

Note: Anyone wishing to speak at any Planning Commission 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 that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
OCTOBER 8, 2013
AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street

- II. **ANNOUNCEMENTS**

- III. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. September 10, 2013 Regular Meeting.
 - 2. September 24, 2013 Study Session

- IV. **PUBLIC FORUM**

- V. **DISCUSSION ITEMS**
 - A. **Normal Avenue Neighborhood Plan**
 - *Please bring your materials from the Sept. 24 meeting packet**

- VI. **ADJOURNMENT**

**CITY OF
ASHLAND**



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone is 1-800-735-2900). Notification 48 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).

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
September 10, 2013

CALL TO ORDER

Vice Chair Michael Dawkins called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Troy J. Brown, Jr.
Michael Dawkins
Richard Kaplan
Debbie Miller
Melanie Mindlin
Tracy Peddicord

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
Brandon Goldman, Senior Planner
April Lucas, Administrative Supervisor

Absent Members:

None

Council Liaison:

Mike Morris, absent

ANNOUNCEMENTS

Commissioners Brown and Miller stated they would be absent from the September 24, 2013 meeting.

Community Development Director Bill Molnar updated the Commission on several actions that have gone before the City Council: 1) The City Council has decided to not substantially change the travelers accommodation ordinance to allow greater flexibility for short term home rentals. They did agree, however, to add language that stipulates a business license, transient occupancy tax registration, and land use approval must be obtained prior to operation of a travelers accommodation. Additionally, the changes require a safety inspection by the Fire Department and will make it a violation to advertise units for rent that have not received City approval; 2) The Council passed second reading of the Housing Needs Analysis; and 3) First reading of an ordinance creating a combined Housing and Human Services Commission was approved.

CONSENT AGENDA

A. Approval of Minutes.

1. August 13, 2013 Regular Meeting.

Commissioners Dawkins/Brown m/s to approve the Consent Agenda. Voice Vote: all AYES. Motion passed 5-0.

[Commissioner Kaplan abstained from vote]

PUBLIC FORUM

No one came forward to speak.

DISCUSSION ITEMS

A. Long Range Project Update.

Community Development Director Bill Molnar, Planning Manager Maria Harris, and Senior Planner Brandon Goldman presented an overview of projects the Community Development Department is considering pursuing over the next 18-24 months. Staff explained the Normal Neighborhood Plan and Unified Land Use Code projects will be wrapping up at the end of this year and staff will be transitioning into the next set of projects starting early 2014.

Downtown Parking Management & Multi-Modal Circulation Study

Mr. Molnar stated this project was identified during the Transportation Systems Plan (TSP) Update and the City Council has already approved an intergovernmental agreement with the University of Oregon to assist with this study. He noted the Council Goal that states *"Review the Downtown Plan including zoning of areas around downtown and create a roadmap for the future planning of downtown"* and explained the zoning analysis project entails a review of existing zoning adjacent to the downtown and will be undertaken at the same time as the parking management and multi-modal circulation study.

Staff was asked to clarify the objective of the zoning review. Mr. Molnar commented on creating transition zones and the interest to potentially create more flexibility for residential properties that abut or are across the street from commercial zones. He cited Winburn Way, which is zoned single family residential, as an example of an area where a zone change might be reasonable. He added the Council felt it was logical to look at the zoning and have it considered as part of the parking management study.

Historic Preservation 10-Year Plan

Planning Manager Maria Harris stated the impact of exterior changes to residential structures is a high priority area in the Historic Preservation Plan and is something the Historic Commission has been concerned about for some time. She explained currently the code addresses exterior alterations to commercial buildings, but not residential structures unless it is specifically listed on the national register. Ms. Harris explained the City does not require a building permit for certain residential alterations, including siding, windows, doors, and roofing materials; however, exterior changes can significantly impact the integrity of a historic structure. This project would include an evaluation of the impacts of establishing a process to review these types of changes, and potentially developing ordinance language that establishes approval criteria and a review process. Ms. Harris added because Ashland is a Certified Local Government (CLG), we are eligible for state grants that could help fund this project.

Infill Strategies Along Transit Corridors

Ms. Harris stated this project is still being formulated and pertains to the Council Goal that states *"Investigate land-use and funding strategies that provide affordable and workforce housing units."* She stated this project would identify opportunities for and constraints to transit-oriented development in the East Siskiyou and Ashland Street area, and would include an assessment of market conditions, mixed-use housing costs, financial feasibility of multi-story development, regulatory process, frequency and quality of transit service, and public infrastructure improvements. Additionally, this project would develop options and strategies for addressing opportunities and barriers, and identify incentives that could be provided to encourage affordable workforce housing near existing and future transit routes.

Vertical Housing Development Zones

Senior Planner Brandon Goldman explained the establishment of a Vertical Housing Development Zone (VHDZ) is an incentive based strategy intended to encourage more mixed-use developments through a partial property tax exemption. He explained this is a state authorized tax exemption and is administered through the Oregon Housing and Community Services Department. He stated the program provides a 20% tax exemption for each residential floor built for 10 years, with a maximum of 80%, and could provide developers incentive to build more mixed-use buildings. Mr. Goldman stated this project would include the evaluation and establishment of Vertical Housing Development Zones in Ashland, and while this is not a land use decision, staff recommends the Planning Commission's involvement before this is taken to the City Council for approval.

Comment was made voicing support for providing incentives to create smaller, workforce housing units; as opposed to larger residential units which often are second homes for people who live out of town.

Code Incentives for Affordable Workforce Housing

Mr. Goldman stated this project falls under the same Council Goal as Vertical Housing Development Zones and includes the consideration of a number of code amendments in the Unified Land Use Ordinance that are intended to provide greater opportunities for affordable housing and workforce housing. He stated increasing density bonuses for affordable housing, streamlining the application process for accessory residential units, eliminating impediments to the location and design of manufactured housing, and the establishment of standards for pocket neighborhoods are some of the changes being considered at this time. He added the recently adopted Housing Needs Analysis outlines a number of other strategies and the Housing Commission will be reviewing these and issuing a recommendation to the City Council.

Croman Mill Area – Analysis of Opportunities and Impediments

Mr. Molnar stated the Croman Plan was adopted in 2010 which was right in the middle of the recession, and while the City has started to see some improvements in commercial building activity, there is an interest from the Council to see if there is anything the City can do as part of the economic development strategy to encourage development at the Croman property. This project would entail identifying opportunities and impediments to the development of the Croman Mill area and developing strategies for preparing the site to be development ready. The Commission held general discussion of the Croman Plan, including the infrastructure improvements that would be needed, what types of businesses this area might attract, and the intent of the plan itself.

Housing Element Update

Mr. Goldman stated the Housing Element is an important part of the City's Comprehensive Plan and its primary goal is to ensure a variety of dwelling types to provide housing opportunities for the total cross-section of Ashland's population consistent with preserving the character and appearance of the City. He explained the Housing Element was last revised in 1981 and consequently some of the items are outdated and do not reflect the current conditions of the City. This project would involve refining the general narrative, replacing outdated information, and reviewing the existing policies and goals to ensure they remain effective at addressing the community's housing needs. Mr. Goldman noted the City's Housing Program Specialist has identified this project in the Housing Work Plan as a project she would like to undertake in the next 18-24 months.

Railroad Master Plan – Evaluate Benefits of Adoption

Ms. Harris explained this plan was developed in 2001 but was not adopted in its entirety. She stated the zoning was changed from industrial to employment, the plan area was put in the Detail Site Review Zone, and the street network was adopted; but the "vision documents" were not approved. Ms. Harris stated this project would evaluate the benefits of the unimplemented portions of the draft Railroad Property Master Plan.

B. Annual Report to City Council.

Community Development Director Bill Molnar reminded the Commission that the Council has asked the various commissions to come before them once a year and highlight projects that have been completed. He commented that the City Council is a lot more familiar with the work of the Planning Commission because much of their work goes onto Council, and suggested this might be a good opportunity to address other topics of concern instead of specific land use actions. He asked the Commission to start thinking about this and to identify a date.

ADJOURNMENT

Meeting adjourned at 8:40 p.m.

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
MINUTES
September 24, 2013

CALL TO ORDER

Chair Melanie Mindlin called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Michael Dawkins
Richard Kaplan
Melanie Mindlin
Tracy Peddicord

Staff Present:

Bill Molnar, Community Development Director
Brandon Goldman, Senior Planner
April Lucas, Administrative Supervisor

Absent Members:

Troy J. Brown, Jr.
Debbie Miller

Council Liaison:

Mike Morris, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar updated the Commission on the travelers accommodation ordinance and stated the City Council will be discussing travelers accommodations in single family zones at their November Study Session.

PUBLIC FORUM

No one came forward to speak.

DISCUSSION ITEMS

A. Normal Avenue Neighborhood Plan – Final Draft Update.

Community Development Director Bill Molnar explained the purpose of tonight's meeting is for the Commission to familiarize themselves with the Normal Avenue Neighborhood Plan. He noted the Transportation Commission is scheduled to review this at their next meeting, and the plan will come back before the Planning Commission at their October 8, 2013. At that time, the Commission will hear from the public and will be asked to provide direction to staff before the plan moves through the formal adoption process.

Senior Planner Brandon Goldman provided a presentation that addressed the plan components [See Exhibit A, attached], including:

- Existing Conditions (Comprehensive Plan land use designations, wetlands and streams, parks and schools, Transportation System Plan)
- Draft Land Use Framework
- Draft Streets and Openspace Network
- Draft Bicycle and Pedestrian Network
- Draft Street Classifications (neighborhood collector, woonerfs, neighborhood street with diagonal parking option, multi-use paths)
- Draft Code Amendments.

Commission Questions and Comments

For the benefit of those in the audience, staff was asked to elaborate on how this plan came to be and the background of this area. Staff explained this area is located within the City's urban growth boundary (UGB) and the 1981 Comprehensive Plan designated this area to be urbanized to meet Ashland's housing needs. Mr. Goldman noted when the Comprehensive Plan was adopted it was anticipated that this area would accommodate 561 units, but under this plan that number drops considerably to 460 units. Mr. Molnar commented that because this area is already within the UGB and identified in the Comprehensive Plan for

higher density use, removing it from that designation would be an extensive process. Mr. Goldman added if this area was reduced in density, there would be a disconnect between the City's supply and projected demand, and they would need to find other suitable land in the City to accommodate that density. Additionally, the City Council has directed staff and the Planning Commission to bring forward a plan for adoption.

Suggestion was made for staff to present the previous versions of the plan side by side for easy comparison, and Mr. Goldman agreed to include this in the October meeting packet. Mr. Goldman was also asked to include the total percentage for each zone (NA-01, NA-02, NA-03 and NA-OS), and to provide a status report on the identified Capital Improvement Projects for this area.

Public Testimony

Bryce Anderson/2092 Creek Drive/Spoke on behalf of the Meadowbrook Park Estates Homeowners Association and cited his written comments which were submitted into the record. Mr. Anderson commented on the Baptist Church property and stated this will likely be the first to be developed and will have the most impact on them. He voiced his support for the development of this property, but asked that water and sewer service, traffic, and public transportation be addressed more thoroughly in the plan. He concluded by thanking staff for accommodating their concerns about density and applauded the progress that has been made.

Karen Horn/140 Clay Street/Asked for clarification about whether the new homes will be required to connect to the City's water and sewer system, and if so who bears the cost for this.

Staff clarified as this area develops it will be required to connect to City utilities and the developer will bear the cost for bringing City services in, as well as building the new streets.

Michael Shore/140 Clay Street/Stated while he is still opposed to a plan for this area, he is pleased the residents' concerns have been listened to and addressed. He questioned what this area will cost the City to operate and maintain once it is developed and within the City limits.

Sue DeMarinis/145 Normal Avenue/Stated she is disappointed to see that the draft plan is completely different from what they did at the charrette. Ms. DeMarinis voiced her opposition to the NA-02 zone being located right next to her property. She also raised concern with the railroad crossing and solar access for her property, and asked whether a commercial residential building like a nursing home would be permitted.

Staff clarified under Oregon state law group homes that serve up to 13 individuals are permitted in single family zones.

Randall Jones/815 Alder Creek Drive, Medford/Stated he is speaking on behalf of the six owners who own 30 acres in the plan area. Mr. Jones stated they have met with two different wetlands consultants and remarked that some of the wetlands will significantly shrink or disappear, and that this will alter the plan. Additionally, he stated he does not believe this area will develop without a local improvement district being formed and the City taking some ownership. He stated they want to be a part of the solution but the City Council will need to step up to the plate because the property owners will not be able to bear all the costs to implement this plan.

Commission Questions and Comments (Cont.)

The Commission issued their questions and comments to staff. The following is an overview of the topics raised:

- Concern was expressed regarding the language on clustered housing and asking staff to consider small cottages with additional density or larger homes with the same format.
- Concern was expressed with mandating alley access and questioning if this is a pattern they want to encourage.
- The placement of sidewalks on the opposite side of the street from the greenway questioned. Staff commented on the use of woonerfs throughout the area and explained how these shared streets would be used.
- Staff was asked whether the openspace areas would be under private ownership. Staff explained the Ashland Parks Department would need to purchase these areas for them to become public property. He added while the openspace could remain private and accessible to the homeowners, the woonerfs and crossings would be public.

Public Testimony

Gil Livni/240 Normal Avenue/Commented on the proposed street network and stated it does not make sense from a developer's standpoint and does not provide any incentive to develop the area as shown.

Commission Questions and Comments (Cont.)

- Staff was asked to provide an overlay that shows the individual property lines.
- Staff was asked to comment on the private railroad crossing. Mr. Molnar explained staff has spoken with ODOT Rail and they have indicated because this is an existing crossing, it could be fully improved without having to take out a crossing somewhere else in the City.
- Recommendation was made for pedestrian and bicyclists to have easy access to the central bike path.
- Staff was asked to clarify the allowance for manufactured housing. Mr. Goldman stated individual manufactured housing units would be permitted on individual lots, but manufactured housing developments (parks) are not allowed.
- Comment was made suggesting the Commission take another look at the minimum rear yard setbacks in the NA-02 and NA-03 zones.
- Comment was made expressing concern with the overall hydrology of the site and questioning what can be done to ensure the wetlands are protected.

Commissioners Kaplan/Dawkins m/s to extend the meeting to 10:00 pm. Voice Vote: all AYES. Motion passed 4-0.

- Recommendation was made for staff to either define or remove "building shading".

NEW BUSINESS

Mr. Molnar asked for a volunteer to serve on the City's SDC Committee. He stated this group will meet one to three times and the meetings will be held during the day. Commissioner Brown was suggested to fill this role.

Mr. Molnar also suggested an alternate be selected for the Parking Management and Multi-Modal Committee, in the event Commissioners Dawkins or Kaplan are unable to attend. Commissioner Peddicord stated she would serve as the alternate member.

ADJOURNMENT

Meeting adjourned at 9:45 p.m.

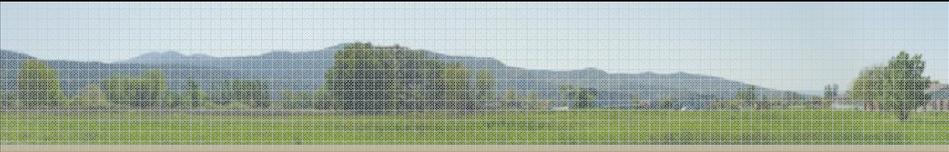
Planning Commission
September 24, 2013

Normal Avenue Neighborhood Plan



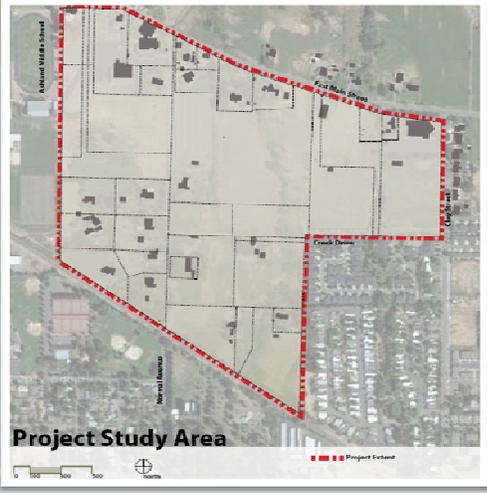
Community Development Department

**CITY OF
ASHLAND**

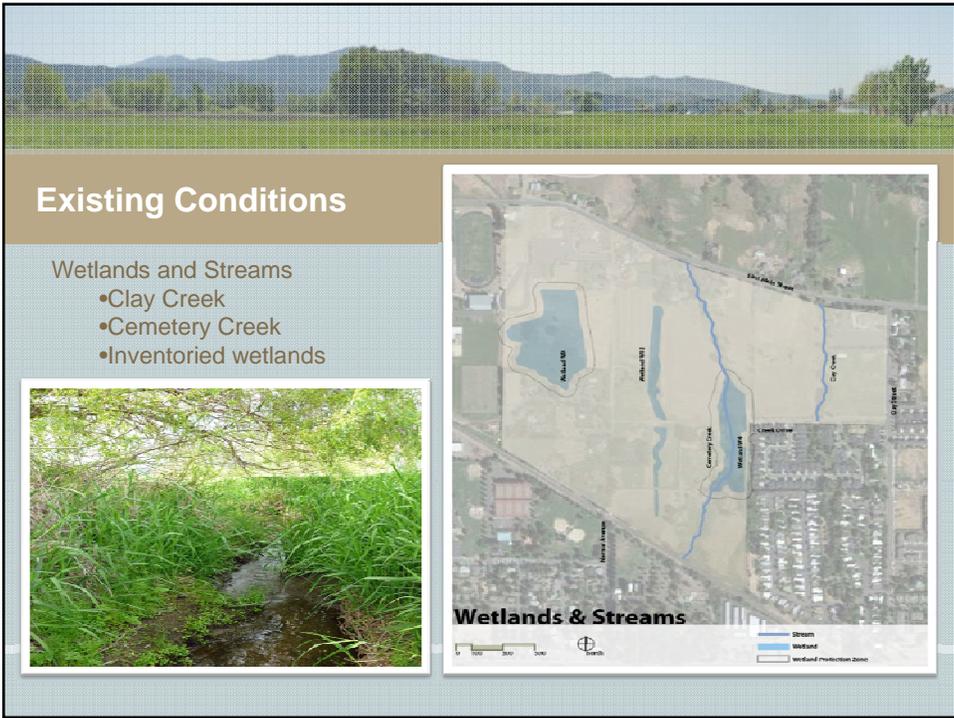
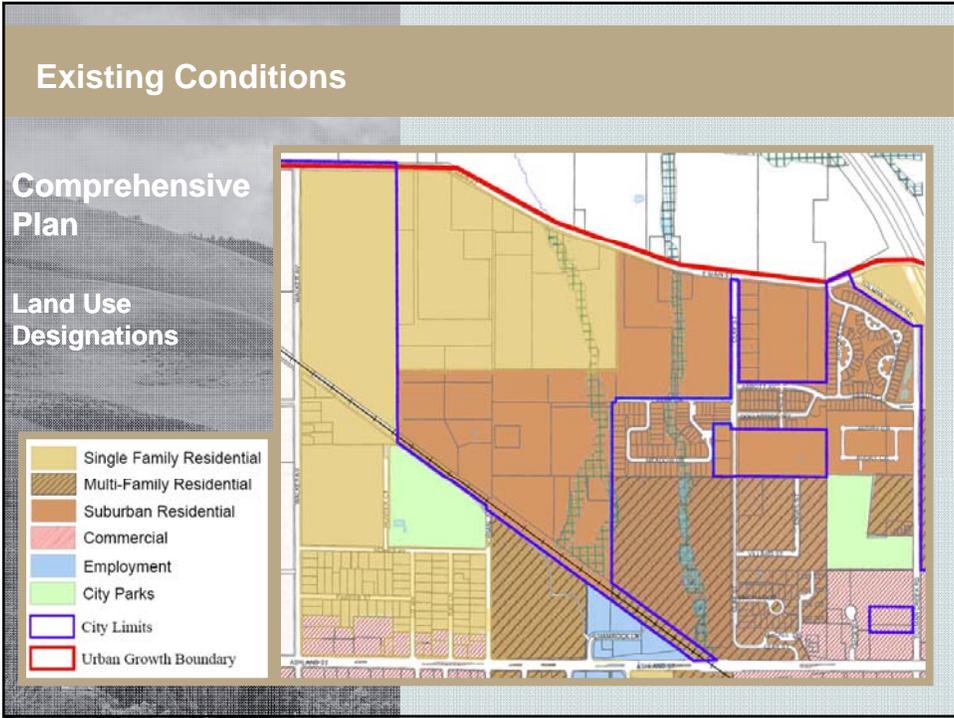


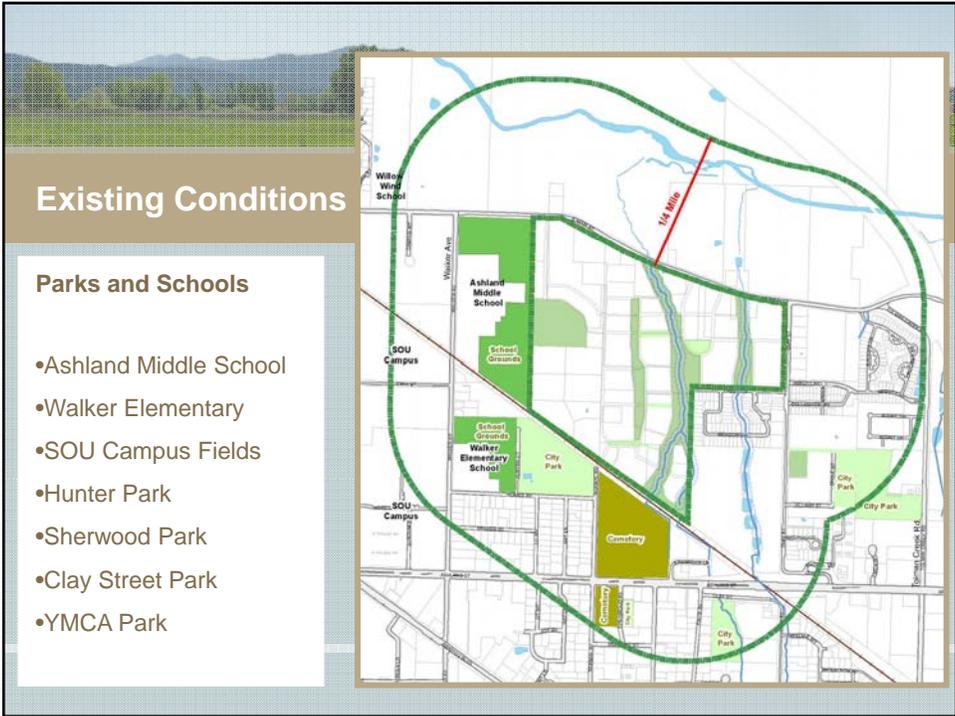
Plan Components

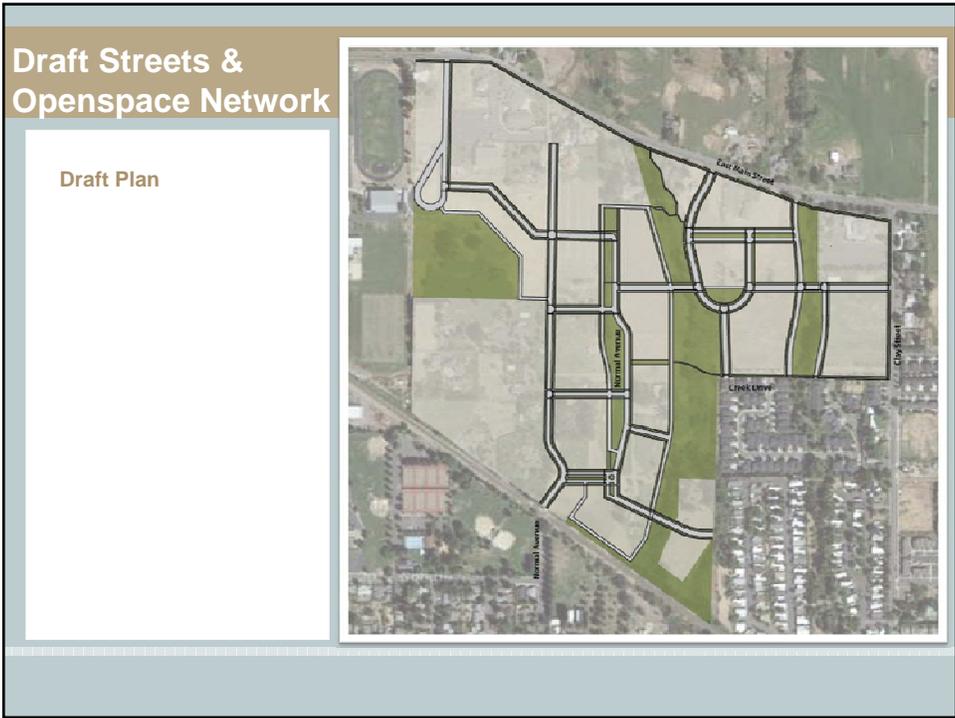
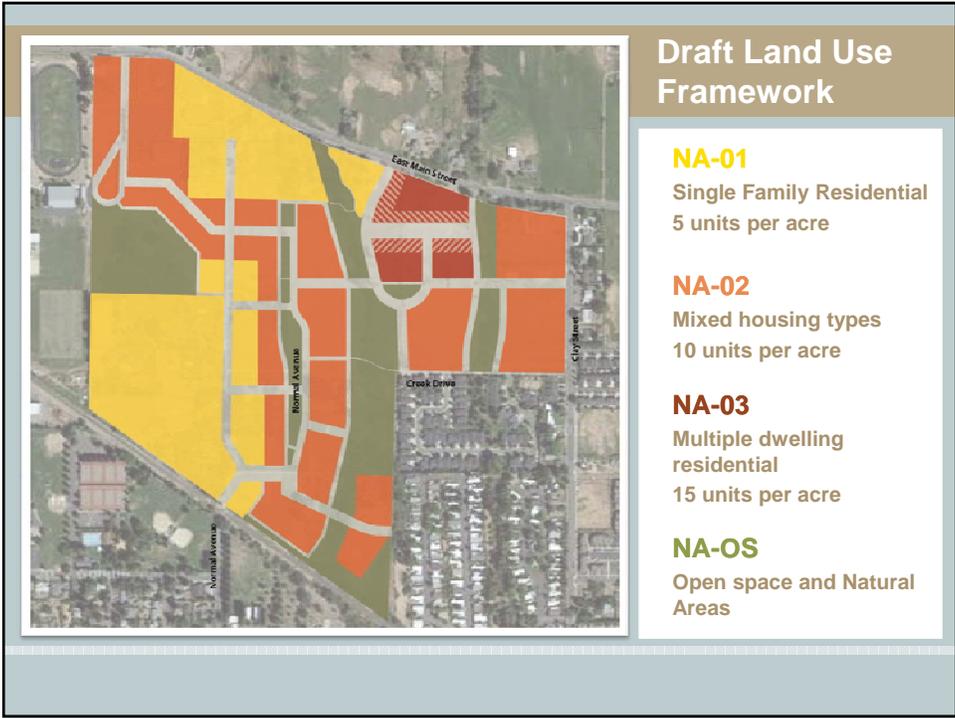
- Existing Conditions
- Land Use Framework
- Transportation Framework
- Code Amendments



Project Study Area

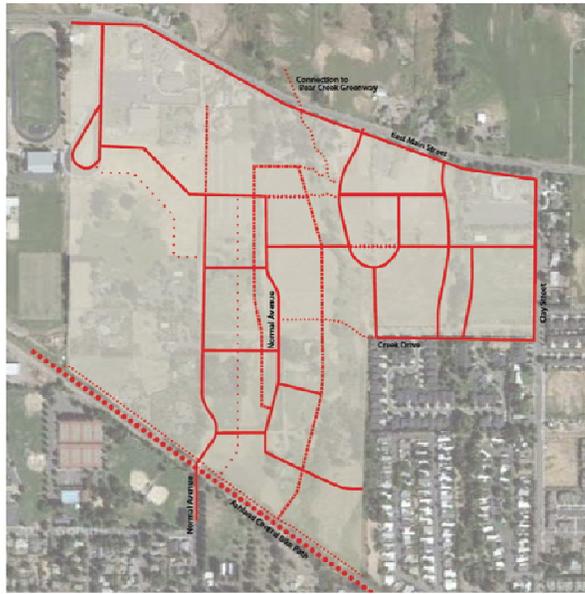






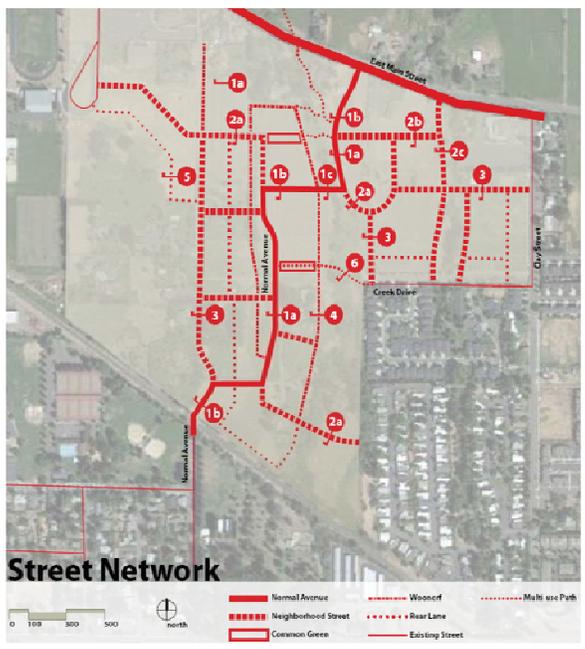
Draft Bicycle & Pedestrian Network

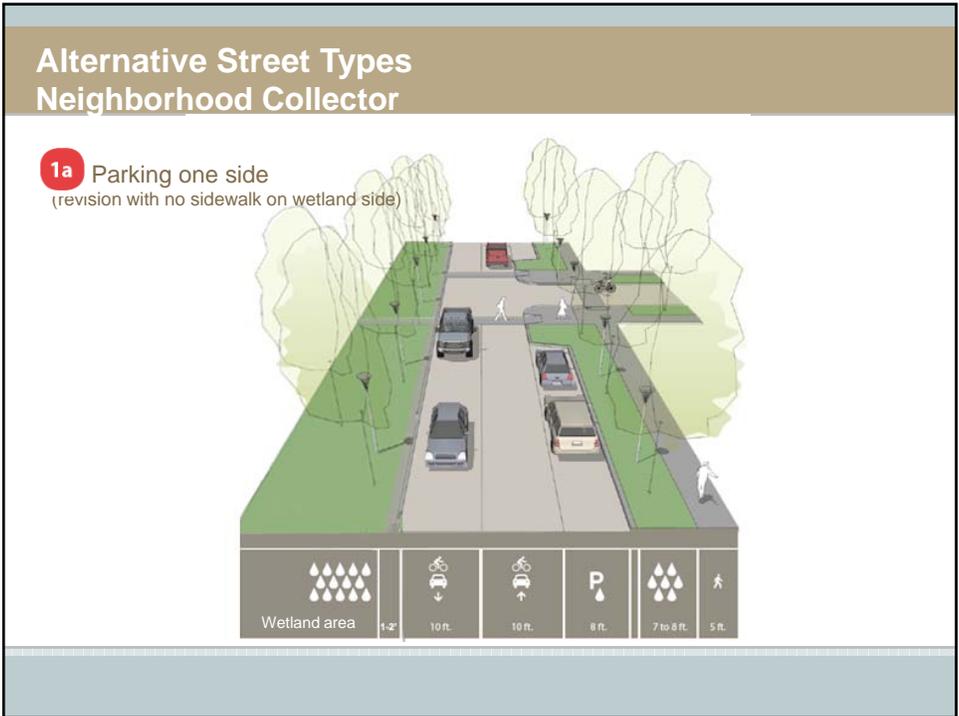
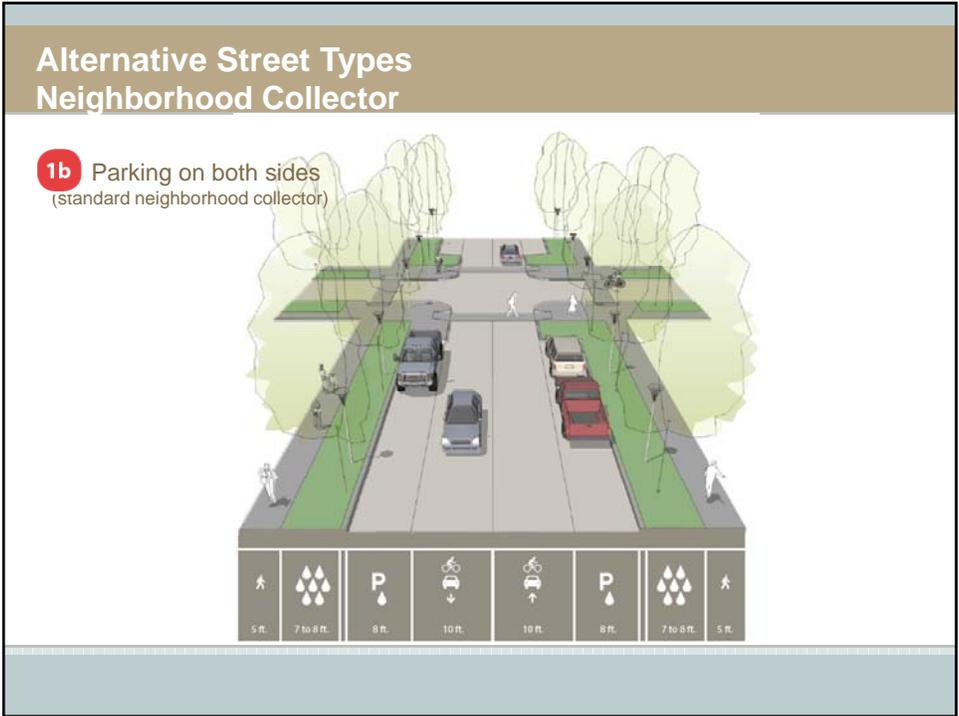
Draft Plan



Draft Street Classifications

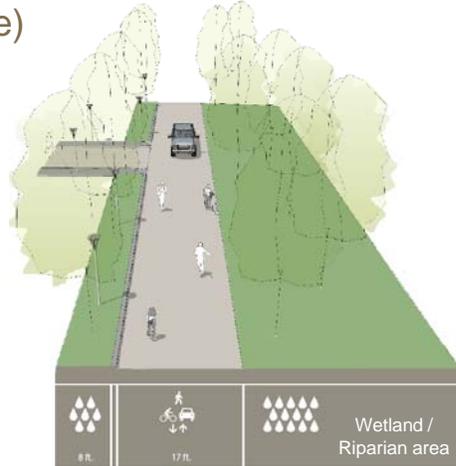
- Neighborhood Collector
- Neighborhood Street
- Woonerf
- Rear Lane (Alley)
- Multi Use Path





Alternative Street Types Woonerf

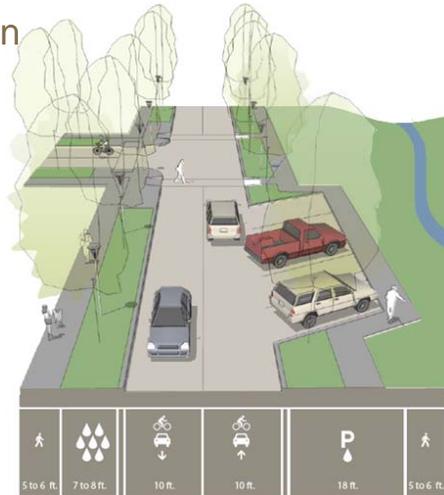
4 Woonerf (new street type)



4. woonerf cross section 25'

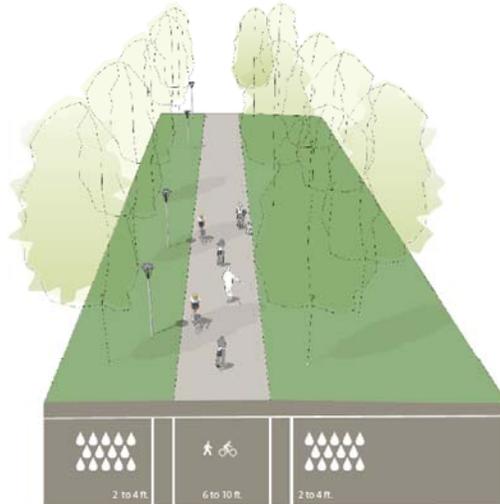
Alternative Street Types Neighborhood Street with Diagonal Parking

2c Diagonal Parking option



Multi-use Paths

Multi-use Paths

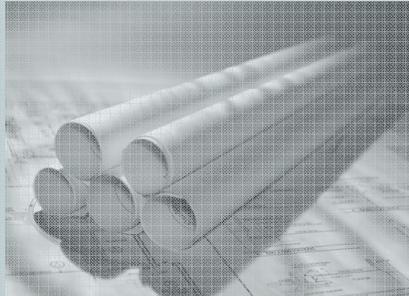


Draft Code Amendments

- Implement the Normal Avenue Neighborhood Development Plan.
- Promote a variety of housing
- Provide general design standards
- Preserve open spaces, stream corridors, wetlands, and other significant natural features.

Draft Code Amendments

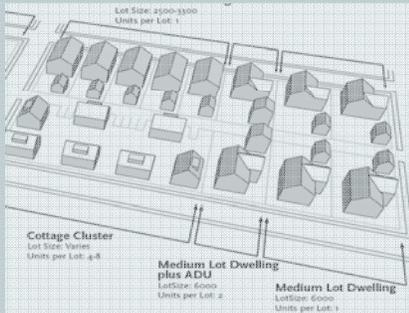
- **Minor and Major Amendments**
- Use Regulations
- Dimensional Regulations
- Site Design and Use Standards



- Minor amendment process
- Major amendment process

Draft Code Amendments

- Minor and Major Amendments
- **Use Regulations**
- Dimensional Regulations
- Site Design and Use Standards



- Land Use Designation

NA-01
NA-02
NA-03
NA-OS

- Variety of housing types
- Neighborhood business and services overlay

Draft Code Amendments

- Minor and Major Amendments
 - Use Regulations
 - **Dimensional Regulations**
 - Site Design and Use Standards
- Residential Base Densities
 - NA-01 : 5 units per acre
 - NA-02 : 10 units per acre
 - NA-03 : 15 units per acre
 - Maximum Building Height
 - 2.5 Stories or 35 feet
 - Clustered Housing Standards
 - 1000sq.ft. footprint
 - Private open space minimum
 - Public open space minimum

Draft Code Amendments

- Minor and Major Amendments
 - Use Regulations
 - Dimensional Regulations
 - **Site Design and Use Standards**
- The Normal Avenue Neighborhood Design Standards provide specific requirements for the physical orientation, uses and arrangement of buildings; the management of parking; and access to development parcels.
 - Street Design and Access
 - Building and Lot orientation
 - Conservation of Natural Areas
 - Stormwater management
 - Solar Orientation and Shading

Upcoming Meetings

**Transportation
Commission:**
Thursday 9/26
6:00pm

**Planning
Commission:**
Tuesday 10/08
7:00pm



www.ashland.or.us/normalplan

CITY OF
ASHLAND

Memo

Planning Commission 10/08/2013

TO: Ashland Planning Commission

FROM: Brandon Goldman, Senior Planner
Brandon.Goldman@ashland.or.us

RE: Normal Avenue Neighborhood Final Draft Plan

Summary

On September 24th the Planning Commission held a study session to review the final draft version of the Normal Avenue Neighborhood Plan. Given the extent of the plan materials provided for review this item was additionally noticed for the October 8th, 2013 Planning Commission meeting to hear further public testimony and allow to allow Commissioner deliberation regarding plan refinements in advance of the legislative hearing process.

The neighborhood plan for the 94 acre north Normal Avenue area is intended to provide a detailed vision for the area which efficiently accommodates future growth, provides for a system of greenways, protects and integrates existing stream corridors and natural wetlands, provides for a variety of housing types, and enhances overall mobility by planning for safe walking, bicycle, and automobile routes while providing convenient access to future bus service. Neighborhood planning represents an opportunity to collectively think ahead, determine a vision, and instill a degree of confidence about being prepared for changes, rather than merely being put in a position to react to change.

The neighborhood plan presented at the September 24th Planning Commission Study Session, and again at this evening's meeting, includes two major components:

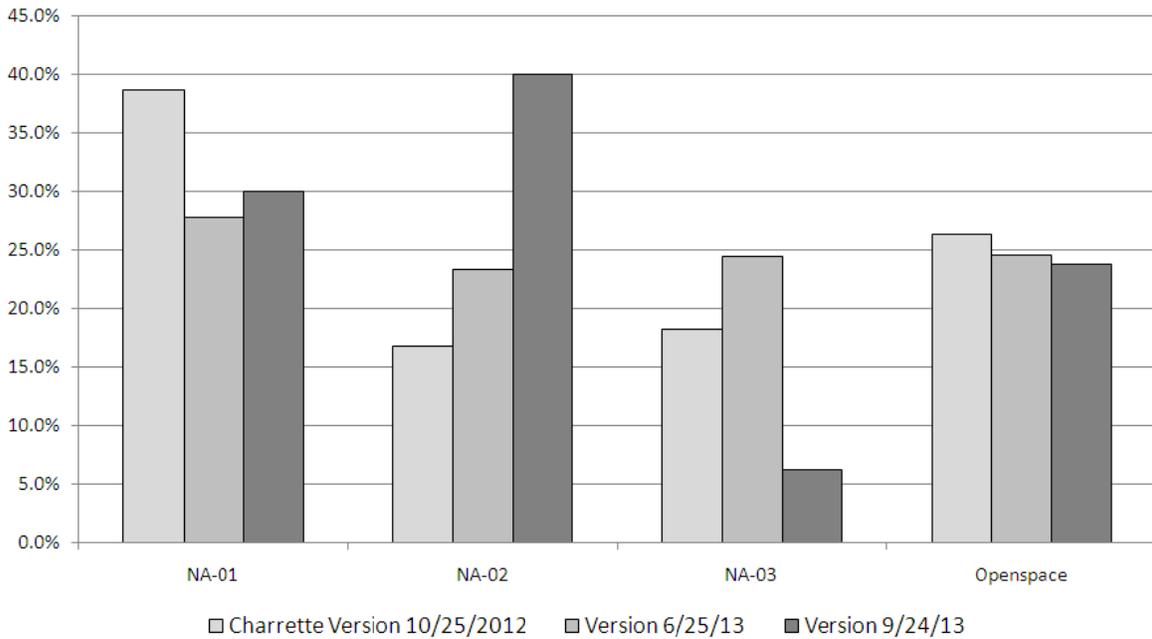
- Normal Avenue Neighborhood Plan (Deliverable 7.4 final Draft)
 - Land Use Zones map
 - Pedestrian and Bicycle Network
 - Street and Openspace Network
- Draft Chapter 18 Code Amendments

Collectively the Normal Avenue Neighborhood Plan and the Draft Land Use Ordinance Code amendments provide the underlying framework for future area development through adoption of land use standards for the overlay area, establishment of a multi-modal transportation circulation plan, and the redistribution of housing concentrations through amended Comprehensive Plan designations. Although future development of this area is expected to occur in an incremental way, as individual parcels propose annexation for specific housing developments, with an adopted neighborhood plan in place each individual development proposal can coordinate the provision of streets, pedestrian connections, utilities, storm water management, and open space. Such an approach can ultimately help reduce development costs through appropriate sizing of needed facilities, provision of easements, and secured street access. Additionally a significant benefit of an adopted plan is that there is a clear expectation and understanding regarding the level of development anticipated by both developers and

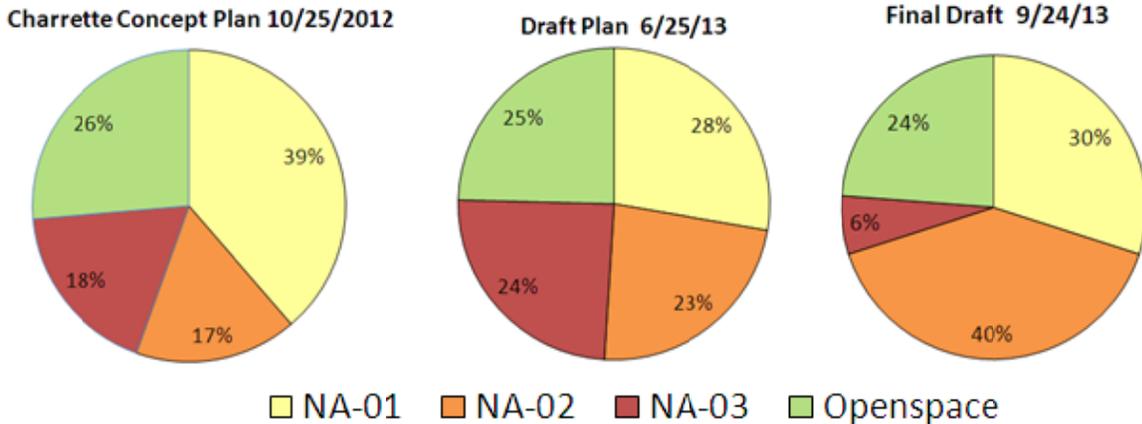


neighboring residents. In this way the future development and annexation process for properties with the plan area is streamlined while ensuring the City can accommodate its future growth in a systematic and efficient manner.

At the September 24th Planning Commission meeting a comparison of the distribution of the NA-01, NA-2, and NA-03 land use designations, as they have changed since the original charrette concept plan, was requested. Attached to this memo are three maps that include tables indicating the gross acreage and calculated net buildable acreage for each plan iteration. The chart below summarizes the relative change in the gross land area for each land use designation in the three versions of the plan (October 25, 2012 Charrette; the June 25, 2013 draft plan; the September 24th Final Draft Plan).



The changes in gross acreage from the original concept plan (Oct.24, 2012) to the current version (Sept 24, 2013) reflect an overall reduction in total land area dedicated to NA-01 and NA-03, and a corresponding increase in land designated as NA-02. The pie charts below illustrate the relative percentage of each designation in each of the three plan iterations.



Despite the alternative designations of land uses in each plan iteration the total housing capacity for the buildable lands within the plan area has remained relatively consistent. The charrette concept plan had a calculated capacity of 432 dwelling units that could be developed in consideration of areas previously developed and areas reserved for openspace. The draft plan presented on June 25th had an estimated capacity of 466 dwelling units. The current final draft plan has a calculated capacity of approximately 451 units on the available buildable lands. For the purposes of comparison the existing comprehensive plan designations for the area have a calculated capacity of approximately 560 dwelling units.

During the September 24th study session Planning Commissioners identified a number of areas to be further evaluated in preparation of a final plan:

- Revisions to the draft Land Use code pertaining to the dimensional standards, Criteria relating to clustered housing (pedestrian oriented pocket neighborhoods), and site and building design standards.
- Examine the potential of eliminating sidewalks along wetlands when sidewalks are provided on the opposite side of the street where development would occur.
- Consideration of making Assisted Living, Congregate Care, etc. a Conditional Use or Special Permitted Use within NA zones.
- Adjustments where necessary to ensure transportation facilities do not go through existing buildings when they are to be retained.
- Adjustments of street locations in consideration of property lines where feasible.
- Consideration of subsurface groundwater hydrology prior to development in consideration of maintaining wetlands and stormwater management.
- Review of the Capital Improvements Plan regarding the measure of future upgrades anticipated to East Main Street.
- Evaluation of future traffic impacts at the Clay Street and Ashland Street intersection.
- Access and frontage requirements in relation to alleys and woonerfs.
- Evaluation of the railroad crossing at Normal Avenue in relating to pedestrian and bicycle access to the Central Bike Path.

NEXT STEPS

The Transportation Commission reviewed the draft final plan at their regular meeting on September 26th, 2013. The Transportation Commission took public testimony and continued their discussion on the plan to their October 24th regular meeting. Following their October 24th deliberations their comments and recommendations will be forwarded to the Planning Commission and City Council for consideration as part of the legislative review process.

The Normal Avenue Neighborhood Plan, incorporating revisions to the Final Draft Plan and land use amendments, is scheduled to come before Planning Commission at their regular meeting on November 26th, 2013. The City Council is tentatively scheduled to review the final plan at their January 7th, 2014, meeting, although a study session before the Council is expected to be scheduled in advance of the regular Council meeting.



Ultimately adoption of a neighborhood plan for the area will require amendments to the Land Use Ordinance, City's Transportation System Plan's Street Dedication, Existing and Planned Bicycle Network, and Planned Pedestrian Network maps to incorporate the proposed multi-modal transportation network and street classifications. Additionally the establishment of woonerfs as a new street type within the Plan area will necessitate amending the Comprehensive Plan's Transportation Element to include this new functional classification for the area..

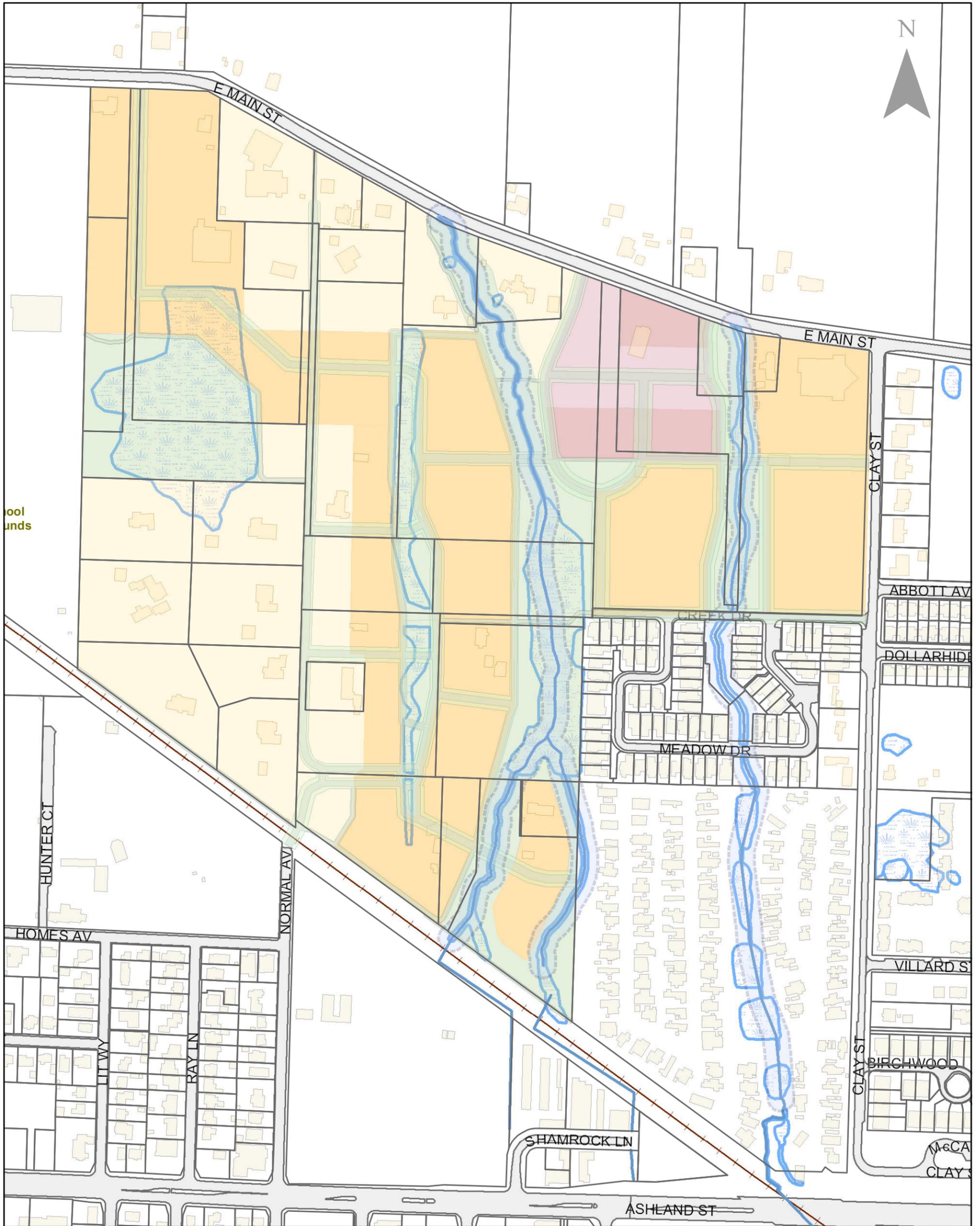
ATTACHMENTS:

- Sept 24th Final Draft Plan map – taxlots highlighted
- Sept 24th Final Draft Plan map with gross and net acreage table
- June 25th Draft Plan map with gross and net acreage table
- Oct. 25th, 2012 Charrette Concept plan with gross and net acreage table
- Oct. 25th, 2012 Charrette Concept plan Original Illustration

Refer to the September 24th Packet for printed materials as listed below

- Normal Avenue Neighborhood Plan
 - [Draft Final Plan](#)
 - [Land Use Zoning Map](#)
 - [Street and Open space Network](#)
 - [Pedestrian and Bicycle Network](#)
- [Draft Chapter 18 Land Use Code Amendments](#)
- [Draft Future Traffic Conditions Report - Technical Memorandum \(SCJ Alliance Consulting\)](#)
- [Transportation Existing Conditions Memo](#)

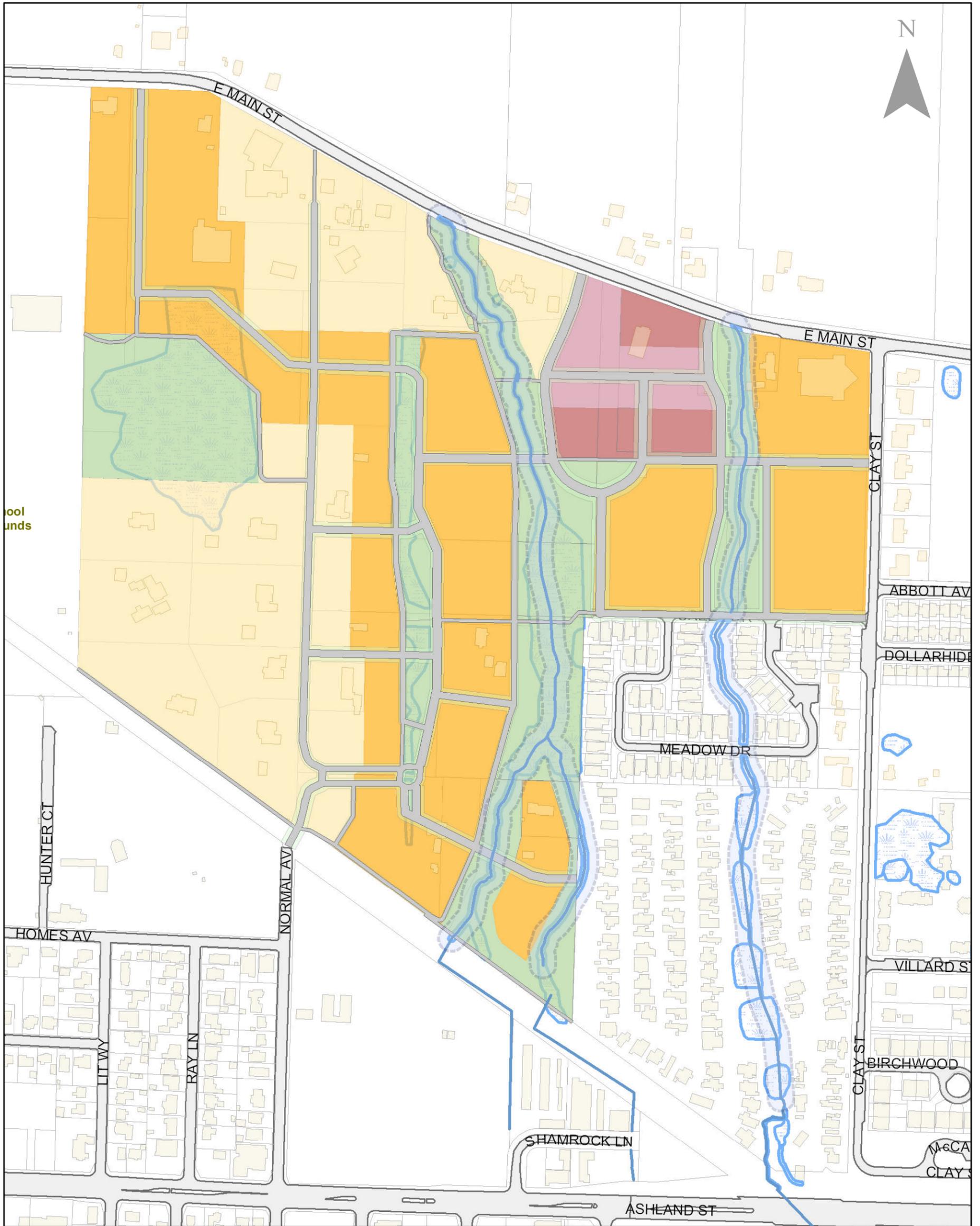




**Normal Ave. Neighborhood Plan
Sept. 24, 2013, Discussion Draft**

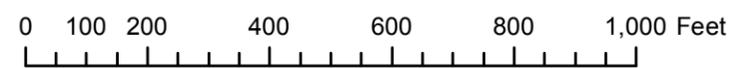
Taxlots highlighted

- Park
- NA-01
- NA-02
- NA-03
- NA-03-C

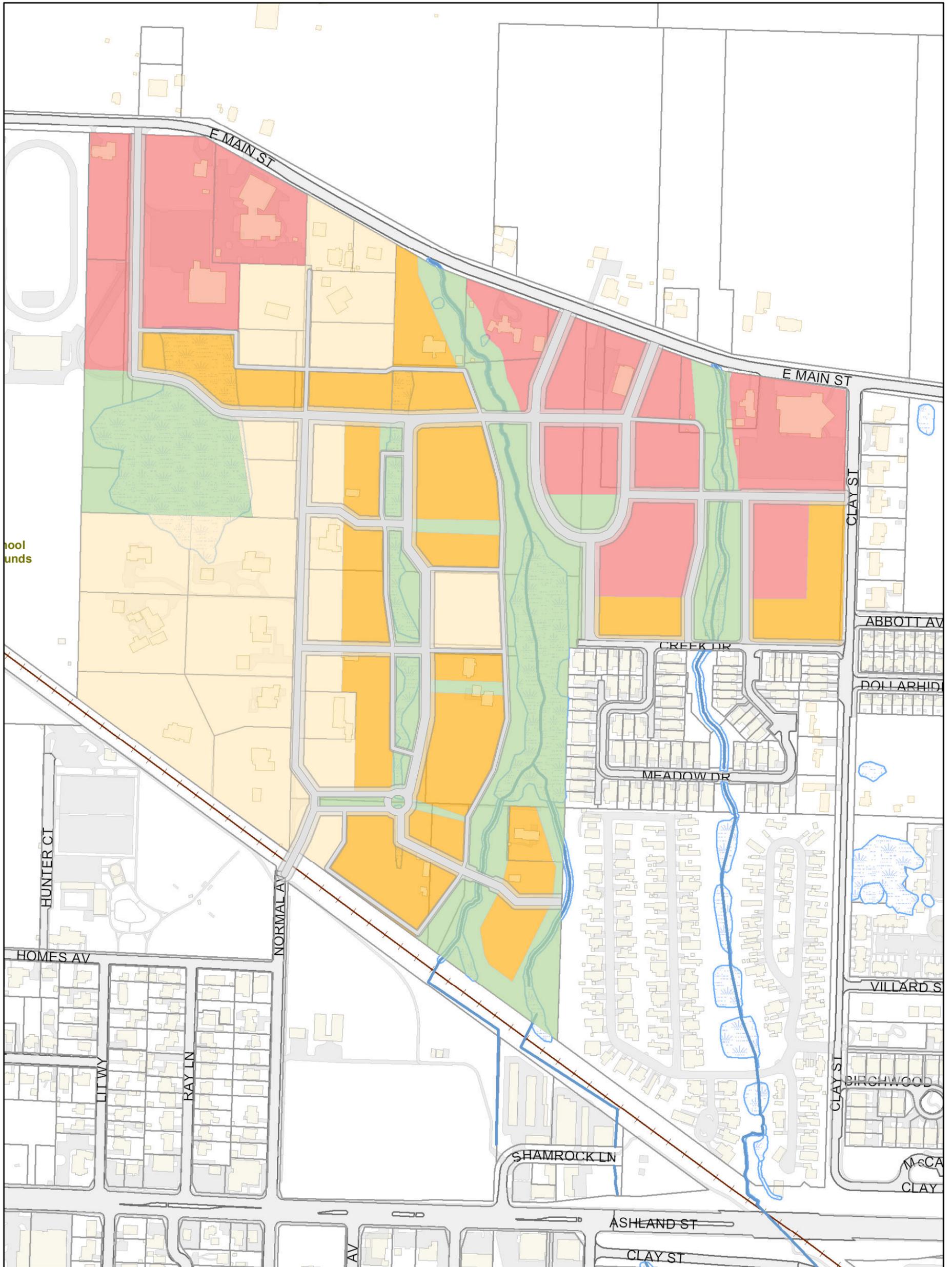


**Normal Ave. Neighborhood Plan
Sept. 24, 2013, Discussion Draft**

- NA-01
- NA-02
- NA-03
- NA-03-C
- Park



Zone	gross acreage	net buildable
NA-01	28.06	13.29
NA-02	37.46	29.95
NA-03	2.79	2.79
NA-03-C	2.96	2.96
Openspace	22.25	0



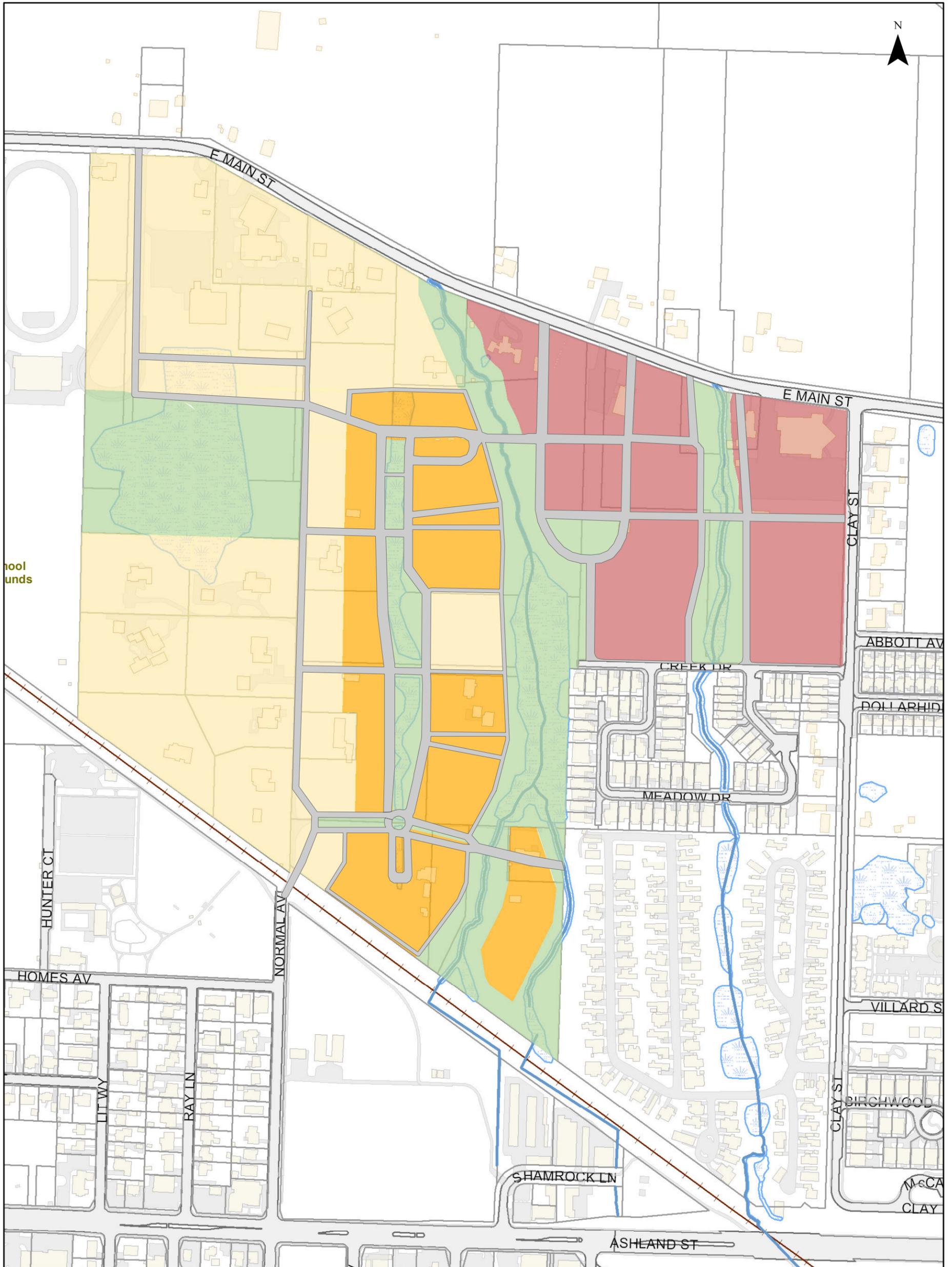
**Normal Avenue Neighborhood Plan
June 25th, 2013 Discussion Draft**

0 100 200 400 600 800 1,000 Feet

- NA-01 (single dwelling)
- NA-02 (multi-dwelling low density - cluster housing)
- NA-03 (multi-dwelling - high density)
- Openspace

Zone	gross acreage	net buildable
NA-01	25.93	13.19
NA-02	21.77	20.53
NA-03	22.82	13.02
Openspace	22.99	0





(Charrette illustration remade in GIS 10/01/2013 to approximate acreage)

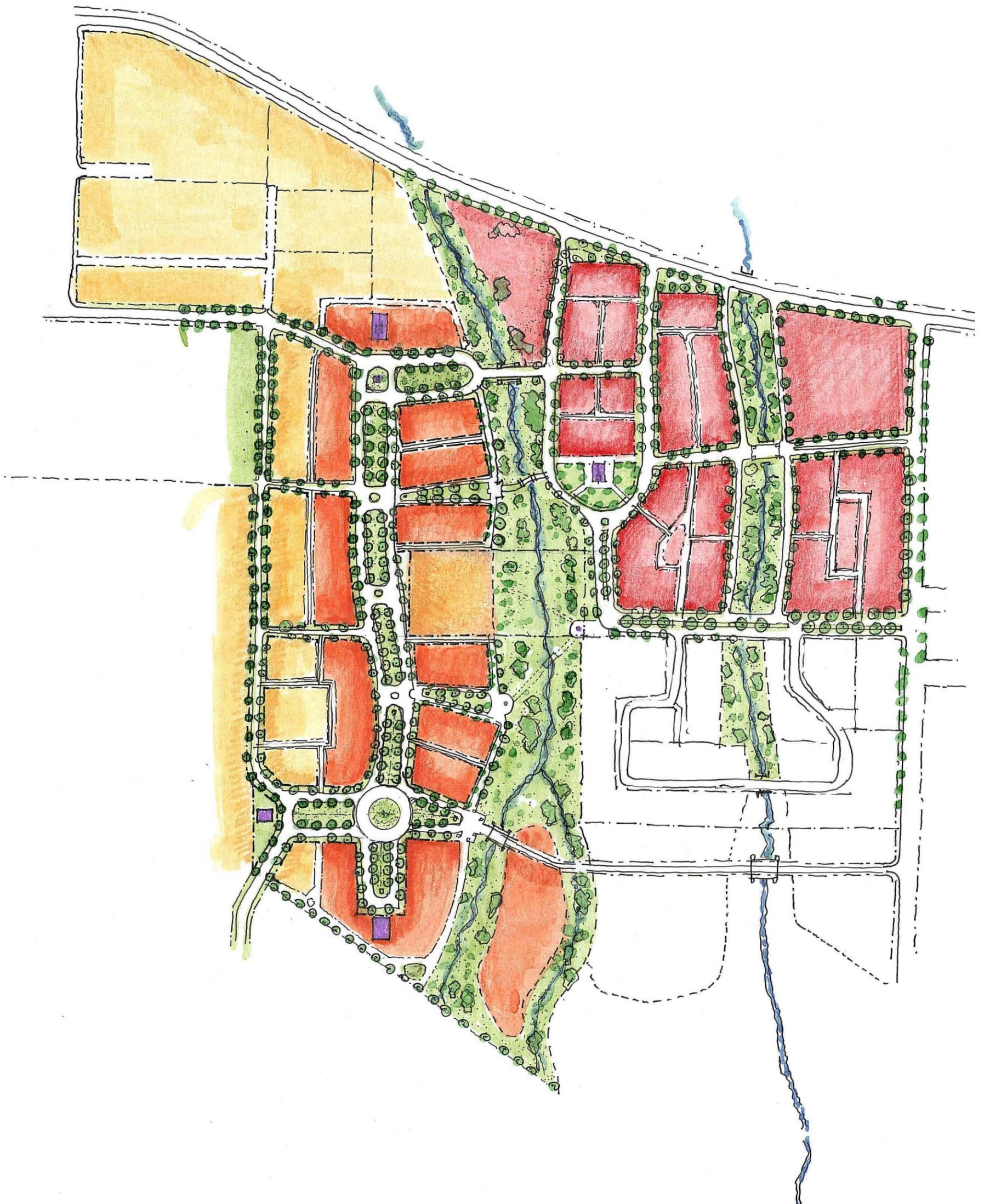
**Normal Avenue Neighborhood Plan
Oct 25, 2012 - Charrette Discussion Draft**

- NA-01 (single dwelling)
- NA-02 (multi-dwelling low density -cluster housing)
- NA-03 (multi-dwelling - high density)
- Openspace

0 100 200 400 600 800 1,000 Feet

Zone	gross acreage	net buildable
NA-01	36.1	16.8
NA-02	15.7	15
NA-03	17	13.2
Openspace	24.6	0

Normal Avenue Neighborhood Draft Conceptual Plan



Presented on Oct/25/2012 -Design Charrette #2

Design Team

Parametrix: Derek Chisholm,
Urbsworks: Marcy McInelly, Joseph Readdy
Qamar Architecture & Town Planning: Laurence Qamar
Nevue Ngan: Olena Turula, Jason Hirst

Project Team

City of Ashland: Brandon Goldman
Oregon Department of Transportation: John McDonald



Transportation and Growth Management

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The contents of this document do not necessarily reflect the views or policies of the State of Oregon.