

**MINUTES FOR THE CLIMATE & ENERGY ACTION PLAN ad hoc COMMITTEE**  
**Wednesday, April 20, 2016**  
**Siskiyou Room, 51 Winburn Way**

**1. Call to Order**

Councilor Rich Rosenthal called the meeting to order at 5:30 p.m.

Committee members Louise Shawkat, Stuart Green, Bryan Sohl, Roxane Beigel-Coryell, Greg Jones, Cindy Bernard, Sarah Lasoff, Isaac Bevers, Marni Koopman, and Jim Hartman were present. Committee member James McGinnis arrived late. Committee member Claudia Alick was absent. Staff member Adam Hanks was present.

Rosenthal welcomed the newest member of the committee, Cindy Bernard, and gave background information on her.

**2. Approval of minutes**

The minutes of April 6, 2016 were approved as submitted.

**3. Public Input**

Huelz Gutchen: Gave the group a handout of information regarding carbon emissions and showed the group his CO<sub>2</sub> monitor. He gave the group information how carbons will continue to increase and asked the group to use the calculations on his handout to determine the costs for zero-net energy construction. He stated that if Council requests an exemption to the code, for zero-net building the community could make big progress. He encouraged members of the committee to write to Council to pass this exemption. He gave information regarding how the melting of glaciers has caused a wobble in the Earth's rotation which has moved magnetic North's location.

*McGinnis arrived 5:40 p.m.*

Ken Crocker: Stated that the committee needs to not forget the importance of time on the agenda for the group to either check-in with one another or to check-out at the end of the meeting to see what went well or what could be improved. He believes that the importance of improving communication and how to work together cannot be understated. Talking and getting to know one another helps the process.

Hannah Sohl: Thanked the group for their hard work.

Shawkat asked the group if they could implement Mr. Crocker's check-in idea by going around the table and stating one thing that has happened this week which made them happy. The group agreed to this proposal and did the around the table check-in.

#### 4. Climate Plan Goals and Targets Discussion (continued)

Rosenthal reviewed the questions he proposed in the packet, and gave an overview of how he hopes they will focus the conversation.

Question 1: Have you seen a particular Climate & Energy Action Plan that you like and could be embraced by Ashlanders?

- Rosenthal: Portland and Cleveland stuck out. They are both well-designed with lots of visual representations of information (graphics, charts, etc.) to aid explaining to average Ashlander.
- Sohl: Cleveland, Portland, Eugene, and Corvallis all were good. It would be nice to be similar to Portland, Eugene & Corvallis so we have a “Northwest” feel. Liked that Portland has set defined goals with lots of actions that are in-progress or soon to be completed. Believes we should set more aggressive goals to reflect Ashland’s lack of ability to grow the population substantially.
- Koopman: Likes Eugene’s plan. It has a very strong focus on adaptation and not just mitigation. Also liked the strong, legally binding targets. Liked Cleveland’s clarity as it was easy to get an idea of what is expected. Cleveland also includes recommendations for other groups and individuals and how the City could support those efforts. Also, they were strong on equity issues and concerns. She also likes that Seattle’s plan was going for big targets.
- Green: All the plans have their virtues. He believes readability is important to inspire people. He liked Corvallis’ six action areas – they were useful divisions and liked that natural resources were separated out. Liked that Seattle’s plan had an emphasis on how people can assist with the plan. He favors aggressive targets, but wonders how consumption, which is mostly unmeasurable, can factor into how we succeed.
- Shawkat: Liked that the Cleveland plan was easy to read – it sucked her in. Eugene’s plan is also good, especially as they are a community fairly similar to Ashland. She reminded the group that Corvallis’ plan was a citizen-led plan, which is good but isn’t being used. She appreciated that both Eugene and Cleveland did a lot about vulnerable citizens and overall wellness. Also was concerned that Cleveland had a lot about natural gas, but that doesn’t go well with the spirit of what we’re doing here.
- McGinnis: Liked that Corvallis had objectives and actions with specific timeframes. Also liked that they included environmental, social, and greenhouse gas emissions in the plan. He also likes that they use percentages, not just numbers to be more readable. Likes that Seattle’s plan is strong and had indicators which are a good snapshot of what is being done and how to get the information across. He appreciated that they had early targets. Liked Portland’s use of co-benefits which were identified by symbols. Overall, he liked Portland’s the best and would also like to keep some continuity with a regional (Northwest) format.
- Hartman: Liked the targets in Seattle’s plan. Liked how Corvallis laid out information as to how it will help the economy. Also appreciated the revolving loan fund which was in the Cleveland plan.
- Lasoff: Likes that Eugene’s plan is legally binding – it means there is accountability.

- Bevers: Believes that information graphics are a powerful tool and an excellent way to communicate information and complicated data to the community. Likes plans where the general tone is positive with an emphasis on co-benefits. Believes that a plan would represent a new vision and new cultural identity for the community.
- Bernard: Appreciated Portland and Cleveland's clarity and the way they can capture attention to get the word out to the public. Would like a catchy final product.
- Jones: Is very impressed with the committee's work on reviewing these plans. He liked that Cleveland's plan is very easy to grasp with lots of information to hold on to.

Question 2: Generally, what should Ashland's goals and targets be?

Group discussed baseline and target options. Options mentioned included:

- Aggressive goals and targets, but start the process slowly – we want the community to see that small changes can make a big difference
- 2010 as baseline, rather than 1990, which many scientists still use
- Aggressive targets, but need to set the community up for a win
- Carbon neutral, through use of off-sets
- Look into 100% renewable energy – look at sourcing
- 80% reduction by 2050
- Use Portland as an example: 40% reduction by 2030 and 80% reduction by 2050
- Avoid using plans with older, less dire statistics – this will require us to be more aggressive to overcome the newer higher numbers
- 100% carbon-neutral
- Early higher reductions will have a greater cumulative effect (i.e. no slow build on the plan)
- The problem with ramping up projects (more aggressive goals later) is that it puts lots of pressure to achieve them both financial- and community resource-wise
- The only plans which have a goal of 100% neutrality are those that do not include consumption
- We would only be able to deal with consumption if we buy into the use of off-sets
- Offsets would cost much less than 10% of each person's annual income
- Offsets would only be attractive to lots of the community if they occurred locally – can we facilitate that?
- Other plan aren't ignoring consumption, and it should be part of our plan, but we need to acknowledge that fully tracking for target purposes is difficult, if not impossible
- City of Ashland itself should rapidly become carbon-neutral. They should be an example for the community
- No off-sets – too many have been or feel like scams
- If off-sets are used they need to be real and have proven success
- We need to rapidly detach ourselves from the fossil fuel industry (it will soon be too unstable)
- We need to be aggressive out of the gate – so we can avoid some of the drastic changes that have been predicted

- Should we consider per-person reduction measurements?
- Per-person reductions is concerning with regards to equity – should we really expect the same from all wealth levels?

Question 3: What would be the potential drawbacks/challenges/barriers/impacts that Ashland would need to address or overcome for its plan to be successful?

Group discussed the following considerations:

- Political – there is no big champion of change
- No one at the City to get the community excited/educated
- Overall political apathy
- Current costs are not reflections of future costs (i.e. stop kicking the can down the road)
- Articulating the “dark future” to the community is hard – how do we make the plan not all doom and gloom but still get the facts out?
- We need to transition away from thinking natural gas is good
- Setting policy is key to change. Community education is key to successful policy buy in.
- The business community is important to getting the word out/success of the plan but they are not always engaged
- Identifying groups/people with the greatest influence in the community (i.e. how do we identify and recruit our champions for change?)
- It’s an election year – we need to look for good influences and elect/support them
- Can the community (particularly the business community) tolerate decisions being made entirely based on climate change?
- It is important to get the Chamber and business community on-board early to help them embrace the plan

Question 5: How frequent do we want Ashland’s interim targets?

The group had the following responses:

- Would like to see us carbon neutral 100% by 2050 but worry that it’s not realistic
- The baseline year should be 2015 (as we have GHG Inventory numbers for that year and it is the lowest emissions levels, which would mean more aggressive targets)
- Want to see 85% reduction of 2015 levels by 2050 but is not sold on including consumption as we have no real grasp on how to track it
- Want goals timeline to match the budget cycles, with a baseline start of 2015
- The typical lifecycle of a project is about five years, which means every five years is a good opportunity to check-in and revise to keep up with new technology
- Want to be completely carbon neutral, but that might be impossible how about a range of plus or minus 5 % of 100% of 2015 levels?
- 2022 should be the first set of targets with a goal of 45% reduction by 2030 and a 90% reduction by 2050 (of 2015 levels)
- Syncing with the budget cycle is important

- 100% reduction of 2015 levels is unrealistic. 90% is more reasonable. Agrees that 2020 is too soon for first set of targets, but 2022 or 2023 (which ever lines up with the budget cycle) should be the year
- Our intention is important – even if 100% is not realistic today. Not all carbon off-sets are bad so we should consider using them to achieve our goals
- We should be pushing for the most aggressive targets possible
- Whatever our goals we need the political will and buy-in for it to succeed
- How about a mixed goal: 100% reduction but have only 80% reduction be legally binding?
- We need to be aggressively realistic. Use 2015 as the baseline and make sure any targets are in sync with the budget cycles
- 2015 should be the baseline, and budget cycles are important
- We're a small community who has a real opportunity to go carbon neutral by 2050

### **5. Timeline/ Open House**

Hanks stated that he wanted to let the group see the most recent timeline. We currently have the first open house slated for May 24<sup>th</sup> at 5:30 p.m. at the Historic Ashland Armory. Group discussed whether they should meet on May 4<sup>th</sup>. They determined it would be a good time to discuss the logistics of the open house, including public outreach.

### **6. Next Meeting**

The next meeting will be May 4 at 3:30 p.m.

### **7. Adjournment**

Meeting adjourned at 7:01 p.m.

Respectfully submitted,  
Diana Shiplet, Executive Assistant

**ASHLAND DOWNTOWN PARKING MANAGEMENT & CIRCULATION AD HOC ADVISORY COMMITTEE**  
**MINUTES**  
**April 6, 2016**

**CALL TO ORDER** The meeting was called to order at 3:30 p.m. in Council Chambers, 1175 East Main St.  
**Regular members present:** Chair Dave Young, Pam Hammond (arrived at 3:37), Marie Donovan, Michael Dawkins, John Williams (arrived at 3:38), Joe Graf, John Fields, and Joe Collonge  
**Regular members absent:** Lisa Beam, Emile Amarotico, Cynthia Rider, and Lynn Thompson  
**Ex officio (non-voting) members present:** Katharine Cato (left at 5:07), Michael Faught, Sandra Slattery, and Pam Marsh (arrived at 4:48)  
**Ex officio (non-voting) members absent:** Lee Tuneberg, Bill Molnar, Mike Gardiner, and Rich Rosenthal  
**City of Ashland Staff members present:** Tami De Mille-Campos

**ANNOUNCEMENTS**

Chair Young shared this committee has been meeting for over two years. Most of those two years were spent working on a draft parking plan and for the last two months the committee has been working on the multi-modal piece of the plan. He referred to a newspaper article published over the weekend and shared nothing has been decided as of this point. This meeting is a continuation of the March meeting in which the multi-modal piece was discussed.

Faught explained this committee will not be voting on the plan during this meeting. There is still a public process piece to this that will occur before the committee is expected to vote on the plan.

**APPROVAL OF MINUTES**

Minutes of March 2, 2016

Minutes are approved as presented.

**PUBLIC FORUM**

Julia Sommer, resides at 1158 Village Square Drive

She said after reading about this in the newspaper she was so excited to read that a bike lane through downtown may be a reality. She expressed her support of the proposed bike lane and shared that on her way to the meeting she was walking along the sidewalk on Main Street and she had to get out of the way of three young boys who were riding their bikes on the sidewalk because there is no bike lane for them.

She also shared that she has lived here for twelve years and has never had a problem parking downtown perhaps because she doesn't expect to find a parking spot directly in front of her destination. She doesn't understand the idea there is a problem with parking downtown. Although the safety of drivers, bicyclists, pedestrians, and delivery trucks does. She thinks it is great that the plan is going to incorporate a plan for the delivery trucks to not block traffic because that poses safety concerns.

Judi Honore, owns Shakespeare Books and Antiques located at 163 East Main Street

Judi read a series of questions to the committee (see handout). She also noted she had interviewed about 20 people before coming to the meeting. The responses she got regarding how people would feel if there was only 1 lane of traffic were: "frustrating, horrible, painful, terrible, bad idea, as bad as the homeless situation, come here to get out of traffic, and parking problems".

Robert Bestor, resides at 2689 Takelma Way and owns Travel Essentials located at 252 East Main Street  
He rides a bike about 7 months out of the year from the south end of town to the shop. He is a bike advocate and an advocate of having bike lanes through downtown as well. He is also an advocate of traffic calming along Main Street. However, his fear is that losing 21 parking spaces will have a negative effect on his business and other downtown businesses. He hopes the committee can figure out a way to save those parking spaces.

Karen Chapman, resides at 112 Almond Street and owns Bloomsbury books located at 290 East Main Street  
She informed the committee that she was told businesses in the downtown were notified about this when it was first

discussed and the businesses seemed to like the idea. She spent the day interviewing everyone she could on Main Street and everyone said it was a terrible idea! She added that we need to deal with a parking crisis not eliminate 21 parking spaces. If 21 parking spaces were lost it would be devastating to business and some may not be able to keep their doors open much longer if that were to happen. She said this is a town made up of elderly people and in a perfect world everyone would love to bicycle and be healthy enough to do that up and down our streets and through town but that likely isn't going to happen. Ashland isn't made up that way. She also has questions about where the money is going to come from, what about congestion, and what about the impact it will have on the businesses while the construction is taking place. She feels this is a premature conversation and she doesn't think you can talk about this until the parking crisis is solved.

George Kramer, resides at 386 N Laurel

In reading through the draft plan he noticed the parking bays for truck loading is laid out to extend to 4:00 pm. He thinks this should be reconsidered because he feels they are going to be attractive places to illegally park and unless the City is thinking about ticketing, he thinks the trucks are going to use those but they are going to sit vacant most of the time in an exacerbated parking situation. It is going to cause issues for police, business owners and for the shoppers too. He also added that it seems like the City continues to tinker endlessly with the community. Sometimes that works out well and sometimes it has unintended consequences. He added most know that he is not a huge fan of the "road diet". He thinks it is a nice idea in the middle of nothing. He understands this is an attempt to extend the concept of a "road diet" through downtown but as "Jane Jacobs would tell you, these are incredibly complicated places and messing with any one part of it has all sorts of unintended consequences". He encourages the committee to consider the possibility of just leaving it alone.

Julie Teitelbaum, resides at 237 Almond Street

She has lived here since 1977. She owns the retail store called 250 Main, as well as property on part of that block, which includes the Columbia Hotel, as well as 7 retail spaces downtown. She has been told by everyone that this has been going on for 3 years and she didn't know anything about it until yesterday when she saw the newspaper article. She came here in 1977 when the downtown was primarily boarded up and there was no real downtown, with no successful businesses. Downtown Ashland has now become a viable part of the tourist industry, which keeps the town alive. She thinks taking any parking spaces away from the businesses would sabotage this town. The demographics for this town and OSF patrons are predominantly older and many of them are not bicyclists. Although she is a proponent of being a bike rider and at 75 she rides a bike, she knows that as a business person when someone comes to her store and they say they wanted to come yesterday but they couldn't find a parking place, for many people that means they are going to turn to online retailers who offer quick shipping. If we make it impossible or difficult for them to park, we are going to lose a lot of the downtown and it is going to be boarded back up again. OSF keeps the downtown stores/restaurants going and the downtown stores/restaurants keep OSF going. She feels it is ill-advised to change the downtown and she thinks it would be a tragedy for this town. Submitted written comment for the record.

Paul Neiermeyer, resides at 1497 Windsor Street

He is a native Oregonian and moved to Ashland in 2001. He feels trying to remove 21 parking spaces is going to create more problems than it is going to solve. He had read in the newspaper about the parking fine increase and he isn't sure if that is in response to try to increase turnover but he questions why the increase. He stated he hasn't had problems parking downtown but then again he doesn't always park directly in front of where he needs to go.

Alice McGee, owns a kids clothing store at 264 East Main Street

She has owned the store for about 25 years. She said there wasn't too much for her to add except she lives in Jacksonville and she drives through Phoenix every morning to get to work. Since the "road diet" was put in Phoenix it is very slow moving and sometimes there are even automobiles driving in the bike lane and she has yet to see one single bicycle during the morning or night. She has noticed that nobody tends to ride on the right side of the street because they don't know they can cross the bicycle lane to do so. She wonders if 3 lanes can't handle the traffic how can 2 lanes? She also wonders how long the construction would take and how many of those businesses won't be able to survive.

Jenna Stanke Marmon, Jackson County Parks department, Bicycle/Pedestrian Program Manager

Jenna submitted a letter to the committee members. As she mentioned in the letter, this isn't an official position by Jackson County, she just wanted to offer some resources and food for thought as the decision is made. She is the current chair of the Oregon Bicycle and Pedestrian Advisory Committee and she has been watching communities throughout the state work towards improving their pedestrian atmosphere (nontraditional players like Tigard, Redmond, Klamath Falls). Nationally there are communities like Oklahoma City who is decoupling their couplets and really working on their pedestrian environment. Indianapolis built the cultural trail which is a 50 million dollar project which has reinvigorated their downtown. She encouraged the committee as they are deliberating on these controversial aspects of the plan to think about what we want to leave the future generation. Do we want to leave them great places to drive or do we want to leave them great places to be? She thinks Jane Jacobs would say the later, that we want to have great places to be. She offered up any resources she can to help the committee make these decisions.

Leigh Nanmann, resides at 320 ½ Bridge Street

He shared he graduated from SOU with a degree in environmental science. He is a member of the Jackson County Bike Committee. He was also involved in a collision resulting from traffic congestion. He rides through town frequently and has had to deal with the dangers of maneuvering around vehicles that are parked and unloading. This is a real safety hazard for bicyclists and drivers as well. He is here to encourage the committee to move forward with this proposal because from what he has studied by promoting bicycle friendly places and encouraging mobility through town it helps to create a greater foundation for the citizenry of Ashland as a whole. He also pointed out personally he gets a little grumpy when he gets stuck in traffic but he doesn't see the parking crisis stopping no matter what we do. Ashland is a growing community and is going to continue to grow. What we really need to do is encourage pedestrians and bicyclists and creating an atmosphere where people can get around easily. He also encourages the committee to look at moving pedestrian traffic across the streets in a quicker fashion and think about other things that can be done such as maybe a trolley or a tram system that will help create a community atmosphere.

## **ANNOUNCEMENTS**

Faught encouraged everyone who came, to stick around and listen to the entire meeting. He pointed out that one of the most important things that he would like to share that he has heard from this committee through the entire process is they would not be on board with a plan that would eliminate 21 (it is actually 18) parking spaces. The plan would have to include a way to come up with a way to replace those parking spots before this committee would move forward. He wanted the people in the audience to know that the committee has seen that as an issue all along and we have some ideas on how to do that. He offered to come to smaller business groups to talk in more detail about the entire plan which includes the 3 lane to 2 lane but it also includes the parking side of things and how we can improve parking long-term.

Dawkins shared that he had spent the last few months studying the downtown '62 plan (included in meeting packet). He found it interesting in that the issues that they were dealing with then mirror the issues of today. The 1967 newspaper article explains the outcry regarding everything that was ramrodded through. He shared that many influential people, including his father worked on that plan, and there are many elements of that plan that he thinks are amazing. All of that aside, the reason he sent these documents in is because most of that plan never happened because people were afraid about the same comments that were made today. For 2 1/2 years this committee, made up of diverse opinions, has been trying to find some sort of consensus.

Slattery shared she feels the newspaper article was very poorly done and when she read it she was very concerned because she didn't think there was factual comments that were in there. She doesn't know why that happened or why the article appeared the way it did because it made it sound as if this plan had been approved by this committee. And those committee members that have sat in on these meetings and had some really important points brought out, this article doesn't mention. She shared that the committee has talked about many of the points that were brought up during public forum (cost, public input process, disruption to businesses etc.). She is very disappointed in the article and she feels it was a huge injustice to the real important considerations and conversations this committee has had and the article gave an unrealistic impression to the downtown businesses. She added there has been some pretty spirited conversations in the past 2 1/2 years with making sure the voices of the downtown businesses are heard.

Chair Young felt moved to respond because his name was in the newspaper article. He sees that the article points



out that it is a proposal, he isn't sure where it gives the impression that it is a done deal. He was asked by the reporter "what if things don't work", to which he referred to the road diet and that there were things that got tweaked. When it references him as saying "it would be implemented on a temporary basis" he said he didn't say that and it is not in quotes. The lesson he took away is you can never be too careful with the media, they try to stir up passion and controversy. He read the article many times and he never saw the article present it as a done deal and he did not do that. He got called by KOBI to do an article today and he turned it to Faught.

Faught said as we move forward in the public process many of the committee members might be approached by the media to get opinions and he thinks staff should be the ones working with the media. In terms of messaging it, it may be much easier for staff to do that. He would like to make that recommendation to this committee. He spoke to the City Attorney today about it and the committee's assignment from the Mayor was to work through this process, not to do the media side of it, although there is no hard rule that says that you can't. There may be subject matters that come up where he does want someone else to provide input but he would like the committee to run these through him to make sure we get the right message out to the public.

Slattery said she wished that Faught had been involved in the article.

Donovan feels the other damage that was done by this article is that this committee has been working for 2 1/2 years on trying to solve the parking problem in the downtown and this is now dovetailing into the this committee for it to be a full package. There are so many questions about costs and where that money will come from, how to not just find those 18 parking spaces but how to find additional parking etc. She wants to be sure nobody loses track of those important questions.

#### **REVIEW FINAL DRAFT**

Kim Parducci, Southern Oregon Transportation Engineering

Parducci said she is back this month to talk some more about some of the multi-modal projects that the committee has been discussing. After listening to the public testimony, she wanted to say that she feels it is wonderful to have people voice their concerns because there hasn't been a lot of that up to this point and it's good to hear and to know what those concerns are. A lot of the concerns are the same concerns that the committee has had and has kept in mind when trying to develop this plan and she feels good about that. The big picture is these projects that are being proposed create the multi-modal aspect of this plan and that may have come in at the last moment but it's a very important part of the plan. She mentioned as Rick Williams pointed out previously, we are at that point now where it is hard to find parking and it's likely going to get worse. So you have a couple of simple options; create more parking with parking garages, shared parking, or you can beef up the multi-modal aspects and that is exactly what this part of the plan does. It creates the connections that do not currently exist for pedestrians, cyclists, and bus riders. By doing that, you open up spaces in the downtown for the customers who drive their cars. This part of the plan balances that; you make the spaces that you do have in inventory stretch further and she feels that is a really important part that is sometimes forgotten when looking at the details of the plan. This plan is really simple in that the multi-modal aspect was taken from the TSP pieces that relate to the downtown area and the bicycle projects, sidewalk projects, transit routes, and the pedestrian projects are in a big effort to connect people to the downtown. People who are capable of using these modes of transportation may choose another mode besides driving and that is the importance of this multi-modal aspect. So the TSP projects are a part of the proposal, as well as additional projects that have come from feedback received since this committee formed. She stressed the 3 lane to 2 lane conversion is not an effort to stretch the road diet into the downtown area. They are trying to find a way to connect all of the users to the downtown and preserve the parking.

Parducci stepped through the 3 lane to 2 lane presentation from the March meeting. She said by creating the narrow section as you come into the downtown, you are channelizing the traffic and flow. The proposal includes removing the signal at Helman and necking it down to 1 lane so that way you are already transitioned and you don't have the back and forth fighting for transitioning. The proposal is also to neck it down into 1 lane in the southbound direction coming into the plaza so that it makes it easier on traffic at Helman to make that left turn movement into the downtown (without the signal). It also makes it easier when you are coming around the loop road by Church Street because now the majority of traffic is going to be in 1 lane and they can pull into the inside lane without having to fight that traffic. It should allow the traffic to flow much better and the pedestrians who aren't having to cross a signal,

would only have to cross 12 feet to get into the island and then cross another 12 feet to get across to the sidewalk on the other side. She said she knows everyone is worried about congestion but when you have signalized intersections you increase congestion. With the signal the congestion typically backs up to Bush Street but by removing the signal you allow the cars to free flow.

There was discussion regarding the center refuge that would be created near Bards Inn. Slattery mentioned this would allow someone who was coming from the north to safely turn left into the Bards Inn parking lot which she recently had mentioned to Faught.

Parducci described how the plan would split the traffic northbound on Lithia, the left lane would be dedicated for the loop road and the right lane would be dedicated for through traffic onto Main Street. Dawkins shared trucks park and unload right in front of Bards in near Helman. He thinks someone should discuss this with Bards Inn.

Parducci went on to explain there has been concerns regarding the safety on Water Street. She said by closing the beaver slide to vehicular traffic a good portion of traffic is eliminated on Water Street which is then having to make that turn at the Plaza. She explained in the section between the loop road and Water Street there are 3 parking spaces being eliminated in front of Patricia Sprague and Brothers Restaurant. In the section between Water Street and Oak Street there are no parking spaces being eliminated but they are incorporating a bus stop, a bike lane that connects all the way into the Plaza which currently doesn't exist, and bulb outs so that pedestrians don't have to cross as far of a distance at the intersections and disrupt traffic for as long. Oak/Main is a failing intersection, by having it signalized it creates better coordination for the vehicle all the way through town and it protects the movement for the pedestrians to cross when it is their turn. On the other side of Oak Street, at Lithia, there is also a signal being recommended, which was a TSP project. Collonge asked about putting a signal at First Street. Faught said in a recent discussion with ODOT, they were actually recommending that as well (to assist with pedestrians crossing) and it is something they will continue to look at that.

Parducci explained that by creating the loading zones it actually provides 2 lanes for through traffic which currently there are times when you have a truck loading on both sides creating only 1 lane to through traffic. The perception might be that we are trying to reduce the lanes but the plan really calls for better utilization of the 2 lanes than what we are currently doing with the 3 lanes. Faught said he has spoken to Diamond Parking and the Ashland Police regarding enforcement of the loading zones because that is a critical piece. Several people were curious to know what the fine would be for impeding traffic. Faught said he would check with Officer MacLennan on that.

Parducci said there were some operational questions at the last meeting so she went back and ran the model and the model showed that southbound on Main Street from Helman to 3rd Street, at 16 mph (which is the average speed in the model) in the existing year it takes 82.5 seconds. Going down to 2 lanes it takes 89 seconds, so under a 7 second increase in the model. She pointed out that the model doesn't factor in trucks being parked in the road so the model is assuming there isn't that problem. In the opposite direction (northbound) it was 78 seconds in the current year and 88.5 seconds in the future year.

Chair Young asked how Parducci feels about the validity of the modeling and is it accurate. Parducci said she feels it is valid and accurate. You calibrate the modeling, set them up using input factors, watch the modeling run and then you go out into the field and you watch how it is operating in the real world. Then you make further adjustments to the modeling if necessary. She said if you can get your base model to look like your real world situation then when you make changes to that base model it should reflect what is going to happen when those changes are implemented. The hard part is getting your base model to look how it really is.

Donovan said one thing the modeling can't do is predict how this will impact the businesses during the period of time in which construction is taking place and what congestion is going to look like during that time. That unknown is the most daunting for her. She said change is inevitable and it's a great thing but she has seen communities that have done major projects based on the assumption that it is going to change behavior in people and that doesn't always work. Faught said he has Jaime Jordan from OBEC working on the cost and construction aspect of this plan. She is in attendance to listen to the feedback and look at the proposals. From a construction perspective the plan is to proceed with minimal impact to the downtown area (night construction, begin with sidewalks first, one lane at a time etc).

Hammond asked about the parking spot that is near the Wells Fargo driveway. She said it appears in the map that it is no longer there and she wanted to know if that loss was accounted for in the 18 parking spaces. Faught said he would look into that because it is hard to tell from the presentation.

Graf said in the design there has been a lot of talk about streetscape and expanding the sidewalks and he was wondering if that is incorporated into these diagrams? Parducci wasn't sure but Faught said Jaime has looked at that and he could have her bring her drawings to a future meeting. He also asked about the X's that are in between every two parking spaces, he was wondering if eliminating those would gain additional parking spaces. Faught said he had that conversation early on with the University of Oregon group and he will go back and pull that information but he doesn't recall it netting any increase. Graf asked how much of this is the current committee being asked to approve and how much of it is being left for the future committee. Faught said it is a little bit different than the parking strategies and what he heard at the last meeting was there are some clear things this current committee needs to see on this 3 lane to 2 lane proposal before they are going to let this go. Dawkins feels the pricing and time stays which have yet to be decided also play a factor. Graf is confused as to what the group is supposed to worry about and what is going to be passed off to the next committee. Dawkins said he agrees but there has to be something tangible that goes to City Council without drilling down into every detail. Faught said he would like to get to a point where everyone is comfortable with the plan. He informed the committee that he has hired an architect to come up with some conceptual drawings to show what the downtown might look like with these multi-modal projects.

Fields said when these projects are undertaken we need to make sure we take into consideration improvements to utilities and take a good look at what utilities are currently existing.

Parducci said she would like to know from the committee what they would like to see in order to be comfortable with proceeding with this. Hammond said costs are still a big question for her and how are those costs going to be paid for. Faught said the cost is around 6 million dollars. Hammond and Slattery asked if that includes upgrading to the new light standards and adding flowers etc. Dawkins said that is a part of the scope of the downtown beatification committee. Jaime Jordan said that figure of 6 million included upgrading the aged utilities, putting in new trees up to the new tree standards, putting in 2 new signals etc.

Slattery mentioned needing to discuss the disruption that this will cause for the downtown and what does that really mean to the businesses. She also asked if the signal is added at First Street how will that "increased congestion" address the climate action plan. Chair Young feels that by making the multi-modal connectivity happen you are going to do a lot for the climate action plan by encouraging and making it safer for people to travel as pedestrians and bicyclists. He also added that future trends are showing that younger people are driving less and want to be more active. Donovan said she has an issue with the assumption that if you build it people are going to use it. She doesn't think you are going to see that many people changing their behavior. Slattery thought maybe her question was misunderstood. She said several years ago there was a pedestrian death at the intersection of Main and First Street so she isn't opposed to having a signal at that intersection. She was curious because she knows we are committed to a climate action plan. She wonders if it is actually a better solution to have that intersection signalized since every block prior to that is going to have one. Parducci said ODOT thinks so and we are going to model it. Dawkins said an example is on Central Avenue in Medford near Rogue Community College (RCC). The traffic seems to move through there and they certainly have a huge amount of pedestrian traffic with the library and RCC.

Dawkins said one other thing that Fields made him think about is how tight the bridge over Water Street is. Whenever he has ridden his bike there, it is very tight. He isn't sure that is going to feel comfortable for the average bike rider. Faught said they looked at standard widths all the way through but they will take a look again. He also pointed out that during a recent conversation with Rick Williams he pointed out that all of our bike racks in town are full even without having many bicycle facilities and for him that is a strong indication the desire is there.

Graf pointed out he thinks the plan itself needs to change. It looks like the multi-modal portion of the plan is an add on and was thrown in at the last minute. There is nothing that talks about the vision for redesigning Main Street except the maps. It also doesn't include the requirements to this committee being able to support the plan (making the 18 spaces whole, not disrupting the businesses etc.). The charge to the Parking Advisory Committee and the charge

to the Parking Manager have nothing to do with the construction of multi-modal projects so it is unclear where all of this goes. Faught said this is a draft plan and they tried to pull what they could together in time for this meeting. Also, he made it very clear to the Council at this week's study session that the multi-modal piece will go through the Transportation Commission. Graf thinks it should all be spelled out within the plan before they are asked to support it.

Slattery said she appreciated Graf's comments. She feels like the plan needs an overarching statement for their efforts of what they are doing and what the intention is. She had people in her office for 2 hours yesterday and she feels it is critical to have a statement of what the mission is and that we want public input. She encouraged others to send their suggestions to Faught and he said he would appreciate the feedback. He added we will continue to tweak the document and make it flow better. He doesn't think we can get it done in time to get it out to the public before summertime so rather than try to do it during the summer when people are gone, at this stage maybe the committee might go a few months without meeting.

Faught said the City Administrator wanted him to point out the section that talks about the Downtown Parking Coordinator position needs to include "the structure of the parking management program is subject to the City Administrator's discretion". He needs to decide where that plan goes. He is saying he is ok with the Parking Coordinator position but if this plan is approved he will decide where that position goes.

Chair Young wanted to share he has caught an undercurrent that people feel he pushed the narrative that ended up in the newspaper and if that is true he wants to dispel that. He said he got called by the reporter and assumed Faught had told them to talk to him as the Chair. Donovan said the reporter had called her too but she didn't return her phone call. She had also received a phone call from another reporter and she said she wasn't qualified to answer those questions and she gave him the name of Faught. Young said he was very careful about how he framed his statements. Faught said it sounds like we have that figured out for the future.

#### **NEXT STEPS**

The next meeting will be held on May 4, 2016 at 3:30 p.m.

#### **ADJOURNMENT**

Meeting adjourned at 5:30 pm

Respectfully submitted,

Tami De Mille-Campos, Administrative Supervisor

1. <sup>Do</sup>~~Can~~ we all agree that the inability to find a parking space has a direct affect on businesses?
2. Would it be important for a city such as Ashland to attempt to match parking supply with demand?
3. We live in a community of elderly people. Many have disabilities that do not allow them to walk long distances?
4. From my observations the majority of people who attend the plays are older (with the exception of those who come from schools in buses). Do we really want those elderly people to get frustrated and not come to the plays or in our businesses anymore?

SUBMITTED AT MEETING

SPEAKER #2

5. I have experienced on many occasions what it is like to have one lane of traffic when road work is being done and people get frustrated trying to deal with one lane, cut in in front of you, honk, and "feel the pain". Do we want that for our tourists?

6. Has anyone done a study of how long trucks come into our community and stay to unload and how long those individual spaces for truck unloaded would sat vacant from 8:30AM - 5:00PM? I imagine they would be vacant a lot which would even frustrate those who were looking for a parking space even more than if we didn't have those?

7. If we are going to put the customer first then it is necessary to start before they reach the front doors of our stores and that is by finding a parking place?

8. One of the reasons more people are buying online is because of convenience and one of the main reasons is travelling to the store and then finding parking. Why would we want to inconvenience them even more? — over

9. Frustrating, horrible, painful, terrible, bad idea, as bad as the homeless situation, come here to get out of traffic + parking problems—

April 6, 2016

Letter to the Editor;

I feel it is important to add my comments to the committee who is looking at the downtown of Ashland traffic patterns.

It is beyond my comprehension how taking 21 parking places away from the downtown area that is already struggling with parking during the year would help anyone who lives or shops in this town. As a retail merchant in this town and real estate owner I find it incredible that you would even consider taking a lane out of the town for driving, parking or deliveries when the town already struggles to stay alive and viable.

I am a bike rider and enjoy the bike path and feel there is plenty of room to safely bike downtown.

If I am not shopping on my bike I prefer to bike on the bike path and if shopping on my bike find it is safe and easy to ride through the downtown area. However I am more concerned with the general demographic of this town which has a majority of older citizens in this area. I also know that the majority of travelers who come into town to enjoy our shops, theatre and restaurants are also older. We need to keep it easy for them to park and shop in this town. Even parking 3 blocks away can change a person from an in store shopper to an online shopper.

Changing patterns of parking and traffic would destroy this town and we would soon look like so many downtown areas including Medford which cannot keep its downtown from struggling and empty. Being in retail business is already very difficult in a small town and if you cannot easily park and walk into a shop you will use your phone or computer and shop on line.

I strongly urge everyone who is interested in the viability of our charming downtown area to write, go to meeting about this huge possible change for Ashland. When I first moved here in 1977 lots of store fronts were boarded up and there was not a strong downtown, few shops, few good restaurants. If we are not very careful NOW we could again go that way.

JULI Teitelbaum



SUBMITTED AT MEETING  
SPEAKER #6





# JACKSON COUNTY

## Parks

### Roads & Parks

Jenna Stanke Marmon  
*Bicycle/Pedestrian Program Manager*

7520 Table Rock Road  
Central Point, OR 97502  
Phone: 541.774.6231  
Cell: 541.941.6224  
Fax: 541.774.6295  
stankejs@jacksoncounty.org  
[www.jacksoncounty.org](http://www.jacksoncounty.org)

April 6, 2016

Ashland Downtown Parking & Multi-Modal Circulation Committee

RE: Proposed multi-modal improvements

Dear Chair Young and Members of the Committee:

I have reviewed the Multimodal Downtown Projects portion of the Ashland Strategic Parking Management Plan and would like to offer information that could be helpful as you review the proposal. I would first like to clarify that Jackson County is not taking an official position on this topic and my comments do not in any way reflect otherwise.

I have been involved in application processes for several different transportation funding programs as an applicant and also as a reviewer as part of my experience serving on the Oregon Bicycle and Pedestrian Advisory Committee. It may be helpful for the Committee to think about these considerations/criteria themes that are included in programs such as the Connect Oregon and STIP Enhance in relationship to the downtown proposal:

- Connectivity
- Safety and Public Health
- Accessibility and Mobility
- Economic Benefits
- System Efficiency and Utilization
- Environmental Stewardship

I would specifically like to elaborate on a few of these topics: economic benefits, safety and connectivity.

**Economic Benefits:** A quick Google search on “economic impacts of bike lanes” will lead you to pages and pages of articles, case studies and research on the economic benefits of better infrastructure for people to walk and bike. Sure, many of these are from Portland, New York City, San Francisco, etc. but there are examples from smaller neighborhoods within those cities, as well as studies in places that aren’t typically considered “bikey” like Fort Worth, Memphis and Iowa.

Good infrastructure for people to walk, bike and take transit helps communities attract the talented workforce that business owners need to be successful and helps them save money on healthcare—their employees can build activities into their daily routine, which is critical for long term, sustainable health.

**SUBMITTED AT MEETING**

**SPEAKER #9**

Tourism provides another economic opportunity—Jackson County, in partnership with the Ashland VCB, Ashland Parks, Siskiyou Velo, and others, will be holding an inaugural Up and Down Bike Ride which will highlight the recently designated Cascade Siskiyou Scenic Bikeway. Our goals are to tap into and increase the \$400 million annual economic impact from bicycle tourism in Oregon.

Whether the economic benefits come from people who arrive on foot or by bike visiting local businesses more often and spending more money over time, or from attracting visitors who want to bike around the community or wander on wide, comfortable sidewalks, building better infrastructure results in better business.

**Connectivity:** Jackson County successfully proposed a Region Active Transportation Plan with support and funding from the Rogue Valley Area Metropolitan Planning Organization. This plan will focus on connecting regional destinations with low stress, high comfort facilities for people to bike and walk, with an emphasis on connections to transit. Regional destinations will include city centers, employment, health care, shopping and other critical community resources. Connecting people to and through downtowns will be a goal, and projects like this proposal will likely be identified as important to our Region.

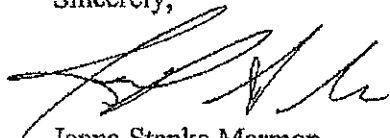
**Safety & Health:** Over 30,000 people die on our roadways every year in this country. The trends are not good, Oregon saw a 27% increase in fatalities 2015, and pedestrian deaths surged nationally by an estimated 10%.

Reducing vehicle speeds and pedestrian crossing distance and improving pedestrian visibility by adding bulb outs can save lives and is a proven safety countermeasure, and adding bike lanes where there are currently none is also a proven safety countermeasure per the Federal Highway Administration.

In addition, there are many people who are reluctant or hesitant to walk or bike because they don't feel safe, and making these kinds of improvements will capture a wider number of community members who will be willing to navigate around traffic if there is a designated space.

I hope you will consider these factors as you make this very important decision for Ashland and for our region as a whole. Please do not hesitate to contact me for reference material or for more information, I am happy to be a resource.

Sincerely,



Jenna Stanke Marmon  
Bicycle/Pedestrian Program Manager

# SUBMITTED AT MEETING



264 EAST MAIN STREET  
ASHLAND, OR 97520  
www.prizeshoppe.com  
541-282-4970

\*\*\*\*\*

April 6, 2016

ATTN: Mayor John Stromberg  
City of Ashland Public Works  
Downtown Parking Mgmt. and Circulation Ad Hoc Transportation Committee  
Committee Chairman David Young

My name is Jennifer Streit and I am a downtown small business merchant. My shop PRIZE at 264 East Main between First and Second Avenues has been open for 11 years. I was born and raised in this beautiful town and am proud to now own a downtown retail business here.

So much of what is special about Ashland is the unique and varied shops downtown.

I strongly feel this current proposal to eliminate parking in favor of a bike path and a loading zone would definitely affect downtown merchants, especially in the zone that would lose parking spots. I already hear from many of my local customers and repeat tourists that they couldn't find nearby parking. And, this is not just in the busy summer season. I can't imagine the fallout of losing 21 parking spots as well as the time and length of construction to implement this proposal.

There is already an existing bike path that covers that section of town that could be further promoted to divert bicycles from the downtown area.

I hope you will hear the voices of the merchants that will be most effected by this proposal.

Thank you for your time.

Sincerely,

Jennifer Streit 541-282-4970

# SUBMITTED AT MEETING

**Subject:** Proposed Downtown Bike Lane 'Diet'  
**From:** Cripple Creek <cripplecreekmusic@gmail.com>  
**Date:** 4/6/2016 1:03 PM  
**To:** <mike.fought@ashland.or.us>

Mike,

This idea, though well intentioned, would be a disaster for downtown businesses. There are not enough parking spaces as it is. Taking away 21 more would make it almost impossible to shop downtown.

The biggest change in Ashland the past 30 years is not population (which reached about 20,000 in 1980, and has more or less stayed around that figure since) but car traffic. For 25 years after World War II, there was basically one car per family. Now virtually everyone of driving age has a car, leading to an explosion in car traffic.

Anyone who tries to shop downtown, or attend the bars, restaurants, Shakespeare, Varsity Theater or Oregon Cabaret Theatre, can never count on finding a spot NOW, let alone with 21 fewer spaces.

The diets on East Main, North Main, and Siskiyou Blvd have been a great blessing for everyone, but especially the bikers. And it did not affect the parking for the businesses in those areas. But downtown is truly different - it would decisively impact the businesses here.

This is simply a disaster. The negative impact on local businesses would far outweigh the benefits for bikers. Please reject this idea.

Ed Wight  
Office Manager  
Cripple Creek Music

P.S. One quick anecdote. 20 years ago, my mother was in her 70s and walked with a cane. She loved to buy Hallmark greeting cards at Ashland's only outlet for them, the Ashland Drug Store on when it was still on Main Street. She couldn't walk very far from her car - and she could rarely find a parking space close to the Drug Store THEN. And again, that was 20 years ago.

So she started driving to the Hallmark Store in Medford, depriving another Ashland merchant of her business solely because she couldn't find a parking space. She died in 2004, showing you how long Ashland has had a parking problem downtown.

Please don't make it worse.

# SUBMITTED AT MEETING

Tami Campos

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**From:** Stuart Green <[sgreen@ashlandfood.coop](mailto:sgreen@ashlandfood.coop)>  
**Sent:** Tuesday, April 05, 2016 2:54 PM  
**To:** Tami Campos  
**Subject:** Comment on proposal to realign East Main St.

Greetings Tami,

I am the Sustainability Coordinator at the Ashland Food Co-op. I'm sending this comment in support the proposal to create dedicated bike lanes, reduce the number of vehicle lanes, add traffic control signals, and improving pedestrian infrastructure.

I interface often with community members and visitors; in my experience most folks are supportive of developing alternatives to conventional transportation. Having a town that is pedestrian and bike friendly is key to our Ashland identity and experience, and directly bolsters our tourism-heavy economy. In addition, developing lower-carbon, multi-modal transportation options will be an important strategy as Ashland begins forming the City's Climate and Energy Action Plan.

Thank you,  
Stuart Green

--  
Stuart Green  
Sustainability Coordinator  
Ashland Food Co-op  
(541) 482-2237

**ASHLAND HISTORIC COMMISSION**  
**Meeting Minutes**

April 6, 2016

**Community Development/Engineering Services Building – 51 Winburn Way – Siskiyou Room**

**CALL TO ORDER:**

Commission Chair, Mr. Skibby called the meeting to order at 6:03pm in the Siskiyou Room at the Community Development and Engineering Offices located at 51 Winburn Way, Ashland OR 97520.

<b>Commissioners Present:</b>	<b>Council Liaison:</b>
Mr. Skibby	Carol Voisin
Mr. Shostrom	
Mr. Giordano	<b>Staff Present:</b>
Mr. Ladygo	Mark Schexnayder; Staff Liaison
Mr. Swink	Regan Trapp; Secretary
Mr. Emery	
<b>Commissioners Absent:</b>	Ms. Kencairn (U)
	Mr. Whitford (E)

**APPROVAL OF MINUTES:**

Shostrom motioned to approve minutes from March 2, 2016. Swink seconded. Giordano and Ladygo abstained.

**PUBLIC FORUM:**

There was no one in the audience wishing to speak.

**COUNCIL LIAISON REPORT:**

Voisin gave the Council Liaison report. Items discussed were:

- Mayor Stromberg to give his report on findings to the Public Arts Commission process on April 18<sup>th</sup>.
- A report from Public Works from the Multi-module committee was submitted in regards to the parking plan.
- The proposal to close a lane on N. Main to allow for a bike lane and loading zones (Road Diet) will go out to the public for vote. Voisin to ask Mr. Faught for a finalized report and presentation to go before the Historic Commission.
- Cost of parking tickets to increase to 22.00.
- Polluted soil in RR district to be taken out by rail. Approximately 7 acres will removed with new soil put in starting in the fall of 2016.
- The winter shelter for the homeless at Pioneer Hall to continue for another year. The contract is being reviewed for updates.
- Aggressive panhandling ordinance has been updated.
- Water bills will see an 8 % increase. The funds will go towards a new water treatment plant.

Skibby asked Voisin for an update on Iron Mike. Voisin stated that there will be a celebration on or around July 4<sup>th</sup> and would like the Historic Commission to be involved.

Skibby asked that discussion items be moved to the top of the agenda so that Dan Merrill may speak first.

**DISCUSSION ITEMS:**

- Historic Markers project update – Golden Spike historic marker

Dan Merrill spoke about the Golden Spike historic marker in RR Park. Mr. Merrill went into detail about the circular plaque that will be mounted on a rock near the historic site. The total cost for the plaque will be about \$600.00 and most of the plants around the site will be donated at no cost. He would like any one that has any input on this project to please contact him directly. There will be a dedication and ribbon cutting later this year.

Skibby read aloud the procedure for public hearings.

**PLANNING ACTION REVIEW:**

**PLANNING ACTION:** PA-2016-00387

**SUBJECT PROPERTY:** 95 N. Main St.

**OWNER:** Dan Durant

**APPLICANT:** Kistler Small and White, LLC

**DESCRIPTION:** A request for Site Design Review approval for exterior changes to a contributing property in the Downtown Historic District. The proposal is to make changes to the front façade of the building facing N. Main St. incorporating some of the features from the original historic structure and to make changes to the rear façade to allow for the addition of an accessible restroom in Brother's Restaurant.

**COMPREHENSIVE PLAN DESIGNATION:** Commercial - Downtown; **ZONING:** C-1-D; **ASSESSOR'S MAP:** 39 1E 09BB; **TAX LOT:** 5700

There was no conflict of interest or ex-parte contact with the applicants. Swink mentioned he spoke with Mr. Small on the street but there was no information exchanged regarding the project.

Schexnayder gave the staff report for PA-2016-00387.

Skibby opened the public hearing to the applicant.

Mr. Matt Small of Kistler, Small and White addressed the Commission regarding PA-2016-00387. Mr. Small spoke in depth about phase 2 of the project.

Skibby closed the public hearing and opened to the Commission for discussion.

The Commission discussed things such as structural upgrades, door and window changes, and the loss of residential units.

Mr. Small asked for rebuttal time and it was granted. During his rebuttal time he referenced the fact that the condo will help pay for the building project. He went on to say that the window frame material should not be the one thing to hold up this project.

Mr. Dan Durant, owner of Brother's Restaurant wanted it stated on record that the windows will be changed to wood.

- Ladygo motioned to approve PA-2016-00387 with below recommendation. Swink seconded. No one opposed.
  - **That painted or finished wood windows be used.**

**NEW ITEMS:**

- Review board schedule
- Project assignments for planning actions
- Historic Preservation Week winner selections and description blurbs.
- Election of new officers

Historic Preservation Week winner selections were made and below are the recipients and Commissioner's assigned to each project:

- 100 Sixth Street, Historically Compatible Residential Addition – SWINK
- 270 N. First, Historically Compatible Single Family Residence – EMERY
- 30 S. First, Historically Compatible Commercial Building – SHOSTROM
- Chautauqua Walkway, Civic Award – LADYGO
- Richard Hay, Individual Award - WHITFORD

It was discussed that all blurb and photos be turned into Trapp by April 29<sup>th</sup> to ensure the packet be made on time.

Election of new officers for Historic Commission were completed. Giordano motioned to elect Shostrom as Chair and Skibby as Vice-Chair. No one opposed.

#### **OLD BUSINESS:**

- City Council presentation – April 19, 2016

Ladygo to present at the City Council meeting on April 19, 2016.

#### **COMMISSION ITEMS NOT ON AGENDA:**

There were no items to discuss.

#### **Review Board Schedule**

April 14 <sup>th</sup>	Terry, Kerry, Andrew
April 21 <sup>st</sup>	Terry, Sam, Bill
April 28 <sup>th</sup>	Terry, Tom, Dale
May 5 <sup>th</sup>	Terry, Keith, Bill

#### **Project Assignments for Planning Actions**

PA-2014-01956	Lithia & First	All
PA-2014-00710/711	143/135 Nutley	Swink & Whitford
PA-2014-01283	172 Skidmore	Shostrom
PA-2014-02206	485 A Street	<b>Need Re-assigned</b>
PA-2015-00178	156 Van Ness Ave	Kencairn
PA -2015-00374	160 Lithia Way	Emery
PA-2015-00878	35 S. Pioneer	Ladygo
PA-2015-01496	35 S. Second-Winchester Inn	Shostrom
PA-2015-01695	399 Beach	Skibby
PA-2015-01769	860 C	Ladygo
PA-2015-01517	209 Oak	Shostrom
PA-2015-02203	868 A Street	Whitford
PA-2016-00073	151 Pioneer	Swink
PA-2016-00275	574 Allison	Emery
PA-2016-00387	95 N. Main	Shostrom

#### **ANNOUNCEMENTS & INFORMATIONAL ITEMS:**

Next meeting is scheduled May 4, 2016 at 6:00 pm.

*There being no other items to discuss, the meeting adjourned at 8:35pm*

Respectfully submitted by Regan Trapp



# CITY OF ASHLAND

## ASHLAND PLANNING COMMISSION REGULAR MEETING MINUTES APRIL 12, 2016

### 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:**

Troy J. Brown, Jr.  
Michael Dawkins  
Debbie Miller  
Melanie Mindlin  
Haywood Norton  
Roger Pearce  
Lynn Thompson

#### **Staff Present:**

Bill Molnar, Community Development Director  
Derek Severson, Associate Planner  
April Lucas, Administrative Supervisor

#### **Absent Members:**

None

#### **Council Liaison:**

Greg Lemhouse, absent

### ANNOUNCEMENTS

Community Development Director Bill Molnar announced the commission's May meeting will include two Type II public hearings. He also stated the City Council has initiated three new items that will come before the commission in the next few months: 1) an amendment to the comprehensive plan to remove the Citizen's Planning Advisory Committee, 2) amending a condition regarding the cleanup of the railroad property, and 3) a proposed zone change for a parcel on Pioneer Street.

### AD-HOC COMMITTEE UPDATES

Commissioner Dawkins provided a brief update on the Downtown Parking Management & Circulation Committee and noted the City Council held a study session on the recommendations. He added a recent article in the Daily Tidings has set off a firestorm of comments from downtown business owners.

### CONSENT AGENDA

#### **A. Approval of Minutes.**

1. March 8, 2016 Regular Meeting.

Commissioners Miller/Brown m/s to approve the Consent Agenda. Voice Vote: all AYES. Motion passed 6-0. Commissioner Thompson abstained.

### PUBLIC FORUM

No one came forward to speak.

### TYPE III PUBLIC HEARING

#### **A. PLANNING ACTION: PA-2016-00229**

**SUBJECT PROPERTY:** 87 W. Nevada St., 811 Helman St. & 127 Alameda Dr.

**OWNERS:** Wilma, LLC (Greg & Valri Williams)

**APPLICANTS:** Verde Village Development, LLC/KDA Homes, LLC

**DESCRIPTION:** A request for modification of the Outline Plan approval and Development Agreement, and Final Plan approval for the Verde Village Subdivision located at 87 West Nevada Street, 811 Helman Street and 127 Alameda Dr. The modifications proposed involve changes to the property lines; building envelopes; the number of detached and attached units; the approved landscaping plan; and the approved public/private space plan for Phase II, the single family portion of the Verde Village Subdivision. **COMPREHENSIVE PLAN DESIGNATION:** Suburban Residential & Single Family Residential; **ZONING:** R-1-3.5, R-1-5 and R-1-7.5; **ASSESSOR'S MAP:** 39 1E 04B; **TAX LOTS:** 1100, 1400, 1418 and 1419.

Commissioner Mindlin read aloud the public hearing procedures for land use hearings.

### Ex Parte Contact

Commissioners Norton, Thompson, Pearce, and Brown conducted site visits. No ex parte contact was reported.

### Staff Report

Associate Planner Derek Severson provided the background information on this project. He stated in 2007 the City did a land exchange, annexation, Comprehensive Plan map and zoning map change, and a number of other approvals for this 68-unit residential development. The 15 affordable unit development called Rice Park has been completed and is occupied; Phase 1 is the cottages and the applicants are in the process of installing civil improvements; and the current request is to modify the outline plan approval for Phase 2 which is the single family portion of the development.

Mr. Severson provided an overview to the requested changes, which would modify the existing approval to:

- Add property lines around 25 of the 28 single family lots.
- Add building envelopes in the new property lines.
- Detach 4 of the 6 previously attached units.
- Set a maximum house size for the proposed homes.
- Modify the open space treatment.
- Clarify the solar access for the proposed homes.

Mr. Severson commented on the project's original approval and asked the commission to consider whether the changes to the open space would alter the fundamental character of the original subdivision approval. He stated staff has some concerns that maximizing the building envelopes and having the potential to move the buildings closer together has the potential to enclose the open space and lose a lot of that character. He added other issues the commission may wish to discuss are: 1) Are the standard setbacks appropriate or is more openness necessary? 2) Are the pathways and open space landscaping treatment acceptable? 3) Is a 4 ft. fence height along the open space appropriate? 4) Is the "Millpond Standard" for solar access acceptable? 5) Does the allocation of coverage from open space keep with the purpose and intent of the Performance Standards?

### Questions of Staff

Commissioner Mindlin stated she is unclear on what the applicants are proposing for setbacks. Mr. Severson clarified they are proposing 10 feet, which is the standard requirement, but they have not stated whether this will be 10 feet per story for 2-story homes.

Mr. Molnar commented on the Millpond solar standard which limits shadows to not more than 4 ft. on buildings to the north, but stated if there is no building to the north this could lead to greater shading of yard areas that could otherwise be used for garden space.

Mr. Severson commented on the original approval and explained the initial plan had conceptual footprints and it was understood that these would need to be fine-tuned at final plan. However the area between the structures is changing by more than 10% which is why the applicants are needing a modification. He noted there were a variety of building

sizes shown on the original approval and the applicants are seeking flexibility, but questioned the impact if every new home pushes the limit and builds up to the 2,500 sq.ft. proposed max.

Mr. Severson clarified staff's primary concern is that the proposed changes could change the way the open space functions within the development. If the buildings are much closer to it and there is fencing along the back and a pathway down the middle, it changes this from a place to gather to a thoroughfare.

### **Applicant's Presentation**

**Greg and Valri Williams/744 Helman**/Stated they are proud of this project and believe it is the future of what housing should be. Mr. Williams stated they want to attract a wide variety of residents and have an engaging neighborhood that shares in a vision for sustainability. Mr. Williams commented on the open space that will be provided, but stated they also want people to have private space and the ability to grow their own food or raise chickens. Ms. Williams stated Phase 2 is the single family portion and these have always been envisioned as traditional lots. The homes will be energy efficient and they want to make sure the housing placement will accomplish their goals. Ms. Williams stated this is a great project a long time in the making and asked for the commission's support.

**Mark Knox/604 Fair Oaks**/Reviewed some of the elements of the project and stated any reference to this project losing its creativity is incorrect. Mr. Knox stated they are proposing to improve on Phase 2 and commented on the orientation of the proposed houses. He stated it is preferred to orient them to the public realm, and not just the front but the back as well. He clarified they are proposing property lines and building envelopes that will give them the flexibility to work with a buyer who may wish to alter the footprint slightly. He noted because of the original agreement any minor modification such as a one or two foot adjustment from one side to the other would require hearings in front of the Planning Commission and City Council. He stated the building envelopes proposed serve as a placeholder and allow for that flexibility. Mr. Knox clarified the setbacks will be 10 feet per story, and commented on the landscaping plan for the open space. Mr. Knox stated this development will have a solar reserve area, all homes will be photovoltaic ready, and there will be vehicle charging stations in every garage. He noted they are committed to Earth Advantage Platinum and believes their proposal improves on an application that was already impressive to start with. He stated they meet all the criteria and asked for the commission's approval.

### **Questions of the Applicant**

Commissioner Brown commented that the original concept was undoable and unrealistic and asked why that was originally presented. Mr. Williams stated it is not that it was unfeasible, but rather this is a big project and there were items that were not taken into account at that stage.

Mr. Williams commented on the building envelopes and stated they would like the flexibility to put a smaller home there, but they will never be bigger than shown. He stated they were surprised to find out a lot of people wish to downsize and they would like to provide this flexibility.

Commissioner Mindlin asked what will be included in the development's CC&Rs. Mr. Knox stated the treatment of fences, the responsibility of the open space, as well as any conditions of approval placed by the City will be included. Mindlin also asked what the applicants are proposing for the garage size. Mr. Knox acknowledged that this had not been clarified and stated a 540 sq.ft. limit would be appropriate.

Mr. Knox clarified the proposed building envelopes provide flexibility to make the houses smaller or shift them from one side to another. Mr. Knox was asked if it would be possible to place a 2,500 sq.ft. house with a 540 sq.ft garage on each of the lots and he responded that a number of the lots are smaller and while it might be possible to have a 2,500 sq.ft. house it would have to be two-stories and they would still have to meet the solar requirements.

### Public Testimony

**Fred Gant/715 Sunrise/**Stated he is a state licensed energy assessor and certifies Earth Advantage Homes and stated he is in full support of this project. Mr. Gant stated it is very exciting to see what has been put together and stated this would be the first Earth Advantage subdivision in southern Oregon. He stated the applicants are bringing a lot of environmental and sustainable benefits by going from gold to platinum and stated this project is a great design and will be good for the people and good for the city.

**Shawn Schreiner/330 E Hersey/**Stated he is the owner of True South Solar and gave his support for the project. Mr. Schreiner stated it is very unique to have solar readiness and this is the exactly the sort of thing Ashland needs. He noted that his company does a lot of retrofits and many clients aren't able to accomplish their goals, and stated this development won't have any of those problems.

### Applicant's Rebuttal

Mr. Knox stated this is a unique project and there has never before been a residential development in Ashland that meets this level of effort. He stated they meet all the approval criteria and asked for the commission's support.

### Deliberations & Decision

Commissioner Brown commented that the modifications are a large change from what was originally anticipated; the changes are not right or wrong but they do change how this project was originally laid out. Commissioner Miller stated this plan makes more sense than the previous one. Commissioner Pearce agreed and stated while this is a big change he believes it meets the standards and criteria. Commissioner Norton commented that the houses will be significantly bigger and have fences and stated the flow and feel that was originally approved is not there anymore. Commissioner Thompson stated it does not fail to comply with the standards, but questioned if there was a quid pro quo earlier in the process that it would be done differently. Commissioner Dawkins stated there is nothing undetailed about this project and commented on the overall concept. He stated he does not have a problem realigning it but there was a land trade, annexation, and a number of amendments that were made and believes this is a policy decision that needs to be made by the City Council. Staff clarified the Planning Commission's role is to make a land use decision based on the performance standards criteria with a recommendation on whether the City Council should incorporate it into their final decision. The City Council will have to decide if the proposal is still true to the overall annexation and development agreement. Commissioner Thompson stated they could find the proposal meets the performance standards but they question whether it meets the implied or expressed assumptions and understandings that were part of the development agreement; that is the purview of the City Council and they encourage them to take a close look at this decide from a policy perspective if they are comfortable allowing these changes. Commissioner Mindlin stated she does not recall the open space being a big part of the original decision, it was more about energy efficiency, green building standards, solar capacity, green streets, etc. She stated it is appropriate to highlight this change to the City Council, but does not believe it destroys the whole sense of the project. Mindlin added she is not in favor of the allocation of open space coverage requested by the applicant and stated this limitation will keep the home sizes down and reduce impervious surface.

Commissioners Pearce/Thompson m/s to approve the application for the modification of the outline approval with the follow conditions: 1) to not approve the allocation of open space coverage to individual lots, 2) to add a condition that they include in their CC&Rs for no solar blocking, 3) add a condition for a 540 sq.ft. limit for garage space for each lot, 4) add a condition that the streetscapes be maintained by the homeowners association, 5) add a condition that the applicant maintain solar standard A, and 6) all other conditions recommended by staff. The Commission also recommends the City Council consider whether this meets the Council's understanding and intent of the development agreement. **DISCUSSION:** Commissioners Thompson, Brown, Dawkins, Pearce, Miller, and Mindlin, YES. Commissioner Norton, NO. Motion passed 6-1.

## TYPE II PUBLIC HEARING

### **A. PLANNING ACTION: PA-2016-00410**

**SUBJECT PROPERTY:** 475 University Way

**OWNER/APPLICANT:** State of Oregon/Southern Oregon University

**DESCRIPTION:** A request for Site Design Review, Conditional Use Permit and Tree Removal Permit approvals to allow the renovation of 15,147 square feet of the existing Southern Oregon University (SOU) Theater Building; a 13,238 square foot addition to the Theater Building to accommodate new teaching facilities; and a 6,468 square foot addition to accommodate relocation of the Jefferson Public Radio (JPR) program for the property located at 475 University Way on the SOU campus. A Conditional Use Permit is required because the adopted SOU Master Plan currently identifies a different location on campus for the JPR program, and a Tree Removal Permit is required because the request includes the removal of 25 trees, including eight significant trees which are over 18-inches in diameter at breast height (d.b.h.) and therefore require Tree Removal Permits. **COMPREHENSIVE PLAN DESIGNATION:** Southern Oregon University; **ZONING:** SO; **ASSESSOR'S MAP& TAX LOT:** 39 1E 10CC Tax Lot #5700 and 39 1E 09DD Tax Lot #7900.

### Ex Parte Contact

Commissioners Dawkins, Miller, Brown, Mindlin, Pearce, Thompson, and Norton declared site visits. No ex parte contact was reported.

*Commissioners Dawkins/Pearce m/s to extend meeting to 10 p.m.*

### Staff Report

Associate Planner Derek Severson reviewed the proposal to add a 13,238 sq.ft. addition to accommodate new teaching facilities for the university and add a 6,468 addition to accommodate the relocation of Jefferson Public Radio. He stated the application includes substantial regarding of the parking area to address ADA and displayed the applicant's renderings and drawings. Mr. Severson reviewed the tree removal and planting plan and stated both staff and the Tree Commission are recommending against the removal of the redwood tree located in the parking lot island, and staff would like to see the cedar tree retained as well. He stated staff is recommending approval with the conditions as listed, which includes the recommendation from the Tree Commission.

### Applicant's Presentation

**Mandy Butler, TVA Architects/Kerry KenCairn, KenCairn Landscaping/Ms.** Butler stated this project increases the capacity for theater education on SOU's campus and she is very happy to be a part of this project. Ms. KenCairn stated the main issue seems to be the trees and explained the intent is to have visual connectivity from Mountain Street to the new building and the three evergreens blocked that. She stated they will retain one redwood, but the other redwood with the split trunk will only last 5-10 more years and the cedar must be removed because it is located in the path of the driveway. Ms. Butler explained that changing the island creates a gateway and invokes the public into that space. She added the building's design allows activity on the inside to be visible outside and will engage the public in a way that does not currently exist. Ms. Butler clarified the renderings in the application did not include the trees because it blocked the view of the building, however the large evergreen will still be there as well as the other trees listed on the planting plan. She clarified their proposal is to remove one evergreen and one cedar and keep the other redwood. The redwood with the split trunk will be removed and this will allow the other tree room to grow.

*Commissioner Mindlin closed the hearing and the public record at 9:50 p.m.*

### Questions of Staff

Mr. Severson commented on the recent visit from James Urban who provided a presentation on Urban Trees in Ashland and concurred with the applicant's statement. Mr. Urban found that Ashland has too many trees planted close together and we should be giving them more room to grow.

Deliberations & Decision

Commissioners Dawkins/Thompson m/s to approve PA-2016-00410 and remove condition #4 which accepts the Tree Commission's recommendation. Roll Call Vote: Commissioners Miller, Dawkins, Thompson, Brown, Norton, Pearce, and Mindlin, YES. Motion passed 7-0.

ADJOURNMENT

Meeting adjourned at 9:55 p.m.

*Submitted by,  
April Lucas, Administrative Supervisor*

**CITY OF  
ASHLAND**  
ASHLAND PLANNING COMMISSION  
STUDY SESSION  
MINUTES  
APRIL 26, 2016

**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:**

Troy J. Brown, Jr.  
Michael Dawkins  
Melanie Mindlin  
Haywood Norton  
Roger Pearce  
Lynn Thompson

**Staff Present:**

Bill Molnar, Community Development Director  
Maria Harris, Planning Manager  
April Lucas, Administrative Supervisor

**Absent Members:**

Debbie Miller

**Council Liaison:**

Greg Lemhouse, absent

**ANNOUNCEMENTS**

Community Development Director Bill Molnar stated the City Council passed first reading of the airport code amendments and announced there will be two public hearings at the May meeting. He highlighted the 25<sup>th</sup> anniversary of the city's housing program and stated the City Council held a study session to discuss permanent strategies for the housing trust fund. Mr. Molnar also announced the wildfire ordinance discussion has been postponed in order for more outreach to occur with the other commission chairs and to evaluate if there are opportunities aside from a regulatory approach.

**PRESENTATION**

**A. Tiny Home Presentation by Andrew Morrison.**

Community Development Director Bill Molnar introduced Andrew Morrison and provided some background information on the tiny house movement.

*The commissioners and staff left the council chambers to take a short tour of a tiny house model parked outside.*

Mr. Andrew Morrison gave a presentation on tiny houses. He explained a tiny house is a self-contained dwelling unit that has electrical, plumbing, and hvac systems and can be hooked up to standard sanitation systems. Tiny houses are being used by college students, first time home buyers, couples, families, retirees, caretakers, disabled home owners, and for transitional housing. Mr. Morrison stated the existing problems in the housing sector has created a disparity between what people can afford and what is out there. He stated tiny houses can have fine details and fine craftsmanship and can be a beautiful addition to neighborhoods. He stated health and safety standards can be met, at least in intent, and there is a movement to change the building codes at the national level. He stated tiny homes minimize the need to expand urban growth boundaries and are a good way to deal with lots that are odd shaped or difficult to build on. Tiny houses also protect view corridors, limit solar shading, reduce permanent lot impacts, and are perfect for infill development.

**Commissioner Questions**

- *How do you envision tiny houses being utilized in Ashland?* Mr. Morrison stated they could be used as accessory dwelling units on existing home sites, utilized to increase density, or used by faith based organizations to provide transitional housing.
- *Why would someone build/purchase a tiny home instead of building a standard ADU on their lot?* Mr. Morrison stated the big difference is that tiny houses give people the flexibility to move or relocate the tiny home in the future.

- *Other than design, how are tiny houses different from a mobile home or RV?* Mr. Morrison explained that RVs are not designed for full-time living and tiny houses are built and insulated the same as a stick frame house. They are different from manufactured housing in size and are too small to be considered by HUD, and you are required to purchase manufactured homes from a facility, you cannot build one yourself.
- *What about the building code minimum space requirements?* Mr. Morrison stated the space requirements can be satisfied and noted the code has been revised to establish a minimum room size of 70 sq.ft. which can include everything but the bathroom.
- *How important is it that they have wheels, is this critical to the whole concept?* Mr. Morrison stated it depends on who you ask. Some people want that flexibility and others just want a home they can afford.
- *What types of modifications would be needed to our existing code?* Mr. Morrison stated there are some construction/building code issues that pose challenges and then there is the bigger issue of zoning. How do you deal with the fact that it is not technically permanent? How do you tax it? Do you charge SDCs and how does that impact the concept of affordable housing? Mr. Molnar explained tiny houses are not currently permissible and are considered recreational vehicles. They can be parked in a mobile home park but they need to be on a foundation and hooked up to sewer and water. He added these issues can be addressed, but there are a number of conflicts that would need to be worked through.

### **Public Input**

**David Ludwig/480 Gate 5 Rd, #122, Sebastopol, CA/** Stated he is an architect and has lived in a tiny house for the last 10 years. Mr. Ludwig stated affordable housing often quickly becomes unaffordable and the advantage of tiny houses is that in most cases they are owner occupied and the only real cost is the creation of the pad. He stated the city has an opportunity to be visionary and support this movement and stated the types of individuals he has encountered are very inspirational and are the type of people you want in your neighborhood. Mr. Ludwig stated the city could create tiny house villages or use them as infill and allow secondary dwelling units on properties. He added that he encourages his clients to have wheels but also be able to attach the tiny house to foundations until they know where they will settle, that way they can convert from wheels to foundation and stay compliant with the rules of wherever they locate.

### **DISCUSSION ITEMS**

#### **A. Cottage Housing Standards.**

Planning Manager Maria Harris stated the revised land use ordinance has been in effect for 13 months but before the City Council adopted it they pulled out the part about cottage housing and referred it back to the Planning Commission for additional discussion. Council's concerns included the size of the units, the design standards and height, and the separation requirements. Ms. Harris explained cottage housing developments can already be done in R-2 and R-3 zones under the performance standards options, and outlined possible standards the city could adopt for the R-1 single family zone.

Commissioner Mindlin stated it is hard to picture where there is enough land to make one of these developments feasible in Ashland. Mr. Molnar commented on cottage housing possibilities on a 10,000 sq.ft. lot and the commission discussed the need to develop a strategy that results in cottage housing actually being built. Mr. Molnar stated if this is something the city wants to encourage and provide opportunities for they might have to reexamine the density table and create a unique table for cottage housing. He added this type of development won't be for everyone, but the city can do its part by providing as many options in the toolbox as they can.

**Sue Crader/2957 Barbara/** Stated she is the former director of Ashland Supportive Housing & Community Outreach and is interested in cottage housing to provide housing to adults with developmental disabilities. Ms. Crader stated the individuals she works with want to live in their own home, but this is very difficult for anyone who is low income and especially difficult for people who need assistance. She shared her vision for a cottage housing development with several small homes and a communal space that houses a staff person during the day, laundry facilities, etc. She encouraged the city to allow this type of development and noted a 1.5 or 2-story height requirement may pose difficulties for anyone with mobility issues.

**Gil Livni/2532 Old Mill Hwy/** Stated he owns several acres of property in Ashland and is interested in this concept. He suggested an 800 sq.ft. cottage house would be a very nice 2-bedroom one story unit, and they could go smaller for one-bedroom units. Mr. Livni stated something small could be very high quality and energy efficient, although he cautioned that if the houses are too small people start living outside (couches and furniture outside, etc). He stated he is looking forward to the



city creating clear regulations on this type of development and stated he is one of the people in town who has the space to do this.

**ADJOURNMENT**

Meeting adjourned at 8:30 p.m.

*Submitted by,  
April Lucas, Administrative Supervisor*