

Council Business Meeting

November 17, 2020

Agenda Item	Grand Terrace Annexation – Public Hearing & First Reading	
From	Bill Molnar Derek Severson	Director of Community Development Senior Planner
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SUMMARY

The application is a request to annex 16.87 acres located at 1511 Highway 99 North. The two parcels involved are currently in the county and are zoned RR-5 (Rural Residential). With annexation, they would come into the city as R-2 (Low Density, Multi-Family Residential), which is consistent with the zoning envisioned in the Comprehensive Plan. The annexation includes portions of the adjacent railroad property and state highway right-of-way which have been included by the Community Development Director (i.e. Staff Advisor).

The application materials include conceptual details for the future phased development of 196 apartments (one- and two-bedrooms, ranging from 480-701 square feet) in 14 two-story buildings, however no development proposal has been included with this annexation request. Outline Plan subdivision and Site Design Review development approvals will need to be applied for after the property is annexed.

POLICIES, PLANS & GOALS SUPPORTED

Comprehensive Plan, Housing Element Goal 6.10 is, “Ensure a variety of dwelling types and provide housing opportunities for the total cross-section of Ashland’s population, consistent with preserving the character and appearance of the city.” 6.10.01 Policy #5 is, “Zone sufficient land at densities to accommodate an adequate supply of housing by type and cost to meet population growth and projected housing needs.” 6.10.01 Policy #9 is, “Support the retention and development of rental housing.” Housing Element Goal 6.20 is, “Support the creation and preservation of housing that is affordable to low and moderate income households and that is commensurate with the incomes of Ashland’s workforce.”

The 2012 Housing Needs Analysis (HNA) concludes that “the housing types most needed, including multi-family rentals and government assisted housing are not being developed in accordance with needs” and that, without “an increase in land zoned for multi-family (within the city limits and UGB) the City may exhaust the supply of land available for multi-family housing by the year 2034.”

Ashland 2020: A Strategic Plan for Ashland’s Future includes “Support and promote, through policy, programs that make the City affordable to live in” as “Priority Strategic Planning Goal and Objective” number 5.2, with, “Adjust infill strategies in order to promote housing development along major transportation corridors” as an identified strategy. The properties proposed for annexation here are located on a major transportation corridor served by transit and have a base density which could accommodate 227 new dwelling units, including affordable units required of annexations.

Current Council Goals include leveraging city resources to provide for items including housing needs and multi-modal transportation. The current request would bring nearly 17 acres into the city from the UGB to provide land specifically for needed multi-family housing along an arterial transit route and would include a bus pull-out lane and new bus stop to facilitate the use of transit by future residents.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND AND ADDITIONAL INFORMATION

Application

The application is a request to annex 16.87 acres located at 1511 Highway 99 North. The two parcels involved are currently in the county and are zoned RR-5 (Rural Residential). With annexation, they would come into the city as R-2 (Low Density, Multi-Family Residential), which is consistent with the zoning envisioned in the Comprehensive Plan. The annexation includes portions of the adjacent railroad property and state highway right-of-way which have been included by the Community Development Director (i.e. Staff Advisor).

The application materials include conceptual details for the future phased development of 196 apartments (1- and 2-Bedrooms, ranging from 480-701 square feet) in 14 two-story buildings, however no development proposal has been included with this annexation request. The application details how the applicant would complete the frontage improvements described in the application including approximately 0.63 miles of new sidewalks, a pull-out lane and new bus shelter and extends utilities with adequate capacity to serve the annexation area and its ultimate development, however subdivision and development approvals would be requested after annexation approval.

Criteria for Annexation (<https://ashland.municipal.codes/LandUse/18.5.8.050>)

Urban Growth Boundary

The annexation criteria require that the land to be annexed is located within the city's Urban Growth Boundary (UGB). All of the properties to be annexed here are within the UGB.

Zoning

The annexation criteria require that the proposed zoning is consistent with the Comprehensive Plan Map, and that if development is proposed concurrently with annexation it is for an allowed use within the proposed zoning. Here the proposed R-2 zoning is consistent with the Comprehensive Plan Map and no development is proposed with annexation.

Contiguity

The annexation criteria require that the land to be annexed is currently contiguous with the present city limits. With the inclusion of the adjacent railroad property and state highway right-of-way included by the Community Development Director (i.e. Staff Advisor) as provided in AMC 18.5.8.060, the land to be annexed is currently contiguous with the present city limits.

In this case, the applicant's two properties are separated from the present city limits by railroad property, which also separates the present city limits from all lands within the city's UGB to the north. AMC 18.5.8.060 provides that "*When an annexation is initiated by a private individual, the Staff Advisor may include other parcels of property in the proposed annexation to make a boundary extension more logical and to avoid parcels of land which are not incorporated but are partially or wholly surrounded by the City. The Staff Advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any parcels other than the parcel for which the petition is filed. The purpose of this section is to permit the Commission and Council to make annexations extending the City's boundaries more logical and orderly.*" In this instance, the Community Development Director as Staff Advisor has included an adjacent section of railroad property in the application to make the "*boundary extension more logical and orderly.*" The Community Development Director has also included the adjacent Oregon Department of Transportation (ODOT) Highway 99N right-of-way from the existing city limits to north of the annexed area's north driveway to enable to extension of city facilities to serve the annexed property.

Staff notes that ORS 222.170 discusses "*Annexation by consent before public hearing or order for election*" in subsection 4, noting that "*... railroad... shall not be considered when determining the number of owners, the area of land or the assessed valuation required to grant consent to annexation under this*

section unless the owner of such property files a statement consenting to or opposing annexation with the legislative body of the city on or before a day described in subsection (1) of this section." Here, representatives of the railroad were provided notice of the Planning Commission's hearings and indicated that, "Without having more information to go off of the railroad does not intend to allow its property to be annexed and does not approve of any developments that include railroad property at this time." Railroad representatives have not responded to subsequent efforts by staff to provide them with additional information by phone or e-mail.

Under the Oregon Revised Statutes (ORS 222.170), an annexation may be approved by consent through a public hearing, without requiring an election, when: more than one-half of the owners with land in the area to be annexed consent to the annexation; owners of more than one-half the land in the area to be annexed consent to the annexation; and that land represents more than one-half of the total assessed value in the area to be annexed. The Planning Commission found that with the consent of the applicant and ODOT, the proposal to annex the applicant's properties, along with the adjacent state highway right-of-way and railroad property included by the Community Development Director to achieve contiguity and enable the extension of city services, satisfies the requirements for annexation under state law and can be approved despite the Railroad's objection.

Adequate City Facilities

The annexation criteria require that adequate city facilities (water, sewer, electricity, and storm drainage) can and will be provided to and through the property to be annexed. The applicant has proposed to extend city water and electricity to the properties with adequate capacity to serve their ultimate development in keeping with the R-2 zoning, and the Public Works, Engineering, Water and Electric Departments have approved these plans. Providing city sewer and storm drainage would be complicated by the property location and the need to extend facilities and pump sewage and stormwater a significant distance up hill, however in 1995 the city entered into an agreement with Bear Creek Valley Sanitary Authority (BCVSA), which is now Rogue Valley Sewer Services (RVSS). RVSS currently serves properties in Jackson County in this vicinity. The agreement allows RVSS to continue to provide an urban level of sewer and stormwater drainage services for these properties following annexation. RVSS has indicated that they can and will provide these services and that their facilities have adequate capacity to do so with an eight-inch sewer line and a roadside drainage ditch available in the nearby ODOT right-of-way, and the Public Works and Engineering Departments have agreed this is an acceptable solution.

Adequate Transportation

The annexation criteria require that adequate transportation can and will be provided to and through the subject property and provide specific parameters for what constitutes adequate transportation (vehicular, bicycle, pedestrian, and transit).

- **Vehicular Transportation**
 - A 20-foot wide paved access exists, or can and will be constructed, along the full frontage of the project site to the nearest fully improved collector or arterial street.
 - All streets *adjacent* to the annexation are to be approved to at a minimum a "half-street" standard with a minimum 20-foot wide driving surface, although after assessment the city may require full improvement of adjacent streets.
 - All streets located *within* annexed areas are to be 'fully improved to City standards'.
 - Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for their dedication and improvement with annexation.

- **Bicycle Transportation**

- Safe and accessible bicycle facilities exist or can and will be constructed.
- Bike lanes shall be provided on or adjacent to any adjacent arterial street.
- Likely bicycle destinations shall be determined, and safe and accessible bicycle facilities serving those destinations shall be indicated.
- **Pedestrian Transportation**
 - Safe and accessible pedestrian facilities exist or can and will be constructed.
 - Full sidewalk improvements shall be provided on one side for all streets *adjacent* to the proposed annexed area.
 - Sidewalks shall be provided “*as required by ordinance*” on all streets *within* the annexed area.
 - Where the project site is within a ¼-mile of an existing sidewalk system, the sidewalks from the project site shall be extended to connect to the existing system.
 - Likely pedestrian destinations from the project site shall be determined and the safe and accessible pedestrian facilities serving those destinations shall be indicated.
- **Transit Transportation**
 - Should transit service be available to the site, or be likely to be extended to the site in the future based on information from the local public transit provider, provisions shall be made for the construction of adequate transit facilities, such as bus shelters and bus turn-out lanes.
 - All required transportation improvements shall be constructed and installed prior to the issuance of a certificate of occupancy for any new structures on the annexed property.

Highway 99 North is the only street within the annexed areas, and there are no adjacent streets. Highway 99N is considered a boulevard or arterial in the city’s Transportation System Plan (TSP) and is also a state highway under Oregon Department of Transportation (ODOT) jurisdiction. Highway 99N is presently improved along the frontage with a paved vehicular travel lane in each direction, a central turn lane, and bicycle lanes, however there are currently no curbs, gutters, sidewalks or parkrow planting strips in place along the property frontage.

The applicant has provided a Transportation Impact Analysis (TIA) and a supplementary technical memorandum evaluation the impacts of annexation. Key findings include: that all studied intersections will meet the mobility standards through the Year 2034 with the addition of the traffic associated with anticipated development of the subject property; the addition of development traffic will not substantially increase queuing conditions over the background conditions, however the technical memo further explains that the recent reduction in through lanes with the ‘road diet’ has resulted in increased queuing lengths when disruptions to traffic such as garbage trucks, stopped buses or cars stopping for pedestrians create back-up’s. No mitigation is recommended to address these queue lengths; all site driveways are projected to operate safely and efficiently, however the TIA recommends that Highway 99N be restriped to include a left-turn lane for vehicles entering the site. The TIA concludes that the state’s Transportation Planning Rule (TPR) has been demonstrated to be met, and after review of the TIA and supplementary technical memo, the Oregon Department of Transportation (ODOT) which has jurisdiction over the roadway has accepted the TIA.

Along the property’s immediate frontage, the applicant proposes to install city standard frontage improvements except where the sidewalk must be pushed to curbside to accommodate the installation of a bus pull-out lane associated with a new southbound bus stop. The applicant proposes a total of approximately 0.63 miles of new sidewalks which would connect to existing sidewalks to the north and south, however due to physical constraints in the form of roadside ditches and limited right-of-way, standard parkrow planting strips with street trees cannot be installed with those connections. The

application includes findings to support of an Exception to the Street Standards. In its recommendation, the Planning Commission found that while an Exception may be merited, such a request would not be considered independent from a Site Design Review proposal as the Annexation criteria do not explicitly provide for exceptions, however they noted that the Council may choose to accept the improvements as proposed.

In staff's assessment, with regard to the frontage improvements necessary to make a finding of adequate transportation, for a legislative action the City Council has the authority to determine that the criteria calling for annexed streets to be '*fully improved to City standards*' and sidewalks to be provided "*as required by ordinance*" means improved in keeping with the standards *and procedures* of the city's Public Facilities chapter (AMC 18.4.6) which details specific city street standards in terms of the cross-sections required for each street type, along with criteria allowing for exceptions to these standards where merited by site-specific circumstances. The applicant has provided written findings in support of an Exception, and in staff's view the Council can and should determine that an exception is available under the annexation criteria and merited here to allow curbside sidewalks to be installed where available right-of-way is limited or physically constrained preventing the installation of standard park row planting strips.

Both the Planning and Transportation Commissions had broader discussions about whether the available facilities for pedestrians, bicyclists and those wishing to use transit were safe and accessible, particularly for those intending to cross Highway 99N to access the northbound bus route or the Bear Creek Greenway. After discussions with ODOT, which has jurisdiction for the roadway and will retain it after annexation, marked or signalized crossings cannot be provided given the speed of traffic, sight distances and the volumes of vehicle and pedestrian traffic, although some modifications could be made to the median area at North Main Street to support crossings to and from a northbound bus stop there. After lengthy discussion, the Planning Commission recommended that with any annexation approval here, the Council should direct staff to work with ODOT to initiate a speed study as the first step in seeking a reduction in the posted speed limit and that the city strongly advocate for a speed reduction to make the corridor from Valley View Road to the existing city limits a more pedestrian-, bicycle- and transit-friendly facility. Discussions between city Planning and Engineering and ODOT staff have already begun, and ODOT has indicated that they are open to conducting a speed study.

Minimum Density

The annexation criteria require that, for residential annexations, a plan be provided demonstrating that the development of the entire property will ultimately occur at a minimum density of 90 percent of the properties' base density, excluding any undevelopable areas, and that the owner sign an agreement ensuring that future development will occur in accord with the minimum density indicated in the development plan. After excluding areas that are undevelopable due to significant natural features and physical constraints posed by slopes exceeding 35 percent, a riparian drainage, and the wetlands and buffer zone, the developable area of the property is 13.75 acres. For the proposed R-2 zoning, the base density for 13.75 acres is 185.625 dwelling units and the minimum density is 167 dwelling units (13.75 acres x 13.5 dwelling units/acre = 185.625 dwelling units x 0.90 minimum density = 167.0625 dwelling units). The application notes that the property owner will sign an agreement with annexation that future development will occur in accord with this minimum density, and the applicant has provided a conceptual development plan including building designs, site lay-out and findings to demonstrate how this could be achieved on site.

Affordability

Annexations are required to demonstrate that they will meet the affordability requirements set forth in AMC 18.5.8.050.G., which generally requires that the total number of units shall equal or exceed 25

percent of the base density of the subject property. The application explains that the project is proposed as rental units and that the affordable rental units will be restricted to 60 percent of the area median income (AMI) as provided in AMC 18.5.8.080.G.1. At this level, each rental unit provided counts as 1.5 units for the purposes of meeting the standard, and the applicant explains that these types of units will be provided with the future Site Design Review for multi-family development of the property. The affordable units are to be evenly dispersed through the development and will be of a comparable bedroom mix to the market rate units, and it is anticipated that 12 of the future buildings would contain two units each while two of the future buildings would contain three units each for a total of 30 affordable units. The applicant notes that they envision the future development to consist of 28 two-bedroom units and 168 one-bedroom units of around 500 square feet in area.

As proposed, the applicant's affordability calculations exclude lands constrained by hillside slopes, water resource protection zones for streams or wetlands, and lands with significant natural features from the initial base density calculation. They contend that this exclusion is justified because neither state nor City regulations consider these to be buildable lands and that similar exclusions are allowed in determining minimum density. However, AMC 18.5.8.050.G.1 currently says that the formula for determining the required number of affordable units to be provided in an annexation is based on the full base density of the subject properties: *"The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein."*

The R-2 subject properties here have a base density of 13.5 dwelling units per acre, which for this 16.87 acre property equates to a 227.75 dwelling unit base density and would require 56 affordable dwelling units, or 37 units offered at 60 percent of area median income (AMI), rather than the 30 affordable units at 60 percent AMI proposed in the application.

While recognizing the current ordinance does not permit exclusion of constrained lands from the base density when calculating the required number of affordable units for annexation, the Planning Commission also noted that such exclusion is allowed when calculating the minimum density of a property and that legislation to resolve this discrepancy was scheduled for timely Council consideration.

A proposed amendment to the City's affordable housing standards so as to exclude unbuildable lands in determining the number of required affordable units is on the agenda for First Reading at the November 17 meeting -- ahead of the agenda item for the Grand Terrace annexation. This proposed change to the affordability standards has had the full support of both the Planning and Housing Commissions. If Council approves First Reading of that ordinance amendment, then Council could -- if time permits -- begin consideration of the proposed Grand Terrace annexation at the November 17 meeting and then make its final decision on the Grand Terrace annexation after Council approval of Second Reading of the amendment to affordable housing standards. If Council instead decides against making the proposed changes to the affordability standards, the application would be subject to the current standard and need to provide additional affordable units based on the full lot area.

Five-Year Supply

Finally, the annexation criteria require that one of six standards detailed in AMC 18.5.8.050.H are met. Of the six standards, the applicable standard here is #1 which is that, *"The proposed area for annexation is to be residentially zoned, and there is less than a five-year supply of vacant and redevelopable land in the proposed land use classification within the current city limits. "Redevelopable land" means land zoned for residential use on which development has already occurred but on which, due to present or expected market forces, there exists the likelihood that existing development will be converted to more intensive residential uses during the planning period. The five-year supply shall be determined from vacant and redevelopable land inventories and by the methodology for land need projections from the*

Housing Element of the Comprehensive Plan.” The applicant has provided detail based on city data in the Housing Element and Buildable Lands Inventory (BLI) to demonstrate that there is only a 4.8-year supply of available Multi-Family Residential land combined between the R-2 and R-3 zones.

Planning Commission Recommendation

For the Planning Commission, the key challenge with the application was in seeking to safely accommodate the multi-modal transportation needs of future residents along a state highway where the posted speeds, traffic and pedestrian volumes, and limited sight distances complicate multi-modal improvements such as marked or signalized crossings, particularly for those needing to cross the highway by bicycle heading north or on foot to access the northbound bus route. The Planning Commission ultimately concluded that after the applicant’s efforts in working with the city, Rogue Valley Sewer Services, Rogue Valley Transportation District, Oregon Department of Transportation, Talent Irrigation District and the Bureau of Reclamation to address these challenges in extending utilities and installing 0.63 miles of new sidewalks and a new bus stop with pull-out lane along the frontage to provide much needed rental housing along a transit route, the proposal merits approval, however with that recommendation the Commission also strongly recommended that the city work with the Oregon Department of Transportation to conduct a speed study and advocate for a reduction in speeds on Highway 99N from Valley View south the existing city limits.

FISCAL IMPACTS

There are no direct fiscal impacts related to the proposed annexation.

STAFF RECOMMENDATION

Staff concurs with the Planning Commission and recommends that the annexation be approved.

ACTIONS, OPTIONS & POTENTIAL MOTIONS

The Council can choose to approve the request as recommended by the Planning Commission or with additional conditions and move the ordinance to second reading; or choose not to annex the property. The Council will also need to adopt written findings for their decision and should incorporate the Planning Commission’s decision into those findings for adoption concurrently with second reading. Staff recommends the following motions:

- “I move approval of first reading of the ordinance and scheduling of second reading of the ordinance for December 1, 2020”; and
- “I move to direct staff to prepare written findings for approval of the proposed Annexation, incorporating the Planning Commission’s decision and the staff recommendations, for Council adoption on December 1, 2020.”

REFERENCES & ATTACHMENTS

Attachment 1: Draft Ordinance No. 3194

Attachment 2: Exhibit A – Area Proposed for Annexation

Attachment 3: Exhibit B – Additional State Highway Right-of-Way and Railroad Property

The full record for the application is posted on-line at: <http://www.ashland.or.us/GrandTerrace> along with a list of all public meetings held to date, including links to meeting packets, minutes and videos.

1 **ORDINANCE NO. 3194**

2 **AN ORDINANCE ANNEXING PROPERTY AND WITHDRAWING AN ANNEXED**
3 **AREA FROM JACKSON COUNTY FIRE DISTRICT NO.5**
4 **(Grand Terrace Annexation – Planning Action #PA-T3-2019-00001)**

5 **WHEREAS**, the owners of the property described in the attached Exhibit "A" have consented to
6 the annexation of this property to the City of Ashland.

7 **WHEREAS**, AMC 18.5.8.060 provides that "*When an annexation is initiated by a private*
8 *individual, the Staff Advisor may include other parcels of property in the proposed annexation to*
9 *make a boundary extension more logical and to avoid parcels of land which are not*
10 *incorporated but are partially or wholly surrounded by the City. The Staff Advisor, in a report to*
11 *the Planning Commission and City Council, shall justify the inclusion of any parcels other than*
12 *the parcel for which the petition is filed. The purpose of this section is to permit the Commission*
13 *and Council to make annexations extending the City's boundaries more logical and orderly.*"

14 **WHEREAS**, the Staff Advisor has included both the adjacent railroad property and the adjacent
15 Oregon Department of Transportation (ODOT) state highway right-of-way for Highway 99N in
16 the requested annexation as illustrated in the attached Exhibit "B" to provide a more logical and
17 orderly boundary, noting that if the railroad property were to remain outside the city limits it
18 would effectively prevent annexation of all of the property within the Urban Growth Boundary
19 (UGB) to the north of the current city limits, and that inclusion of the ODOT state highway right-
20 of-way is necessary for the extension of city facilities to the subject properties.

21 **WHEREAS**, ORS 222.170 allows an annexation to be approved through a public hearing
22 without requiring a vote by electors within the district when more than one-half of the owners
23 with land in the area to be annexed consent to the annexation; owners of more than one-half the
24 land in the area to be annexed consent to the annexation; and that land represents more than one-
25 half of the total assessed value in the area to be annexed.

26 **WHEREAS**, two of the three owners of the properties within the proposed Grand Terrace
27 Annexation - the applicant and the Oregon Department of Transportation - have consented to the
28 annexation, and their combined properties represent more than one-half of the land and more
29 than one-half of the total assessed value in the area to be annexed.

30 **WHEREAS**, pursuant to ORS 222.120 and ORS 222.524 a public hearing was held on

1 November 17, 2020, on the questions of annexation and withdrawal of the property from Jackson
2 County Fire District No. 5. The hearing was held electronically via Zoom video conferencing,
3 and was also broadcast live on local television channel 9 and on Charter Communications
4 channels 180 & 181, and was live-streamed over the internet on RVTV Prime at
5 <http://www.rvtv.sou.edu>. Those interested in participating in the hearing were able to view the
6 meeting as it occurred, and had options to provide written testimony via e-mail in advance of the
7 hearing or to make advanced arrangements to provide oral testimony via Zoom video
8 conferencing in keeping with the Governor’s Executive Order 20-16 and subsequent House Bill
9 4212 which authorize governing bodies in Oregon to conduct all public meetings using telephone
10 or video conferencing technology or through other electronic or virtual means.

11 **THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:**

12 **SECTION 1.** The above recitals are true and correct and are incorporated herein by this
13 reference.

14 **SECTION 2.** The land described in the attached Exhibit “A” and the adjacent railroad property
15 and state highway right-of-way illustrated in the attached Exhibit “B” are declared to be annexed
16 to the City of Ashland.

17 **SECTION 3.** The land described in the attached Exhibit “A” and the adjacent railroad property
18 and state highway right-of-way illustrated in the attached Exhibit “B” are declared to be
19 withdrawn from Jackson County Fire District No 5, pursuant to the provisions of ORS 222.111.

20 The foregoing ordinance was first read by title only in accordance with Article X, Section
21 2(C) of the City Charter on the ____ day of _____, 2020, and duly PASSED and
22 ADOPTED this ____ day of _____, 2020.

23 ATTEST:

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26 Melissa Huhtala, City Recorder

27 SIGNED and APPROVED this ____ day of _____, 2020.

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30 John Stromberg, Mayor

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Reviewed as to form:

David H. Lohman, City Attorney

POLARIS LAND SURVEYING, LLC

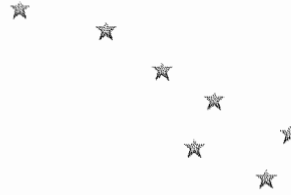
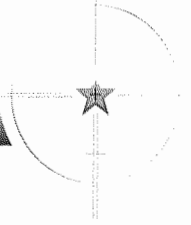


EXHIBIT "A"

LEGAL DESCRIPTION – KENDRICK ANNEXATION TRACT
CITY OF ASHLAND NORTH MAIN STREET ANNEXATION
ASSESSOR'S MAP NO. 38 1E 32, TAX LOTS 1700 & 1702

Those tracts of land described within Instrument No. 2013-035734 of the Official Records in Jackson County, Oregon, lying situate within the Southeast Quarter of Section 31 and the Southwest Quarter of Section 32 in Township 38 South, Range 1 East, and the Northwest Quarter of Section 5 in Township 39 South, Range 1 East of the Willamette Meridian in Jackson County, Oregon, being more particularly described and bounded as follows, to wit;

PARCEL 1, TRACT "A"

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence South 46°27'46" West, 834.96 feet [Deed Record South 46° 28' 51" West, 835.06 feet] to a 1/2 inch iron pipe at the True Point of Beginning; thence South 38°40'29" West [South 38° 38' 29" West], 351.73 feet to a 1/2 inch iron pipe situated on the northeasterly line of the Central Oregon & Pacific Railroad (formerly Southern Pacific Railroad); thence along said northeasterly line the following courses: 264.06 feet along the arc of a 6855.55 foot radius curve to the right, having a central angle of 02° 12' 25" (long chord bearing North 57° 16' 51" West, 264.05 feet), to a 5/8 inch iron pin at a point of tangency; thence North 56° 10' 38" West, 270.00 feet to a 5/8 inch iron pin; thence North 33° 49' 22" East, at right angles to said northeasterly line, 30.00 feet to a 5/8 inch iron pin; thence North 56° 10' 38" West, 410.82 feet to a 5/8 inch iron pin at a point of curvature; thence 206.66 feet along the arc of a 6925.55 foot radius curve to the left, having a central angle of 01° 42' 35" (long chord bearing North 57° 01' 56" West, 206.65 feet) to a 5/8 inch iron pin at the point of tangency; thence North 57° 53' 13" West, 365.53 feet to the south line of said Donation Land Claim No. 48; thence South 89° 54'00" East, along said south line, 727.94 feet [Deed Record 727.81 feet] to a 1/2 inch iron pipe; thence South 15°09'14" West [Deed Record South 15° 08' 35" West], leaving said south line, 175.395 feet to a 1/2 inch iron pipe; thence South 64°23'16" East [Deed Record South 64° 23' 25" East] 690.07 feet to a 5/8 inch iron pin; thence North 41°48'34" East [North 41° 36' 44" East] 42.81 feet to a 1/2 inch iron pipe; thence South 44°49'51" East, 149.94 feet [Deed Record South 45° 18' 43" East, 149.99 feet] to a 1/2 inch iron pipe; thence South 43° 23' 17" East, 50.02 feet [Deed Record 49.99 feet] to the Point of Beginning.

Containing 9.23 acres, more or less.

PARCEL 1, TRACT "B"

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence North 89°54'00" West, along the south line of said Claim, 1638.78 feet [Deed Record North 89° 54' 37" West, 1638.78 feet]; thence North 37° 19' 04"

Ordinance #3194, Ex. A1 - Legal Description

East, 349.22 feet [Deed Record 349.46 feet] to the southwesterly line of relocated Highway No. 99; thence North 52° 40' 56" West, along said southwesterly line, 449.82 feet to the most easterly corner of that tract described in Document No. 77-10338, Official Records of said County; thence South 37° 20' 46" West, 399.73 feet [Deed Record 400.00 feet] to the most southerly corner of said tract for the True Point of Beginning; thence South 52°40'25" East, 383.59 feet [Deed Record South 52° 40' 56" East, 383.50 feet] to a 5/8 inch iron pin on the south line of said Claim No. 48; thence North 89°54 00" West, along said south line, 356.95 feet [Deed Record North 89° 54' 37" West, 345 feet, more or less] to a 5/8 inch iron pin on the northeasterly line of the Central Oregon & Pacific Railroad (formerly Southern Pacific Railroad); thence North 57°53'13" West, along said northeasterly line, 180.35 feet to a 5/8 inch iron pin; thence 220.88 feet along the arc of a 7286.49 foot radius curve to the left, having a central angle of 01°44'13" (long chord bearing North 58°45'19" West, 220.87 feet) to a point which bears South 37°21'19" West [Deed Record South 37° 20' 46" West] from a 5/8 inch iron pin at the most northerly corner of that tract of land described in Document No. 89-01177 of said Official Records, from which a 3/4 inch crimped top iron pipe bears North 37°21'19" East, 0.55 feet; thence North 37°21'19" East, along the northwesterly line of said described tract, 162.68 feet [Deed Record North 37° 20' 46" East, 162.0 feet, more or less], to a 5/8 inch iron pin which bears South 37°21'19" West, 93.04 feet [Deed Record South 37° 20' 46" West, 93.00 feet] from said most northerly corner; thence South 72°19'16" East, leaving said northwesterly line, 276.73 feet [Deed Record South 72° 19' 01" East, 276.77 feet] to a 5/8 inch iron pin situated on the northeasterly line of said described tract; thence South 52°40'25" East, along said northeasterly line, 39.16 feet [Deed record South 52°40'56" East, 39.37 feet] to the Point of Beginning.

Containing 2.58 acres, more or less.

PARCEL 2

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence South 46°27'46" West, 834.96 feet [Deed Record South 46° 28' 51" West, 835.06 feet] to a 1/2 inch iron pipe at the True Ppoint of Beginning; thence North 41°35'25" East, 89.24 feet [Deed Record North 41° 34' 29" East, 89.28 feet] to a 1/2 inch iron pipe situated on the southwesterly line of relocated Pacific Highway No. 99; thence following said southwesterly line of said Highway the following courses: 901.97 feet [Deed Record 901.77 feet] southeasterly along the arc of a 3718.63 foot radius curve to the right, having a central angle of 13°53'51" [Deed Record 13° 53' 40") to a 5/8 inch iron pin at the point of tangency; thence South 29°02'55" East, 29.16 feet [Deed Record South 28°49'42" East, 29.39 feet], more or less, to a 5/8 inch iron pin on the northeasterly line of the Central Oregon & Pacific Railroad (formerly Southern Pacific Railroad); thence leaving said southeasterly line of Highway 99 and along the northeasterly line of said railroad the following courses: North 58°23'04" West, 347.93 feet [Deed Record North 58° 23' 04" West, 348.09 feet] to a 5/8 inch iron pin on the south line of Section 32, in said Township 38 South, Range 1 East; thence South 89°39'37" West [Deed Record South 89°39'27" West], along said south line, 151.14 feet to a 5/8 inch iron pin, being 20.00 feet northeasterly from and at right angles to the centerline of said railroad; thence North 58°23'04" West, 439.50 feet to a 1/2 inch iron pipe at a point of curvature; thence North 38°40'29" East [Deed Record North 38°38'29" East], leaving said northeasterly line of railroad, 351.73 feet to the Point of Beginning.

Containing 5.06 acres, more or less.

Prepared by:

Shawn Kampmann
Professional Land Surveyor

Polaris Land Surveying LLC
P.O. Box 459
Ashland, Oregon 97520

Date: October 5, 2020

s:\surveys\855-14\Kendrick Annexation Legal.docx



Shawn Kampmann



RENEWAL DATE: 6/30/21

ALTA / ACSM LAND TITLE SURVEY

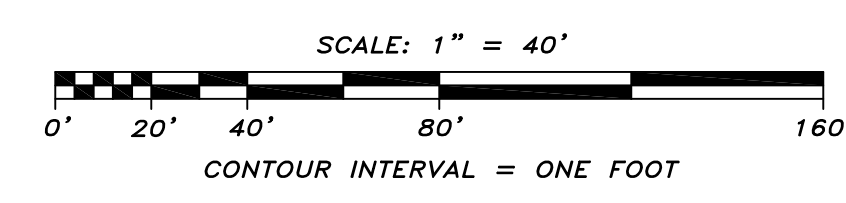
TOPOGRAPHIC SITE SURVEY MAP

LOCATED AT
1511 North Highway 99
Ashland, Oregon

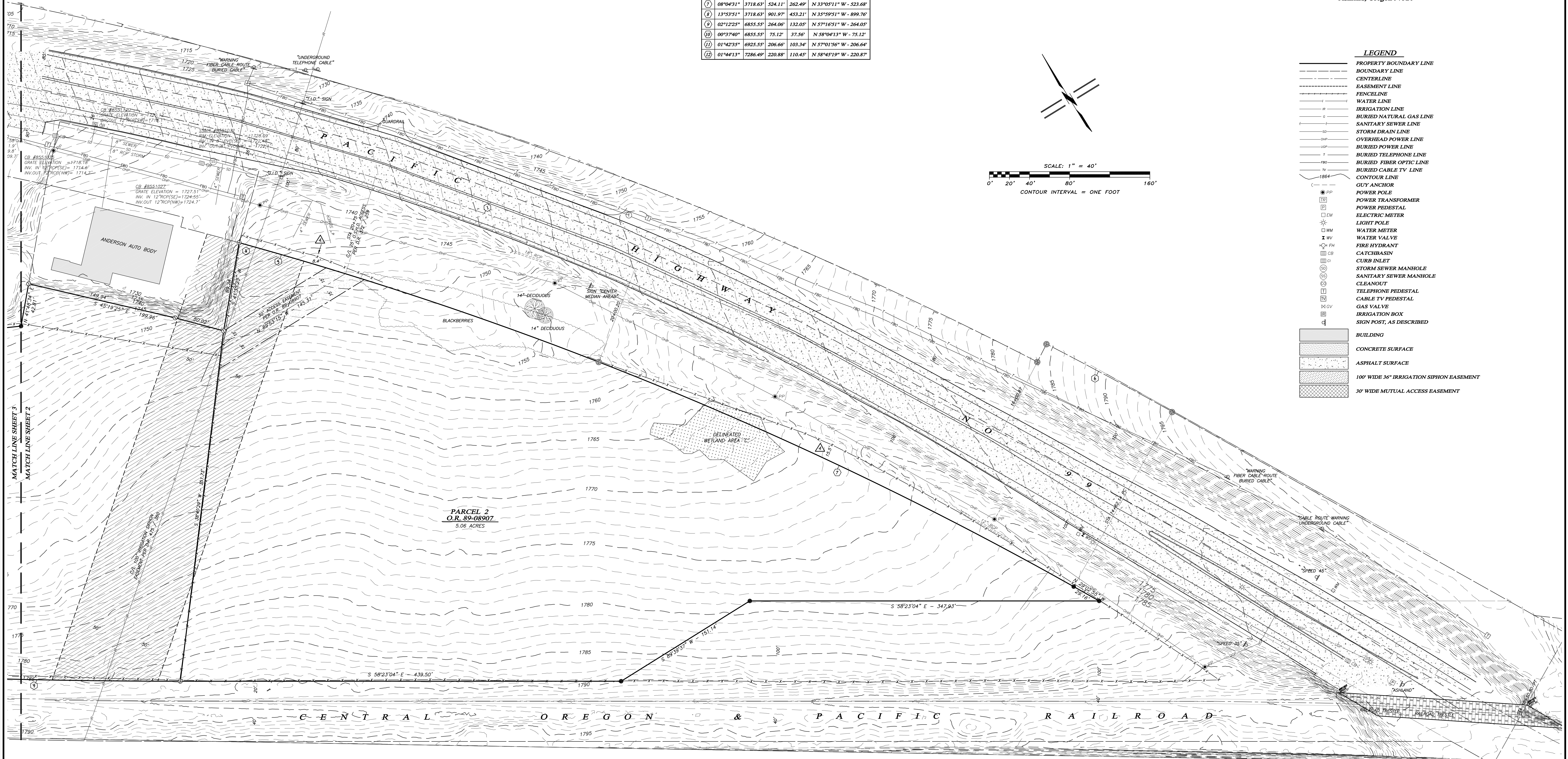
LYING SITUATE WITHIN
 SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
 TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
 & THE NORTHWEST QUARTER OF SECTION 5
 TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
 JACKSON COUNTY, OREGON

FOR
Cassita Developments LLC
 153 Will Dodge Way
 Ashland, Oregon 97520

FLAG	Δ	R	A	T	CHORD
①	23°37'22"	3818.63'	1574.40'	798.54'	N 40°51'36" W - 1563.27'
②	03°06'07"	3728.63'	201.87'	100.96'	N 51°07'13" W - 201.85'
③	00°26'37"	3728.63'	28.88'	14.44'	N 49°20'50" W - 28.88'
④	00°15'48"	3718.63'	17.08'	8.54'	N 42°48'52" W - 17.08'
⑤	00°46'17"	3718.63'	50.06'	25.03'	N 42°17'50" W - 50.06'
⑥	02°04'38"	3918.63'	142.06'	71.04'	N 30°05'14" W - 142.06'
⑦	08°04'21"	3718.63'	524.11'	262.09'	N 33°05'11" W - 523.68'
⑧	13°53'51"	3718.63'	901.97'	453.21'	N 35°59'51" W - 899.76'
⑨	02°12'25"	6855.55'	264.06'	132.03'	N 57°16'51" W - 264.03'
⑩	00°37'40"	6855.55'	75.12'	37.56'	N 58°04'13" W - 75.12'
⑪	01°42'35"	6925.55'	206.66'	103.34'	N 57°01'56" W - 206.64'
⑫	01°44'13"	7286.49'	220.88'	110.45'	N 58°45'19" W - 220.87'



- LEGEND**
- PROPERTY BOUNDARY LINE
 - - - BOUNDARY LINE
 - CENTERLINE
 - - - EASEMENT LINE
 - - - FENCELINE
 - WATER LINE
 - IRRIGATION LINE
 - BURIED NATURAL GAS LINE
 - SANITARY SEWER LINE
 - STORM DRAIN LINE
 - OVERHEAD POWER LINE
 - BURIED POWER LINE
 - BURIED TELEPHONE LINE
 - BURIED FIBER OPTIC LINE
 - BURIED CABLE TV LINE
 - CONTOUR LINE
 - GUY ANCHOR
 - PP POWER POLE
 - PT POWER TRANSFORMER
 - PE POWER PEDESTAL
 - EM ELECTRIC METER
 - LP LIGHT POLE
 - WM WATER METER
 - WV WATER VALVE
 - FH FIRE HYDRANT
 - CB CATCHBASIN
 - CI CURB INLET
 - SM STORM SEWER MANHOLE
 - SS SANITARY SEWER MANHOLE
 - CN CLEANOUT
 - TP TELEPHONE PEDESTAL
 - CTV CABLE TV PEDESTAL
 - GV GAS VALVE
 - IB IRRIGATION BOX
 - SP SIGN POST, AS DESCRIBED
 - BUILDING
 - CONCRETE SURFACE
 - ASPHALT SURFACE
 - 100' WIDE 36" IRRIGATION SIPHON EASEMENT
 - 30' WIDE MUTUAL ACCESS EASEMENT



REGISTERED PROFESSIONAL LAND SURVEYOR
 ELECTRONIC COPY
 OREGON
 SHAWN KALPMANN
 2013
 RENEWAL DATE: 6/30/2019

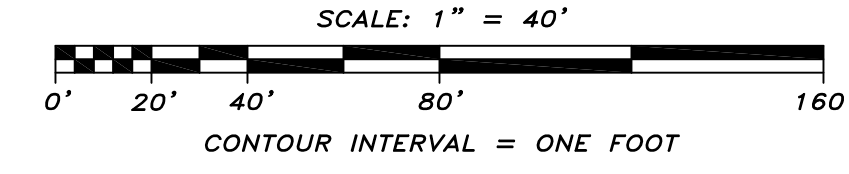
SURVEYED BY:
POLARIS LAND SURVEYING LLC
 P.O. BOX 459
 ASHLAND, OREGON 97520
 (541) 482-5009
 DATE: MARCH 26, 2018
 PROJECT NO. 855-14

ALTA / ACSM LAND TITLE SURVEY

LOCATED AT
1511 North Highway 99
 Ashland, Oregon
 LYING SITUATE WITHIN
 SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
 TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
 & THE NORTHWEST QUARTER OF SECTION 5
 TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
 JACKSON COUNTY, OREGON

FOR
Cassia Developments LLC
 153 Will Dodge Way
 Ashland, Oregon 97520

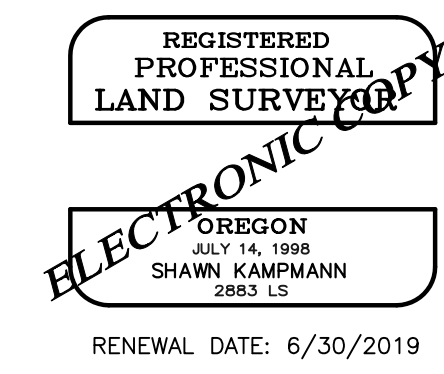
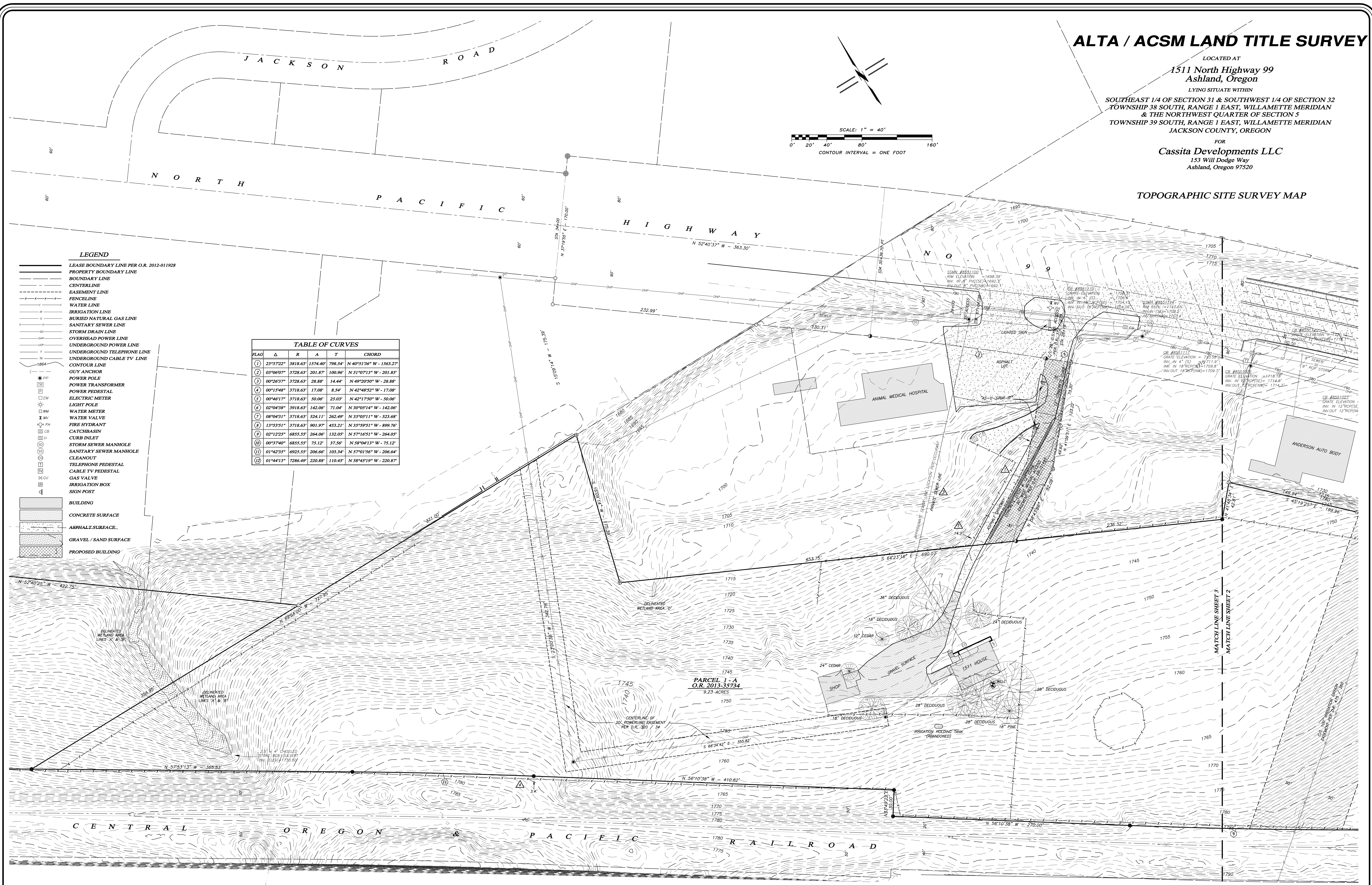
TOPOGRAPHIC SITE SURVEY MAP



- LEGEND**
- LEASE BOUNDARY LINE PER O.R. 2012-011928
 - PROPERTY BOUNDARY LINE
 - BOUNDARY LINE
 - CENTERLINE
 - EASEMENT LINE
 - FENCELINE
 - WATER LINE
 - IRRIGATION LINE
 - BURIED NATURAL GAS LINE
 - SANITARY SEWER LINE
 - STORM DRAIN LINE
 - OVERHEAD POWER LINE
 - UNDERGROUND POWER LINE
 - UNDERGROUND TELEPHONE LINE
 - UNDERGROUND CABLE TV LINE
 - CONTOUR LINE
 - GUY ANCHOR
 - POWER POLE
 - POWER TRANSFORMER
 - POWER PEDESTAL
 - ELECTRIC METER
 - LIGHT POLE
 - WATER METER
 - WATER VALVE
 - FIRE HYDRANT
 - CATCHBASIN
 - CURB INLET
 - STORM SEWER MANHOLE
 - SANITARY SEWER MANHOLE
 - CLEANOUT
 - TELEPHONE PEDESTAL
 - CABLE TV PEDESTAL
 - GAS VALVE
 - IRRIGATION BOX
 - SIGN POST
 - BUILDING
 - CONCRETE SURFACE
 - ASPHALT SURFACE
 - GRAVEL / SAND SURFACE
 - PROPOSED BUILDING

TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
①	23°37'22"	3818.63	1574.40	798.54	N 40°51'36" W - 1563.27
②	03°06'07"	3728.63	201.87	100.96	N 51°07'13" W - 201.85
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⑩	00°37'40"	6855.55	75.12	37.56	N 58°04'13" W - 75.12
⑪	01°42'35"	6925.55	206.66	103.34	N 57°01'56" W - 206.64
⑫	01°44'13"	7286.49	220.88	110.45	N 58°45'19" W - 220.87



SURVEYED BY:
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 P.O. BOX 459
 ASHLAND, OREGON 97520
 (541) 482-5009
 DATE: MARCH 26, 2018
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Ordinance #3194, Ex. B - Property to be Annexed

