



HPAC Committee Agenda

Note: Anyone wishing to speak at any HPAC meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair. **Times noted for each item are approximate...**

September 4, 2024

AGENDA

(4:00) CALL TO ORDER: Meeting held in person at 51 Winburn Way and via Zoom at:
<https://zoom.us/j/94031360077>

READING OF LAND ACKNOWLEDGEMENT

"We acknowledge and honor the aboriginal people on whose ancestral homelands we live, –the Ikirakutsum Band of the Shasta Nation, including the original past indigenous inhabitants, as well as the diverse Native communities who make their home here today. We also recognize and acknowledge the Shasta village of K'wakhakha – "Where the Crow lights"–that is now the Ashland City Plaza."

I. **(4:05) APPROVAL OF AGENDA**

II. **(4:10) APPROVAL OF MINUTES**

Minutes of August 7, 2024

III. **(4:15) PUBLIC FORUM**

IV. **(4:30) LIASON REPORTS**

A. Council Liaison – Jeff Dahle

B. Staff Liaison – Derek Severson

VI. **(4:45) DISCUSSION ITEMS**

A. Climate Friendly Areas discussion

B. Cabinet replacements – ODOT

C. Review Board

VII. **(5:30) PLANNING ACTION REVIEW**

PLANNING ACTION: PA-T2-2024-00050

SUBJECT PROPERTY: 113 Pine St.

APPLICANT & OWNER: Rogue Development for Charlie Hamilton

DESCRIPTION: Outline & Final Plan Performance Standards Option subdivision to create four-lots including three residential lots and one common space. Also includes: a request for an Exception to Street Design Standards to not install park row and retain the curbside sidewalk; and a request to remove seventeen trees, five of which are 'significant'. Conceptual building designs have been provided; final home designs will be developed as each lot is sold. [**Note:** Demolition of the existing 'E.E. Phipps House' as a dangerous building has been approved by the Building Division.]

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; **ZONING:** R-1-7.5; **MAP:** 39-1E-08-AD; **TAX LOT:** 2600

VIII. **(6:00) ADJOURNMENT**



HPAC Committee Minutes (Draft)

August 7, 2024

5:00PM – 6:30PM

Community Development/Engineering Services Building – 51 Winburn Way

5:00PM CALL TO ORDER

Chair Scharen called the meeting to order at 5:00PM

Commissioners Present:	Council Liaison:
Shostrom	Jeff Dahle
Skibby (ZOOM)	Staff Present:
Emery	Derek Severson; Planning Manager
Repp	Regan Trapp; Admin Support
Scharen	
Whitford	
Commissioners Absent:	Bonetti
	Brouillard

READING OF LAND ACKNOWLEDGEMENT

Land Acknowledgement was read by Scharen.

"We acknowledge and honor the aboriginal people on whose ancestral homelands we live, – the Ikirakutsum Band of the Shasta Nation, including the original past indigenous inhabitants, as well as the diverse Native communities who make their home here today. We also recognize and acknowledge the Shasta village of K'wakhakha – "Where the Crow lights"—that is now the Ashland City Plaza."

(5:05) APPROVAL OF AGENDA (5 min)

- Commissioner suggested amendments to Agenda.
 - No suggested amendments.

(5:10) APPROVAL OF MINUTES (5 min)

- Minutes of July 3, 2024

Repp/Emery m/s to accept the minutes of. ALL AYES. Motion passed.

(5:15) PUBLIC FORUM (15 min)

There was no one in the audience wishing to speak.

(5:30) LIAISON REPORTS (5 min)

Councilor Dahle gave liaison report. Items discussed were:

- Thanked the Committee for all the work they have done. He went on to say that it's nice see that the work they are doing is really dialed in.
- Community Center and Pioneer Hall should be completed by late winter 2025 if all goes well.



HPAC Committee Minutes (Draft)

Severson gave the staff report. Items discussed were:

- Alice Peil Walkway is complete, and the Committees recommendation of additional lighting was incorporated.
- Next month there will be a presentation regarding climate friendly areas.

(5:45) PLANNING ACTION REVIEW (20 min)

PLANNING ACTION: PA-TI-2024-00241

SUBJECT PROPERTY: 27 N Main St

APPLICANT/OWNER: Alessandro Circiello

DESCRIPTION: A request for a Site Review for an exterior change to a Historic Contributing building. Changes include replacing the existing window with an accordion style window with a new standing height bar on the left side of the entrance and replacement of the existing awning with a retractable awning. The entrance itself is to remain unchanged. **COMPREHENSIVE PLAN**

DESIGNATION: Downtown; **ZONING:** C-1-D; **MAP:** 39 1E 09 BB; **TAX LOT:** 8400

Applicants present:

Alessandro Circiello (Café Lumina), applicant of 27 N. Main was present to discuss the application. *(SEE ATTACHMENT A)*

After a brief staff report at the July 3rd meeting explaining the details of the proposal, applicant Alessandro Circiello discussed the proposal noting the wood tones proposed, removal of the soffit, keeping the stone veneer to better relate to the adjacent façade and using stones removed below the window to raise the level of stonework on the columns by about one foot. Circiello also noted that he was applying for a city beautification grant. He explained that there will be a retractable awning that will extend out four- to five-feet, and that the windows will be accordion-style, trimmed in dark wood or copper rather than aluminum. HPAC members discussed the proposal focusing on the following points:

- Skibby questioned that there were only color renderings and no scalable, architectural drawings or cross-sections of the proposal. *Circiello emailed drawings to staff during the July 3rd meeting, and they were presented on screen and made part of the applicant's proposal.*
- After concerns were raised that the board and batten treatment as presented seemed too primitive, it was suggested that a solid color would help. It was noted that the boards are a solid color in walnut, and that the bats were shown in a lighter, contrasting color. *Shostrom suggested that if the bats were not a contrasting color it would be more historically appropriate, and the applicant agreed to make that change.* There was discussion of what color the stain would be on the walnut, with emphasis on selecting a single color and having a monochromatic treatment, rather than contrasting bats. *(The applicant provided revised color and materials submittals dated July 22nd for inclusion in the packet materials, and additional new materials were presented at the meeting on August 7th and made part of the applicant's proposal.)*



HPAC Committee Minutes (Draft)

- Shostrom summarized the discussion and suggested that the existing treatment of the building is not historic, and the current proposal is an incremental improvement when the remainder of the building (i.e. the Little Tokyo space) is not being fully addressed.
- Emery discussed the awning, removal of the soffit and restoring the full window height and expressed hope that the columns can ultimately be restored. Shostrom expressed his preference that the awning be a stationary installation rather than retractable. Skibby noted that originally there were awnings that tipped forward, whereas these will unroll out. Emery concluded that he liked the design as submitted and had no issue with any of the details and felt that it was great as is. *(At the August 7th meeting, the applicant presented additional materials including a new treatment of the columns which removed the stone on the columns on the Lumina frontage and committee members accepted this proposed treatment)*

Repp/Whitford m/s to recommend approval of this application with the changes agreed to by the applicant during the July and August discussion and reflected in the August 7th submittal materials (*See attachment A*). Voice vote: All AYES. Motion passed.

(5:55) DISCUSSION ITEMS (10 min)

- A. Review Board
- B. Attendance Report
- C. Butler-Perozzi Fountain update – Whitford (*SEE ATTACHMENT B*)
 - Whitford is on the Committee to restore the Butler-Perozzi Fountain. They have raised 93% of the funds needed! Some of the money raised will go into a fund to save towards maintenance and repairs.
 - The architects from ARG came up with an estimate of \$35,000 to get to the next phase. Shostrom has been in discussion with the architects, marble specialists and pool contractors to discuss the most important details of this project.
 - Skibby requested that we find the original photos of the fountain in our digital files.
- D. Recap/takeaways from City Council meeting on July 16th –Chair Scharen
 - Chair Scharen presented the bullet points to Council that Severson put together and went on to present to them that it would be nice to have a small budget for outreach in the Historic District. Severson discussed that the Committee suggest that they ask for a share of the monies from the TOT Tax. The Committee will go back through the goals discussed over a year ago and decide what the most important are.

ADJOURNMENT

Next meeting is scheduled September 4, 2024 (time TBD) at, 51 Winburn Way

There being no other items to discuss, the meeting adjourned at 6:00PM

Respectfully submitted by Regan Trapp



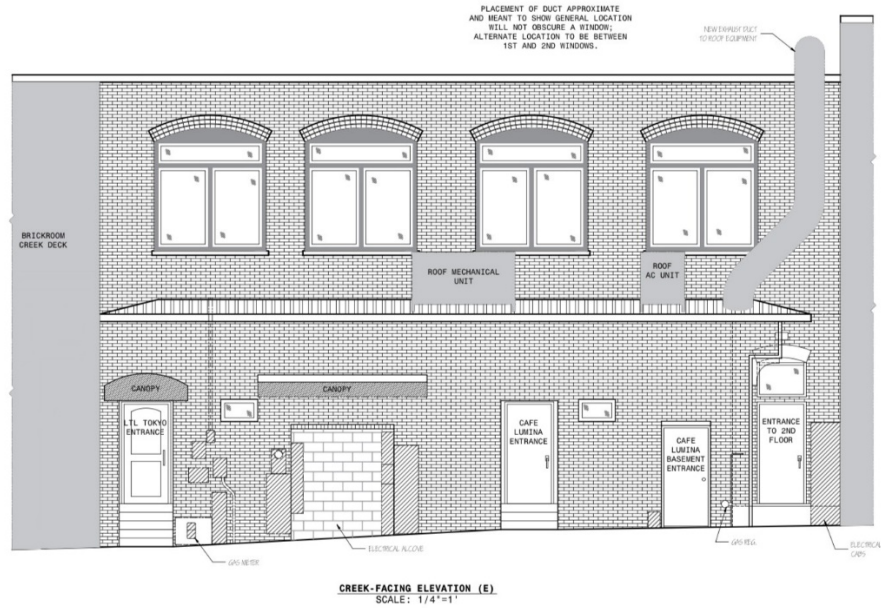
Applicant’s Figure 1. Lumina frontage as proposed.



Applicant’s Figure 2. Lumina frontage as proposed.



Applicant’s Figure 3. Lumina frontage as proposed in context with adjacent Plaza businesses.



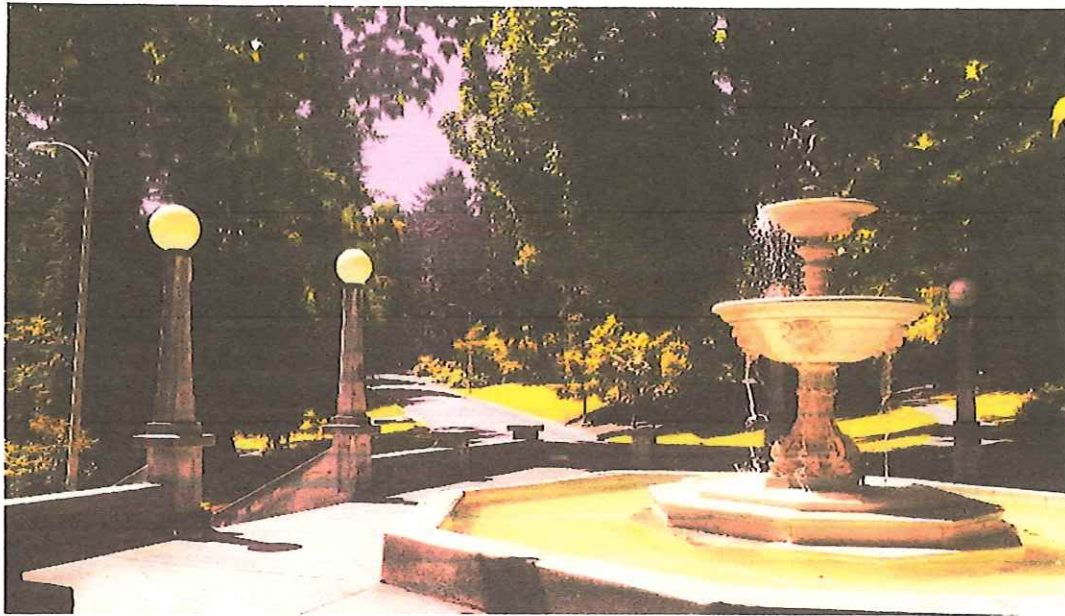
Applicant's Figure 4. Proposed mechanical hood venting as viewed from Calle Guanajuato.



Staff Photo of the building as view from Calle Guanajuato for comparison with Figure 4.



Applicant's color & material sample submittal



Butler-Perozzi Fountain RESTORATION

Campaign Goal: \$800,000

Committed to date: \$745,687 (93%) as of Aug. 5, 2024

■ = Committed Gift □ = Gift Needed

<u>Gifts/Pledges</u>	<u>\$ Amount</u>	<u>Received</u>	<u>Raised</u>	<u>Needed</u>	<u>Total</u>
■ ■	\$200,000	2	\$400,000		\$400,000
■ ■ ■ ■ ■	\$20,000	5	\$100,000		\$100,000
■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■ ■	\$10,000	12	\$120,000	\$30,000	\$150,000
■ ■ ■ ■ ■ ■ ■ ■ ■ ■	\$5,000	5	\$25,000	\$15,000	\$40,000
■ ■ ■ ■ ■ ■ ■	\$2,000	5	\$10,000	\$0	\$10,000
■ ■	\$1,000	32	\$32,000	\$8,000	\$40,000
Less than \$1,000		516	\$58,687	\$1,313	\$60,000
Total		575	\$745,687	\$54,313	\$800,000

CLIMATE FRIENDLY AREAS

Memo

DATE: September 4, 2024
TO: Historic Preservation Advisory Committee (HPAC)
FROM: Derek Severson, *Planning Manager*
RE: Preliminary Discussion of Climate Friendly Areas

Background

As you may recall, in 2022 the State of Oregon adopted new [Climate Friendly & Equitable Communities \(CFEC\)](#) rules. These rules seek to reduce greenhouse gas emissions from automobiles in Oregon's eight metropolitan areas by focusing development in pedestrian-friendly, mixed-use areas similar to traditional downtowns in order to encourage walking, biking and transit and reducing the need to drive, while also supporting greater usage of electric vehicles. So far, to comply with these rules, Ashland has:

- Eliminated minimum off-street parking requirements city-wide, as have most of the metropolitan areas in Oregon.
- Created a [study of potential Climate Friendly Areas \(CFAs\)](#) which could accommodate at least 30 percent of Ashland's future population. The Department of Land Conservation & Development (DLCD) review comments on this study are available on-line here: https://www.oregon.gov/lcd/CL/Documents/AshlandCFA_DLCDComments.pdf.
- Begun implementing state building codes which require infrastructure to support electrical vehicle charging in multi-family developments greater than five units. 40 percent of voluntarily provided parking spaces must have conduit in place to support the installation of electric car charging stations.
- Received a grant, to be administered by DLCD, to support the mapping, code work and public engagement necessary to formally adopt and re-zone CFAs and complete associated gaps analyses, highway impact studies, walkable design standards and findings.

Climate Friendly Area Identification & Re-Zoning

The four CFAs considered in Ashland's initial study were:

- **The former Croman Mill site** – The former Croman Mill site is currently governed by the Croman Mill District overlay under AMC 18.3.2 which was adopted in 2008. The properties here total approximately 92-acres in the southeastern corner of the city including the former mill site and adjacent properties. The district is served by Siskiyou Boulevard at the south end and Mistletoe Road from the north. Development under the adopted district plan has yet to occur. The current plan calls for office and industrial uses for most of the site, with a residential center and mixed-use zones allowed within the former mill site. This site was seen as an excellent CFA location due to its redevelopment potential, large size, and proximity to quality transit service and bicycle and pedestrian infrastructure. There are some complexities in that the site is currently in the process of environmental clean-up regulated by the Oregon Department of Environmental Quality (DEQ), and concurrent with the city's consideration of the site as a CFA there is a developer (Townmakers, LLC) looking at re-zoning, adopting a new masterplan and fully developing the

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashlandoregon.gov

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 1.800.735.2900

65-acre portion comprising the former mill site. This CFA candidate site does not include any property within Ashland's four National Register-listed historic districts.

- **The Transit Triangle** – The Transit Triangle is the triangle formed by Ashland Street/Highway 66, Tolman Creek Road, and Siskiyou Boulevard, all of which are transit routes. The Transit Triangle has an area of approximately 167 acres which could accommodate significant housing capacity with redevelopment. Currently, this area is within the TT-overlay which was intended to facilitate re-development of more/smaller rental housing and businesses to create an environment that was friendly to walking, biking, and using transit. The existing overlay includes parking reductions, additional height allowances, and the elimination of density maximums very similar to the new CFEC rules. If selected as CFA, the CFEC rules would supplant the existing TT-overlay, and there would need to be some boundary adjustments to clearly separate this CFA from Southern Oregon University properties governed by the SOU Masterplan. The Transit Triangle does not include any property within Ashland's four National Register-listed historic districts.
- **The Railroad Property** – The Railroad Property and its surrounding areas total approximately 57-acres in the center of the city, just a few blocks north of downtown. The site rests between the railroad tracks and Hersey Street, bounded on the west by Oak Street and on the east roughly by the course of Mountain Creek. The northern half of the site is developed with commercial and employment uses, but the majority of the southern portion of the site remains undeveloped. The Union Pacific Railroad has a plan for environmental clean-up of their portion of the property; clean-up is currently slated to begin in the Spring of 2025. A master plan for the site was created in 2001, but was never adopted. It showed a pedestrian-focused mixed-use area intermingled with civic uses adjacent to the existing northern commercial area enhanced with new local streets connecting to East Hersey Street. While the masterplan was never formally adopted, the envisioned street system plan which formed the backbone of the plan was adopted into the city's Transportation System Plan and has provided a guide for the site's development since 2001. This CFA candidate site does not include any property within Ashland's four National Register-listed historic districts, but it is just north of and adjacent to the Railroad Addition Historic District.
- **The Downtown** - Ashland's National Register-listed downtown already closely resembles the vision of what a CFA should look like when it has reached maturity, and in fact DLCD has used photos of downtown Ashland for illustrative purposes in discussing CFAs. The downtown largely developed without off-street parking requirements and is almost completely built-out. There have been relatively few new construction projects over the last 20 years. The downtown initially seems an obvious choice as a CFA, but one requirement of CFAs is that the maximum allowed building height be at least 50 feet/four stories. As previously discussed with this committee, staff would have concerns if designation as a CFA resulted in a weakening of historic district or downtown development standards or created pressure to redevelop the downtown to the detriment of the existing historic resources or the district as a whole due to additional height allowances. Staff's primary interest in studying CFA designation has been to explore whether a secondary designation might be possible to avoid detrimental impacts to the district while seeking prioritization of the downtown in future transportation improvements. Inclusion of the downtown as a selected CFA is not necessary to meet the CFEC requirements to accommodate 30 percent of Ashland's future population.

The next required step for Ashland under the CFEC rules is to formally select CFAs, re-zone them on official maps, and adopt ordinances and design standards in keeping with the new rules. This step is required to be completed by the end of 2024, although Ashland has requested an extension through June of 2025. DLCD is providing consultant services to complete this work through a technical assistance grant, and Ashland is currently working

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with 3-J Consulting, LLC to complete the CFA zoning, code adoption and associated public engagement work. Subconsultants supporting this effort include JET Planning for an audit of current codes, EcoNorthwest for a market analysis, and the Rogue Valley Council of Governments (RVCOG) and Oregon Department of Transportation (ODOT) who will be assisting with a multi-modal gaps analysis for the selected CFA(s) and a required highway impact study. Cascadia Partners is leading a state effort to develop model walkability standards which will need to be applied citywide. Ashland staff are serving on a Technical Advisory Committee (TAC) lead by Cascadia Partners to help craft model walkability standards, and Cascadia is also working directly with the city to audit our codes and identify any specific standards that may need to be modified. The CFEC rules require that walkability standards be applied city-wide rather than limiting them just to the selected CFA(s).

Generally, the zoning requirements for designated CFAs include that there be no maximum residential densities and a minimum density for single-use residential developments of at least 15 dwelling units per acre (*the C-1-D district currently has a maximum residential density of 60 d.u./acre and no minimum*); that the maximum height allowance be at least 50 feet/four stories (*the C-1-D district currently has a height limit of 40 feet, with up to 55 feet allowed through a conditional use permit*); and that allowed uses be residential, office, retail and similar pedestrian-oriented commercial and public uses (*generally similar to the current C-1-D district*). There have been suggestions that the city consider implementing CFA strategies significantly beyond what is minimally required (i.e. minimum densities of at least 20 d.u./acre and/or heights of 60 feet/five stories or more) and the Planning Commission and Council will ultimately need to carefully consider these options when selecting CFAs.

Advisory Committee Meetings & Climate Friendly Area Open House

To kick-off this next step in implementing the CFEC rules, preliminary discussions of the Climate Friendly Area adoption process are happening with the Historic Preservation Advisory Committee, the Social Equity & Racial Justice Advisory Committee, the Climate and Environment Policy Advisory Committee, the Transportation Advisory Committee, and the Housing & Human Services Advisory Committee at their regular meetings during the month on September.

On Tuesday, September 17th from 4:00 p.m. to 6:00 p.m. there will be a Climate Friendly Area Open House in the Siskiyou Room. Ashland staff and members of the consultant team will be on hand to introduce the Climate Friendly Area adoption project, discuss general requirements and the specific potential CFAs, and answer questions. In conjunction with this open house, there will be an on-line survey to gather public input.

Once a code audit and market study have been completed and the recommendations from Advisory Committees and public input have been collected and incorporated into a draft ordinance, they will be presented to the Planning Commission and City Council at study sessions in October and November. Based on Planning Commission and Council input at these study sessions, final recommendations for CFA selection and ordinance adoption will be brought back to the Planning Commission and Council for public hearings and ordinance adoption, along with required walkability design standards updates, multi-modal gaps analyses, highway impacts studies and written findings. Part of the basis for the extension requested was to ensure that the items which proceed after final CFA selection, such as the gaps analyses, and the walkability standards, for which model standards are still being crafted at the state level, can be completed and adopted in a single cohesive package.

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Discussion Topics

Staff are hoping that the HPAC can provide specific recommendations to the Council with regard to CFA adoption tonight. In staff's view, some key issues for HPAC to consider for the discussion tonight include:

Does the HPAC have specific concerns with the designation of the Downtown as a CFA? Such concerns might include:

- Additional height allowances could encourage potential demolition of historic resources, or potentially incompatible additions, for their redevelopment potential. The CFA rules would at minimum allow an additional 10 feet/one-story over current height limits in the downtown, and many historic resources in the downtown are well below the current maximum height.
- CFA requirements may impact the implementation of historic district development standards or downtown design standards. Current historic district development standards seek [heights to conform with buildings in the immediate vicinity](#) while downtown standards call for a [slightly dissimilar heights to maintain a traditional staggered streetscape](#). The CFA rules appear to require an outright allowance for at least 50 feet.
- The CFA rules allow single-use residential development when a minimum density of 15 d.u./acre is achieved. This could include multi-family (i.e. apartments) or attached single family in the form of townhomes, although the CFA rules reserve the ability for cities to require a percentage of ground floor space be retained as commercial (current rules in the C-1-D district require that 65 percent of the ground floor be commercial uses). Would the HPAC have concerns with single-use development downtown (townhomes or apartments) and prefer that a ground floor commercial requirement similar to the existing standard be retained? (**Note:** *Recently adopted state laws independent of the CFA rules require cities to allow affordable housing in commercial zones and to allow conversion of vacant commercial space to residential use; both of these circumstances would override any ground floor commercial requirement.*)

Would the HPAC be supportive of CFA designation for the downtown with assurances that these concerns could be addressed and such designation enabled the prioritization of multi-modal transportation projects in the downtown? This could potentially be achieved if the city demonstrated that certain performance standards (i.e. 20 d.u./acre and 20 jobs/acre or a certain gross square footage per acre) could be met under the current criteria and standards.

Does the HPAC have any concerns with designation of the Railroad Property as a CFA, given its proximity to the Railroad Addition Historic District? The Railroad Property is immediately across the railroad tracks and development there will be visible from the historic district.

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Climate-Friendly and Equitable Communities

Why this Rulemaking

In 2007, Oregon legislators adopted a policy and goal to reduce Oregon's climate pollution by 75% by 2050. That's what the science calls for, if we're going to avoid catastrophic impacts to our environment, communities, and economy.

Fifteen years later, we're far off track in our efforts to meet those goals – and we're already experiencing real-world impacts of climate disruption, with increasing wildfires, in size, severity, and timing, and record heat waves that have cost Oregonians their homes, and their lives.

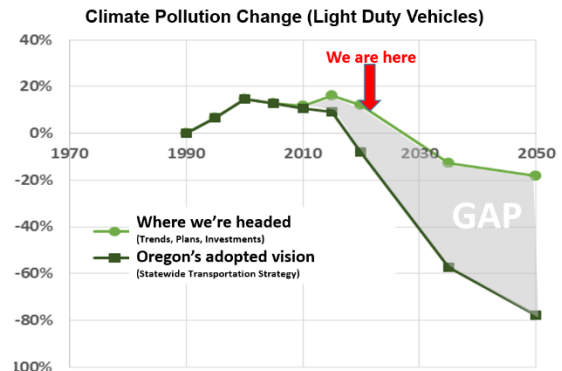
We're particularly off-track in reducing pollution from transportation, responsible for about 38% of Oregon's climate pollution. On our current path, Oregon will only reduce transportation pollution by about 20% by 2050. That means we're polluting far more than we hoped, meaning more extreme weather events, more wildfires, more ocean acidification, and more record heat waves. In response, Governor Brown directed state agencies to promote cleaner vehicles, cleaner fuels, and less driving.

Meanwhile, the State of Oregon is grappling with a troubling history and current patterns of inequity and discrimination, including in our land use, zoning, and transportation investment (and disinvestment) decisions. Wealth and health have been concentrated in the privileged, at the expense of others. This rulemaking aims to take some steps in redressing past harms.

Rulemaking Overview and Desired Outcomes

The Land Conservation and Development Commission launched the Climate-Friendly and Equitable Communities rulemaking in September 2020. The commission directed the Department of Land Conservation and Development (DLCD), Oregon's land use planning agency, to draft changes in Oregon's planning system for communities in Oregon's eight most populated areas (see map at right).

The rules require those communities to change their local transportation and land use plans to do more to ensure Oregonians have more safe, comfortable ways to get around, and don't have to drive long distances just to meet their daily needs. The rules also aim to improve equity, and help community transportation, housing, and



Oregon is dramatically off-track. If current trends continue, Oregon will release more than 4 times more transportation pollution than our goal by 2050.



Thousands of Oregonians have lost their homes in recent wildfires. Missing our climate goals will mean more extreme and more frequent weather events such as heat bombs, droughts, and wildfires.



The rules apply in Oregon's eight metropolitan areas shown above.

planning serve all Oregonians, particularly those traditionally underserved and discriminated against.

What does that mean on the ground? It means having some areas where rules don't get in the way of more walkable neighborhoods. The rules ask 15 communities to designate climate-friendly areas, and to allow people to build taller buildings providing more housing. The rules don't *require* taller buildings, but make sure those buildings are *allowed*. In climate-friendly areas, a minimum density standard would help ensure transit can serve the neighborhood.

Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed so our climate goals could be met.

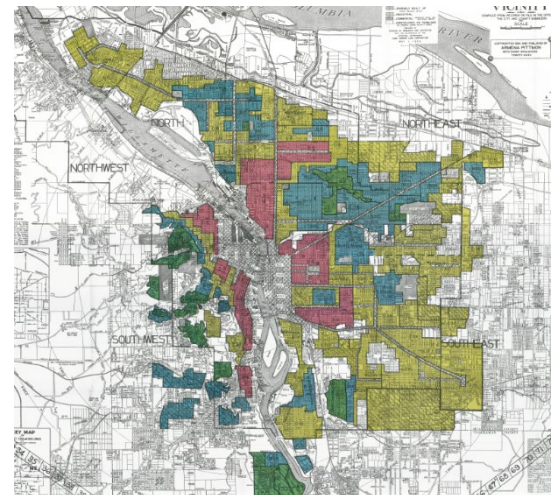
The rulemaking is mainly about letting climate-friendly development happen where people want to build it and the market calls for it. There's a lot of demand for housing where people can walk to where they want to go. While single-family homes will continue to be allowed and provide most housing, Oregonians have a diverse set of housing desires and deserve more affordable and climate-friendly choices. Those could better meet the changing shape of American households, as nearly a third of homes hold just one person. But again, people can choose what best meets their needs.

Equitable Mapping, Engagement and Decision-Making

One central outcome of this rulemaking is an increased emphasis on equity. The rulemaking has worked to integrate equity, starting with the rulemaking charge and title. Equity was key as DLCD attempted to have the composition of the advisory committee reflect the diversity of Oregon's communities, and equity was one of the first tasks tackled by the group.

The rulemaking advisory committee spent significant time at many of its meetings discussing equity, and developed an [Equitable Outcomes Statement](#) to guide the rulemaking drafting and implementation. The rulemaking conducted a racial equity analysis of the rules and an analysis on how the rules could be improved to serve people with disabilities. The committee subsequently reviewed a table listing how each item in the Equitable Outcomes Statement was or was not brought forth into the draft rules, and what next steps might be.

The rules define traditionally underserved populations to include Black and African American people, Indigenous people, People of Color, people with limited English proficiency, people with disabilities, low-income Oregonians, youth and seniors, and more. They require mapping of traditionally underserved populations, local consideration of a set of anti-displacement actions should decisions contribute toward displacement, centering the voices of underserved populations in decision-making, and regular reporting on efforts to engage traditionally underserved populations.



1938 Redlining map of Portland. Redlining allowed white people to build wealth through homeownership.

Climate-Friendly Areas

A climate-friendly area is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region.

Why are climate-friendly areas important? A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent upon the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. Climate-friendly areas will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The rules require cities, and some urbanized county areas, with a population over 5,000 within the seven metropolitan areas outside of Portland Metro to adopt regulations allowing walkable mixed-use development in defined areas within urban growth boundaries. The rules for the Portland Metro area support implementation of the region's 2040 Growth Concept. Areas will be sized to accommodate a portion of the community's housing, jobs, and services. Local governments will determine where these areas will be located, but many of these areas will likely be established in existing downtowns that may currently allow for mixed uses and higher densities.

Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options. The rules provide a process for local governments to first identify potential climate-friendly areas, then later to adopt development standards for the areas best-suited for this purpose. The rules provide some minimum requirements for climate-friendly areas, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards. Cities of more than 10,000 will monitor housing production within these areas over time and develop strategies to facilitate desired development.

Reforming Costly Parking Mandates

Excess parking has a significant negative impact on housing costs, business costs, the feasibility of housing development and business redevelopment, walkability, air and water pollution, climate pollution, and general community character. Parking mandates force people who don't own or use cars to pay indirectly for other people's parking. Carless households tend to be the poorest households. Parking demand varies significantly



Oregon already has some climate-friendly areas, pleasant places to meet one's needs without needing to drive.



Parking uses a huge amount of high-value land. Off-street parking in downtown Corvallis in red.

from development to development, and about one-sixth of Oregon renter households own zero vehicles. Planning practices of the past have imposed a one-size-fits-all requirement everywhere, creating incentives to own more cars and drive more.

The rules encourage the diversity of parking needs to be met by the diversity of development. The rules would reduce or remove costly parking mandates for desired types of development, such as smaller housing types, small businesses, childcare facilities, multi-family housing, and historic buildings. The rules would completely remove parking mandates within one-half mile of frequent transit and three-quarters of a mile of rail stops, where parking demand is lower per unit.

The rules give communities options to improve parking management. Those who adopt best practice parking policies would get more flexibility. The rules require cities with over 100,000 population that choose to continue to mandate off-street parking to eventually charge at least 50 cents per day for 10% of on-street parking spots.

Getting Ready for Oregon's Electric Vehicle Future

Making our vehicles cleaner is a key part in meeting Oregon's climate goals. Oregon has a vision where 90% of new vehicles will be electric by 2035. To meet that goal, we need to ensure people can charge their vehicles. The most convenient place to do so is at home, but many Oregonians live in older multi-family homes that would be very expensive to retrofit.

Thus, the rules require *new* housing and mixed-use development with at least five units would include electrical conduit (pipes) to 40% of spots, ready for adding wiring and charging stations to support electric vehicles as the market expands.



Building a complete network of EV charging stations at commercial and multi-family housing locations could cut up to 11.9% of climate pollution

Planning for a Future of Transportation Options

DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's climate pollution reduction goals.

Local governments in Oregon have been required to make coordinated land use and transportation plans for decades. The updated rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

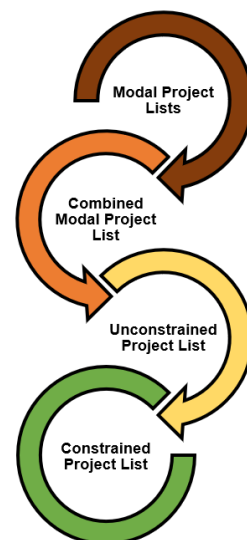


Transportation options are critical for everyone, but particularly the roughly one-in-three Oregonians who cannot drive.

Planning to Meet Our Climate Goals

DLCD's regional greenhouse gas reduction program allows areas to work together to consider statewide, regional, and local needs and issues. The flexible regional planning process allows communities to study economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or households. The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of potential policies as they review and update the area's long-range plans and make investment decisions.

The rules expand requirements for regional plans to meet the state's climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state's climate pollution reduction targets and amend their local plans towards meeting the target.



Community Engagement

We've heard from lots of Oregonians over the past eighteen months. We've heard from a 40-person advisory committee including representatives from all of Oregon's impacted eight urban areas, several people who are home builders, realtors, representatives of the trucking industry, affordable housing advocates, land use advocates, community-based and other community-serving organizations.

To supplement those deliberations, staff held two separate series of virtual community conversations in 2021 – five in the spring, and four in the fall. Staff have hosted a series of nine technical work group meetings on specific topics, a series of practitioner meetings with local government staff in each region, and dozens of additional meetings with local elected officials, planning staff, and interest groups.



Some members of the rulemaking advisory committee

Upcoming conversations include events focused on what will be needed at the community level to support implementation and ongoing engagement strategies.

We've heard from hundreds of Oregonians who have attended one or more of the scores of meetings, community conversations, work groups, or practitioner meetings, and from hundreds of people who've submitted comments ([summary here](#)). Our rules are better for it, having continued to evolve and improve.

But the engagement won't end there – the rules require local governments to engage their communities as they make key decisions on how the rules apply locally. If you're interested in these issues, we encourage you to stay engaged.

Implementing the Rules: Resources and Timelines

Local governments are responsible for implementing the rules. Many of the rules take effect when a community next conducts a major update of its Transportation System Plan (TSP), a community's core document describing its transportation needs and future plans. The rules state most plans should be updated by December 31, 2029. The rules have Salem-Keizer and Eugene-Springfield areas on a schedule to do regional scenario plans and update their TSPs by the end of 2027.

The land use components of the rules have specific deadlines. Communities are asked to study potential Climate-Friendly Areas by December 31, 2023, and adopt Areas by December 31, 2024. Parking reform is scheduled to happen in two phases - the first at the end of 2022, and the second by June 30, 2023. Communities may ask for some flexibility around most of these dates.

DLCD is providing or working to find resources for local governments to do this work, along with our agency partners at the Oregon Department of Transportation (ODOT) and the Oregon Housing and Community Services Department. The Oregon Legislature provided \$768,000 to assist with implementation on land use, and ODOT has identified another \$18 million to assist with transportation plan updates.

Learn More

Information on how to get implementation updates via email and many additional materials can be found at www.oregon.gov/lcd/CL/Pages/CFEC.aspx

Contact Information

Evan Manvel, Climate Mitigation Planner

evan.manvel@dlcd.oregon.gov

971-375-5979

Cody Meyer, Land Use and Transportation Planner

cody.meyer@dlcd.oregon.gov

971-239-9475

Kevin Young, Senior Urban Planner

kevin.young@dlcd.oregon.gov

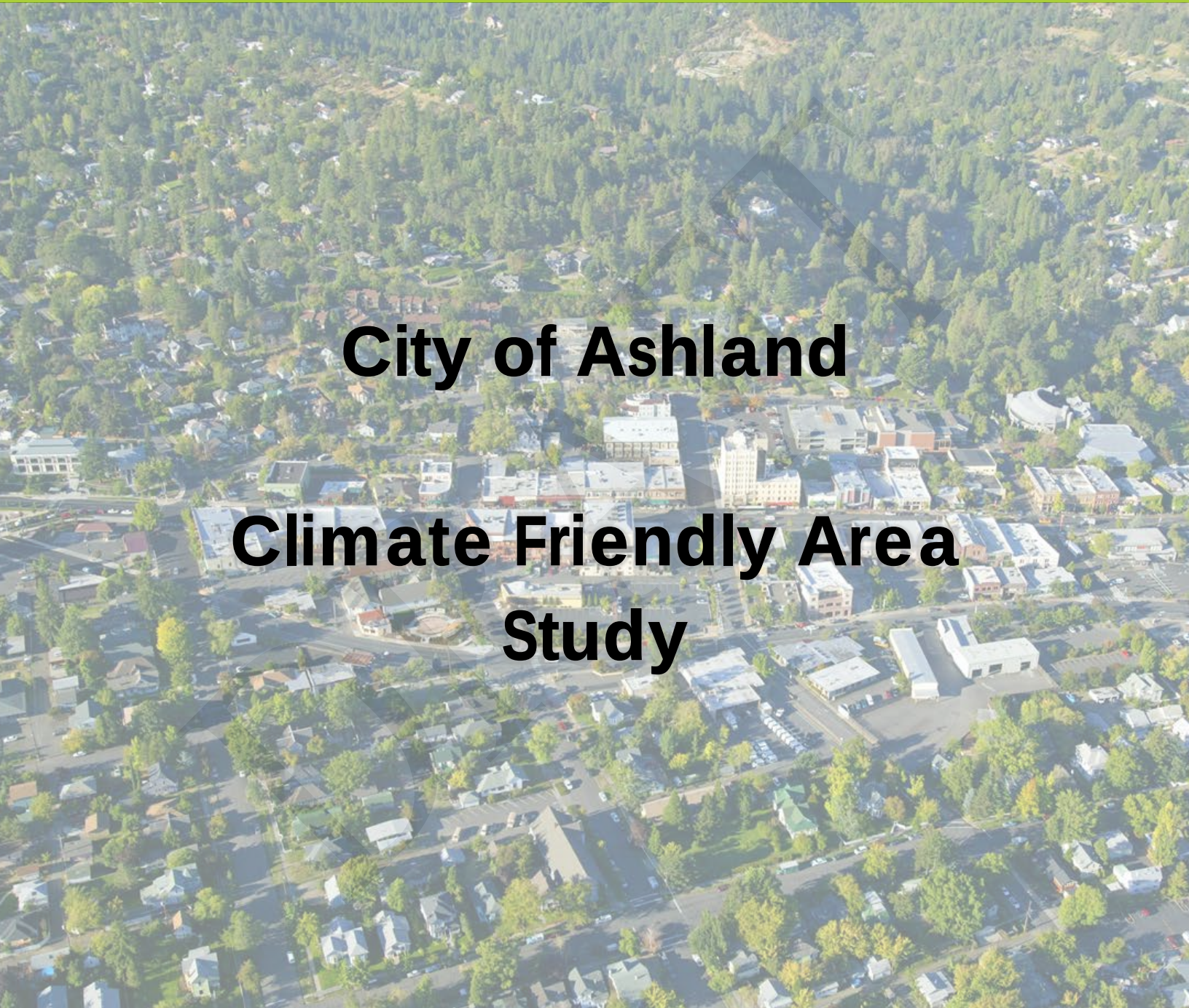
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Rogue Valley
Council of Governments

155 N First St
P.O. Box 3275
Central Point, OR 97502
(541) 664-6674
Fax (541) 664-7927



City of Ashland

Climate Friendly Area Study

*Produced by the Rogue Valley Council of
Governments, in collaboration with the City
of Ashland and 3J Consulting*

2023



Climate Friendly Area Project Staff

Brandon Goldman, Director of Community Development, City of Ashland

Derek Severson, Planning Manager, City of Ashland

James Schireman, Associate Land use Planner, RVCOG

Yazeed Alrashdi, Associate Transportation Planner, RVCOG

Anais Mathez, Project Manager, 3J Consulting

Scott Fregonese, Senior Project Manager, 3J Consulting



Disclaimer:

The following study analyzes CFA candidates within the City of Ashland and explores paths forward and potential scenarios should the city designate a Climate Friendly Area. By no means does this study alter the current zoning, land uses, or other development regulations governed by the City of Ashland.



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Chapter 1: Climate Friendly Area Regulations and Methodology Background

Introduction

Rogue Valley Council of Governments, in collaboration with the City of Ashland and the project consultant, 3J Consultant, is conducting a study of potential Climate Friendly Areas (CFA) in accordance with the Climate Friendly and Equitable Communities (CFEC) rulemaking (OAR 660-012-0310). The State rules were initiated by the Land Conservation and Development Commission (LCDC) in response to Governor Brown's Executive Order 20-04 directing state agencies to take urgent action to meet Oregon's climate pollution reduction targets. The rules encourage climate-friendly development by facilitating areas where residents, workers, and visitors can meet most of their daily needs without having to drive. A CFA aims to contain a variety of housing, jobs, businesses, and services. A CFA also supports alternative modes of transit by being in close proximity to high-quality pedestrian, bicycle, and transportation infrastructure.

Phase 1 of this project is the CFA study which identifies candidate CFAs and analyzes what zones are most aligned to the CFEC rules, and what adjustments to them would be required.

Phase 2 will encompass the actual designation of the Climate Friendly Areas under consideration, and the adoption of maps and ordinances necessary to implement the CFEC initiative. Cities may use CFA areas from the study or any other qualifying area.

Climate Friendly and Equitable Communities Rulemaking

The Climate-Friendly and Equitable Communities rulemaking is part of Oregon's longstanding effort to reduce pollution from the transportation system, especially greenhouse gases that are causing a change in climate and associated weather-related disruptions, including drought, wildfires, and warming temperatures with greater variation overall.

The rules encourage climate-friendly development in Climate-Friendly Areas (CFAs). Other provisions of the rulemaking call for new buildings to support the growing electric vehicle transformation, reduce or eliminate one-size-fits-all parking mandates, and increase local planning requirements to address critical gaps in our walking, biking, and transit networks. The rules ask communities to identify transportation projects needed to meet our climate goals.



Climate Friendly Areas Overview

A CFA is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services. These areas are served, or planned to be served, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent, comfortable, and convenient connections to key destinations within the city and region. CFAs typically do not require large parking lots and are provided with abundant tree canopy.

A key component of Oregon's plan to meet our climate pollution reduction and equity goals is facilitating development of urban areas in which residents are less dependent on the single occupant vehicle. Before the automobile became common in American life, cities grew more efficiently, with a variety of uses in city centers and other areas that allowed for working, living, and shopping within a walkable or transit accessible area. Over the last 100 years, the automobile and planning practices have served to separate activities, creating greater inequities within cities and widespread dependence upon climate-polluting vehicles to meet daily needs. CFAs will help to reverse these negative trends, with some actions taking place in the short term, and others that will occur with development and redevelopment over time.

The rules require cities (and some urbanized county areas) with a population over 5,000, and that are located within Oregon's seven metropolitan areas outside of the Portland metropolitan area, to adopt regulations allowing walkable mixed-use development in defined areas within their urban growth boundaries. Associated requirements will ensure high quality pedestrian, bicycle, and transit infrastructure is available within these areas to provide convenient transportation options, and cities and counties will prioritize them for location of government offices and parks, open space, and similar amenities.

Implementation Timeline

The rules provide a two-phased process for local governments to first study potential CFAs, and then, in a second phase, to adopt development standards for the area, or areas, that are most promising.

Key CFA Study Dates:

- June 30, 2023 – CFA Study Funding Expires
- December 31, 2023 – CFA Studies Due
- December 31, 2024 – Adopt CFA land use standards and any map changes*

** Local governments may request an alternative date for the adoption of land use standards, as provided in OAR 660-012-0012(4)(c).*



Goals

The purpose of this study is to identify candidate CFA areas that meet the size and locational criteria required by OAR 660-012-0310(1). Relevant zoning codes will be reviewed, and suggestions will be made regarding any changes that are necessary to bring zoning codes into compliance with CFEC rules. It is the intention of the project management team that the candidate CFA selection prioritize community context reflecting the most feasible zoning code changes, little to no infrastructure investment, and alignment with citizen interests. The City of Ashland may move forward with the identified CFA area(s) into Phase 2, or they can use what they learned from the study to choose a new area or areas for adoption.

Methodology

The methodology was developed by the Department of Land Conservation and Development (DLCD) and was adapted to perform this CFA study. The Climate-Friendly Areas Methodology Guide goes over the steps to perform the CFA study. The study goes through each of the eight steps highlighted in the methodology guide, including locating and sizing CFA areas, evaluating existing code, identifying zoning changes, calculating CFA Capacity and equity analysis. While the technical analysis team was responsible for overseeing the steps reliant on GIS or analysis of the land use code, Step 1: Public Engagement Plan, was drafted and prepared by 3J Consulting.



The diagram above shows a workflow for conducting a CFA study. This is not the only order in which the Steps can be performed, but it is a recommended sequence for the purpose of clarity and efficiency.

To understand the context of the steps listed above, a summary of the rules, a CFA's purpose, and what requirements should exist or be adopted in CFA areas is necessary. According to DLCD, "a CFA is an area where residents, workers, and visitors can meet most of their daily needs without having to drive. They are urban mixed-use areas that contain, or are planned to contain, a greater mix and supply of housing, jobs, businesses, and services."

The following is a summary of the steps, rules, and regulations on the specifications of siting a CFA. The CFA designation process first requires a study of potential candidate areas, ultimately ending in an area(s) being designated as the City's Climate Friendly Area. This process, slated to conclude by December 2023, is known as phase 1. Phase 2: Adoption requires that cities implement the necessary changes to the land use code to make the zones within the proposed CFA compliant with state regulations, as provided in OAR 660-012-0310 through -0320.



Community Engagement Plan

This step is planned, drafted, and prepared by 3J Consulting, in coordination with city staff and the technical analysis team. While the Community Engagement deliverables are distinctly separate from the technical CFA Study, this study does take into account the community feedback from public meetings throughout the study phases.

Local governments must develop a community engagement plan for the designation of CFAs that includes a process to study potential CFA areas and to later adopt associated amendments to the comprehensive plan and zoning code following the provisions of OAR 660-012-0120 through -0130:

- Engagement and decision-making must be consistent with statewide planning goals and local plans
- Cities and counties must center the voices of underserved populations in all processes at all levels of decision-making, consider the effect on underserved populations, work to reduce historic and current inequities, and engage in additional outreach activities with underserved populations
- Cities and counties must identify federally recognized sovereign tribes whose ancestral lands include the planning area and engage with affected tribes

The community engagement plan must be consistent with the requirements for engagement-focused equity analysis in OAR 660-012-0135(3). Equity analysis is required for a variety of transportation planning actions under Division 12, including study and designation of CFAs. The purpose of an equity analysis is to identify potentially inequitable consequences or burdens of proposed projects and policies on impacted communities in order to improve outcomes for underserved populations.

The equity analysis must include robust public engagement, including a good-faith effort to:

- Engage with members of underserved populations to develop key outcomes, including reporting back information learned from the analysis and unresolved issues
- Gather qualitative and quantitative information from the community—including lived experience—on potential benefits and burdens on underserved populations
- Recognize where and how intersectional discrimination compounds disadvantages
- Analyze proposed changes for impacts on and alignment with desired key community outcomes and performance measures under OAR 660-012-0905
- Adopt strategies to create greater equity and minimize negative consequences
- Report back and share the information learned from the analysis and unresolved issues with people engaged



Locate and Size Candidate CFAs

Every potential CFA must follow the Climate Friendly and Equitable Communities (CFEC) rulemaking (OAR 660-012-0310) requirements in order to be properly located and sized. The rules regarding location for potential CFAs are universal for all cities.

The CFEC rules of OAR 660-012-0310 that must be followed in the CFA location process are:

- CFA locations must be able to support development consistent with the land use requirements of OAR 660-012-0320.
- CFAs must be located in existing or planned urban centers (including downtowns, neighborhood centers, transit-served corridors, or similar districts).
- CFAs must be served by (or planned to be served by) high quality pedestrian, bicycle, and transit services.
- CFAs may not be located in areas where development is prohibited.
- CFAs may be located outside city limits but within a UGB following OAR 660-012-0310 (e).
- CFAs must have a minimum width of 750 feet, including internal rights of way that may be unzoned.

While the allowed land uses and denser environment will largely influence the choice of a CFA, development feasibility is another important criterion to consider. The area chosen to be CFA should not have infrastructure problems or limitations that could prevent the development of Climate Friendly Areas. The infrastructure capacity of a candidate CFA will be discussed with city staff to determine if it is a sufficient choice or to move forward with another candidate area.

City population is the primary determinant regarding CFA size requirements. There are two categories for sizing a CFA: cities over 5,000 and cities over 10,000 in population. Ashland's population falls under the second option for cities with populations greater than 10,000. Cities with a population greater than 10,000 must designate a minimum of one CFA that accommodates 30% of their current and projected housing, the overall area being at least 25 acres in size. In addition, all CFAs must have a minimum width of 750 feet.



In discussing CFA requirements with city staff, the technical analysis team opted to utilize the prescriptive standards as written by DLCDC. The following table 1 shows the prescriptive standards requirements that must be incorporated in the development code, in accordance with the City's population.

Table 1. Prescriptive Standards

Population	Minimum Residential Density	Max Building Height
5,001-24,999	15 dwelling units/net acre	No less than 50 ft
25,000-49,999	20 dwelling units/net acre	No less than 60 ft
50,000 or more	25 dwelling units/net acre	No less than 85 ft

Because the city of Ashland falls within the 5,001 – 24,999 category, phase 2 will require adoption of rules for a minimum residential density of 15 dwelling units/net acre and a maximum building height of no less than 50 ft in height.



Evaluate Existing Code

The land use requirements established in OAR 660-012-0320, as shown below, are pivotal in determining how much a base zone already aligns with CFA requirements.

Land Use Requirement for CFAs:

- Development regulations for a CFA shall allow single-use and mixed-use development within individual buildings or on development sites, including the following ***outright permitted uses***:
 - Multifamily Residential
 - Attached Single-Family Residential
 - Other Building Types that comply with minimum density requirements
 - Office-type uses
 - Non-auto dependent retail, services, and other commercial uses
 - Child Care, schools, and other public uses
- Maximum density limitations must be prohibited
- Maximum block length standards must apply depending on acreage of site
- Local governments shall establish maximum block length standards as follows:
 - Development sites < 5.5 acres: maximum block length = 500 feet or less
 - Development sites > 5.5 acres: maximum block length = 350 feet or less
- Local governments shall prioritize locating government facilities that provide direct service to the public within climate-friendly areas and shall prioritize locating parks, open space, plazas, and similar public amenities in or near climate-friendly areas that do not contain sufficient parks, open space, plazas, or similar public amenities.
- Streetscape requirements in CFAs shall include street trees and other landscaping, where feasible.
- Local governments shall adopt policies and regulations in CFAs that implement the following:
 - Transportation review process in OAR 660-012-0325
 - Land use requirements in OAR 660-012-0330
 - Parking requirements in OAR 660-012-0435
 - Bicycle parking requirements in OAR 660-012-0630
- Local governments may choose to **either** adopt density minimums and height maximums (Option A – Prescriptive Standards) **or** adopt alternative development regulations to meet performance standards (Option B – Outcome-Oriented Standards)

The following map 1 is the city's zoning map, and helps convey where zones are located throughout the city of Ashland.

gis.ashland.or.us/planning/





Identify Zoning Changes

Zoning in CFAs may need to change if the existing zoning does not meet the land use requirements in OAR 660-012-0320. During phase 1 of the study, cities do not need to adopt the land use requirements, but evaluation of necessary land use reforms may influence a base zone's viability of being a potential CFA candidate. Essentially, an existing zone that meets a large proportion of the CFA criteria will likely feature the characteristics that define climate friendly areas, while zones that require intense reform may not incentivize development due to lack of compatible land uses or alternative transit infrastructure.

During the adoption phase, slated to occur in 2024, local governments will have to make and adopt all necessary zoning changes and will need to provide DLCDD with documentation that all adopted and applicable land use requirements for CFAs are consistent with OAR 660-012-0320.

Calculate CFA Capacity

The proposed CFA(s) must meet the residential housing capacity threshold expressed in OAR 660-012-0315(1). The target threshold to meet is at least 30% of current and projected housing needs citywide. The total number of units necessary to meet all current and projected housing needs is derived from the most recent adopted and acknowledged housing capacity analysis (HCA; also known as a housing needs analysis or HNA) as follows:

$$\begin{aligned} &\textbf{\textit{Total number of units needed citywide}} \\ &= \\ &\quad \textbf{\textit{current number of existing units}} \\ &+ \\ &\quad \textbf{\textit{projected number of units to meet future needs}} \end{aligned}$$

After calculating the Total Units Needed, the technical analysis team proceeded to calculate the potential housing unit capacity of the proposed CFA site. The following page goes over the equation that will be used to calculate the Housing Unit Capacity.



Calculate Housing Unit Capacity

The following method was adapted from DLCD's Climate-Friendly Areas methodology guide. The calculation follows the prescriptive path requirements as described in the methodology guide. Total Housing Unit Capacity in the CFA is estimated using the following variables:

1. The Net Developable Area in sq. ft. (a)
2. The maximum number of building floors (f)
3. The assumed percentage of residential use (r)
4. The average size of a housing unit in sq. ft. (s)

Using these, the housing unit capacity (U) in any part of a CFA can be given by a simple formula:

$$\text{Housing Unit Capacity (U)} = \frac{(\text{Net Developable Area} * \text{Maximum floors} * \text{Resident use percentage})}{\text{Average Housing Unit}}$$

Note: In the above formula, the results are rounded up to the nearest integer.

The values to use for Assumed Percentage of Residential Use (r) and Average Size of a Housing Unit (s) are given in the rules. Net Developable Area and Maximum Building Floor factors in the above calculation require some additional sub-calculations. Each uniquely zoned area of the CFA will have its own calculations of these factors and the above housing unit formula. Then they are summed for the CFA to give the total Housing Unit Capacity.



Equity Analysis

Local governments must determine if rezoning the potential CFA would be likely to displace residents who are members of state and federal protected classes and identify actions to mitigate or avoid potential displacement.

The CFA Study must include plans for achieving fair and equitable housing outcomes within CFAs following the provisions in OAR 660-008-0050(4)(a)-(f). CFA studies must include a description of how cities will address each of the following factors:

- Location of Housing: How the city is striving to meet statewide greenhouse gas emission reduction goals by creating compact, mixed-use neighborhoods available to members of state and federal protected classes.
- Fair Housing: How the city is affirmatively furthering fair housing for all state and federal protected classes.
- Housing Choice: How the city is facilitating access to housing choice for communities of color, low-income communities, people with disabilities, and other state and federal protected classes.
- Housing Options for residents Experiencing Homelessness: How the city is advocating for and enabling the provision of housing options for residents experiencing homelessness and how the city is partnering with other organizations to promote services that are needed to create permanent supportive housing and other housing options for residents experiencing homelessness.
- Affordable Homeownership and affordable Rental Housing: How the city is supporting and creating opportunities to encourage the production of affordable rental housing and the opportunity for wealth creation via homeownership, primarily for state and federal protected classes that have been disproportionately impacted by past housing policies.
- Gentrification, Displacement, AND Housing Stability: How the city is increasing housing stability for residents and mitigating the impacts of gentrification, as well as the economic and physical displacement of existing residents resulting from investment or redevelopment.

Please note, the equity analysis was performed with the guidance of DLCD's [Anti-Displacement and Gentrification Toolkit](#). The Toolkit provides an in-depth resource for local government to address racial and ethnic equity in housing production, including a list of strategies to mitigate the impacts of gentrification and displacement. The toolkit helps and guides local governments to establishing a framework for creating housing production strategies with a particular focus on the unintended consequences of those strategies.



Chapter 2: Candidate Climate Friendly Area Analysis

This section reviews the analysis components that were performed to derive the results of the study. The technical analysis team began with initial candidate location suggestions from City Staff, then calculated the housing capacity of the proposed CFAs boundary, and readjusting the CFAs size as needed to accommodate the housing unit capacity.

The zoning analysis focuses on the land use requirements in OAR 660-012-0320 and compares them with the city codes to find suitable zones that are fully or partially compliant with the CFA land use requirements. The zoning analysis informs the team of the land use compatibility of the proposed CFAs. Zoning analysis and identifying zoning changes go hand-in-hand. If existing development standards do not meet CFA requirements, then identify the necessary changes to the specific zones and how to bring them into compliance with the land use requirements or OAR 660-012-0320.

The GIS analysis helps determine the status of transportation infrastructure that is within or around the proposed CFA and whether the proposed area satisfies the transportation connectivity aspect of the regulations. A CFA site must be served by, or planned to be served by, high quality pedestrian, bicycle, and transit services according to OAR 660-012-0310.

Capacity analysis determines whether the potential CFA, or a combination of CFAs, can accommodate 30% of citywide current and projected housing need. If identified CFA candidate area(s) are not sufficient to accommodate at least 30% of housing need, resizing the proposed CFA area or identifying additional candidate CFA areas must be performed.

Equity analysis must determine if rezoning the potential CFA would be likely to displace residents who are members of state and federal protected classes and identify actions to mitigate or avoid potential displacement. Chapter 2 of this study includes plans for achieving fair and equitable housing outcomes within CFAs following the provisions in OAR 660-008-0050.

Overall, the analysis steps are intertwined with each other. Locating a CFA candidate, calculating Housing Needs, Zoning analysis, GIS analysis, Capacity analysis are the steps to designate the appropriate CFA area within the city.

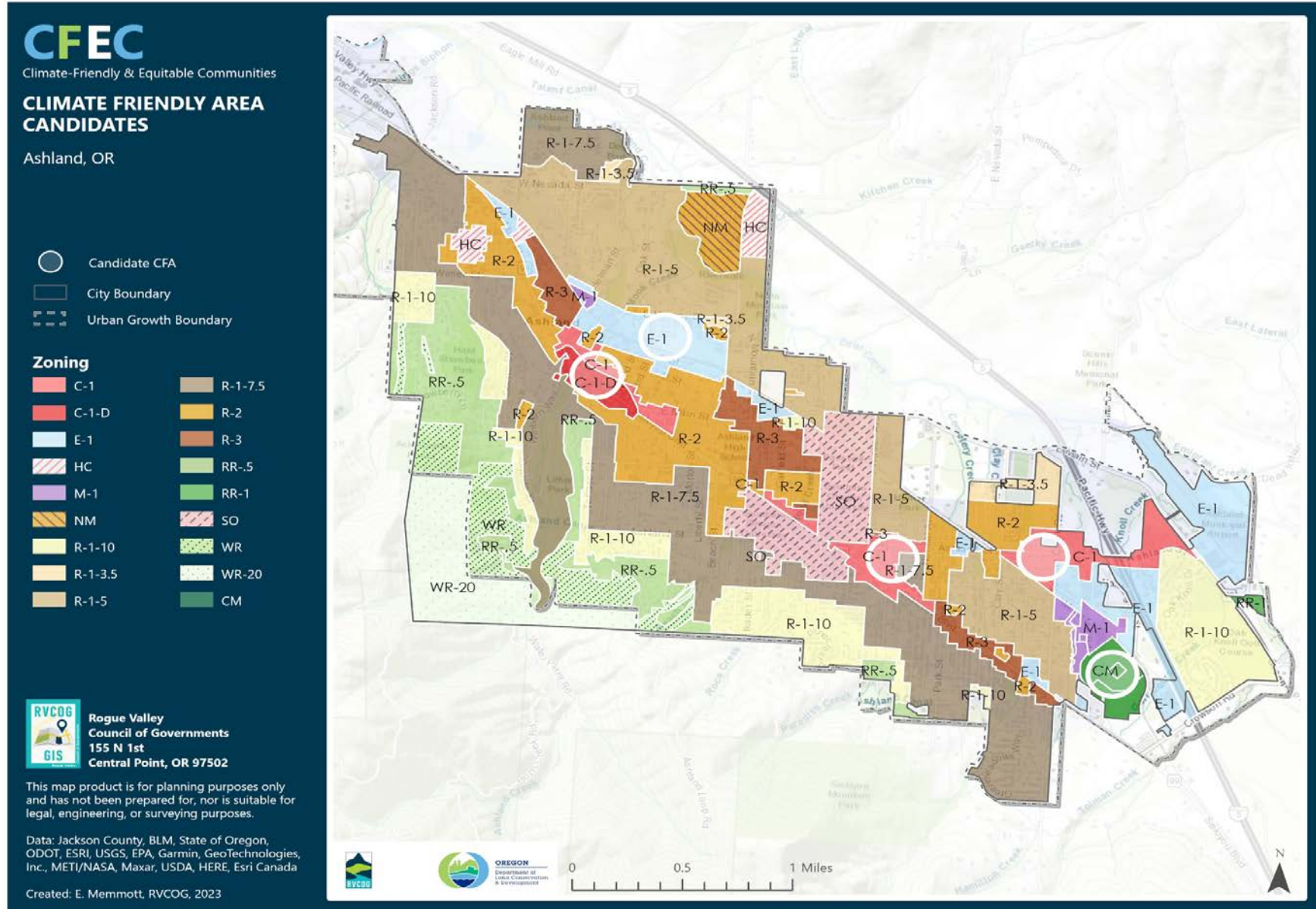


Locate and Size Candidate CFAs

City Guidance

City staff have highlighted several priority CFA candidates, shown in Map 2 below. Staff selected these areas not only for their designated zoning's alignment to the CFA requirements, but also factored in development potential. The Croman Mill and Railroad Property sites are largely undeveloped and present strong cases for rapid CFA-related changes. The Transit Triangle is one of the priority CFA options within the city and has the potential to be improved through redevelopment and development of vacant properties. The prior approval of the Transit Triangle code amendments are largely compatible with CFA, as such this transit served area has considerable redevelopment potential supporting the CFA goals. Conversely, the Downtown area is largely built out, is a National Register Historic District, indicating barriers to potential redevelopment. However, the current built environment is similar to what is expected of CFAs and the C1-D (downtown Commercial) zone could be adapted to comply with CFA guidelines with little trouble and may serve as useful tracts for CFA expansion in the future.

Map 2. CFA Candidates





Calculate Housing Units Needed

As outlined in the methodology guide, the proposed CFA(s) must meet the residential housing capacity threshold expressed in OAR 660-012-0315(1). The threshold to meet is that the cumulative capacity of the CFA(s) is at least 30% of current and projected housing needs citywide. And this is derived by the following formula:

$$\begin{aligned} & \textit{Total number of units needed citywide} \\ & = \\ & \textit{current number of existing units} \\ & + \\ & \textit{projected number of units to meet future needs} \end{aligned}$$

The most recent Housing Capacity Analysis for the City of Ashland was published in May of 2021 and projects housing needs and trends out to 2041. This analysis estimates there are currently 10,705 dwellings in the city, with a projected need of 858 units more by 2041.

$$10,705 + 858 = 11,563 \textit{ projected housing units needed by 2041}$$

Based on these estimates, the city of Ashland will need to locate and size CFA(s) that encapsulate 30% of 11,563 dwellings, or **3,469** units.



Zoning Analysis

Zoning Code Review

Existing zoning codes were compared to the CFA requirements to identify those zones that are most closely aligned with CFEC rules. Shown in Table 2 below, zones were scored for each criterion with 2 points for full compliance, 1 point for conditional or mixed compliance. Zones also earned 1 additional point for having 40-foot building height maximums, while zones that have 35-foot maximums earned no additional points. Green cells are those in compliance. Yellow cells are those that have partial or conditional compliance or are closer to the 50-foot building height maximum, and overall are closer to compliance than other options.

Any zone can be adjusted to be made CFEC-compliant, so CFAs are possible anywhere in the city, but those zones that would take more legislative changes and create more dramatic changes to the built environment relative to what is currently in the area are not prioritized.

The Croman Mill site was master planned in 2008 and this document includes several subzones that are analyzed in Table 3. Much of the area is currently planned for non-residential uses, but City staff have informed the RVCOG team that the property owner is presently working with a developer, TownMakers LLC, to re-envision the area and propose major plan amendments which would newly incorporate residential development throughout the area. While each subzone was scored individually, for the purpose of analyzing prospective zoning changes the entire site has been attributed the attributes and scores of the Mixed-Use subzone.

The Transit Triangle Overlay was also analyzed for its impact on relevant base zones and their CFA suitability.

Overall, the scoring matrix indicates the suitability of the zones regarding the land use requirements. However, the scores are only the first step of the analysis and the results they produce are only one factor among several that the study analyzes. Therefore, a high scoring zone alone does not determine a CFA candidate area. The location of the zones and surrounding transportation infrastructure must be factored in the 2nd step of the study.



Table 2. Zoning Code Analysis

Y - Yes, Permitted Outright C - Conditional M - Mixed N - Not Permitted N/A - Not Applicable	Scoring Matrix Y = 2 C/M = 1 N = 0 40 ft = 1 35 ft = 0	Residential						Commercial			Industrial
		Single Family	Suburban	Low Density MF	High Density MF	Rural	Woodland	Commercial	Downtown	Employment	Industrial
		R-1	R-1-3.5	R-2	R-3	RR	WR	C-1	C-1-D	E-1	M-1
Single Use		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Mixed Use		N	N	N	N	N	N	Y	Y	Y	N
Multi-Family		N	Y	Y	Y	N	N	C	C	C	N
Single -Family Attached		C	C	C	C	C	C	C	C	C	N
Office		N	N	C	C	N	N	Y	Y	Y	Y
Non-Auto Retail/Services/Commercial		N	N	C	N	N	N	Y	Y	C	C
Childcare		C	C	C	C	C	C	Y	Y	Y	Y
Schools		C	C	C	C	C	C	N	N	N	N
Other Public Uses		N	N	N	N	N	N	M	M	Y	Y
Government Facilities		C	C	N	N	C	C	Y	Y	Y	Y
Parks, Open Space, and Other Similar		Y	Y	Y	Y	Y	Y	N	N	N	N
Maximum Block Length		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Density Minimum (15 Dwelling Units/Acre)		N	N	N	Y	N	N	N	N	N	N
Density Maximums Prohibited		N	N	N	N	N	N	N	N	N	N
Maximum Building Height (>= 50ft)		N	N	N	C	N	N	C	C	C	N
Maximum Building Height		35	35	35	35	35	35	40	40	40	40
Score		10	12	13	15	10	10	20	20	19	14



Table 3. Croman Mill Zoning Analysis

Y - Yes, Permitted Outright C - Conditional M - Mixed N - Not Permitted N/A - Not Applicable	Scoring Matrix Y = 2 C/M = 1 N = 0 40 ft = 1 35 ft = 0	Neighborhood Center	Mixed Use	Office/ Employment	Compatible Industrial	Open Space
		NC	MU	OE	CI	OS
Single Use		Y	Y	N	N	N
Mixed Use		Y	Y	N	N	N
Multi-Family		Y	Y	N	N	N
Single -Family Attached		Y	Y	N	N	N
Office		N	Y	Y	Y	N
Non-Auto Retail/Services/Commercial		Y	M	M	M	N
Childcare		Y	Y	Y	Y	N
Schools		C	C	C	C	N
Other Public Uses		Y	Y	Y	Y	Y
Government Facilities		Y	C	C	C	Y
Parks, Open Space, and Other Similar		N	N	N	N	Y
Maximum Block Length		Y	Y	Y	Y	Y
Density Minimum (15 Dwelling Units/Acre)		N	N	N	N	N
Density Maximums Prohibited		N	N	N	N	N
Maximum Building Height (>= 50ft)		Y	Y	Y	Y	N
Maximum Building Height		50	50	75	75	N/A
Score		21	21	13	13	8

Observations:

- Single- and mixed -uses are permitted outright in all zones, but single use multi-family residential is only available in higher density residential zones
- Government facilities, parks, open space, plazas, and similar public amenities vary throughout, but are generally more available in the Commercial zones
- Maximum block length applies to all zones except C-1 and C-1-D
- Most zones permit a portion of the required outright permitted uses (multifamily and single family attached residential, office uses, non-auto dependent retail/services/commercial, childcare, schools, and other public uses), but no zones permit all of them outright
- The more greens and yellows, the more CFA-ready a zone is with less modification.
- The Croman Mill District has the most qualifications for a CFA

Identify Zoning Changes

Zones were evaluated in more depth to determine the specific changes that are needed to bring them into compliance with CFEC rules. The purpose of the initial zoning code evaluation was to identify those zones that are the most CFA-ready, as a way to ensure that CFA-related changes occur where they will fit well within the existing built environment and simplify the City's process of updating zoning codes.



CFA Compatible Zones

Croman Mill (CM)	
Single Use	Y
Mixed Use	Y
Multi-Family	Y
Single -Family Attached	Y
Office	Y
Non-Auto Retail/Services/Commercial	M
Childcare	Y
Schools	C
Other Public Uses	Y
Government Facilities	C
Parks, Open Space, and Other Similar	N
Maximum Block Length	Y
Density Minimum (15 Dwelling Units/Acre)	N
Density Maximums Prohibited	N
Maximum Building Height (≥ 50 ft)	Y
Maximum Building Height	50
Score	21

Croman Mill District

The CM District Mixed Use Zone (CM-MU) is close to CFA-compliance. It permits outright all residential uses and already meets the building height maximum requirement.

To be in line with CFA rules, the CM-MU zone would need to be expanded to the entire site and must permit outright non-auto retail/service/commercial, schools, and civic uses. Parks and open space must be allowed, density minimums of 15 du/acre or more enforced, and density maximums prohibited.

Residential – High Density

Residential - High Density (R-3)	
Single Use	Y
Mixed Use	Y
Multi-Family	Y
Single -Family Attached	C
Office	C
Non-Auto Retail/Services/Commercial	N
Childcare	C
Schools	M
Other Public Uses	N
Government Facilities	N
Parks, Open Space, and Other Similar	Y
Maximum Block Length	Y
Density Minimum (15 Dwelling Units/Acre)	M
Density Maximums Prohibited	N
Maximum Building Height (≥ 50 ft)	C
Maximum Building Height	35
Score	16

The R-3 zone meets many of the CFA land use requirements, except for the 50 ft building height maximum and a portion of the permitted uses. To meet the CFEC requirements, the City of Ashland would have to adjust the currently permitted outright building height maximum from 35 ft (40 ft conditional) to 50 ft and change single-family attached, office uses, childcare, schools, and other public uses from conditional to permitted outright uses. An increase of residential density from 13.5 dwellings per acre would need to be changed to a minimum density of 15 du/acre with no maximum residential density. Non-auto dependent retail/services/commercial and civic uses must be permitted, and density maximums must be prohibited.



Commercial Downtown – Central Business District

Commercial - Central Business District (C-1-D)	
Single Use	Y
Mixed Use	Y
Multi-Family	C
Single -Family Attached	C
Office	C
Non-Auto Retail/Services/Commercial	Y
Childcare	Y
Schools	N
Other Public Uses	M
Government Facilities	Y
Parks, Open Space, and Other Similar	N
Maximum Block Length	N
Density Minimum (15 Dwelling Units/Acre)	N
Density Maximums Prohibited	N
Maximum Building Height (>= 50ft)	C
Maximum Building Height	40
Score	15

The Downtown Commercial District is Ashland's Central Business District (CBD), and is the city's nexus for employment, services, and transportation. It is more suitable as a CFA than most other zones because it already has conditional building height maximums of 55 ft and permits mixed uses, government facilities, parks, open space, and other similar public amenities outright. The residential density is currently 60 dwellings per acre, yet there are no minimum density requirements. To meet the full CFA requirements in this area, Ashland would need to mandate a minimum density of at least 15 dwelling units/acre, remove the density maximum, and permit outright building heights of 50 feet or more.

Commercial - Employment

Commercial - Employment (E-1)	
Single Use	Y
Mixed Use	Y
Multi-Family	C
Single -Family Attached	C
Office	C
Non-Auto Retail/Services/Commercial	C
Childcare	Y
Schools	M
Other Public Uses	Y
Government Facilities	Y
Parks, Open Space, and Other Similar	N
Maximum Block Length	Y
Density Minimum (15 Dwelling Units/Acre)	N
Density Maximums Prohibited	N
Maximum Building Height (>= 50ft)	C
Maximum Building Height	40
Score	18

The E-1 zone allows for a significant cross section of CFA requirements, but there are several uses like multi-family and single-family attached residential, and schools that would need to be permitted outright to qualify as a CFA. Within a designated CFA, parks and open space also need to be allowed, residential density minimums established, and density maximums prohibited. Like other Ashland zones, building height maximums would also need to be raised from a 40' height to 50'. E-1 zoned properties are also included within the Transit Triangle Overlay, which is discussed later in the document.



Other Residential Zones (R-1, R-1-3.5, R-2, RR, WR)

The lower-density residential zones share a lot in common with each other. They allow single- and mixed-uses and parks. They all partially or conditionally allow single-family attached, childcare, and schools. All except for R-2 do not currently allow office or non-auto retail/service/commercial uses. With the exception of R-2, these lower-density residential zones do not have density minimums except when brought into the City through annexation or as a zone change. The R-2 zone requires a minimum density of 80% the base density. These residential zones have maximum building heights of 35 ft.

Despite their low scores in our analysis, like all zones, these can be made compliant with CFEC rules with certain changes. All office, non-auto retail/service/commercial, childcare, schools, and civic uses would need to be permitted outright making these areas similar to Ashland's commercial zones. To be designated as qualified CFAs density minimums of 15 dwelling units per acres would need to be established and enforced density maximums must be prohibited and building height maximums would have to be raised to a minimum of 50 ft.

Other Commercial and Industrial Zones (C-1, M-1)

C-1 and M-1 zones both score very well in our analysis, but there are other factors that have left them as lower priorities. C-1 scored essentially the same as C-1-D and it would need the same changes to become CFA-ready. The C-1-D receives preference because it encompasses the part of the city with the highest density of jobs and built housing potential, but the adjacent C-1 areas would make good candidates to expand the CFA geographically if needed. C-1 also features prominently in the Transit Triangle Overlay, which is discussed in the next section.

The M-1 zone scored fairly well in our analysis, but it is not prioritized because industrial uses are not as easily relocated as other uses and the goal of the CFA project is to avoid creating undue burdens on the local economy. Additionally, industrial uses do not coexist with residential uses the same way that commercial uses do. That being said, if a portion of the M-1 zone is required to form the ideal CFA form, non-auto retail/services/commercial and schools will need to be permitted outright. Multi-family and single-family attached residential must be permitted along with parks and open space. Density minimums of 15 dwelling units or more must be created and building height maximums need to be raised to 50 ft. Density maximums would have to be prohibited, as well.



Y - Yes, Permitted Outright C - Conditional M - Mixed N - Not Permitted N/A - Not Applicable	Scoring Matrix Y = 2 C/M = 1 N = 0 40 ft = 1 35 ft = 0	Transit Triangle			
		Base Zones			
		Commercial	Employment	Low Density Residential	High Density Residential
		C-1	E-1	R-2	R-3
Single Use		Y	Y	Y	Y
Mixed Use		Y	Y	Y	Y
Multi-Family		M	M	M	M
Single -Family Attached		C	C	C	C
Office		C	C	Y	Y
Non-Auto Retail/Services/Commercial		Y	C	C	N
Childcare		Y	Y	C	C
Schools		N	M	M	M
Other Public Uses		M	Y	N	N
Government Facilities		Y	Y	N	N
Parks, Open Space, and Other Similar		N	Y	Y	Y
Maximum Block Length		N	N	Y	Y
Density Minimum (15 Dwelling Units/Acre)		Y	Y	N	Y
Density Maximums Prohibited		N	N	N	N
Maximum Building Height (>= 50ft)		Y	Y	N	N
Maximum Building Height		50	50	40	40
Score		18	21	15	16

Transit Triangle Overlay

Table 4. Transit Triangle Zoning Analysis

The Transit Triangle Overlay (TTO) is intended to diversify the mix of housing and business types along major transit routes. Table 4 above shows that the overlay enhances the C-1 and E-1 zones within the TTO and significantly improves their scores in our analysis. However, for the TTO, multi-family residential uses are permitted only for rental and not for purchase. The main improvements to the C-1 and E-1 zones are the increased building height maximums, density minimums, and parks/open space. Within the TTO, the C-1 and E-1 zones have excellent scores and are some of the best candidate areas for CFA locations.

Map 3 on page 29 showcases the zones illustrates which best fit the CFA requirements. No zones are currently in compliance with CFEC rules, but Tables 2 and 3 show that the Croman Mill, Residential – High Density (RHD), and Commercial – Central Business District (CBD) zones stand out as being the closest. Small changes to permitted uses and the building height maximum would bring most into compliance.

CFA STUDY City of Ashland





CFA Capacity Calculation

Candidate CFA locations have been identified and prioritized, and this step evaluates each area's housing capacity. If the proposed CFA's boundaries do not encompass 30% or more of current and future dwellings, there will be a need for boundaries to be adjusted or the creation one or more additional CFAs. Additional CFA candidates that have been identified will be considered first for CFA expansion if need be and the evaluation process will begin at Step 2 for these sites.

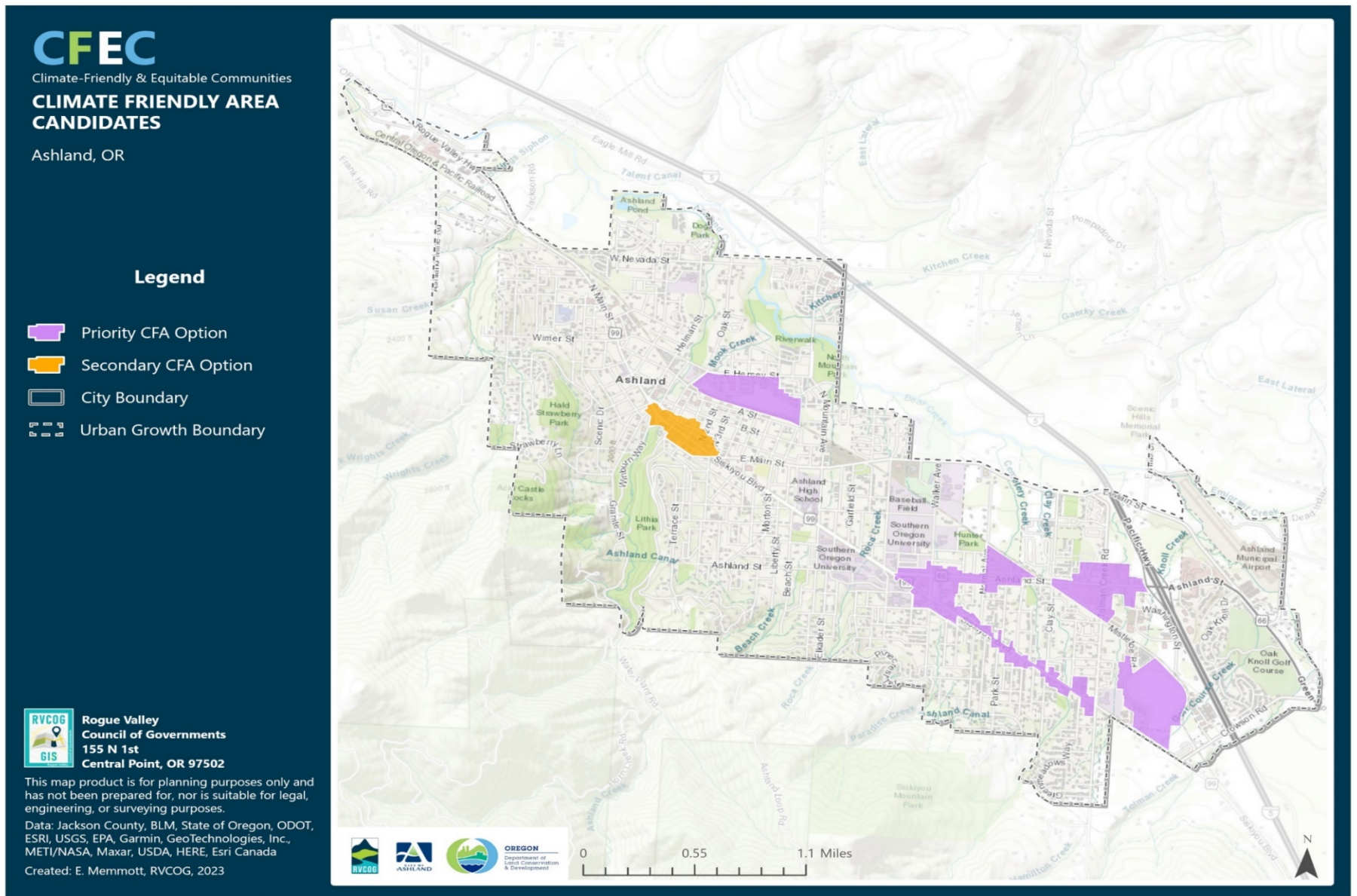
City Guidance

City staff have highlighted several priority CFA candidates, shown in Map 4 below. Staff selected these areas not only for their designated zoning's alignment to the CFA requirements, but also factored in development potential as an additional factor. The Croman Mill and Railroad Property sites are largely undeveloped and present strong cases for rapid CFA-related changes. The Transit Triangle is one of the priority CFA options within the city and do have the potential to be improved within the existing uses and make it more compatible as CFA requirement and it could look like a secondary downtown. Conversely, the Downtown area is largely built out, indicating a barrier to potential redevelopment. However, the current built environment is similar to what is expected of CFAs and could be adapted to CFA guidelines with little trouble and may serve as useful tracts for CFA expansion in the future.

City staff have highlighted several priority CFA candidates, shown in Map 4 below. Staff's selections were made based not only on how well the designated zoning aligns with CFA requirements but also considering the potential for development. Among these areas, the Croman Mill and Railroad Property sites stand out due to their underdeveloped nature, making them suitable for rapid CFA-related changes. Another noteworthy candidate area is the Transit Triangle Overlay, which holds a prime position among the CFA options within the city. There is potential to enhance this area while maintaining its existing uses, thereby making it more compatible with CFA requirements.

In contrast, the historic Downtown area is already extensively developed, posing a challenge for potential redevelopment. Despite this, its current built environment closely resembles what is envisioned for CFAs. With some adjustments, it could be brought in line with CFA guidelines without significant difficulty. As such, it could serve as a valuable location for potential CFA expansion in the future.

Map 4. Priority CFA Candidates



Croman Mill

The Croman Mill site is approximately 92 Acres in the southeastern corner of the city (Image 1). It is served by Siskiyou Blvd. at the south end and Mistletoe Rd. in the north. A master plan for the site was adopted in 2008, but development has yet to occur (Image 2). The plan calls for office and industrial uses for most of the site. Also, there is residential center and mixed-use zones allowed within the Croman Mill site.

The Croman Mill site is viewed as an excellent CFA location due to its redevelopment potential, large size, and proximity to quality transit service and bicycle and pedestrian infrastructure.

Railroad Property

The Railroad Property site is 57 Acres in the center of the city, just a few blocks north of downtown (Image 3). The site rests between the rail line and E Hersey St. The northern half of the site is developed with commercial, and employment uses, but the majority of the southern portion of the site is undeveloped.

The 2001 master plan for the site shows a pedestrian-focused mixed-use area intermingled with civic uses adjacent to the existing northern commercial area enhanced with new local streets connecting to E Hersey St (Image 4).

Image 1 - Croman Mill

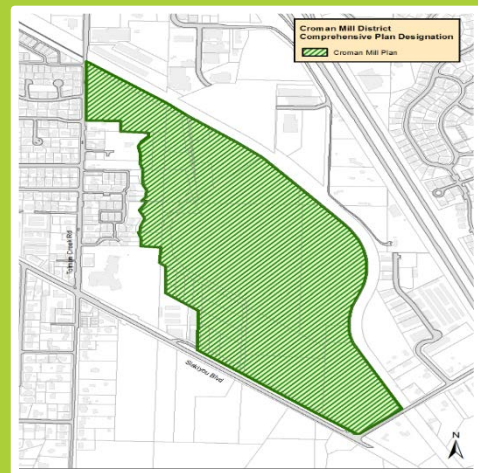


Image 2 - Croman Mill Planned Zones

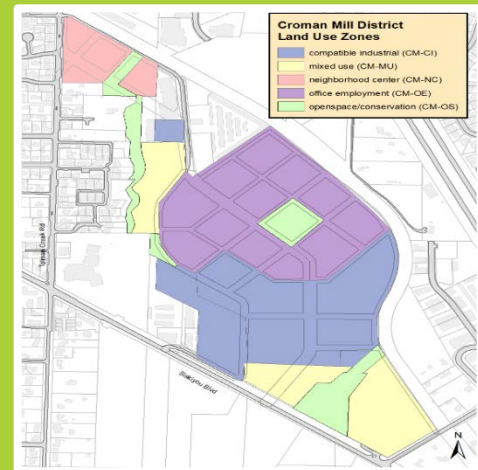
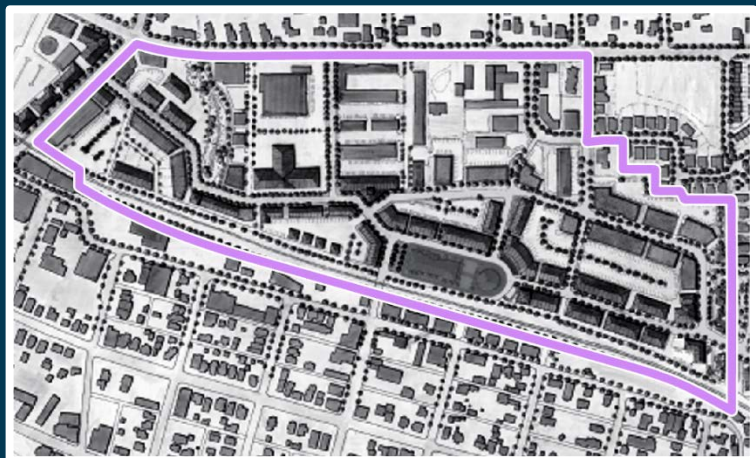


Image 3 - Railroad Property



Image 4 - Railroad Property Master Plan



Transit Triangle Overlay

The Transit Triangle is intended to facilitate a mix of housing types and businesses along major transit corridors on Siskiyou Blvd., Ashland St., and Tolman Creek Rd. The goal is to create an environment that is friendly to walking, biking, and using transit. The Transit Triangle, as written, is close to meeting CFA requirements and as a result it is considered one of the priority CFA options the city can consider. The Transit Triangle has an area of 167 acres and that area could theoretically have a considerable additional housing capacity.

Downtown

The downtown area closely resembles the vision of what a CFA can look like when it has reached maturity and there would be few adjustments needed to make it CFA-compliant. However, it is almost completely built out and there have been very few new construction projects in the area over the last 20 years.

However, the community has expressed interest in implementing CFA strategies significantly beyond what is minimally required, and the downtown area stands out as an obvious place to include in any expansion efforts.

Image 5 – Transit Triangle

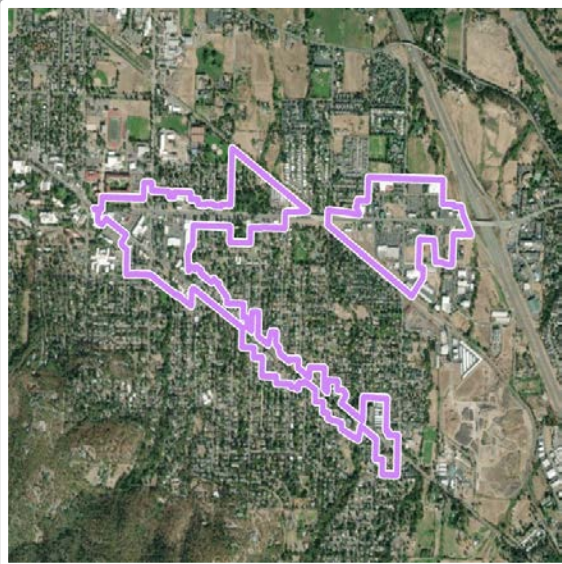


Image 6 – Downtown





Calculate Housing Unit Capacity

This method was adapted from the DLCD Climate-Friendly Areas Methods Guide. The calculation follows the prescriptive path described in the methods guide. Total Housing Unit Capacity in CFA is estimated using the following variables:

- The Net Developable Area in sq. ft. (a)
- The maximum number of building floors (f)
- The assumed percentage of residential use (r)
- The average size of a housing unit in sq. ft. (s)

Using these, the housing unit capacity (U) in any part of a CFA can be given by a simple formula:

$$\text{Housing Unit Capacity (U)} = \frac{(\text{Net Developable Area} * \text{Maximum floors} * \text{Resident use percentage})}{\text{Average Housing Unit}}$$

Note: In the above formula, the results are rounded to the nearest integer.

Net Developable Area and Maximum Building Floor factors in the above calculation requires some additional sub-calculations. The values to use for Assumed Percentage of Residential Use (r) and Average Size of a Housing Unit (s) are given in the rules.

Each uniquely zoned area of the CFA will have its own calculations of these factors and the above housing unit formula. Then they are summed for the CFA area to give the total Housing Unit Capacity.



Evaluation

Assumptions

Both the Croman Mill District and Railroad Property sites have significant development opportunities, and while they are master planned, specific lots have not been identified. Additionally, while ongoing master planning efforts are underway (Croman Mill District revisions), there are several changes being worked on at the moment that could significantly affect the layout of these sites, the details of which will not be available for some time. Therefore, it is prudent to use city standards to determine gross and net block areas. The Right-of-Way (ROW) set aside is 20%, as that is the DLCD standard. We use the street network plans when available to measure out the undevelopable area and subtract it from the overall area. The same standards will be applied for the Transit Triangle area to calculate the housing capacity of the site.

These calculations are based on the block level and do not count for interior lot setbacks. All sites are within 0.5 miles of a frequent transit corridor according to OAR 660-012-0440, and parking minimums cannot be mandated within this area. Values shown below may differ slightly from actual values due to rounding.

Note that 30% of projected needed housing for the city is **3,469**.

<i>Equations</i>			
Gross Block Area	=	Block Length x Block width	
Net Block Area	=	Gross Block Area – deductibles (ex. Alleys)	
Net Developable Area	=	Net Site Area – (Green space, ROW, Streets, etc.)	
Building Floors	=	(Building Height Max -10) / 10	
Housing Units	=	Net Site Area x Percent Residential Use x Floors / Avg. Housing Unit Size	
Units per Acre	=	Housing Units / Net Area	

<i>City Standards</i>			
Block Length			400 ft
Block Perimeter			1,600 ft
Gross Block Area	400 ft x 400 ft =	3.67 Acres:	160,000 sq. ft
Right-of-Way Set-Aside	(DLCD rule of thumb)		20%

<i>DLCD CFA Standards</i>	
Percent Residential Use	30%
Average Housing Unit Size	900 ft



Calculations

<i>Croman Mill</i>		
Site Area		92.69 Acres
Green Space		10.1 Acres
Street Network	<i>Approximately</i>	20 Acres
Net Developable Area	65 Acres:	2,821,010 sq. ft
Housing Units Capacity		5,142
Percentage from Needed Housing	<i>(Housing Unit Capacity/Needed Housing).</i>	148%
Units Per Acre		79

Croman Mil District Results

5,142 units is more than the Needed Housing Units the city will need to meet the CFA requirement of 30% of projected needed housing units, which is **3,469**. The Croman Mill site has the potential to host 28% more than the required 30% of projected needed housing units. Please note that this calculation accounts for the individual Housing Unit capacity of all the different planned land use zones, mainly because different zones allow for different building heights, within the Croman Mill site .

The cumulative housing unit capacity across the site results in a total of 5,142 dwellings. Despite this capacity based on maximum building size, minimum unit size, and maximum lot coverage, City Staff anticipates that the more realistic development scenario would be closer to the minimum residential density of 15 dwellings per acre, rather than the maximum calculated feasibility of up to 80 units per acre. Thus, utilizing 15 units per acre across the 65 net developable acres of the Croman Mill District would lead to a more limited capacity of 975 dwellings. In assessing the designated CFA sites, City Staff would aim to ensure that the 3,469 dwelling units required within CFAs are achievable at the minimum residential density required, rather than the maximum density achievable.



<i>Transit Triangle Overlay</i>		
Site Area		162.89 Acres
Green Space	<i>Approximately</i>	7.51 Acres
R.O.W	<i>(DLCD Standard)</i>	20 %
Net Developable Area	148 Acres	6,447,752 sq. ft
Housing Units Capacity		7,524
Percentage from Needed Housing	<i>(Housing Unit Capacity/Needed Housing).</i>	217 %
Units Per Acre		52

Transit Triangle Overlay Results

The Transit Triangle overlay is capable of hosting around 7,524 units within it if developed in its entirety at the maximum allowable residential density afforded within a CFA. This site alone can meet and exceed the Projected Needed Housing for the city. Please note that this calculation accounts for the individual Housing Unit capacity of all the different planned land use zones, mainly because different zones allow for different building heights, within the Transit Triangle Overlay and

The sum of all the housing unit capacity for the site gives us 7,524 units based on maximum development capacity. However, the Southern Oregon University zone (SO) portion within the Transit Triangle Overlay is not accounted for in the calculations of the housing unit capacity. That zone is being governed by the Southern Oregon University Masterplan. To avoid further complicating overlapping zones and overlays, the SO zone is excluded from the CFA. City Staff have further determined a revised residential density for the Transit Triangle Area, exclusive of the SO zone, based on the scenario where the area is developed at the CFA minimum residential density of 15 dwelling units per acre. This calculation results in an estimated total of 2,220 dwelling units.



<i>Railroad Property</i>			
Site Area			57.27 Acres
Green Space	<i>Approximately</i>		6.41 Acres
Street Network	<i>Approximately</i>		12.52 Acres
Net Developable Area		38.34 Acres	1,670,090 sq. ft
Housing Units Capacity			2,226
Percentage from Needed Housing	<i>(Housing Unit Capacity/Needed Housing).</i>		64%
Units Per Acre			58

Railroad Property Results

The calculated **2,226** housing units of the Railroad Property are not independently enough to meet the CFA requirement of 30% projected needed housing units. The site is short of 1,243 units from being compliance with the CFA requirements were it the sole CFA within the city. Therefore, an expansion of some kind must be considered.

One option for the city is to contemplate were the railroad site to be the primary CFA would be enlarging the boundaries of the Railroad site to encompass the developed residential and commercial regions nearby, which could bridge the existing gap were this site to be the exclusive CFA within Ashland. CFAs. Alternatively, the city has the option to label the Railroad site as a secondary CFA site, with the primary CFA sites being the Croman Mill District and/or Transit Triangle Overlay area. Collectively, these sites would fulfill the CFA requirement to accommodate 30% of Ashland's housing needs.



Conclusion

The Croman Mill and Transit Triangle sites both can provide ample room for CFA development to fulfill the requirement of the CFEC rules for 30% of projected needed housing units. The specific boundaries that have been analyzed could change in a variety of minor ways without bringing the unit count below the necessary threshold.

The Railroad property falls short in covering 30% of the Projected Needed Housing for the city. In any case, resizing the boundary could help increase the housing capacity of the site and bring it closer to compliance with the 30% requirement of the CFEC, or best-case scenario it will bring the railroad property to a full compliance with the 30% requirement of the CFEC.

The downtown area has been included in this discussion because it remains relevant to the CFA transformation and may end up included in a broad CFA overlay that encompasses the major employment, commercial, and higher-density residential areas of the city, even if it is not needed to meet the housing requirement.

Overall, the city of Ashland does have a few options when designating a CFA site. The site will need to be fully compliant with the CFEC land use regulations, and most of the sites do not need major updates to bring them up to compliance with the CFEC regulations. Both Transit Triangle and Croman Mill sites are compatible with the 30% projected needed housing in the city. However, the railroad property does not have the capacity to host the full 30% of the projected needed housing, but it could act as a secondary CFA and as a safety buffer for the projected housing units for the primary CFA(s). City Staff highlights that if the potential CFA candidate areas, namely the Croman Mill District, the Transit Triangle Overlay area, and the Railroad site, are individually developed to meet the minimum density requirement set for designated CFAs (which is 15 units per acre), their combined residential development capacity even at this minimum would successfully meet the CFA mandate of accommodating a minimum of 30% of Ashland's housing demands.



Chapter 3: Anti-Displacement Mitigation Strategies

CFA Redevelopment Outcomes

Due to the nature of the regulations, an area designated as a climate friendly area gains the capability to be redeveloped for a wide variety of uses and dense housing types. While these factors intend to promote nodes not reliant on personal automobile use, they also have the capability of creating modernized, attractive, and competitively priced developments which can subsequently displace protected classes. This trend, known as gentrification, can become a component of a climate friendly areas if cities do not carefully analyze a CFA's location and consider proper phase 2 protections to ensure the developments remains accessible to all populations.

Anti-Displacement Map Analysis

Recognizing this potential threat, DLCD has prepared an anti-displacement guide. This guide classifies areas by neighborhood type which are characterized by their income profile, vulnerable classes, amount of precarious housing, housing market activity, and overall neighborhood demographic change. Each area is identified through the DLCD anti-displacement map, which can be found here: [Anti-Displacement Map](#)

Each neighborhood type is categorized as one of the following:

Affordable and Vulnerable

The tract is identified as a low-income tract, which indicates a neighborhood has lower median household income and whose residents are predominantly low-income compared to the city average. The neighborhood also includes precariously housed populations with vulnerability to gentrification and displacement. However, housing market in the neighborhood is still stable with no substantial activities yet. At this stage, the demographic change is not under consideration.

Early Gentrification

This type of neighborhood represents the early phase in the gentrification. The neighborhood is categorized as a low-income tract having vulnerable people and precarious housing. The tract has a hot housing market, yet no considerable changes are found in demographics related to gentrification.

Active Gentrification

These neighborhoods are identified as low-income tracts with a high share of vulnerable people and precarious housing. The tracts are experiencing substantial changes in housing price or having relatively high housing costs found in their housing markets. They exhibit gentrification-related demographic change. The latter three neighborhoods on the table are designated as high-income tracts. They have hot housing market as they have higher rent and home value with higher appreciation rates than the city average. They also do not have precarious housing anymore. However, Late Gentrification type still has vulnerable people with experiences in gentrification related demographic changes.



Late Gentrification

This type of neighborhood does not have predominantly low-income households, but still have vulnerable population to gentrification. Their housing market exhibits high housing prices with high appreciations as they have relatively low share of precarious housing. The neighborhood has experienced significant changes in demographics related to gentrification.

Becoming Exclusive

The neighborhoods are categorized as high-income tracts. Their population is no longer vulnerable to gentrification. Precarious housing is not found in the neighborhoods. However, the neighborhoods are still experiencing demographic change related to gentrification with hot housing market activities.

Advanced Exclusive

The neighborhoods are identified as high-income tracts. They have no vulnerable populations and no precarious housing. Their housing market has higher home value and rent compared to the city average, while their appreciation is relatively slower than the city average. No considerable demographic change is found in the neighborhoods.

Unassigned

The unassigned tracts have not experienced any remarkable changes in demographics or housing markets. The neighborhood has been stable with unnoticeable change, yet this does not necessarily mean that there is no need for extra care compared to other neighborhoods with assigned types. Planners need to engage with the communities to make sure the neighborhood is stable while aligning with community needs and desires.

Neighborhood Types Present Within the Proposed CFA

As proposed, the candidate CFA for Ashland currently lies within a census tract 18 of Jackson County, which is identified by the neighborhood type: **Late Gentrification**, see the following map.

Ashland Anti-Displacement Map



Suggested Strategies

It is important to note that while the project's scope of work directly referenced DLCD's housing production strategies (HPS) as a component of the anti-displacement analysis, the City of Ashland has an approved Housing Production Strategy report which satisfies DLCD's requirements and aims to ensure sustainable and equitable residential development within the city. Because the housing production study was put out for public comment on May 23rd, 2023, the technical analysis in this report utilized DLCD's HPS for the purposes of the Climate Friendly Area analysis. Nonetheless, the technical analysis team recommends use of the in-depth HPS report produced by the City of Ashland for phase 2 of the CFA study.

Referring to DLCD's housing production strategies, which can be found [here](#), RVCOG has identified the following strategies to ensure that a climate friendly area acts as an equitable community. In selecting strategies RVCOG prioritized strategies color coded as green for the **Late Gentrification** neighborhood type for their likeliness to generate little to no adverse impact, factoring in local context and feasibility as well.

Category A: Zoning and Code Changes

A03: Density or height bonuses for affordable housing.

Cities could consider introducing a height and density bonus for developments which introduce units between 30% - 120% of the average median income (AMI). RVCOG suggests using the CFA thresholds as a potential model for such bonuses, in the case of Ashland potentially allowing an increased 10 feet of maximum height and additional 5 dwellings per acre. City Staff notes that Ashland presently allows an affordable housing density bonus of up to two market rate units for every qualifying affordable housing unit provided, accommodating up to a 35% increase in residential density.

A07: Single Room Occupancy

Single room units, such as junior accessory dwelling units, present a new housing typology not commonly considered among residential zones. Enabling this use as a permitted accessory component of a multi-unit development could provide developers with the opportunity to provide unique housing arrangements and a variety of units at different price points. (New State Law)

A14: Re-examine Mandated Ground Floor Use

The City of Bend has determined that while lively streetscape in a dense environment is a worthy goal, mandating that ground floors be occupied by commercial uses when the surrounding market forces can't support such a use can contribute to decreased development or loss of area for dwellings. City Staff notes that HB 2984, passed in the 2023 State Legislative Session, allows the conversion of buildings from commercial use to housing without a zone change or conditional-use permit. It prohibits local governments from requiring more parking and limits collection of system development charges. This statewide legislation effectively allows residential ground floor use within commercial buildings.



Category B: Reduce regulatory Impediments

B10: Public Facility Planning

Factoring that some of the proposed CFA sites are largely vacant, assisting in providing public facilities could make these sites more attractive for development. Furthermore, assisting in providing public facilities may enable the city to prioritize key connections or better plan for expansion in the future.

B07: Flexible Regulatory Concessions for Affordable Housing

Considering that cities within the 10,000-24,999 population range are in one of the lower ranges for prescriptive CFA standards, enabling affordable housing to move into some of the upper thresholds could present a unique advantage further attract affordable housing. Furthermore, this strategy enables a CFA to evolve directly in response to its City's population growth, possibly resulting in a CFA pre-emptively meeting the next threshold's requirements.

B19: Survey Applicant on Development Program Decision-Making

User feedback can help illustrate frustrations or pitfalls in the planning process not seen by staff. Utilizing a survey as litmus test for ease of development within a CFA can serve as an asset not only to the CFA, but the City's Planning department as a whole. City Staff notes that in February 2023 the City Community Development Department surveyed all individuals that obtained a Planning Permit, or Building Permit, from 2018-2022. The City is in the process of establishing a Development Process Management Advisory Committee made up developers, builders, architects, and private planners, to assist in reviewing the survey and to recommend areas to improve the permitting process and reduce barriers to the development of needed housing.

Category C: Financial Incentives

C01: Reduce or exempt System Development Charges (SDCs) for needed housing.

SDC's are often seen as necessary yet prohibitive cost associated with new development. Granting exemptions for needed dense and affordable housing helps clear the way for development, while commercial developers seeking to capitalize on attractive areas by constructing recreational or tourism oriented, or general luxury developments can bear a larger part of the burden when it comes to needed infrastructural growth. City Staff notes that Ashland presently waives all SDCs for qualified affordable housing.

C04: Incentivize Manufactured and Modular Housing.

Manufactured and modular housing could be a popular option in vacant CFA areas as it can be constructed for less cost and added on to as a larger population occupies the CFA. Modular housing also supports homeownership rather rented housing, a notion that could ensure a CFA acts as equitable community for permanent residents and doesn't become an area merely for vacation rentals. City Staff notes the City's adopted Housing Production Strategy includes a strategic action to create a Manufactured Park Zone to preserve existing parks and potentially identify opportunities for additional manufactured home parks. Manufactured and Modular housing are presently permitted outright on



individual residentially zoned lots within the City with the exception of designated National Register Historic Districts.

Category D: Financial Resources

D02: Low Income Housing Tax Credit (LIHTC).

Federal tax credits represent an external opportunity for an affordable housing development to feasibly occur within a city. Disclaiming these opportunities to developers comes at little cost to the city, and can facilitate mixed income housing that contributes to a more diverse set of demographics within a CFA.

D09: Demolition Taxes

A demolition tax can ensure that new development within a CFA introduces a greater density than the existing structure or be forced to be pay a tax to fund a housing trust fund. Demolition taxes help mitigate the effects of higher density, aging housing being replaced by lower density, newer, market-rate homes, which could occur if the CFA is sited in a more historic area of a community, or the introduction of the CFA regulation induces more affluent populations seeking proximity to mixed uses.

D09: Construction Excise Tax

Seeing as the CFA's are located on vacant land, a construction excise tax (CET) seems to be an apt solution to ensure development of a CFA accrues funds for affordable housing projects both within the CFA and elsewhere. City Staff notes the City's adopted Housing Production Strategy includes a strategic action to evaluate establishing a CET to support affordable housing development within the community.

Category E: Tax Exemption and Abatement

E03: Vertical Housing Development Zone Tax Abatement

This housing production strategy authorized ORS 307.841 directly aligns with the live work environment that's meant to appear within CFA's and is natural candidate to assist in mixed use development. The effectiveness of this strategy could be somewhat bound by a CFA's respective height limits but coupled with affordable housing density bonuses could be quite effective. City Staff notes that Ashland presently established a Vertical Housing Development Zone to correspond with the Transit Triangle Overlay area. As this Transit Triangle area is a candidate for a CFA, this strategy is in already place within one of the potential CFA areas under consideration.

E04 & E05: Multiple Unit Tax Exemptions (Property and Limited taxes)

Similar to the Vertical Housing Tax Abatement, the multiple unit tax exemptions could serve as a symbiotic strategy to the type of development intended to occur within a CFA. Whether this strategy seeks to aid in overall feasibility by being a long-term exemption or aid in the initial

E10: Delayed tax Exemptions

Delayed tax exemptions can be seen as a viable strategy to allow new development recoup construction costs and establish a profitable base before falling below 80% AMI. This strategy could benefit initial



developments in CFA's, and later assist them in serving a new economic bracket when the area becomes more developed.

Category F: Land, Acquisition, Lease, and Partnerships

F17: Designated Affordable Housing Sites

Designating CFA's partly or entirely as affordable housing sites can ensure the best use of the land in the future. While price control measures may ward off developers initially, highlighting tax exemptions and streamlined planning process coupled with the relative newness of the CFA regulations may highlight these areas as feasible location for affordable housing.

F19: Affordable Housing Preservation Inventory

Identifying and inventorying areas currently hosting affordable housing enables staff to examine what contextual factors have led them to appear in their community, and informs areas to proceed with caution when expanding the CFA.

City staff are encouraged to review and evaluate the list of strategies when it comes time for phase 2 zoning reform.

City Staff emphasizes that the strategic actions outlined in the approved Ashland Housing Production Strategies will be evaluated in the context of identifying and implementing Climate Friendly Areas (CFAs). A new CFA land use designation would be crafted with the primary goal of encouraging the development of transit supported mixed-use, higher-density environments that actively diminish the dependence on fossil fuels. The evaluation process will pay particular attention to addressing the potential displacement of existing affordable housing within any designated CFA area while simultaneously seizing the opportunities to foster necessary housing options within the designated areas. This comprehensive approach underscores the city's commitment to both sustainable urban development and the preservation of affordable housing for its residents.



Appendix A: Acronyms

Regulatory:

- LCDC = Land Conservation & Development Commission
- DLCD = Department of Land Conservation & Development
- OAR = Oregon Administrative Rules
- CFA = Climate Friendly Area
- CFEC = Climate Friendly & Equitable Community

Technical:

- HNA = Housing Needs Assessment
- HCA = Housing Capacity Analysis
- HPS = Housing Production Strategy
- NDA = Net Developable Area
- HUC = Housing Units Captured
- MF = Multifamily Housing
- SF = Single Family Housing



Appendix B: References

- [Climate-Friendly Areas Methods Guide](#) by DLCD.
- [CFA Anti-Displacement Analysis](#) by DLCD.
- [Housing Production Strategy](#) by DLCD.
- The cover picture used in the study document is by Fred Stockwell



Climate Friendly Areas Study

City of Ashland, OR



Rogue Valley
Council of Governments

155 N First St
P.O. Box 3275
Central Point, OR 97502
(541) 664-6674
Fax (541) 664-792



Climate-Friendly & Equitable Communities

CLIMATE FRIENDLY AREA CANDIDATES

Ashland, OR

Legend

- Priority CFA Option
- Secondary CFA Option
- City Boundary
- Urban Growth Boundary

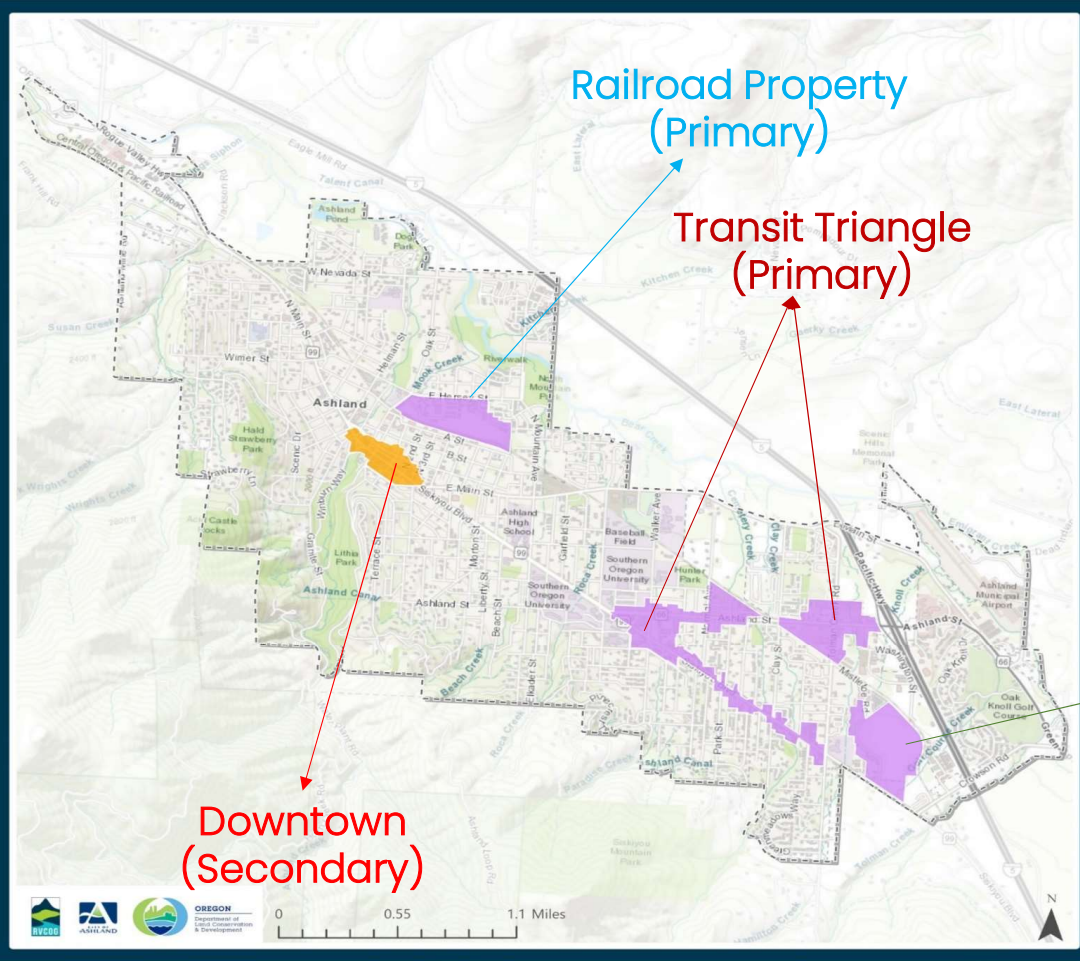


Rogue Valley
Council of Governments
155 N 1st
Central Point, OR 97502

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

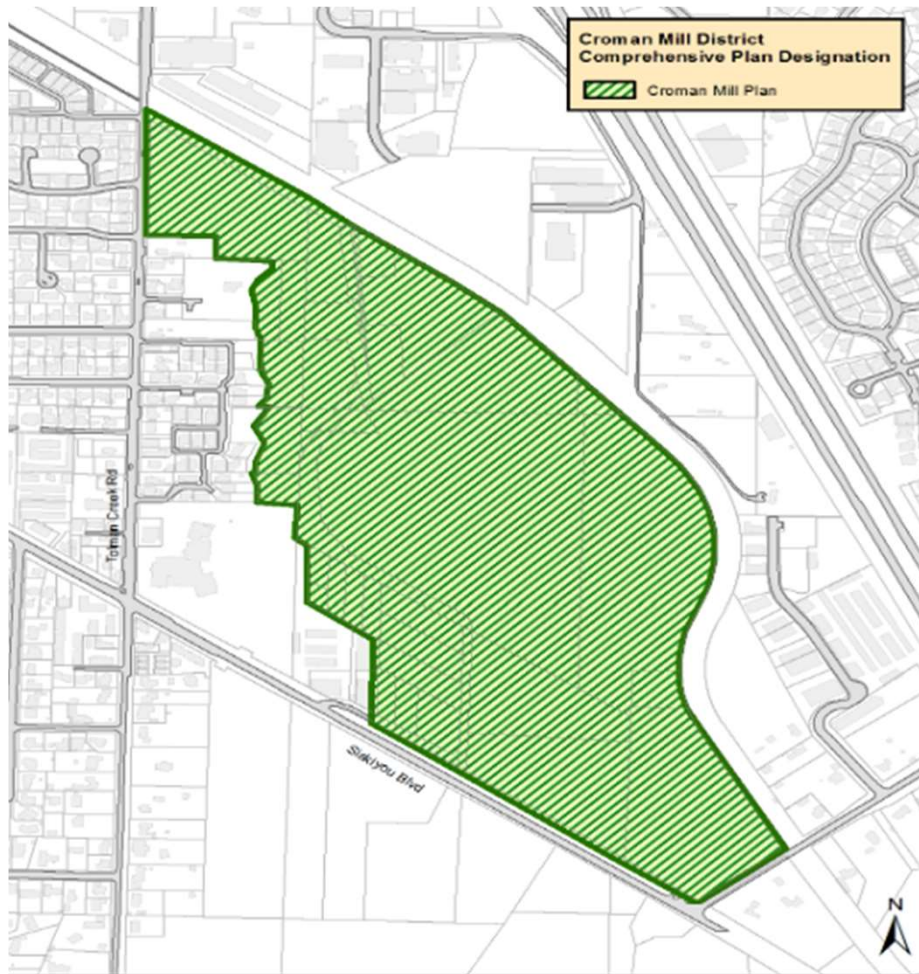
Data: Jackson County, BLM, State of Oregon, ODOT, ESRI, USGS, EPA, Garmin, GeoTechnologies, Inc., METI/NASA, Maxar, USDA, HERE, Esri Canada

Created: E. Memmott, RVCOG, 2023



Better Together

Candidate CFAs



- **Approx. 92 acres total**
- Masterplan Adopted 2008
- Remains Largely Undeveloped
- *Clean-Up Plan in process*
- Townmakers, LLC currently looking at code changes to develop approx. 65 acres.

By prescriptive methodology:

- **5,142 new dwelling units**
- 79 dwelling units per acre
- 148 percent of needed housing



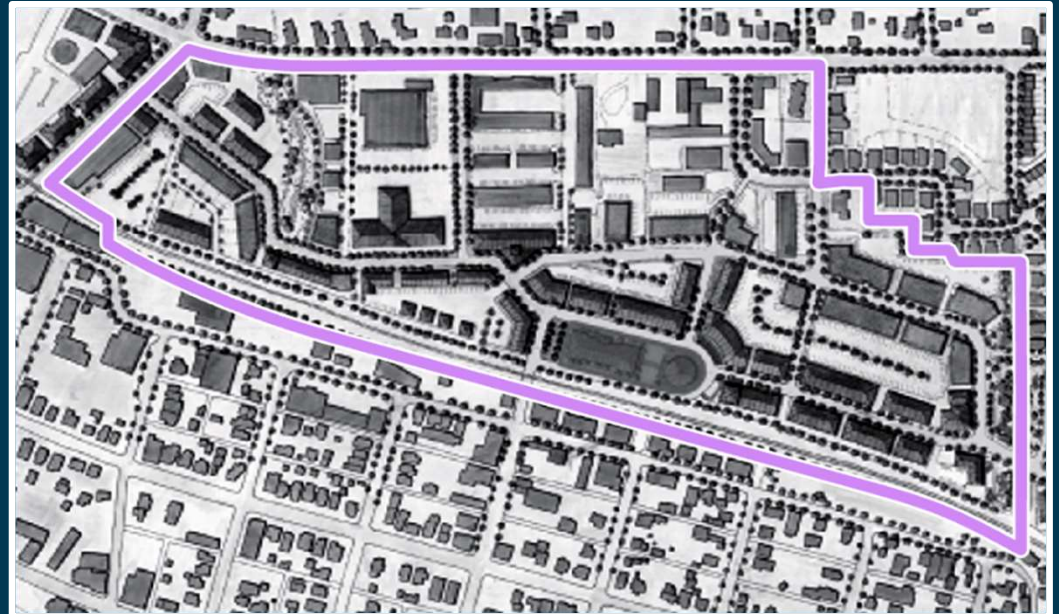
Croman Mill District

Image 3 - Railroad Property



Image 4 - Railroad Property Master Plan

DRAFT



- **Approx. 57 acres.**
- Southern portion largely undeveloped.
- Clean-up Plan under development.
- 2001 Masterplan not adopted, Street plan adopted.

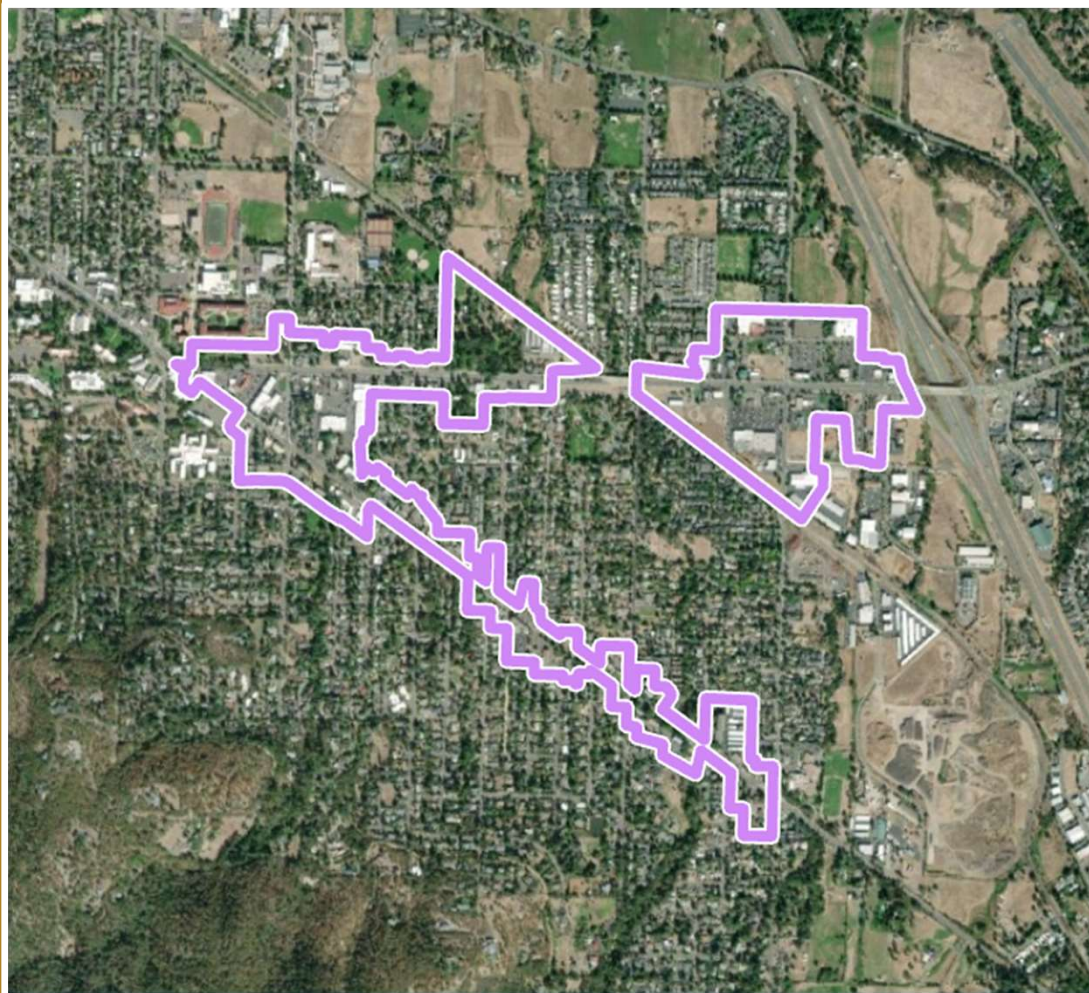
By the prescriptive methodology:

- **2,226 new dwelling units**
- 58 dwelling units per acre
- 64 percent of needed housing.



Railroad Property

Transit Triangle



Transit Triangle

- Approximately 167 acres
- Undeveloped or underdeveloped
- Largely auto-dependent uses in “strip development” pattern
- Likely a center of future growth

By the prescriptive methodology:

- 7,524 new dwelling units
- 52 dwelling units per acre
- 207 percent of needed housing.





Downtown

- Largely Developed without off-street parking requirements
- National Register-Listed Historic District

Given the level of development and the historic status, the Downtown is being looked at as a CFA, but was not analyzed under the lens of the prescriptive CFA methodology given it is nearly built out.

ODOT PROPOSAL

Subject: Signal Improvements including Cabinet Upgrades

[EXTERNAL SENDER]

Greetings, Derek!

Larissa Rudnicki here again, one of the architectural historians with ODOT. I wanted to reach out to you and notify you that ODOT is proposing to replace certain cabinets within Ashland with those will be 7.5 inches taller in height.

The six intersections where cabinets will be replaced within Ashland are:

- NE corner of Siskiyou Blvd and Mountain Ave (within the Siskiyou-Hargadine District)
- NW corner of Main St and N Second St (within the Downtown District)
- SW corner of Lithia Way and N Second St (within the Downtown District)
- NE corner of Lithia Way and N Pioneer (within the Downtown District)
- SW corner of Pioneer and Main St (within the Downtown District)
- SE corner of Main St and Laurel St (within the Skidmore Academy District)

The cabinets at five of the locations will be reaffixed to the signal poles, as opposed to freestanding, and I have requested that they be powder-coated black to match the signals (as opposed to the natural metal). The cabinet at Siskiyou Blvd and Mountain Ave will be reinstalled on the existing ground mounted pad. This cabinet is also proposed to be painted black.

I wanted to notify you and the Ashland Historic Commission of this work, but also make sure that I am not missing anything in Ashland's city management plan. For reference, I have included an image of the cabinet at Lithia Way and N Second St –



Please let me know if you or the Ashland Historic Commission have any questions or concerns! Or if I

am missing anything within your management plan! Thanks so much! Of note, this is different work than the ongoing ADA improvements.

Cheers,
Larissa

Larissa Rudnicki, M.S. (she/her - [why pronouns?](#))
ODOT Architectural Historian
Regions 3, 4, and 5
4040 Fairview Industrial Drive SE | Salem, OR 97302
(cell) 503.507.0558 | Larissa.Rudnicki@odot.oregon.gov



REVIEW BOARD -SEPT



Sept 2024

HPAC Review Board

Meet at 3:00pm – Lithia Room

Every other week

****Staff to email if there is anything to review on the off weeks****

<u>DATE</u>	<u>COMMITTEE MEMBERS ATTENDING</u>		
Sept 5th	Repp	Shostrom	
Sept 19th	Whitford		

*Call 541-488-5305 to verify there are items on the agenda to review

113 Pine - PA-T2-2024-00050

NOTICE OF APPLICATION

PLANNING ACTION: PA-T2-2024-00050

SUBJECT PROPERTY: 113 Pine St.

APPLICANT & OWNER: Rogue Development for Charlie Hamilton

DESCRIPTION: A request for concurrent Outline and Final Plan approval of four-lot, Performance Standards Option (PSO) subdivision. The proposal includes three proposed residential lots and a common area lot. The application includes a request for an exception to street standards to not install park row and to retain the existing frontage improvements. The application also includes a request to remove a total of seventeen trees, five of which are 'significant'.

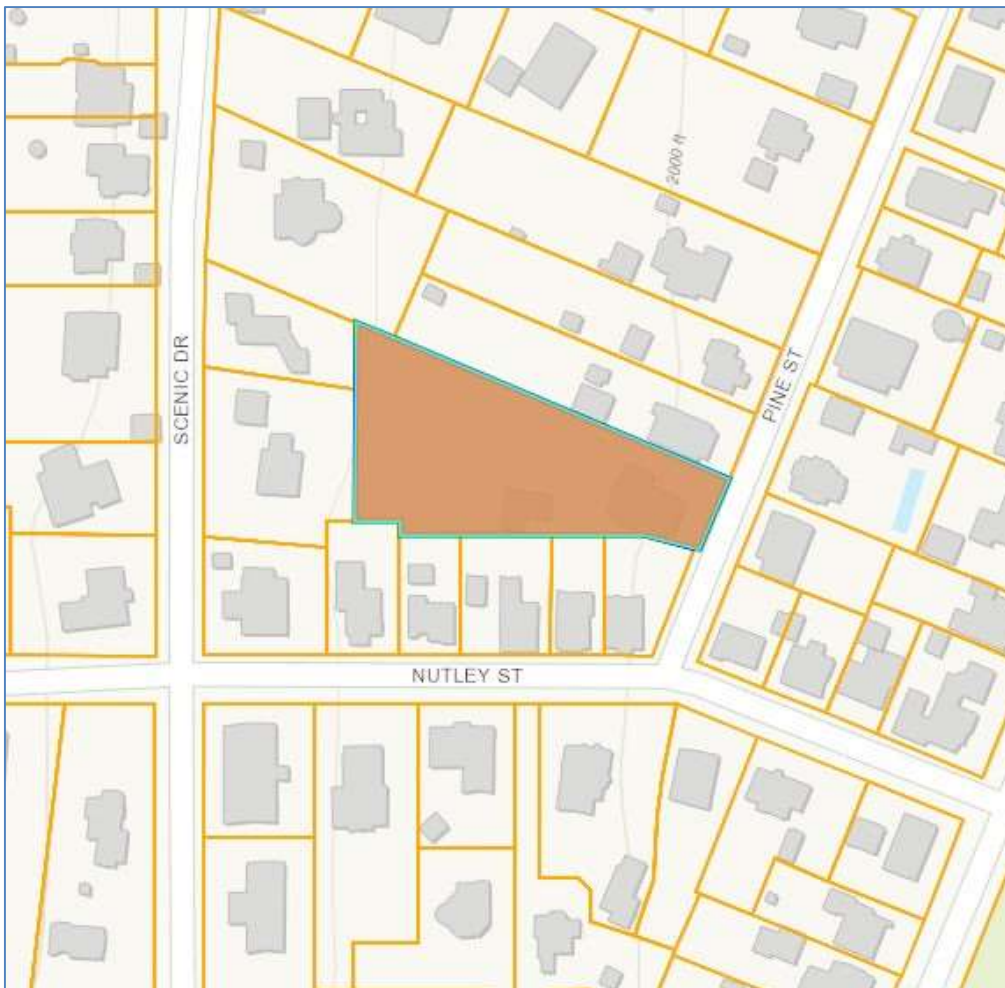
COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; **ZONING:** R-1-7.5;

MAP: 39-1E-08-AD; **TAX LOT:** 2600

NOTE: The Ashland Historic Commission will review this Planning Action on **Wednesday, September 4, 2024 at 5:00 PM** at 51 Winburn Way.

NOTE: The Ashland Tree Commission will review this Planning Action on **Thursday, September 5, 2024 at 2:00 PM** at 51 Winburn Way.

NOTE: **ASHLAND PLANNING COMMISSION MEETING:** *Tuesday September 10, 2024 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

Notice is hereby given that a PUBLIC HEARING on the following request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION on meeting date shown above. The meeting will be at the ASHLAND CIVIC CENTER, 1175 East Main Street, Ashland, Oregon.

A copy of the application, including all documents, evidence and applicable criteria are available online at "What's Happening in my City" at <https://gis.ashland.or.us/developmentproposals/>. Copies of application materials will be provided at reasonable cost, if requested. Application materials may be requested to be reviewed in-person at the Ashland Community Development & Engineering Services Building, 51 Winburn Way, via a pre-arranged appointment by calling (541) 488-5305 or emailing planning@ashland.or.us.

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA) on that issue. Failure to specify which ordinance criterion the objection is based on also precludes your right of appeal to LUBA on that criterion. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Commission to respond to the issue precludes an action for damages in circuit court.

During the Public Hearing, the Chair shall allow testimony from the applicant and those in attendance concerning this request. The Chair shall have the right to limit the length of testimony and require that comments be restricted to the applicable criteria. Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing.

If you have questions or comments concerning this request, please feel free to contact Aaron Anderson at 541-552-2052 or aaron.anderson@ashland.or.us

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator'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).

APPROVAL CRITERIA FOR FINAL PLAN

18.3.9.040.B.5

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

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

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900



OUTLINE PLAN SUBDIVISION APPROVAL (AMC 18.3.9.040.A.3)

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

- a. The development meets all applicable ordinance requirements of the City.
- b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
- d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. The proposed density meets the base and bonus density standards established under this chapter.
- g. The development complies with the Street Standards.
- h. The proposed development meets the common open space standards established under section [18.4.4.070](#). Common open space requirements may be satisfied by public open space in accordance with section [18.4.4.070](#) if approved by the City of Ashland.

EXCEPTION TO STREET STANDARDS

18.4.6.020.B.1

Exception to the Street Design Standards. The approval authority may approve exceptions to the standards section in 18.4.6.040 Street Design Standards if all of the following circumstances are found to exist.

- a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.
 - i. For transit facilities and related improvements, access, wait time, and ride experience.
 - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
 - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
- c. The exception is the minimum necessary to alleviate the difficulty.
- d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

TREE REMOVAL PERMIT (AMC 18.5.7.040.B)

Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
- b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
- c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
- d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
- e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

ROGUE PLANNING & DEVELOPMENT SERVICES, LLC



MIDTOWN TERRACES

A PERFORMANCE STANDARDS SUBDIVISION BY SUNCREST HOMES

**REQUEST FOR FOUR LOT
PERFORMANCE STANDARDS SUBDIVISION**

Property Address: 113 Pine Street
Map & Tax Lot: 39 1E 08AD; 2600

Property Owner/Applicant: Charlie Hamilton
Kasey Hamilton
PO BOX 1313
Talent, OR 97540

Planning Consultant: Rogue Planning & Development Services
1314-B Center Dr., PMB #457
Medford, OR 97501

Surveyor: Terra Survey
274 Fourth Street
Ashland, OR 97520

Civil Engineering: KAS and Associates
304 S Holly Street
Medford, OR 97501

Landscape Architecture: Terrain Landscape Architecture
310 Oak Street, Suite 3
Ashland, OR 97520

PROPOSAL:

The request is for approval of an Outline and Final Plan of four lot, Performance Standards Subdivision (AMC 18.3.9). There are three residential development lots and a common area lot. The lots will be accessed via a shared private driveway.

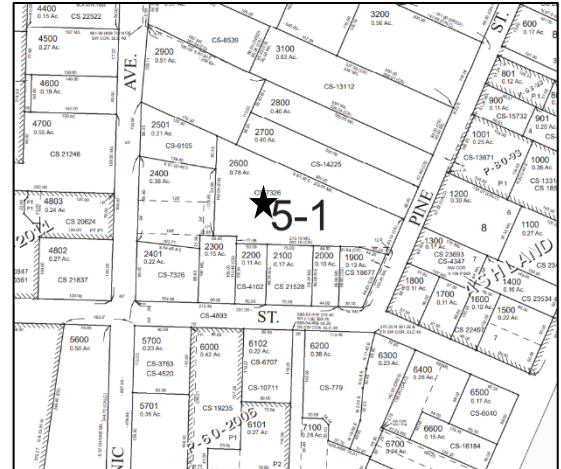
An exception to street standards to not install seven-foot landscape park row and six-foot sidewalk on Pine Street to retain the existing public street frontage improvements is requested (AMC 18.4.6.020.B).

Tree removal request to remove five trees is proposed with the application due to the development of the property. Two of these trees are dead.

PROPERTY DESCRIPTION:

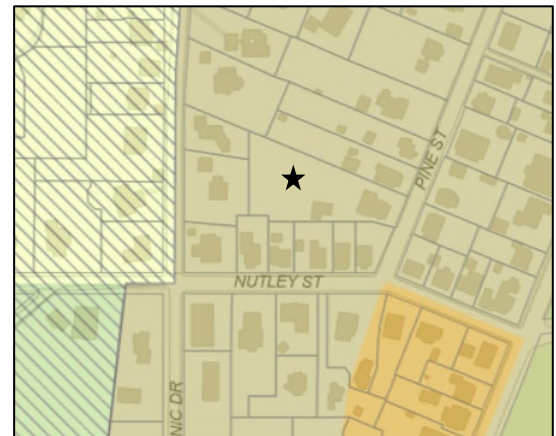
The subject property is on the west side of Pine Street and is approximately 100 feet to the north of the intersection of Pine and Nutley Streets.

The property is zoned residential, 7,500 square foot minimum lot area (R-1-7.5) and the properties to the north, and south are also zoned R-1-7.5. Properties to the west are zoned R-1-7.5 and residential, 10,000 square foot minimum lot area (R-1-10). The property and the adjacent properties are within the Skidmore Academy Historic District.



The parent parcel in its current configuration was created as part of a three-lot partition in July 1978 (78-365). The trapezoidal parcel is 33,886 square feet in area. The parcel has a narrow street frontage of 63.8 feet on the east side adjacent to Pine Street and extends an average lot depth of 307-feet to the west. The parcel widens to more than 163 feet along the west property line.

The property is occupied by a 1,630-square foot single story residence. There is an 856 square foot unfinished basement.



The house was constructed sometime around 1903 appearing on the first Sanborn Fire Insurance Map in 1907. The single-story residence sits above Pine Street with a poured in place concrete wall that extends from the at grade concrete stairs leading to the house up to nearly five feet tall on the north end. The wall is adjacent to the curbside sidewalk. The structure is built up above the street with a daylight basement and a flight of stairs to the front porch. The existing structure is centralized on the property and located approximately 22-feet from the property line and 16-feet from the wall. The structure is considered Historic Contributing in the Historic Resources Inventory for the Skidmore Academy Historic District. In 1983, the structure was assessed by the Jackson County Assessor at 70 percent of its value due to the condition by 2006, the assessment notes the structure is near the end of its economic life.

At this time, the structure is not habitable. Following complaints to the city council, city of Ashland Code Compliance and the Ashland Fire Department were tasked with address the complaints of fire safety concerns, squatter concerns and a hoarding situation. The property was cleared of much of the debris and the structure was secured to prevent trespass. The building was tagged by the city of Ashland Fire

Department as “Unsafe” based on the exterior conditions of the home that are evident. In addition to the clear and present danger presented by the failed front porch, the structure has moved off the ‘foundation’. There are substantial structural issues, and the building has come into the property owner’s possession as a dangerous building in accordance with the International Existing Building Code (IEBC) pursuant to AMC 15.04.010.B. A separate demolition permit seeking dangerous building declaration has been applied for.

The property is accessed via a 10-foot-wide concrete apron and a gravel driveway on the south side of the structure. This driveway is partially located on the property to the south. There is approximately 16.3 feet of separation between the driveway apron on the subject property and the adjacent property to the south.

Public infrastructure and utilities are present on Pine Street. These include water, storm sewer and sanitary sewer service. The property is served by overhead electric from across Pine Street. This crosses the northeast corner of the property to the south at 105 Nutley Street. The 105 Nutley Street sanitary sewer line appears to cross the subject property in the same location as the overhead electric. There are no easements.

There is a dry gully along the south side of the property. This gully historically extends from Winburn Way, under the homes between the north side of Granite Street up to the terminus of Nutley Street. The property is not within the Physical Constraints Overlay, the slopes in the southwest portion of the property adjacent to the gully are 35 percent greater. These slopes are identified as Severe Constraints layer of the Physical Constraints map.

There are 39 trees greater than six inches in diameter at breast height. There are 19 Significant trees on the subject property and on the adjacent properties that are within 15-feet of the subject property. The trees are a variety of deciduous and conifer including Oak, Maple, Cottonwood, Ash, Walnut, Pear, Apple, Incense Cedar, Fir, Pine and Sequioa. The majority of the trees are less than 12-inches in diameter at breast height. Many of the trees are in a state of decline due to lack of maintenance and care. There are some near specimen Oak trees on the property near the gully. There are only five of the nineteen significant trees proposed for removal. An International Society of Arboriculture licensed arborist has been obtained to address tree preservation and proposed tree removals.

Pine Street is a Neighborhood Street. Neighborhood Street right of way varies from 47 feet up to 57-foot-wide and requires 8-foot wide landscape parkrows and six-foot wide sidewalks. The current right of way of the majority of Pine Street is 40 feet. Along the frontage of the subject property, the Pine Street right of way is slightly less, approximately 33-feet, due to the lot pre-dating the current ROW

widths. Pine Street is improved with a curb and gutter and a five-foot-wide curbside sidewalk along the west side of Pine Street along the frontage of the subject property.

DETAILED PROPSAL:

The request is for Outline and Final Plan for a four lot, Performance Standards Subdivision. There are three development lots, each exceeding the minimum lot area in the R-1-7.5 zone. An open space area of 2,855 square feet is proposed as an amenity for the homeowners and to aid in the preservation of the slopes, significant trees and the gully area.

Utilization of the Performance Standards Subdivision Option is requested consistent with the Purpose Statement from AMC 18.3.9.010. The Purpose Statement notes that the Performance Standards Option should be used to allow an option for more flexible design than is permissible under the conventional subdivision codes when due to the undeveloped nature of the property, sloping topography, or the existence of vegetation, the result is equal in its environmental and aesthetic impact as subdivision standards would allow, are more suitable for development under Performance Standards.

The Performance Standards Option - Overlay map does not include this property. Development under the Performance Standards chapter is allowed when the development is necessary to protect the environment from degradation and would be of equal in aesthetic and environmental impact as allowed through maximum density under subdivision standards (18.3.9.030.D.2.). The lot area allows for four lots, each more than 7,500 square feet in area. A three lot, flag lot configuration is also possible with the same result as the proposed PSO Subdivision but without the open space.

The .78 acre, nearly 34,000 square foot parent parcel is largely undeveloped but surrounded by historic development patterns that were developed pattern similar to a traditional subdivision code. Has severely constrained slopes that will be protected from disturbance, preserves numerous trees including nearly all significant stature trees and only removes the minimum number of trees for construction of the driveway, the homes and to remove dead and dying vegetation.

Lot 1 is proposed to be a 9,291 square foot lot. Lot 1 consists of the area of the existing structure that will be removed. The existing lot width along Pine Street is 63.8 feet wide with the south 20-feet as an easement for the driveway. This lot extends an average of 119 feet to the rear property line. Due to the condition of the existing structure on the property, it will be removed. The lot has zero percent downhill to the north the purposes of solar setbacks and the lot width exceeds required north/south lot dimensions for the purposes of solar setbacks. At the time of development of the lot, coverage, not

to exceed 45 percent of 9,291 square feet in area (4,180.95 square feet). The maximum permitted floor area (MPFA) for the replacement residence is 2,648 square feet of floor area.

Proposed Lot 2 is to the west of Lot 1 and will be accessed via the shared driveway. Lot 2 is proposed to be 10,705 square feet. Along the south property line is the fire truck apparatus hammerhead area and the open space area. The lot has a coverage area of 4,871.25 square feet in area. Proposed Lot 2 has a slope of less than one percent (.07) uphill to the north. The building envelope line provides for the solar setback envelope of 29.13-feet for a 21-foot-tall shade producing point. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Lot 3 is further west, this lot is proposed to be 10,587 square feet in area. Proposed Lot 3 also takes access from the shared private driveway. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. This lot has a coverage area of 4,764.15 square feet in area. The lot has a slope of 1.4 percent uphill to the north. The building envelope line demonstrates the solar setback envelope of 25.64 feet for a 21-foot tall structure and not exceed the lots N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,735.68 square feet of floor area. This lot also includes some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

The proposed home designs stress energy efficiency with each unit constructed to Earth Advantage Standards. The proposed homes are architecturally creative and are designed in a manner to not prevent the lot to the north from access to passive or active solar.

A voluntarily provided open space is proposed to provide preservation of significant trees and provide a common area lot that is 2,835 square feet in area. The open space lot will have deeded access for each of the lots within the development. The open space will be improved with landscaping, benches and pathways leading to Lots 2 and 3. The utilities for Lots 2 and 3 extend through the open space lot. Lot 1 will have access via the easement of the fire apparatus access hammerhead area across Lot 2.

The property is outside of the Hillside Overlay. Topography of than 35 percent are considered Severe Constraints and are not considered developable. The sloped areas of more than 35 percent along the banks of the gully are shown on the proposed preliminary subdivision plat map. Some of these areas

are protected from development within the open space area. The areas of 35 percent upon Lots 2 and 3 are outside of the building envelope and the slopes will be restricted through a slope easement on the survey, and deed restricted to further protect the slopes from future development. The excavation for the utility trenches in the slope area and the creation of a graveled walking path from the open space to Lots 2 and 3 will not exceed 1,000 square feet in area, 20-cu yards of material exported or imported, and no structures will be constructed. The proposed development avoids impacts to the areas of severe constraints areas near the gully. The maps also depict severe constraints upon the front property line where the retaining wall is located, the slope of the front yard is not in excess of 35 percent as evidenced on the topographical site survey.

There are 39 trees on the property or adjacent to the property. Of those, there are 19 Significant trees. The trees are a variety of deciduous and conifer including Oak, Maple, Cottonwood, Ash, Walnut, Pear, Apple, Incense Cedar, Fir, Pine and Sequioa. The majority of the trees are less than 12-inches in diameter at breast height (DBH). Many of the trees are in a state of decline due to lack of maintenance and care. There are only five of the nineteen significant trees proposed for removal. One of the four, an 18-inch DBH Cottonwood directly adjacent to the north property line is dead. The other four significant trees proposed for removal are due to the location of the shared driveway or within the building envelope. There is a 12-inch DBH Walnut Tree within the building envelope of Lot 2, a 16-inch DBH Oak tree within the building envelope of Lot 2 and a 16-inch DBH Norway Maple within the path of the driveway and the 14-inch DBH Plum tree within the open space lot is in a severe state of decline. An International Society of Arboriculture licensed arborist has been obtained to address tree preservation and proposed tree removals.

On the following pages, findings of fact addressing the criteria from the Ashland Municipal Code are provided on the following pages. For clarity, the criteria are in Times New Roman font and the applicant's responses are in Calibri font.

FINDINGS OF FACT

PERFORMANCE STANDARDS OPTION AND PERFORMANCE STANDARDS OVERLAY 18.3.9

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

Finding:

The request is for Outline and Final Plan for a four lot, Performance Standards Subdivision. There are three development lots, each exceeding the minimum lot area in the R-1-7.5 zone. An open space area of 2,855 square feet is proposed as an amenity for the homeowners and to aid in the preservation of the slopes, large stature trees and the natural gully area.

Utilization of the Performance Standards Subdivision Option is requested consistent with the Purpose Statement from AMC 18.3.9.010. The Purpose Statement notes that the Performance Standards Option should be used to allow an option for more flexible design than is permissible under the conventional subdivision codes when due to the undeveloped nature of the property, sloping topography, or the existence of vegetation, the result is equal in its environmental and aesthetic impact as subdivision standards would allow, are more suitable for development under Performance Standards.

18.3.9.020 Applicability

Developments exercising the Performance Standards option, including developments that are required to apply the option pursuant to this ordinance, shall meet the provisions of this chapter and all other applicable sections of this ordinance; except that developments subject to this chapter are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

Finding:

The proposed development seeks to utilize the Performance Standards Option and the proposal demonstrates compliance with the provisions of this chapter.

18.3.9.030 PSO-OVERLAY

B. Applicability. This chapter applies to properties located in the Performance Standards Option Overlay (PSO) as depicted on the Zoning Map. All developments in the PSO overlay, other than partitions and development of individual dwelling units, shall be processed under this chapter. The minimum number of dwelling units for a Performance Standards Subdivision within residential zoning districts is three.

Finding:

The property is not within the PSO – Overlay as depicted on the zoning map. There are three dwelling units proposed within the proposed Performance Standards Option subdivision.

D. Development Outside PSO-Overlay. If a parcel is not in a PSO overlay, then development under this chapter may only be approved if one or more of the following conditions exist.

2. That development under this chapter is necessary to protect the environment and the neighborhood from degradation which would occur from development to the maximum density allowed under subdivision standards or would be equal in its aesthetic and environmental impact.

Finding:

The proposed three lot Performance Standards Option Subdivision proposes to protect the environment from degradation and will be equal in its aesthetic impact as that would occur from development to the maximum density allowed under the subdivision standards.

Environmental protection is provided to large stature and significant trees within the proposed open space. The open space reduces the areas of the lots where structures can be built. The area of the open space on Lots 2 and 3 is an area within the gully that could be developed with structures without the open space designation.

The proposed open space and the severely constrained slopes adjacent to the Homeowners Association maintained open space area will include protections in the form of slope easement and deed restrictions that would not be provided in a standard subdivision procedure. This increases the environmental protections.

A Performance Standards Subdivision is requested because as noted in the Purpose statement (AMC 18.3.9.010), the Performance Standards option should be used to allow an option for more flexible design than is permissible under the conventional zoning codes. The parent parcel is largely undeveloped but surrounded by historic development patterns that were developed in a layout and development pattern similar to a traditional subdivision code. Excepting the

residence near Pine Street, which is in very poor condition, the narrow gravel driveway, small, shed structures and the trees, the .78 acre, the nearly 34,000 square foot parcel is largely vacant.

The configuration of the parent parcel is another consideration for the use of the flexibility provided within the Performance Standards Subdivision to utilize a private driveway instead of a flag lot layout. The property area would allow for a flag lot configuration with Lot 1 being excessively deep just to meet minimum lot width standards whereas the Performance Standards Subdivision Option allows for flexibility in lot layout. Specifically, by not requiring a flagpole property line connection for Lots 2 and 3 that reduces the lot width along the street, the Performance Standards Option allows for the the same driveway configuration within an easement therefore a similar average lot width of the existing lot width for proposed Lot 1.

It can be found that development under the PSO-Overlay is supported by the property location in a largely developed area, on a lot that has a narrow street frontage that presents access limitations and lot configuration issues that would not apply in the Performance Standards Option Subdivision.

It can be found that the proposal provides for the preservation of significant natural features including topography and significant trees within a 2,865 square foot open space, that is deed restricted for no development, and slope easement upon the unbuildable areas that are in excess of 35 percent.

Each proposed lot area substantially exceeds the minimum lot area in the zone while preserving the natural features though the creation of open space, deed restricted, unbuildable areas and preservation of large stature trees. Further protections are provided because the proposed homes are to be constructed to Earth Advantage Standards, be architecturally creative and aesthetically pleasing. The environmental protections provided for the open space while being less than 900 feet from Lithia Park and 1,100 feet from the Waterline Road provides for a great quality of life with an efficient use of the land and limited impacts to the natural environment and neighborhood.

REVIEW PROCEDURES AND CRITERIA

18.3.9.040

A. Outline Plan. A proposed outline plan shall accompany applications for subdivision approval under this chapter. For developments of fewer than ten lots, the outline plan may be filed concurrently with the

final plan, as that term is defined in subsection 18.3.9.040.B.4. For developments of ten or more lots, prior outline plan approval is mandatory.

Finding:

The attached subdivision plans including topographical survey, building envelopes, conceptual grading, erosion control, drainage and utility plan address the submittal requirements of the Outline Plan and Final Plan.

The proposal is for concurrent review of Outline and Final Plan because there are fewer than ten units.

The proposed subdivision utilizes conventional financing through FDIC lending institutions and private financing. The property proposed for development is owned by Charlie Hamilton.

The proposed common lot and private driveway will have maintenance stipulations outlined in the Homeowner's Association and Covenants, Conditions & Restriction Documents. The steep slopes that are outside of the common area and upon Lots 2 & 3, will be restricted from development both by deed and by ordinance.

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

a. The development meets all applicable ordinance requirements of the City.

Finding:

The proposed development is exercising the Performance Standards Option. The development demonstrates compliance with the standards from 18.3.9.050 – 18.3.9.080, and the provisions of this chapter. The other applicable sections of this ordinance including: 18.4.3 Parking, Access, & Circulation; 18.4.6 Public Facilities; 18.4.8 Solar Access Performance Standard, 18.5.3 Land Divisions and Property Line Adjustments; 18.5.7 Tree Removal Permits, and preservation of the Severe Constraints slopes 18.3.10.060.D., etc. are addressed in these findings.

The PSO – Overlay development is subject to chapter 18.3.9 and is not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by this chapter. The proposed development complies with all other applicable standards from the R-1-7.5 zone.

Lot 1:

Proposed Lot 1 consists of the area of the existing structure that will be removed. The existing lot width along Pine Street is 63.8 feet wide with the south 20-feet as an easement for the driveway. This lot extends an average of 119 feet to the rear property line. The rear property line is ~113 feet. The average lot width is 88.4 feet. The proposed lot area is 9,291 square feet.

Due to the condition of the existing structure on the property, it will be removed.

Standard setbacks are proposed for this Lot with 20-foot front yard setback, six-foot north side, or as required based on the height of the future structure shade producing point from natural grade. A ten-foot rear yard setback and a five foot from easement setback are provided with the building envelope. Proposed Lot 1 has zero percent slope to the north for the purposes of solar setbacks. The lot width exceeds required north/south lot dimensions for the purposes of solar setbacks. A 21-foot-tall shade producing point requires a 33.78-foot setback from the north property line. This distance does not exceed 50 percent of the lot's N/S dimension of ~88.47 feet.

At the time of development of the lot, coverage did not exceed 45 percent of the lot area, or 4,180.95 square feet. The maximum permitted floor area (MPFA) for the replacement residence is 2,648 square feet of floor area.

Lot 2:

Proposed Lot 2 is to the west of Lot 1 and will be accessed via the shared driveway. Lot 2 is proposed to be 10,705 square feet. Along the south property line is the fire truck apparatus hammerhead area and the open space area.

The building envelope depicts the north (front), south (rear), east and west (sides) setbacks. All setbacks proposed meet or exceed minimum setbacks in the R-1-7.5 zone. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. The lot has a coverage area of 4,871.25 square feet in area. Proposed Lot 2 has a slope of less than one percent (.07) uphill to the north. The building envelope line demonstrates the solar setback envelope of 29.13-feet for a 21-foot-tall shade producing point does not exceed 50 percent of the lot's N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This

lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Lot 3:

Proposed Lot 3 is further west and will also be accessed by the private driveway. This parcel is proposed to be 10,587 square feet in area. Proposed Lot 3 also takes access from the shared private driveway. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. This lot has a coverage area of 4,764.15 square feet in area. The lot has a slope of 1.4 percent uphill to the north. The building envelope line demonstrates the solar setback envelope of 25.64 feet for a 21-foot tall structure and not exceed the lots N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,735.68 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

The proposed open space lot is 2,855 square feet in area. The open space lot will have deeded access for each of the lots within the development. The open space will be improved with landscaping, benches and pathways leading to Lots 2 and 3. The utilities for Lots 2 and 3 extend through the open space lot. Lot 1 will have access via the easement of the fire apparatus access hammerhead area across Lot 2.

The property is outside of the Hillside Overlay. Topography of than 35 percent are considered Severe Constraints and are not considered developable. The sloped areas of more than 35 percent along the banks of the gully are shown on the proposed preliminary subdivision plat map. Some of these areas are protected from development within the open space area. The areas of 35 percent upon Lots 2 and 3 are outside of the building envelope and the slopes will be dedicated with a slope easement and deed restricted to further protect the slopes from future development. The excavation for the utility trenches in the slope area and the creation of a graveled walking path from the open space to Lots 2 and 3 will not exceed 1,000 square feet in area, 20-cu yards of material exported or imported, and no structures will be constructed. The proposed development avoids impacts to the areas of severe constraints areas near the gully. The maps also depict severe constraints upon the front property line

where the retaining wall is located, the slope of the front yard is not in excess of 35 percent as evidenced on the topographical site survey.

b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.

Finding:

The proposed layout provides adequate key City facilities.

All utilities will be extended to the development lots through the private driveway via easement across proposed Lot 1, through Lot 2 and onto serve Lot 3.

Water pressures are adequate to serve the proposed, efficient dwellings. There will be three new water meters provided. A fire hydrant is present directly across Pine Street from the driveway.

Sanitary sewer laterals using gravity flow from the dwellings down to the sanitary sewer main within Pine Street. There have no indications that the sewer mains are not adequate for the additional flows from the new residences.

The stormwater will be captured and detained onsite in engineered, underground detention pipes located between the street and the dwelling on Lot 1. Following the retention, detention and treatment of the stormwater within the system, the stormwater percolates out to the public system within the street. There have not been any indications that there were issues with the storm drainage system.

Following meetings with the City of Ashland Electric, an electric vault will be installed extending the service from across Pine Street, under the roadway and to a new vault on the west side of Pine Street.

All of the utilities will have easements from the Common Area Lot and from the adjacent lots through which utilities cross.

18.3.9.060

Parking Standards

All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3, Parking, Access, and Circulation.

A. On-Street Parking Required. For all performance standards subdivisions in R-1 zones, and for all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions:

1. Where on-street parking is provided on newly created or improved streets, the total number of on-street spaces required should not surpass the available street frontage, with each parking space being considered equivalent to 22 feet in length without interruption and exclusive of designated no-parking areas.

Finding:

No streets are proposed. Not applicable.

18.4.3.080.

Vehicle Area Design

A. Parking Location

Finding:

Per 18.4.3.080 Vehicle Area Design, each lot will have adequate parking with two vehicle spaces within a garage accessed from the private drive either directly or from a driveway extension. The residential parking is not within any required yard area.

B. Parking Area Design.

Finding:

Not applicable

C. Vehicular Access and Circulation.

a. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.

Finding:

The existing driveways are separated by less than 24-feet. The driveway serving the residence to the south is approximately 17-feet from the existing driveway apron. The driveway will be moved to the south, off the adjacent property and increasing the separation slightly.

b. Partitions and subdivisions of property located in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.

Finding:

The subject property is zoned R-1-7.5 and is not subject to the controlled access standards per this section.

c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall be limited to the following.

Finding:

The property is zoned R-1-5 and not subject to the standards.

d. Access Requirements for Multi-family Developments. All multi-family developments which will have automobile trip generation in excess of 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.

Finding:

Not applicable.

4. Shared Use of Driveways and Curb Cuts.

a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and all necessary access easements. Where necessary from traffic safety

and access management purposes, the City may require joint access and/or shared driveways in the following situations.

- i. For shared parking areas.
- ii. For adjacent developments, where access onto an arterial is limited.
- iii. For multi-family developments, and developments on multiple lots.

Finding:

The proposed access uses an existing driveway apron, shifts it north and widens it slightly to provide adequate access to the private drive. This single, narrow driveway minimizes access points.

- b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Curb cuts and approaches shall be replaced with standard curb, gutter, sidewalk, and planter/furnishings strip as appropriate.

Finding:

The proposal is to develop a standard driveway approach where presently one does not exist. There are no additional, unnecessary approaches.

- c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.

Finding:

The proposal is to create a shared, private drive.

- 5. Alley Access. Where a property has alley access, vehicle access shall be taken from the alley and driveway approaches and curb cuts onto adjacent streets are not permitted.

Finding:

There is no alley access.

18.3.9.040A.3 (continued)

c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the common open space, common areas, and unbuildable areas.

Finding:

The existing and natural features of the land including the 19 significant trees, the gully and the steep topography on the south and north sides of the gully that are shown as Severe Constraints are identified on the plan maps.

The south side of the dry gully and the steep slopes are preserved within the ~2,800 square foot common area with the steep slopes on the north side identified as unbuildable and protected through deed restriction. There are large stature deciduous trees within the open space on the southwest property lines including large stature Oak and Plum trees and a large stature Walnut tree is to be proposed at the top of the steep slope on the south side of the building envelope of Lot 3.

d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

Finding:

The adjacent properties are zoned residential. The properties to the north and south of the property have limited development potential due to the location of the existing structures and lot configurations. There is a larger parcel on the north side of the property that may have development potential, but the lots narrow width limits its development potential.

A gridded street system is not proposed due to the limited lot width of the parent parcel, topography of the subject property and the adjacent properties. Additionally, the adjacent properties lot area, dimensions, topography, and trees greatly limit if not completely prevent extension of any vehicular access through the subject property.

e. There are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

Finding:

A Homeowner's Association (HOA) with Covenants, Conditions and Restrictions, and By-Laws will be created with a land use attorney. The provisions for the maintenance of the common open space, the driveways, stormwater detention facility and the shared features will be addressed in the subdivision governing documents.

The subdivision is not phased.

f. The proposed density meets the base and bonus density standards established under this chapter.

Finding:

The density of the lot based on area alone is four (4) lots that are 7,500 square feet in area. When the Performance Standards Option is applied the density of AMC 18.3.9 for the R-1-7.5 Overlay is applied. The PSO density for R-1-7.5 zones is 3.6 dwelling units per acre. The parent parcel area is 33,976.8 square feet (.78 acres) $.78 \times 3.6 = 2.81$ is the base density.

The proposed density is three (3) lots. Each residence will be constructed to the Earth Advantage Standards which allows for a 15 percent density bonus ($2.81 \times 1.15 = 3.23$).

The proposal complies with the minimum density and the bonus density standard with the development of the Earth Advantage Certified dwelling units.

The lot area is adequate for three lots utilizing the standard partitioning section of the ordinance, and the proposed density is the same but with the Earth Advantage development of energy efficient housing is proposed that would not be required in the standard partition scenario.

g. The development complies with the street standards.

Finding:

There are changes to the existing frontage except the dedication of right of way to align the east property line with the adjacent properties to the north and south. The existing curbside sidewalk with retaining wall behind will remain.

An exception to street standards is sought to not install a wider public sidewalk and landscape park row along the Pine Street frontage. See exception findings for reasons not to install a 43.8-foot-long section of park row and relocate the sidewalk to where it has no connection to adjacent curbside sidewalks.

No new public streets are proposed.

h. The proposed development meets the common open space standards established under section 18.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the City of Ashland.

Finding:

No open space is required when the minimum density is less than 10 units. The proposed open space area is 2,855 square feet. It has no dimension of less than 20-feet. The open space area preserves the large stature, significant trees, preserves the steep slopes and preserves the historic landscape feature of the gully. The open space will remain largely in the condition it is in with removal of dead / dying plum trees, removal of the overgrown vegetation, addition of benches, providing a path from the terminus of the fire apparatus access hammerhead and through to the lots. There will be a minor encroachment of decomposed granite path from the open space to Lots 2 and 3. The paths will not trigger the development thresholds for disturbance of constrained slopes. The building permit submittal for the infrastructure portion of the subdivision will provide the final landscape and irrigation plan to improve the aesthetics of the open space.

The open space provides additional environmental protection as required by with the application of the Performance Standards Option that would not be required through the standard partitioning process including the flag lot configuration. The allowance of the Performance Standards Subdivision Option provides a greater benefit of additional open space for the neighborhood that includes many oversized lots with large stature and significant trees. The open space area reduces the buildable areas of the lots which limits the number of structures and the impacts to adjacent properties and environmental protections. The HOA and CC & Rs will provide clear standards for the open space.

Fencing on Lots 2 and 3 adjacent to the open space will be limited to four feet of solid panel fencing. All other fencing determinations will be made at building permit phase.

4. Approval of the Outline Plan.

- a. After the City approves an outline plan and adopts any zone change necessary for the development, the developer may then file a final plan in phases or in its entirety.

Finding:

The plan is filed in its entirety.

- b. If an outline plan is phased, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished.

Finding:

The application is not for a phased subdivision.

FINAL PLAN

18.3.9.040.B.

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

- a. The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.
- b. The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this ordinance.
- c. The common open spaces vary no more than ten percent of that provided on the outline plan.
- d. The building size does not exceed the building size shown on the outline plan by more than ten percent.
- e. The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.
- f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.
- g. The development complies with the street standards.
- h. Nothing in this section shall limit reduction in the number of dwelling units or increased open space; provided, that if this is done for one phase, the number of dwelling units shall not be

transferred to another phase, nor the common open space reduced below that permitted in the outline plan.

Finding:

With the concurrent proposal, there are no intended modifications between outline and final plan.

6. Any substantial amendment to an approved final plan shall follow a Type I procedure in section 18.5.1.040 and be reviewed in accordance with the above criteria.

Finding:

It is understood substantial amendment would require additional review.

LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

18.5.3.020 Applicability and General Requirements

A. Applicability. The requirements for partitions and subdivisions apply, as follows.

1. Subdivisions are the creation of four or more lots from one parent lot, parcel, or tract, within one calendar year.

Finding:

The request is for approval of a Performance Standards subdivision. The proposed subdivision creates four lots from one parent tract of land. Three development lots and a common area lot.

B. Land Survey. Before any action is taken pursuant to this ordinance that would cause adjustments or realignment of property lines, required yard areas, or setbacks, the exact lot lines shall be validated by location of official survey pins or by a survey performed by a licensed surveyor.

Finding:

An official survey of the property has been performed by an Oregon licensed surveyor.

C. Subdivision and Partition Approval Through Two-Step Process. Applications for subdivision or partition approval shall be processed by means of a preliminary plat evaluation and a final plat evaluation.

1. The preliminary plat must be approved before the final plat can be submitted for review.

2. The final plat must demonstrate compliance with all conditions of approval of the preliminary plat.

Finding:

The proposal is for an Outline and Final Subdivision plat review.

D. Compliance With Oregon Revised Statutes (ORS) chapter 92. All subdivision and partitions shall conform to state regulations in Oregon Revised Statute (ORS) chapter 92, Subdivisions and Partitions.

Finding:

The subdivision will conform to state regulations in ORS chapter 92.

E. Future Re-Division Plan. When subdividing or partitioning tracts into large lots (i.e., greater than two times or 200 percent the minimum lot size allowed by the underlying land use district), the lots shall be of such size, shape, and orientation as to facilitate future re-division and extension of streets and utilities. The approval authority may require a development plan indicating how further division of oversized lots and extension of planned public facilities to adjacent parcels can occur in the future. If the Planning Commission determines that an area or tract of land has been or is in the process of being divided into four or more lots, the Commission can require full compliance with all subdivision regulations.

Finding:

The minimum lot size in the zone is 7,500 square feet in area. The proposed resulting lot areas following the partition is for three lots that are less than two times the minimum lot area.

PRELIMINARY SUBDIVISION PLAT CRITERIA

18.5.3.070

A. Approval Criteria. The approval authority, pursuant to subsection 18.5.3.030.A, may approve, approve with conditions or deny a preliminary subdivision plat on findings of compliance with all of the following approval criteria.

1. The subdivision plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.

Finding:

There are no City adopted neighborhood or district plans. To the applicant's knowledge, there are not previous approvals for the subject properties that would prevent the proposed subdivision.

2. Proposed lots conform to the requirements of the underlying zone, per part [18.2](#), any applicable overlay zone requirements, per part [18.3](#), and any applicable development standards, per part [18.4](#) (e.g., parking and access, tree preservation, solar access and orientation).

Finding:

The proposed lots conform to the requirements of R-1-7.5 zone. The proposed subdivision is consistent with the standards from 18.3.9 for Performance Standards Option Subdivision. The three parcels for development will have more than 7,500 square feet of area.

18.2.2.030 Allowed Uses

A. Uses Allowed in Base Zones. Allowed uses include those that are permitted, permitted subject to special use standards, and allowed subject to approval of a conditional use permit.

Finding:

A Performance Standards Options Subdivision to create a four-lot, residential subdivision is permitted use in the zone. The proposed subdivision seeks to create three new residential lots and a common space lot. The lots are proposed to be accessed via a private driveway. Private driveways are allowed to access three lots within a Performance Standards Option Subdivision.

One and two family residences are permitted use in the zone.

18.2.5.090 Standards for Single-Family Dwellings

A. The following standards apply to new single-family dwellings constructed in the R-1, R-1-3.5, R-2, and R-3 zones; the standards do not apply to dwellings in the WR or RR zones.

B. Single-family dwellings subject to this section shall utilize at least two of the following design features to provide visual relief along the front of the residence:

1. Dormers
2. Gables
3. Recessed entries
4. Covered porch entries
5. Cupolas
6. Pillars or posts
7. Bay window (min. 12" projection)
8. Eaves (min. 6" projection)
9. Off-sets in building face or roof (min. 16")

Finding:

The submitted concepts of residences and designs are of a similar aesthetic as the adjacent property. There is an eclectic mix of architectural styles in this area of the Skidmore-Academy Historic District. The conceptual elevations demonstrate that two or more of the design features listed above will be provided on the proposed single-family residential units.

Lot 1:

Proposed Lot 1 consists of the area of the existing structure that will be removed. The existing lot width along Pine Street is 63.8 feet wide with the south 20-feet as an easement for the driveway. This lot extends an average of 119 feet to the rear property line. The rear property line is ~113 feet. The average lot width is 88.4 feet. The proposed lot area is 9,291 square feet.

Due to the condition of the existing structure on the property, it will likely be removed. A credit for the system development charges for parks, transportation and the coverage area will be obtained.

Standard setbacks are proposed for this Lot with 20-foot front yard setback, six-foot north side, or as required based on the height of the future structure shade producing point from natural grade. A ten-foot rear yard setback and a five foot from easement setback are provided with the building envelope. Proposed Lot 1 has no slope to the north for the purposes of solar setbacks. The lot width exceeds required north/south lot dimensions for the purposes of solar setbacks. A 21-foot-tall shade producing point requires a 33.78-foot setback from the north property line. This distance does not exceed 50 percent of the lot's N/S dimension of ~88.47 feet.

At the time of development of the lot, coverage did not exceed 45 percent of the lot area, or 4,180.95 square feet. The maximum permitted floor area (MPFA) for the replacement residence is 2,648 square feet of floor area.

Lot 2:

Proposed Lot 2 is to the west of Lot 1 and will be accessed via the shared driveway. Lot 2 is proposed to be 10,705 square feet. Along the south property line is the fire truck apparatus hammerhead area and the open space area.

The building envelope depicts the north (front), south (rear), east and west (sides) setbacks. All setbacks proposed meet or exceed minimum setbacks in the R-1-7.5 zone. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon

the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. The lot has a coverage area of 4,871.25 square feet in area. Proposed Lot 2 has a slope of less than one percent (.07) uphill to the north. The building envelope line demonstrates the solar setback envelope of 29.13-feet for a 21-foot-tall shade producing point does not exceed 50 percent of the lot's N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Lot 3:

Proposed Lot 3 is further west and will also be accessed by the private driveway. This parcel is proposed to be 10,587 square feet in area. Proposed Lot 3 also takes access from the shared private driveway. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. This lot has a coverage area of 4,764.15 square feet in area. The lot has a slope of 1.4 percent uphill to the north. The building envelope line demonstrates the solar setback envelope of 25.64 feet for a 21-foot-tall structure and not exceed the lots N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Open Space Lot:

The proposed open space lot is 2,855 square feet in area. The open space lot will have deeded access for each of the lots within the development. The open space will be improved with landscaping, benches and pathways leading to Lots 2 and 3. The utilities for Lots 2 and 3 extend through the open space lot. Lot 1 will have access via the easement of the fire apparatus access hammerhead area across Lot 2.

Fences:

Any fences or walls within the development will comply with the fence and wall standards from 18.4.4.060 specifically adjacent to the open space where a not more than four foot fence will be

proposed. Fence permits will be obtained and will be provided for on the building permit submittals.

Hillside:

The property is outside of the Hillside Overlay. Topography of than 35 percent are considered Severe Constraints and are not considered developable. The Severe Constraints map depicts severe constraints along the front property line where the retaining wall behind the sidewalk is located, the slope of the front yard is not in excess of 35 percent as evidenced on the topographical site survey.

The areas of more than 35 percent along the banks of the gully are shown on the proposed preliminary subdivision plat map. The areas of over 35 percent are protected from development within the open space area. Where the areas of 35 percent upon Lots 2 and 3 are located they are protected by ordinance as unbuildable area. They are located outside of the building envelope, and the slopes will have a slope easement and be deed restricted to further protect the slopes from future development. The excavation for the utility trenches in the slope area and the creation of a graveled walking path from the open space to Lots 2 and 3 will not exceed 1,000 square feet in area, 20-cu yards of material exported or imported, and no structures will be constructed.

The proposed development avoids impacts to the areas of severe constraints areas near the gully. The building envelopes are outside of the areas of severe constraints and the trees within the areas of severe constraints are preserved.

There are greater protections provided with a Performance Standards Subdivision than would be provided in a partition scenario where there would be no open space and no HOA to assure compliance with the deed restrictions.

Tree Preservation and Removal:

A Tree Protection and Preservation Plan has been prepared that includes notes for construction within the root zones and tree preservation techniques to address the construction impacts on the trees on the subject property as well as the adjacent property to the north. There are substantial numbers of healthy trees and significant stature trees retained with the proposal. Near specimen Oak trees are preserved within the open space.

Within the area of Lot 1, within the building envelope area, the driveway area or heavily impacted by construction are five trees. Of those, one is significant, a 16-inch DBH Norway

Maple (#2462). Within the building envelope there are three 10-inch fruit trees. In the front yard area is a 10-inch Red Maple tree and that will be removed. The three apple trees are in decline or within the driveway area.

Proposed Lot 2 has an 8-inch DBH pear tree, an 8-inch DBH Raywood Ash a 7-inch DBH Norway Maple, and a 12-inch DBH Walnut tree (#2348) that will be removed. These trees are within the building envelope. The 12-inch DBH Walnut tree is a significant tree, the others are not. According to the project arborist, Walnut is in decline.

Lot 3 has a 6-inch DBH California Black oak, an 8-inch DBH apple tree and a 14 inch DBH Incense Cedar tree that will be removed, these trees are within the building envelope. A 16-inch DBH California Black Oak (#2361) is within the side yard setback and building envelope area of Lot 3. A significant Walnut tree near the open space area, and the trees on the west property line will be preserved.

Within the Open space lot on the south side of the property there are two Plum trees in severe state of decline. One of the trees is a 14-inch DBH tree (#2411) and the other is an 8-inch DBH Plum. Both of these trees will be removed and mitigation trees will replace the canopy from the Plum trees.

There is a dead, large stature, 18-inch DBH Cottonwood tree (#2365) on the shared property line between the subject property and the adjacent property to the north. This tree will be removed with the property owner to the north's permission. This dead tree needs to be removed and the property owners will work in concert with each other.

Tree removal findings for the four trees that meet the thresholds for significant trees are presented on page 33-35.

3. Access to individual lots necessary to serve the development shall conform to the standards contained in section [18.4.3.080](#) Vehicle Area Design.

Finding:

The proposed private driveway accessing the proposed lots will be within a 20-foot-wide access easement with a 15-foot-wide paved driveway and a 20-foot-wide clear easement width.

The proposed driveway will utilize the same location as the existing driveway apron on the south side of the property. The adjacent driveway to the south is less than 24-feet from the subject property driveway. The separation between the driveways is increased with this proposal.

The width (20-feet clear, 15-feet paved) and the grade of the driveway at no point exceeds 15 percent. The proposed driveway is adequate to allow for a circulation system that will accommodate the expected onsite traffic.

The future development proposal will provide adequate parking for the future houses.

The surface will be installed in a manner that does not allow for the surface waters to drain across any public right-of-way or adjacent properties as per the civil drawings for the driveway construction.

4. The proposed streets, utilities, and surface water drainage facilities conform to the standards in chapter [18.4.6](#), and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.

Finding:

There are no proposed streets. The development of the remainder of any adjoining land or access to adjacent residential lands will not be impeded by the proposal. The development of adjacent properties is limited due to the size of the properties, the existing structure locations, the lot configurations, topography, access limitations, etc. of the adjacent properties and are not impacted by this proposal.

There are no proposed transitions to potential future developments on adjacent lands due to the limitations on the number of lots accessed via a private driveway and the lack of available area on adjacent parcels, topography, or future connectivity of a public street because of the previously listed limitations on future development potential.

The proposed utilities extend from the existing infrastructure present within the Pine Street right of way. All of the proposed infrastructure and the driveway has been designed by an Oregon Licensed Civil Engineer. The utility plan conforms to the requirements of AMC 18.4.

No modifications are proposed to the street. The preliminary plat identifies the proposed dedication of public right of way, a 10-foot Public Utility Easement behind the property, and preliminary easements for private utilities within the easement areas.

Pine Street is improved with a curb, gutter and curbside sidewalk. No changes to the right of way are proposed. Right of way dedication to match the adjacent properties is proposed. Along the frontage of the subject property and the adjacent properties, there is a retaining wall and established trees that prevent the extension of landscape park row and sidewalk to street design standards.

EXCEPTION TO STREET STANDARDS

18.4.6.020.B.1.

Finding:

The proposal does not include improvements to Pine Street thus an exception to Street Standards is required.

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the standards section in 18.4.6.040 Street Design Standards if all of the following circumstances are found to exist.

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

Finding:

The code allows for the granting of exceptions when physical conditions exist that preclude development of a public street, or components of the street. Such conditions may include mature trees, topographical constraints, and limited right-of-way. Each of these conditions are present on the frontage.

The property has a 63.8-foot-wide frontage to Pine Street. Along the frontage of the property and the adjacent properties to the north and south, there is approximately 5.5-feet of right of way. This right of way width is not adequate to install required improvements. The narrow width of the property frontage following the installation of the driveway leaves 43.8-feet of frontage for a small landscape park row and sidewalk. There are curbside sidewalk connections off-site of the subject property to the north or south. If the sidewalk were built to present standards, the existing improvements would not connect. The unique situation includes the development and prevention of a sidewalk and park row system that goes nowhere.

Pine Street is an collector and requires a right-of-way of 47 feet. The standards seek 32-33 feet of curb-to-curb pavement, seven – eight feet of landscape park row, and six -feet of

sidewalk on. Inadequate right-of-way is present on the east side of Pine Street to provide the city standard improvements. The proposed dedication of right of way aligns the right of way and the property lines adjacent to the north and south property boundaries. Extending a park row and sidewalk beyond the property would require dedication of right-of-way by adjacent property owners and a substantial alteration to the trees and utilities within the right-of-way.

b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.

Finding:

No changes to the transportation facilities are proposed so they will remain equal to the present improvements.

c. The exception is the minimum necessary to alleviate the difficulty.

Finding:

The proposed exception is to not modify the sidewalk or install a park row. There is inadequate right-of-way to achieve park row and sidewalk improvements. Not installing sidewalk alleviates the difficulty in extensions of said sidewalks in a logical and functional manner on properties that are not associated with the proposed development and based on existing development, will not redevelop in a manner that would require dedication of right-of-way or removal of trees.

d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

Finding:

The Purpose and Intent of the Street Standards section speaks to connectivity and design focus on a safe environment for all users, design streets as public spaces, and enhance the livability of neighborhoods, consistent with the Comprehensive Plan. There are no sidewalks with park row in the Pine Street neighborhood. The lack of right-of-way to install improvements and that not installing sidewalk and park row will not negatively impact the vehicular, bicycle and pedestrian experience.

A street tree will be planted in the front yard behind the sidewalk. The tree will be chosen from the City of Ashland Recommended Street Tree Standards.

5. All proposed private common areas and improvements, if any, are identified on the preliminary plat and maintenance of such areas (e.g., landscaping, tree preservation, common areas, access, parking, etc.) is ensured through appropriate legal instrument (e.g., Covenants, Conditions and Restrictions (CC&Rs).

Finding:

There will be a Homeowners Association with Covenant, Conditions and Restrictions (CC&Rs) developed that addresses the use and maintenance of all shared access and utility easement areas. The CC&Rs will further describe driveway use, fire apparatus access standards, maintenance of all private utilities within the utility and access easement, storm water facility maintenance, driveway surfacing standards, open space maintenance and care requirements, the tree preservation plan, fencing standards and restrictions adjacent to the open space, and severely constrained hillside preservation.

It can be found that this standard can be met with the final plat submittals.

6. Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.

Finding:

There are no required state and federal permits that need to be obtained prior to development.

TREE REMOVAL PERMIT CRITERIA

18.5.7.040

B. Tree Removal Permit.

2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.

Finding:

There are five deciduous trees that have a DBH of 12-inches or more that are proposed for removal, one of which is dead. These trees are within the area of the private driveway, and within the building envelope area of Lots 2 and 3 or within the open space and in a severe state of decline. The tree removal permits are necessitated by the construction of a driveway and residential dwellings and to allow the planting of new trees.

The proposed private driveway area which is in the existing driveway footprint requires the removal of a 16-inch DBH healthy Norway Maple on proposed Lot 1. The driveway is required to be in this location due to site topography, the need for adequate width, grades for the driveway, and allows for the driveway on the south side where the existing driveway and topography conducive to the driveway is located. Additionally, the proposed location of the driveway keeps the construction impacts from the driveway further from the large stature trees on the adjacent property to the north.

Within the building envelope area of Lot 2, the significant tree proposed for removal is a 12-inch DBH Black Walnut (#2348). According to the arborist evaluation, this tree is in decline. It is also within the buildable area of proposed Lot 2. Within the side yard setback of Lot 2 and substantially within the side yard and building envelope area of Lot 3 is a 16-inch DBH California Black oak tree (#2361). This oak tree is considered healthy but within the building envelope of Lot 3. Additionally, California Black oaks notoriously do not withstand the impacts from construction and the changes to hydrology with development where historically there was open lawn area.

Within the Open space lot on the south side of the property there is a 14-inch DBH Plum tree in severe state of decline.

b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

Finding:

The removal of the five trees will not have a significant impact on erosion, soil stability or protection of adjacent trees. The trees are not part of any windbreak.

c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.

Finding:

There are five significant deciduous trees proposed for removal. The removal of these trees will not have a significant impact on tree densities, sizes, canopies or species diversity. There are more than 25 trees retained on the subject property following the development. There are substantial numbers of deciduous trees within 200 feet of the property.

d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.

Finding:

The tree removal facilitates the development of an oversized parcel with a small subdivision and housing as envisioned by the zoning map and the Comprehensive Plan. The trees are not especially unique, are none are in excellent health. Impacts to the 16-inch DBH Oak tree (2361) are inevitable no matter where structures were proposed when considering the property line setbacks, separation between building requirements, fire separations, and that Oak trees do not tolerate construction. There is no reason to alter the development layout to preserve the Oak, Plum or Maple trees.

e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

Finding:

One new street tree is proposed. There will be a mitigation tree in the yard areas of each lot to mitigate for the removal of the trees. The dead Cottonwood Tree will not be mitigated for.

The four mitigation trees will be identified on the Final landscape and irrigation plan that will be submitted with the final plat for review and the building permit application.

ATTACHMENTS:

1978 Partition Plat Survey #7326

Southern Oregon Tree Care Report, May 5, 2024

Geotechnical Report, May 28, 2024

Topographical Survey

Preliminary Subdivision Plat

Subdivision Civil Plans

Grading Plan

Utility Plan

Electric Distribution Plan

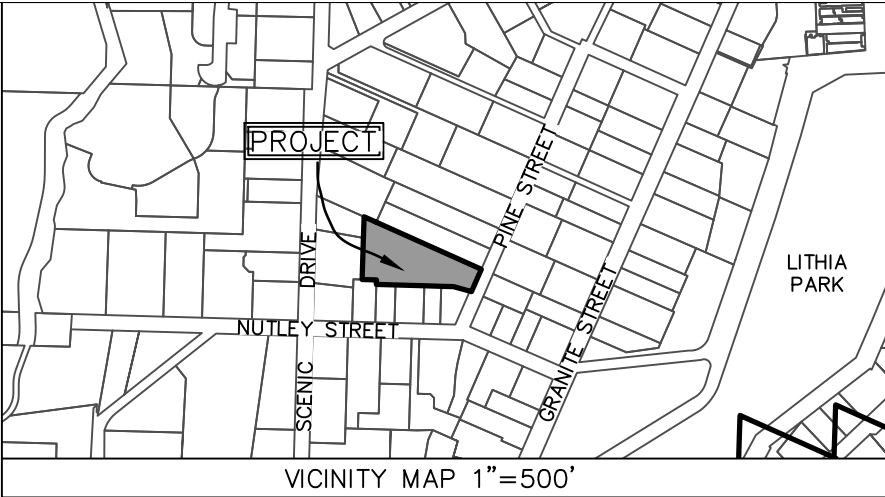
Tree Removal / Tree Protection Plan

Landscape and Irrigation Plan

PRELIMINARY SUBDIVISION
"MIDTOWN TERRACES"

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8
TOWNSHIP 39 SOUTH, RANGE 1 EAST,
WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

DATE: 06-19-2024
SCALE: 1"=30'
CONTOUR INTERVAL = 2'



APPLICANT/OWNER: SUNCREST HOMES
PO BOX 1313
TALENT, OREGON 97540
(541) 535-8641

AGENT: AMY GUNTER
ROGUE PLANNING AND
DEVELOPMENT SERVICES, LLC.
1424 SOUTH IVY STREET
MEDFORD, OREGON 97501
(541) 951-4020

LAND SURVEYOR: PHILIP J. DROSSOS
TERRASURVEY, INC.
270 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474

SITE: 113 PINE STREET
ASHLAND, OREGON 97520
MAP NO. 39 1E 08 AD
TAX LOT NO. 2600

ZONING: R-1-7.5
(WILDFIRE LANDS OVERLAY)

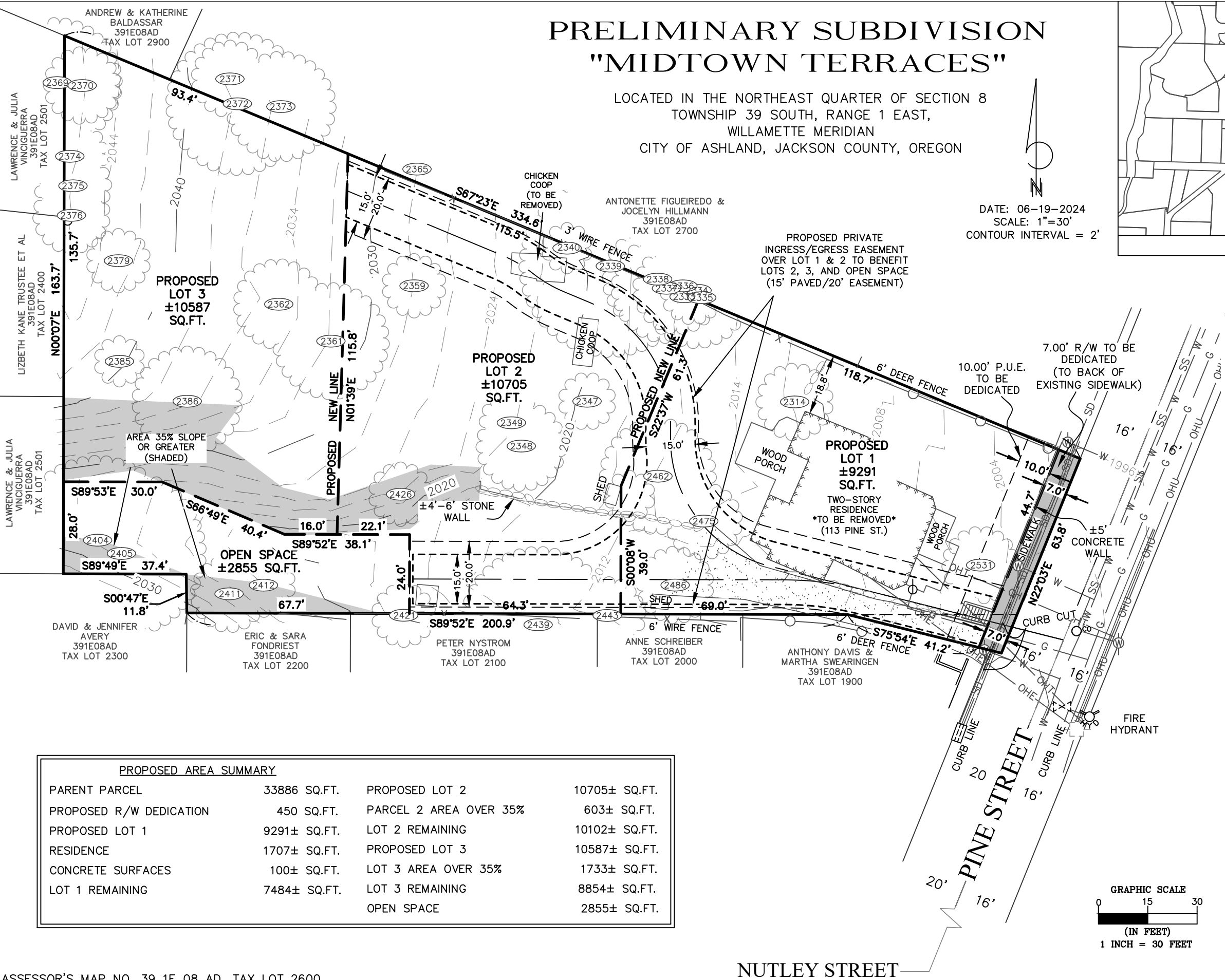
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**PROFESSIONAL
LAND SURVEYOR**

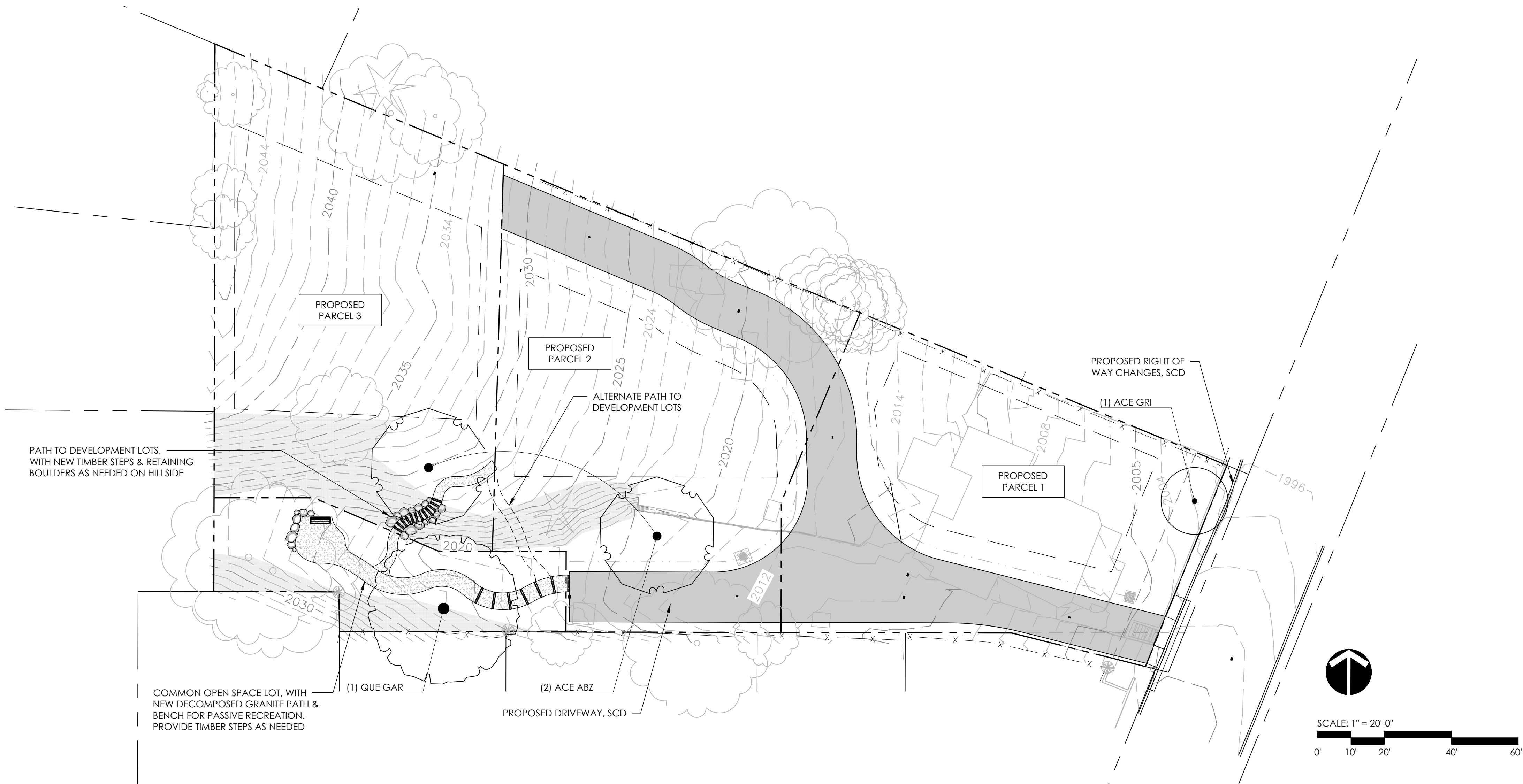
OREGON
JULY 12, 2016
PHILIP J. DROSSOS
No. 90718

Renewal 12-31-25

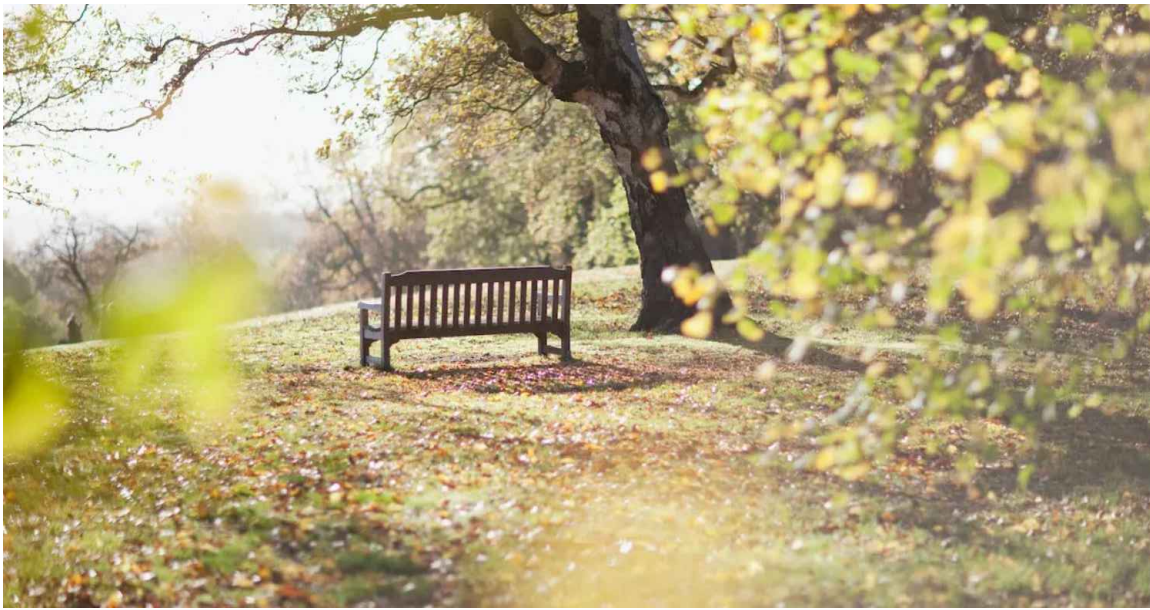
TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
270 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@bisp.net
JOB NO. 1162-18

PROPOSED AREA SUMMARY			
PARENT PARCEL	33886 SQ.FT.	PROPOSED LOT 2	10705± SQ.FT.
PROPOSED R/W DEDICATION	450 SQ.FT.	PARCEL 2 AREA OVER 35%	603± SQ.FT.
PROPOSED LOT 1	9291± SQ.FT.	LOT 2 REMAINING	10102± SQ.FT.
RESIDENCE	1707± SQ.FT.	PROPOSED LOT 3	10587± SQ.FT.
CONCRETE SURFACES	100± SQ.FT.	LOT 3 AREA OVER 35%	1733± SQ.FT.
LOT 1 REMAINING	7484± SQ.FT.	LOT 3 REMAINING	8854± SQ.FT.
		OPEN SPACE	2855± SQ.FT.





CONCEPT IMAGE
COMMON OPEN SPACE FOR PASSIVE RECREATION



LANDSCAPE NARRATIVE

The common open space for this subdivision will include a decomposed granite path with timber steps, and a bench for passive recreation. The proposed bench is located under the shade of existing Oregon White Oak trees. A secondary path is included to provide access from the proposed development lots to the open space lot. New trees will be planted to mitigate those being removed as part of the development of the new subdivision, including one new street tree on Pine Street.

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES					
	ACE GRI	ACER GRISEUM	PAPERBARK MAPLE	2" CAL	1
	ACE ABZ	ACER X FREEMANII 'JEFFERSRED'	AUTUMN BLAZE® FREEMAN MAPLE	1-1/2" CAL	2
	QUE GAR	QUERCUS GARRYANA	OREGON WHITE OAK	1-1/2" CAL	1

NOTE: TREES WILL REQUIRE IRRIGATION FOR ESTABLISHMENT. REVIEW IRRIGATION OF TREES WITH LANDSCAPE ARCHITECT PRIOR TO PLANTING.

TERRAIN
LANDSCAPE ARCHITECTURE
310 Oak Street, Suite 3
Ashland, Oregon 97520
541.590.4776
TERRAINARCH.COM

SUNCREST HOMES MIDTOWN TERRACES SUBDIVISION

113 PINE ST
ASHLAND, OR 97520

REVISIONS

#	DATE	DESCRIPTION
-	-	-
-	-	-
-	-	-

PRELIM SUBDIVISION

OPEN SPACE
SITE PLAN

L1.0

PROJECT NO. 2424

08.01.2024

TEAM: P+V, EG

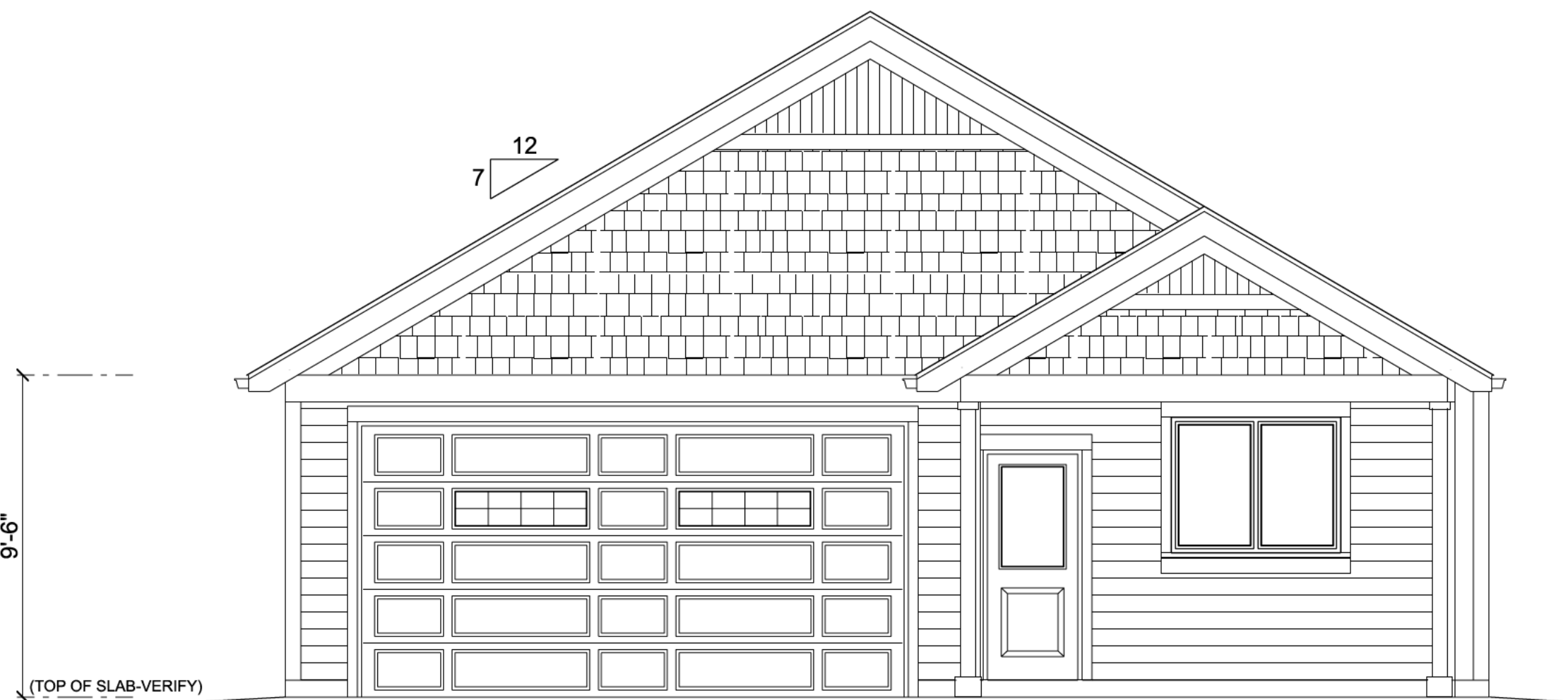
CONCEPTUAL ELEVATIONS



WEST ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



NORTH ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"

PROJECT: NEW SFD @:

CLIENT:

PROJECT OWNER:



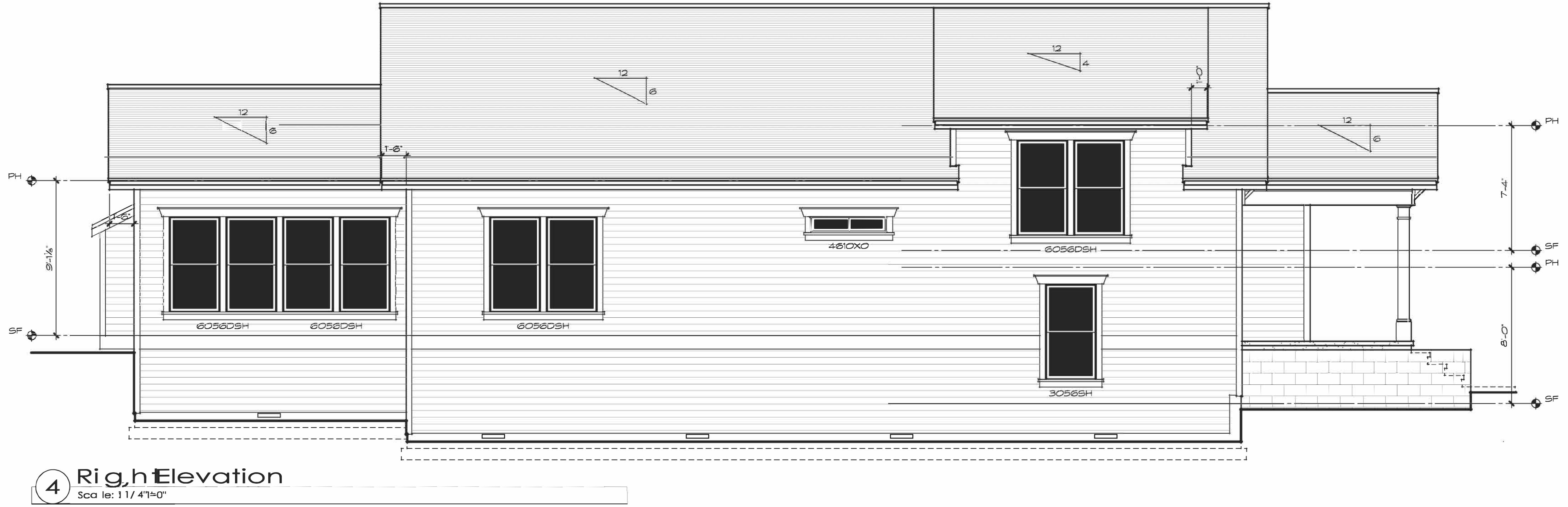
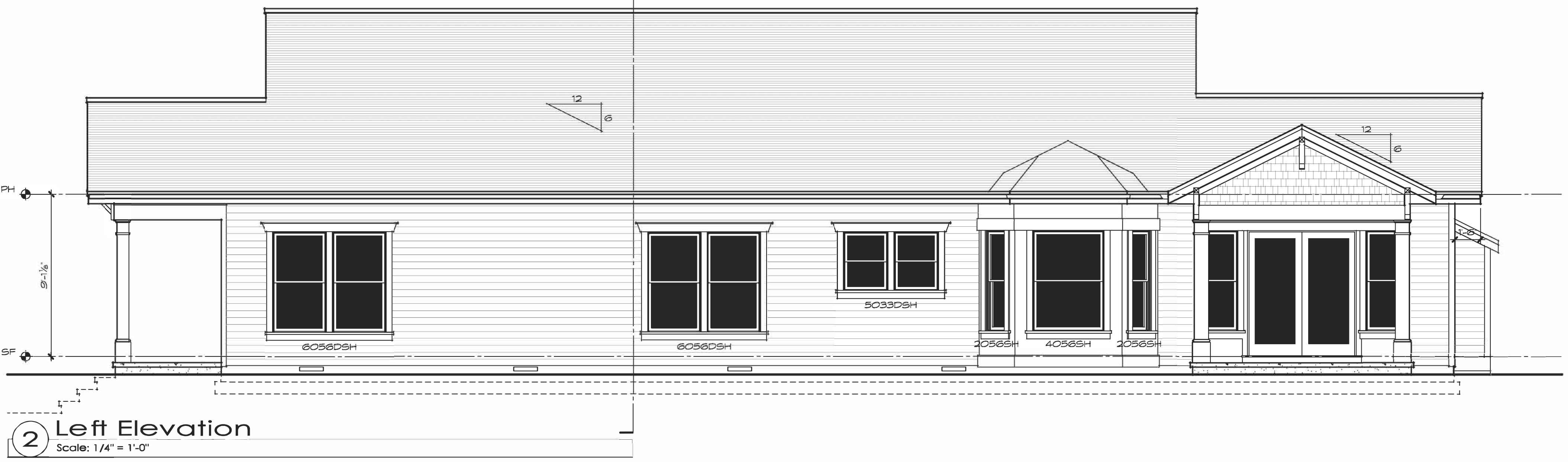
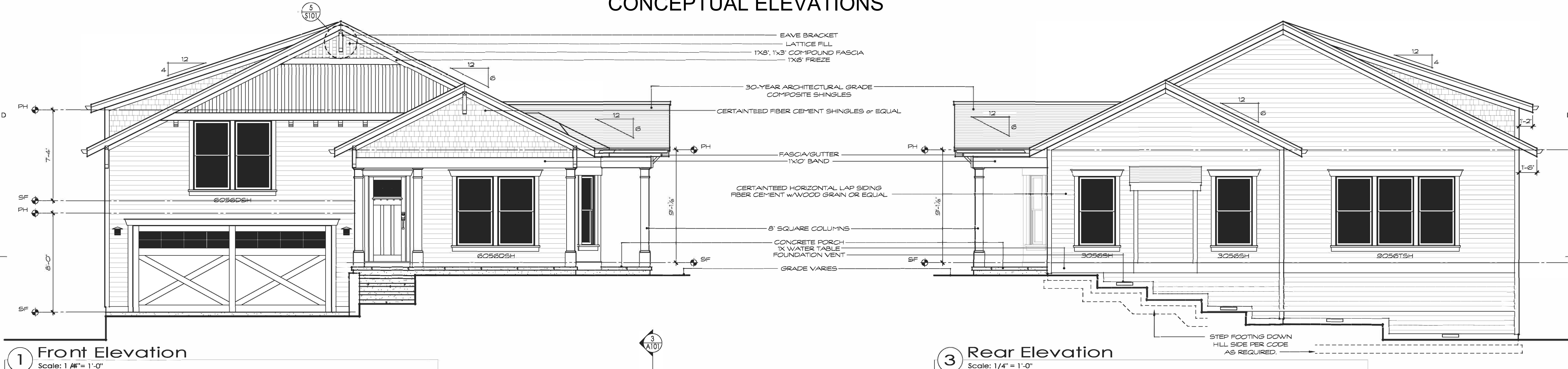
DESIGN RESIDENTIAL, INC.
P.O. BOX 8062
MEDFORD, OR 97501
541-608-3956
www.designresidential.biz

A2.0 EXT ELEVATIONS

SCALE: 1/4" = 1'-0"
DRAWN BY:
CHECKED BY: JT
DATE: 10/27/2020

DWG INDEX #:
SHEET 4
OF 6

CONCEPTUAL ELEVATIONS



Not to scale

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MARK	DATE	DESCRIPTION

ISSUE: 9MAR11
PROJECT NO:
FILE: DRAWN BY: RGS
PLOT SCALE: 1/4" = 1'-0"
PLOT DATE: 9MAR11
PLOT TIME: 1:00 PM

SHEET TITLE
Elevations

A201

CONCEPTUAL ELEVATIONS



PROJECT: NEW S.F.D. @	CLIENT: SUNCREST HOMES, LLC P.O. BOX 1313 TALENT, OR 97540 541-944-3976	PROJECT OWNERS: DESIGN RESIDENTIAL, INC. P.O. BOX 8062 MEDFORD, OR 97501 541-608-3956 www.designresidential.biz	 design residential INTEGRATED GREAT HOME DESIGN SECRETARY	A2.0 EXTERIOR ELEVATIONS		
				SCALE: 1/4" = 1'-0"	DWG INDEX #:	
				DRAWN BY:		
				CHECKED BY: JT		
				DATE: 10/23/2016	SHEET 3	OF 5

CONCEPTUAL ELEVATIONS



Suncrest Homes

SUNCREST HOMES LLC

PO Box 1313
ent, Oregon 97540
541.535.8641
Charlie Hamilton
ncrest@mind.net

REVISIONS

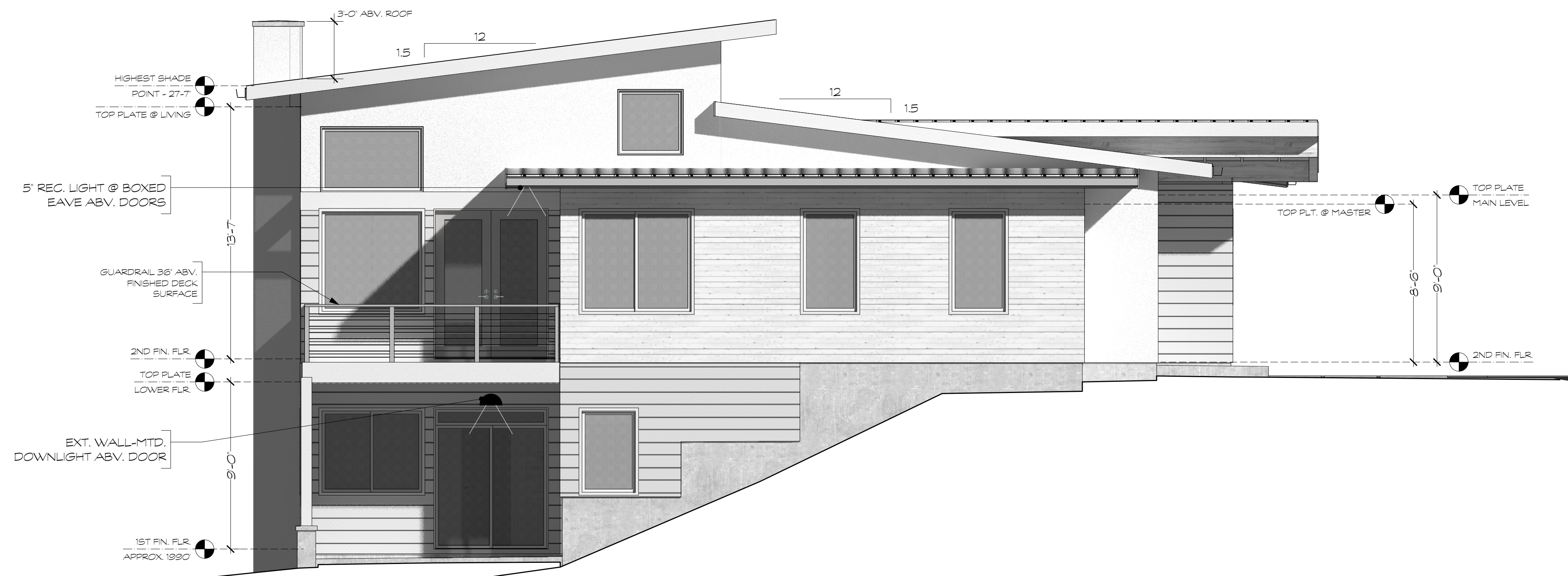
[illegible]

OWNER:
Charlie Hamilton
Suncrest
Homes
328 Talent Ave.
Talent, OR 97540

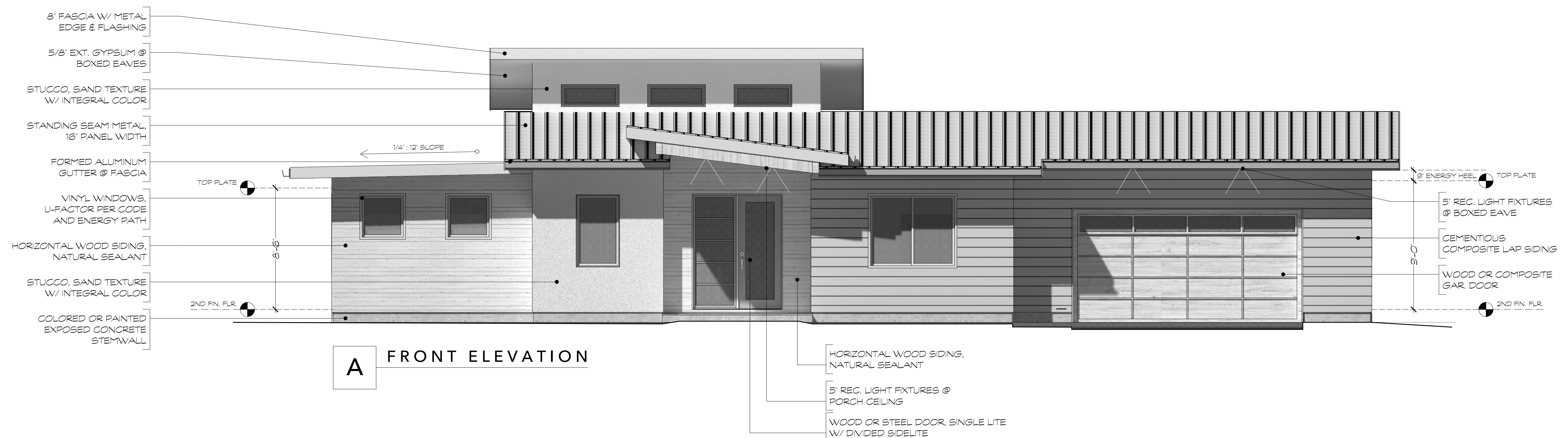
DRAWING TITLE

ELEVATIONS
1 OF 2

DRAWN BY
ck Lindemann | 503.866.4742



B WEST ELEVATION



A FRONT ELEVATION



PO Box 1313
Talent, Oregon 97540
541.535.8641
Charlie Hamilton
suncrest@mind.net

REVISIONS

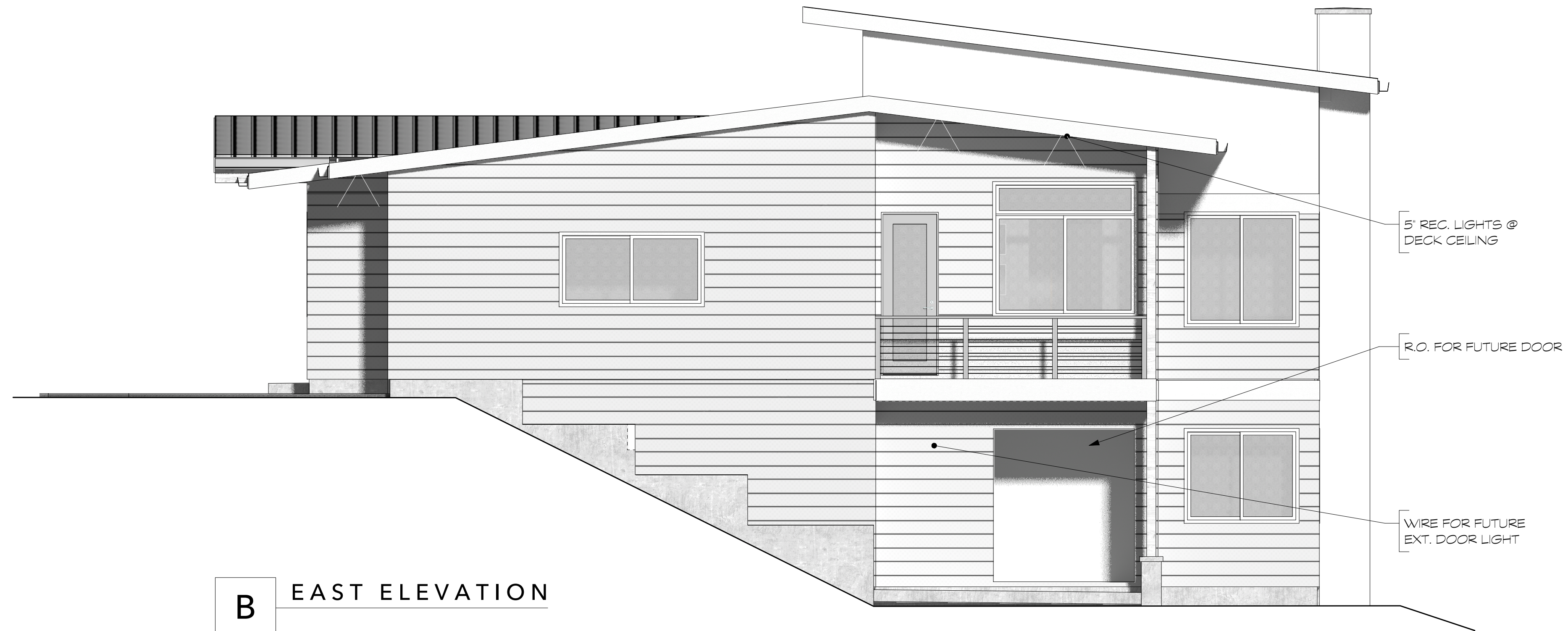
[illegible]

Charlie Hamilton
Suncrest
Homes

328 Talent Ave.
Talent, OR 97540

ELEVATIONS
2 of 2

DRAWN BY
Rick Lindemann | 503.866.4742



B	EAST ELEVATION



A REAR ELEVATION



Community Development Department
51 Winburn Way, Ashland OR 97520
541-488-5305 Fax 541-488-6006

DEMOLITION/RELOCATION APPLICATION

Date Received _____

Demo Permit # _____

DESCRIPTION OF PROPERTY

Street Address 113 Pine Street

Assessor's Map # 39 1E 08AD Tax Lot(s) 2600

Details of each structure to be ☒ Demolished / ☐ Relocated:

Commercial Building: Age _____ Sq. Footage _____ Fixture Count _____

House: Age 123 Sq. Footage 2486 (Contact Plumbing Inspector for assistance)

Carport/Garage: Age 123 Sq. Footage 320

Other (Describe) porch, covered deck and stairs : Age 123 Sq. Footage 400

Square footage of impervious surface to be removed (including building footprints): 4516 + 1200 SF driveway

APPLICANT

E-Mail amygunter.planning@gmail.com

Name Amy Gunter Phone 541-951-4020

Address 1314-B Center Dr., PMB#457 City Medford Zip 97501

PROPERTY OWNER

Name Charlie Hamilton Phone 541-944-3976

Address PO BOX 1313 City Talent Zip 97540

IS THE STRUCTURE EXEMPT FROM AMC 15.04.214 AND 15.04.216?

☐ No ☒ Yes (Applicant must submit written justification to support exempt status)

If Yes, select one:

☐ Structure is less than 500 sq.ft.

☐ Structure will be relocated on the same lot.

☒ Structure is declared dangerous under the International Existing Building Code (IEBC) pursuant to AMC 15.04.010.B.

IEBC DEFINITIONS:

Dangerous. Any building, structure or portion thereof that meets any of the conditions described below shall be deemed dangerous.

1. The building or structure has collapsed, partial collapsed, moved off its foundation or lacks the support of ground necessary to support it.
2. There exists a significant risk of collapse, detachment or dislodgment of any portion, member, appurtenance or ornamentation of the building or stature under service loads.

Unsafe. Buildings, structures or equipment that are unsanitary, or that are deficient due to inadequate means of egress facilities, inadequate light and ventilation, or that constitute a fire hazard, or in which the structure or individual structural members meet the definition of "Dangerous", or that are otherwise dangerous to human life or the public welfare, or that involve illegal or improper occupancy or inadequate maintenance shall be deemed unsafe. A vacant structure that is not secured against entry shall be deemed unsafe.

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: that I produced sufficient factual evidence at the hearing to support this request; that the findings of fact furnished justifies the granting of the request; that the findings of fact furnished by me are adequate; and further, 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.

6.24.24
Date

Amy Gunter
Applicant

Charlie Hamilton
Owner

Submittal Requirements for Non-Exempt Structures:

If the structure is non-exempt, the following submittal requirements apply [15.04.214/15.04.216]:

If structure is more than 45 years old and

- A. Structure cannot be rehabilitated or reused on site:
 - ☐ Furnish Economic Feasibility report (see details in Section 15.04.216.1.a.i) OR
 - ☐ Submit a Marketing Plan approved by the Demolition Review Committee (15.04.216.1.a.ii) OR
 - ☐ Submit evidence that the property was advertised in the local newspaper at least eight times and at regular intervals for at least 90 days with appropriate “For Sale” sign for the same 90 day period.
- B. Structure is structurally unsound:
 - ☒ Demonstrate how it is unsound

Also submit:

- ☐ Redevelopment plan for the site that details the nature, appearance and location of the replacement or rebuilt structure(s).
- ☐ Demonstrate, if the application is for a demolition, that the structure cannot be relocated to another site.
- ☐ If the application is for a demolition, provide a demolition debris diversion plan outlining how construction and demolition debris will be salvaged or recycled.

If structure is less than 45 years old:

- ☐ Provide proof the structure was erected less than 45 years from the date of the application.
- ☐ Redevelopment plan for the site that details the nature, appearance and location of the replacement or rebuilt structure(s).

NOTE:

- A. If a Demolition or Relocation permit is issued and the redevelopment plan:
 - a. Requires a site review permit, no demolition or relocation may occur until the site review permit has been issued, unless the site is restricted to open space uses as provided in Section 15.04.216.B.
 - b. Does not require a site review permit, no demolition or relocation may occur until a building permit has been issued for the structure(s) to be replaced or rebuilt unless the site is restricted to open space uses as provided in Section 15.04.216.B.
- B. For any demolition approved, the applicant is required to salvage or recycle construction and demolition debris per approved demolition debris diversion plan.
- C. For any relocation approved, the applicant must also comply with the provision of Chapter 15.08.

FINDINGS OF FACT

Type your response to the appropriate zoning requirements (15.04.216 Demolition and Relocation Standards) on another sheet(s) of paper and enclose it with this form. Keep in mind your responses must be in the form of factual statements or findings of fact and supported by evidence.

June 26, 2024

113 Pine Street
Request for Demolition
Dangerous Building Declaration

IEBC DEFINITIONS:

Dangerous. Any building, structure or portion thereof that meets any of the conditions described below shall be deemed dangerous.

1. The building or structure has collapsed, partial collapsed, moved off its foundation or lacks the support of ground necessary to support it.
2. There exists a significant risk of collapse, detachment or dislodgment of any portion, member, appurtenance or ornamentation of the building or stature under permanent, routine or frequent loads; under actual loads already in effect; or under snow, wind, rain, flood, earthquake or other environmental loads when such loads are imminent. (edit 2021 IEBC)

Unsafe. Buildings, structures or equipment that are unsanitary, or that are deficient due to inadequate means of egress facilities, inadequate light and ventilation, or that constitute a fire hazard, or in which the structure or individual structural members meet the definition of “Dangerous”, or that are otherwise dangerous to human life or the public welfare, or that involve illegal or improper occupancy or inadequate maintenance shall be deemed unsafe. A vacant structure that is not secured against entry shall be deemed unsafe.

Finding:

The City of Ashland Building Official can find that the condition of the structure at 113 Pine Street is such that it meets the definition of the International Existing Building Code (IEBC) 2021 of a Dangerous Building.

As advised by the IEBC, Chapter 1, Section 117.1, the Code official will find the structure is so dilapidated and so out of repair that is not only unsafe but it can be found to be in a dangerous condition.

There exists a significant risk of detachment of the entry stairs and front porch roof structure. The stairs that lead to the front entry of the residence are fully collapsed. Both the floor and ceiling of the porch have collapsed. Throughout the structure including the north side under tarp are open holes in the structure's roof. The fascia boards are rotted and depict substantial rot into the roof structure. The south wall of the basement level below the porch is buckling and there is substantial water damage and rot evident where the structural support is failing.

There is a significant risk of collapse of the roof. There is an old tarp covering a portion of a roof valley that has numerous patches. On the interior, the water penetration damage from the roof leak is evident with moss and mold on the inside of the windows. The failing roof demonstrates that under snow load, there is further danger of collapse of the roof of the house and/or further collapse of the porch and complete detachment of entry stairs.

The structure has a partially collapsed foundation. The foundation materials consist of various materials including non-mortared, stacked rocks, wood framing with cement, and cement blocks of various conditions. A sort of jumble of stones stacked over the years to create structural support. The various materials used as the foundation has created a building that after 100 years, lacks the support of ground necessary to support the weight of the 1 ½ story structure (Figures 4 & 6) under routine loads.

This is evidenced by the shifting off the foundation in the SE corner of the building (See Figure 5). The “foundation” at this location includes round rock, and rectangular cut stone with concrete to create the foundation and wooden posts and corner posts on a concrete leveling stone. The leveling stone is shifting east towards Pine Street, the corner post is moving with the stone. The rim joist is compromised with cracking evident, and off set from the corner post below. To the left of the window, separation and shifting of the structure indicates the wall plate on this corner is also compromised. Cracking of the exterior materials continues up the wall boards to the top plate.

There were holes created in the foundation materials to accommodate a tree trunk that grew out from under the structure along the south wall of the front rooms of the structure (Figure 3).

There is substantial water damage from the direct contact of the wood on dirt contact and what appears to have been a long-time water leak (water spigot adjacent) that has destroyed the western exterior wall (Figure 7).

The interior of the structure is nearly filled with floor to ceiling debris that indicates a severe hoarding situation. There were at least five, five-yard dumpsters of materials removed to bring the exterior of the property to the present condition. The interior of the structure remains untouched due to the conditions of the exterior of the building.

Charlie Hamilton took ownership of the property in June 2024 following ownership by E and C Chapman’s for nearly 40 years. At the time of Chapman’s purchase of the property in the early 1980s, Jackson County Tax Assessor had a reduced valuation on the property due to the conditions of the structure at that time (attached). The structure only further deteriorated to its present condition.



Figure 1: Front porch - daylight coming through roof, rotten fascia



Figure 2: Front steps to front porch and front entry. Window opening showing damage where evidence of foundation failure below. Wall is buckling to left of window.



Figure 3: Long dead tree protruding from the foundation.



Figure 4: SE corner of foundation shows substantial crack in the corner stone which sits upon a round rock



Figure 5: At SE corner of house facing driveway. Corner post shifting from the rim joist and the wall failure continues up to the top plate.



Figure 6: South Wall of house along the driveway



Figure 7: West wall. Substantial rotted wall with raised spigot to right



Figure 8: North Wall and northwest corner. Porch post cracked, off of the corner. Failing roof evident with blue tarp at roof valley. Valley patched significantly, the wall under tarp is black with rot and mold



Figure 9: Crawlspace access on SE side. Wood blocks jammed between floor joist and stemwall posts.



Figure 10: Rock stack supporting structure

JACKSON COUNTY, OREGON
 LAST OF ASSESSMENTS 5/09/83
 RESIDENTIAL APPRAISAL & PROPERTY
 CHARACTERISTICS RECORD

Account Number **R0059905000** New Acct. OF ☐

LAST INSPECTION DATE **7/13/83** MONTH ☐ DAY ☐ YEAR ☐ BY INSPECTOR **38** VACANT SITE ☐ OOPR STATUS ☒ N ☐ F ☐ S ☐

UTILITIES
 ELEC TRICITY ☒ NATURAL GAS ☐ WATER REC ☒ SANITARY SEWER ☒ STORM SEWER ☒ WELL ☐ SEPTIC ☐ STREET LIGHTS ☐ SIDE WALK ☐ CURB & GUTTER ☒

TYPE OF DESIGN ☐ CONVEN TIONAL ☒ MULTI LEVEL ☐ NON CONFORMING ☐ # OF DWELLINGS ☒ SINGLE ☐ DUPLEX ☐ TRI PLEX ☐ FOUR PLEX ☐ BATCH NUMBER **009830909**

CONSTRUCTION CLASS **3-3-8** MARKET GRADE ☐ P ☒ F ☐ A ☐ G ☐ ROOF ☐ COMPLEX DESIGN ☐ SHAKE OR TILE ☐

BASEMENT FINISH ☐ C- ☐ S ☐ BA ☐ A ☐ AA ☐ ATTIC FINISH ☐ C- ☐ S ☐ BA ☐ A ☐ AA ☐ INTERCOM ☐ YES ☐ NO ☐ CENTRAL VAC ☐ YES ☐ NO ☐

EXTERIOR WALL CONSTRUCTION										
BUILDING LEVELS										
	SQUARE FEET	1	2	3	4	5	6	7	8	% FINISHED
GROUND FLOOR	1630				4					
UPPER LEVEL										
LOWER LEVEL										
TOTAL										
FINISHED										
BASEMENT										
TOTAL	856									
FINISHED										
ATTIC										
TOTAL										
FINISHED										

NOTES OR MANUAL
78 FACT BOOK

.78 AC

REPLACEMENT COST	
MODIFIED REPLACEMENT COST NEW (LESS DEPRECIATION)	\$ 43,248
PHYSICAL 30.0% (\$ 12,974)	
FUNCTIONAL 0% (\$ 0)	
ECONOMIC 0% (\$ 0)	
DEPRECIATED REPLACEMENT COST	\$ 30,274
NET VALUE OF OTHER IMPROVEMENTS	\$ 453
TOTAL VALUE OF IMPROVEMENTS	\$ 30,727
XXXXXX	\$ 44,000
TOTAL PROPERTY VALUE	\$ 74,727

PROPERTY ADDRESS **113 PINE ST** STREET NAME

HEAT TYPE NATURAL GAS ☐ PROPANE BUTANE ☐ OIL ☐ COAL ☐ ELEC TRICITY ☒ NATURAL HOT WATER ☐ STEAM ☐ OTHER ☐ SOLAR ☐ UNIT ☒ CENTRAL ☐ HEAT PUMP ☐ AIR COND ☐ WALL UNIT ☐ CENT AIR ☐

ELECTRICAL SYSTEM NO ☐ BASIC PLUMBING NO ☐ 1 FIXTURE QUANTITY ☐ BA ☐ A ☐ AA ☐ 2 FIXTURE QUANTITY ☐ BA ☐ A ☐ AA ☐

3 FIXTURE QUANTITY ☐ BA ☐ A ☐ AA ☐ 4 FIXTURE QUANTITY ☐ BA ☐ A ☐ AA ☐ 5 FIXTURE QUANTITY ☐ BA ☐ A ☐ AA ☐ WET BAR ☐ YES ☐ NO ☐

KITCHENS QUANTITY ☐ DISH WASHER ☐ DIS POSAL ☐ SINGLE OVEN ☐ DOUBLE OVEN ☐ COOK TOP ☐ RANGE ☐ FAN DUCTED ☐ FAN NO DUCT ☐ MICRO WAVE ☐ BA ☐ A ☐ AA ☐ BED ROOMS QUANTITY ☐ BA ☐ A ☐ AA ☐

FIREPLACES SINGLE ☐ QUAN ☐ BA ☐ A ☐ AA ☐ FIREPLACES STACKED ☐ QUANTITY ☐ BA ☐ A ☐ AA ☐ FIRE PLACES BACK TO BACK ☐ QUAN ☐ BA ☐ A ☐ AA ☐ FIREPLACES MANU FACT URED ☐ QUAN ☐ BA ☐ A ☐ AA ☐

EXTERIOR FACING ☐ PATIO/PORCH QUANTITY ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐ CONCRETE ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐

CAR STORAGE-1 ☒ CAR PORT ☐ AT TACHED ☐ DE TACHED ☐ BUILT IN ☐ SHAKE ROOF ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐ HOT TUB ☐ YES ☐ NO ☐

CAR STORAGE-2 ☐ CAR PORT ☐ AT TACHED ☐ DE TACHED ☐ BUILT IN ☐ SHAKE ROOF ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐ BUILT-IN CARPORT **8.1.0**

CAR STORAGE-3 ☐ CAR PORT ☐ AT TACHED ☐ DE TACHED ☐ BUILT IN ☐ SHAKE ROOF ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐ LOT DIMENSIONS **110 X 310**

SHED ☐ UNF ☐ PRE ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐ DECK ☐ CON ☐ SQUARE FEET ☐ BA ☐ A ☐ AA ☐ ASPHALT ☐

POOL SQUARE FEET ☐ POOL HTR ☐ WOOD STOVE HEARTH ☐ SPECIAL INFLUENCE NET VALUE—DOLLARS ONLY ☐ **0** **453**

LAST SALE-DATE **5/02/83** LAST SALE PRICE **79,900** INST NUMBER ☐ CLASS ADJ **ADJ 100**

PRIMARY ZONING **R17.5** PHYSICAL DETERIORATION **030** % FUNCTIONAL OBSOLESCENCE **000** % ECONOMIC OBSOLESCENCE **000** % % COMPLETE **100**

YEAR BUILT **1900** YEAR REMODELED ☐ EFFECTIVE AGE **1940** PARTIAL CONSTRUCTION ☐ MULTIPLE IMPS ☐

PROP. CLASS **101** FAC BOOK **145** LAND VALUE **44000** INSPECTION ☒ ENT ☐ NOT HOME ☐ REF ENT ☐ JUNK ☐

ACCOUNT # **1 5990-5 02 391E 08 AD** TAX LOT **02600** CODE AREA **00501**

MAIN BUILDING SUMMARY			
	FINISHED	UNFINISHED	TOTAL
GROUND FLOOR			26,145
UPPER LEVEL			0
LOWER LEVEL			0
BASEMENT			5,914
ATTIC			0
ADJUSTMENTS			3,981
TOTAL REPLACEMENT COST			36,040
LOCAL COST MODIFIER			1.20
MODIFIED REPLACEMENT COST			43,248

AUTHORIZED SIGNATURE

ROSS 238

9-21-83

DATE

STOCKTON COUNTY ASSESSOR'S OFFICE RESIDENTIAL IMPROVEMENT APPRAISAL

VINT.

Map ID 391E08AD 2600 Code 5-01 Account # 1-005990-5 Sub-Key 1
 Situs 113 PINE ST Zoning R-17.5 Maintenance Area 2
 Prop. Class 101 Factor Book 133/23+ Base Appraisal Year 90 Review Flag
 Year Built 1900 Remodeled Effective Age 1940 Appraiser # 1820
 Date Inspected 10/20/89 7/26/96 Last Date File Updated 11/01/89 Data Entry CLW
 Last Sale Date 5/02/83 Price 79900 Ent NHX Ref Task X Phone 00
 Manual Status NORMAL
 Remarks: HOUSE NEEDS WORK

NO VINTAGE VALVE REMAINING

Signature: VP

V	IMPROVEMENT DESCRIPTION:	Bed # 3	Bath # 2.0	VALUE
B				
A	MAIN FLOOR Sq ft 1630	Conc Floor	Sq ft	41,549
A	SECOND FLOOR Sq ft			
L	ATTIC Finished Sq ft	Finish	Heat Type	
S	Unfinished Sq ft			
U	BASEMENT Finished Sq ft 856	Finish	Heat Type	11,419
E	Unfinished Sq ft			
E	Roof Type 2			
(Type: 1 Roll; 2 Comp Shgl; 3 Shake; 4 Tile; 5 Blt up)				
F	Fire-places: Single # 1 Class 43	Stacked #	Class	1,668
	Double #	WS Hearth #	Class	
E	Kitchen: Range	Cooktop	Oven	Hood/Fan 1
	D/Washer	Disposer	Compactor	Micro
				150
A	Heat/AC: Type 20	None; 1 Unit; 2 Baseboard; 3 Ceiling Cable; 4 Forced Air; 5 Heat Pump; 6 Forced Air w/Cent. Air)		1,597
T	Plumbing: Lavatories 2 Toilets 2	Tubs 1	Showers	
	Tub/Shower 1 Wet Bar	Laundry Tub		1,427
U	Car 1 Type	Sq ft	Class	Finish
	Storage: 2 Type	Sq ft	Class	Finish
R				Roof
	(Type: 1 Att. Gar.; 2 Det. Gar.; 3 Att. CP; 4 Det. CP; 5 Blt-in)			
	(Finish: 0 Unfinished; 1 Low Cost; 2 Finished Drywall)			
E	Deck Sq ft	Type	Cover	Rating
	Porch Sq ft 160	Type 3	Cover 2	Rating 5
S	Patio Sq ft		Cover	Rating
	Concrete Sq ft			
	Asphalt Sq ft			
	(Deck Types: 1 Fir; 2 Redwood)			
	(Porch Types: 3 Wood; 4 Conc.)			
	(Cover: 0 None; 1 Roll; 2 Comp; 3 Shake; 4 Alum; 5 Fbgl)			

DEPRECIATION Physical 68% Functional 100% Economic 100%

Description	#/Size	Cost/Unit	LCM	Dep
O I 1 GP SHED (POOR COND.)	1	x 500.00	100%	100%
		x 200		
T T			%	%
H E			%	%
E M			%	%
R S			%	%

500

THIS INFORMATION FOR ASSESSMENT & TAXATION PURPOSES ONLY.

VALUATION SUMMARY

Base Value	52,968
Features and Other Adjustments	4,842
Total Replacement Cost	57,810
Depreciated Repl. Cost (Total Dep \$ 18499)	39,311
DRC Adj for Partial Comp. (100% Complete)	39,311
Total Other Items Value (net)	500
Total Improvement Value	39,811
Trended Improvement Value (Trends 100%)	39,811

RESIDENTIAL LAND FIELD SHEET

Z

Account #: 10059905 MAP: 391E08AD02600 TAX CODE(S): 0501 Red Tag ☐ 07/28/2006 01:32:26 PM

Unit ID: 197526 Account(s):

MA: 2 ASHLAND SA: 09 NH: 000 Owner: CHAPMAN EDWIN R/CAROL L

Prop. Class: 101 RESIDENTIAL IMPROVED, ZONED RESIDENTIAL RMV Class: 101 Stat Class: 123 Code Area: 0501

Inspected: ~~09/02/2003~~ Appraiser: ~~CURT KLINE~~ Acres: 0.78 Situs: 113 PINE ST ASHLAND

10/18/06 149
NOTATION(S): CONVERSION TO 2005 FACTOR BOOK 2006

CLERICAL ERROR - DECREASE 2004 ADDED NBH ADJ PER AREA SHOULD NOT HAVE BEEN AN EXCEPTION AND ADJ IMPR MAV DUE TO CONVERSION

09/09/96: not easily splittable due to house location blocking access way to rear of lot. >>> 09/08/2004 ADDED NBH ADJ PER AREA SHOULD NOT HAVE BEEN AN EXCEPTION AND ADJ IMPR MAV DUE TO CONVERSION #124 >>> 2006-04-25 UPDATED IMPROVEMENT ADJUSTMENT IN MASS. >>> 2006-05-05 CONVERSION TO 2005 FACTOR BOOK. POTENTIAL RMV CHANGE ONLY - NO EXCEPTION GENERATED DUE TO THE CONVERSION. BEGINNING YEAR VALUE ADJUSTED TO REFLECT 2005 FACTOR BOOK.

NLC

LAND:

Code	Land Class	Value Source	Size	Dual Fire	Plan Zone	SAV Land Use	RMV Land Use	Compute E, M, or T	OR Value	Trend Yes No	Exempt	ID #
0501		01 HOUSE SITE	.35	N	R-1-7.5		001	T		YES		1
0501		05 RURAL TRACT	.43	N	R-1-7.5		005	T		YES		2

LAND ADJUSTMENTS:

RMV LU CODE	SAV LU Code	Description	ID #	RMV Size	RMV Compute E or T	RMV OR %	RMV	SAV Size	SAV Compute E, M, OR T	SAV OR %	SAV	MSAV	Trend Yes No
001		VIEW 1	1	0.35	T	100	5000	0.35	T	100	0		YES
001		NEIGHBORHOOD 84	1	0.35	T	100	45000	0.35	T	100	0	0	YES
001		LANDSCAPE 1	1	0.35	T	100	1000	0.35	T	100	0		YES
001		TOPOGRAPHY 1	1	0.35	T	100	-1000	0.35	T	100	0		YES

House is reaching end of economic life

712 13 14

NLC

RESIDENTIAL IMPROVEMENT FIELD SHEET

Account #: 10059905 MAP: 391E08AD02600 ~~1940~~ TAX CODE: 0501 MA: 2 07/28/2006 01:32:33 PM
 SITE #: 1 BLDG #: 1 EFF.YR BUILT: ~~1940~~ YR. BUILT: 1900 YEAR REMODELED: 0 FUNCTIONAL %: 100 COMPLETE %: 100 STAT CLASS: 123+
 INTERIOR INSP: ~~Talked~~ % GOOD: COMPUTE: T VALUE: 71100 RMV TRND: YES PHYS. COND: FUNCT UTIL: APPEARANCE: INSP. LVL:
 IMP ADJ: MARKET MODIFIERS P: 30%

FIRST FLOOR SF: 1630 BEDRM: 3 BATH: 2 HLF BATH:

BATH: LAVATORY: 2 TOILET: 2 BATHTUB: 1 TUB/SHOWER: 1
 BATH: FULL BATH: HALF GARDEN TUB, NO JETS JET TUB LAUNDRY TUB
 SHOWER WET BAR

FIRE PLACE/OTHER: SINGLE FIREPLACE: 1
 BACKED FIREPLACE DOUBLE FIREPLACE FIRE PLACE ZERO CL
 FIREPLACE GAS FIREPLACE HEARTH: ABOVE AVG HEARTH:
 AVERAGE HEARTH: LOW COST STACKED FIREPLACE WOOD STOVE
 HEARTH

HEAT: BASEBOARD
 CEILING CABLE FA/CENTRAL AIR FORCED AIR HEAT PUMP SLAB FLOOR
 UNIT HEAT

KITCHEN: HOOD/FAN: 1
 COMPACTOR COOKTOP DISHWASHER DISPOSAL MICROWAVE
 OVEN RANGE, DROP IN

EXTERIOR: COMP SHGL
 BUILT UP GRAVEL FLR HEAVY COMP METAL ROLL ROOF: COMP
 ROOF: FOAM ROOF: Heavy Comp ROOF: METAL ROOF: SHAKE Roof Aux:
 Comp Roof Aux: Heavy Comp Roof Aux: Metal Roof Aux: Shake SHAKE
 SIDING: BEVEL SIDING: METAL SIDING: WOOD SKIRTING: ABOVE AVG
 SKIRTING: AVERAGE SKIRTING: BELOW AVG SKIRTING: BLOCK SKIRTING:
 BLOCK GL SKIRTING: NONE TILE

TBL_MOD_OR%_ENT
 TABLED RMV: 34350

GARAGE/CARPORT Yr Blt Eff Yr Blt
 Class SF Comp % Funct %
 Type ATT DET BSMT CPort Rf: Flat Built-in Gable/Hip
 Finish FIN LC UNF
 C FLAG: T_MOD_0%_E
 INV: BUILT UP COMP SHGL GRAVEL FLR HEAVY
 COMP METAL ROLL SHAKE TILE

GARAGE/CARPORT Yr Blt Eff Yr Blt
 Class SF Comp % Funct %
 Type ATT DET BSMT CPort Rf: Flat Built-in Gable/Hip
 Finish FIN LC UNF
 C FLAG: T_MOD_0%_E
 INV: BUILT UP COMP SHGL GRAVEL FLR HEAVY
 COMP METAL ROLL SHAKE TILE

ACCESSORY Eff Yr Blt 1940 SF 160
 Description: 1081 PORCH-WOOD-COMP COVER
 Comment: Class 5
 C FLAG: T_MOD_0%_E TABLED RMV: 1470

ACCESSORY Eff Yr Blt SF 1
 Description: ~~0010~~ 1008 SOL: ADDITIONAL OTHER ITEMS
 Comment: LC SHED IN POOR COND D-100 L-100 Class 0
 C-200
 C FLAG: T_MOD_0%_E ENTERED RMV: 400

BASEMENT SF: 856 BEDRM: BATH: HLF BATH:

BATH: BATH: FULL BATH: HALF BATHTUB GARDEN TUB, NO JETS JET TUB
 LAUNDRY TUB LAVATORY SHOWER TOILET TUB/SHOWER WET BAR

FIRE PLACE/OTHER: BACKED FIREPLACE DOUBLE FIREPLACE FIRE PLACE ZERO CL
 FIREPLACE GAS FIREPLACE HEARTH: ABOVE AVG HEARTH:
 AVERAGE HEARTH: LOW COST SINGLE FIREPLACE STACKED
 FIREPLACE WOOD STOVE HEARTH

HEAT: BASEBOARD CEILING CABLE FA/CENTRAL AIR FORCED AIR HEAT PUMP
 SLAB FLOOR UNIT HEAT

TBL_MOD_OR%_ENT Unfin: Size: 0 L Cost: Size: 0 Fin: Size: 856
 Class: 2 Class: 2 Class: 2
 OR% 100 OR% 100 OR% 100
 TABLED RMV: 18480

ACCESSORY Eff Yr Blt SF
 Description:
 Comment: Class 4 5 6
 C FLAG: TBL_MOD_OR%_ENT

ACCESSORY Eff Yr Blt SF
 Description:
 Comment: Class 4 5 6
 C FLAG: TBL_MOD_OR%_ENT

1ST/2ND/BSMT/ATTIC SF: BEDRM: BATH: HLF BATH:

BATH: BATH: FULL BATH: HALF BATHTUB GARDEN TUB, NO JETS JET TUB
 LAUNDRY TUB LAVATORY SHOWER TOILET TUB/SHOWER WET BAR

10/18/06 Update inv, due to lack of maintenance. Home looks to be nearing the end of its economic life, changed eff. age to reflect. #149

391E8A02600



HPAC MembershipList - Web

Commissioner Name	Term	E-Mail
Bill Emery	4/30/26	bill@ashlandhome.net
Dale Shostrom	4/30/27	shobro@jeffnet.org
Sam Whitford	4/30/27	skwhippet@charter.net
Terry Skibby	4/30/25	terriskibby@gmail.com
Eric Bonetti	4/30/26	ashlandoregon@gmail.com
Shelby Scharen	4/30/26	shelby@scharendesignstudio.com
Katy Repp	4/30/26	Kaylynnrepp@gmail.com
Mark Brouillard	4/30/26	mtbrouillard@msn.com
Council Liaison Jeff Dahle		jeff.dahle@council.ashland.or.us
Derek Severson Staff Liaison		Derek.Severson@ashland.or.us
Regan Trapp Admin Support		regan.trapp@ashland.or.us

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