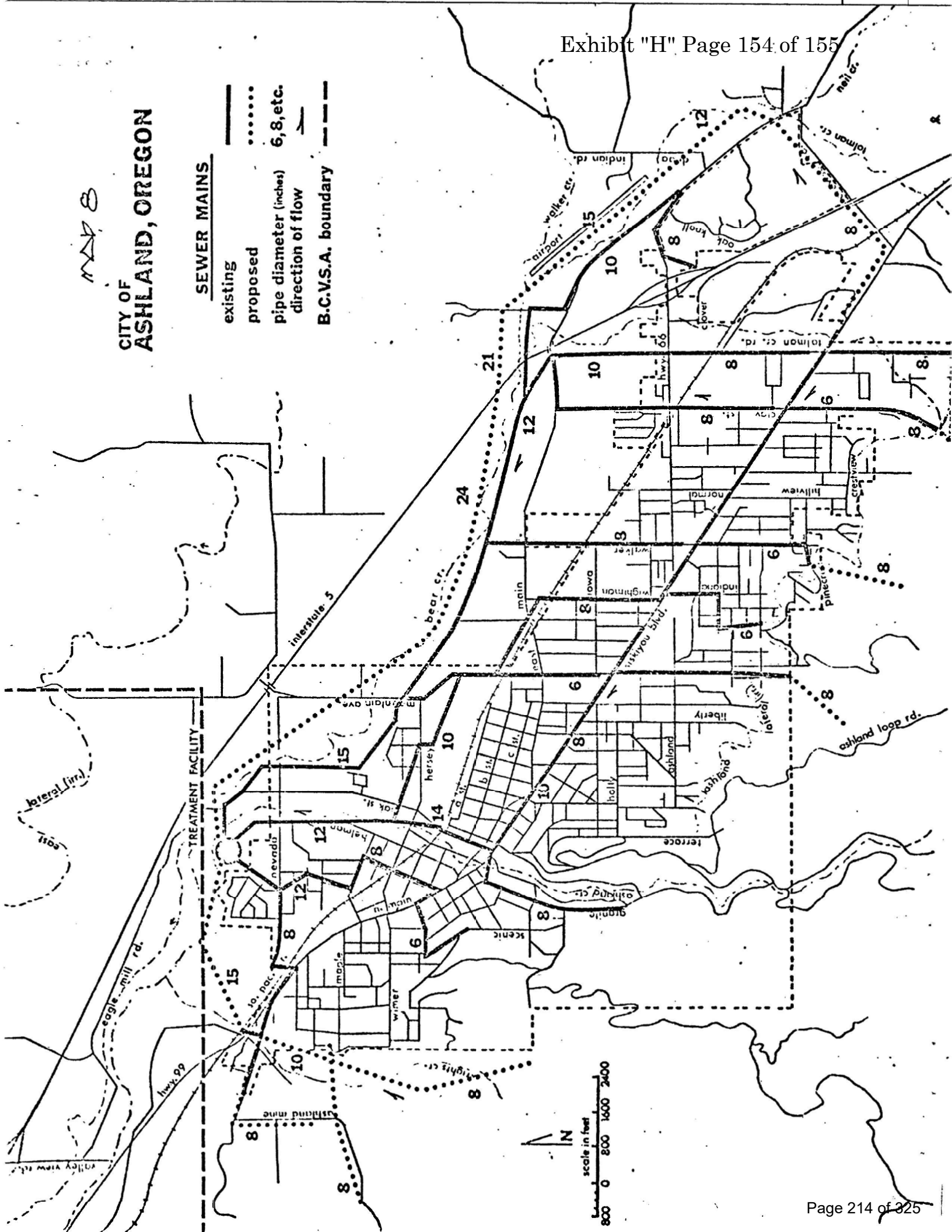


MAP 8

CITY OF ASHLAND, OREGON

SEWER MAINS

- existing
- proposed
- pipe diameter (inches) 6, 8, etc.
- direction of flow
- B.C.V.S.A. boundary

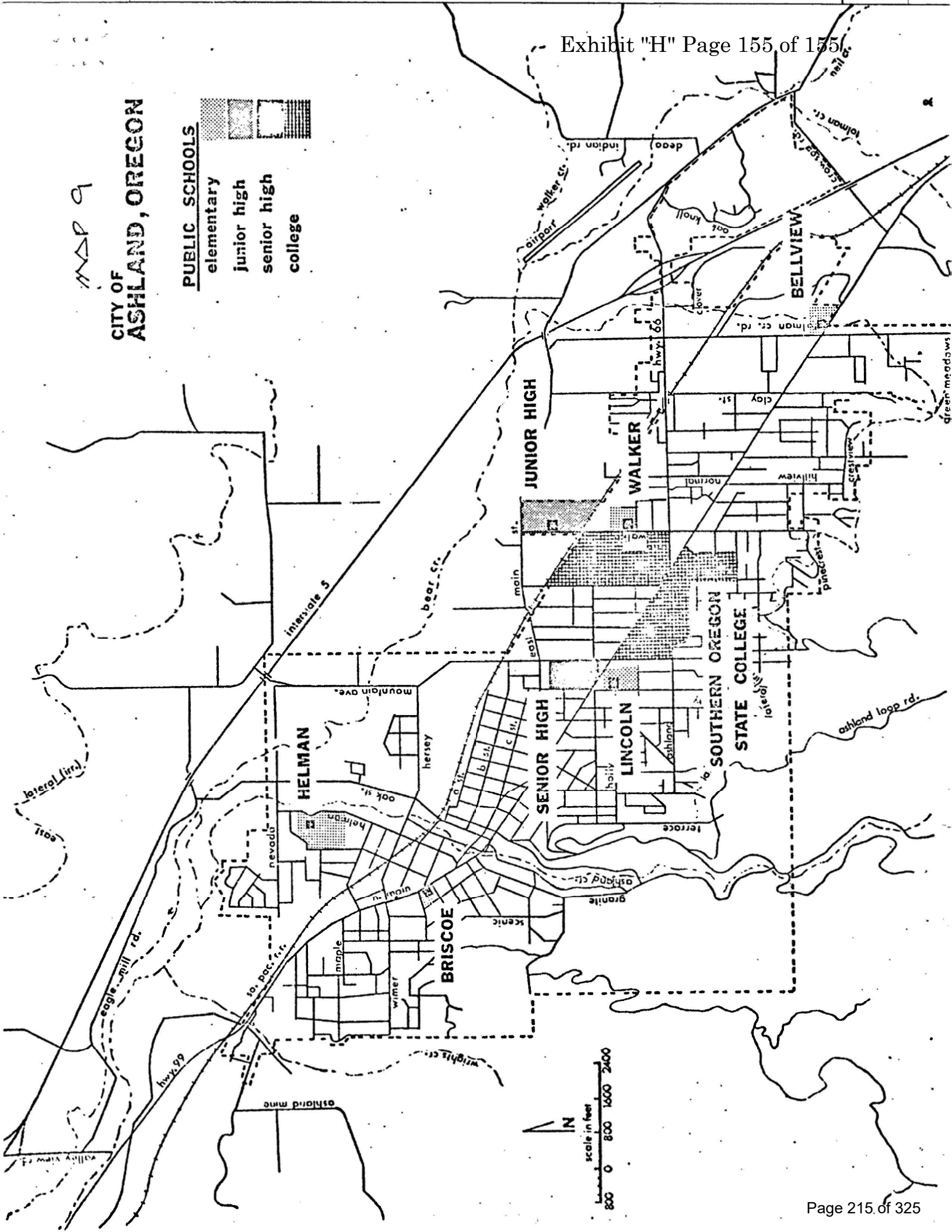


MSP 9

CITY OF ASHLAND, OREGON

PUBLIC SCHOOLS

- elementary
- junior high
- senior high
- college



VOL 143 PAGE 141

ITEM NO. 30.01

JACKSON COUNTY, OREGON
COUNTY ADMINISTRATIVE OFFICE

Board Letter No. 2021

Agenda of November 13, 1984

Honorable Members
Board of Commissioners
Jackson County, Oregon

Re: Ordinances Adopting a Revised
Ashland/Jackson County Urban
Growth Boundary

Gentlemen:

As an item for the agenda for the Board meeting of November 13, 1984, attached are ordinances that authorize a revised Urban Growth Boundary (UGB) for the city of Ashland and amend the Jackson County Comprehensive Plan. Attachment I is an emergency ordinance that would authorize the immediate change to the Ashland Urban Growth Boundary. This action is necessary for this portion of the city's Comprehensive Plan to be acknowledged by the Oregon Land Conservation and Development Commission, which is expected to be within the next 60 days. Attachment II is a permanent ordinance that will take effect 60 days after approval. The exhibits in Attachment II are the same as the exhibits in Attachment I and have not been included with Attachment II.

At its meeting of October 15, 1984, the Jackson County Planning Commission recommended approval of exclusion of certain properties from the Urban Growth Boundary. Those properties are included on Exhibit A of Attachment I. The Ashland City Council approved this action at its meeting of October 30, 1984.

The Planning and Development Director has also recommended that county maps be corrected to include four properties in the Urban Growth Boundary for the city of Ashland. These properties are proposed for inclusion in order to provide consistent maps for both Jackson County and the city of Ashland. The Planning and Development Director has advised these properties may be included in the Urban Growth Boundary under Section 11(D) of the Urban Growth Boundary Agreement, which provides for corrections such as cartographic errors. Section 11(D) does not require public hearings before the Planning Commission where an amendment is intended to specifically correct an error. Tax Lot 101 represented on Exhibit B has already been annexed to the city of Ashland and should,

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Board Letter No. 2021
Agenda of November 13, 1984
Page 2

therefore, be included as part of the Urban Growth Boundary. Tax Lot 502, included on Exhibit C of Attachment I, has also been annexed to the city of Ashland. The Planning and Development Director has recommended inclusion of Tax Lots 501 and 500 in the Urban Growth Boundary, as they are surrounded by the Urban Growth Boundary.

Should the Board of Commissioners concur with the recommendations of the Planning Commission and the Planning and Development Director, unanimous approval of the proposed emergency ordinance (Attachment I) would implement that action. If approved, the emergency ordinance would take effect immediately and automatically repeal on January 14, 1985, or upon adoption of the permanent ordinance. It is also recommended that the proposed ordinance (Attachment II) be accepted on its first reading and that the second reading and public hearing be scheduled for Wednesday, November 28, 1984, at 9:30 a.m. in the Courthouse auditorium.

PS/gm
X13A.3232
Attachments

cc: Planning and Development Director
Brian Almquist, City Administrator,
City of Ashland
John Fregonese, Planning Director,
City of Ashland

VOL 143 PAGE 167

BEFORE THE BOARD OF COMMISSIONERS
STATE OF OREGON, COUNTY OF JACKSON

ORDINANCE NO. 84-35

AN ORDINANCE AMENDING THE CITY OF ASHLAND URBAN GROWTH BOUNDARY
(FILE NO. UGBA-13).

Recitals:

- 1) The city of Ashland (City) and county of Jackson (County) are authorized under ORS Chapter 197, to prepare and adopt Comprehensive Plans consistent with Statewide Planning Goals.
- 2) Statewide Planning Goal 14, Urbanization, requires establishment of urban growth boundaries (UGB) for each incorporated city through a cooperative process between the City and County. The City of Ashland UGB and related urbanization policies and revision procedures were adopted by the County on July 19, 1978 and subsequently were revised (File UGBA-7) by Ordinance No. 82-27 after a joint public hearing was held by the Board and City Council on May 20, 1982.
- 3) Section 11 of the UGB agreement specifies amendment procedures for the UGB and urbanization policies. Final action of an adjustment or revision of the boundary must be based on the six factors specified in Goal 14.
- 4) The Land Conservation and Development Commission (LCDC) acknowledged the City's Comprehensive Plan in October, 1983, with the exception of the area designated Woodland Residential on the City's Comprehensive Plan and Zoning Maps, based on a decision of the Oregon Supreme Court in March, 1982 (Willamette University vs. LCDC) to invalidate an amendment to Goal 14 whereby all lands within City limits would have been automatically considered urbanizable.
- 5) In response to LCDC's continuance order, the City has proposed excluding certain specific properties within the City limits from the mutually adopted UGB.
- 6) The City and County Planning Commissions held a properly advertised joint public hearing on April 11, 1984 for the purpose of taking testimony and considering the City's proposed amendment to the UGB. The public hearing was continued to September 12, 1984, at which time both Commissions adopted a motion recommending County Board of Commissioners and City Council adoption of an ordinance amending the Ashland UGB consistent with the City's recommendation.

1-ORDINANCE; File UGBA-13

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7) The Board also notes that Section 11(D) of the Ashland/Jackson County Urban Growth Boundary Agreement provides a procedure for the correction of cartographic errors. Two such errors have been identified in the Urban Growth Boundary which the Board now desires to correct.

8) The Board of Commissioners has held a public hearing on November 28, 1984, at which time it considered the Planning Commission recommendation for approval of the minor Urban Growth Boundary adjustment, the correction of a cartographic error in the Urban Growth Boundary, and the public testimony on the matter.

Now, therefore,

The Board of Commissioners of Jackson County ORDAINS:

SECTION 1. FINDINGS

1.1 The Board of Commissioners hereby incorporates by reference the findings and conclusions contained in the Planning Commission recommendation attached hereto as Exhibit D.

1.2 The Board of Commissioners also finds that a discrepancy existed between the Official Urban Growth Boundary Map for Ashland, which was adopted by the County, and the map used by the City, which resulted in an annexation of land to the City outside of the UGB. Section 11(D) of the mutually adopted Ashland/Jackson Urban Growth Boundary Agreement provides in part for correction of errors in the text or map of the Agreement.

SECTION 2. CONCLUSORY FINDINGS

2.1 The Board of Commissioners concludes that it has all necessary information to make decisions in the matter of the minor amendment to the UGB recommended by the Planning Commission, and in the correction of the cartographic error described above.

2.2 The Board of Commissioners finds that the following amendments are necessary to allow for the full acknowledgement of the City of Ashland Comprehensive Plan by the Land Conservation and Development Commission.

SECTION 3. DECISIONS

3.1 Based on the foregoing findings, the Board of Commissioners hereby amends the Official Comprehensive Plan and Zoning Map #1 by excluding from the Urban Growth Boundary those specific tax lots noted in Section 1.2 (A) of the Planning Commission recommendation and as depicted on Exhibit A.

3.2 The Board of Commissioners hereby amends the Official Comprehensive Plan and Zoning Maps #1 and Exceptions Map #E-1 to include the following tax lots in the Ashland Urban Growth Boundary:

2-ORDINANCE; File UGBA-13

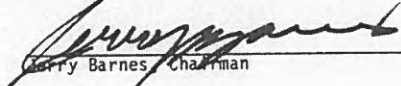
VOL 143 PAGE 169

A) Tax Lots 500, 501, and 502 in Section 1500 of Township 39, Range 1 East of the Willamette Meridian, as depicted on Exhibit C.

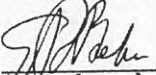
B) Tax Lot 101 in Section 48B of Township 39, Range 1 East of the Willamette Meridian, as depicted on Exhibit B.

ADOPTED this 28th day of November, 1984, at Medford, Oregon.

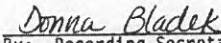
JACKSON COUNTY BOARD OF COMMISSIONERS


Larry Barnes, Chairman

APPROVED AS TO FORM:


County Counsel

ATTEST:


By: Recording Secretary

3-ORDINANCE; File UGBA-13

FILED

NOV 28 1984

Jackson County Board
of Comm. Journal




**JACKSON
COUNTY**
Oregon

LETTER OF AUTHORIZATION

DEVELOPMENT SERVICES

10 South Oakdale, Room 100
Medford, Oregon 97501
Phone: 541-774-6900
Fax: 541-774-6948

LET IT BE KNOWN THAT O'Connor Law, LLC; Dan O'Connor or Garrett West has been retained to act as Agent to perform all acts for development on my property identified below. These acts include: Pre-application Conference, Filing applications and/or other required documents relative to all Zoning Applications, Sewage Disposal Permits and Inspections, Assigning an Address, Road Approach Permits, Manufactured Dwelling Permits, Building Permits, and Mechanical Permits (authorization not useable for Plumbing or Electrical Permits per State regulations).

475 E Nevada St., Ashland, OR 97520

(Address or Road)

AND DESCRIBED IN THE RECORDS OF JACKSON COUNTY AS:

TOWNSHIP 39, RANGE 1E, SECTION 04A, TAX LOT(S) 1100, 1200, & 1300

TOWNSHIP _____, RANGE _____, SECTION _____, TAX LOT(S) _____

THE COSTS OF THE ABOVE ACTIONS, WHICH ARE NOT SATISFIED BY THE AGENT, ARE THE RESPONSIBILITY OF THE UNDERSIGNED PROPERTY OWNER.

PROPERTY OWNER:

This authorization is valid for ☐ 1 year; ☒ 2 years; ☐ Other _____ (Must select one)

SIGNATURE: David F. Young

DATE: 11/1/2022

PRINTED NAME: DAVID F. Young

ADDRESS: 475 E Nevada St.

PHONE: Contact Agent

CITY/STATE/ZIP: Ashland, OR 97520

FAX: _____

CHECK ONE: ☐ APPLICANT ☒ AGENT

SIGNATURE: Garrett West

DATE: _____

PRINTED NAME: Garrett West, O'Connor Law, LLC

ADDRESS: 670 G Street, STE B

PHONE: 541-702-5350

CITY/STATE/ZIP: Jacksonville, OR 97530

FAX: _____

Additional, if necessary – **CHECK ONE:** ☐ APPLICANT ☒ AGENT

SIGNATURE: _____

DATE: _____

PRINTED NAME: _____

ADDRESS: _____

PHONE: _____

CITY/STATE/ZIP: _____

FAX: _____



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Phone: 541-774-6900
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375 E. Nevada Street, Ashland

(Address or Road)

AND DESCRIBED IN THE RECORDS OF JACKSON COUNTY AS:

TOWNSHIP 39, RANGE 1E, SECTION 04A, TAX LOT(S) 1000

TOWNSHIP _____, RANGE _____, SECTION _____, TAX LOT(S) _____

THE COSTS OF THE ABOVE ACTIONS, WHICH ARE NOT SATISFIED BY THE AGENT, ARE THE RESPONSIBILITY OF THE UNDERSIGNED PROPERTY OWNER.

PROPERTY OWNER:

This authorization is valid for ☒ 1 year; ☐ 2 years; ☐ Other _____ (Must select one)

SIGNATURE: Peter Schultz DATE: 5-10-2023

PRINTED NAME: Peter Schultz

ADDRESS: 375 E. Nevada Street

PHONE: _____

CITY/STATE/ZIP: Ashland, OR 97520

FAX: _____

CHECK ONE: ☐ APPLICANT ☒ AGENT

SIGNATURE: Garrett West DATE: _____

PRINTED NAME: Garrett West obo O'Connor Law LLC

ADDRESS: 670 G Street, Suite B

PHONE: 541-702-5350

CITY/STATE/ZIP: Jacksonville, OR 97530

FAX: west@PacificLand.law

~~Additional, if necessary – **CHECK ONE:** ☐ APPLICANT ☐ AGENT~~

~~SIGNATURE: _____ DATE: _____~~

~~PRINTED NAME: _____~~

~~ADDRESS: _____~~

~~PHONE: _____~~

~~CITY/STATE/ZIP: _____~~

~~FAX: _____~~



Council Business Meeting

Date: August 6, 2024

Agenda Item	Signal Box Public Art Project
From	Brandon Goldman, Director of Community Development, Jennifer Chenoweth, Associate Planner
Contact	brandon.goldman@ashland.or.us, jennifer.chenoweth@ashland.or.us

SUMMARY

The Public Arts Advisory Committee is seeking Council approval of three artwork designs selected to be painted on three separate Oregon Department of Transportation (ODOT) signal utility boxes as part of an artist led community art project.

POLICIES, PLANS & GOALS SUPPORTED

- [Resolution No. 2016-29](#): A Resolution Adopting Guidelines for the Creation and Installation of Murals
- [Public Arts Master Plan](#)
- Comprehensive Plan: Transportation Element: Policy #7 Encourage public art along multi-modal travel corridors.

BACKGROUND AND ADDITIONAL INFORMATION

The Public Arts Advisory Committee (PAAC) is pioneering a neighborhood community art project with a long-term goal to paint 20 identified ODOT utility boxes.

This request is part of the pilot project to paint the first three (3) of 20 identified utility boxes. In 2023, the PAAC sought council approval to submit a grant application through Haines and Friends. The grant application included a \$5,000 City match to paint between five and ten utility boxes. The Council approved this request; however, the grant was not awarded. PAAC have continued to move forward with painting of three boxes using the allocated funding requested.

The artwork was selected by a selection committee comprised of professional artists in the community and subsequently approved by the Public Arts Advisory Committee and Oregon Department of Transportation. The utility boxes are located at:

- 1) The corner of Siskiyou Boulevard and Wightman Street. This box will be painted by Southern Oregon University art students and faculty.
- 2) The corner of Siskiyou Boulevard and Walker Avenue. This box will be painted by families of the First Presbyterian Church and Children's World Montessori School, and
- 3) The corner of Siskiyou Boulevard and Beach Street. This box will be painted by Ashland High School art students and faculty.

Prior to painting the three ODOT boxes, a professional painter will prepare the boxes by cleaning, sanding, and priming. After the boxes are painted, three coats of clear protective sealant that is designed to repel graffiti will be applied.

FISCAL IMPACTS

On August 15, 2023, the council authorized funds in the amount of up to \$5,000 grant match to be used for this phase of the project. Budgeting for the project is as follows: each of the three artists are to receive an honorarium of \$500 per box for a total of \$1,500 of allocated funding. A professional painter will prep and seal the three boxes as described above. The bid for the prepping and sealant work is \$525 per box for a total of \$1,575. Additional funds for paint and paint supplies are estimated to range from \$500 to \$800 per box. Estimated total cost is \$3,000 to \$3,900 for the three utility boxes. The total allocated funds requested for this project are not to exceed \$5,000. If the designs are approved, the City would accept the artwork into the Public Art Collection and would be





Council Business Meeting

responsible for its maintenance and conservation, including regular cleaning and upkeep, and any necessary repairs or restoration.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

The Public Arts Advisory Committee recommends that the Council approve the proposed designs for the three Oregon Department of Transportation utility boxes and accept them into the Public Art Collection upon completion. The proposed motion is as follows:

"I move that the Council approve the proposed designs for the three Oregon Department of Transportation utility boxes, as identified by the Public Arts Advisory Committee and approved by the Oregon Department of Transportation staff, and accept them into the City of Ashland's Public Art Collection upon completion."

REFERENCES & ATTACHMENTS

1. 2024-04-16_ODOT-PAAC_ Utility Boxes Designs
2. 2024-04-16_ODOT-PAAC_Box Map Locations
3. ODOT Boxes Permit Final_06-24-2024



Ashland Traffic Signal Box Artwork:

three designs submitted for approval

April 9, 2024

Per Agreement No. 73000-00014183



The City of Ashland Public Arts Advisory Committee (PAAC) has approved three preliminary designs to be painted on ODOT traffic signal boxes within the city.

PAAC asks for ODOT approval of the designs, so the project can move forward to Ashland City Council. If you have any questions, please contact PAAC's city staff liaison Jennifer Chenoweth at jennifer.chenoweth@ashland.or.us or (541) 552-2045.

The three proposed designs are to be painted.

Each of the three ODOT traffic signal boxes will be prepared prior to painting. Preparation will include cleaning, sanding, and priming; completed by a professional company.

After the box is painted by the artist and community, a protective sealant will be applied by a professional company.

High quality exterior paints will be used.

ODOT will be notified at least 48 hours prior to any onsite work.



‘Neighborhood Public Art Works’

ODOT Traffic Signal Boxes

Project History

The project includes two phases: Phase 1 and Phase 2.

Phase 1:

- Beautify Ashland by painting utility boxes
- Completed between 2009 and 2015
- Identified twenty utility boxes throughout Ashland

Phase 2:

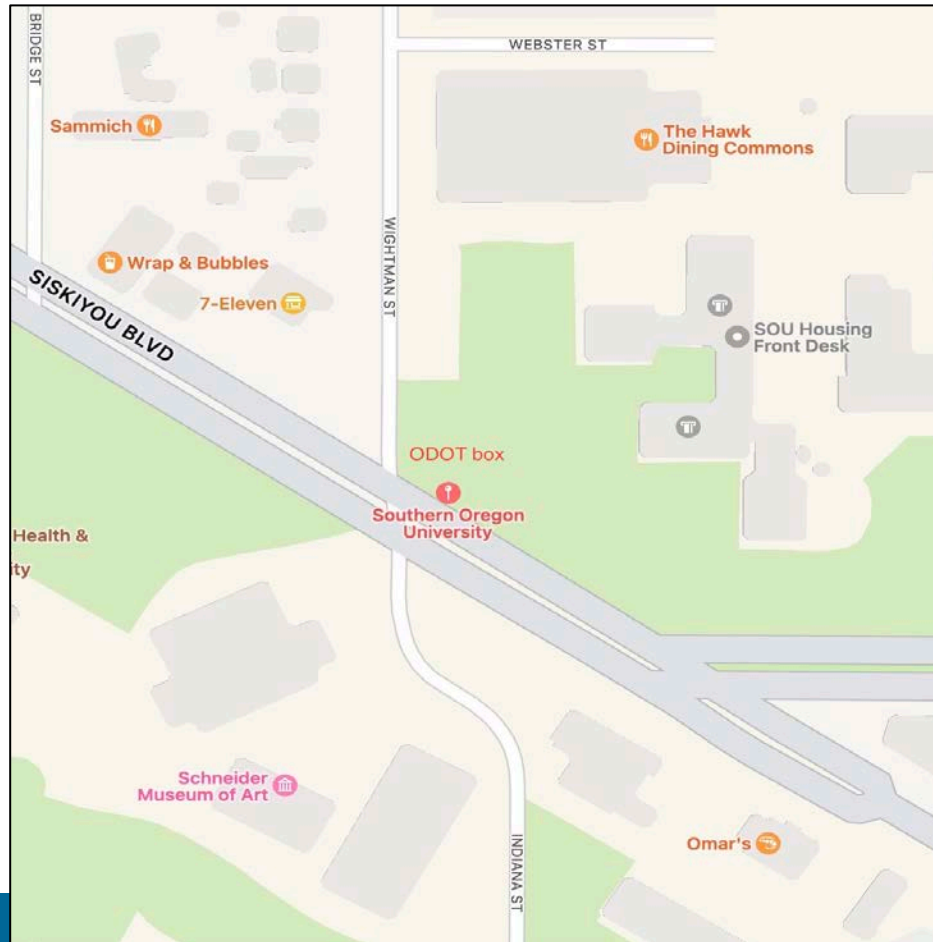
- Envisioned by the PAAC in 2022 as a neighborhood public art works project
- Call for Artists and selection of artists to paint three Oregon Department of Transportation traffic signal boxes

Objective

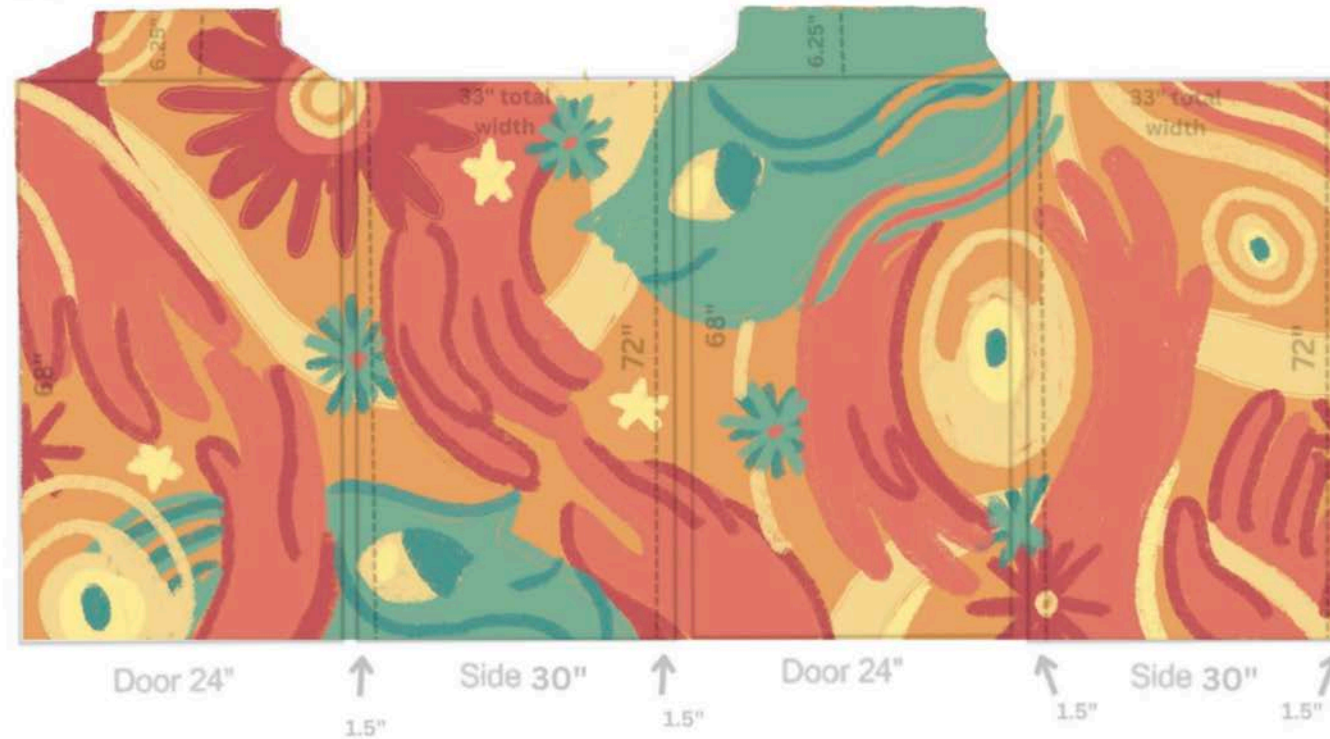
- To build community awareness of the value of public art and community participation in the creation of public art.
- Inclusion of people of all ages in the painting of the ODOT boxes.
- Artists to create designs that incorporate community participation in painting the ODOT boxes.



#1. Design for SOU box: the ODOT box at the corner of OR99 Siskiyou Blvd and Wightman Street will be painted by Southern Oregon University art students and faculty.

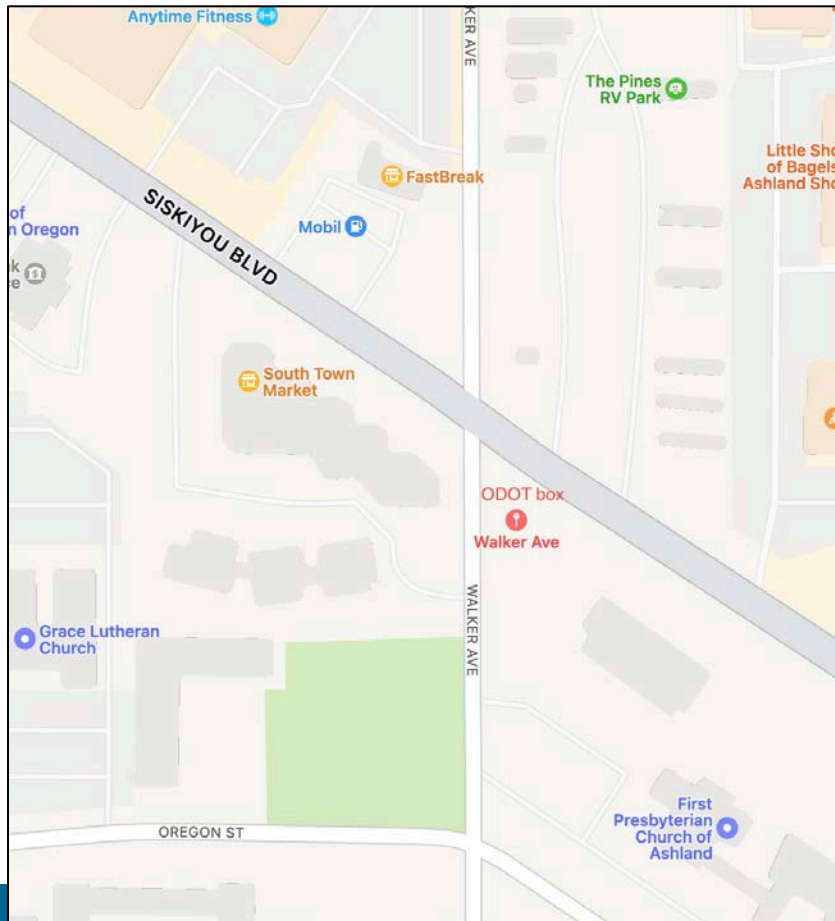


#1. SOU ODOT box: design by Sidney Reha, BFA student at SOU.



Colorful and abstract design featuring hands, flowers and eyes, meant to reference 1960/70s psychedelia and counterculture, especially for Oregon hippies.

#2. Design for Church and Montessori School box: the ODOT box at the corner of OR99 Siskiyou Blvd and Walker Avenue will be painted by families in the First Presbyterian Church and Children's World Montessori School.



#2. Church and Montessori School ODOT box: design by Adele Hiles.



HANDS ON, RIBBONS OF LIGHT

This is a near approximation of my design. The number of life-sized handprints collected from actual community members will dictate spacing adjustments. None will not be repeated as they are in this depiction. All four sides of the box will feature unique colorful flowing ribbons, and individual handprints.

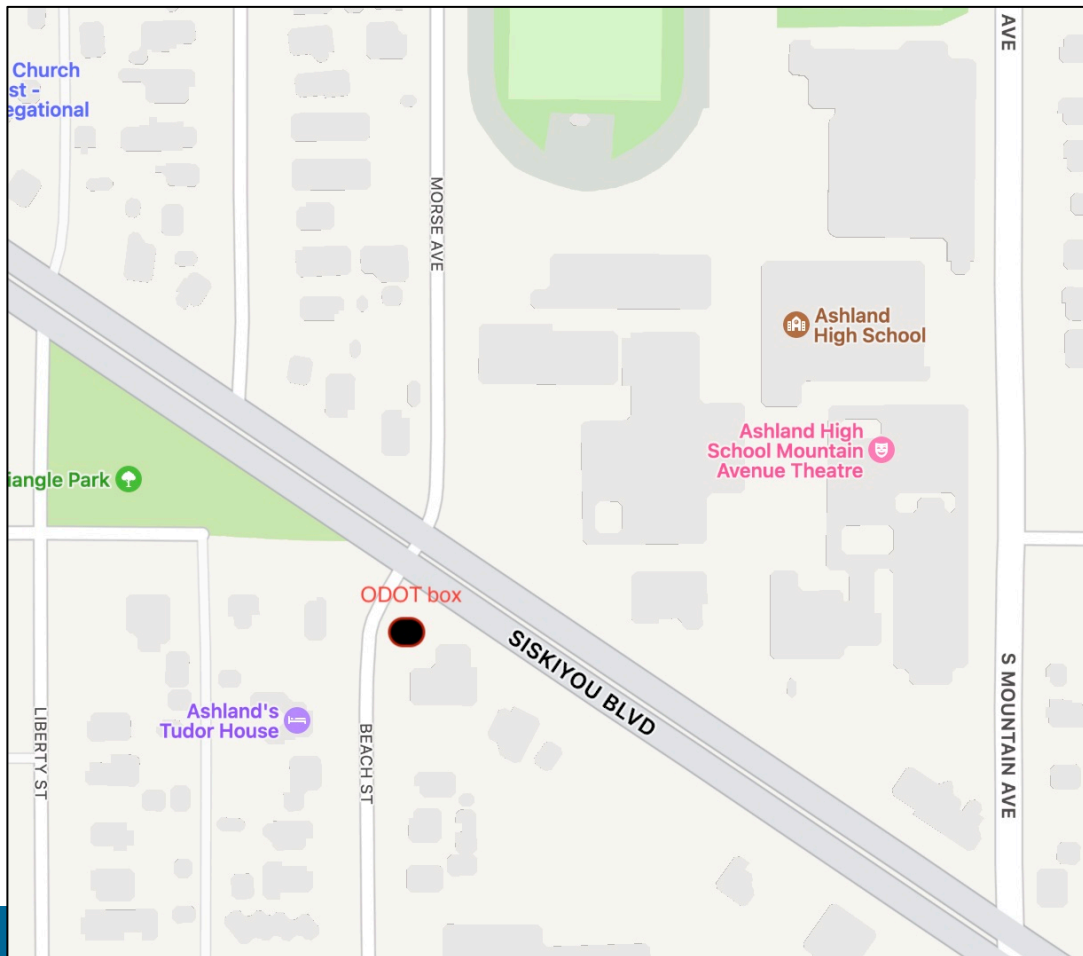
If participants, especially the children, color in their handprint, I will try to emulate their uniqueness.
Adele Hiles

#2. Church and Montessori School
ODOT box:

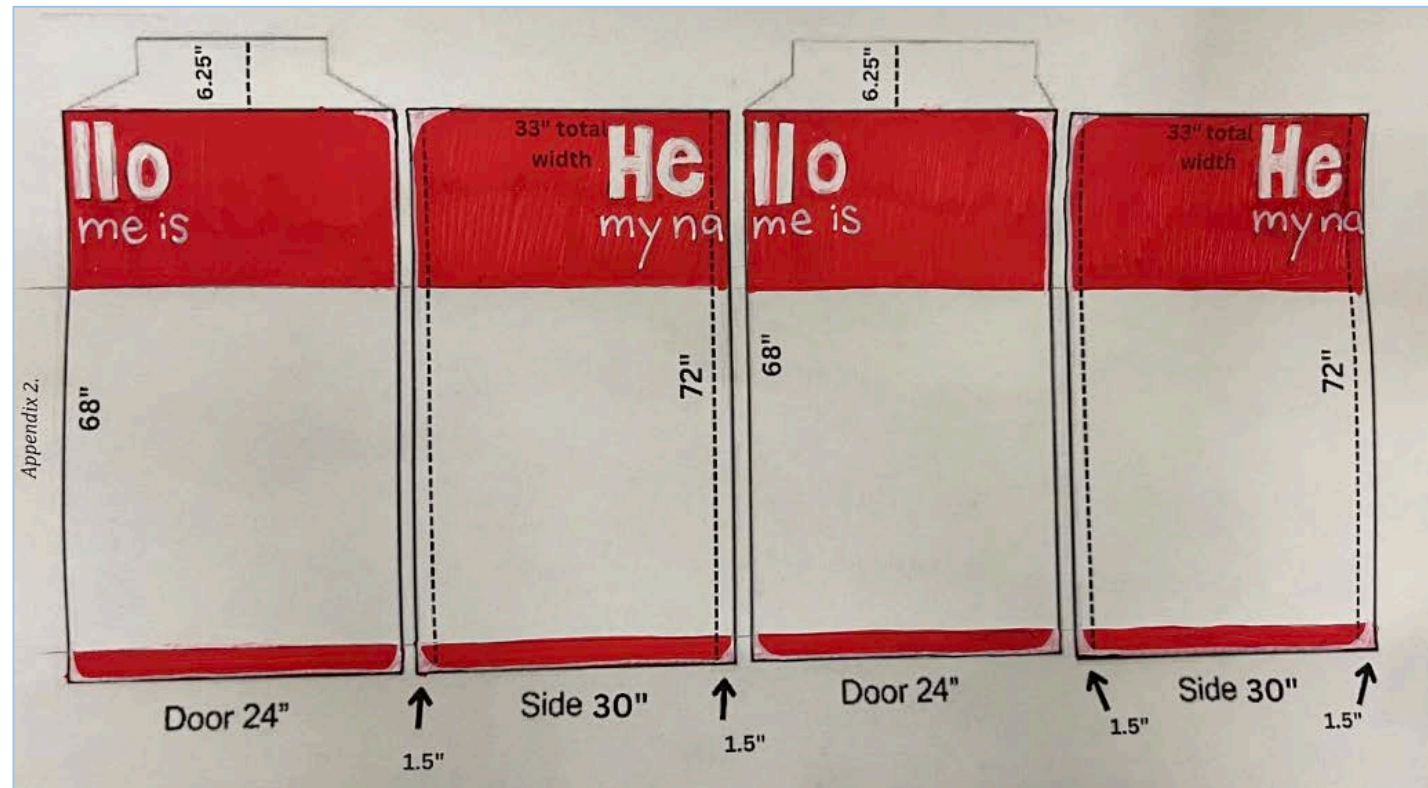
Mock-up design by Adele Hiles



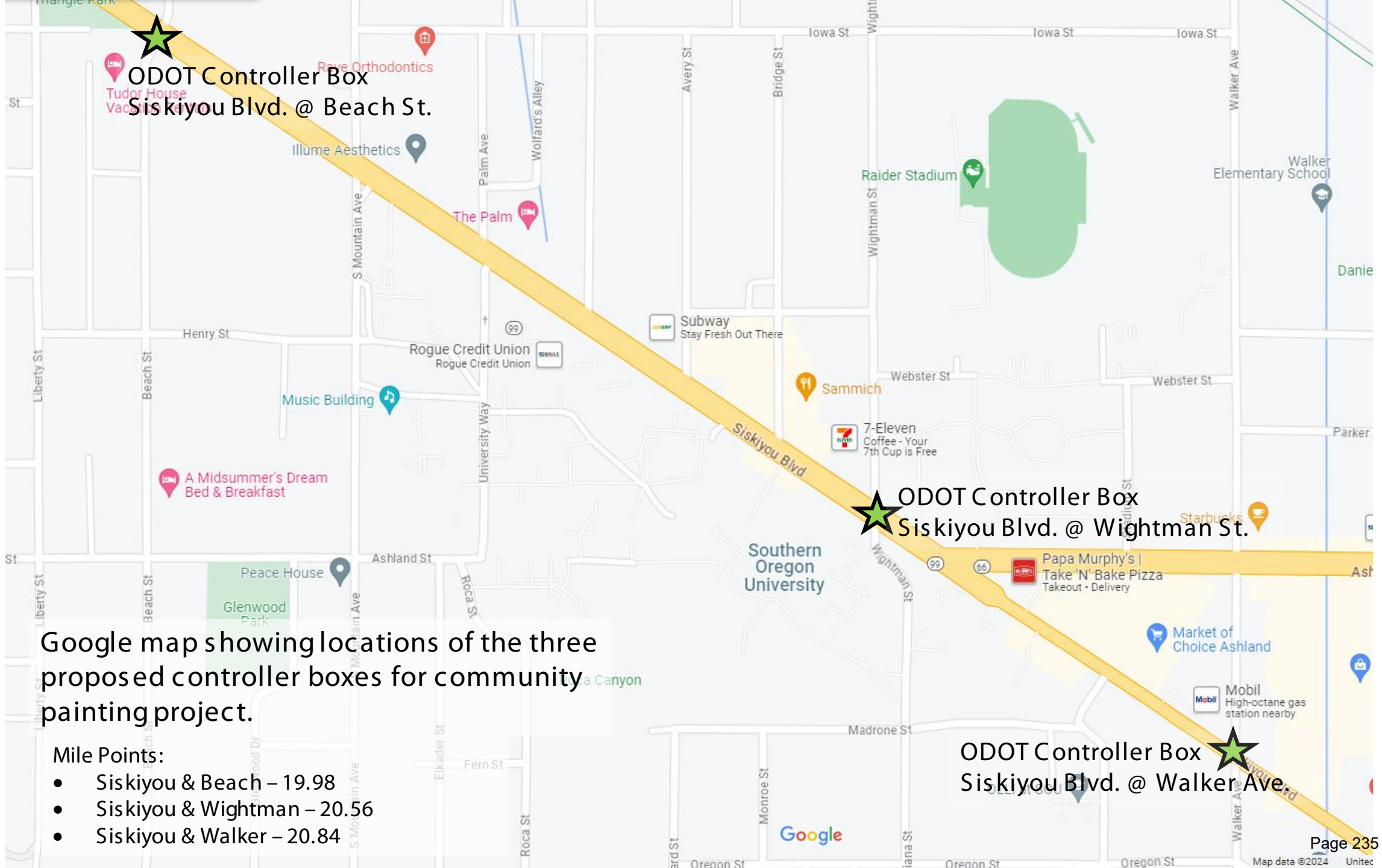
#3. Design for Ashland High School box: the ODOT box at the corner of OR99 Siskiyou Blvd and Beach Street will be painted by Ashland High School art students and faculty.



#3. Ashland High School ODOT box: design by Junie Christopherson.



The purpose of this proposal is to leave a moment in time to remember the class of 2024. I have contacted art teachers at Ashland High School and asked them to consider taking their students on a "field trip" across the street for a few classes to add to the box. Max Malcomb and Alan Parowski have both agreed to participate with their classes in this project. This would signify community involvement. The students would add names, signatures, and even smaller art pieces to the box. We could make this happen in a free-form style, or in a grid formation. Although a theme would bring the piece to a higher cohesion level, it would dull the individual spark of each student. This is why I would propose the absence of a theme – or, if strongly suggested, a broad guideline, such as "community" or "peace." All four sides would be filled with art pieces to avoid any unwanted graffiti.

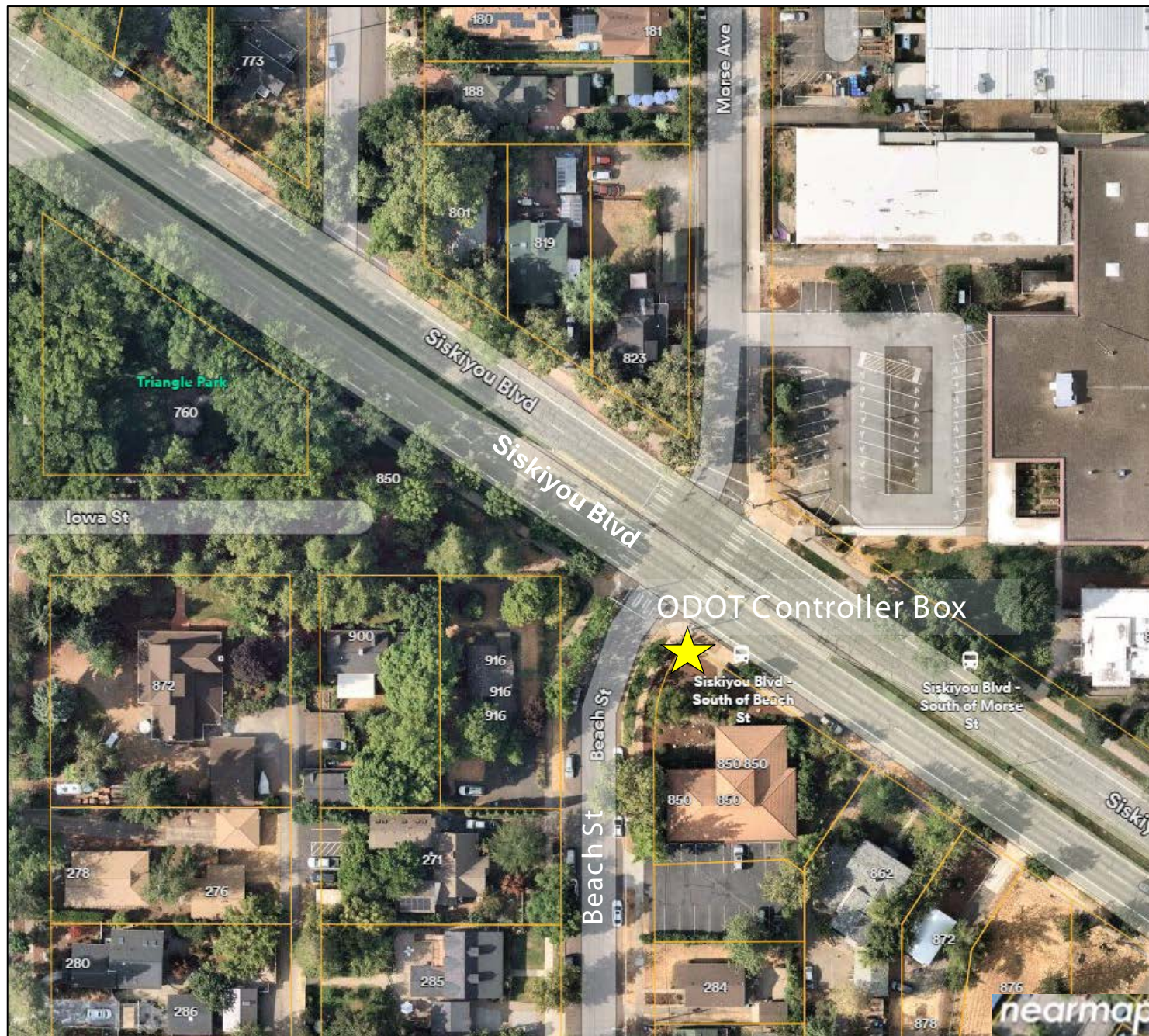


Google map showing locations of the three proposed controller boxes for community painting project.

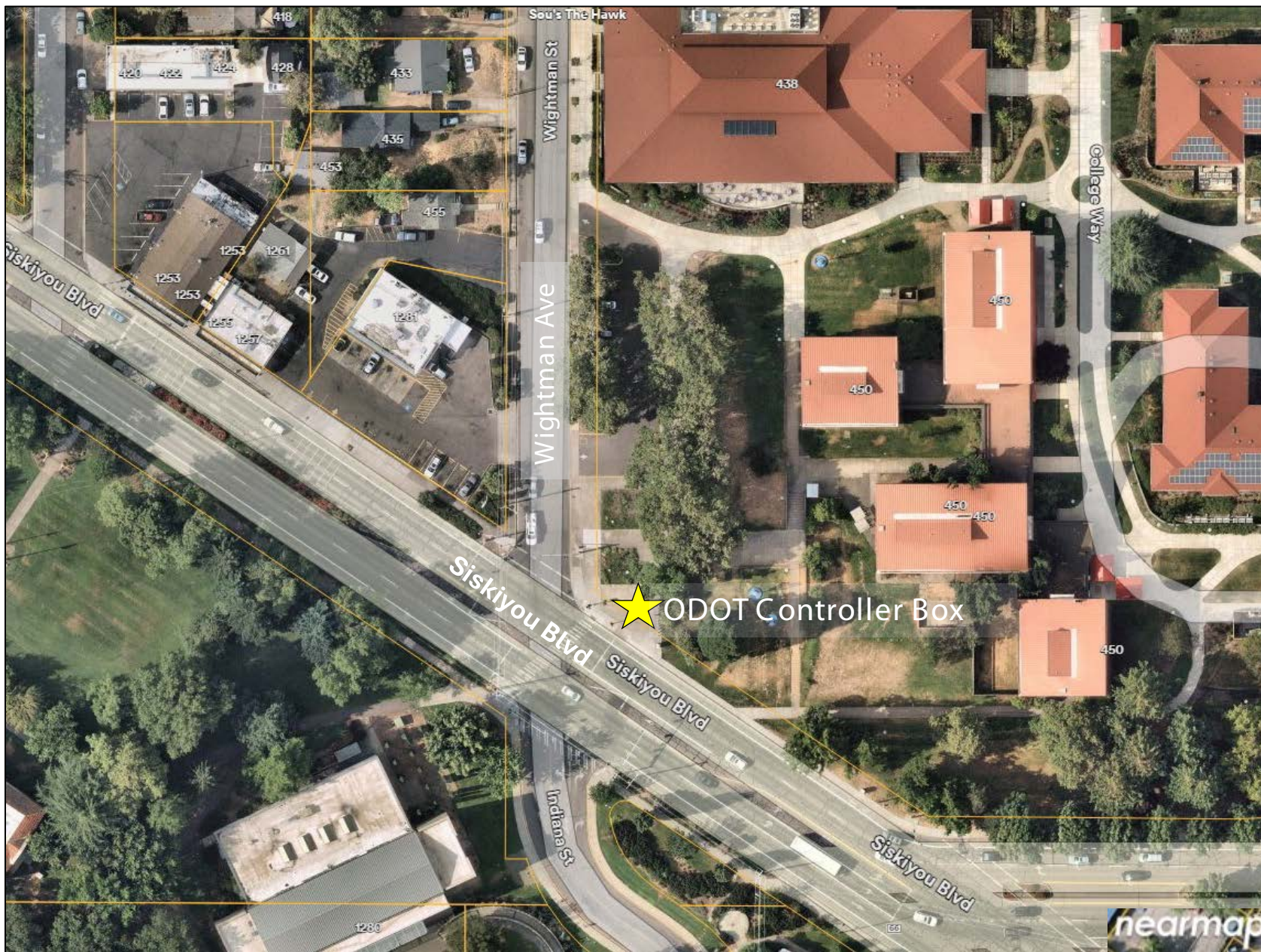
Mile Points:

- Siskiyou & Beach – 19.98
- Siskiyou & Wightman – 20.56
- Siskiyou & Walker – 20.84

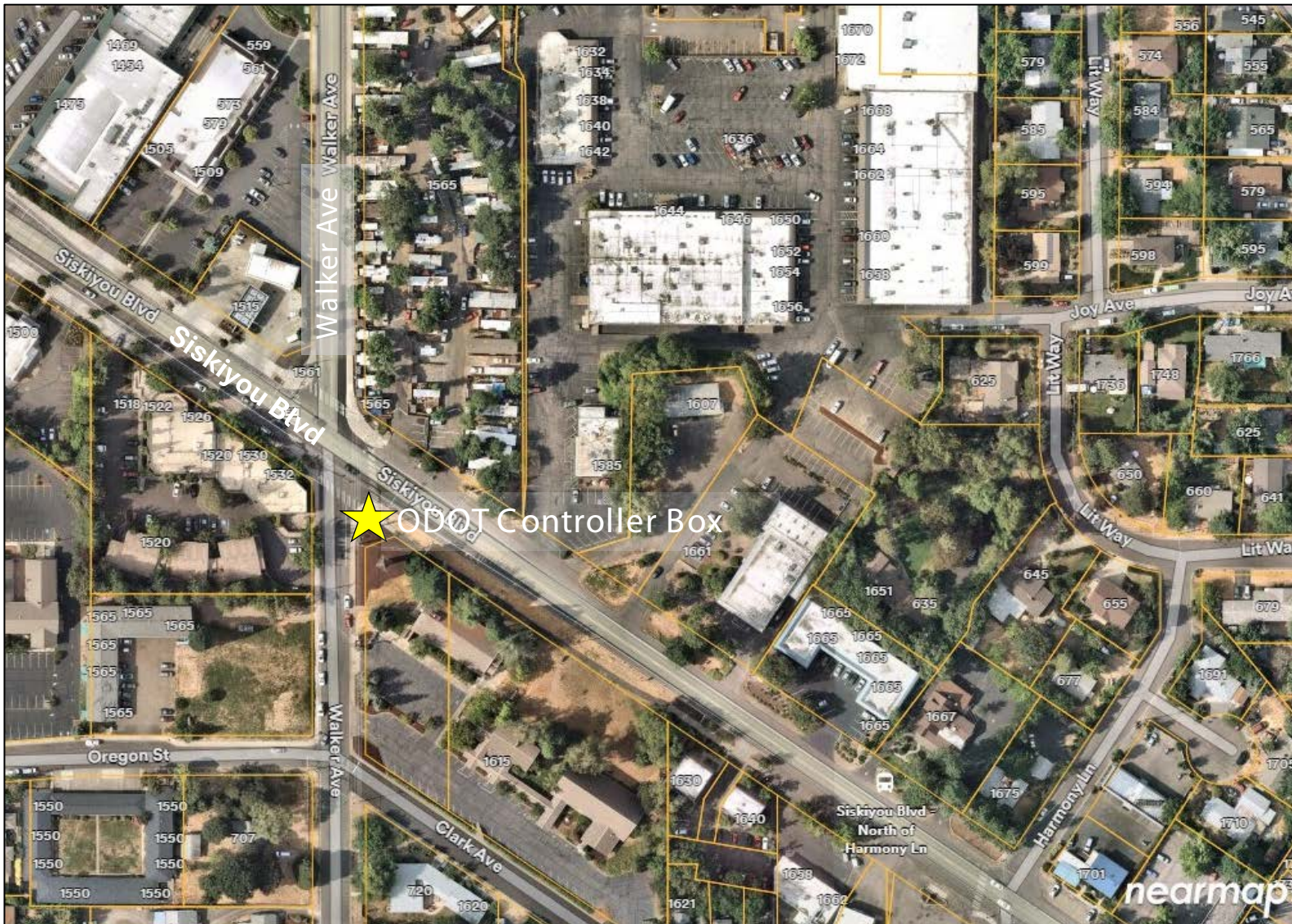
ODOT Controller Box
Siskiyou Blvd. @ Walker Ave.



Corner of Beach and Siskiyou. The wide side is parallel to Siskiyou Boulevard
Mile point: 19.98



Siskiyou, near Wightman. The wide side is angled from Siskiyou, its not square to the road. The wide side is visible heading East. Mile point: 20.56



Corner of Walker and Siskiyou.
The wide side is visible heading
East.
Mile point: 20.84



APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

See Oregon Administrative Rule, Chapter 734, Division 55

PERMIT NUMBER

08m 43424

CLASS :

KEY#

GENERAL LOCATION

HIGHWAY NAME AND ROUTE NUMBER

OR-99 / 63 / Rogue Valley

HIGHWAY NUMBER

63

COUNTY

Jackson

BETWEEN OR NEAR LANDMARKS

OR99 - Siskiyou Blvd intersections @ Walker St.

HWY. REFERENCE MAP

3307

DESIGNATED FREEWAY

☐ YES☒ NO

IN U.S. FOREST

☐ YES☒ NO

APPLICANT NAME AND ADDRESS

City of Ashland

20 E. Main Street

Ashland, OR 97520

Jennifer Chenoweth 541-552-2045

PURPOSE OF APPLICATION
(TO CONSTRUCT/OPERATE/MAINTAIN)☐ POLE
LINE

TYPE

MIN. VERT. CLEARANCE

☐ BURIED
CABLE

TYPE

☐ PIPE
LINE

TYPE

☐ NON-COMMERCIAL SIGN AS DESCRIBED BELOW☒ MISCELLANEOUS OPERATIONS AND/OR FACILITIES AS
DESCRIBED BELOW

FOR ODOT USE ONLY

BOND REQUIRED

☐ YES☒ NO

REFERENCE:

OAR 734-055

-0035(2)

AMOUNT OF BOND

INSURANCE REQUIRED

☒ YES☐ NO

REFERENCE:

OAR 734-055

-0035(1)

SPECIFIED COMP. DATE

11/1/2024

DETAIL LOCATION OF FACILITY (For more space attach additional sheets)

MILE POINT	TO	MILE POINT	ENGINEERS STATION	ENGINEERS STATION	SIDE OF HWY OR ANGLE OF CROSSING	DISTANCE FROM CENTER OF PVMT	R/W LINE	BURIED CABLE OR PIPE DEPTH/VERT.	SIZE AND KIND	SPAN LENGTH
20.84					right		within			

DESCRIPTION OF DESIRED USE

Paint three traffic controller utility boxes as community painting project. Prior to painting, each of the three ODOT boxes will be prepared. Preparation will include cleaning, sanding, and priming; completed by a professional company. After the box is painted by the artist and community, a protective sealant will be applied by a professional company. High quality exterior paints will be used. See attached proposed designs and location maps.

SPECIAL PROVISIONS (FOR ODOT USE ONLY)

TRAFFIC CONTROL REQUIRED

☒ YES [OAR 734-055-0025(6)]
 ☐ NO

OPEN CUTTING OF PAVED OR SURFACED AREAS ALLOWED

☐ YES [OAR 734-055-0100(2)]
 ☒ NO [OAR 734-055-0100(1)]

♦ AT LEAST 48 HOURS BEFORE BEGINNING WORK, THE APPLICANT OR HIS CONTRACTOR SHALL NOTIFY THE DISTRICT
REPRESENTATIVE Cathy Harshman AT PHONE NO.: 541-890-0304 OR EMAIL OR FAX THIS PAGE

TO THE DISTRICT OFFICE AT: cathy.harshman@odot.oregon.gov

♦ A COPY OF THIS PERMIT AND ALL ATTACHMENTS SHALL BE AVAILABLE AT THE WORK AREA DURING CONSTRUCTION.

♦ ATTENTION: Oregon Law requires you to follow rules adopted by the Oregon Utility Notification Center. Those rules are set forth in OAR 952-001-0001 through OAR 952-001-0090. You may obtain copies of the rules by calling the center at (503) 232-1987.

CALL BEFORE YOU DIG 1-800-332-2344

COMMENTS (FOR ODOT USE ONLY)

See attached Intergovernmental Agreement, Ashland Signal Box Artwork. Traffic control must meet MUTCD and state standards including a TPAR for ped/bicyclist.

IF THE PROPOSED APPLICATION WILL AFFECT THE LOCAL GOVERNMENT, THE APPLICANT SHALL ACQUIRE THE LOCAL GOVERNMENT
OFFICIAL'S SIGNATURE BEFORE ACQUIRING THE DISTRICT MANAGER'S SIGNATURE.

LOCAL GOVERNMENT OFFICIAL SIGNATURE

☒

TITLE

P.W. DIRECTOR

DATE

6.19.24

APPLICANT SIGNATURE

☒

APPLICATION DATE

6.19.24

TITLE

P.W. DIRECTOR

TELEPHONE NO.

541.552.2412

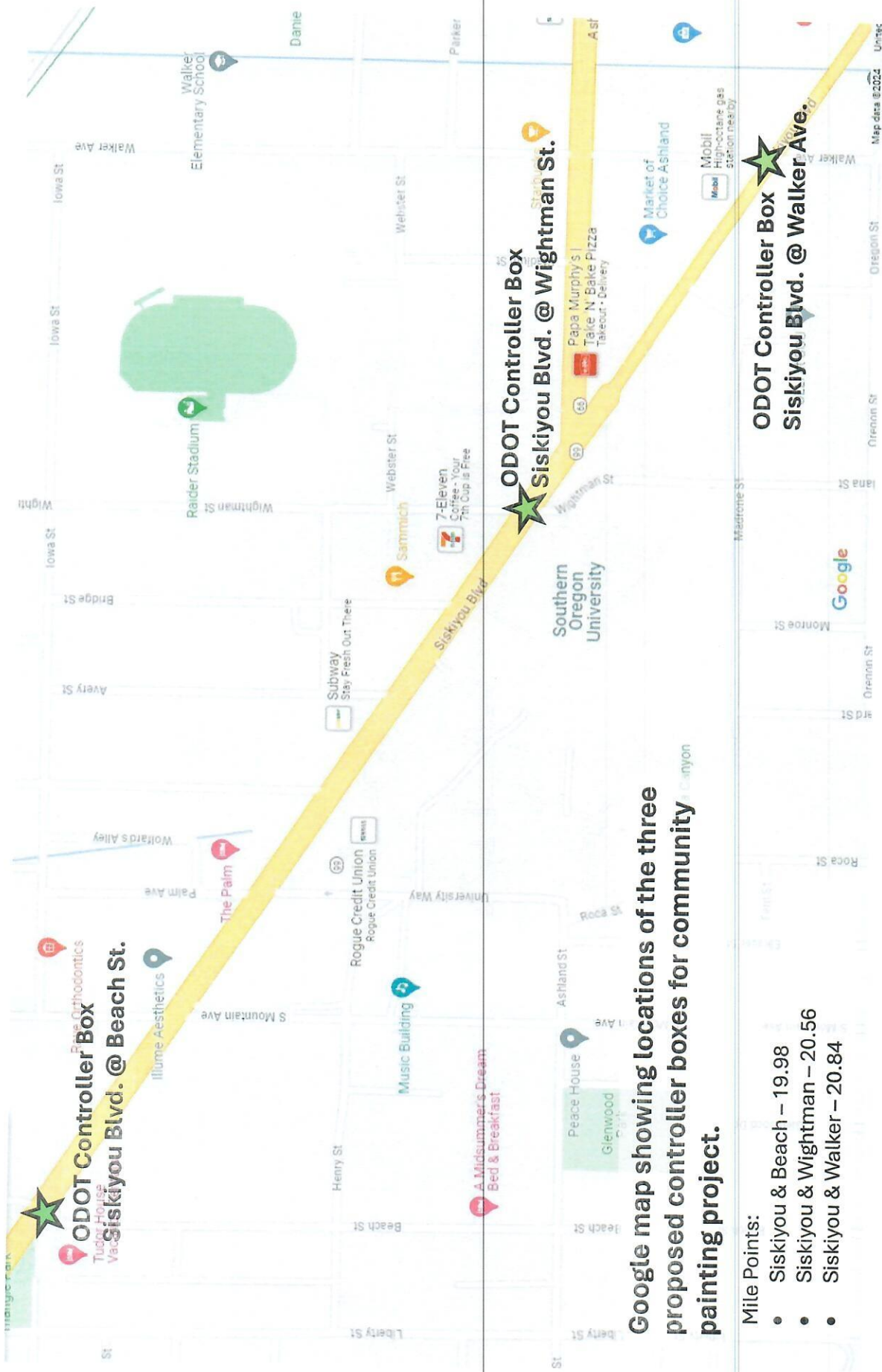
When this application is approved by the Department, the applicant is subject to, accepts and approves the terms and provisions contained and attached: and the terms of Oregon Administrative Rules, Chapter 734, Division 55, which is by this reference made a part of this permit.

DISTRICT MANAGER OR REPRESENTATIVE

☒

APPROVAL DATE

6/24/24



Google map showing locations of the three proposed controller boxes for community painting project.

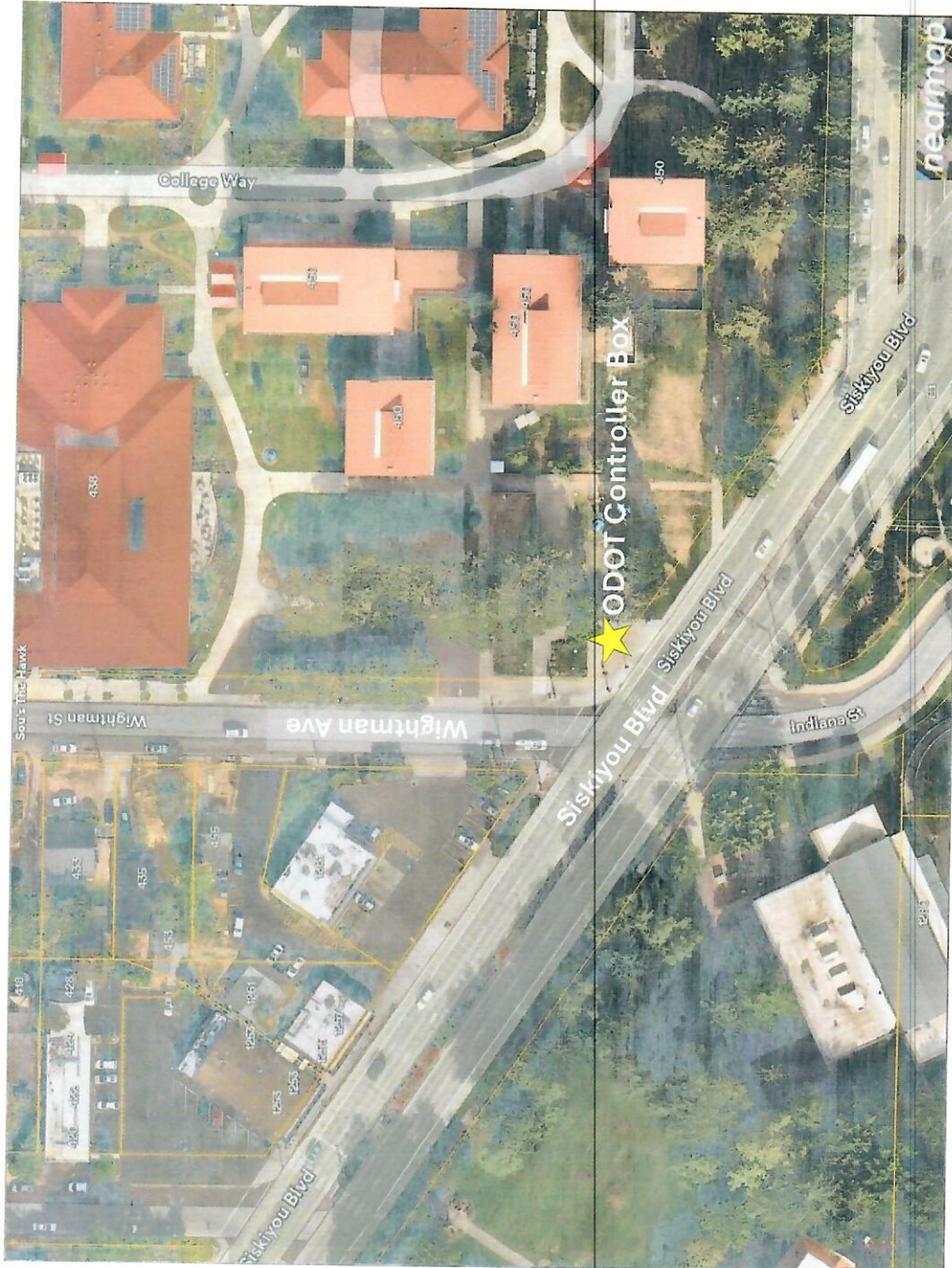
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April 9, 2024

Per Agreement No. 73000-00014183



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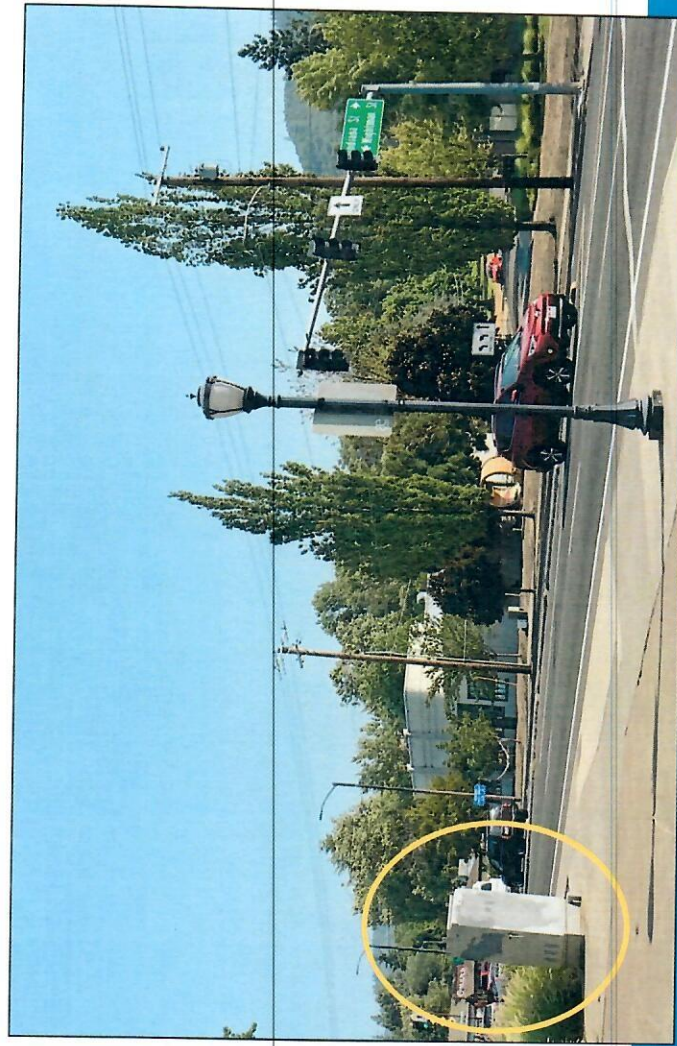
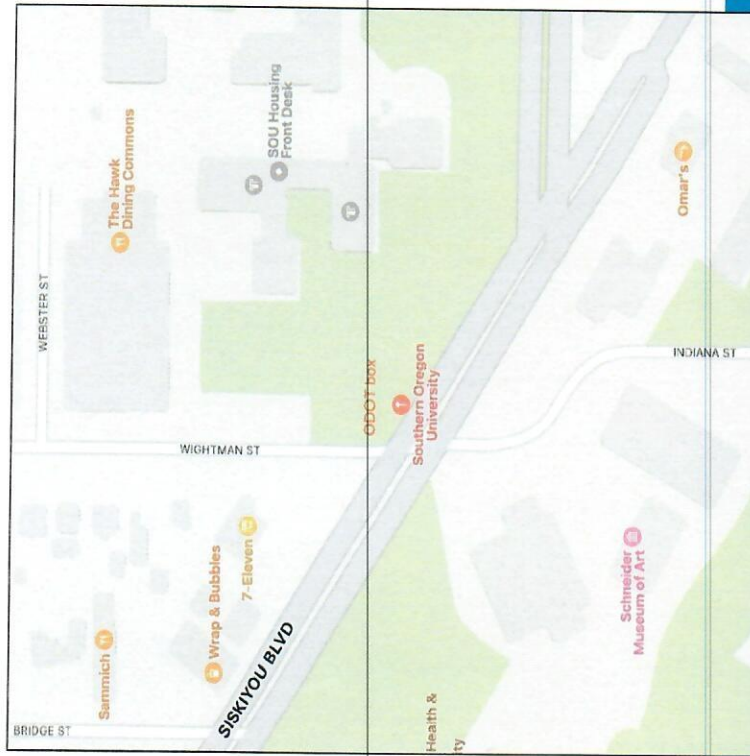
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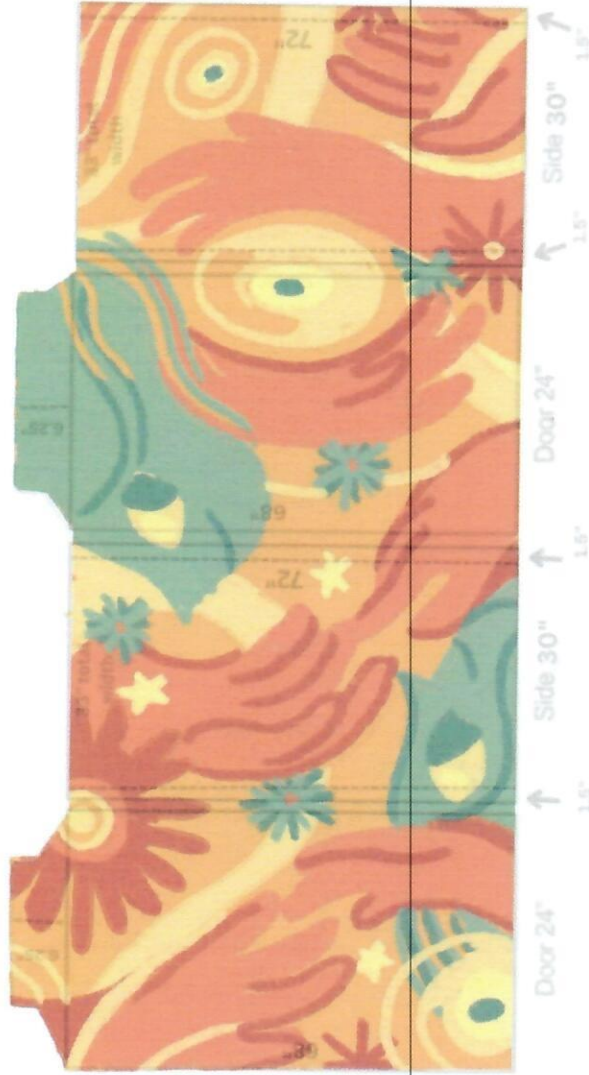
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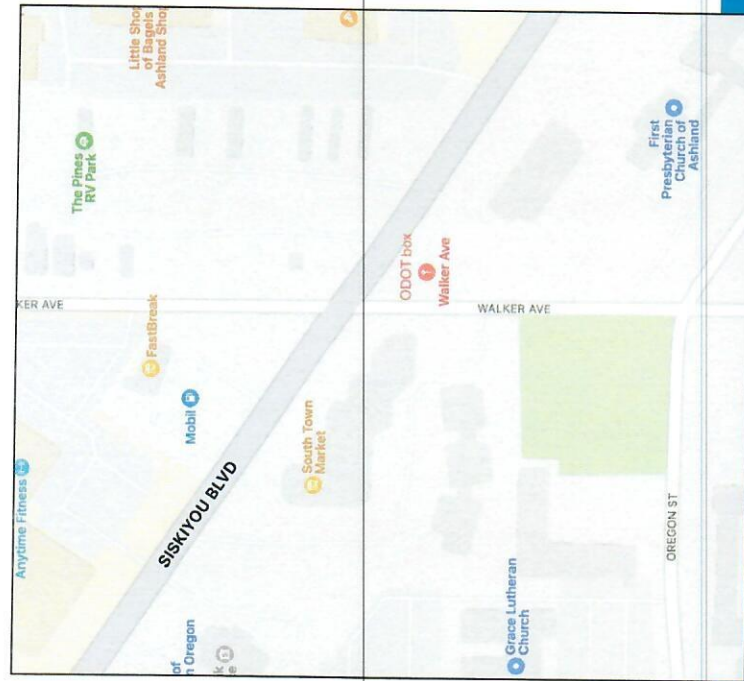


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Adele Hiles

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ODOT box:

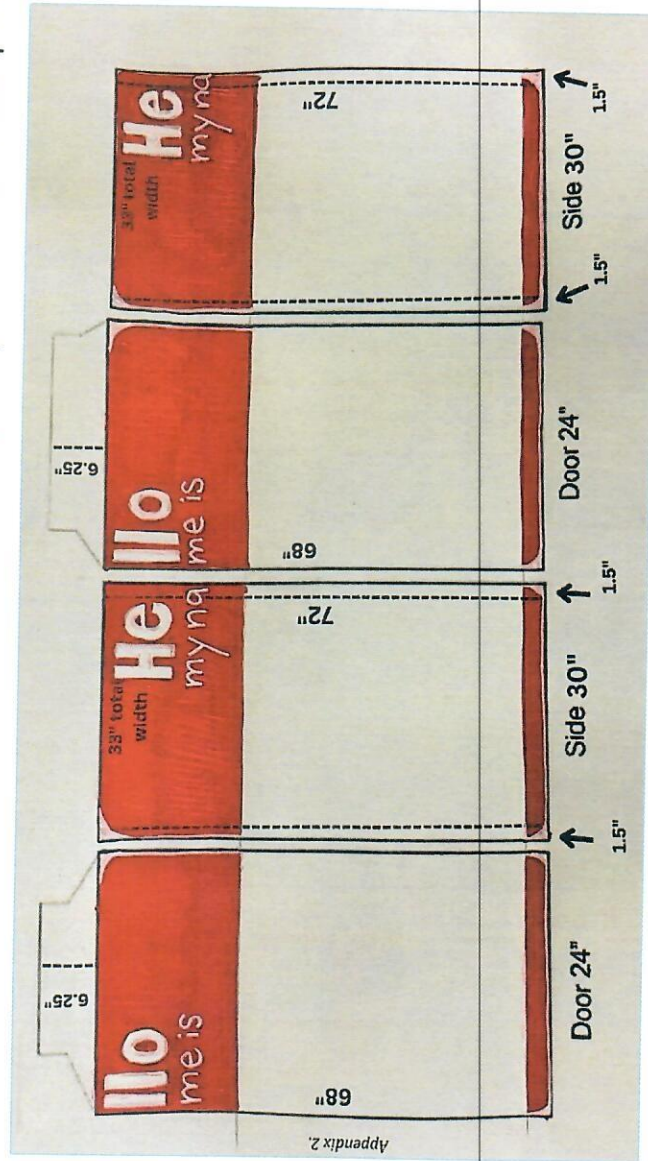
Mock-up design by Adele Hiles



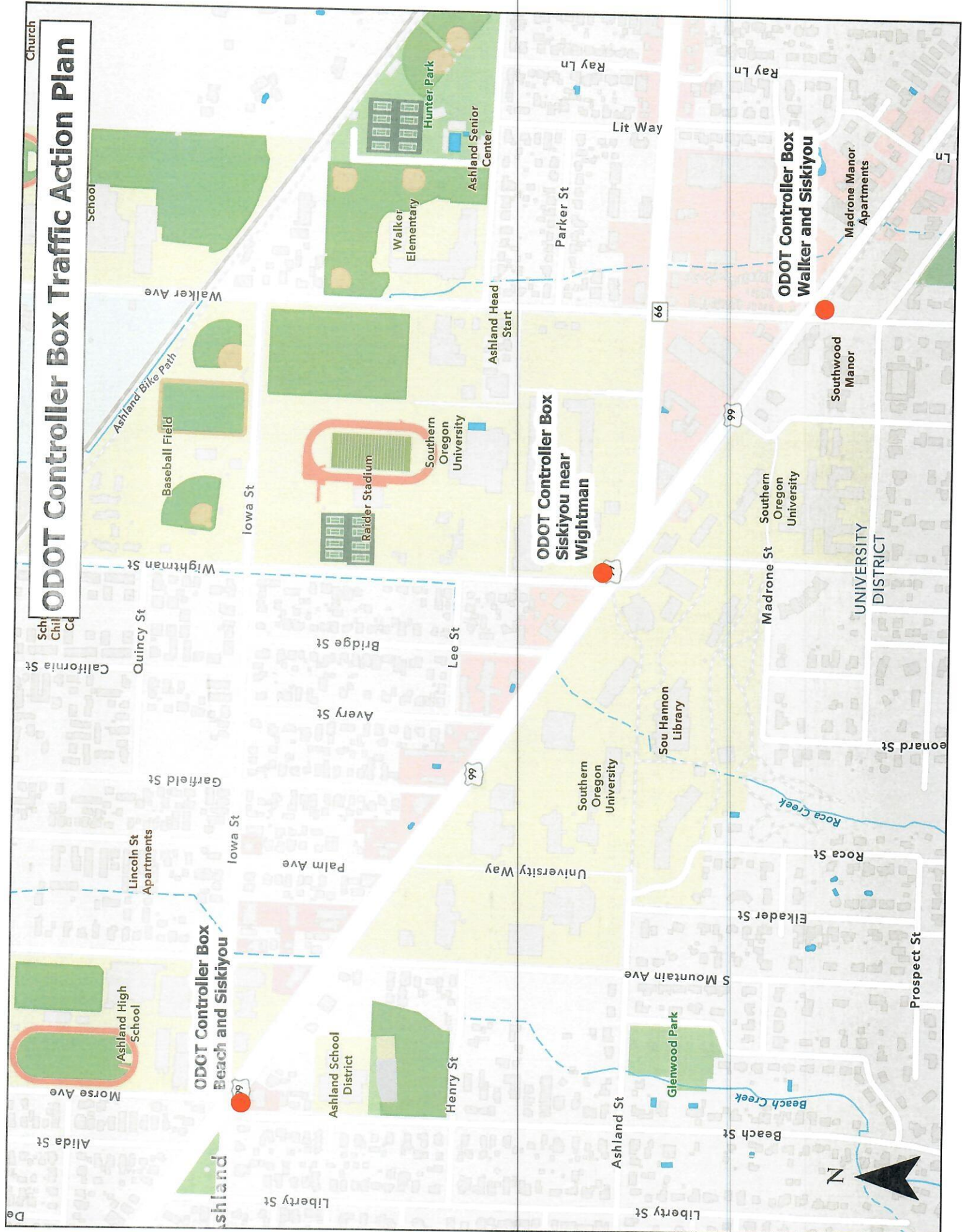
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Beach and Siskiyou

- ODOT Controller Box
- Signs**
- Bikes on Road
- Road Work Ahead
- Cones



Siskiyou near Wightman

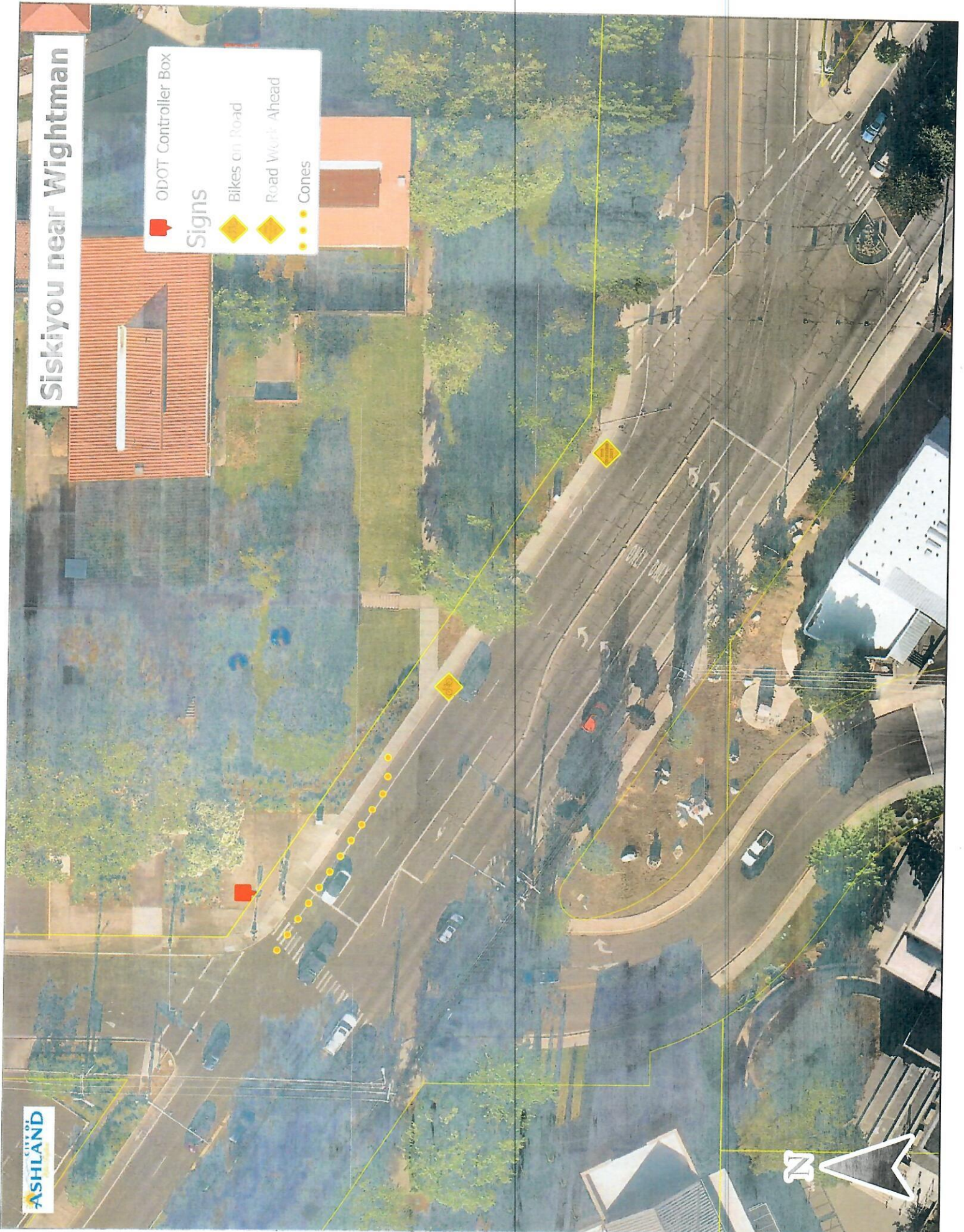
ODOT Controller Box

Signs

Bikes on Road

Road Work Ahead

Cones



Walker and Siskiyou

ODOT Controller Box

Signs

Bikes on Road

Road Work Ahead

Cones



**INTERGOVERNMENTAL AGREEMENT
Ashland Signal Box Artwork**

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State;" and the City of Ashland, acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually or collectively as "Party" or "Parties."

RECITALS

1. By the authority granted in Oregon Revised Statute (ORS) 190.110, state agencies may enter into agreements with units of local government for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform.
2. Siskiyou Highway, No. 273 (OR 273), Rogue Valley Highway, No. 63 (OR 99) and Green Springs Highway, No. 21 (OR66) are a part of the state highway system under the jurisdiction and control of the Oregon Transportation Commission (OTC).
3. State owns and operates traffic control signal boxes on state property on OR 273, OR 99 and OR 66 within the city limits of Agency. Agency has requested to paint/vinyl wrap artistic artwork, hereinafter referred to as "Artwork" on the traffic control signal boxes and to perform the maintenance of this Artwork. State has approved Agency to paint/vinyl wrap and maintain Artwork on the traffic signal control boxes located in Ashland, Oregon on OR 273, OR 99 and OR 66.

NOW THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Under such authority, State and Agency agree to Agency funding, painting/vinyl wrapping and maintaining Artwork on traffic control signal boxes in Ashland, OR, hereinafter referred to as "Project." The location of the Project Art Boxes are listed on the table attached hereto, marked Exhibit A, and by this reference made a part hereof.
2. Agency shall be responsible for any and all Project costs.
3. This Agreement shall become effective on the date all required signatures are obtained and shall remain in effect for the purpose of ongoing maintenance (and power if applicable) responsibilities for the useful life of the facilities constructed as part of the Project. The useful life is defined as twenty (20) calendar years. The Project shall be completed within ten (10) calendar years following the date of final execution of this Agreement by both Parties.

06-12-15

Agency/State
Agreement No. 73000-00014183

AGENCY OBLIGATIONS

1. Agency shall protect any and all labeling on the traffic control signal boxes.
2. Agency shall, at its own expense, perform routine maintenance and upkeep of the Artwork to keep them clean and in good repair, including, but not limited to:
 - a. Any damage to the Artwork due to vehicle crashes, vandalism including graffiti, acts of nature, or regular wear or aging must be repaired or removed by Agency within fourteen (14) days of discovery.
 - b. Offensive graffiti must be removed within forty-eight (48) hours of discovery.
3. Agency shall obtain a miscellaneous permit to occupy State right of way through the State District 8 Office prior to commencement of work performed under this Agreement.
4. Agency shall notify State's District 8 Office at least forty-eight (48) hours prior to on-site work.
5. All work must be conducted in a manner to minimize interference with highway traffic and to control said traffic according to *Oregon Temporary Traffic Control Handbook (OTTCH)* and the *Manual on Uniform Traffic Control Devices (MUTCD)*.
6. If Agency fails to maintain, repair, or remove the Artwork as required, the Artwork may be removed by State at Agency's expense without commitment for restoration, replacement or compensation by State.
7. Agency shall not enter into any subcontracts for any of the work scheduled under this Agreement without obtaining prior written approval from State.
8. Agency shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, Agency expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990, as amended, and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes; rules and regulations.
9. Agency shall perform the service under this Agreement as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform the work under this Agreement including, but not limited to, retirement contributions, workers compensation, unemployment taxes, and state and federal income tax withholdings.

Agency/State
Agreement No. 73000-00014183

10. All employers, including Agency, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability insurance with coverage limits of not less than \$500,000 must be included. Agency shall ensure that each of its contractors complies with these requirements.
11. Agency shall require its contractor(s) and subcontractor(s) that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save and hold harmless the State of Oregon, Oregon Transportation Commission and its members, Department of Transportation and its officers, employees and agents from and against any and all claims, actions, liabilities, damages, losses, or expenses, including attorneys' fees, arising from a tort, as now or hereafter defined in ORS 30.260, caused, or alleged to be caused, in whole or in part, by the negligent or willful acts or omissions of Agency's contractor or any of the officers, agents, employees or subcontractors of the contractor ("Claims"). It is the specific intention of the Parties that State shall, in all instances, except for Claims arising solely from the negligent or willful acts or omissions of the State, be indemnified by the contractor and subcontractor from and against any and all Claims.
12. Any such indemnification shall also provide that neither Agency's contractor and subcontractor nor any attorney engaged by Agency's contractor and subcontractor shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at anytime at its election assume its own defense and settlement in the event that it determines that Agency's contractor is prohibited from defending the State of Oregon, or that Agency's contractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against Agency's contractor if the State of Oregon elects to assume its own defense.
13. Agency acknowledges and agrees that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of Agency which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after final payment (or completion of Project -- if applicable.) Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by State.
14. Agency certifies and represents that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind Agency.

Agency/State
Agreement No. 73000-00014183

15. Agency's Project Manager for this Project is Scott Fleury, Public Works Director, 51 Winburn Way, Ashland, OR 97520, 541-552-2412, scott.fleury@ashland.or.us, or assigned designee upon individual's absence. Agency shall notify the other Party in writing of any contact information changes during the term of this Agreement.

STATE OBLIGATIONS

1. State grants authority to Agency to enter state right of way for the Project as shall be provided for in miscellaneous permits to be issued by State's District 8 Office.
2. State reserves the right to remove the Artwork if Agency fails to maintain, repair, or remove the Artwork as required. Such removal shall be conducted at Agency's expense without commitment for restoration, replacement or compensation by State.
3. State's Project Manager for this Project is Chris Emerson, Interim R3 Electrical Manager, 61036 Highway 101, Coos Bay, OR 97420, 541-269-5217, Christopher.s.emerson@odot.oregon.gov, or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.

GENERAL PROVISIONS

1. This Agreement may be terminated by either Party upon thirty (30) days' notice, in writing and delivered by certified mail or in person.
2. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:
 - a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
 - b. If Agency fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
 - c. If Agency fails to provide payment of its share of the cost of the Project.
 - d. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
 - e. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is

Agency/State
Agreement No. 73000-00014183

prohibited or State is prohibited from paying for such work from the planned funding source.

3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
4. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against State or Agency with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.
5. With respect to a Third Party Claim for which State is jointly liable with Agency (or would be if joined in the Third Party Claim), State shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Agency in such proportion as is appropriate to reflect the relative fault of State on the one hand and of Agency on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of State on the one hand and of Agency on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. State's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if State had sole liability in the proceeding.
6. With respect to a Third Party Claim for which Agency is jointly liable with State (or would be if joined in the Third Party Claim), Agency shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by State in such proportion as is appropriate to reflect the relative fault of Agency on the one hand and of State on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Agency on the one hand and of State on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Agency's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.

Agency/State
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7. The Parties shall attempt in good faith to resolve any dispute arising out of this Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.
8. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
9. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.
10. Electronic Signatures. The Parties agree that signatures showing on PDF documents, including but not limited to PDF copies of the Agreement and amendments, submitted or exchanged via email are "Electronic Signatures" under ORS Chapter 84 and bind the signing Party and are intended to be and can be relied upon by the Parties. State reserves the right at any time to require the submission of the hard copy originals of any documents.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

Agency/State
Agreement No. 73000-00014183

CITY OF ASHLAND, by and through its
elected officials

By Joseph Fleury
Date 3/20/23 City Manager

By _____
Date _____

LEGAL REVIEW APPROVAL (If required
in Agency's process)

By DMM
Agency's Counsel
Date 01/26/2023

Agency Contact:

Scott Fleury
Public Works Director
51 Winburn Way
Ashland, OR 97520
541-552-2412
scott.fleury@ashland.or.us

State Contact:

Chris Emerson
Interim R3 Electrical Manager
61036 Highway 101
Coos Bay, OR 67420
541-269-5217
Christoper.s.emerson@odot.oregon.gov

STATE OF OREGON, by and through
its Department of Transportation

By Dani L. Newell
Region 3 Manager
Date 03/24/2023

APPROVAL RECOMMENDED

By Angela Kargel
State Traffic/Roadway Engineer
Date 3/23/23

By June 24
District 8 Manager
Date 3-21-23

Agency/State
Agreement No. 73000-00014183

EXHIBIT A

CITY OF ASHLAND TRAFFIC SIGNALS

LOCATION
1. Mountain Avenue @ East Main Street
2. OR99 Siskiyou Blvd. @ E. Main/4 th St. F.S.Sig.
3. OR99 Siskiyou Blvd. @ Beach Street
4. OR99 Siskiyou Blvd. @ Mountain Avenue
5. OR99 Siskiyou Blvd. @ Wightman Street
6. OR99 South Bound Main Street @ Gresham
7. Lithia Way @ East Main Street
8. Sherman Street @ Siskiyou Blvd.
9. OR99 North Bound @ Fire Station
10. OR99 Siskiyou Blvd. @ OR66 Ashland Street
11.
12. OR66 Ashland Street @ Walker Avenue

STATE Traffic Signals in Ashland

LOCATION
1. Maple Street @ OR99 Main Street
2. Laurel Street @ OR99 Main Street
3. Helman Street @ OR99 Main Street
4. Pioneer Street @ OR99 Main Street
5. Second Street @ OR99 Main Street
6. Pioneer Street @ OR99 Lithia Way
7. Second Street @ OR99 "C" Street
8. OR66 @ Tolman Crk. Rd
9. OR99 Siskiyou Blvd. @ Walker Avenue

Agency/State
Agreement No.

06-12-15



Council Business Meeting

Date: August 6, 2024

Agenda Item	Wildfire Hazard Map & Rules
From	Mark Shay, Fire Marshall
Contact	mark.shay@ashland.or.us

SUMMARY

As a result of SB 762 (2021) and SB 80 (2023), the state of Oregon produced a draft wildfire hazard map and associated rules. The draft hazard map is located online by searching "Oregon Wildfire Risk Explorer". The draft wildfire hazard map designates the City of Ashland as mostly "low" and "moderate" risk, with some areas including the base of the watershed as "high" risk. Currently the entire city is designated as a Wildfire Hazard Zone, once the draft state map is finalized, it will become the official map of record statewide.

Only properties that are identified as "high" risk and are within the designated wildland urban interface will be regulated by the enforcement of R327 of the Oregon Residential Specialty Code upon finalization of the state rules (further referred to as R327). R327 outlines measures to make residential homes more resilient to wildfire. Currently, R327 is adopted citywide via AMC 15.04.101, providing for these wildfire resilient construction features on new residential construction. Upon finalization of the draft state rules, Ashland will be limited on enforcement of R327 to the properties as designated "high" risk and within the designated wildland urban interface.

POLICIES, PLANS & GOALS SUPPORTED

AMC 15.04.010

BACKGROUND AND ADDITIONAL INFORMATION

Communications with the Oregon Building Codes Division confirm that once the state rules associated with the wildfire map are finalized, Ashland will no longer be able to enforce R327 throughout the City. Public comment on the draft rules are due August 15th, public comment on the draft map is due August 18th and the final map is scheduled for publication on October 1st.

Public comment on the draft map and rules can be submitted to the Oregon Department of Forestry via <https://www.oregon.gov/odf/fire/pages/wildfire-hazard.aspx> or by emailing hazardmap@odf.oregon.gov.

FISCAL IMPACTS

None

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Staff recommends that the Mayor sign the attached draft letter proposing that local governments be provided the option to retain the application of R327 as adopted prior to the implementation of the new state wildfire rules.

REFERENCES & ATTACHMENTS

1. Mayor Letter_wildfire rules
2. Statewide Wildfire Hazard Map and Rules Council 080624

August 6, 2024

To Whom it May Concern,

I'm writing on behalf of my community and the City of Ashland government to comment on the proposed Oregon Wildfire Hazard Map and associated rules included in the text of Senate Bills 762 and 80. The current mapping and rules, together, while achieving a greater degree of wildfire protection in some settings across the state, would inadvertently remove a critical tool in building homes and communities that can withstand the type of devastation we saw in 2020, something Ashland proactively adopted beginning in 2018 through land use planning and building codes.

Knowing our community is at extreme risk of a devastating wildfire, the City of Ashland proactively designated all land in our municipal boundary as a Wildfire Lands Overlay by City Council vote in 2018. This allowed us to apply defensible space standards in our Land Use Code to all new construction and to subsequently adopt chapter R327 of the Residential Structural Specialty Code to require home hardening for wildfire safety during new construction. Both are measures proven to reduce structure loss and the myriad associated negative impacts to infrastructure, livability, and economy. The 2020 Alameda Fire reinforced that our community lives on the edge each summer, and that every preventative measure we take as a Fire Adapted Community is of the utmost importance to our safety.

Alameda demonstrated that it wasn't only homes that burned adjacent to hazardous vegetation, but entire city blocks in downtown core areas that were consumed...areas that even in the revised hazard mapping are shown as Low and Moderate hazard due to technological limitations in wildfire modelling.

It has come to our attention that upon finalization of the rules resulting from Senate Bill 762 and Senate Bill 80, Chapter R327 will only be applicable on lots designated as "High" hazard *and* within the designated wildland urban interface area on the draft Oregon Wildfire Hazard Map. This will result in Ashland losing the ability to proactively implement home hardening measures for the safety of our citizens across most of the area adopted in our Wildfire Lands Overlay in 2018.

On behalf of the City of Ashland, we are requesting the ability for county and city governments to retain the option to adopt Chapter R327 in areas of “Low” and “Moderate” hazard in the wildland urban interface, as well as preserving any adoptions made previous to the passage of Senate Bill 762. This places no additional burden on the State and allows for increased local autonomy and enforcement.

We do not believe that it is the intention of this legislation to reduce our level of safety. Senate Bill 762 and the subsequent Senate Bill 80 have provided the tools for Oregon to move toward greater wildfire response and resiliency. The efforts of our state legislators, state departments and various rules advisory committee members are acknowledged and appreciated. Ashland has been at the forefront of community wildfire resiliency programs and practices for over twenty years

We appreciate your attention to this matter

Tonya Graham
Mayor

Statewide Wildfire Hazard Map and Rules

Ashland City Council

August 6th, 2024

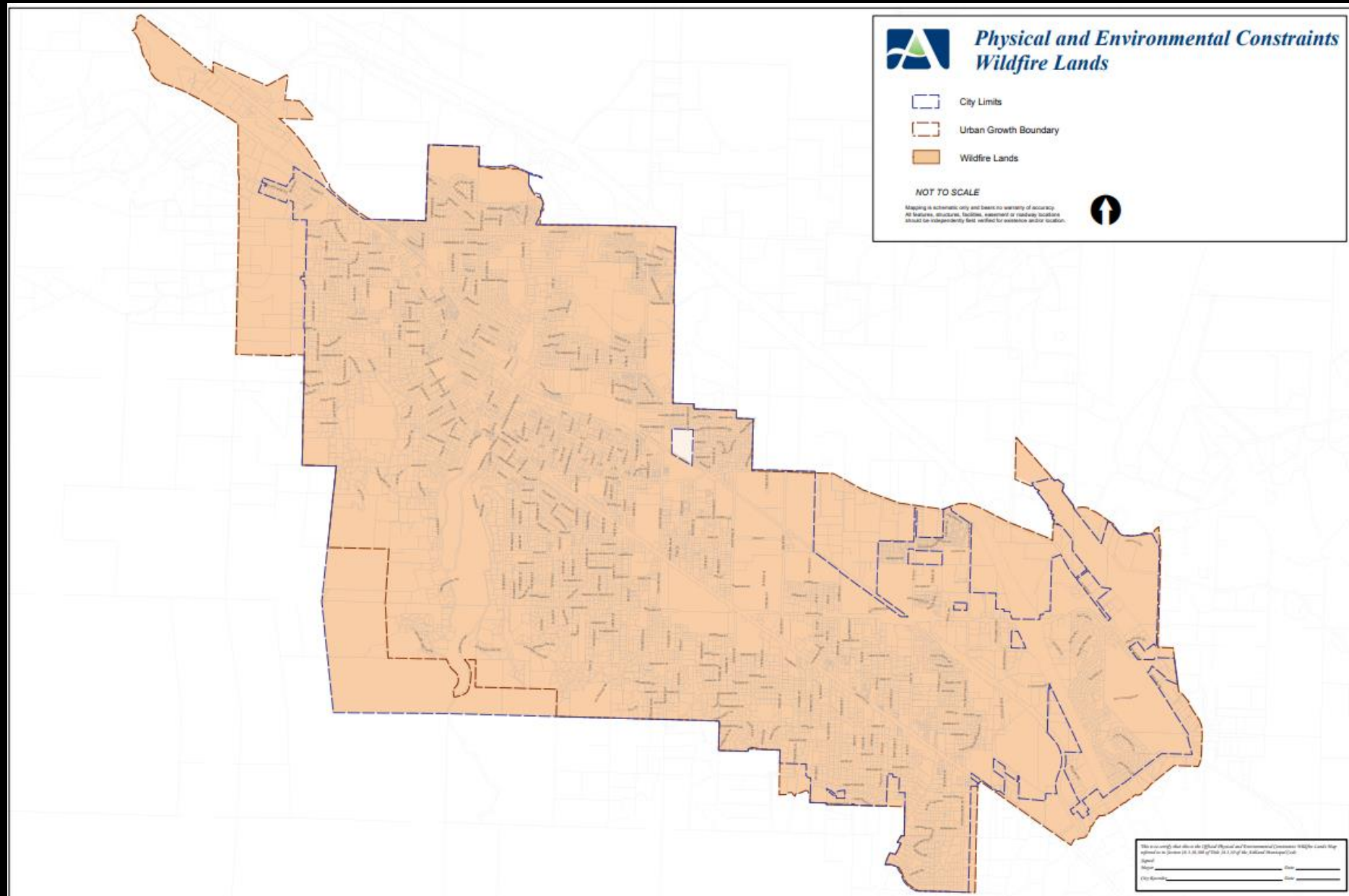
Ashland's Proactive Wildfire Code Adoptions

- In 2018, Council adopted staff's proposal to designate the entire city as "Wildfire Lands", a planning overlay that unlocked the ability to apply Land Use and Building Codes during development.
- The Chapter 18 Land Use provisions requiring defensible space around all new construction went into effect in 2018.
- Chapter R327 of the Oregon Residential Structural Specialty Code was adopted in the Wildfire Lands overlay in 2021, requiring all new residential construction to be "hardened" against wildfire.
- Defensible space and home hardening together have been shown to significantly reduce wildfire home loss.

Ashland Wildfire Lands Overlay (1993-2018)



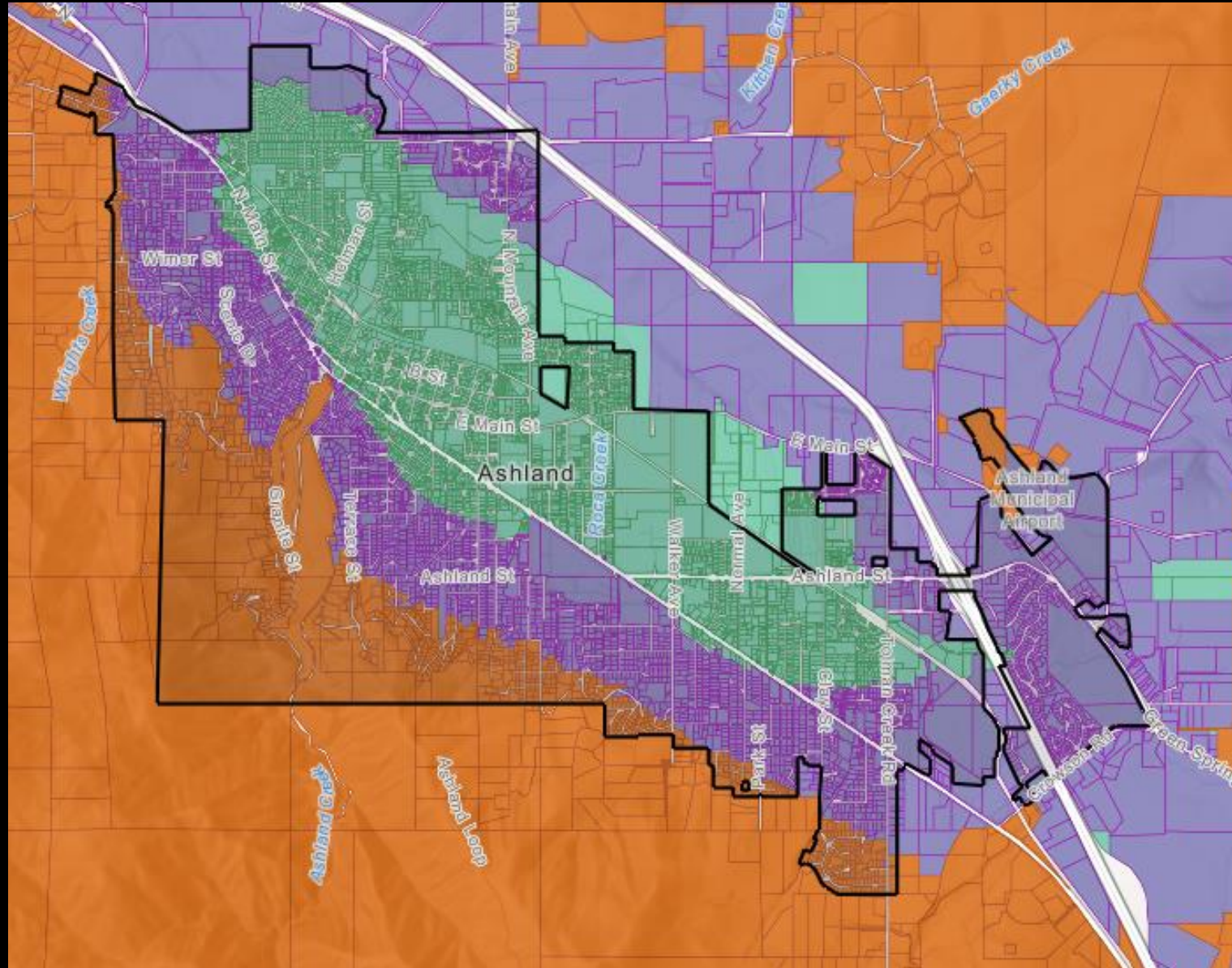
Wildfire Lands Overlay (2018-Present)



2024 State of Oregon Wildfire Hazard Map and Rules Adoption

- Per Senate Bill 762 (2021) and Senate Bill 80 (2024), the Legislature required a statewide Wildfire Hazard Map be adopted. The map was issued in 2022 then retracted and reissued this year. It is out for public comments, due August 18th
- Per proposed rules included in SB762 and SB80, “*Only properties that are both high hazard and in the wildland-urban interface will be subject to defensible space or fire-hardening building codes. Properties that do not meet both criteria will not be affected by the regulations.*”
- The proposed rules are also out for public comment, due August 15th.

State of Oregon Proposed Hazard Map



Ashland Wildfire Lands Overlay (1993-2018)



2024 State of Oregon Wildfire Hazard Map and Rules Adoption

- The State Department of Land Conservation and Development Director has informed Ashland that previously adopted building code provisions in Chapter R327 will not be enforceable in areas designated “Low” or “Moderate” hazard if the current mapping and rules are adopted.
- This would roll back Ashland’s codes to roughly the same area of the City that was regulated from 1993 to 2018, erasing our ability to fully protect our community from wildfire.
- The Almeda Fire footprint is also rated as Low and Moderate Hazard, due to the same limitations in mapping technology.

2024 State of Oregon Wildfire Hazard Map and Rules Adoption

- Staff is asking Council to endorse a letter from the Mayor commenting primarily on the proposed rules, asking for language that would allow cities to locally adopt State-approved standards for wildfire protection codes in areas designated Low and Moderate hazard.
- At a minimum, we would like the Legislature to approve language grandfathering all previous adoptions of R327 regardless of the hazard level in the current hazard map.



Council Business Meeting

Date: August 6, 2024

Agenda Item	Municipal Judge Resignation and Appointment Process
From	
Contact	

SUMMARY

Judge Pamela Turner has resigned from her position as Ashland Municipal Court Judge effective Friday August 30th 2024 at 5p.m. The municipal judge is an elected officer and therefore the Council must act to appoint a new municipal judge within 60 days of the resignation per the City Charter. Staff recommends advertising the position for qualified individuals to apply with review and appointment by Council.

POLICIES, PLANS & GOALS SUPPORTED

Respect for the citizens we serve, for each other and for the work we do.
Excellence in governance and City services.

BACKGROUND AND ADDITIONAL INFORMATION

Per the Charter Article III Section 4. Vacancies: *An office shall be deemed vacant upon the incumbent's death; adjudicated incompetence; conviction of a felony; other offense pertaining to his/her office, or unlawful destruction of public records; resignation; recall from office or ceasing to possess the qualifications for the office; or, in the case of the Mayor or Council Member, upon his/her absence from the City for thirty (30) days without the consent of the Council or upon his/her absence from meetings of the Council for sixty (60) days without like consent, and subsequent declaration of the vacancy by a two-thirds affirmative vote of the Council. A vacant elective office in the City shall be filled within sixty (60) days by the Council electing some qualified person to fill such vacancy. The appointee's term of office shall begin immediately upon appointment and shall continue until a successor, elected at the next biennial election, takes office for the unexpired term.*

Staff is currently in discussions with qualified individuals to act as interim judge for continuity of operations. The position must be appointed by November 4th per the City Charter and unless a special meeting is scheduled, staff will work to conduct a process to allow Council to appoint a municipal judge by October 15th at the regularly scheduled City Council meeting.

Staff proposed the following timeline:

- Week of August 19th position drafted, and application posted to the City website.
- The deadline for applications is September 3rd.
- Applications forwarded to City Council September 4th.
- Interviews are scheduled for the week of September 9th and September 16th.
- Executive session (ORS 192.660 Employment consideration: to consider the employment of a public officer, employee staff member or individual agent: Council Meeting of October 1st
- City Council Meeting October 15th- Business Item: Appointment of Municipal Judge

FISCAL IMPACTS

None, the position of municipal judge has been budgeted.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to adopt the proposed timeline and the proposed hiring standards and criteria and direct staff to begin the process of recruitment for a municipal judge.



Council Business Meeting

REFERENCES & ATTACHMENTS

1. Ashland Charter Article III_Elective Officers
2. Typical Hiring Standards for Municipal Judge (002)



ARTICLE III – Elective Officers

Section 1. Elective Officers.

The elective officers of the City shall be: a Mayor, six (6) Council Members, five (5) Park Commissioners and a Municipal Judge.

(Charter amendment 05-23-1978)

Section 2. Qualifications.

All elective officers except the Municipal Judge shall be residents and qualified voters in the City.

(Charter amendment 05-23-1978).

Section 3. Salaries.

Any change in the amount of the present compensation received by elective officers, except for the Municipal Judge, shall be submitted to the vote of the people. The salary of the Municipal Judge will initially be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.

(Charter amendment 5-23-78).

Section 4. Vacancies.

An office shall be deemed vacant upon the incumbent's death; adjudicated incompetence; conviction of a felony; other offense pertaining to his/her office, or unlawful destruction of public records; resignation; recall from office or ceasing to possess the qualifications for the office; or, in the case of the Mayor or Council Member, upon his/her absence from the City for thirty (30) days without the consent of the Council or upon his/her absence from

meetings of the Council for sixty (60) days without like consent, and subsequent declaration of the vacancy by a two-thirds affirmative vote of the Council. A vacant elective office in the City shall be filled within sixty (60) days by the Council electing some qualified person to fill such vacancy. The appointee's term of office shall begin immediately upon appointment and shall continue until a successor, elected at the next biennial election, takes office for the unexpired term. The Council shall have the power, by a two-thirds affirmative vote, to expel any member of the Council for disorderly conduct in Council or inattention to duties. No Council member shall be expelled without notice and a hearing by the Council.

Section 5. Term.

The term of all elective officers shall begin the first day of January following their election.

Section 6. Interest in City Contracts.

During the term of office, no elective officer shall violate any provision of the State of Oregon Code of Ethics as contained in ORS Chapter [244](#).

(Charter amendment 11-08-1994.)

The Ashland Charter is current through May 22, 2024.

Disclaimer: The City Recorder's office has the official version of the Ashland Charter. Users should contact the City Recorder's office for amendments passed subsequent to the amendment cited above.

[City Website: www.ashland.or.us](http://www.ashland.or.us)

[City Telephone: \(541\) 488-5307](tel:(541)488-5307)

[Hosted by General Code.](#)

Typical Hiring Standards, Criteria, and Policy Directives for Appointed Officer Positions

Municipal Judge

Hiring Standards:

- 1. Education:**
 - Juris Doctor (JD) from an accredited law school.
- 2. Experience:**
 - Minimum of 5-7 years of legal experience, including significant experience in criminal law, civil law, or judicial practice.
 - Experience as a judge, justice of the peace, or similar judicial role preferred.
- 3. Skills and Abilities:**
 - Strong knowledge of courtroom procedures and judicial processes.
 - Excellent analytical and decision-making skills.
 - Ability to maintain impartiality and fairness in proceedings.

Criteria:

- 1. Judicial Temperament:**
 - Demonstrated ability to remain calm, composed, and fair under pressure.
 - Strong sense of justice and adherence to ethical standards.
- 2. Legal Acumen:**
 - Deep understanding of criminal and violation law.
 - Ability to interpret and apply legal principles accurately.
- 3. Communication:**
 - Effective verbal and written communication skills.
 - Ability to explain legal rulings clearly and concisely.

Policy Directives:

- 1. Fairness and Impartiality:**
 - Ensure all individuals receive a fair and impartial hearing.
 - Maintain judicial independence and integrity.
- 2. Efficiency:**
 - Manage court proceedings efficiently to ensure timely resolution of cases.
- 3. Community Relations:**
 - Foster positive relations with the community and legal professionals.
 - Promote public understanding of the judicial process.



Council Business Meeting

Date: August 6, 2024

Agenda Item	RESOLUTION 2024-23: A RESOLUTION OF THE CITY OF ASHLAND SUBMITTING TO THE VOTERS AT THE NOVEMBER 5, 2024 ELECTION A PROPOSED AMENDMENT TO ARTICLE III, ARTICLE VIA, ARTICLE XV OF THE ASHLAND CITY CHARTER
From	
Contact	

SUMMARY

With the recent retirement of the Municipal Judge and after an assessment of workload done in response to a motion made by the Citizen's Budget Committee (Citizen Budget Committee Member David Runkel & City Council Member Paula Hyatt, motion passed 8-6) to consider a charter amendment to change the municipal court staff recommends approving a ballot item for the November 2024 ballot to remove the Municipal Judge from the Charter to make it an appointed position. This would allow the City to have flexibility in potentially contracting with the Jackson County Justice Court and/or local judges to meet workflow needs.

POLICIES, PLANS & GOALS SUPPORTED

Greater City partnership with the Municipal Judge fulfills the following Council goals:

- Improved "Access to Justice": Creating the position to be non-elected ensures quality, operational standards that will mean that all residents will have equal access to the court.
- The operational needs of the Court will more closely align with the compensation of the Municipal Judge.

BACKGROUND AND ADDITIONAL INFORMATION

According to the Secretary of State website there are 153 municipal courts. Five of those courts have elected judges and include Ashland, Cascade Locks, Happy Valley, Hermiston and West Lin. The remaining courts have pro tem or appointed judges.

Currently the Ashland City Charter requires the municipal judge to be elected and the salary is dictated by the charter stating "The salary of the Municipal Judge will initially be the same as for the year 1978-79 and thereafter it be adjusted on the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland" (Article III Section 3). The result of the Charter language is as follows:

- An elected judge is paid a full-time salary and benefits regardless of workload which currently does not equal a full-time position.
- The City still must contract with additional judges to meet court operations if a recusal necessitates this.
- There will be an elected municipal judge regardless of court operations. If the City were to pursue contracting with other courts or individuals for cost savings and efficiency purposes the Charter hampers these gains by dictating an elected municipal judge.
- The municipal judge currently has no educational, experience or residency requirements outlined in the Charter beyond being a member of the Oregon State Bar.

Transitioning the municipal judge to an appointive officer from an elected officer will allow the following:

- The ability to outline job duties, responsibilities and qualifications for the municipal judge position.
- The ability to outline the position full-time, half-time or quarter-time position and pay accordingly.
- Provide the opportunity for staff to pursue other means of efficiency and cost savings for the court by contracting with other courts or judges.





Council Business Meeting

FISCAL IMPACTS

The municipal judge is currently budgeted for as a full-time FTE with full benefits. There is potential for both cost-savings and efficiency gains through contracting and a change in court operations.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Recommendation: "I move to approve Resolution 2024 –23, A Resolution of the City of Ashland Submitting to the Voters At the November 5, 2024 Election A Proposed Amendment to Article III, Article VIA, Article XV, and Article XIII of the Ashland City Charter."

REFERENCES & ATTACHMENTS

1. Typical Hiring Standards for Municipal Judge (002)
2. Budget Meeting Minutes DRAFT 5.25.23_municourt motion
3. Ashland Charter Article III_Elective Officers
4. Ashland Charter Article VI A_Judge Term
5. Ashland Charter Article XIII_Elective officers
6. Ashland Charter Article XV_Court
7. SEL802_Municipal Judge_FINAL
8. SEL805_Municipal Judge_FINAL
9. Explanatory Statement-to be submitted with Notice of Measure Election_MUNI JUDGE
10. Resolution-Municipal Judge_FINAL



Typical Hiring Standards, Criteria, and Policy Directives for Appointed Officer Positions

Municipal Judge

Hiring Standards:

- 1. Education:**
 - Juris Doctor (JD) from an accredited law school.
- 2. Experience:**
 - Minimum of 5-7 years of legal experience, including significant experience in criminal law, civil law, or judicial practice.
 - Experience as a judge, justice of the peace, or similar judicial role preferred.
- 3. Skills and Abilities:**
 - Strong knowledge of courtroom procedures and judicial processes.
 - Excellent analytical and decision-making skills.
 - Ability to maintain impartiality and fairness in proceedings.

Criteria:

- 1. Judicial Temperament:**
 - Demonstrated ability to remain calm, composed, and fair under pressure.
 - Strong sense of justice and adherence to ethical standards.
- 2. Legal Acumen:**
 - Deep understanding of criminal and violation law.
 - Ability to interpret and apply legal principles accurately.
- 3. Communication:**
 - Effective verbal and written communication skills.
 - Ability to explain legal rulings clearly and concisely.

Policy Directives:

- 1. Fairness and Impartiality:**
 - Ensure all individuals receive a fair and impartial hearing.
 - Maintain judicial independence and integrity.
- 2. Efficiency:**
 - Manage court proceedings efficiently to ensure timely resolution of cases.
- 3. Community Relations:**
 - Foster positive relations with the community and legal professionals.
 - Promote public understanding of the judicial process.

ASHLAND CITIZENS BUDGET COMMITTEE
MEETING Minutes
Thursday, May 25, 2023, 3:00 PM–5:00 PM
Council Chambers, 1175 E Main Street

Call to Order: Chair Shane Hunter called the meeting to order at 3:00 pm.

Roll Call

Present

Councilor Paula Hyatt

Councilor Dylan Bloom

Councilor Gina DuQuenne

Councilor Bob Kaplan

Councilor Eric Hansen (arrived 3:52 pm)

Mayor Tonya Graham

Mike Gardiner

Eric Navickas

Andy Card

Linda Peterson-Adams

Leda Shapiro

David Runkel

Absent: None

Public Hearing

Paul Mozina – Spoke about the increase in Fire Department calls statistics. He would like Chief Sartain to explain the increase in calls. Request that the Committee ask Chief Sartain to produce a report on why there is an increase in calls and put a footnote on the budget which requires a hard look at the increase in the call volume.

Susan Hall – See attached comments.

Ted Hall – Ashland High School baseball team won their first playoff game in years in Portland. The Team from Bend is coming to Ashland tomorrow and would like to spread the word so the community can show their support. North Mountain Park at 5:00 p.m.

Parliamentary Procedure Review – Sabrina Cotta, Deputy City Manager provided a short presentation to review parliamentary procedures. She included how to make, amend and withdraw motions, object to procedure, and end debate.

New Business

Motion to Approve Property Tax Levy

Linda Peterson-Adams/Gardiner Motion/second – I move to approve the property tax levy in the amount of \$4.2865 per \$1,000 of assessed value for fiscal year 2023-2024 and fiscal year 2024-2025 respectively, approve property taxes for the payment of general obligation principal and interest bonded debt in the total of \$210,040 for fiscal year 2023-2024, and \$215,815 for fiscal year 2024-2025.

Discussion – DuQuenne asked the City Manager to explain what it means to levy taxes and what it consists of. Lessard explained that there are two components to the tax rate. First is the permanent tax rate, which is specified under Oregon State law which is \$4.2865, as referenced in

the motion. In addition, there are some general obligation bond payments that have to be made. The tax rate for those two items, which are for fire station #2 for its construction is .0642 per \$1,000 equaling a total tax rate of 4.3507. The permanent tax rate is capped.

Roll Call Vote: Bloom, Card, Dahle, DuQuenne, Gardiner, Graham, Hyatt, Hunter, Kaplan, Navickas, Peterson-Adams, Runkel, Shapiro, YES. Motion passes.

Peterson-Adams/Gardiner Motion/second - I move to approve the proposed budget for the 2023-2025 biennium as adjusted by staff's revisions and convey it to the City Council for adoption.

Discussion – Peterson-Adams spoke about the balanced budget moves us closer to financial resiliency and sustainability. There are still challenges in funding critical needs, especially deferred maintenance on City facilities. Livability provides a triple bottom line of the economy, environment, and equity. It is here that the city strives to maximize the value to the community of the funds entrusted by the Community to manage and is a balanced budget. The City is continuing in a direction that values partnerships, prioritizes risk reduction, economic development and affordability, and championed by equity. Gardiner spoke about how the City is required to propose a balanced budget for review. For the last biennium, we've worked under a cloud of unfulfilled positions and unmet needs in a lot of areas. Improvements in this budget will fund necessary jobs in our city to create the services we need. Shapiro stated that she does not approve this budget. One of the top priorities that the citizens want is affordable housing. This budget does not address that in any substantial way. Would like to discuss what the budget includes and what it doesn't. DuQuenne stated she would like to make a motion to amend the motion.

DuQuenne/Shapiro Motion/ second- I move that we adopt this budget upon the closing of Oak Knoll golf course.

Discussion – DuQuenne spoke that it is her understanding that this budget was based on the townhall and the survey and the results from those show our constituents and the residents of Ashland have requested that the golf course be closed. She believes that Ashland is in need of workforce housing. This property is in city limits and lends itself to that. DuQuenne believes we can all work and play together. Shapiro spoke about how she looked at the numbers of the golf course. She researched the numbers and is struck by the loss of revenue each year. The City could do more to utilize that property. Gardiner stated that closing the golf course is under the purview of the Ashland Park and Recreation Commission. There's incoming revenue that the naysayers overlook and the expense of maintaining 80 acres of land if there is no revenue would be an issue. If you shut the golf course down, it doesn't mean there isn't long term maintenance on that property. Navickas spoke that the issue of affordable housing is of great concern. Putting parks assets up against the value of attaining affordable housing is disingenuous. The City is already looking at selling surplus properties. Those funds could be earmarked for affordable housing. He doesn't see closing the golf course and putting up housing as a benefit, especially when it comes to irrigation. He supports all park assets and that's what we need to support. Bloom concurs with some of the golf course concerns are. The wording of the amendment is not under the purview of this body. Shapiro agrees they don't have the authority to close the golf course but they can vote

not to fund the golf course. Peterson-Adams called to question. Chair Hunter stated he would like to vote on the amendment. Graham asked the amendment be repeated so they know what they are voting on. DuQuenne agrees with Shapiro that the Budget Committee cannot decide on closing the golf course but can decide on not funding them. Hyatt called point of order. They need to vote on the motion on the floor. DuQuenne withdrew her motion. Hunter agreed.

DuQuenne/Shapiro Motion/ second – I move that we do not fund the \$941,000 to Oak Knoll Golf Course.

Discussion – DuQuenne reiterated that this motion is a result of the outcome from the townhall and survey. Shapiro stated this discussion should have happened months ago. Peterson-Adams called a point of order saying this is a policy discussion. Hunter explained that in the past the budget has been reduced for specific items. Bloom asked if anyone from APRC is here to talk about the implications of closing the golf course. Rachel Dials, Interim Parks Director, spoke about how closing the golf course would be unfortunate for the community. There are already CIP funds budgeted to look at irrigation and the potential for other recreational activities. A RFP just closed to see if a private company could take over the golf course operations. Graham asked that because APRC is the governing body of the parks, to what extent does the APRC have to adjust the spending on? We are talking about a line-item level. But when the budget is appropriated, it is not by line-item level. Cotta spoke that yes, when the budget is appropriated it is up to the department to determine how to spend the funding. Lessard added that the \$941,000 being discussed does not include CIP, employees, PERS etc. It is operational funding only. Staff needs a few minutes to gather information on the other remaining numbers. Navickas asked how much it is to play golf as compared to other regional golf courses. Dials responded it is anywhere from \$5 to \$25 depending. She also reminded the committee that the golf course is also used as a neighborhood park and they are in the middle of rehabbing the greens. Graham spoke about the importance of affordable housing and how to leverage opportunities but closing the golf course is going to create more of a delay than it would help. She does not think it is up to this body to make that decision. The City Council is already having a discussion about housing. Navickas brought up the issue of equity. Providing equitable opportunities for people is what the parks are for. We need to protect these assets. Lessard said the total general fund appropriation for golf is over 1 million dollars plus the CIP funds. This represents three full-time employees along with temporary employees that would be eliminated. There would be not property management funds for the 74 acres going forward. Gardiner spoke about how he is not going to vote for this amended as there is no path for the APRC to manage the land with no funding. **Roll call vote: Bloom, Card, Dahle, Gardiner, Graham, Hyatt, Hunter, Kaplan, Navickas, Peterson-Adams, NO. DuQuenne, Runkel, Shapiro, YES. Motion fails 10-3.**

Runkel/DuQuenne motion/second – I move to amend the budget by deleting \$133,917 from the personnel services line in the tourist fund budget and then move this money to the material services line in the tourist fund budget increasing that line to \$2,456,593.

Lessard clarified that would eliminate the City's Communication Officer position.

Discussion – Runkel spoke about how we need to spend the money better on campaigns to bring people to Ashland. He indicated that that tourists are not staying as long in Ashland as they used to due to OSFs limited play schedule. The funds would be moved to eliminate the communication to local residents and focus on bringing out-of-town tourists. We need to make a big effort to bring people to town. DuQuenne spoke that now that she understands what Runkel's position is, she is going to withdraw her second to his motion. She agrees we need to support Travel Ashland but not at the expense of a staff position. Shapiro spoke that she sees the need to cut the budget but wants those cuts to go to housing. Motion denied.

Runkel/Navickas motion/second – I move to delete the funds for two additional police officers from the personnel services line of the Police Department budget.

Discussion – Runkel spoke about how in the past the Police Chief spoke of the need for more officers due to more tourists coming to Ashland. As there is a decline in tourism, there is not a need for more officers. We need to cut the budget and this is one way of doing that. Navickas spoke that the issue of homelessness is a serious issue in this community especially with fire season coming up. Instead of putting that money into policing those funds could go to homeless services which could do more to address the problems that we have. The interagency agreement with Talent works well in that when Ashland is understaffed, Talent police officers can fill in. The priorities of providing homeless services is higher. Hyatt clarified that the agreement with Talent is one direction only. Ashland provides patrol officers, training opportunities, and detectives but Talent does not provide Ashland with anything. Police Chief O'Meara stated that Talent does not provide staffing for us, we provide staffing on an as needed basis. Graham wanted to confirm that the motion is to eliminate that figure, not to move the funds elsewhere. Runkel confirmed that is the case.

Navickas/Shapiro motion/second – I amend the previous motion to take the cuts from the police department and move them to unfunded homeless services.

Discussion – Kaplan asked what the number is for two officers. Runkel stated he did not have the exact amount. Chief O'Meara said it was about \$300,000 for two police officers. Card asked the Chief to clarify which officers would be impacted by this decision and what are their roles. O'Meara responded that the goal is to get back to a staffing situation where they would have a school resource officer and be able to staff a supervisor and four officers on each patrol shift. That way if one is sick, on vacation or at a training the minimum staffing would be three officers, that way officers could respond to two critical situations at a time. Currently we can only respond to one critical incident at a time. Bloom pointed out that in the survey 31% of respondents wanted to add those positions and 25% of respondents wanted to add four positions. Shapiro asked while this would save us \$300,000 approximately, would it affect overtime costs? O'Meara responded that it might. The more bare bones the staffing is, the more overtime we are likely to incur. Hyatt asked for clarity on the current motion and the overlying motion. The current motion is asking to shift funds and the other motion's goal is to cut funds and reduce expenses. Hunter stated he would like to vote on the motion to shift the funds from police to houseless resources. **Roll call**

vote: Bloom, Card, Dahle, Gardiner, Graham, Hansen, Hyatt, Hunter, Kaplan, Peterson-Adams, DuQuenne, Runkel, Shapiro, NO. Navickas, YES. Motion fails 13-1.

Hunter stated that we are now back to the motion to eliminate funding for two police officers. He asked for any more discussion. Runkel added that the population is not growing. It's been at the same level for the 21 years he has been here. We need to find some way to save money and this is one way to do it. Hyatt spoke about how they were provided a list of items that have not been able to happen due to short staffing levels. That includes no downtown patrol, no assigned traffic enforcement officer, limited detectives, no cadets or park patrol, no job specific training, which puts us in a liability situation, and no fingerprinting. Staff have had to be on extra patrol for longer periods of time, there is less community policing, less getting out of cars and interacting with the public, no area command meetings, no sergeants meetings, less ability to take time off, and fewer officers per shift, resulting in less proactive enforcement. O'Meara confirmed that every item on the list has been a deficiency because of lack of staffing over the last four years. Hansen added that APD has lost a couple officers recently and it seems as though the Police Department is stressed out. O'Meara confirmed that in 2020-2021 four or five seasoned veteran officers not ready for retirement left law enforcement altogether which is highly unusual. Navickas stated he is going to support Runkel's motion because we are using the wrong tool to address a complicated issue of poverty. Expecting the police to manage such a complicated problem is not the correct tool. As a community we need to figure out how to address this issue. Hunter called for a vote for the amendment to remove the funding for two police officers from the budget. **Roll call vote: Bloom, Card, Dahle, Gardiner, Graham, Hansen, Hyatt, Hunter, Kaplan, Peterson-Adams, NO. DuQuenne, Runkel Navickas, Shapiro, YES. Motion fails 10-4.**

Runkel/DuQuenne motion/second – I move to delete funds for two of the four additional EMT's in personnel services line of the Fire and Rescue department's budget.

Discussion – Runkel stated that the budget increases the Fire Department by six individuals with the two that were added last week. He does not believe we have the money for this. The Fire Chief wants four additional EMT's and he suggests we get along with two of them. DuQuenne stated she agrees with Runkel in that this is an opportunity for savings. Bloom spoke that we do have the money in the budget. We spoke earlier about having an aging population and suggest people watch the Fire Chief's presentation on missed call volume. He hopes no one in this town calls for help and no one is there for them. Graham asked Lessard if this set of four is the business model around our EMC and Fire Service medical service. Can he explain what happens if we cut it in half? Lessard responded that this business model is for four teams, and we are only hiring for half that amount. We can cut our EMS call volume. There are approximately 950 fire calls and four times as many in EMS calls. When we pull firefighters on to EMS calls, that means they are not available to fight fires. Our service area is much larger than the city. The business model allows us to cap the growth in EMS calls and enables us to keep our firefighters in Ashland available for fire calls. This is a priority for the city because it means that they're better prepared to address fire issues and better prepared to address EMS calls and meet the Council's overall goal of improving emergency services. Hansen stated that this business model is similar to Mercy Flights and although the

projections are fuzzy for the income, it is assured that there's going to be some cost recoup, if not some additional revenue. This is an essential service for Ashland and the additional 65 square miles in Southern Oregon that will have this EMS service. Hyatt stated that the Council already approved this plan to go forward with the goal of keeping our fire fighters in the area. The city's ISO rating is down and the businesses in the area are very concerned that it will impact their ability to get insurance. These EMT's help us do our part with regard to our fire department and take an actional step toward a better ISO score. Hyatt has been that family where no was available when called and you don't want to be that family. Dahle spoke that he understands the Budget Committee wants to look for certain answers to difficult problems but we asked our departments to bring new ideas to try. This model may not work perfectly but he is interested to see if it will work in some form, and you don't cut funding before you even get started. **Roll call vote: Bloom, Card, Dahle, Gardiner, Graham, Hansen, Hyatt, Hunter, Kaplan, Peterson-Adams, Navickas, NO. Shapiro, Runkel, DuQuenne, YES. Motion fails 11-3.**

Shapiro spoke about a previous finance director, Allison Chan, who said it was improper to budget a grant until it was received and from what she understands, that is the process that we're currently doing. The Parks Department has an \$8,000,000 grant in its budget with no identifying funding source for the pool. According to Chan's directions, both this grant and the matching expenditure should not be appropriated at this time but be submitted as a supplemental budget item when the funds are received. **Shapiro/Bloom Motion/second - I moved that the \$8 million in the budget not be appropriated at this time and removed from the budget.**

Discussion - Bloom there needs to be much more clarity and APRC needs to come forward with a plan. If you're going to ask for money, have a plan. Graham spoke that the structure of this relationship between the Council and PRC is that the Council is the body that takes on debt, so there isn't a circumstance where APRC would go and be even be able to take on this additional \$8,000,000 without coming back to the Council for approval of the debt issuance. In conversation with APRC there is also a larger community conversation that will come about before the Council will ever see a request for debt issuance. There isn't a reason for us to hold it back when the Council will have the ability to make that choice. Shapiro responded that she understands Graham's point, however from the accounting/financial point of view there is a correct process. We are not to record and grant an instrument of funding that is not already received. Graham asked staff about debt issuance. There are other items in this budget that are assumed we will go out for debt, but we may receive some sort of grant that would then offset some amount of that debt. So what we're seeing here with parks is nothing different than what we see with many of the other capital processes. Sabrina confirmed that is correct. Hyatt spoke that we may have a motion confusion issue. The understanding is from Mr. Lissard and from our Finance Department is that this \$8,000,000 is not a grant. The motion says it's improper to budget a grant until received, but this is not a grant, so the motion doesn't pertain to how this is reflected in this budget. When we vote, we vote on what is in the budget. Shapiro asked staff to look in the budget to see where the \$8 million is as they have talked about it before. It's perfectly feasible when it is received there is supplemental budget adjustment. Dahle clarified that the \$8 million is delineated as potential

debt revenue. Even if we approve this budget as is, that line item in order to actually issue the revenue bond for that debt would need to come back before Council. **Motion withdrawn.**

Runkel/Hyatt Motion/second – I move to encourage Council to consider a charter amendment to abolish the Ashland Municipal court and transfer its functions to the Jackson County Justice Court to handle traffic tickets and municipal code violations. This is because there is just over \$1,000,000 for operations of the Ashland municipal court and projected revenues of \$350,000 and an operating expense of \$650,000.

Discussion: Hyatt spoke that this is an opportunity for the Council to consider this idea which has been suggested previously. Graham spoke that normally she would agree however this Council has priorities such as affordable housing, homelessness, and climate issues that are stacking up on the agenda and she would not be very interested in putting this topic into the mix at this point. Graham thought it is something that Council can take up at an appropriate time in the future but given that the community policing value puts the need to keep our court in, this Community makes me think that it's likely that we would come out the other side of that deciding to keep the court anyway. Shapiro spoke that of all the amendments of cost cutting, this one makes the most sense. It would allow us to come back to the priorities of affordable housing. The budget does need to be cut but think that affordable housing is such a high priority that if we're going to be getting over \$1,000,000 back here that we might consider moving it into the affordable housing budget. Bloom asked if this motion restricted the Council to review this in a certain period of time? Lessard responded that there is no time limit based on the current motion. Gardiner asked if the Council decided to eliminate the courts, is there still a cost to the city to process that function? Lessard responded that he does not believe you can eliminate the total cost of the court. It depends on if the County would take on some of those cases and then Municipal Court would have a reduction of costs. This is an item staff would have to do some research and evaluation and come back to Council with some alternatives. Hyatt reminded everyone that the nature of the request is to consider a charter change. This would be a lengthy discussion and would go before the voters. There will be time and space for significant analysis. Runkel reread the motion, *I encourage the City Council to consider a charter amendment to abolish the Municipal Court and transfer its functions to the Jackson County Justice Court which handles traffic tickets and municipal code violation cases. As the County already does this for Talent, Pheonix, Jacksonville, Central Point, and Shady Cove.* **Roll call vote: Peterson–Adams, Bloom, Hansen, Hyatt, Hunter, DuQuenne, Shapiro, Runkel, YES. Navickas, Kaplan, Graham, Dahle, Gardiner, Card, NO. Motion passes 8–6.**

Runkel/DuQuenne Motion/second – The future of AFN is on the table and would like to encourage the City Council to move quickly on that and hold off on the \$1.2 million in the capitol line of AFN's budget until some decision is made about the future of AFN.

Discussion – Runkel spoke that if it is going to be discussed as the budget document says he suggests we forward on that quickly and hold off on any major capital expenditures on AFN until that decision is made. Gina spoke that she will support that discussion. They are talking about a large amount of funding and would like to have a deeper discussion regarding AFN. Bloom spoke that his understanding is that Council did discuss this and directed AFN to go forth and conquer

big telecoms. Shapiro agreed with Bloom that it has been discussed many times and the money is there to go ahead. Graham spoke that the discussion that was had by Council is that AFN was to move forward with the pilot process and see how it works. This is a policy decision around the major infrastructural system of this community. And it belongs to the Council and Council has already set that direction. As a reminder that money is coming from the AFN fund balance so even if it is saved, it would not become money available for the general fund. Kaplan agreed this was already discussed at Council but thought the direction was for AFN to come up with a plan. Lessard spoke that the understanding is that AFN would come up with a plan and go forward. Dahle added that even though it has already been discussed by Council he would like further discussion. Lessard responded that staff will come back to the Council with contractual items in order to implement the plan and that would tie to the technical aspects of the plan in terms of equipment, installation, and location. Runkel explained that he brought forward this motion in response to the budget documents which state to assist Council in deciding the future of AFN. Lessard clarified that the language means we are going to do a pilot program so we can determine whether the marketability and the financials underpinning a full rollout would be adequate for the Council to decide to go for the full implementation of the updates to the plan. It will take us two years to do the pilot program and then staff will come back to Council with a final program or recommendation for full implementation of extending fiber throughout the entire city.

Runkel withdrew the motion.

Navickas/Runkel Motion/second - I move that we remove one of the police officers from the budget funding from the fee side of the equation, the public safety support fee.

Discussion- Navickas spoke that the intent is to bring up the public safety support fee that is funded through the fee side. This happened during a time when the business community was upset about the change in atmosphere in downtown and there was an effort to hire five police officers. The Council raised the tax rate and hired a police officer and used the utility fee to hire a second police officer. What we should not be doing in budget is putting operational expenses of the general fund on to people's utility bills. There is an opportunity to remove that fee and not hire one of these police officers and respond to the community who is complaining about excesses fees on the utility bills. Bloom asked staff if the public safety fee could be used for a police officer or firefighter. If this motion passes, a firefighter could be cut instead of a police officer. Shapiro spoke that when the fee first passed it was to hire new police officers. The fee does not go directly to police officers, it simply goes into the general fund. It is not restricted. Those fees do not go anywhere except to the general Fund and then we do the budget, they go to where we tell them to go. Navickas spoke that there is a direct nexus between the two. The cost is for one police officer and is called out on your utility bill as a public safety utility fee. The intent is to remove the fee that is funding the general fund. Lessard spoke that if we eliminate the fee, we will have to cut the budget somewhere. It is a general fund revenue but it's based on emergency services. Is the motion to eliminate a position or the funding because if it's the funding we will have to cut the budget. The amount is \$440,000 that we would have to reduce the budget by. Navickas spoke that the intent is to let future councils know that this is not the way to address our general fund operations by putting this cost into fees. Kaplan spoke that he supports the philosophy behind the motion but is concerned about regressive revenue needs and a per household fee. Fees are not a

preferred way of raising revenue to meet our general fund obligations, and that's one of the reasons why he is enthusiastic about the revenue study. **Roll call vote: Kaplan, Graham, Dahle, Gardiner, Card, Peterson-Adams, Bloom, Hansen, Hyatt, Hunter, DuQuenne, Shapiro, No. Navickas, Runkel, YES. Motion fails 12-2**

Bloom calls to question the original motion given there is only ten minutes left in the meeting. Peterson-Adams withdraws the original motion. **Hyatt/Bloom Motion/Second – I move to approve the proposed budget as adjusted by staff's revisions and include a review of the Ashland municipal court and convey this recommendation along with the budget to the City Council for adoption.**

Roll call vote: Bloom, Card, Dahle, Gardiner, Graham, Hansen, Hyatt, Hunter, Kaplan, Navickas, Peterson-Adams, YES. DuQuenne, Runkel, Shapiro, NO. Motion passes 11-3

The meeting adjourned at 5:00 pm.

ARTICLE III – Elective Officers

Section 1. Elective Officers.

The elective officers of the City shall be: a Mayor, six (6) Council Members, five (5) Park Commissioners and a Municipal Judge.

(Charter amendment 05-23-1978)

Section 2. Qualifications.

All elective officers except the Municipal Judge shall be residents and qualified voters in the City.

(Charter amendment 05-23-1978).

Section 3. Salaries.

Any change in the amount of the present compensation received by elective officers, except for the Municipal Judge, shall be submitted to the vote of the people. The salary of the Municipal Judge will initially be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.

(Charter amendment 5-23-78).

Section 4. Vacancies.

An office shall be deemed vacant upon the incumbent's death; adjudicated incompetence; conviction of a felony; other offense pertaining to his/her office, or unlawful destruction of public records; resignation; recall from office or ceasing to possess the qualifications for the office; or, in the case of the Mayor or Council Member, upon his/her absence from the City for thirty (30) days without the consent of the Council or upon his/her absence from

meetings of the Council for sixty (60) days without like consent, and subsequent declaration of the vacancy by a two-thirds affirmative vote of the Council. A vacant elective office in the City shall be filled within sixty (60) days by the Council electing some qualified person to fill such vacancy. The appointee's term of office shall begin immediately upon appointment and shall continue until a successor, elected at the next biennial election, takes office for the unexpired term. The Council shall have the power, by a two-thirds affirmative vote, to expel any member of the Council for disorderly conduct in Council or inattention to duties. No Council member shall be expelled without notice and a hearing by the Council.

Section 5. Term.

The term of all elective officers shall begin the first day of January following their election.

Section 6. Interest in City Contracts.

During the term of office, no elective officer shall violate any provision of the State of Oregon Code of Ethics as contained in ORS Chapter [244](#).

(Charter amendment 11-08-1994.)

The Ashland Charter is current through May 22, 2024.

Disclaimer: The City Recorder's office has the official version of the Ashland Charter. Users should contact the City Recorder's office for amendments passed subsequent to the amendment cited above.

[City Website: www.ashland.or.us](http://www.ashland.or.us)

[City Telephone: \(541\) 488-5307](tel:(541)488-5307)

[Hosted by General Code.](#)

ARTICLE VI A – Judge

Section 1. Term.

At the biennial general election held in 1978, and every fourth year thereafter, a Judge shall be elected for a term of four (4) years. (Charter amendment 05-23-78)

The Ashland Charter is current through May 22, 2024.

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[Hosted by General Code.](#)

ARTICLE XIII – Appointive Officers

Section 1. Appointive Officers.

The Mayor, with the confirmation by the Council, shall appoint a City Manager, a City Attorney, and such other officers as the Council deems necessary. The Council may combine any two or more appointive offices.

(Charter amendments: 05-23-1978; 05-19-2020)

Section 1A. Separate Police and Fire Departments.

The City of Ashland shall maintain a fire department which is separate and distinct from the City police department. The employees of one department shall not be assigned to do the job functions of employees in the other department.

(Charter amendment 01-04-1986)

Section 2. Qualifications, Duties and Salaries.

The Council shall, by ordinances, prescribe the duties of appointive officers, and determine their compensation and qualifications, except the Municipal Judge shall be a member of the Oregon State Bar. The Council may designate any appointive officer to supervise any other appointive officer, except the Municipal Judge in the exercise of his/her judicial duties.

Section 3. Removal.

The Mayor, with the consent of the Council, may suspend and remove any appointive officer at any time.

Section 4. Interest in City Contracts.

Except as provided otherwise by law, no officer, agent or employee shall have any interest in any City contract made by him/her in his/her official capacity or by any public committee, board, commission or department of which he/she is a member, agent or employee, except that the employment of the officer, agent or employee shall not be considered a contract for the purposes of this section.

The Ashland Charter is current through May 22, 2024.

Disclaimer: The City Recorder's office has the official version of the Ashland Charter. Users should contact the City Recorder's office for amendments passed subsequent to the amendment cited above.

[City Website: www.ashland.or.us](http://www.ashland.or.us)

[City Telephone: \(541\) 488-5307](tel:(541)488-5307)

[Hosted by General Code.](#)

ARTICLE XV – Court

Section 1. Court.

A court is hereby created in the City of Ashland, Oregon, to be known as the Municipal Court. The court shall be open for the transaction of judicial business at regular times specified by the Council. All area within the City shall be within the territorial jurisdiction of the court. When not governed by ordinances or this Charter, all proceedings in the Municipal Court for the violation of a City ordinance shall be governed by the applicable general laws of the State governing District Courts.

Section 2. Judge.

The Municipal Judge shall be the judicial officer of the City. He/she shall exercise original and exclusive jurisdiction of all offenses defined and made punishable by ordinances and Charter of the City and all other offenses made punishable by State law over which the City is given concurrent jurisdiction. He/she shall have authority to issue process for the arrest of any person accused of an offense against the ordinances and Charter of the City, to commit any such person to jail or admit him/her to bail pending trial, to issue subpoenas, to compel obedience to such subpoenas, to issue any process necessary to carry into effect the judgments of the Court, and to punish witnesses and others for contempt of the Court. The Judge shall make a monthly report of the Court's proceedings in writing to the City Council.

Section 2A. Term.

The term of the Municipal Judge shall be four (4) years.

(Charter amendment 05-23-78).

Section 3. Jury.

A defendant may have a jury of six (6) members by demanding the same. Any jury chosen shall be governed by the laws of the State of Oregon relating to juries in the District Court and shall have the qualifications of such jurors resident within the corporate limits of said City.

Section 4. Fines, Fees, Costs and Cash Bail.

The City Council shall provide for the collection of all Court fines, fees, costs and cash bail which shall be turned over to the City Recorder.

The Ashland Charter is current through May 22, 2024.

Disclaimer: The City Recorder's office has the official version of the Ashland Charter. Users should contact the City Recorder's office for amendments passed subsequent to the amendment cited above.

[City Website: www.ashland.or.us](http://www.ashland.or.us)

[City Telephone: \(541\) 488-5307](tel:(541)488-5307)

[Hosted by General Code.](#)

Notice of Measure Election

City

SEL 802

rev 01/18 ORS 250.035, 250.041,
250.275, 250.285, 254.095, 254.465

Notice

Date of Notice

TBD

Name of City or Cities

City of Ashland

Date of Election

November 5 2024

Final Ballot Title The following is the final ballot title of the measure to be submitted to the city's voters. The ballot title notice has been published and the ballot title challenge process has been completed.

Caption 10 words which reasonably identifies the subject of the measure.

Ashland Charter Amendment: Municipal Judge as an Appointive Officer

Question 20 words which plainly phrases the chief purpose of the measure.

Shall the City Charter remove the Municipal Judge as an elected officer to instead be by appointment of the Mayor?

Summary 175 words which concisely and impartially summarizes the measure and its major effect.

A "Yes" vote for this measure amends the City Charter to allow for the Mayor, with the confirmation of Council, to appoint an individual with the appropriate experience, skills, and temperament to fill the Municipal Judge position, as well as remove compensation for the Municipal Judge from the City Charter schedule.

A "No" vote for this measure maintains the existing language in the City Charter which, outside of being a member of the Oregon State Bar, provides no further selection criteria for being the elected Municipal Judge. A "No" vote will maintain the salary for the position that was initially established to be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.

Explanatory Statement 500 words that impartially explains the measure and its effect.

If the county is producing a voters' pamphlet an explanatory statement must be drafted and attached to this form for:

→ any measure referred by the city governing body; **or**

→ any initiative or referendum, if required by local ordinance.

Explanatory Statement Attached?

☒ Yes

☐ No

Authorized City Official Not required to be notarized.

Name

Alissa Kolodzinski

Title

City Recorder

Mailing Address

20 East Main Street, Ashland

Contact Phone

541.552.2012

By signing this document:

→ I hereby state that I am authorized by the city to submit this Notice of Measure Election; **and**

→ I certify that notice of receipt of ballot title has been published and the ballot title challenge process for this measure completed.

Signature

Date Signed

Request for Ballot Title

Preparation or Publication of Notice

SEL 805rev 08/21
OAR 165-014-0005

No later than the **81st day before an election**, a governing body that has referred a measure must prepare and file with the local elections official the text of the referral for ballot title preparation or the ballot title for publication of notice of receipt of ballot title. This form may be used to file the text of the referral and request the elections official begin the ballot title drafting process or file a ballot title and request the elections official publish notice of receipt of ballot title.

Filing Information

Election Date

November 5, 2024

Authorized Official

Alissa Kolodzinski

Contact Phone

Alissa Kolodzinski

Email Address

alissa.kolodzinski@ashland.or.us

Referral Information

Title, Number or other Identifier**This Filing is For**☐ Drafting of Ballot Title Attach referral text.☐ Publication of Notice Ballot title below.

Ballot Title Additional requirements may apply

Caption 10 words which reasonably identifies the subject of the measure.

Ashland Charter Amendment: Municipal Judge as an Appointive Officer

Question 20 words which plainly phrases the chief purpose of the measure.

Shall the City Charter remove the Municipal Judge as an elected officer to instead be by appointment of the Mayor?

Summary 175 words which concisely and impartially summarizes the measure and its major effect.

A "Yes" vote for this measure amends the City Charter to allow for the Mayor, with the confirmation of Council, to appoint an individual with the appropriate experience, skills, and temperament to fill the Municipal Judge position, as well as remove compensation for the Municipal Judge from the City Charter schedule.

A "No" vote for this measure maintains the existing language in the City Charter which, outside of being a member of the Oregon State Bar, provides no further selection criteria for being the elected Municipal Judge. A "No" vote will maintain the salary for the position that was initially established to be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.

By signing this document:

→ I hereby state that I am authorized by the county or city governing body, or district elections authority to submit this Request for Ballot Title – Preparation or Publication of Notice.

Signature**Date Signed**

EXPLANATORY STATEMENT FOR COUNTY VOTERS' PAMPHLET

NAME OF PERSON RESPONSIBLE FOR CONTENT: Doug McGeary

NAME OF ORGANIZATION PERSON REPRESENTS, IF ANY: City of Ashland

BALLOT TITLE CAPTION: Ashland Charter Amendment: Municipal Judge as an Apointive Officer

MEASURE NUMBER: TBD

(Explanatory Statement Shall Be Typed)

A "Yes" vote for this measure amends the City Charter to allow the Mayor, with the confirmation of Council, to appoint a Municipal Judge based on appropriate legal education, bar membership, experience, knowledge, integrity, and temperament. The position requires the judge to exercise original and exclusive jurisdiction over all offenses defined and made punishable by city ordinances and the Charter, as well as state law offenses for which the city has concurrent jurisdiction. Chief considerations for the job include ensuring fair and impartial administration of justice, maintaining courtroom decorum, and effectively interpreting and applying the law. Currently, the Charter provides no qualifications for the elected Municipal Judge beyond being a member of the Oregon State Bar, and the salary for the position was initially established to be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.

WORD COUNT TOTAL: _____

THE TOTAL WORD COUNT CANNOT EXCEED 500 WORDS.

SIGNATURE OF PERSON RESPONSIBLE FOR THE CONTENT OF THE EXPLANATORY STATEMENT

DATE
Page 306 of 325

INSTRUCTIONS FOR EXPLANATORY STATEMENT FOR COUNTY VOTERS' PAMPHLET

1. Explanatory Statement **must be typed**.
2. Explanatory Statement will not be returned for proofreading.
3. The word total for an explanatory statement must not exceed 500 words or numbers. If an explanatory statement exceeds the 500 word/number limit, the county clerk shall end the statement at 500 words or numbers.
4. An explanatory statement must be signed by the person responsible for the content of the argument.

RESOLUTION NO. 2024-23

**A RESOLUTION OF THE CITY OF ASHLAND SUBMITTING TO THE VOTERS
AT THE NOVEMBER 5, 2024 ELECTION A PROPOSED AMENDMENT TO
ARTICLE III, ARTICLE VIA, ARTICLE XIII, AND ARTICLE XV OF THE ASHLAND
CITY CHARTER**

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON,
RESOLVES AS FOLLOWS:

SECTION 1. The City Council submits to the qualified voters of the City the question of approving or rejecting an amendment to the Ashland Municipal Charter to remove the Municipal Judge as an elected officer and, instead, for the Municipal Judge to be by appointment of the Mayor, with the confirmation of Council.

SECTION 2. The City Council refers this question to the ballot of November 5, 2024.

SECTION 3. The City Recorder shall cause to be delivered to the Elections Officer of Jackson County, Oregon, the attached ballot measure notice, not later than 81 days prior to the election. The Election Officer is requested to give notice to the electorate of the City that the election shall be conducted by mail, pursuant to Oregon law;

SECTION 4. The City Recorder shall give notice of the election as provided in the laws of the State of Oregon and the Charter and ordinances of the City of Ashland.

SECTION 5. The ballot title for this measure is set forth in Exhibit A, attached.

SECTION 6. The proposed amendment to the City Charter is set forth in Exhibit B, attached.

SECTION 7. The City Attorney is authorized to alter the language of the ballot title only for the purpose of complying with any rules, procedures, and practices of the Election Officer of Jackson County to implement the requirements of Oregon law, but shall make no changes to the Charter amendment language in Exhibit B without the consent of the Council.

This resolution is referred to the electors of the city of Ashland for approval at the Primary Election in Jackson County, set to occur on November 5, 2024.

This resolution is effective upon signing by the mayor.

ADOPTED by the City Council this ____ day of _____, 2024.

ATTEST:

SIGNED and APPROVED this ____ day of _____, 2024,

Alissa Kolodzinski, City Recorder

Tonya Graham, Mayor

Reviewed as to form:

Carmel Zahran,
Assistant City Attorney

EXHIBIT A
(Ballot Title)

Ballot Title: Ashland Charter Amendment: Municipal Judge as an Appointive Officer

Question: Shall the City Charter remove the Municipal Judge as an elected officer to instead be by appointment of the Mayor?

A "Yes" vote for this measure amends the City Charter to allow for the Mayor, with the confirmation of Council, to appoint an individual with the appropriate experience, skills, and temperament to fill the Municipal Judge position, as well as remove compensation for the Municipal Judge from the City Charter schedule.

A "No" vote for this measure maintains the existing language in the City Charter which, outside of being a member of the Oregon State Bar, provides no further selection criteria for being the elected Municipal Judge. A "No" vote will maintain the salary for the position that was initially established to be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.

(Explanatory Statement)

Chief considerations for the job of being a Municipal Judge include ensuring fair, impartial, and equal access to justice, maintaining courtroom decorum, and effectively interpreting and applying the law. Outside of admittance to the Oregon State Bar, the Charter provides no additional qualifications or application criteria to be the elected Municipal Judge.

The amendment will also change the Municipal Judge from an elected position to an appointive position and remove the Municipal Judge's compensation from the Charter schedule. Currently, the salary for the Municipal Judge was initially established to be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland, without a connection to workload. If the amendment passes, the Municipal Judge will be appointed by the Mayor, with the confirmation of Council, and compensation for the Municipal Judge position will fall within standard payment schedules, as suggested by the Human Resources department.

EXHIBIT B

The following amendments are proposed to the Ashland City Charter. Only these articles and sections as delineated herein are amended by this Resolution. Except for otherwise proposed amendments to the Charter by separate resolution and Ballot Title , all other language in the Charter shall be unchanged.

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

PART 1

ARTICLE III Elective Officers

Section 1. Elective Officers. The elective officers of the City shall be: a Mayor, six (6) Council Members, **and** five (5) Park Commissioners ~~and a Municipal Judge~~.

Section 2. Qualifications. All elective officers ~~except the Municipal Judge~~ shall be residents and qualified voters in the City.

Section 3. Salaries. Any change in the amount of the present compensation received by elective officers, ~~except for the Municipal Judge~~, shall be submitted to the vote of the people. ~~The salary of the Municipal Judge will initially be the same as for the year 1978-79 and thereafter to be adjusted in the same percentage as the average salary adjustment of the other supervisory employees and department heads of the City of Ashland.~~

Section 4. Vacancies An office shall be deemed vacant upon the incumbent's death; adjudicated incompetence; conviction of a felony; other offense pertaining to his/her office, or unlawful destruction of public records; resignation; recall from office or ceasing to possess the qualifications for the office; or, in the case of the Mayor or Council Member, upon his/her absence from the City for thirty (30) days without the consent of the Council or upon his/her absence from meetings of the Council for sixty (60) days without like consent, and subsequent declaration of the vacancy by a two-thirds affirmative vote of the Council.

A vacant elective office in the City shall be filled within sixty (60) days by the Council electing some qualified person to fill such vacancy. The appointee's term of office shall begin immediately upon appointment and shall continue until a successor, elected at the next biennial election, takes office for the unexpired term. The Council shall have the power, by a two-thirds affirmative vote, to expel any member of the Council for disorderly conduct in Council or inattention to duties. No Council member shall be expelled without notice and a hearing by the Council.

Section 5. Term The term of all elective officers shall begin the first day of January following their election.

Section 6. Interest in City Contracts During the term of office, no elective officer shall violate any provision of the State of Oregon Code of Ethics as contained in ORS Chapter 244.

PART 2: ARTICLE VI A

ARTICLE VI A -- JUDGE

~~Section 1. Term. At the biennial general election held in 1978, and every fourth year thereafter, a Judge shall be elected for a term of four (4) years.~~

PART 3: ARTICLE XIII, APPOINTIVE OFFICERS

ARTICLE XIII – APPOINTIVE OFFICERS

Section 1. Appointive Officers. The Mayor, with the confirmation by the Council, shall appoint a City Manager, a City Attorney, **a Municipal Judge(s)**, and such other officers as the Council deems necessary. The Council may combine any two or more appointive offices.

PART 4: ARTICLE XV – COURT

ARTICLE XV COURT

Section 1. Court. A court is hereby created in the City of Ashland, Oregon, to be known as the Municipal Court. The court shall be open for the transaction of judicial business at regular times specified by the Council. All area within the City shall be within the territorial jurisdiction of the court. When not governed by ordinances or this Charter, all proceedings in the Municipal Court for the violation of a City ordinance shall be governed by the applicable general laws of the State governing District Courts.

Section 2. The Municipal Judge shall be the judicial officer of the City. He/she shall exercise original and exclusive jurisdiction of all offenses defined and made punishable by ordinances and Charter of the City and all other offenses made punishable by State law over which the City is given concurrent jurisdiction. He/she shall have authority to issue process for the arrest of any person accused of an offense against the ordinances and Charter of the City, to commit any such person to jail or admit him/her to bail pending trial, to issue subpoenas, to compel obedience to such subpoenas, to issue any process necessary to carry into effect the judgments of the Court, and to punish witnesses and others for contempt of the Court. The Judge shall make a monthly report of the Court's proceedings in writing to the City Council.

~~Section 2A. Term. The term of the Municipal Judge shall be four (4) years.~~

Section 3. Jury. A defendant may have a jury of six (6) members by demanding the same. Any jury chosen shall be governed by the laws of the State of Oregon relating to juries in the District Court and shall have the qualifications of such jurors resident within the corporate limits of said City.

Section 4. Fines, Fees, Costs and Cash Bail. The City Council shall provide for the collection of all Court fines, fees, costs and cash bail which shall be turned over to the City Recorder.



Council Business Meeting

Date: August 6, 2024

Agenda Item	RESOLUTION NO. 2024-24 A RESOLUTION OF THE CITY OF ASHLAND SUBMITTING TO THE VOTERS AT THE NOVEMBER 5, 2024 ELECTION A PROPOSED AMENDMENT TO ARTICLE VIII, SECTION 2.
From	Sabrina Cotta, Interim City Manager
Contact	

SUMMARY

Currently, the City of Ashland is composed of six numbered Council seats which do not represent a ward or district. Potential Council candidates must declare for a numbered seat. The proposed Charter amendment would remove the seat numbering and have the highest vote recipients elected to the open seats.

POLICIES, PLANS & GOALS SUPPORTED

Respect for the Citizens we serve, for each other and for the work we do.
Excellence in governance and City services.

BACKGROUND AND ADDITIONAL INFORMATION

Article VIII – Council, Section 2 states:

“The Council shall be composed of six (6) Council members elected in the City at large and by position number. Each position shall bear a number running from one (No. 1) through six (No. 6), and any candidate for Council shall, starting with his/her nominating petition, designate the number of the Council seat to which he/she seeks election; further, one candidate may only run for one position at an election. The Council members whose terms of office expire with the end of 1972 shall be assigned seat numbers 1, 3 and 5; 1974 shall be assigned seat numbers 2, 4 and 6. Within the scope of the preceding provision, the Council shall forthwith determine by lot the numbers to be assigned to the incumbent Council members.”

The practicality of this current structure is that a candidate must run against another candidate or candidates who seek that same specific Council member seat. The proposed amendment would allow candidates to run for *any* three of the open Council seats in an election year. Thus, a candidate would not have to campaign against a particular seat or specific opposition candidate or candidates. Rather, all candidates would be advocating for a position on the Ashland City Council at large. The three highest vote recipients will then be elected to the three open Council seats.

FISCAL IMPACTS

None

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Staff recommends approving the ballot language and directing staff to place the item on the November 2024 ballot for a vote of the people.

“I move to approve Resolution 2024 –24, A Resolution of the City of Ashland Submitting to the Voters At the November 5, 2024 Election a Proposed Amendment to Article VIII, Section 2 of the Ashland City Charter.”

REFERENCES & ATTACHMENTS

1. Resolution-Open Seat Election_Charter Change_CZ 7.31
2. SEL802_Open Seat Election_CZ1
3. SEL805_Open Seat Election_CZ1
4. Explanatory Statement-to be submitted with Notice of Measure Election_Top Three
5. Ashland Charter Article VIII (1)





Council Business Meeting



RESOLUTION NO. 2024-24

**A RESOLUTION OF THE CITY OF ASHLAND SUBMITTING TO THE VOTERS
AT THE NOVEMBER 5, 2024 ELECTION A PROPOSED AMENDMENT TO
ARTICLE VIII, SECTION 2.**

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ASHLAND, OREGON,
RESOLVES AS FOLLOWS:

SECTION 1. The City Council submits to the qualified voters of the City the question of approving or rejecting an amendment to the Ashland Municipal Charter to amend Article VIII, Section 2 to an Open Seat Election format.

SECTION 2. The City Council refers this question to the ballot of November 5, 2024.

SECTION 3. The City Recorder shall cause to be delivered to the Elections Officer of Jackson County, Oregon, the attached ballot measure notice, not later than 81 days prior to the election. The Election Officer is requested to give notice to the electorate of the City that the election shall be conducted by mail, pursuant to Oregon law;

SECTION 4. The City Recorder shall give notice of the election as provided in the laws of the State of Oregon and the Charter and ordinances of the City of Ashland.

SECTION 5. The ballot title for this measure is set forth in Exhibit A, attached.

SECTION 6. The proposed amendment to the City Charter is set forth in Exhibit B, attached.

SECTION 7. The City Attorney is authorized to alter the language of the ballot title only for the purpose of complying with any rules, procedures, and practices of the Election Officer of Jackson County to implement the requirements of Oregon law, but shall make no changes to the Charter amendment language in Exhibit B without the consent of the Council.

This resolution is referred to the electors of the city of Ashland for approval at the Primary Election in Jackson County, set to occur on November 5, 2024.

This resolution is effective upon signing by the mayor.

ADOPTED by the City Council this ____ day of _____, 2024.

ATTEST:

SIGNED and APPROVED this ____ day of _____, 2024,

Alissa Kolodzinski, City Recorder

Tonya Graham, Mayor

Reviewed as to form:

Carmel Zahran,
Assistant City Attorney

EXHIBIT A

(Ballot Title)

Ballot Title: Ashland Charter Amendment: Open Seat Election

Question: Shall the City Charter restructure its election format so that the candidates for City Council with the most votes win?

A "Yes" vote for this measure amends the City Charter to remove the requirement that candidates for City Council run for designated seat positions 1 through 6. Instead, candidates for City Council will run for any one of three open Council seats each biennial general election. The three highest vote recipients will be elected to the three open Council seats.

A "No" vote for this measure maintains the existing language in the City Charter, which requires Council members to designate the number of the Council seat to which they seek election.

(Explanatory Statement)

The current City Charter requires candidates to designate the number of the Council seat (1 through 6) to which they seek election. Three Council seats are up for election each biennial general election. As a result, candidates only run for election against another candidate or candidates who seek that same specific Council seat number.

The change will allow candidates to run for any of the three open Council seats each biennial general election. As a result, a candidate will not campaign for a particular seat against a specific opposition candidate or candidates, but instead candidates will campaign for any one of the three open seats each biennial general election against all other candidates for Ashland City Council. The three highest vote recipients will be elected to the three open Council seats.

EXHIBIT B

The following amendments are proposed to the Ashland City Charter. Only these articles and sections as delineated herein are amended by this Resolution. Except for otherwise proposed amendments to the Charter by separate resolution and Ballot Title, all other language in the Charter shall be unchanged.

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

PART 1

ARTICLE VIII - COUNCIL

Section 2. Composition. The Council shall be composed of six (6) Council members elected in the City at large ~~and by position number. Each position shall bear a number running from one (No. 1) through six (No. 6), and any candidate for Council shall, starting with his/her nominating petition, designate the number of the Council seat to which he/she seeks election; further, one candidate may only run for one position at an election. The Council members whose terms of office expire with the end of 1972 shall be assigned seat numbers 1, 3 and 5; 1974 shall be assigned seat numbers 2, 4 and 6. Within the scope of the preceding provision, the Council shall forthwith determine by lot the numbers to be assigned to the incumbent Council members.~~ During each biennial general election as set forth in Article V, voters shall cast their ballot for up to three Council members. The leading Council member vote recipients shall fill the open at large Council positions. If a voter selects on their ballot more Council members than there are open Council positions, that voter's selections for Council members shall be disregarded. By way of example, if there are three open Council positions, a voter may choose to vote for zero, one, two, or three Council members, but the voter may not vote for more than three Council members.

Notice of Measure Election

City

SEL 802

rev 01/18 ORS 250.035, 250.041,
250.275, 250.285, 254.095, 254.465

Notice

Date of Notice

TBD

Name of City or Cities

City of Ashland

Date of Election

November 5 2024

Final Ballot Title The following is the final ballot title of the measure to be submitted to the city's voters. The ballot title notice has been published and the ballot title challenge process has been completed.

Caption 10 words which reasonably identifies the subject of the measure.

Ashland Charter Amendment: Open Seat Election

Question 20 words which plainly phrases the chief purpose of the measure.

Shall the City Charter restructure its election format so that the candidates for City Council with the most votes win?

Summary 175 words which concisely and impartially summarizes the measure and its major effect.

A "Yes" vote for this measure amends the City Charter to remove the requirement that candidates for City Council run for designated seat positions 1 through 6. Instead, candidates for City Council will run for any one of three open Council seats each biennial general election. The three highest vote recipients will be elected to the three open Council seats.

A "No" vote for this measure maintains the existing language in the City Charter, which requires Council members to designate the number of the Council seat to which they seek election.

Explanatory Statement 500 words that impartially explains the measure and its effect.

If the county is producing a voters' pamphlet an explanatory statement must be drafted and attached to this form for:

→ any measure referred by the city governing body; **or**

→ any initiative or referendum, if required by local ordinance.

Explanatory Statement Attached?

☒ Yes

☐ No

Authorized City Official Not required to be notarized.

Name

Alissa Kolodzinski

Title

City Recorder

Mailing Address

20 East Main Street, Ashland

Contact Phone

541.552.2012

By signing this document:

→ I hereby state that I am authorized by the city to submit this Notice of Measure Election; **and**

→ I certify that notice of receipt of ballot title has been published and the ballot title challenge process for this measure completed.

Signature

Date Signed

Request for Ballot Title

Preparation or Publication of Notice

SEL 805

rev 08/21
OAR 165-014-0005

No later than the **81st day before an election**, a governing body that has referred a measure must prepare and file with the local elections official the text of the referral for ballot title preparation or the ballot title for publication of notice of receipt of ballot title. This form may be used to file the text of the referral and request the elections official begin the ballot title drafting process or file a ballot title and request the elections official publish notice of receipt of ballot title.

Filing Information

Election Date

November 5, 2024

Authorized Official

Alissa Kolodzinski

Contact Phone

Alissa Kolodzinski

Email Address

alissa.kolodzinski@ashland.or.us

Referral Information

Title, Number or other Identifier**This Filing is For**

☐ Drafting of Ballot Title Attach referral text.

☐ Publication of Notice Ballot title below.

Ballot Title Additional requirements may apply

Caption 10 words which reasonably identifies the subject of the measure.

Ashland Charter Amendment: Open Seat Election

Question 20 words which plainly phrases the chief purpose of the measure.

Shall the City Charter restructure its election format so that the candidates for City Council with the most votes win?

Summary 175 words which concisely and impartially summarizes the measure and its major effect.

A "Yes" vote for this measure amends the City Charter to remove the requirement that candidates for City Council run for designated seat positions 1 through 6. Instead, candidates for City Council will run for any one of three open Council seats each biennial general election. The three highest vote recipients will be elected to the three open Council seats.

A "No" vote for this measure maintains the existing language in the City Charter, which requires Council members to designate the number of the Council seat to which they seek election.

By signing this document:

→ I hereby state that I am authorized by the county or city governing body, or district elections authority to submit this Request for Ballot Title – Preparation or Publication of Notice.

Signature

Date Signed

EXPLANATORY STATEMENT FOR COUNTY VOTERS' PAMPHLET

NAME OF PERSON RESPONSIBLE FOR CONTENT: _____

NAME OF ORGANIZATION PERSON REPRESENTS, IF ANY: City of Ashland

BALLOT TITLE CAPTION: Ashland Charter Amendment: Open Seat Election

MEASURE NUMBER: _____

(Explanatory Statement Shall Be Typed)

A "Yes" vote for this measure amends the City Charter to remove the requirement that candidates for City Council run for designated seat positions 1 through 6. Instead, candidates for City Council will run for any one of three open Council seats each biennial general election. The three highest vote recipients will be elected to the three open Council seats. This change will commence at the next biennial general election in November of 2026. If there were to be more than three open Council seats then the highest vote recipients will be elected to fill the vacant seats in order of number of votes received.

WORD COUNT TOTAL: _____

THE TOTAL WORD COUNT CANNOT EXCEED 500 WORDS.

SIGNATURE OF PERSON RESPONSIBLE FOR THE CONTENT OF THE EXPLANATORY STATEMENT

DATE
Page 321 of 325

INSTRUCTIONS FOR EXPLANATORY STATEMENT FOR COUNTY VOTERS' PAMPHLET

1. Explanatory Statement **must be typed**.
2. Explanatory Statement will not be returned for proofreading.
3. The word total for an explanatory statement must not exceed 500 words or numbers. If an explanatory statement exceeds the 500 word/number limit, the county clerk shall end the statement at 500 words or numbers.
4. An explanatory statement must be signed by the person responsible for the content of the argument.

ARTICLE VIII – Council

Section 1. Where Powers Vested.

Except as this Charter provides otherwise, all powers of the City shall be vested in the Council and the Mayor.

Section 2. Composition.

The Council shall be composed of six (6) Council members elected in the City at large and by position number. Each position shall bear a number running from one (No. 1) through six (No. 6), and any candidate for Council shall, starting with his/her nominating petition, designate the number of the Council seat to which he/she seeks election; further, one candidate may only run for one position at an election. The Council members whose terms of office expire with the end of 1972 shall be assigned seat numbers 1, 3 and 5; 1974 shall be assigned seat numbers 2, 4 and 6. Within the scope of the preceding provision, the Council shall forthwith determine by lot the numbers to be assigned to the incumbent Council members.

Section 3. Council Meetings and Rules.

The Council shall hold a regular meeting in the City at least once each month at a time and place which it designates. Other meetings may be called as the Council deems necessary, with notice given the Mayor and Council members and the public as provided by ordinance. Minutes of any such special meeting shall be presented at the next regular Council meeting. The Council shall adopt rules for its proceedings.

Section 4. Quorum.

The Mayor and not less than three (3) of the Council members, or four (4) of the Council members, shall constitute a quorum for conducting Council business.

Section 5. Journal.

The Council shall cause a record of its proceedings to be kept. Upon request of the Mayor or any of the Council members, the ayes and nays upon any question before it shall be taken and entered in the record.

Section 6. Proceedings to be Public.

No action by the Council shall have legal effect unless the motion for the action and the vote thereon take place at proceedings open to the public.

Section 7. Mayor's Function at Council Meetings.

The Mayor shall preside over the deliberations of the Council. He/she shall have authority to preserve order, enforce the rules of the Council, and determine the order of business under the rules of the Council.

Section 8. Chair of the Council.

At the first regular meeting of the Council in January of each year, the Council shall by ballot elect a Chair of the Council from its membership to serve for one (1) year. He/she shall, during all times when the Mayor is absent or unable to attend to his/her duties or act in any matter, have and exercise the powers and perform the duties of the Mayor, except that he/she shall retain his/her Council member's right to vote. If, at any meeting of the Council, both Mayor and Chair are absent, the Council members present shall elect one of their number as Chair Pro Tem, who shall preside at that meeting.

Section 9. Vote Required.

Except as this Charter otherwise provides, the concurrence of a majority of the members of the Council present at a Council meeting shall be necessary to decide any question before the Council.

The Ashland Charter is current through May 22, 2024.

Disclaimer: The City Recorder's office has the official version of the Ashland Charter. Users should contact the City Recorder's office for amendments passed subsequent to the amendment cited above.

[City Website: www.ashland.or.us](http://www.ashland.or.us)

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