



HPAC Committee Minutes

September 4, 2024

4:00PM – 6:00PM

Community Development/Engineering Services Building – 51 Winburn Way

****See presentation from this meeting at the end of the minutes****

4:00PM CALL TO ORDER

Scharen called the meeting to order at 4:03

Commissioners Present:	Council Liaison:
Shostrom	Jeff Dahle
Skibby – Zoom	Staff Present:
Repp – Zoom	Derek Severson; Planning Manager
Bonetti	Regan Trapp; Admin Support
Scharen	
Whitford	
Emery	
Brouillard	
Commissioners Absent:	ALL PRESENT

READING OF LAND ACKNOWLEDGEMENT

Land Acknowledgement was read by Scharen.

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

(4:05) APPROVAL OF AGENDA (5 min)

- Commissioner suggested amendments to Agenda.
 - No suggested amendments were made to the agenda until later in the meeting. The planning action review was moved up as the Climate Friendly Areas discussion took longer than expected.

(4:10) APPROVAL OF MINUTES (5 min)

- Historic Commission meeting of August 7, 2024

Shostrom/Whitford m/s to approve the minutes of August 7, 2024. ALL AYES. Motion passed.

(4:15) PUBLIC FORUM (15 min)

There was no one in the audience wishing to speak.



HPAC Committee Minutes

(4:30) LIAISON REPORTS (5 min)

Councilor Dahle gave liaison report. Items discussed were:

- Sabrina Cotta has been officially appointed as City Manager.

Severson gave the staff report. Items discussed were:

- Report of Ross Johnson Tires being demolished without the approval of the demolition application. The findings are currently unknown.

(4:45) DISCUSSION ITEMS (10 min)

A. Climate Friendly Areas discussion – Deadline for decision is December 31, 2023.

- o See Power Point presentation given by Severson (attached after the minutes)

The state-adopted Climate Friendly & Equitable Communities (CFEC) rules require the city to select and zone Climate Friendly Areas (CFAs) to accommodate 30 percent of Ashland's future population in mixed-use, pedestrian-friendly areas served by a robust multi-modal transportation system. Ashland has studied the former Croman Mill site, the Transit Triangle, the Railroad Property and the historic Downtown as potential Climate Friendly Areas and must select and re-zone sufficient land area to satisfy the CFEC rules by the end of December 2024.

In considering the CFA Project, the Historic Preservation Advisory Committee (HPAC) discussed:

- *That the mandated CFA rules at a minimum allow an additional ten feet/one-story over current height limits, and that many historic resources in the downtown are well below the current maximum heights. The CFA rules would also remove maximum density limits. The HPAC discussed whether additional height and density allowances might encourage the demolition of historic resources, or incompatible additions, due to increased redevelopment potential.*
- *Staff noted that inclusion of the downtown as a CFA was not necessary to meet the population requirements for a CFA, and that it would be reasonable for HPAC to recommend against CFA designation for the downtown if they had concerns over detrimental impacts to the district's historic character.*
- *There was also discussion of whether it might be possible to treat the downtown as a secondary CFA, forgoing the prescriptive requirements dealing with height and density in favor of a demonstration that the existing standards meet more performance-based standards in the CFA rules.*
- *HPAC discussed how CFA requirements might impact the implementation of existing historic district and downtown design standards in the National Register-listed Downtown Historic District. HPAC noted that current Historic District Development Standards seek heights to conform with buildings in the immediate vicinity (AMC 18.4.2.050.B.2) while the Downtown Design Standards call for a slightly dissimilar heights to maintain a traditional staggered streetscape (AMC 18.4.2.060.C.1). The prescriptive CFA rules appear to require an outright allowance of at least 50 feet that does not readily accommodate limits imposed through design standards.*
- *The CFA rules allow single-use residential development when a minimum density of 15 dwelling units per acre is achieved, which could result in apartments or townhomes in otherwise commercial areas. The CFA rules may allow cities to require a percentage of ground floor space be retained as commercial similarly to current city rules in the C-1-D district requiring that 65 percent of the ground floor be commercial uses. (Staff*



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also noted that recently adopted state laws independent of the CFA rules require cities to allow affordable housing in commercial zones and to allow conversion of vacant commercial space to residential use; both circumstances would override any local ground floor commercial space requirements.)

The relationship of the potential Railroad Property Climate Friendly Area (CFA) to the historic Railroad Addition Historic District, noting that the two are separated by the existing Union Pacific Railroad tracks and that development of the Railroad Property will very much be visible from the Railroad District.

Following this discussion, HPAC members generally indicated:

- That they were supportive of the purposed and intent of the Climate Friendly & Equitable Communities rules and specifically with the Climate Friendly Areas project.*
- That they believed that the other three potential Climate Friendly Areas at the Railroad Property, the Transit Triangle and the former Croman Mill site seemed to make sense in the big picture for Ashland.*
- That while new development in the Downtown would likely to be limited to a few vacant lots and parking lots, the new CFA requirements would nonetheless pose concerns if they in any way supplanted existing Historic District and Downtown Design Standards which have been crafted over the years in cooperation between the City and the State Historic Preservation Office (SHPO) to minimize the impacts of new development on the National Register-listed Downtown Historic District. HPAC members generally seemed willing to support the new CFA requirements in terms of heights and densities for the vacant lots within the downtown but noted that they would have concerns if the new requirements increased pressures to redevelop existing historic resources in the downtown.*
- Historic Preservation Advisory Committee members also expressed concerns that, if the goal of the CFEC rules is to provide housing within CFAs, allowances for short-term rentals in the form of Travelers Accommodations or Hotel/Motel uses should be restricted or townhomes and apartment buildings developed as single-use residential would quickly convert to short-term rentals and the intended climate-friendly benefits of the district designation lost.*

Emery/Scharen m/s to express HPAC's support for the designation of the Downtown as a secondary Climate Friendly Area provided that such a designation would not result in the alteration existing approval criteria or design standards. Voice vote: All AYES, Repp abstained. Motion passed.

(4:35) PLANNING ACTION REVIEW (20 min)

PLANNING ACTION: PA-T2-2024-00050

SUBJECT PROPERTY: 113 Pine St.

APPLICANT & OWNER: Rogue Development for Charlie Hamilton

DESCRIPTION: Outline & Final Plan Performance Standards Option subdivision to create four-lots including three residential lots and one common space. Also includes: a request for an Exception to Street Design Standards to not install park row and retain the curbside sidewalk; and a request to remove seventeen trees, five of which are 'significant'. Conceptual building



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designs have been provided; final home designs will be developed as each lot is sold. [Note: Demolition of the existing 'E.E. Phipps House' as a dangerous building has been approved by the Building Division. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **MAP:** 39-1E-08-AD; **TAX LOT:** 2600

Severson gave the staff report for PA-T2-2024-00050.

There was no conflict of interest or ex-parte contact indicated by the Committee.

Applicants present:

- Amy Gunter, applicant's representative
- Charlie and Kasey Hamilton, owners

No official motion was necessary for PA-T2-2024-00050. All Committee members approved of this development. The plans for the development will come back to the Committee at a later date.

DISCUSSION ITEMS (Continued after Planning Action Review)

B. Cabinet Replacements – ODOT

Bonetti/Repp m/s to approve ODOT's proposal of the light poles and cabinets at 6 intersections to be painted black in color. ALL AYES. Brouillard NAY. Motion passed.

C. Review Board – Sept/Oct

- Sept 5th – Canceled
- Sept 19th – Whitford, Brouillard, Emery
- Oct 3rd – Scharen, Emery, Repp
- Oct 17th – Brouillard, Shostrom, Scharen

ADJOURNMENT

*Next meeting is scheduled October 2, 2024, at 4:00pm at, 51 Winburn Way
There being no other items to discuss, the meeting adjourned at 5:45 pm
Respectfully submitted by Regan Trapp*



Climate Friendly Areas

Historic Preservation Advisory Committee Update
September 4, 2024

Rules Apply in Oregon's Metropolitan Areas

These contain
over 60% of
Oregon's
population and
70% of jobs





What is a Climate Friendly Area?

- Imagine downtowns and neighborhood centers
- Walkable area with a mix of residential, office, retail, services, and public uses
- High-quality pedestrian, bicycle, and transit services
- Parking is well-managed



Additional rule provisions

Climate-Friendly Areas

- Sized so zoned building capacity in combined Climate-Friendly Area(s) can accommodate 30+% of community housing needs
(or 25 acres for cities 5,000-10,000 population)
- May include abutting high density residential or employment areas
- Local governments may choose prescriptive or outcome-based standards (next slide)

The housing



The commute



Climate-Friendly & Equitable Communities Timeline

CFA Study

Completed

Parking

Eliminate Mandates

Completed

CFA Code

*Audit & Market
Analysis*

Underway

CFA

**Zoning/Code
Adoption**

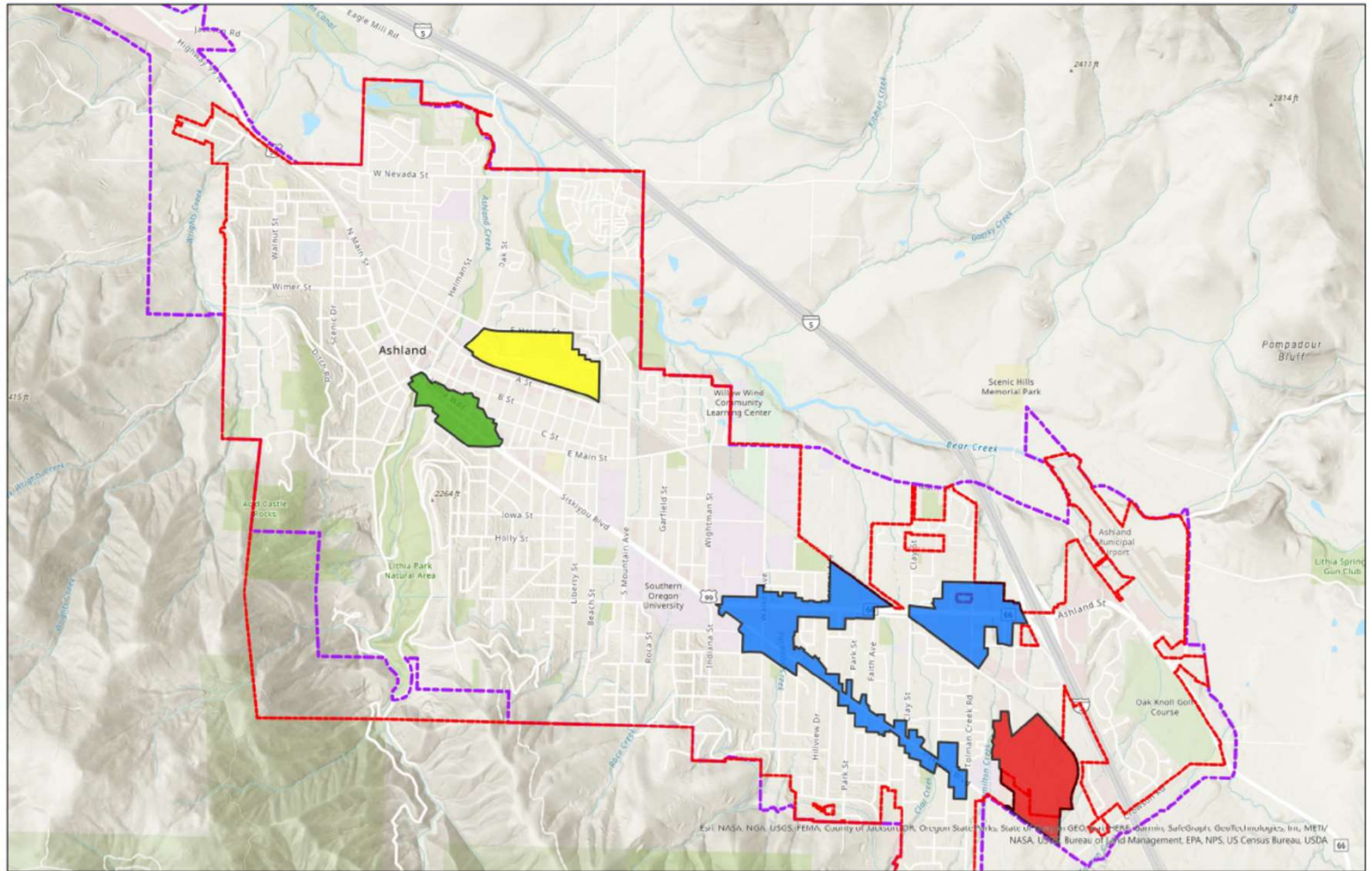
Kicking Off Now...

Phase 1, the required CFA study identified four potential CFAs and evaluated development standards that may be applied within them.

Phase 2, CFA locations and development standards will adopt & amend zoning in these areas to comply with applicable CFA standards.

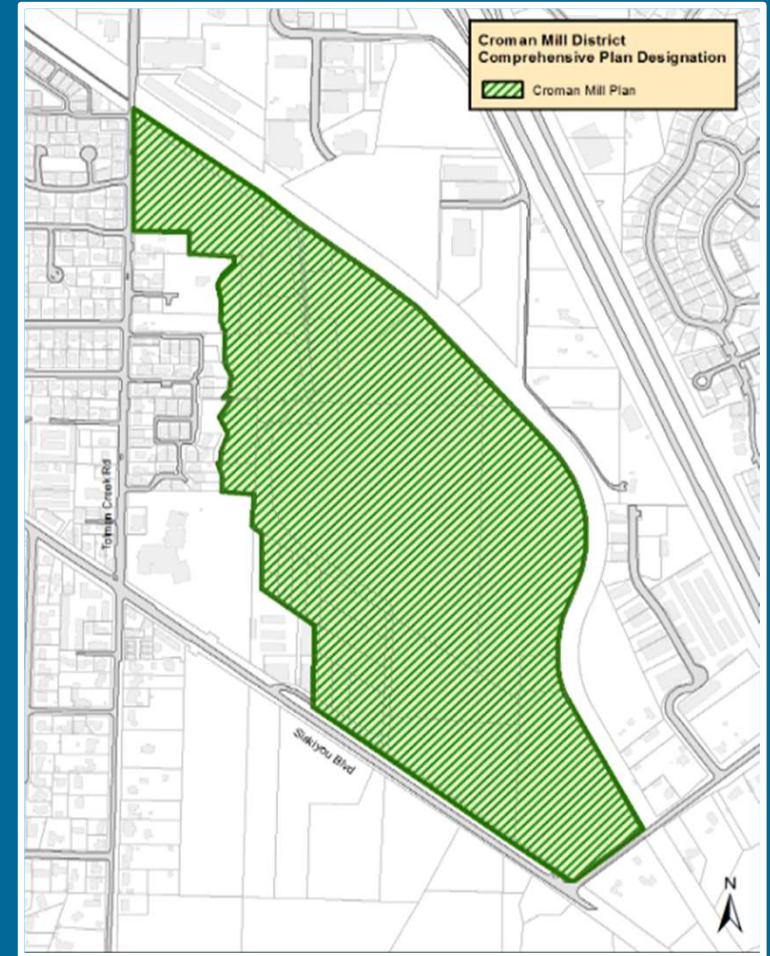
The second phase must be completed by December 31, 2024, *unless a requested time-extension request is approved.*





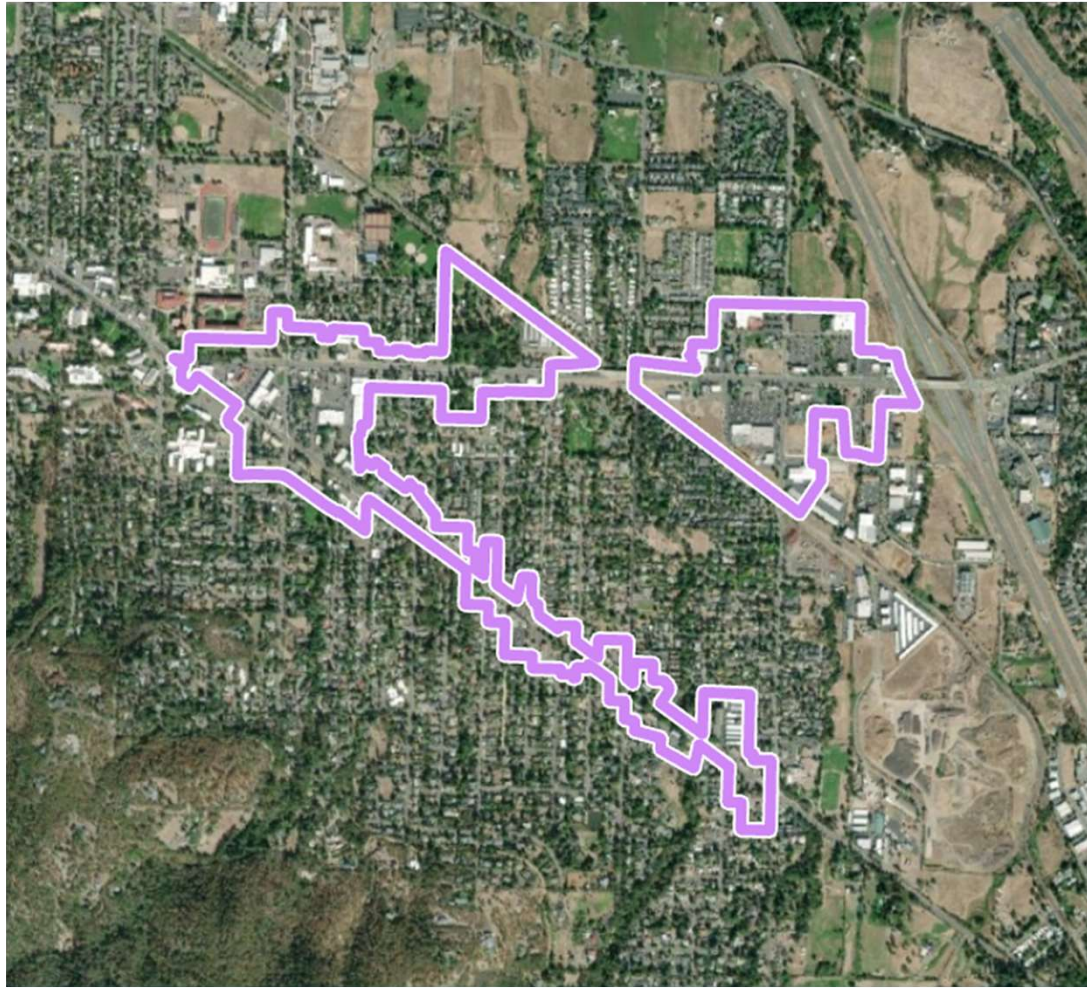
CFA Potential Areas Identified in Report





Croman Mill District

Transit Triangle

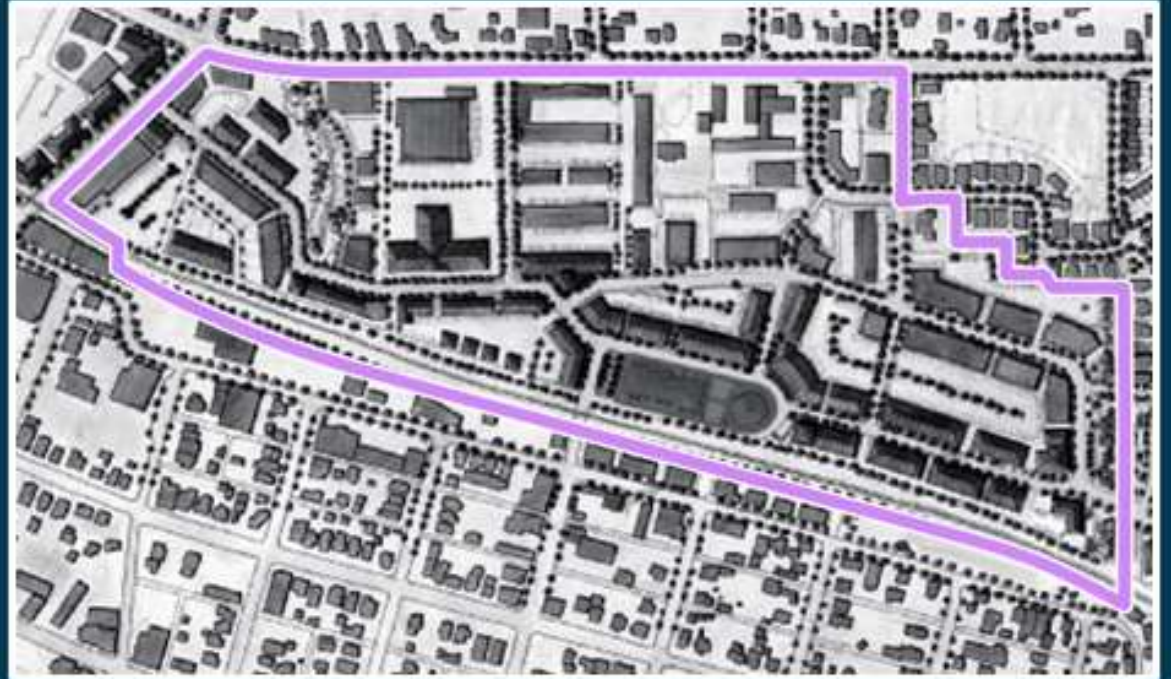


Transit Triangle

- Approximately 167 acres
- Undeveloped or underdeveloped
- Largely auto-dependent uses in "strip development" pattern
- Likely a center of future growth
- Adjacent to SOU on west end



Transit Triangle Overlay



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



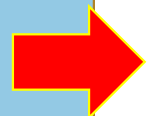
Railroad Property



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.



		Prescriptive Option		Outcomes Option
Population	Climate Friendly Area Size	Minimum Density (for single-use residential)	Maximum Allowed Building Height No Less Than (for at least one CFA per community if multiple CFAs)	Target Development Level
5,001 – 9,999	25+ acres	15 dwelling units/net acre	50 feet	20 homes and jobs/net acre
10,000 – 24,999	Could fit 30% of housing	15 dwelling units/net acre	50 feet	20 homes and jobs/net acre
25,000 – 49,999	Could fit 30% of housing	20 dwelling units/net acre	60 feet	30 homes and jobs/net acre
50,000+	Could fit 30% of housing	25 dwelling units/net acre	85 feet	40 homes and jobs/net acre

Overarching Community Engagement Objectives

The public involvement process aims to meet the following objectives:

- Inform the community with timely, transparent, and accurate information.
- Educate community members about planning and decision-making processes.
- Consult and involve the community in the identification, refinement and prioritization of policy updates needed to guide growth and development in Ashland. Ensure community members understand how decisions are made, their concerns are heard, and they know how their feedback influenced decisions.
- Partner with city and agency representatives to ensure officials are engaged in the planning process and key decisions.
- Reach a diversity of stakeholders who reflect Ashland's greater community.



Advisory Committees, Planning Commission & Council

September – November 2024

- **2024-0904 4:00 P.M. Historic Preservation Advisory Committee (Hybrid)**
- **2024-0905 5:00 P.M.** Social Equity and Racial Justice Advisory Committee (Zoom)
- **2024-0912 5:30 P.M.** Climate and Environment Policy Advisory Committee (Hybrid)
- **2024-0919 6:00 P.M.** Transportation Advisory Committee (Zoom)
- **2024-0926 4:00 P.M.** Housing and Human Services Advisory Committee (Hybrid)
- **2024-1022 7:00 P.M.** Planning Commission Study Session (Hybrid)
- **2024-1104 5:30 P.M.** City Council Study Session (Hybrid)

Public Meeting/Open house

September 17, 2024 (4:00 to 6:00 p.m., Siskiyou Room & via Zoom)

- Present Project Scope, Goals & Recommendations
- Online Survey



Public Engagement



Council and Planning Commission

- **Study Sessions in October/November**
- **Adoption: Public Hearings in December**
 - - Zone Change or Overlay adoption
 - Ordinance Amendments
 - Design Standard amendments
 - Highway Impact Analysis
 - Multimodal Transportation Gap Summary



Public Engagement

Deadline Extension Request

The city has formally requested an extension to the December 31, 2024 deadline from DLCD to align with the consultant contract timeline, at the direction of Council with support from the Planning Commission

Key factors in this request were efforts to ensure comprehensive public engagement and code analysis.

- Delayed DLCD/Consultant contract initiation of work
- DLCD contract extends through May 2024.
- City of Ashland public engagement efforts
- Significant Progress made by Dec.31, 2024.
- Closely-related studies informed by final decisions



General Discussion Questions

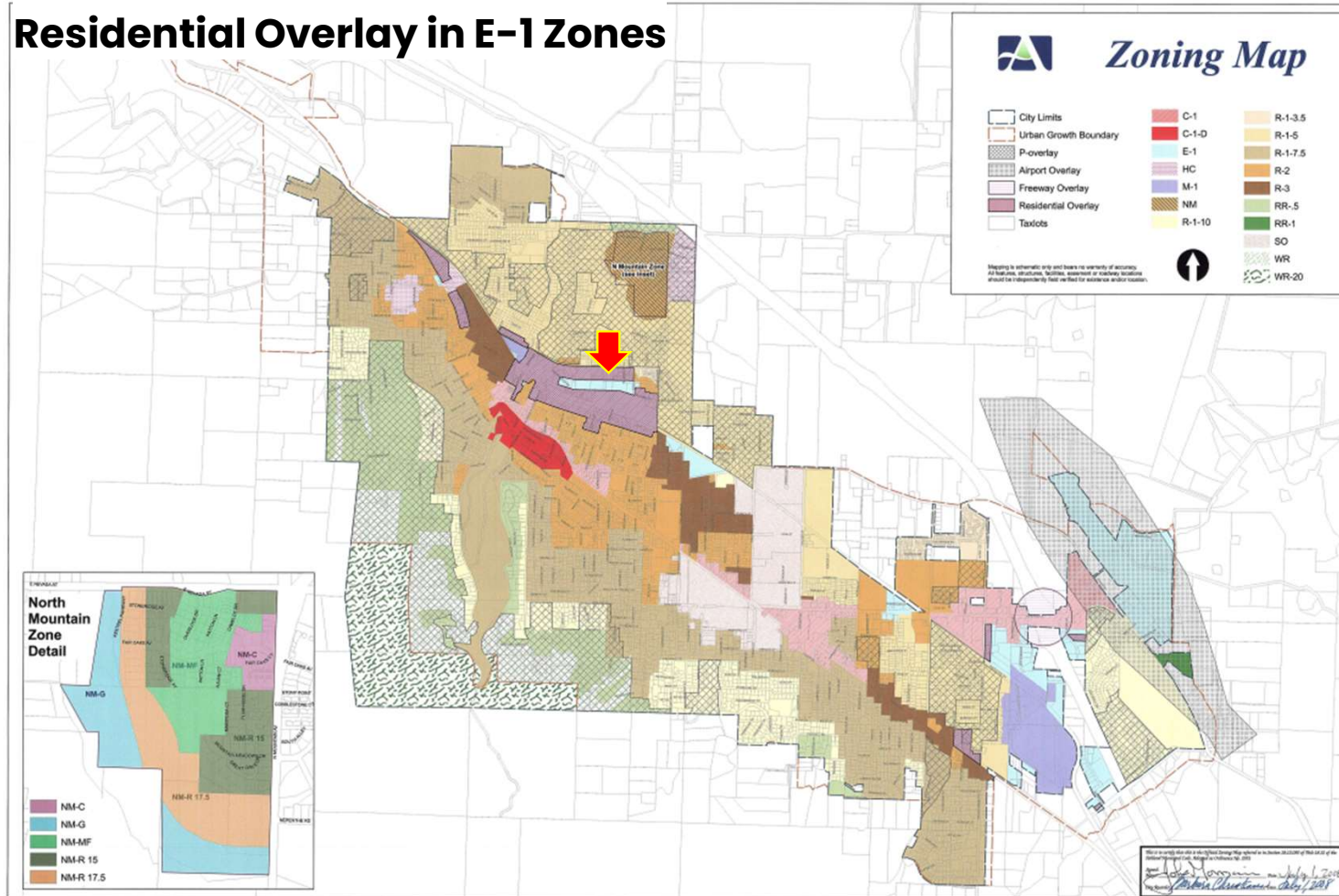
General Discussion Questions Posed to Council & Planning Commission

- Allow additional height in CFAs or all E-1/C-1 Zones (50 feet/4-stories *or more*)?
- Eliminate density maximums in CFAs or all E-1/C-1 Zones?
- Create a new CFA zone, a new CFA overlay and/or make broader general code amendments?
- Expand Residential Overlay to accommodate CFAs, or make residential special permitted in all E-1 Zones?



General CC/PC Discussion Questions

Residential Overlay in E-1 Zones



E-1 Zone & R-Overlay?

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

Additional height allowances could encourage demolition of historic resources, or incompatible additions, for their redevelopment potential. CFA rules at a minimum allow an additional 10 feet/one-story over current regulations, and many historic resources in the downtown are well below the current maximum height.

- *CFA requirements may impact the implementation of design standards.* Current historic district development standards seek [heights to conform with buildings in the immediate vicinity](#) while downtown standards call for a [slightly dissimilar heights to maintain a traditional staggered streetscape](#). CFA rules appear to require an outright allowance of at least 50 feet.
- *CFA rules allow single-use residential development when a minimum density of 15 d.u./acre is achieved. This could include apartments or townhomes.* CFA rules allow cities to require a percentage of ground floor space be retained as commercial (current rules in the C-1-D district require that 65 percent of the ground floor be commercial uses). Would the HPAC have concerns with single-use development downtown (townhomes or apartments) and prefer that a ground floor commercial requirement similar to the existing standard be retained? **(Note: Recently adopted state laws independent of the CFA rules require cities to allow affordable housing in commercial zones and to allow conversion of vacant commercial space to residential use; both of these circumstances would override any ground floor commercial requirement.)**



HPAC Discussion Questions

CFA requirements may impact the implementation of design standards. Current historic district development standards seek [heights to conform with buildings in the immediate vicinity](#) while downtown standards call for a [slightly dissimilar heights to maintain a traditional staggered streetscape](#). The CFA rules appear to require an outright allowance for at least 50 feet.

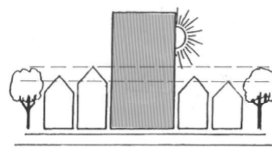
B. 2. Height.

RECOMMENDED



Construct new buildings to a height within the range of historic building heights on and across the street.

AVOID



New construction that varies in height (i.e., too high or too low) from historic buildings in the vicinity.

C. Downtown Design Standards.

1. Height. Building height shall vary from adjacent buildings, using either stepped parapets or slightly dissimilar overall height to maintain the traditional staggered streetscape appearance as illustrated in Figures [18.4.2.060.C.1](#), 5, and 10. Avoid treatment shown in Figure [18.4.2.060.C.3](#). An exception to this standard would be buildings that have a distinctive vertical division/façade treatment that visually separates it from adjacent buildings. Multi-story development is encouraged in the downtown as illustrated in Figures [18.4.2.060.C.1](#), 5, 6, and 10.

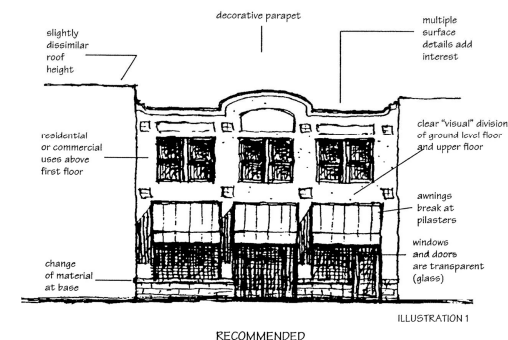


Figure 18.4.2.060.C.1.



HPAC Discussion Questions





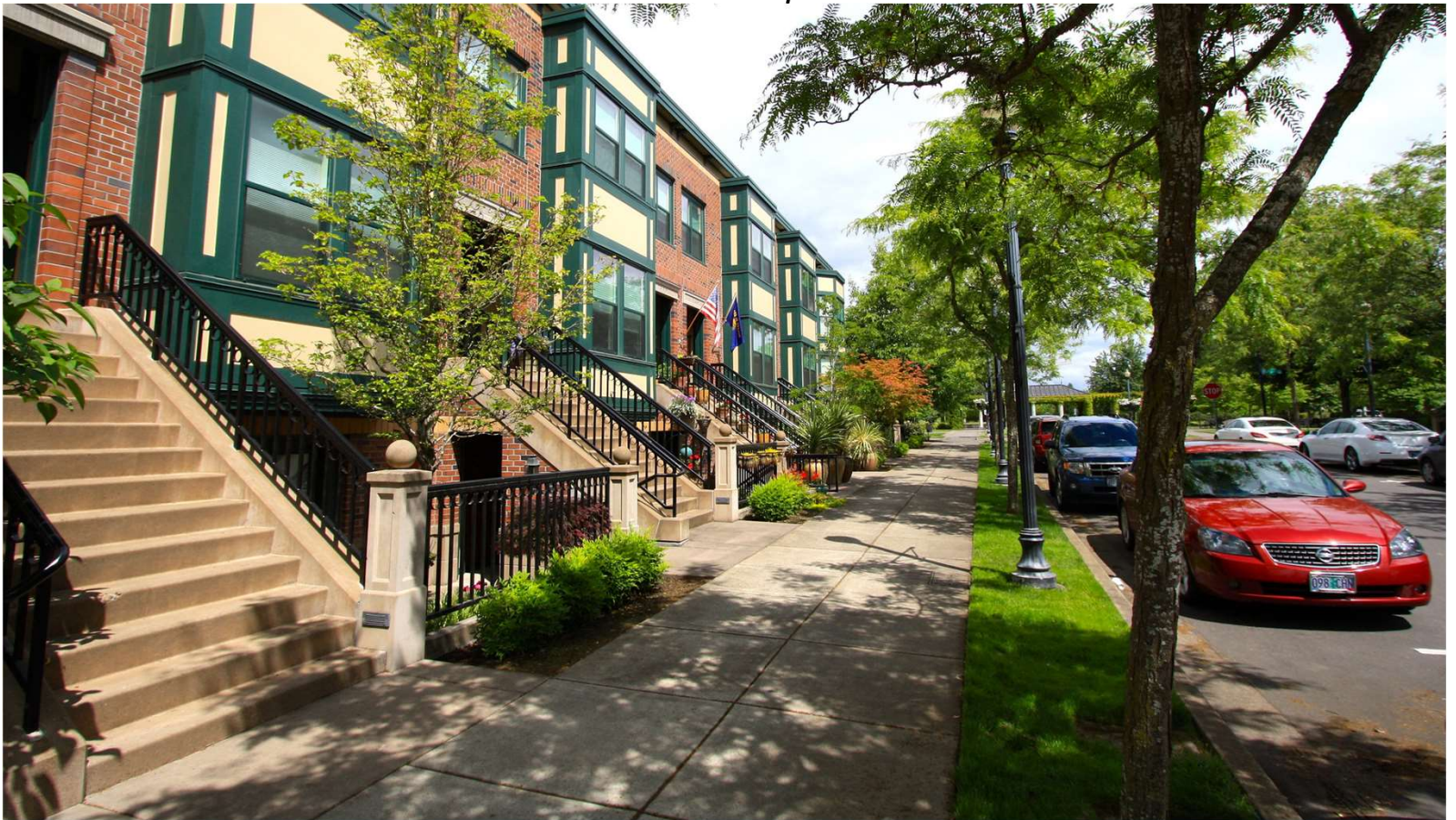


Brick Townhomes Approved on B Street (Between Water & Oak)



Not Yet Built

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HPAC Discussion Questions

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HPAC Discussion Questions

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HPAC Discussion Questions

Specific Questions for the Historic Preservation Advisory Committee (HPAC)

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



HPAC Discussion Questions

Specific Questions for the Historic Preservation Advisory Committee (HPAC)

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



HPAC Discussion Questions

Additional Discussion?



Climate Friendly Areas

Historic Preservation Advisory Committee Update
September 4, 2024

ODOT Inquiry – Signal Cabinet Replacement

- ODOT is replacing six signal cabinets in and around Ashland's historic districts.
- 5 of the 6 are pole-mounted, the 6th is ground mounted. All are getting 7.5 inches taller
- Architectural Historian Larissa Rudnicki is recommending they be powder-coated black to match signals, versus natural metal finish.
- Seeking any comments from HPAC













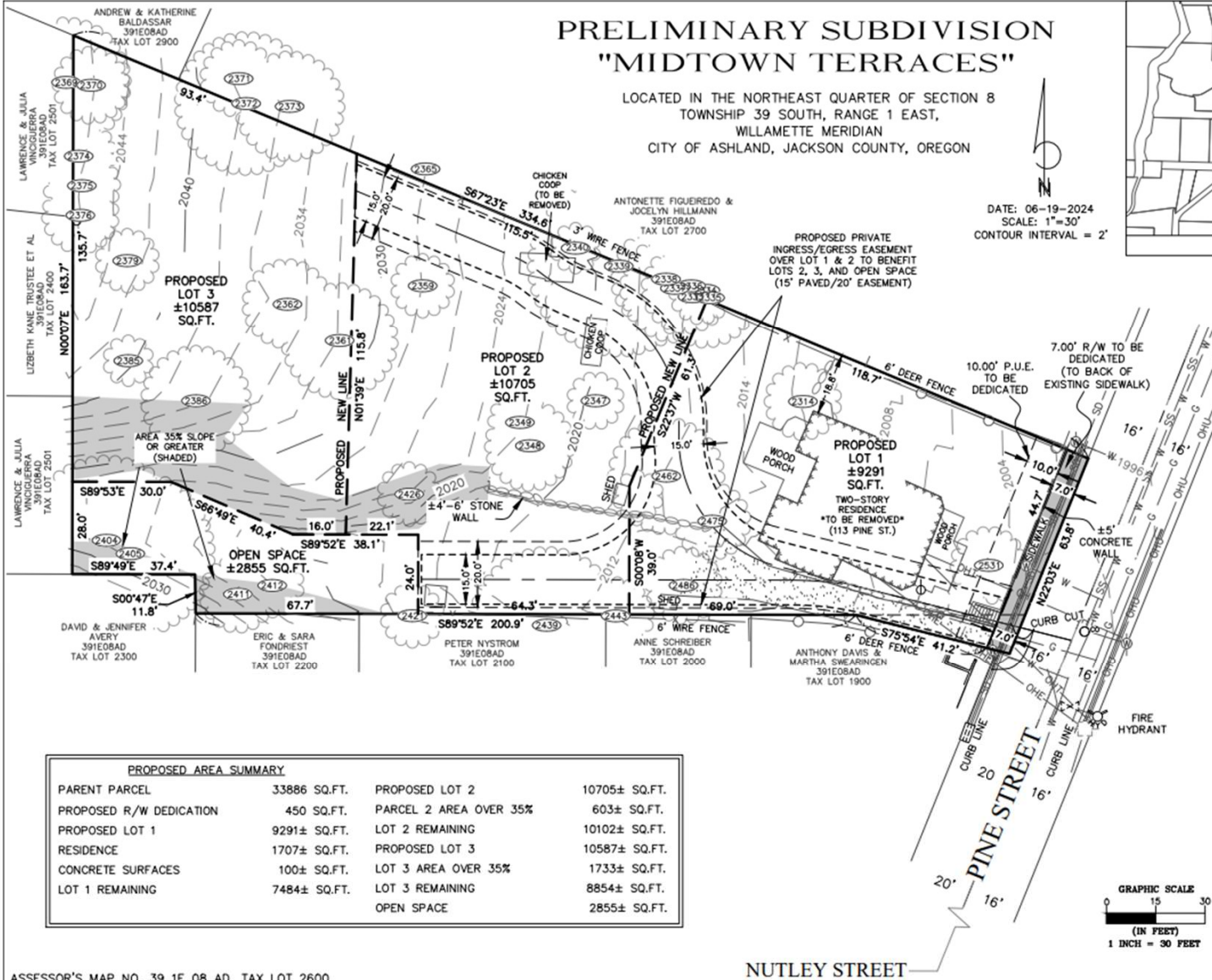
113 Pine Street Subdivision



PRELIMINARY SUBDIVISION "MIDTOWN TERRACES"

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

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



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

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

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

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

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

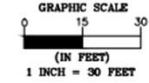
REGISTERED
**PROFESSIONAL
LAND SURVEYOR**

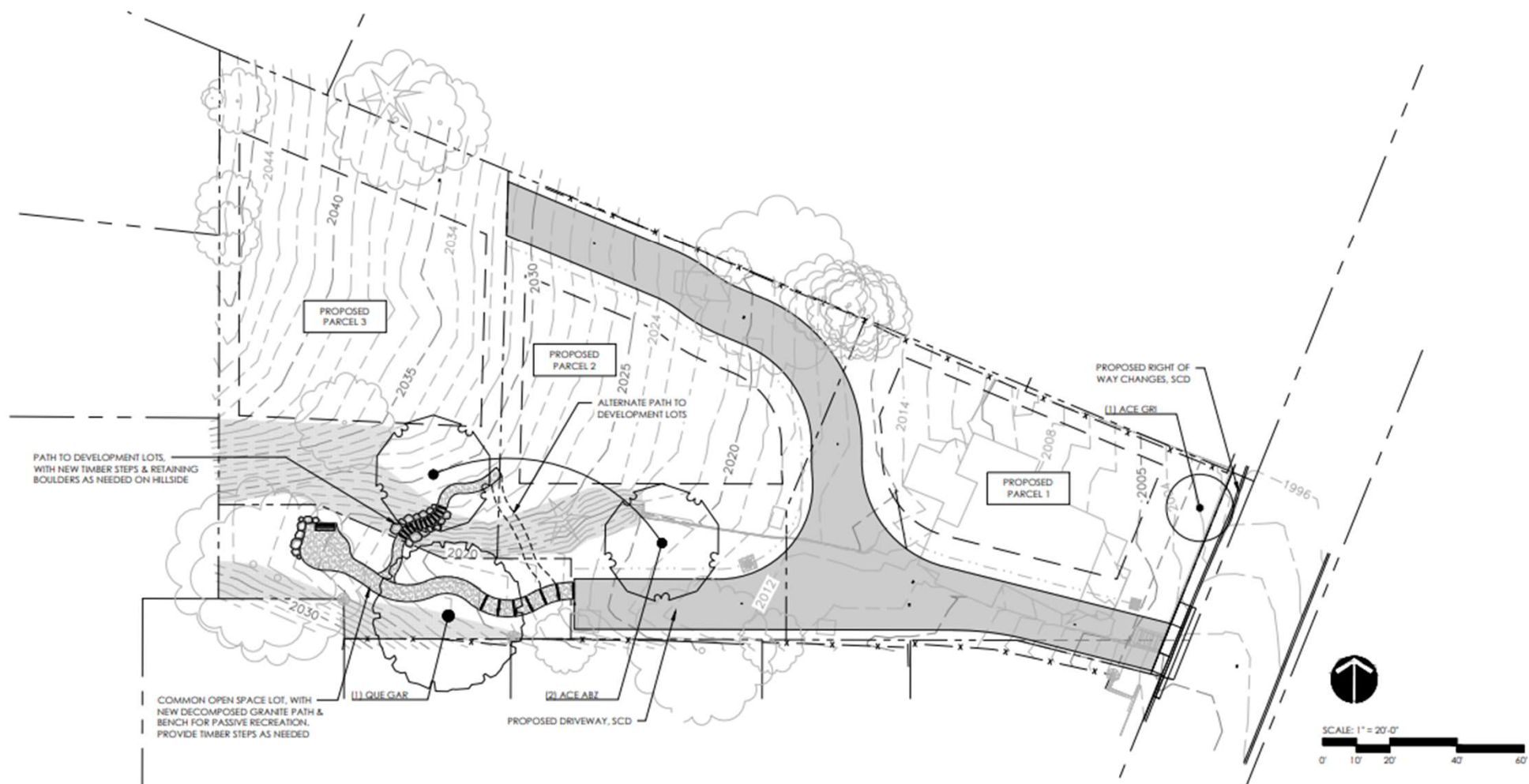
PHILIP J. DROSSOS
JULY 12, 2016
PHILIP J. DROSSOS
No. 90718

Renewal 12-31-25

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

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







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



3
W101

