



Housing & Human Services Advisory Committee Meeting Agenda

ASHLAND HOUSING & HUMAN SERVICES ADVISORY COMMITTEE

REGULAR MEETING AGENDA

Thursday, September 26, 2024

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

<https://zoom.us/j/96791720255>

- I. CALL TO ORDER - 4:00 p.m.**
- II. APPROVAL OF THE AGENDA**
- III. CONSENT AGENDA**
 - A. Approval of August 22, 2024, Minutes
- IV. PUBLIC FORUM (4:05-4:15 p.m.)**
- V. NEW BUSINESS**
 - A. Preliminary Discussion of Climate Friendly Areas (4:15-5:00 p.m.)
 - B. Public Hearing- Consolidated Annual Performance Evaluation Report Review and Approval. (5:00-5:15 p.m.)
- VI. UNFINISHED BUSINESS**
 - A. Education and Community Engagement Planning Discussion Continued. (5:15-5:45 p.m.)
- VII. INFORMATIONAL ITEMS**
 - A. Liasion Reports.
 - B. General Announcements.
- VIII. AGENDA BUILDING - FUTURE MEETINGS**
- IX. ADJOURNMENT: 6:00 PM**
 - A. Next Meeting Date: October 24, 2024

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email linda.reid@ashlandoregon.gov. 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 1).



Housing And Human Services Committee

Draft Minutes

Community Development Building

51 Winburn Way

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August 22, 2024

Draft Minutes

Commissioners Present:	Council Liaison:
Echo Fields	Bob Kaplan - Absent
Brittney Bass	Dylan Bloom - Absent
Tiana Gilliland	Staff Present:
Montana Hauser	Linda Reid; Housing Program Specialist
Rich Rohde	Kendall Escuin; Admin.
Crystal Munoz	
Vincent Tufts	
Ashley Laube	
Commissioner's Absent:	
Deb Price	

I. **CALL TO ORDER:** 4:00 p.m.

II. **APPROVAL OF THE AGENDA**

III. **CONSENT AGENDA**

A. Approval of July 18, 2024, Minutes

Tiana Gilliland/ Crystal Munoz, m/s, approval of minutes presented. Voice Vote: All AYES.

The minutes from July 18, 2024, meeting have been approved.

IV. **PUBLIC FORUM** (4:05-4:10 p.m.)

A. Public Forum.

Ms. Debbie Neisewander, current member of the 2200 Ashland St. Ad Hoc Committee, shared that the space will be used not only as a homeless shelter but also as an emergency weather shelter.

V. **NEW BUSINESS**

A. New Member Welcome and Introductions (4:10-4:25 p.m.).

- The Committee members went around the table and made brief introductions to welcome our two new members, Ashley Laube and Vincent Tufts.





Housing And Human Services Committee

Draft Minutes

B. Education and Community Engagement Planning Discussion Continued (4:25–5:10 p.m.).

- The Committee had a brainstorming session and created a chart on the whiteboard to narrow down options. The topics discussed were as follows.
- Who is invited
- Location of event
- Topics
- Communication and marketing
- Event name
- The roles of each Committee member
- City Council participation and their roles
- The main “take away” from the event
- Date of event

C. Homeless Services Masterplan Report Presentation Debrief and Next Steps (5:10–5:25 p.m.).

- The City Council has changed the title of the masterplan report to the Homelessness services assessment report.
- The City Council is asking the Homeless Services Masterplan Ad hoc Subcommittee to create short-term steps to help.
- You can find the action steps, recommendations, on pages 13 and 14 of the report.

D. Night Lawn Update (5:25–5:45)

- Police Chief Tighe O’Meara has confirmed that the city will not have a storage plan available for the houseless participants of the night lawn to store their items during the day.

VI. **UNFINISHED BUSINESS**

A. None

VII. **INFORMATIONAL ITEMS**

A. Liaison Reports

- Linda Reid shared the Council report. Ms. Reid shared the back story of the Beach Creek Annexation. KDA Homes donated 8 lots to Habitat for Humanity, to be sold as affordable lots. Habitat took ownership over 2 affordable lots, which left KDA with 6 lots. KDA ultimately decided to donate those 6 lots to the city. The city will land bank the 6 lots. The goal is to offer these lots to an affordable housing developer. Through that process the applications may come back to the Housing and Human Services Advisory Committee to review the applications and help make





Housing And Human Services Committee

Draft Minutes

recommendations to City Council.

B. General Announcements

- N/A

VIII. **AGENDA BUILDING – Future Meetings**

- The Committee would like to invite Community Works and The Salvation Army to a future meeting to learn more about their services offered.
- The Committee would like to add an agenda item for updates and RSVPs for our November housing event.

IX. **ADJOURNMENT: 6:00 p.m.**

Next Meeting Date: September 26, 2024

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Memo

DATE: September 26, 2024
TO: Housing & Human Services Advisory Committee
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 four 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

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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. Staff and the Historic Preservation Advisory Committee have some concerns that designation as a CFA could result 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 to this point 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 new 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*) and civic uses. 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 have happened with the Council, Planning Commission, Historic Preservation Advisory Committee, Climate and Environment Policy Advisory Committee and the Transportation Advisory Committee, and are scheduled now with the Housing & Human Services Advisory Committee and the Social Equity & Racial Justice Advisory Committee at their regular meetings during the months of September and October. There was also a public open house on September 17th where staff and the consultant team explained the Climate Friendly Area adoption project, discussed general requirements and the specific potential CFAs, and answered questions from 25-30 attendees. An on-line survey to gather public input will also be posted on the city's project website at <http://www.ashlandoregon.gov/climatefriendly>.

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

In terms of housing, the CFA project will remove density maximums and allow additional height within the designated CFA's and will require that cities allow single-use residential (i.e. apartments or townhomes) within the CFA's as long as they meet at least a minimum density of 15 dwelling units per acre.

One issue raised during the open house last was the need to require affordable housing within the CFAs. It should be noted that state law prevents cities from imposing affordable housing requirements except under very limited circumstances (i.e. with annexation or up-zoning requested by a developer) but the intent of these changes is to create additional capacity for housing within the designated CFAs and to develop these areas in a manner that would make it easier both to find housing near work in areas where the ability to walk, bike and use transit would make it easier to live without needing a car.

Any feedback from the Housing and Human Services Advisory Committee on housing or other issues with any of the CFAs would be greatly appreciated. Planning staff and the consultant team look forward to your discussion on September 26th!

Attachments

DLCD Overview of Climate Friendly Area Designations
Ashland's Final CFA Study (Approved)
Maps of Potential CFA Areas Studied

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Designation of Climate-Friendly Areas

What's a climate-friendly area and who's required to designate them?

A climate-friendly area (CFA) is a neighborhood where people can meet most of their daily needs without being forced to drive. They are urban mixed-use areas that contain, or are planned to contain, a mixture of housing, jobs, businesses, and services. These areas are served, or planned for service, by high quality pedestrian, bicycle, and transit infrastructure to provide frequent and convenient connections to key destinations within the city and region. In most cases, climate-friendly areas will provide additional



opportunities for housing and employment locations in addition to currently zoned residential and employment areas.

Certain cities in Oregon's seven largest metropolitan areas outside of the Portland metropolitan area (Albany, Bend, Corvallis, Eugene-Springfield, Grants Pass, Medford-Ashland-Central Point, and Salem-Keizer) are required to adopt zoning to enable this type of development. Cities within the Portland metropolitan area will continue to implement similar and previously-adopted programs.

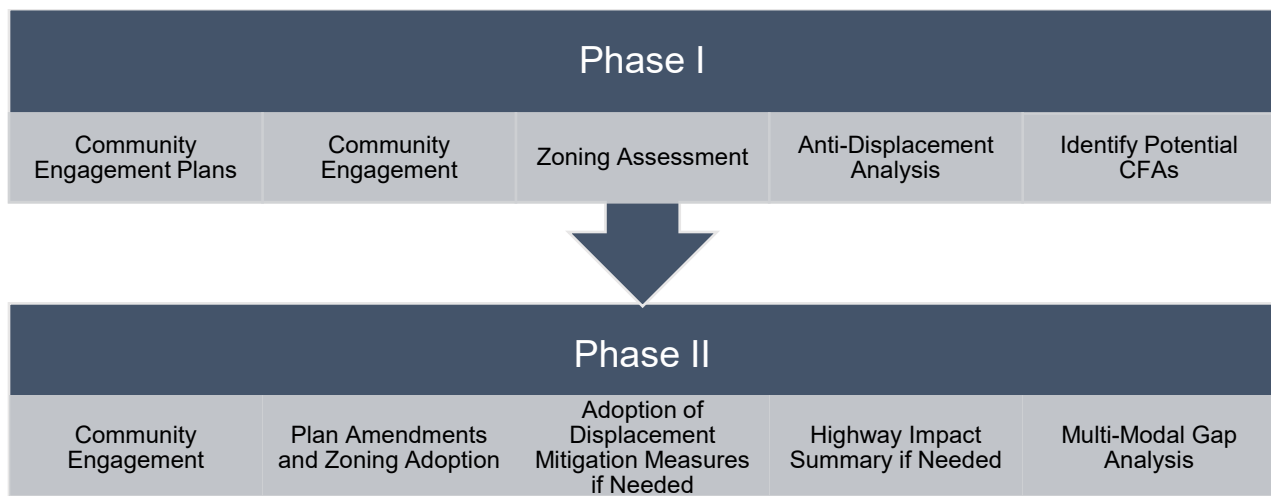
What's the purpose of the community engagement plans required for the designation of climate-friendly areas?

- To gather community input on CFA studies and zoning, with an emphasis on reaching out to underserved populations in order to identify and prioritize equitable outcomes.
- To meet state and local public participation and equitable engagement requirements.
- To help cities evaluate the potential for displacement of underserved populations prior to the designation and zoning of climate-friendly areas. Then, to help cities identify mitigation policies concurrent with or prior to zoning climate-friendly areas, when necessary to avoid displacement.

What is the process for designating climate-friendly areas?

The designation process for climate-friendly areas is divided into two phases:

1. **Phase 1, CFA studies** will identify potential CFAs and evaluate development standards that may be applied within them. The studies must be prepared and submitted for review and comment no later than December 31, 2023. The CFA study is not a land use decision.
2. **Phase 2, CFA locations and development standards** must be adopted. This phase begins with a decision of which of the studied areas will be climate-friendly areas. Cities are not limited to considering only the potential CFAs identified in the study phase. Then cities will likely need to amend zoning in these areas to comply with applicable standards ("likely" because some cities may currently have development standards that comply with CFA requirements). Additionally, cities must adopt a climate-friendly element to their comprehensive plans. The second phase must be completed by December 31, 2024, unless a time-extension request is approved.



For Phase 1 – completion of the CFA study – cities will:

1. Develop a community engagement plan to be integrated throughout both phases.
2. Identify potential CFAs based on **locational criteria**. This will involve:
 - a) Evaluate downtown areas, planned or existing urban centers, neighborhood centers, transit corridors, and similar areas;
 - b) Identify significant **infrastructure bottlenecks** that would impact the ability to realize more intense development;
 - c) Determine if high-quality transit, bicycle, and pedestrian services are present, or may be provided;
 - d) Look for significant **natural hazards** (floodplain, slopes, etc.) that could prevent more intense development; and
 - e) Determine if potential CFAs would meet the minimum size requirements.
3. Evaluate existing development standards and the level of change needed.
4. Evaluate whether **displacement of underserved populations** would be likely to result from designation of each CFA and identify mitigation measures that could prevent displacement. (“Displacement” occurs when current residents are priced out of their current homes, often through redevelopment and higher housing costs.)
5. **Submit the study** containing the information identified above, by December 31, 2023.

Other Considerations for Phase 1:

- Cities with a population **between 5,000 to 10,000** only need to designate one climate-friendly area that is at least 25 acres.
- Cities with a population **above 10,000** must designate climate-friendly areas sufficient in size to accommodate at least 30% of identified current and future housing needs.
- The **size of CFAs** for cities over 10,000 are based upon zoned residential building capacity.
- Cities may designate **one or many CFAs**. Cities over 10,000 need to demonstrate that the CFA or CFAs cumulatively provide sufficient zoned residential building capacity to accommodate at least 30% of the current and projected future housing needs.
- Studies are submitted to the Oregon Department of Land Conservation and Development (DLCD) for review and feedback on the study.
- CFA studies will be available for **public review and comment** concurrent with the DLCD’s review (within 90 days of report submittal).
- The **studies are not land use decisions** and may not be appealed.

CFA studies will provide information regarding each of the CFA candidate areas to inform the community's decision-making process to determine which CFAs should be designated (see Table 2 below for an example of what that might look like).

For Phase 2 – CFA zoning and comprehensive plan amendments – cities will:

1. **Review and select** CFAs, based on CFA study information, and guidance from the community.
2. Perform **multi-modal gap analysis** on transit, bicycle, and pedestrian services and infrastructure.
3. Complete a **highway impact summary**, if applicable.
4. Determine **development standards** for each CFA.
5. Adopt **displacement mitigation** policies if need.
6. Prepare development codes and a **climate-friendly element** to the comprehensive plan for consideration and adoption through public hearings.
7. Conduct public hearings and **adopt CFA zoning** and comprehensive plan amendments.

Other Considerations for Phase 2:

- Each city will use its own local process to decide which areas will be CFAs. The typical process or processes will require changes to zoning maps, development code requirements, and comprehensive plans.
- Cities of 25,000 or more may designate some CFAs with less intensive development standards, if they wish to.
- CFA zoning includes:
 - A variety of **outright-permitted** residential, commercial, service, and employment uses.
 - May include abutting high-intensity residential or employment areas.
 - Prioritization for locating **public-serving facilities** and the location of parks, plazas, and open space areas. Where feasible, street trees and other landscaping should be provided in CFAs.
 - Block length standards that facilitate **pedestrian connectivity**.
 - Development limitations are based on **allowed building height** and other site development requirements rather than residential density limits.
 - Reduced **parking requirements**.
- Community engagement will center consideration of **equitable outcomes** for underserved populations.
- A **highway impacts summary** may need to determine potential traffic generation from CFAs
- CFAs need to be designated prior to updating a Transportation System Plan

Resources

Kevin Young, Senior Urban Planner, DLCD – the language of these rules, deadlines, etc.
kevin.young@dlcd.oregon.gov (503) 602-0238.

Disclaimer

This document is an overview of the new administrative rules that apply to climate-friendly area designation. The rules are contained in the Oregon Administrative Rules in OAR 660-012-0310 through 660-012-0325, as well as OAR 660-012-0012(4)(c) and (5)(b) and (c) (deadlines), and OAR 660-008-0010 and 660-008-0050 (housing rule components). Nothing in this document should be construed as Oregon Administrative Rules. A current copy of the adopted Oregon Administrative Rules should be acquired from the [Oregon Secretary of State](https://www.oregon.gov/OSD/) and used to fulfill planning requirements.

Table 1: Two Options for Land Use Requirements in Climate Friendly Areas

		Option 1 Prescriptive Standards		Option 2 Outcome-Oriented Standards
Cities and Urbanized County Areas (by population)	Sizing of CFA Areas	Minimum Residential Density Requirement	Maximum Building Height No Less Than	Target Development Levels
5,001 – 9,999	At least 25 acres	15 dwelling units/net acre	50 feet	20 homes and jobs/net acre
10,000 – 24,999	At least 30% of total housing need	15 dwelling units/net acre	50 feet	20 homes and jobs/net acre
25,000 – 49,999	At least 30% of total housing need	20 dwelling units/net acre	60 feet ⁴	30 homes and jobs/net acre
50,000 – 99,999	At least 30% of total housing need	25 dwelling units/net acre	85 feet ⁴	40 homes and jobs/net acre
100,000 +	At least 30% of total housing need	30 dwelling units/net acre	85 feet ⁴	50 homes and jobs/net acre

Table 2: Example of How a City Might Summarize Findings by Study Area for CFA Studies

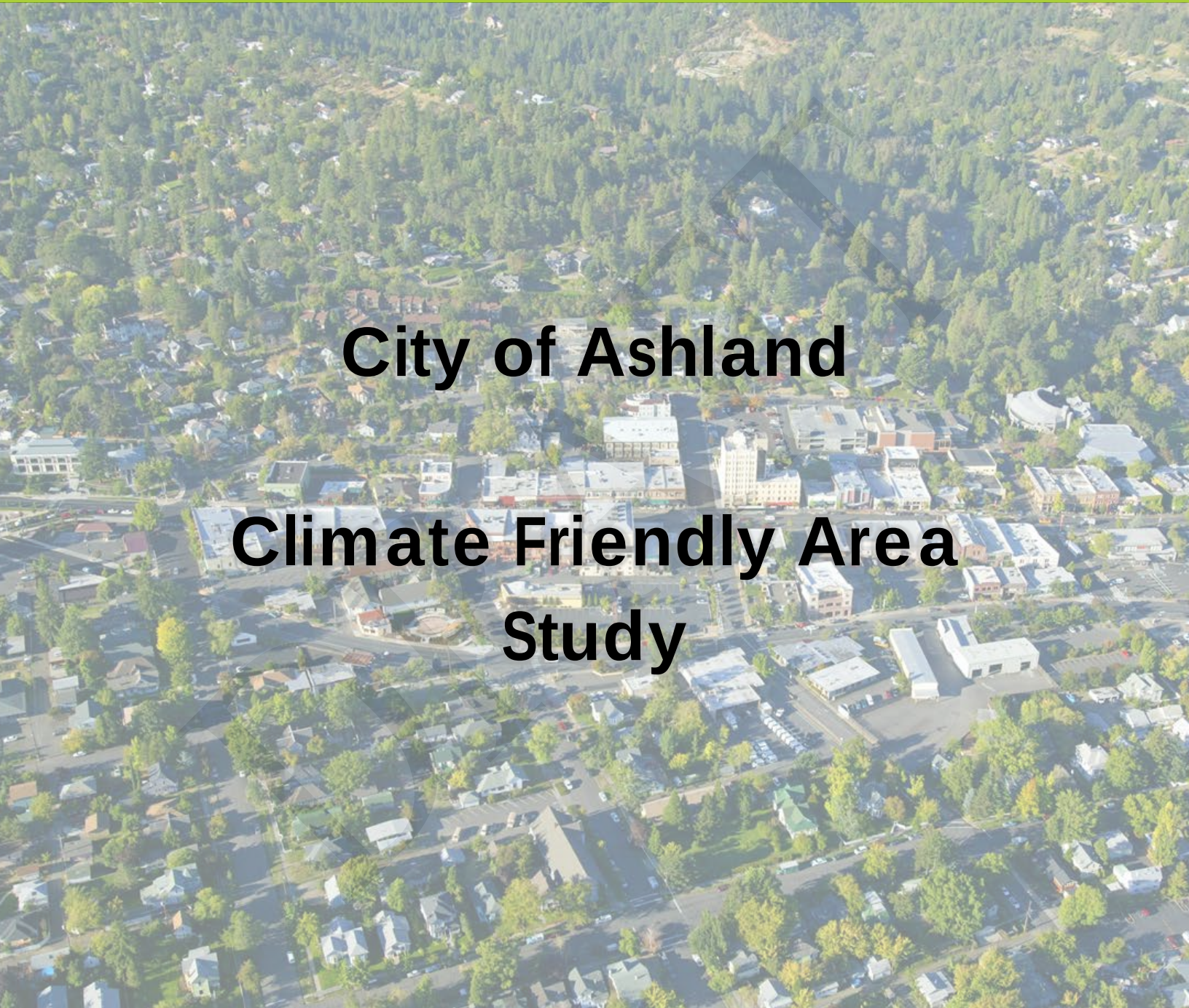
Considerations Regarding CFA Candidate Area 1 – Downtown Planwell	
Would CFA designation be consistent with prior or current planning efforts for this area?	
Yes, the older portion contains a good mix of employment and residential uses, with an abundance of on-street parking, and few parking lots. With downtown transit center, connectivity to the hospital and other major employers is excellent.	
Area (at least 25 acres required if primary CFA)	
78 acres	
Meets minimum 750 foot width with or without abutting parks, high density residential or employment uses/zoning	
Yes, the downtown meets this standard with or without abutting riverfront and other parkland.	
Are there abutting high intensity residential or employment uses that could be included as part of the CFA?	
Abutting historic garden apartment residential neighborhood to the south has an average residential density of 27 dwelling units/acre. The area is approximately 20 acres in size.	
Are parks, plazas, or open space areas located within or near the CFA area? Does the Parks Master Plan identify the need for parks or open space areas within or near the CFA?	
- The riverfront park extends for roughly one mile along the river frontage through downtown. The park contains plazas, a water feature, play structures, a connected bike path, and lawn areas for public recreation and enjoyment. - On the opposite side of the downtown, central park provides approximately four acres of shaded lawns, play areas, and other public amenities.	
Are public-serving government facilities located within the CFA? Are there plans to locate such facilities in the CFA in the future?	
Yes, city hall and the county courthouse are both located within this CFA, along with some additional government facilities.	
Current status and feasibility of needed upgrades to pedestrian, bicycle, and transit facilities and services?	
- No bike lanes on highway through downtown, but existing bike lanes on parallel collector streets and sharrows on low speed downtown streets. Also bike path along river provides good access. - Adequate sidewalks throughout downtown. On-street parking along many streets buffers pedestrians on sidewalk. - Transit center is located in this area and within walking distance of the entire downtown. Connected to all priority transit corridors.	
Presence of identified hazard area, and degree to which hazard development requirements could restrict CFA zoning?	
Portion of downtown is located within 100-year floodplain. Development code allows development if base floor elevation is one foot above base flood elevation. Could remove this area from CFA and meet area and dimensional standards.	
If contiguous, but outside city limits and within UGB, can the area comply with OAR 660-012-0310(e)(A) – (E)?	
N/A – area is within city limits	
Preliminary infrastructure evaluation – Any water, sewer, or stormwater impediments to CFA-level of development that would be challenging to address beyond the scope of capital improvement plans or improvements required with development?	

Trunk sewer line to southeast portion of downtown would need to be upsized to accommodate primary CFA development. Project is identified in Sewer Master Plan, tentatively scheduled for improvement in Fiscal Year 27-28.	
Is there the potential for the displacement of members of underserved groups that could result from CFA designation?	
Yes, the northwest portion of downtown contains a greater than average proportion of low-income residents.	
If yes to prior question, what are some potential mitigation strategies to avoid displacement that would be feasible for Planwell to implement?	
"Housing Planwell CDC" is planning a subsidized affordable housing development in the northwest area, with funding from OHCS and local construction excise tax revenues. - The city's housing division administers a naturally occurring affordable housing (NOAH) no-interest revolving loan fund that could be used to support the preservation of existing NOAH housing in the CFA.	
Are the current land use requirements in this study area close to the land use requirements necessary to comply with OAR 660-012-0320 (either primary or secondary)?	
Considering as primary CFA - Building height allowances would need to be raised 20 feet, addition of minimum residential density requirements, and changes to on-site parking requirements.	
What is the preliminary estimate of the number of residential dwelling units that could be accommodated in this area?	
If primary CFA standard were adopted (per OAR 660-012-0320(8)(a), (b), or (c); or (9)(a),(b), or (c))	If secondary CFA standards were adopted for one of the lesser standards (optional)
Roughly 4,760 dwelling units (buildings to 85 feet)	Roughly 3,430 dwelling units (buildings to 50 feet)



Rogue Valley
Council of Governments

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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

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Climate Friendly Area Project Staff

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Yazeed Alrashdi, Associate Transportation Planner, RVCOG

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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.

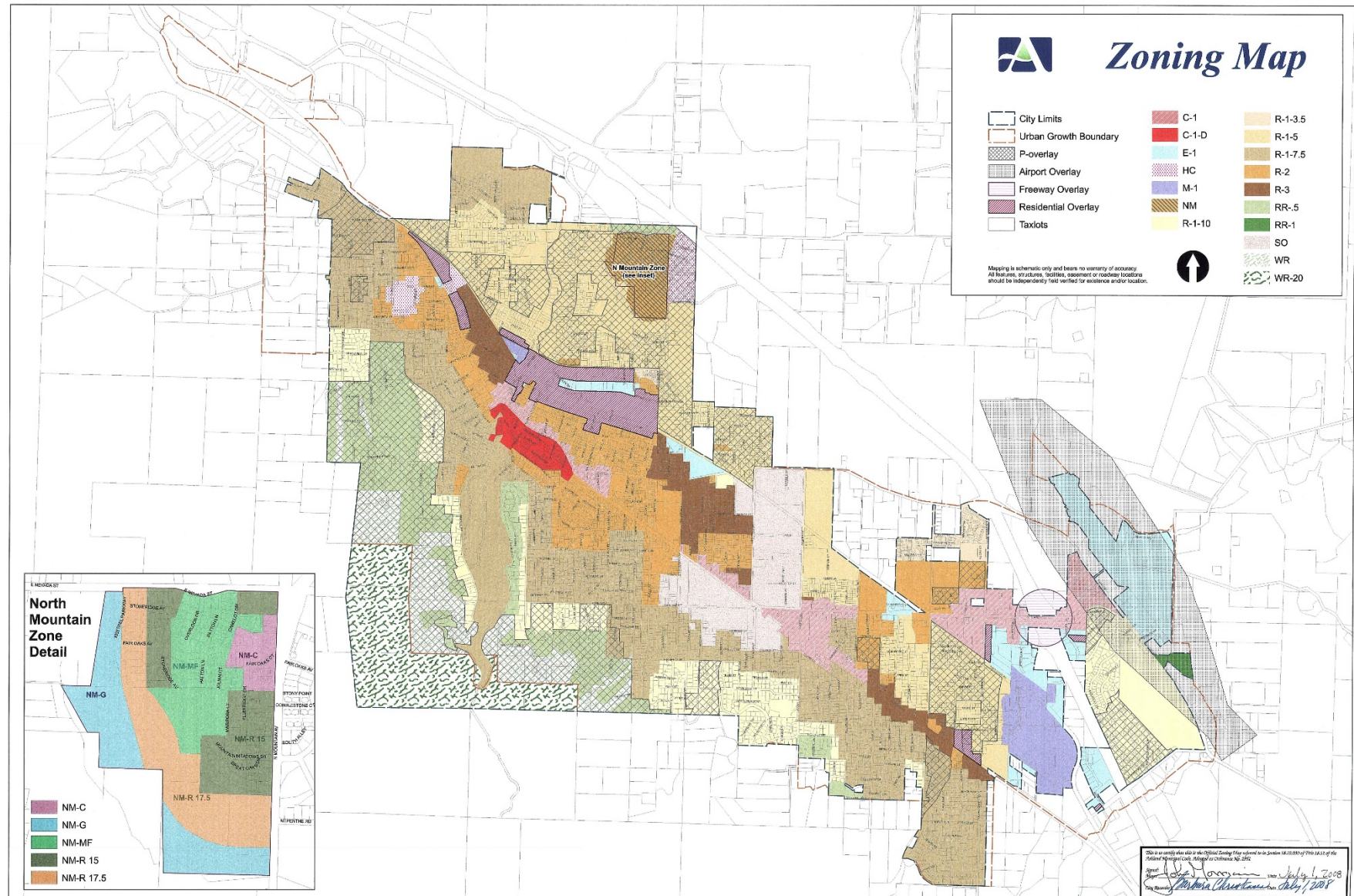
Land Use Requirement for CFAs:

- 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.

Map 1. City of Ashland Zoning Map

Available as an interactive map online at 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.

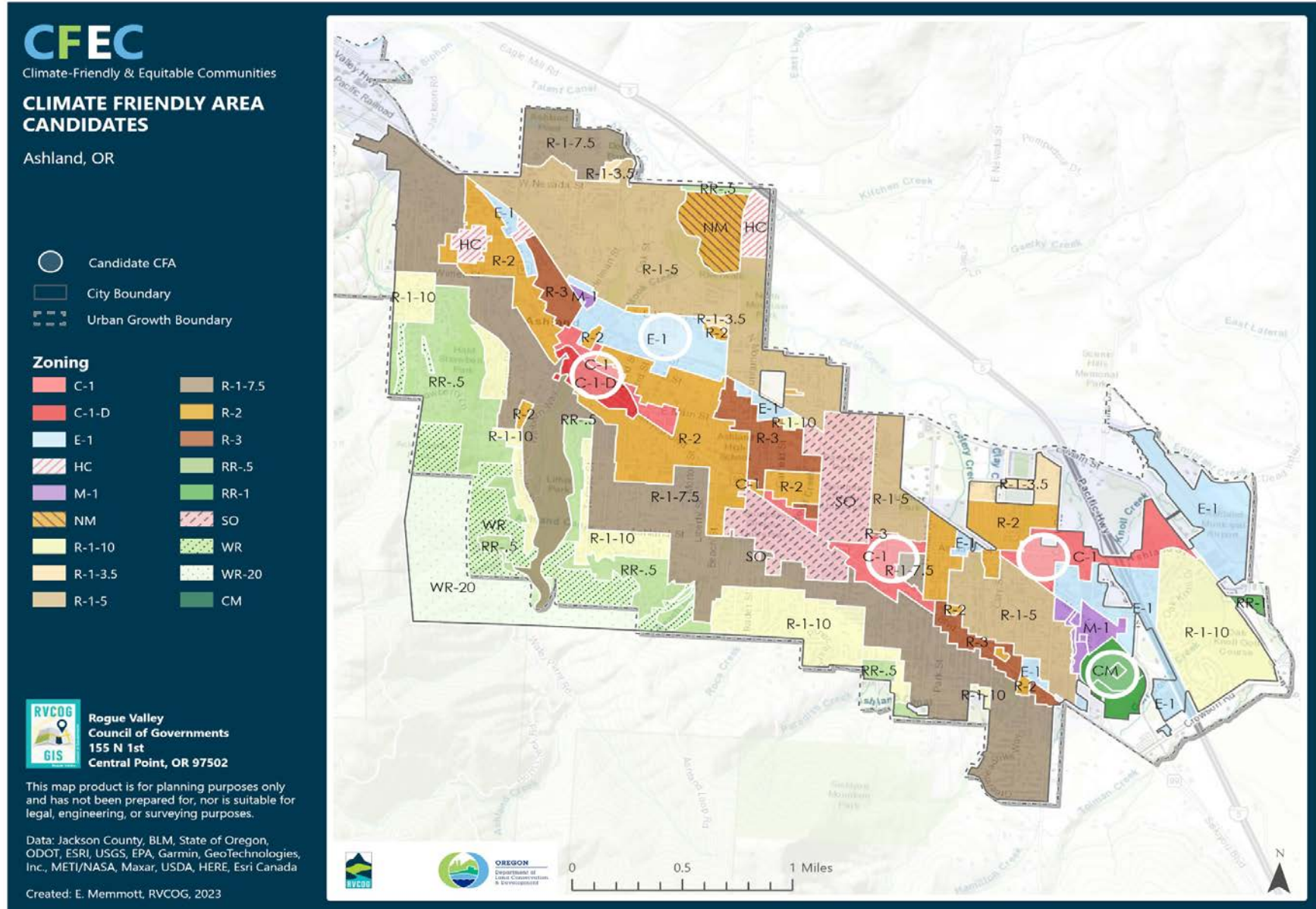


Locate and Size Candidate CFAs

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 (≥ 50 ft)	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 (≥ 50 ft)	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

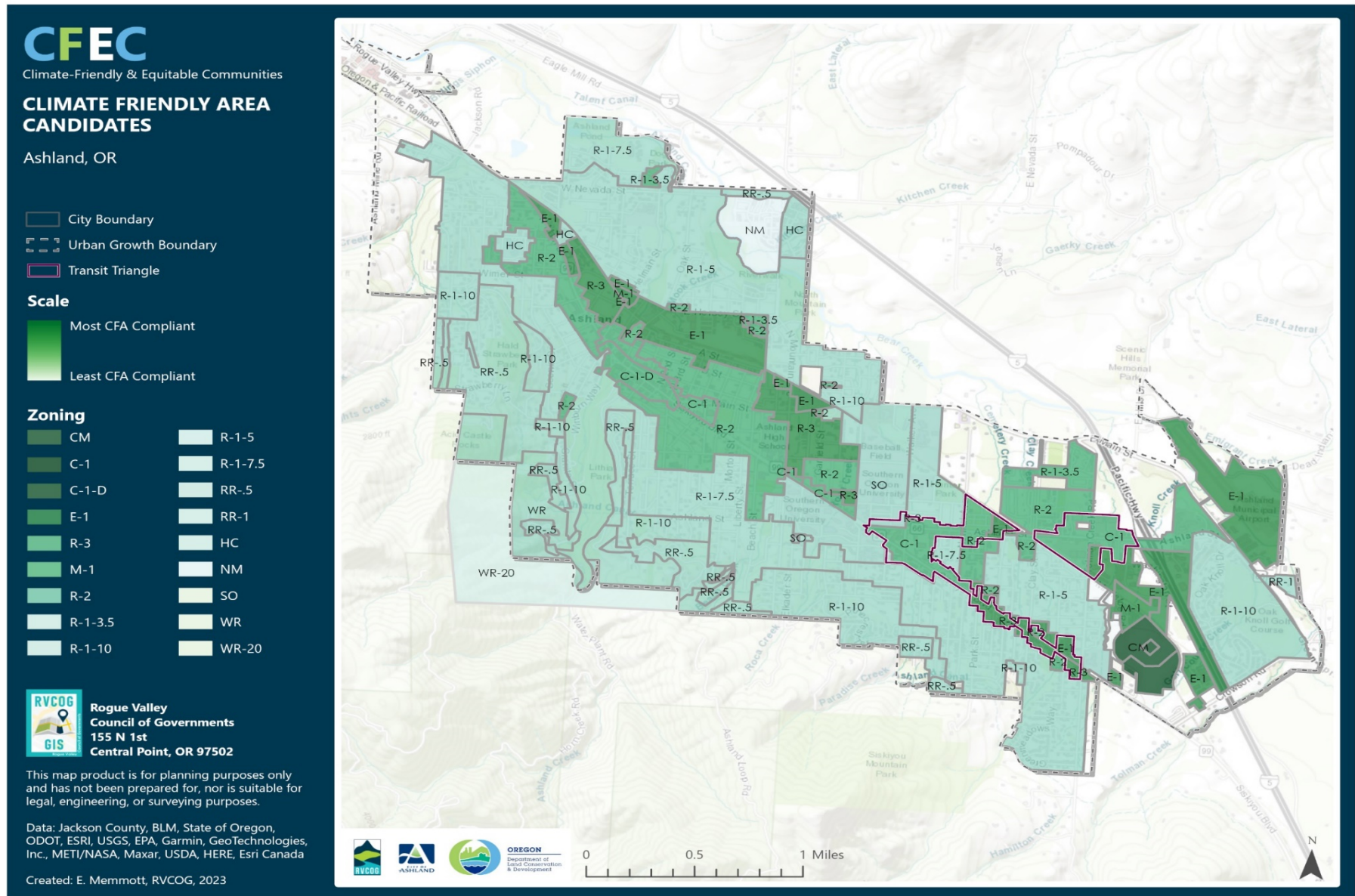
Transit Triangle Overlay

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.

Map 3. Zoning Analysis





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.

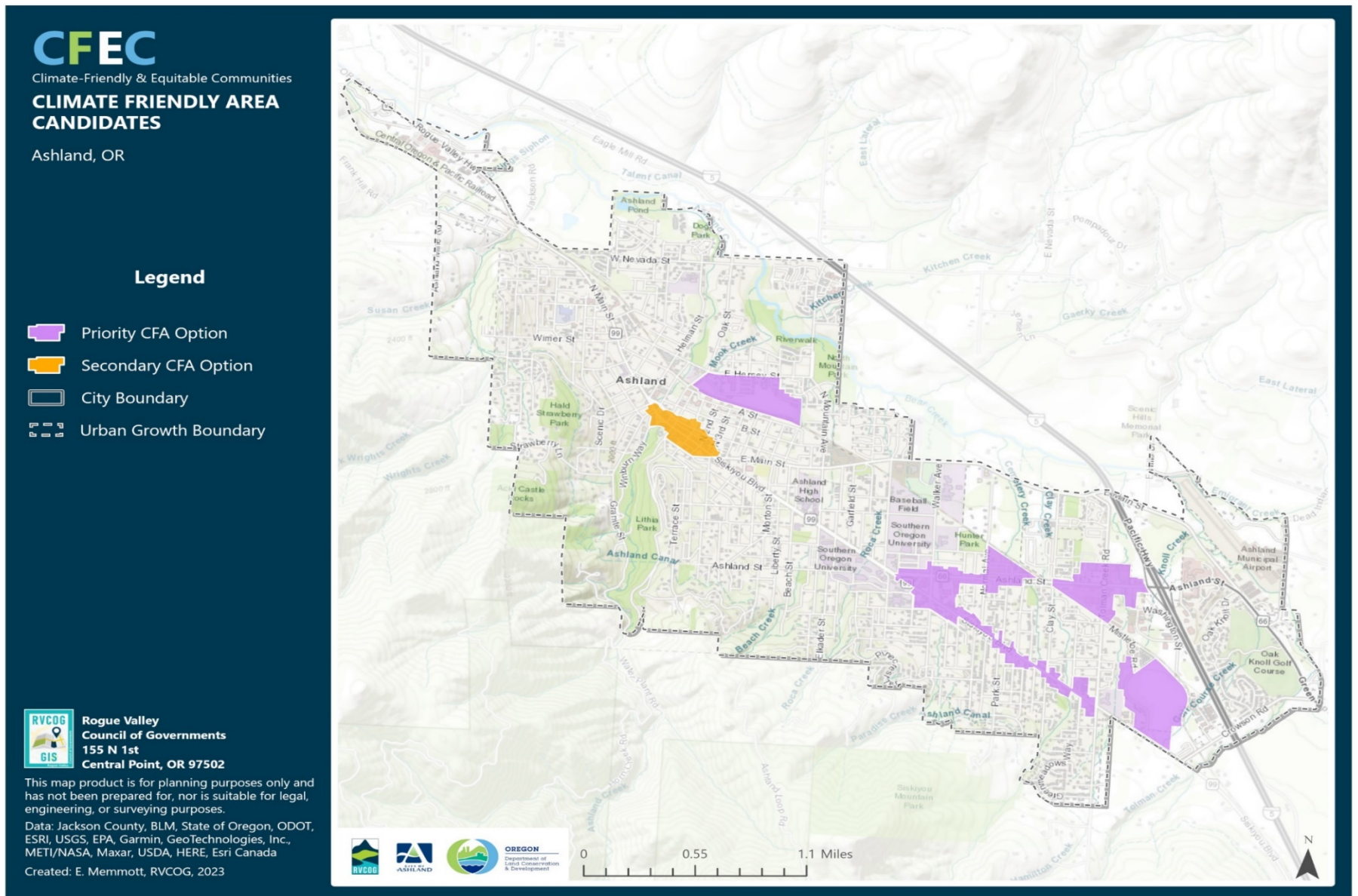
City Guidance

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

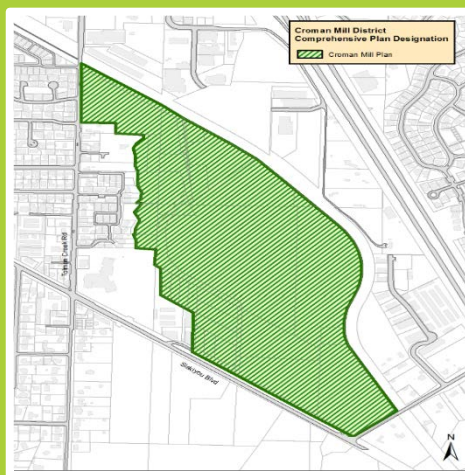


Image 2 - Croman Mill Planned Zones

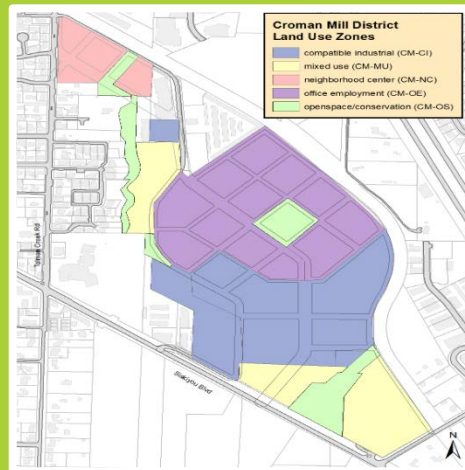
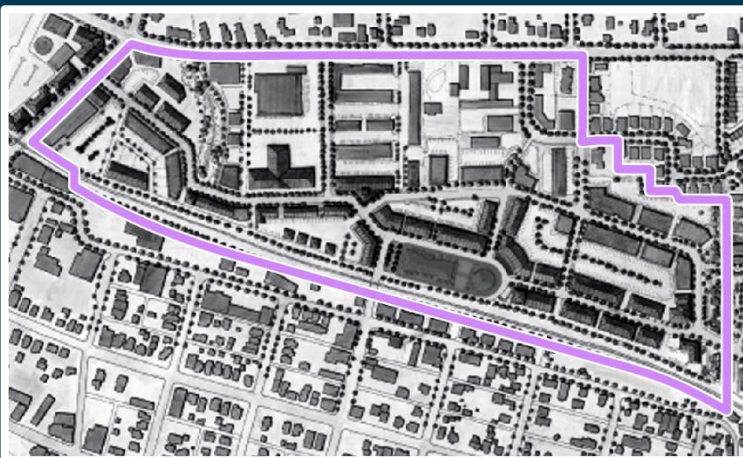


Image 3 - Railroad Property



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

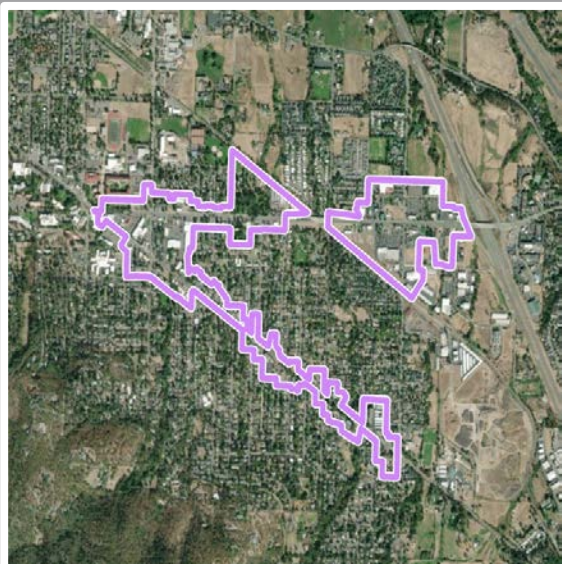


Image 6 – Downtown





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.

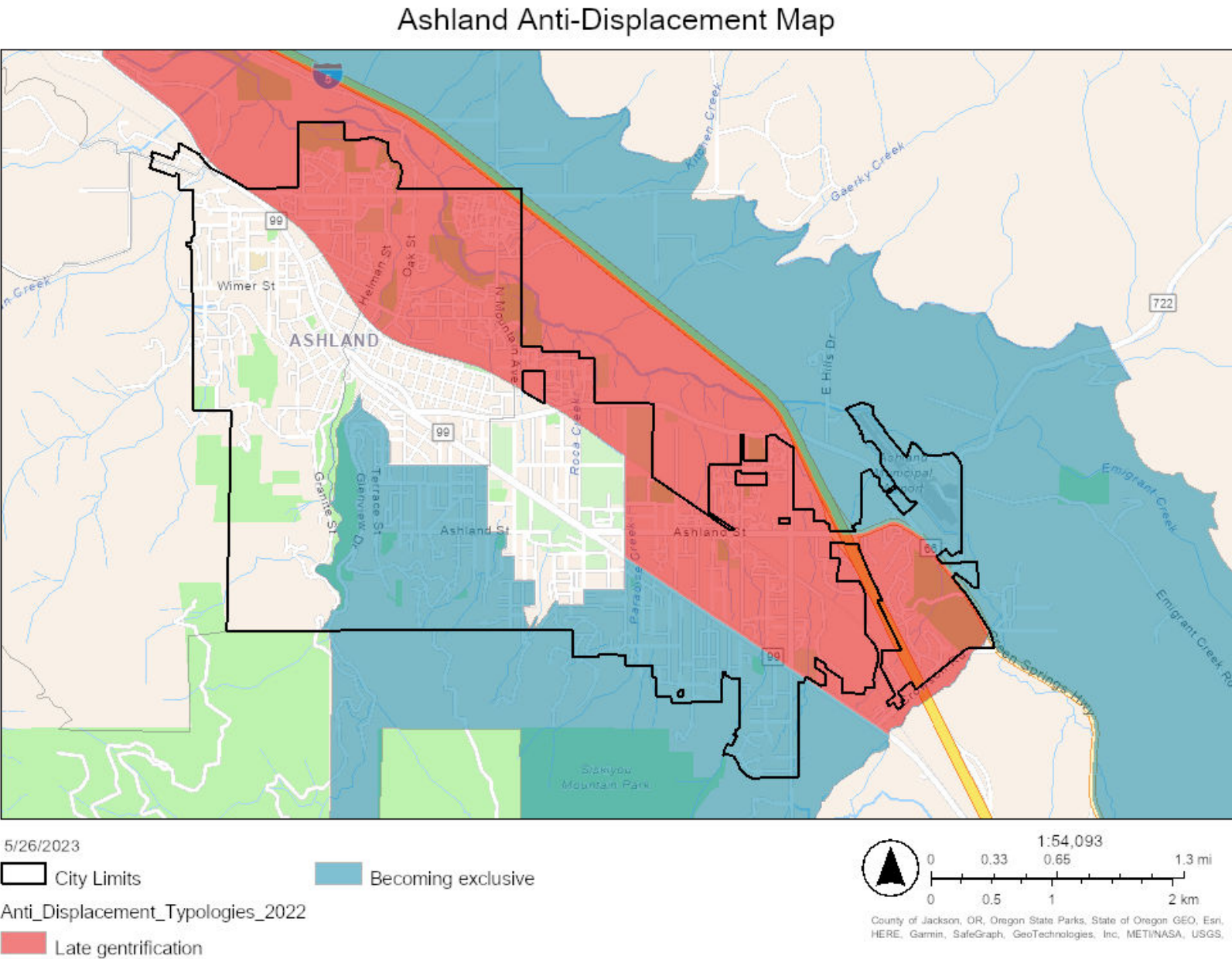
Unassigned

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.

Map 5. DLCD 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

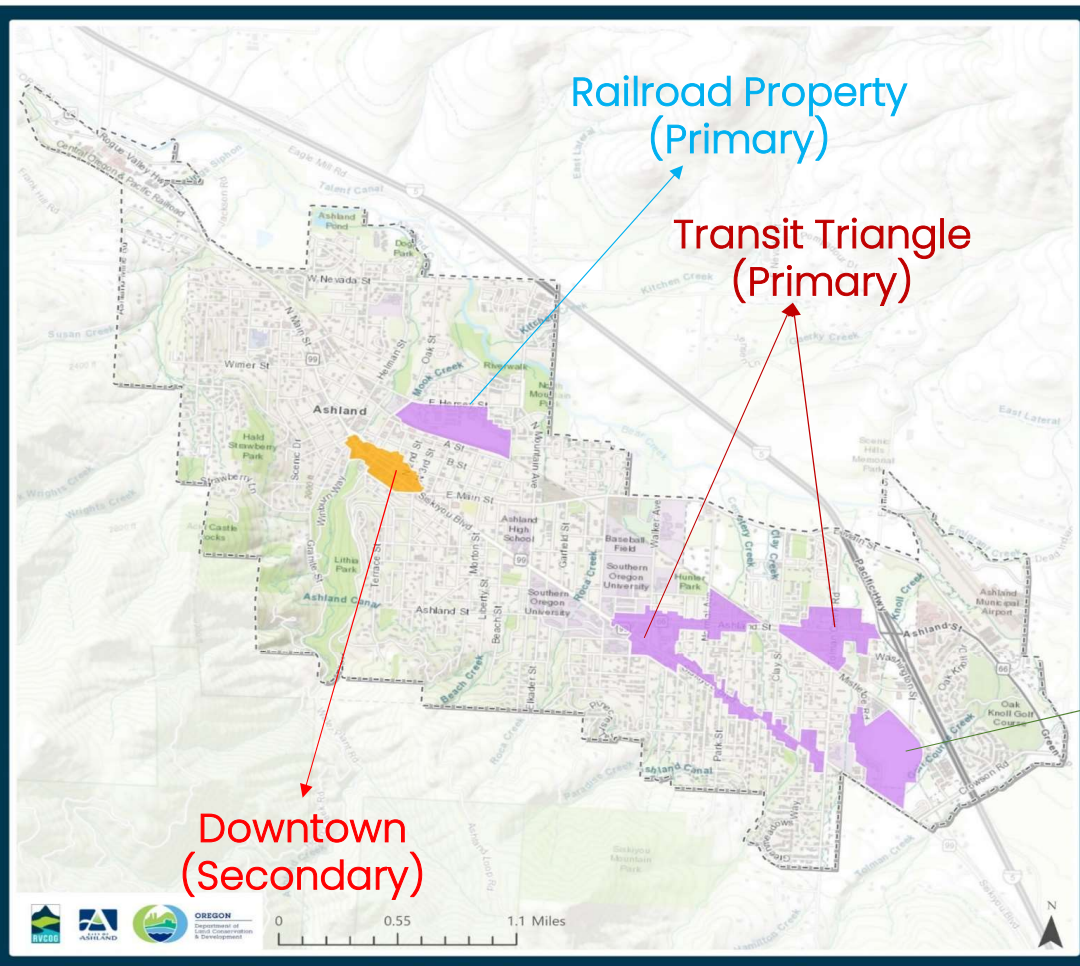


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155 N 1st
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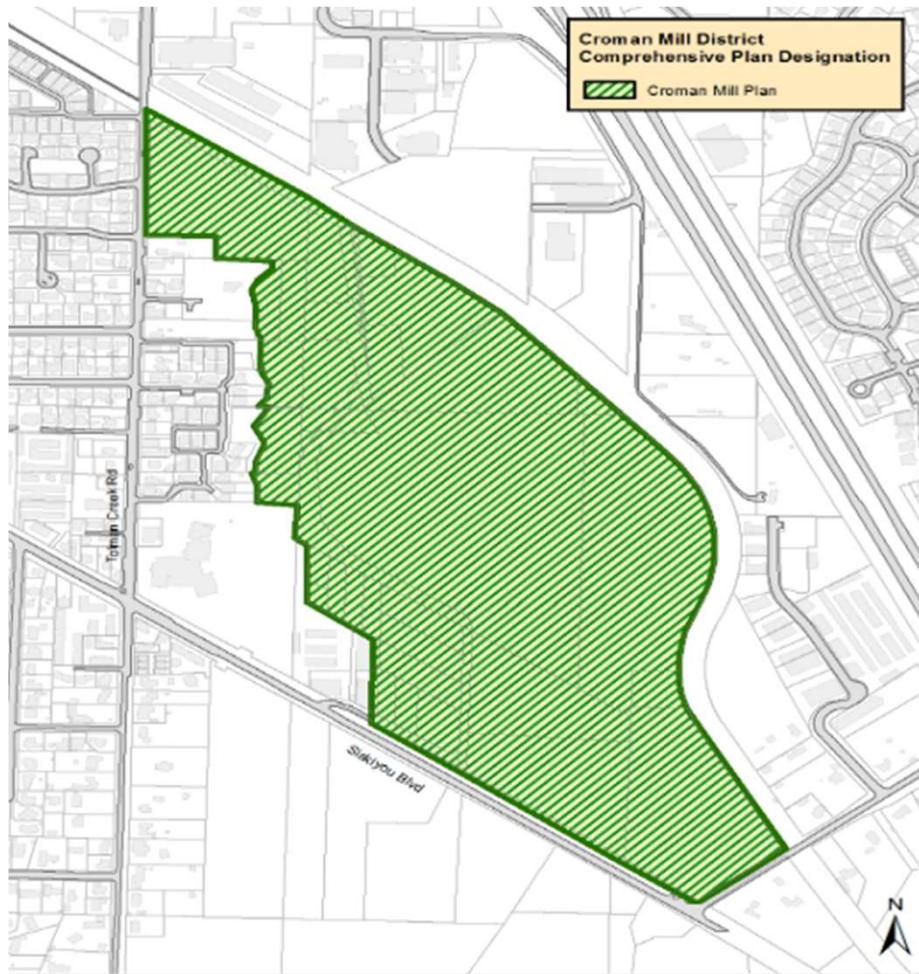
This map product is for planning purposes only and has not been prepared for, nor is suitable for legal, engineering, or surveying purposes.

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



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



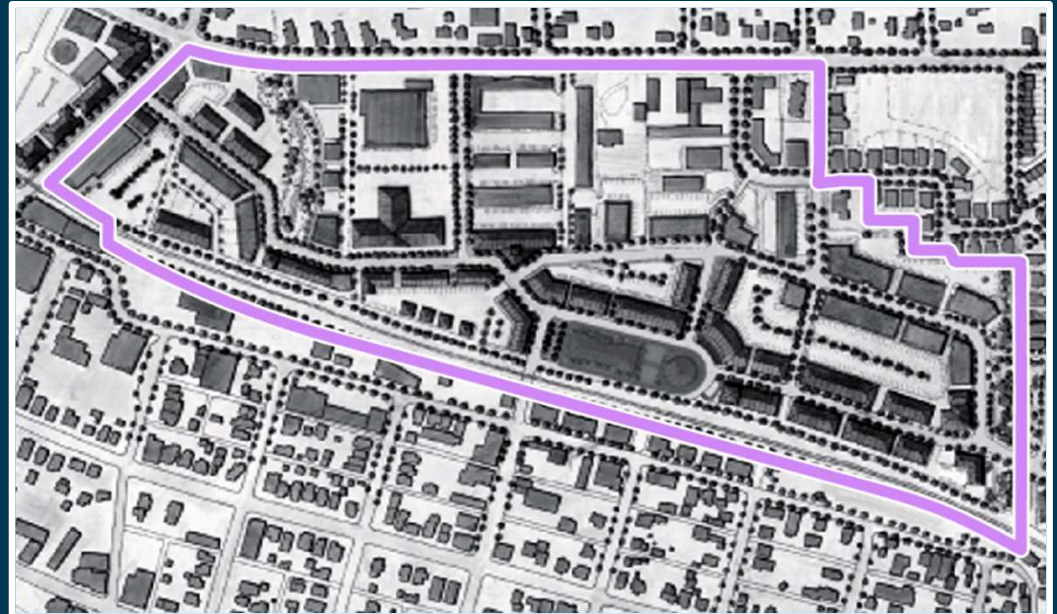
Croman Mill District

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.

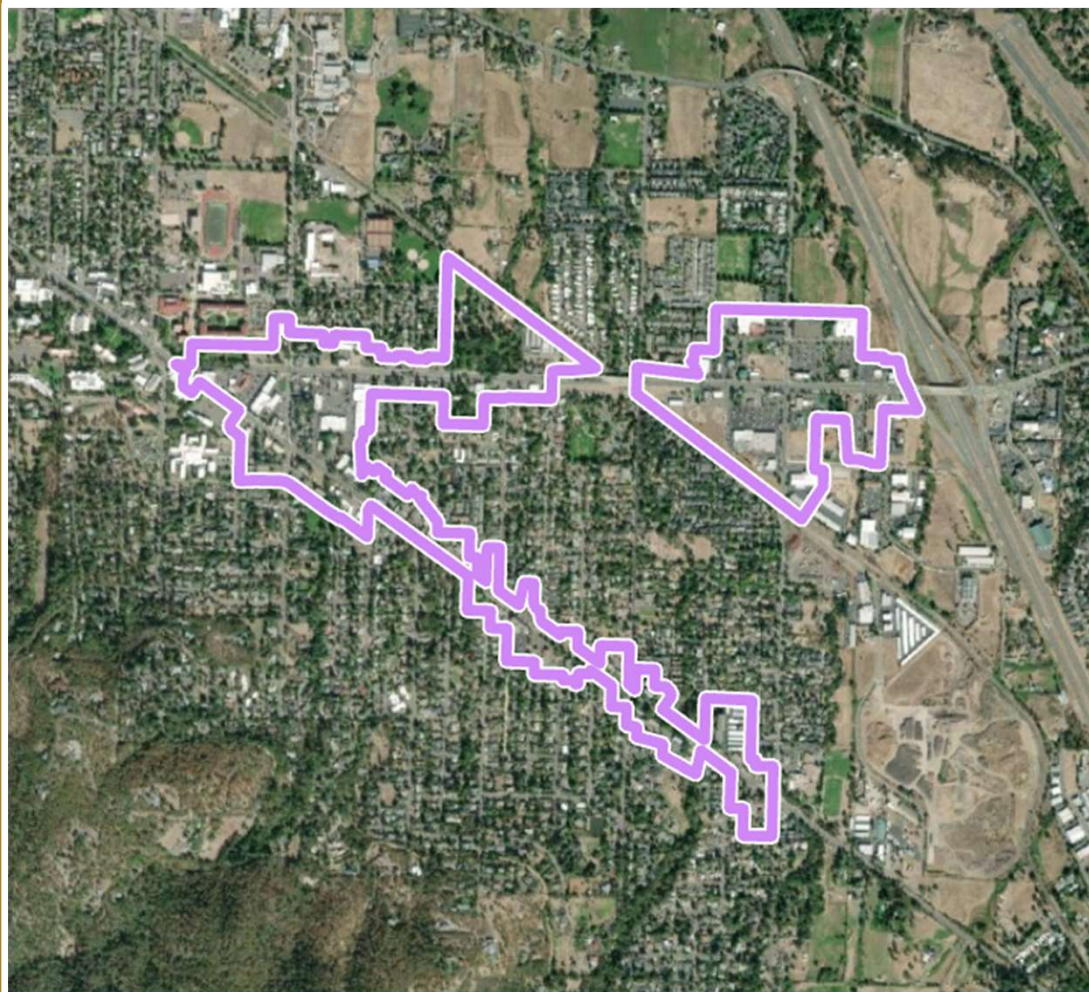
By the prescriptive methodology:

- **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.



Downtown



CITY OF ASHLAND

CONSOLIDATED ANNUAL PERFORMANCE EVALUATION REPORT

(CAPER)

Program year 2023

(July 1, 2023 – June 30, 2024)

Date of Report August 30, 2024

Prepared for:

The U.S. Department of Housing and Urban Development

By:

The City of Ashland

Department of Community Development

Planning Division

Ashland, Oregon

CAPER

1

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan.

91.520(a)

The City of Ashland is an entitlement jurisdiction, receiving an annual allocation of Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development (HUD). As a recipient of CDBG funds, the City is required to prepare a five-year strategic plan that identifies housing and community needs, prioritizes these needs, identifies resources to address the needs, and establishes annual goals and objectives to meet the identified needs. This five-year plan is known as the Consolidated Plan.

The purpose of the Consolidated Plan is to outline a strategy for the City to follow in using CDBG funding to achieve the goals of the CDBG program, *“to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities principally for low- and moderate-income persons.”* This Consolidated Annual Performance and Evaluation Report (CAPER) Addresses the goals identified in the 2020-2024 Consolidated Plan which was approved in April of 2020.

Each year the City is required to provide the public and HUD with an assessment of its accomplishments toward meeting the priority goals outlined in the Five-Year Consolidated Plan. This annual assessment is known as the Consolidated Annual Performance and Evaluation Report (CAPER).

This document provides a review and evaluation of the City of Ashland’s progress toward meeting the annual goals and outcomes as outlined in the Action Plan for the Program Year 2023-2024 as well as the larger five-year goals of the 2020-2024 Consolidated Plan. The regular CDBG Program Year begins July 1st and ends on June 30th, this report will summarize the City’s accomplishments for that time period.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete
Economic Development Goals:	Non-Homeless Special Needs Non-Housing Community Development		Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	5	0	0.00%

CAPER

2

Economic Development Goals:	Non-Homeless Special Needs Non-Housing Community Development		Jobs created/retained	Jobs	5	0	0.00%
Homeless Goals	Homeless	CDBG: \$26936	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100	937	937.00%
Homeless Goals	Homeless	CDBG: \$26936	Public service activities for Low/Moderate Income Housing Benefit	Households Assisted	25	0	0.00%
Homeless Goals	Homeless	CDBG: \$26936	Homeless Person Overnight Shelter	Persons Assisted	45	0	0.00%
Homeless Goals	Homeless	CDBG: \$26936	Overnight/Emergency Shelter/Transitional Housing Beds added	Beds	45	0	0.00%
Homeless Goals	Homeless	CDBG: \$26936	Homelessness Prevention	Persons Assisted	25	0	0.00%
Homeless Goals	Homeless	CDBG: \$26936	Housing for Homeless added	Household Housing Unit	5	0	0.00%
Housing Goals	Affordable Housing		Rental units constructed	Household Housing Unit	50	0	0.00%
Housing Goals	Affordable Housing		Homeowner Housing Rehabilitated	Household Housing Unit	10	0	0.00%
Housing Goals	Affordable Housing		Homeless Person Overnight Shelter	Persons Assisted	0	0	
Public Infrastructure Goals:	Non-Housing Community Development	CDBG: \$141235	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100	0	0.00%
Public Infrastructure Goals:	Non-Housing Community Development	CDBG: \$141235	Public Facility or Infrastructure Activities for Low/Moderate Income Housing Benefit	Households Assisted	5	0	0.00%

Special Needs Goal	Non-Homeless Special Needs		Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	100	0	0.00%
Special Needs Goal	Non-Homeless Special Needs		Public Facility or Infrastructure Activities for Low/Moderate Income Housing Benefit	Households Assisted	5	0	0.00%
Special Needs Goal	Non-Homeless Special Needs		Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	25	0	0.00%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

Assess how the jurisdiction’s use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

In April of 2021, the City of Ashland adopted the Five-Year Consolidated Plan (2020-2024). Five Goals are identified in the Five-Year Consolidated Plan. The goals are not ranked in order of importance; however, some have a higher priority than others.

The assessment provided in this CAPER covers the 2023 Program year (July 1, 2023-June 30, 2024).

For the 2023 Program year the City continued to support several activities which had been supported in previous years. These activities continue to provide supportive services to some of the most vulnerable populations in the City while also meeting the goals of the 2020-2024 Consolidated Plan.

Affordable and Workforce Housing

In the five-year strategic plan, the City identified several numerical goals for the creation, preservation, and maintenance of new and existing housing units to be occupied by low-income households. Since the adoption of the Five-Year Consolidated Plan the City has not any new regulated affordable housing units targeted to low-income populations and deed restricted for long term affordability through the City’s program. In Program Year 2022 the City did not add any new deed restricted affordable ownership units either.

Homeless, At-Risk and Special Needs Populations:

The five-year strategic plan identifies three specific activities to assist homeless, special needs, and senior populations. In program year 2023 the city continued to make progress on these goals for

homeless, at-risk and special needs populations. In 2023 the City funded three projects that serve homeless and populations at-risk of homeless: allocating a total of \$168,266 in grant funds in the 2023 grant year is to be awarded to three projects: \$141,235 to Options for Helping Residents of Ashland (OHRA) for to assist in the development of a commercial kitchen to serve the emergency shelter, \$11,936 to OHRA to provide navigation services that serve homeless and at-risk populations, and \$15,000 to Maslow Project for outreach and case management for homeless youth enrolled in the Ashland School District.

The 2023 award allowed Maslow Project to provide case management, resources and assistance to 71 individuals in the Ashland school district who were homeless or at risk of homelessness. Options For Helping Ashland provided resource referrals and case management to 589 individuals between July 1, 2022 and June 30, 2023. The OHRA Commercial Kitchen project is yet to be completed, and therefore, while the project is anticipated to benefit shelter residents, because the project is not complete, no beneficiaries have been reported.

Economic and Community Development:

During program year 2023, the City did not undertake any economic development activities.

Narrative on Outcomes

The City is required to identify a number and variety of potential strategic goals and outcomes in the consolidated planning process to work toward over the five year Consolidated Planning period. The City does not receive enough CDBG funding to address all of the goals in any given year, and similarly, the City can only fund activities that are being applied for, or which are being put forward by applicants. Consequently in any given year the City is beholden to the applicants to meet the needs identified through the consolidated planning process. The Consolidated Plan is drafted to provide priorities that are broad enough to allow for flexibility and variety in the types of activities that may be funded. However, the City may not receive applications for many of the identified activities in the five year period. The zeros in Table 1 thereflect all of the activities that have not been applied for or been awarded funding in the previous five years, while overages in homeless services reflect the activities that have been funded in multiple years, even though they may meet a goal which has already been attained.

The City generally identifies at least one goal in each CDBG eligible category of activity types that have a likelihood of taking place in the five year Consolidated plan period. The City identifies priority goals through a community engagement process, goals are identified as a priority need for investment, based on community resource needs and gaps, non-profit partner capacity, and which types of activities have the potential to occur within the five year period that is covered by the Consolidated Plan. These types of activities may include: public facility improvements, such as ADA improvements in public rights of way (examples of past projects include, sidewalks in low-income neighborhoods, audible crosswalk signals for visually impaired individuals, and ADA wheelchair ramps in sidewalks or in public buildings), or the

development or improvement of public facilities such as homeless shelters and food banks (both of which were past projects supported with CDBG funding). Economic development activities, such as supporting micro-enterprise, or work programs that are targeted to minority or special needs populations, both of which the City has supported with CDBG funding in previous program years, and the provision of services to homeless populations. Each year the City awards the funding to eligible activities based partially on goals and outcomes that have yet to be met in the five year planning period. However, awards are also dependent on the pool of applicants who are able to move projects forward in any given year. Due to the limited number of service providers and the capacity of those providers to undertake activities, the City often receives several applications for public service activities (also called direct service activities), as those are fairly easy activities to implement and have smaller budgets, however, the majority of CDBG funding is restricted to supporting capital improvement projects, which tend to be more expensive and complex projects, and consequently the City may not see any capital improvement applications in a given year due to both the limited amount of funding available, and the lack of larger scale projects moving forward within the City each year.

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG
White	553
Black or African American	21
Asian	4
American Indian or American Native	18
Native Hawaiian or Other Pacific Islander	9
Total	605
Hispanic	110
Not Hispanic	495

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

There is a slight over representation of minorities who are experiencing homelessness over those that are represented in the general population of Ashland. This trend is seen in national data on homelessness as well. The Governor's Emergency Order initiative has a special call out to addressing this trend by ensuring more diverse voices and representation are included in strategic planning processes to better address the needs of minority populations in service delivery.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	179,575	

Table 3 - Resources Made Available

Narrative

The City of Ashland is a relatively small community both in population and incorporated area. Ashland is 4.4 miles long and 1.7 miles wide and comprises seven census tracts and 20 block groups. Of those 20 block groups 8 qualify as Low- to Moderate- Income area benefit block groups. There are no areas that fall under HUD's definition of racial or minority concentrations within the City. The City of Ashland does not have any designated Revitalization Neighborhoods nor does the City have any areas that qualify as being affected by slum or blight conditions. Consequently, the city did not target any CDBG funds to a designated area.

The City utilizes a declining amount of CDBG funding to work toward meeting the goals identified in the five-year strategic plan. The City also utilizes some general fund money to address the needs identified in the five-year strategic plan, however, the City does not require reporting from all agencies receiving funding on the use of those funds, consequently the City will not report on those outcomes within the numerical goals listed.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description

Table 4 – Identify the geographic distribution and location of investments

Narrative

Due to the relatively small size of the community, the City does not generally target specific geographic locations for investment. The City most often provides funding to projects which serve the entire community.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

Applicants who applied for CDBG funding identified over \$750,000 in matching funds from federal, state, local, and private sources. For the 2023 program year the City awarded \$168,266

in grant funding in the regular cycle. While the City itself did not use CDBG funds to leverage other public and private resources, local non-profits have reported the CDBG funds to be essential in obtaining private donations and other public and private grants.

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	0	0
Number of Special-Needs households to be provided affordable housing units	0	0
Total	0	0

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	0	0
Number of households supported through Acquisition of Existing Units	0	0
Total	0	0

Table 6 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The City did not support any affordable housing activities with CDBG funding in Program year 2023. Though rent assistance was provided to households in Ashland through other funding sources provided by HUD and State agencies to various community organizations such as OHRA, Access, and Salvation Army and St. Vincent du Paul. None of these agencies recieved CDBG funding or other City funding to support these activities in 2023.

The city has a difficult time meeting housing related goals for a few different reasons. One of which is that the City's allocation of CDBG funds is too limited provide much support for the development of affordable housing projects in Ashland. The high cost of land and properties in Ashland relative to other cities in the Rogue Valley requires more incentive to level the playing field. Similarly, there is a relative scarcity of large, multi-family zoned, flat, readily developable land within the City which can make it more expensive and more difficult for affordable housing developers to site projects in Ashland and compete with private market developers. Lastly, like many communities, issues of NIMBY-ism can cause costly delays and potentially derail an affordable housing project in a small community such as Ashland.

In 2021 the City adopted the Housing Capacity Analysis, as a part of that process, the City was required to also undertake a process to develop and adopt strategies to address the barriers to development of needed housing types outlined above. That process was called the **Housing Production Strategy (HPS)** project. The Housing Production Strategy created a plan to address Ashland's unmet housing needs with a focus on equity and based on public input. The Housing Production Strategy report identified 15 specific actions the city will undertake over an 8-year period to promote the development needed housing. The HPS identified 15 actions and describes implementation steps to support development of housing, address housing affordability challenges, and encourage the preservation of existing affordable housing. With this Strategy, the City identified a set of actions to support new and existing affordable development. The actions will encourage the development of more affordable and diverse housing types; grow partnerships with housing providers, developers and agencies involved in housing issues; and increase housing stability for Ashland residents.

Discuss how these outcomes will impact future annual action plans.

The City rarely has enough funding to support the highest need in the community, the provision of affordable housing in any meaningful way. Consequently, future action plans will most likely not include any outcomes of funding priorities that address affordable housing.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	0	0
Low-income	0	0
Moderate-income	0	0
Total	0	0

Table 7 – Number of Households Served

Narrative Information

All activities undertaken in program year 2023 were serving homeless populations, a presumed benefit population. Therefore, income information was not required to determine eligibility for activities.

The issues identified in the Housing Capacity Analysis cause significant problems in the City's ability to meet the outcomes identified in the five-year consolidated plan. These issues will continue to hinder the City's ability to meet the affordable housing goals identified in the Consolidated Plan if the City and the housing market aren't able to remediate impacts through a combination of incentives, regulatory requirements and changing market conditions.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City has done a good job of meeting the specific objectives for reducing homelessness identified in the five-year consolidated plan. Primarily due to the additional allocations of CDBG funding to address issues related to the Coronavirus and the funding the State made available to address issues of homelessness and victims of wildfires. These additional allocations allowed the City to support several endeavors undertaken by local non-profit service providers in addressing the most urgent needs to prevent and prepare for issues created by the pandemic. The City is fortunate to have several providers in the region who partner effectively around the issues of homelessness. Similarly, the City continues its strong commitment to involvement in the Jackson County Homeless Task Force and the Jackson County Continuum of Care Board. In 2021 Options for Helping Residents of Ashland was the first organization in the State to be awarded Project Turnkey funding to purchase an existing hotel to be used as a homeless shelter. This funding has provided an invaluable resource to the community and will allow OHRA to run a year-round homeless shelter. In 2021 the City continued to support the development of this resource for the community.

Lastly, each year, City staff participates in the annual HUD Point in Time Count. The Point in Time Count, takes place on the night of the last Monday in January, and is a coordinated effort between regional service providers and community volunteers to conduct surveys throughout the County on that single night to get a snapshot of the numbers, needs and types of homelessness people are experiencing from year to year. While there is much criticism about the methodology used to conduct the Point in Time Count, it remains the only regular, continuous, and standardized count of the region's homeless population, allowing service providers to see changes year over year. And while the count may not accurately capture actual numbers of unhoused people on an annual basis, it is able to provide representative data to help inform funding decisions.

Addressing the emergency shelter and transitional housing needs of homeless persons

The City of Ashland was fortunate enough to have been the recipient of funding from the State Emergency Solutions Grant fund to open an additional shelter to house up to 49 people in both

congregate and non-congregate shelter for the winter of 2021-2022. Ashland is also the home of the first Project Turnkey funded shelter. The City continues to support the efforts of non-profit organizations that provide the shelter resources as well as to provide funding through the City Social Service grant program to support the work of non-profits providing other supports to homeless and at-risk populations. The City allocated \$100,000 in General Fund money to support the operation of an Emergency Inclement Weather Shelter from November 2022-March 2023. The City continues to coordinate regionally to alleviate issues of homelessness through the Jackson County Continuum of Care and to develop needed housing types from emergency shelter to permanent housing, to ensure that there is a full continuum of housing throughout the Rogue Valley.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

In Program Year 2023 the City has not directed funds specifically toward addressing the needs of persons with special needs that may require supportive housing (such as persons with HIV/AIDs) preferring instead to target funding and staff time to serving the needs of all populations experiencing or at risk of homelessness.

The Jackson County Continuum of Care received renewal and awards totaling \$320,217 for programs funded in the prior program years as well as an additional bonus projects. The City has, for a number of years, supported two organizations that do extensive outreach to unsheltered persons with both CDBG funding and City Social Service Grant funding. Both Maslow Project and St. Vincent De Paul's home visitation program do extensive outreach to homeless and at-risk residents. In recent years the City has also supported Options for Helping Residents of Ashland which provides several services to remove barriers to housing and employment and provide emergency shelter in the coldest months of the year.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

As mentioned previously in the document the City awarded funds to Options for Helping Residents of Ashland (OHRA) and the Maslow project, both activities work with homeless and at-risk populations to stabilize and improve their situations. OHRA primarily assists homeless and those at risk of homelessness to obtain and maintain housing through providing emergency shelter to stabilize the

household and case management services to remove barriers to obtaining and maintaining housing. These activities can contribute to a reduction of the number of people living in poverty. Similarly, Maslow Project provides resources, referrals, and case management for homeless and at-risk populations, along with other services which are also not captured in the CDBG reporting data. The City also awards funding (though not always CDBG funding) to several other organizations which coordinate several resources to alleviate the issues of homelessness. The Jackson County Homeless Task Force and Continuum of Care members (which includes representation from Ashland) works with publicly funded institutions and systems of care to coordinate around discharge planning. Lastly, the OHRA Center has received City of Ashland social service grant funding to assist homeless and at-risk populations in a variety of ways, including employment and housing and shelter supports, life skills and case management supports, laundry and shower services as well as general resource referral.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The Housing Authority of Jackson County operates all Public Housing Units in Jackson County. In 2006 HAJC filed for disposition of their public housing units, three of which were in the City of Ashland. Consequently, there are no Public Housing Units within the City of Ashland.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

Not Applicable

Actions taken to provide assistance to troubled PHAs

Not Applicable

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City continues to consider the potential impacts to affordable housing that changes in the Ashland Land Use Ordinance (ALUO) may have, as well as to look at ways that the City can promote affordable housing and other needed housing types. In recent years City staff has worked with EcoNorthwest on a grant funded update of the City's Housing Needs Analysis, now called the Housing Capacity Analysis which identified action steps and policy recommendations that support the development of affordable

and needed housing types. The City worked with EcoNorthwest to elicit community input and prioritize actions to implement in the next eight years through the Housing Production Strategy which was adopted by the City Council in 2022.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

No specific actions were taken during 2023 that are not identified elsewhere in the Consolidated Annual Performance and Evaluation Report. The City's continued involvement in the Jackson County Homeless Task Force and the Continuum of Care is instrumental in assessing the needs and resources of homeless populations. The City's continued support for local providers of services to low income, at risk, disabled, homeless, and elderly populations through the Social Service grant program funded out of the City's general fund helps to offset the lack of resources and helps to support local providers of services to those populations.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

No projects were funded in 2023 that had issues of lead-based paint or that required any testing or remediation.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

The Housing and Community Development Act of 1992 requires communities to include in their Consolidated Plan a description of an anti-poverty strategy. The City of Ashland has limited resources for addressing the issues involved in reducing poverty and improving the self-sufficiency of low-income residents. Affordable housing is one of the factors directly related to poverty that the City of Ashland does have some ability to influence, and the related goals are covered in the Housing Goals section. In addition, the City supports housing, social service, and economic development programs targeted at the continuum of care needs of the homeless.

In another effort to address poverty within Ashland, during 2001-2002 the City of Ashland passed a Living Wage Ordinance. This ordinance requires that employees of the City, or employers receiving financial assistance or business from the City in excess of approximately \$15,000 (adjusts annually) must pay a minimum of \$14.19 per hour (adjusted annually) to employees engaged in work related to the City project or service contract. The City of Ashland operates a variety of funding and other assistance programs which, together, are designed to strategically address the goals of reducing poverty and improving the self-sufficiency of low-income residents. The activities undertaken in conjunction with this anti-poverty strategy can be separated into two primary areas of effort: human services programs targeted at the continuum of care needs; and affordable housing programs. The City of Ashland has provided funding to agencies that address the needs of low income and homeless residents through a Social Service Grant program in prior years. The goal of this program is to improve living conditions and self-sufficiency for residents by meeting such basic needs as food, shelter, clothing, counseling, and basic health care. The goal is carried out by providing a little more than \$100,000 every year to various

area agencies whose focus meets one or more of these targeted needs.

The Social Service Grant program is funded entirely with general fund dollars from the City of Ashland budget. For the 2023-2024 program year the City Council and the Budget Committee have once again approved a one-year allocation.

The second element of the City's anti-poverty strategy targets the development and retention of affordable housing. The City of Ashland has made a serious efforts to address the issues of housing affordability including the dedication of funds to support the development of affordable housing and shelter through the Affordable Housing Trust Fund.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

City of Ashland Staff provides support to the City of Ashland Housing and Human Services Advisory Committee including a Housing Program Specialist, which helps provide institutional structure as well as to examine and implement opportunities for intergovernmental cooperation. City staff also works with regional partners to maintain and promote further regional coordination and partnership in housing and community development related activities. Ashland continues to work with the Jackson County Continuum of Care and the Jackson County Homeless Task force to address the development of affordable housing and resources for homeless and at-risk populations at a regional level. More recently Housing Program Staff was appointed to the Multi-Agency Coordination Team to collaborate community planning, coordination and implementation of the Governor's Emergency Order to address Homelessness.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

As mentioned, the City of Ashland works with several non-profit affordable housing providers and non-profit service providers to facilitate the development of needed housing types and services. The City continues to look for opportunities to work with and coordinate relationships between for profit/private market developers and non-profit housing developers to increase the City's supply of affordable rental and ownership housing. The City of Ashland Housing and Human Services Advisory Committee continues to explore opportunities to promote and protect the City's affordable housing stock and to expand that stock if possible. And lastly, Housing Program staff serves on the Continuum of Care board with the leaders of several non—profit social service agencies and affordable housing providers, and regularly attends the Jackson County Homeless Task Force, which coordinates services throughout the community.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

The City had an Analysis of Impediments to fair house choice drafted in 2009. Based on the

recommendations in that document the City undertook numerous activities to address the public sector and private sector impediments identified. Some examples of activities that the City has undertaken in prior years include; trainings to targeted groups, fair housing testing, support of a local staff person to conduct trainings and promote fair housing throughout Jackson County, financial sponsorship and staff support for education and outreach events and lastly, policy review and amendment to include expanded fair housing language. The City did not utilize CDBG funding to support these trainings in program year 2023. The City also regularly engages with the Fair Housing Council of Oregon through the regional Fair Housing Planning group known as the Southern Oregon Community Advisory Group (SOCAG) which is convened by the FHCO and meets quarterly. In 2021 the City of Ashland Adopted an update of the 2009 Analysis of Impediments to Fair Housing Choice (AI). The update includes action steps and a schedule for implementation over the 5-year Consolidated Plan period. The City will continue to look for ways to address identified impediments and detail those actions in subsequent reports.

CR-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

Each Community Development Block Grant (CDBG) Program Year the City reviews each CDBG activity that was underway and ranks the sub-recipient's risk factors by assigning points for each of the rating criteria on the monitoring risk assessment form provided by HUD. The designated points on the rating form are established to provide a means of quantifying a Risk Factor and are useful as tools in determining the extent of monitoring for a given activity. Other factors, as deemed relevant by the City of Ashland, can be used in establishing a higher or lower risk factor than the numerical rating system. A CDBG monitoring visit may consist of an on-site monitoring or a desk monitoring. All CDBG grantees will be monitored once prior to a contract being administratively closed. The areas monitored may include:

The CDBG staff objectives for monitoring are to determine if grantees are:

- Carrying out their CDBG-funded activities as described in their contracts (as modified or amended);
- Carrying out the program or project in a timely manner in accordance with the schedule included in the CDBG contract;
- Charging costs to the program or project which are eligible under applicable regulations;
- Complying with other applicable laws, regulations and terms of the CDBG contract;
- Conducting the program in a manner which minimizes the opportunity for fraud, waste and mismanagement; and
- Have a continuing capacity to carry out the approved program or project.

- Overall management system, record keeping and progress in activities.

When a grantee is found to be out of compliance, CDBG staff will identify a specific period in which compliance should be achieved. Usually, the grantee will have 30 days to correct deficiencies. Copies of supporting documentation demonstrating that corrective action has been taken will be required. Additional time for corrective action may be allowed on a case-by-case basis. Failure by the grantee to correct deficiencies may result in funds being withheld and possible restrictions on future grants.

City staff did not undertake any formal monitoring in program year 2023.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The availability of the Consolidated Annual Performance and Evaluation Report (CAPER) for the use of 2023 CDBG funds was advertised in the August 30, 2024, edition of the Ashland News and was posted on the City of Ashland web site for public comment beginning on August 30th. Additionally, the Housing and Human Services Commission reviewed the CAPER at their September 26, 2024, regular meeting and held a public hearing to obtain comments. The end of the public comment period will be September 30, 2024. The 2023 CAPER document will remain archived on the City website.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

The City did not change any program objectives in Program Year 2023 but will likely change the program objectives based on the Community's feedback during the upcoming Consolidated Planning effort. The City has come to realize that identifying support for affordable housing development as the highest priority use of CDBG funding, while still being the greatest community need and community priority, is not a feasible activity in most program years, due to the high cost of development, and the relatively small amount of funding available on an annual basis.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

The City did not change any program objectives in Program Year 2023 but will likely change the program objectives based on the Community's feedback during the upcoming Consolidated Planning effort. The City has come to realize that identifying support for affordable housing development as the highest priority use of CDBG funding, while still being the greatest community need and community priority, is not a feasible activity in most program years, due to the high cost of development, and the relatively small amount of funding available on an annual basis. However, the City will continue to support efforts to address the provision of affordable housing when appropriate to the funding, as they arise.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

CR-58 – Section 3

Identify the number of individuals assisted and the types of assistance provided

Total Labor Hours	CDBG	HOME	ESG	HOPWA	HTF
Total Number of Activities	0	0	0	0	0
Total Labor Hours					
Total Section 3 Worker Hours					
Total Targeted Section 3 Worker Hours					

Table 8 – Total Labor Hours

Qualitative Efforts - Number of Activities by Program	CDBG	HOME	ESG	HOPWA	HTF
Outreach efforts to generate job applicants who are Public Housing Targeted Workers					
Outreach efforts to generate job applicants who are Other Funding Targeted Workers.					
Direct, on-the job training (including apprenticeships).					
Indirect training such as arranging for, contracting for, or paying tuition for, off-site training.					
Technical assistance to help Section 3 workers compete for jobs (e.g., resume assistance, coaching).					
Outreach efforts to identify and secure bids from Section 3 business concerns.					
Technical assistance to help Section 3 business concerns understand and bid on contracts.					

Division of contracts into smaller jobs to facilitate participation by Section 3 business concerns.					
Provided or connected residents with assistance in seeking employment including: drafting resumes, preparing for interviews, finding job opportunities, connecting residents to job placement services.					
Held one or more job fairs.					
Provided or connected residents with supportive services that can provide direct services or referrals.					
Provided or connected residents with supportive services that provide one or more of the following: work readiness health screenings, interview clothing, uniforms, test fees, transportation.					
Assisted residents with finding child care.					
Assisted residents to apply for, or attend community college or a four year educational institution.					
Assisted residents to apply for, or attend vocational/technical training.					
Assisted residents to obtain financial literacy training and/or coaching.					
Bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.					
Provided or connected residents with training on computer use or online technologies.					
Promoting the use of a business registry designed to create opportunities for disadvantaged and small businesses.					
Outreach, engagement, or referrals with the state one-stop system, as designed in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.					
Other.					

Table 9 – Qualitative Efforts - Number of Activities by Program

Narrative

The City did not award funding to any activities that resulted in section 3 activities or activities related to job creation.



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PGM Year: 2021
Project: 0002 - Maslow Project-School Based Services
IDIS Activity: 157 - Maslow Project-School Based Services

Status: Completed 12/8/2023 12:00:00 AM

Location: 500 Monroe St Medford, OR 97501-3522

Objective: Create suitable living environments

Outcome: Availability/accessibility

Matrix Code: Youth Services (05D)

National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 01/18/2022

Description:

Case management for homeless and at-risk school aged children and families.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2021	B21MC410008	\$24,919.82	\$0.00	\$24,919.82
Total	Total			\$24,919.82	\$0.00	\$24,919.82

Proposed Accomplishments

People (General) : 99

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	158	40
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	2	0
American Indian/Alaskan Native:	0	0	0	0	0	0	8	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	2	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	17	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	187	40



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Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	187
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	187
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2021	Number of homeless youth served through the Ashland School Based program	



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PGM Year: 2019

Project: 0018 - OHRA-PTK Operations

IDIS Activity: 162 - OHRA PTK Shelter Operating Costs

Status: Completed 7/19/2024 12:00:00 AM

Location: 2350 Ashland St Ashland, OR 97520-1408

Objective: Create suitable living environments

Outcome: Availability/accessibility

Matrix Code: Other Public Services Not Listed in 05A-05Y, 03T (05Z)

National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: Yes

Initial Funding Date: 11/21/2022

Description:
Operating Costs for non-congregate sheltering.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MW410008	\$42,133.90	\$13,268.09	\$42,133.90
Total	Total			\$42,133.90	\$13,268.09	\$42,133.90

Proposed Accomplishments

People (General) : 50

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	48	0
Black/African American:	0	0	0	0	0	0	2	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	1	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	1	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	53	0



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Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	53
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	53
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2022	Funding to support operations of the OHRA Navigation Center to provide housing navigation services to shelter residents and resource referral's and assistance to homeless community members as well as emergency rent and utility assistance to avoid homelessness. This funding also supports the operations of the laundry shower trailer which provides laundry and shower access to homeless populations.	



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PGM Year:	2022		
Project:	0001 - OHRA-Project Turnkey Remodel 2		
IDIS Activity:	163 - OHRA Project Turnkey Remodel 2		
Status:	Completed 10/26/2023 12:00:00 AM	Objective:	Create suitable living environments
Location:	2350 Ashland St Ashland, OR 97520-1408	Outcome:	Availability/accessibility
		Matrix Code:	Homeless Facilities (not operating costs) (03C)
		National Objective:	LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/21/2022

Description:

Renovations to a former hotel to transition the space into and emergency shelter and resource center.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2021	B21MC410008	\$4,546.00	\$0.00	\$4,546.00
		2022	B22MC410008	\$123,720.00	\$0.00	\$123,720.00
Total	Total			\$128,266.00	\$0.00	\$128,266.00

Proposed Accomplishments

Public Facilities : 1

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	136	13
Black/African American:	0	0	0	0	0	0	5	0
Asian:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native:	0	0	0	0	0	0	4	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	2	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	6	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0



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Total: 0 0 0 0 0 0 154 13

Female-headed Households: 0 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	154
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	154
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2022		



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PGM Year: 2022
Project: 0002 - Maslow Project-School Based Services
IDIS Activity: 164 - Maslow Project-School Based Services

Status: Completed 1/8/2024 12:00:00 AM
Location: 885 Siskiyou Blvd Ashland, OR 97520-2143

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Youth Services (05D)

National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/21/2022

Description:

Case management and support services for homeless youth and their families enrolled in the Ashland School District.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2022	B22MC410008	\$24,829.25	(\$170.75)	\$24,829.25
Total	Total			\$24,829.25	(\$170.75)	\$24,829.25

Proposed Accomplishments

People (General) : 95

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	81	40
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	9	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	90	40



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Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	90
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	90
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2022	Number of homeless children, and children at risk of homelessness enrolled in the Ashland School district that received case management and resources to provide needed supports to assist in successful educational outcomes.	



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PGM Year: 2022
Project: 0003 - Program Administration
IDIS Activity: 165 - Program Administration
Status: Completed 8/29/2023 3:42:08 PM
Location: ,

Objective:
Outcome:
Matrix Code: General Program Administration (21A) **National Objective:**

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 11/21/2022

Description:

General Program Administration

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2022	B22MC410008	\$37,179.00	\$0.00	\$37,179.00
Total	Total			\$37,179.00	\$0.00	\$37,179.00

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0

Female-headed Households:

0



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Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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PGM Year:	2020		
Project:	0004 - Program Administration		
IDIS Activity:	166 - CDBG Program Administration		
Status:	Canceled 8/21/2024 3:58:32 PM	Objective:	
Location:	,	Outcome:	
		Matrix Code:	General Program Administration (21A)
		National Objective:	

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 10/04/2023

Description:
General Administration of the CDBG Program
Financing

No data returned for this view. This might be because the applied filter excludes all data.

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		



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Hispanic:						0	0		
Total:						0	0	0	0
Female-headed Households:						0			

<i>Income Category:</i>	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments
No data returned for this view. This might be because the applied filter excludes all data.



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Total:	0	0	0	0	0	0	589	101
Female-headed Households:	0		0		0			
Income Category:								
	Owner	Renter	Total	Person				
Extremely Low	0	0	0	460				
Low Mod	0	0	0	75				
Moderate	0	0	0	33				
Non Low Moderate	0	0	0	21				
Total	0	0	0	589				
Percent Low/Mod				96.4%				

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2023		



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PGM Year:	2020				
Project:	0002 - Maslow Project				
IDIS Activity:	168 - Maslow Project School Based Services				
Status:	Canceled 7/19/2024 3:54:25 PM	Objective:	Create suitable living environments		
Location:	201 S Mountain Ave Ashland, OR 97520-2165	Outcome:	Availability/accessibility		
		Matrix Code:	Youth Services (05D)	National Objective:	LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 10/04/2023

Description:

Provide case management to homeless youth within the Ashland School District to identify high-risk and homeless youth in need of basic supportive services.
Provide youth with immediate needs such as clothing, school supplies, and medical resources.
Assist parents in accessing social services, coordinate with outside agencies to stabilize families and promote self-sufficiency.

Financing

No data returned for this view. This might be because the applied filter excludes all data.

Proposed Accomplishments

People (General) : 98

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0		0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0



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American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	0	0
Female-headed Households:	0		0		0			

<i>Income Category:</i>	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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PGM Year: 2023
Project: 0002 - Maslow Project-School Based Services
IDIS Activity: 169 - Maslow Project School Based Services

Status: Completed 7/19/2024 12:00:00 AM
Location: 201 S Mountain Ave Ashland, OR 97520-2165

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Youth Services (05D)

National Objective: LMC

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 01/16/2024

Description:

Case management for homeless students and their families enrolled in the Ashland School District

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC410008	\$15,000.00	\$15,000.00	\$15,000.00
Total	Total			\$15,000.00	\$15,000.00	\$15,000.00

Proposed Accomplishments

People (General) : 98

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	46	9
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	1	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	23	6
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	71	15



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Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	71
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	71
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2023	Number of homeless and at risk students provided resources and case management to support successful school engagement.	



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PGM Year:	2023		
Project:	0001 - Program Administration		
IDIS Activity:	170 - CDBG Program Administration		
Status:	Completed 8/26/2024 12:00:00 AM		
Location:	,		
	Objective:		
	Outcome:		
	Matrix Code:	General Program Administration (21A)	National Objective:

Activity to prevent, prepare for, and respond to Coronavirus: No

Initial Funding Date: 06/07/2024

Description:

General program administration

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2023	B23MC410008	\$35,915.00	\$35,915.00	\$35,915.00
Total	Total			\$35,915.00	\$35,915.00	\$35,915.00

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0

Female-headed Households:

0



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Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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Total Funded Amount:	\$320,178.90
Total Drawn Thru Program Year:	\$320,178.90
Total Drawn In Program Year:	\$75,948.27



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Count of CDBG Activities with Disbursements by Activity Group & Matrix Code

Activity Group	Activity Category	Open Count	Open Activities Disbursed	Completed Count	Completed Activities Disbursed	Program Year Count	Total Activities Disbursed
Public Facilities and Improvements	Homeless Facilities (not operating costs) (03C)	0	\$0.00	1	\$0.00	1	\$0.00
	Total Public Facilities and Improvements	0	\$0.00	1	\$0.00	1	\$0.00
Public Services	Youth Services (05D)	0	\$0.00	3	\$14,829.25	3	\$14,829.25
	Housing Information and Referral Services (05X)	0	\$0.00	1	\$11,935.93	1	\$11,935.93
	Total Public Services	0	\$0.00	4	\$26,765.18	4	\$26,765.18
General Administration and Planning	General Program Administration (21A)	0	\$0.00	2	\$35,915.00	2	\$35,915.00
	Total General Administration and Planning	0	\$0.00	2	\$35,915.00	2	\$35,915.00
Grand Total		0	\$0.00	7	\$62,680.18	7	\$62,680.18



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CDBG Sum of Actual Accomplishments by Activity Group and Accomplishment Type

Activity Group	Matrix Code	Accomplishment Type	Program Year		
			Open Count	Completed Count	Totals
Public Facilities and Improvements	Homeless Facilities (not operating costs) (03C)	Public Facilities	0	154	154
	Total Public Facilities and Improvements		0	154	154
Public Services	Youth Services (05D)	Persons	0	348	348
	Housing Information and Referral Services (05X)	Persons	0	589	589
	Total Public Services		0	937	937
Grand Total			0	1,091	1,091



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CDBG Beneficiaries by Racial / Ethnic Category

Housing-Non Housing	Race	Total Persons	Total Hispanic Persons	Total Households	Total Hispanic Households
Non Housing	White	928	203	0	0
	Black/African American	26	0	0	0
	Asian	7	0	0	0
	American Indian/Alaskan Native	30	0	0	0
	Native Hawaiian/Other Pacific Islander	13	0	0	0
	American Indian/Alaskan Native & White	7	0	0	0
	Asian & White	5	0	0	0
	Black/African American & White	14	0	0	0
	Amer. Indian/Alaskan Native & Black/African Amer.	4	0	0	0
	Other multi-racial	57	6	0	0
	Total Non Housing	1,091	209	0	0
Grand Total	White	928	203	0	0
	Black/African American	26	0	0	0
	Asian	7	0	0	0
	American Indian/Alaskan Native	30	0	0	0
	Native Hawaiian/Other Pacific Islander	13	0	0	0
	American Indian/Alaskan Native & White	7	0	0	0
	Asian & White	5	0	0	0
	Black/African American & White	14	0	0	0
	Amer. Indian/Alaskan Native & Black/African Amer.	4	0	0	0
	Other multi-racial	57	6	0	0
	Total Grand Total	1,091	209	0	0



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CDBG Beneficiaries by Income Category [\(Click here to view activities\)](#)

Income Levels		Owner	Occupied	Renter	Occupied	Persons
Non Housing	Extremely Low ($\leq 30\%$)		0		0	531
	Low ($>30\%$ and $\leq 50\%$)		0		0	75
	Mod ($>50\%$ and $\leq 80\%$)		0		0	33
	Total Low-Mod		0		0	639
	Non Low-Mod ($>80\%$)		0		0	21
	Total Beneficiaries		0		0	660



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PART I: SUMMARY OF CDBG RESOURCES

01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	0.00
02 ENTITLEMENT GRANT	179,575.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	0.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 FUNDS RETURNED TO THE LINE-OF-CREDIT	170.75
06a FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	179,745.75

PART II: SUMMARY OF CDBG EXPENDITURES

09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	26,765.18
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	26,765.18
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	35,915.00
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	62,680.18
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	117,065.57

PART III: LOWMOD BENEFIT THIS REPORTING PERIOD

17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	26,765.18
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	26,765.18
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	100.00%

LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS

23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: PY: PY:
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	0.00
25 CUMULATIVE EXPENDITURES BENEFITING LOW/MOD PERSONS	0.00
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	0.00%

PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS

27 DISBURSED IN IDIS FOR PUBLIC SERVICES	26,765.18
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	26,765.18
32 ENTITLEMENT GRANT	179,575.00
33 PRIOR YEAR PROGRAM INCOME	0.00
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	179,575.00
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	14.90%

PART V: PLANNING AND ADMINISTRATION (PA) CAP

37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	35,915.00
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	0.00
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 +LINE 40)	35,915.00
42 ENTITLEMENT GRANT	179,575.00
43 CURRENT YEAR PROGRAM INCOME	0.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	179,575.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	20.00%



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LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17

No data returned for this view. This might be because the applied filter excludes all data.

LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18

No data returned for this view. This might be because the applied filter excludes all data.

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2022	2	164	6835406	Maslow Project-School Based Services	05D	LMC	(\$170.75)
2023	2	169	6856390	Maslow Project School Based Services	05D	LMC	\$7,496.12
2023	2	169	6890404	Maslow Project School Based Services	05D	LMC	\$7,503.88
					05D	Matrix Code	\$14,829.25
2023	3	167	6823167	OHRA Navigation Services	05X	LMC	\$11,935.93
					05X	Matrix Code	\$11,935.93
Total							\$26,765.18

LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity to prevent, prepare for, and respond to Coronavirus	Activity Name	Grant Number	Fund Type	Matrix Code	National Objective	Drawn Amount
2022	2	164	6835406	No	Maslow Project-School Based Services	B22MC410008	EN	05D	LMC	(\$170.75)
2023	2	169	6856390	No	Maslow Project School Based Services	B23MC410008	EN	05D	LMC	\$7,496.12
2023	2	169	6890404	No	Maslow Project School Based Services	B23MC410008	EN	05D	LMC	\$7,503.88
								05D	Matrix Code	\$14,829.25
2023	3	167	6823167	No	OHRA Navigation Services	B23MC410008	EN	05X	LMC	\$11,935.93
								05X	Matrix Code	\$11,935.93
				No	Activity to prevent, prepare for, and respond to Coronavirus					\$26,765.18
Total										\$26,765.18

LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2023	1	170	6908447	CDBG Program Administration	21A		\$35,915.00
					21A	Matrix Code	\$35,915.00
Total							\$35,915.00

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IDIS

State Code	Grantee	IDIS Activity ID	Plan Year	Activity to prevent, prepare for, and respond to Coronavirus	Activity Name
OR	ASHLAND	167	2023	No	OHRA Navigation Services
OR	ASHLAND	169	2023	No	Maslow Project School Based Services
OR	ASHLAND	170	2023	No	CDBG Program Administration

U.S. DEPARTMENT OF HOUSING AND URBAN
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IDIS

Activity Description	Matrix Code	Matrix Code Description	Activity Status
This project will provide resource navigation services to Ashland residents who are unhoused or are threatened with becoming unhoused. During the program year, OHRA navigators will help at approximately 20 unhoused individuals or families remain housed.	05X	Housing Information and Referral Services	Completed
Case management for homeless students and their families enrolled in the Ashland School District	05D	Youth Services	Completed
General program administration	21A	General Program Administration	Completed

U.S. DEPARTMENT OF HOUSING AND URBAN
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IDIS

National Objective Code	Address Sequence	Activity Address 1	Activity Address 2	Activity Address 3
LMC	1	2350 Ashland St		
LMC	1	201 S Mountain Ave		
	1			

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IDIS

City	State	Zip5	Zip4	Initial Funding Date	Completion Date	Date Of Last Draw	Funded Amount
Ashland	OR	97520	1408	10/04/2023	08/26/2024	11/27/2023	\$11,935.93
Ashland	OR	97520	2165	01/16/2024	07/19/2024	04/17/2024	\$15,000.00
				06/07/2024	08/26/2024	06/07/2024	\$35,915.00

U.S. DEPARTMENT OF HOUSING AND URBAN
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IDIS

Drawn Amount	Balance	Number Persons Assisted	Number of Households	FTE Jobs Created Retained	Actual Units
\$11,935.93	\$0.00	589			
\$15,000.00	\$0.00	71			
\$35,915.00	\$0.00				

Memo

DATE: September 28, 2023

TO: Housing and Human Services Advisory Committee

FROM: Linda Reid, Housing Program Manager

DEPT: Planning

RE: Consolidated Annual Performance Evaluation Report (CAPER) Discussion and Recommendation

The City of Ashland is an entitlement city under the U.S. Department of Housing and Urban Development's (HUD) CDBG Program. The City of Ashland receives approximately \$175,000 each year from HUD to apply toward housing and community development projects that benefit low- and moderate-income persons in Ashland. The Consolidated Annual Performance Evaluation Report (CAPER) summarizes the individual project status (physical and financial) of those improvements funded with CDBG funds for the Program year 2022. The CAPER reports the accomplishments generated by the activities funded in Program Year 2022 and how those activities allow the City to make progress in meeting the outcomes and goals identified in the 2020-2024 Consolidated. This report must be completed and submitted to HUD as a part of the requirements the City must meet to continue to receive CDBG funding. The 2022 CDBG CAPER and the required reports from the HUD database are attached to this memo.

Planning Department

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5300
Fax: 541.552.2059
TTY: 800.735.2900



Better Together

Memo

DATE: September 26, 2024
TO: Housing and Human Services Advisory Committee
FROM: Linda Reid, Housing Program Manager
DEPT: Planning
RE: Education and Community Engagement Planning

Each year the HHSAC is in charge of developing an educational and community engagement event. The event can take place at any time during the year and should include a component that addresses the issue of rent burden to meet the City's obligation to the State regarding providing rent burden education to the community. The HHSAC will also have the additional responsibility of incorporating community engagement to help inform the development of the Consolidated Plan for the use of Community Development Block Grant funds, at this or another event. However, both the rent burden and the CDBG events have a lot of flexibility in how the engagement and education can be accomplished.

The HHSAC began the process of brainstorming about what the Committee members might like to do/see/accomplish for this year's event in July, and has identified some aspects that they would like to include thus far, including making sure that whatever venue is chosen is good for walkability, that the event had a social/interactive format rather than a more formal educational forum format.

- **Who is invited**– Derek Sherrell, Jacob Gena, Toni Wallack, Kirk Drake, Matt Havinear, Brandon Thoms, CCO Person, Center for nonprofit legal services, Fair housing, ACCESS, OHRA, Rogue Action Center, St. Vincent, Sunstone/landtrust/landbank, Community Works, Salvation Army, Unete– Diana Lopez, Charisse–AFR, CHA–DHS–All Care, Utility Assistance,
- **Where will it be located**– Growler Guys, Noble Fox, Unitarians,
- **Topics**– Manufactured Home Parks, ARUs, Home Share, USDA Loans,

Planning Department

20 East Main Street
Ashland, Oregon 97520
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Memo

Credit Union and financing, LTRG Housing working group, Habitat, Community Alliance of Tenants, Rental rights, Utilities–Climate Friendly,

- **Communication and marketing**– Create a pamphlet that gives a brief description on each guest. Utility bill mailer to advertise the event, the City Website, KDRV, Flyers, FB and IG.
- **What do we call it**
- **The roles of each person in the room**
- **Inviting City Council and what their roles would be**
- **What is the main “take away” from this event**– realistic resources that people can use,
- **When, what date will it be on?** – November 14, 2024

Planning Department

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