

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
MINUTES
February 26, 2013

CALL TO ORDER

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

Commissioners Present:

Troy J. Brown, Jr.
Michael Dawkins
Richard Kaplan
Melanie Mindlin

Staff Present:

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

Absent Members:

Debbie Miller - Excused Absence
*(Commissioner Miller recused herself from the
Normal Master Plan discussion)*

Council Liaison:

Mike Morris

ANNOUNCEMENTS

Community Development Director Bill Molnar announced the City Council will discuss short-term vacation rentals at their March 5, 2013 meeting.

PUBLIC FORUM

No one came forward to speak.

DISCUSSION ITEMS

A. Normal Neighborhood Master Plan.

Senior Planner Brandon Goldman introduced Derek Chisholm with Parametrix and provided some background information on the Normal neighborhood master plan. He explained the City Council initiated this project and the City received a TGM award to work with the consulting firm Parametrix. He also reviewed the project's primary objectives, which are to: 1) increase efficiency in the use of land through concentration of housing in a centrally located area within the City's urban growth boundary planned for future urban development, 2) achieve a development pattern that results in a balanced, multi-modal transportation system that enhances opportunities for walking, bicycling or using transit in areas planned for transit service, 3) Delineate housing, neighborhood serving commercial, open space, public space, and green infrastructure improvements in a manner that provides for preservation and enhancement of creeks and wetlands, and 4) design a local street grid for the project area including connections to existing and planned streets, pedestrian, and bicycle facilities outside the project area to more fully integrate the project area into the City's transportation. Mr. Goldman noted the public outreach that has been done to date, and commented on the design charrettes that were held last October. He clarified the draft plan being reviewed tonight is largely consistent with the work that was done at the charrettes and stated tonight is an opportunity for the commission and the neighbors to provide comment.

Derek Chisholm addressed the commission and provided a presentation on the Normal neighborhood master plan. Mr. Chisholm's presentation covered several elements of the plan, including: 1) existing conditions, 2) early concepts, 3) the public charrette, and 4) the proposed plan. [A copy of the full presentation is attached to minutes – see Appendix A.] At the conclusion of his presentation, Mr. Chisholm clarified the next steps for this project are to gather stakeholder input, finalize the code language, and produce the final plan images, documents and maps.

Bob Foster/431 Ash Street, Lake Oswego/Stated he is representing the Baptist Church and noted its location on the project area map. He explained the church's plan is to move off the site and relocate in the County, and to let the site fully development.

Mr. Foster stated their parcel is 10-acres in size and they are considering large, family-sized apartments that would be two and three stories high. He voiced his support for the master plan and believes the initial concepts being presented will accommodate their development plans.

Howard Miller/160 Normal Ave/Noted his wife, Planning Commissioner Debbie Miller, could not attend this meeting because their property is within the project area and asked that this be properly reflected in the record. Mr. Miller listed his concerns and comments with the master plan as follows: 1) he stated the priority should be preserving the natural areas, wetlands, and agricultural land, and noted the desire to produce more food locally, 2) he raised concern with the potential increase in traffic, 3) he stated it is incorrect to assume the residents of the new Normal Ave will not use the existing railroad crossing and stated this could be a significant problem, 4) he questioned the inclusion of cottage units in the plan and asked if the housing needs analysis shows a need for this type of housing, and 5) he questioned if the proposed roadways would damage the wetlands and wildlife. Mr. Miller concluded his testimony and stated this plan is not in the best interest of the people who live in this area and believes there are key items that have not been addressed.

Julie Matthews/2090 Creek Dr/Voiced her support for Mr. Miller comments and stated there has not been enough consideration given to the wetlands. Ms. Matthews questioned if it would be more appropriate to locate the high density housing along East Main Street and does not understand why it has to be located next to her property. She commented on the wildlife and recommended the commission consider not placing the roads parallel to the wetlands and waterways. She also asked them to consider not placing apartments in the identified area, and also raised issue the increased traffic and parking demands this would create. Ms. Matthews asked the commission to consider the underground water which runs underneath this area, and recommend a geologist survey the area to ascertain the impacts of paving over this area.

Mike Shore/140 Clay St/Questioned how the shared spaces would be used by residents in a pocket neighborhood development. He asked how the common spaces would be cared for and how they would draw people together, and is unclear about how this would actually function.

Nancy Boyer/425 Normal/Voiced concern with how a three-story apartment complex will block their view, and commented briefly on the wildlife in the project area.

Commission Discussion

The commission requested clarification and issued comments on various elements in the plan. The following is a summary of their questions and statements:

- Who will be responsible for wetland preservation and conducting a hydrology study of the site?
Mr. Goldman clarified the study would be completed by the applicant and would be part of their application. He added the same is true with or without this master plan and is a requirement of annexation.
- Where did the soils and infiltration data contained in the frameworks come from?
Mr. Chisholm clarified this was pulled from the USDA data, which is a relatively good source, but confirmed this was the initial data that was gathered before they had walked the site and conducted further review.
- Did the updated Transportation System Plan (TSP) consider the amount of development and traffic that will go into this site and how East Main Street will be impacted?
Mr. Goldman clarified this was addressed in the TSP. He added the Comprehensive Plan designations and densities are largely comparable with what is proposed and the TSP presumed this area would develop at maximum density. Additionally, a transportation analysis was completed by Parametrix and another one will be provided based on the final plan.
- How will the railroad crossing be handled?
Mr. Goldman clarified staff is working with ODOT Rail to get a consistent answer on the railroad crossing and stated the impetus of the two phase proposal is to demonstrate conclusively that phase one could be accommodated through East Main and Clay without increasing the use of the Normal railroad crossing.
- Why is there a neighborhood street that leads to nowhere?
Mr. Goldman clarified this road terminates at the mobile home park and is on the map in case that area is developed in the future. He added this would be a long term project and dependent on the manufactured housing park redeveloping.

- Will transit services be provided along East Main?
Mr. Goldman stated RVTB locates bus lines based on where density is located. He stated RVTB was not comfortable locating a bus line along East Main at this time but said they would look at this again when this area is built out.
- How was it decided to put the high density housing where it is, rather than along East Main?
Mr. Chisholm explained the intent is to cluster the higher intensity development together and to achieve a stepped up transition between the densities. He added they received input from a number of property owners who recommended the high density housing be moved to the far east side. Additionally, the west side is either wetlands area or land that is already built out by institutional organizations and not likely to redevelop.
- Comment was made expressing concern with the use of culverts and questioning if the intent is to create a one-lane road on each side of the waterway. Mr. Chisholm stated the design is intended to provide access to different parcels at different times as this land develops, and to not end up in the end with an excessive amount of north-south pavement. He commented on the benefits of looking at this in a comprehensive manner rather than letting this area develop piece by piece, and stated the entire network was intentionally designed to slow down traffic.
- Staff was asked to clarify the proposed densities.
Mr. Goldman explained NA-01 is comparable to the R-1-5 single family zone, NA-02 is comparable to the R-2 multi-family low density zone, and NA-03 is comparable to the R-3 multi-family high density zone. He clarified this is a work in progress and if the commission has direction on densities they are welcome to provide this.
- Opinion was given that the cluster housing illustrations do not meet the true definition of cottage housing and they may have missed the mark with this.

Mr. Goldman commented on what the final plan will include and how the adoption process will unfold. He clarified staff's next steps are to take the recent feedback from the neighborhood meeting that was held last Thursday, as well as any direction the commission provides, and make minor revisions and return with a final plan for adoption. However, before the land use public hearing and adoption process begins, staff will bring the proposed code amendments and a more refined plan forward at the commission's May 14 meeting and provide an opportunity for input by the neighbors and the commission before the final draft of the plan is put together. Mr. Goldman commented further on the public involvement aspect and stated this has been a fully transparent exercise and staff welcomes input from citizens. He noted the methods on how citizens can reach staff and also encouraged the commissioners to provide any additional feedback they may have.

ADJOURNMENT

Meeting adjourned at 9:45 p.m.

Normal Avenue

Planning Commission
Study Session
February 26, 2013



Tonight's presentation

- Existing Conditions
- Early Concepts
- Public Charrette
- Proposed Plan

PROJECT TEAM

City of Ashland: **Brandon Goldman**

Oregon Department of Transportation: **John McDonald**

Parametric: **Jason Franklin, Derek Chisholm, Anne Sylvester, Joan McGuire, Sara Granberg**

Urbisworks: **Marcy McInelly, Joseph Readdy**

Qamar Architecture & Town Planning: **Laurence Qamar**

Leland Consulting Group: **Brian Vanneman**

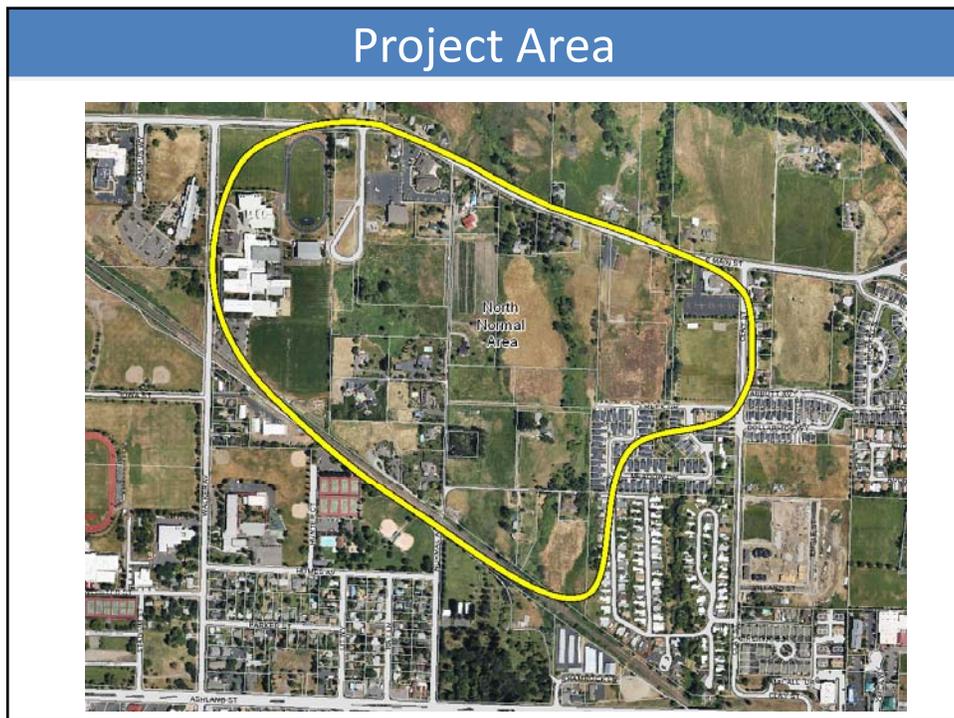
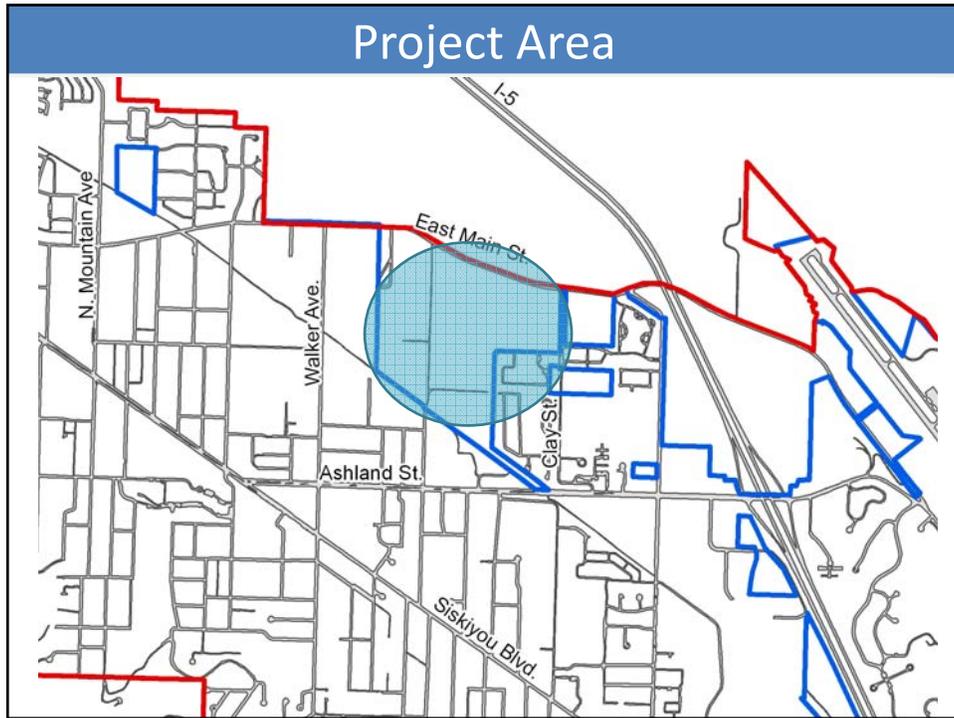
Hevue Ngan: **Ben Ngan, Olena Turula, Jason Hirst**

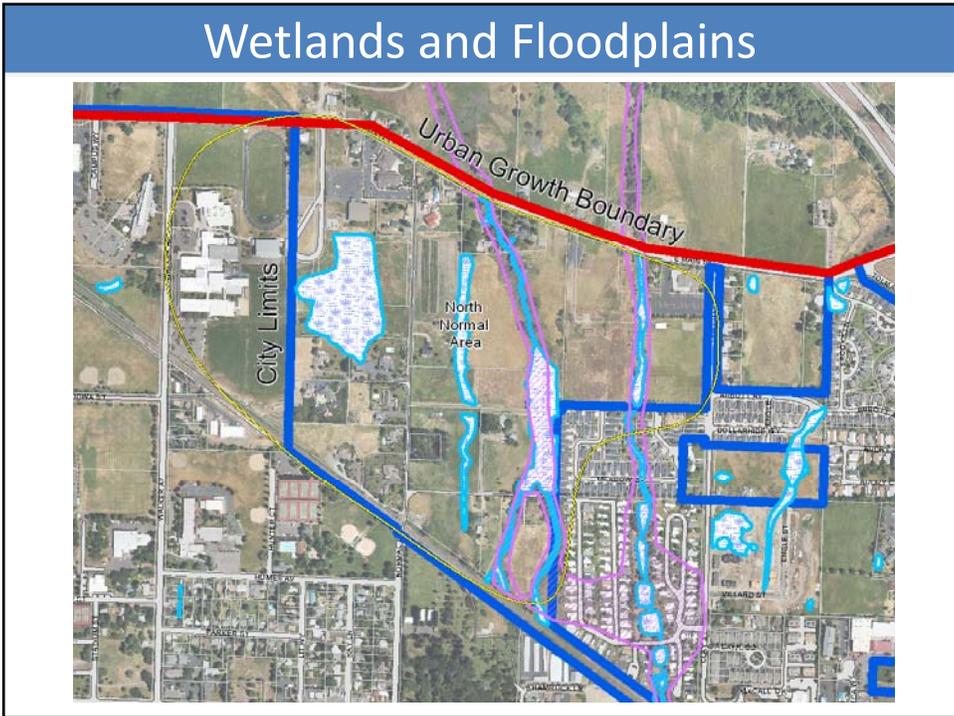
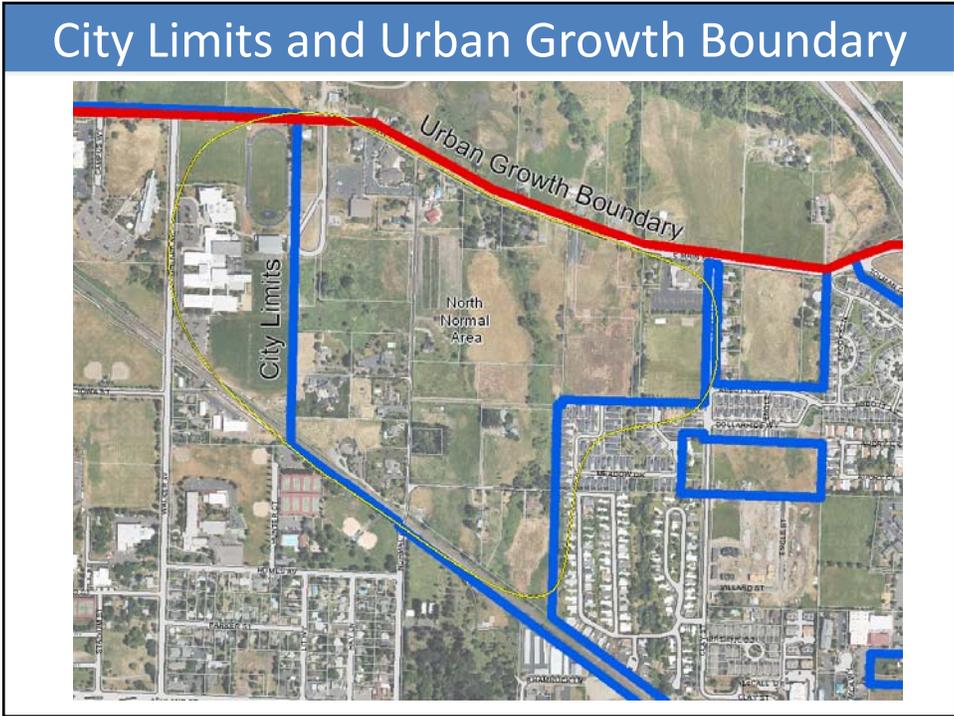


Transportation and Growth Management

This project is funded by the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. This project is funded in part, by federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFELY), local government, and State of Oregon funds.

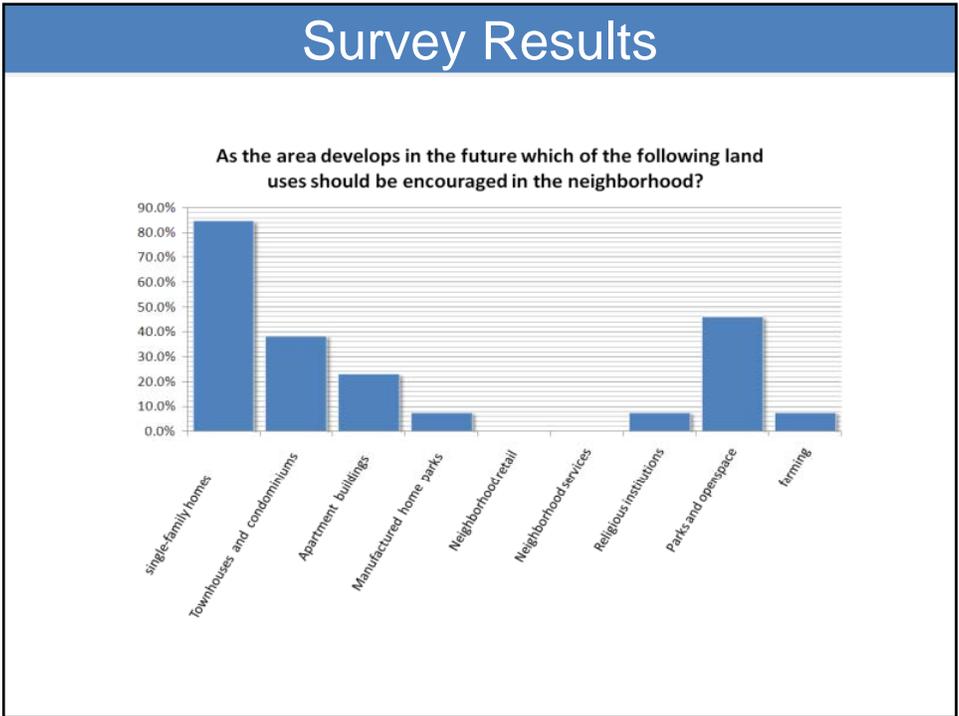
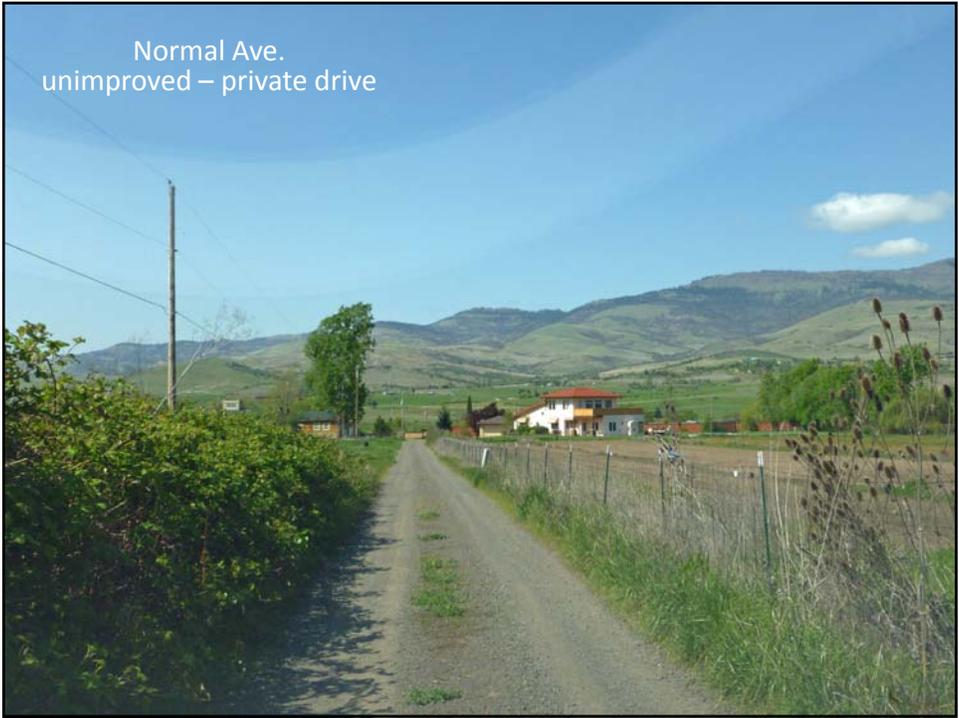
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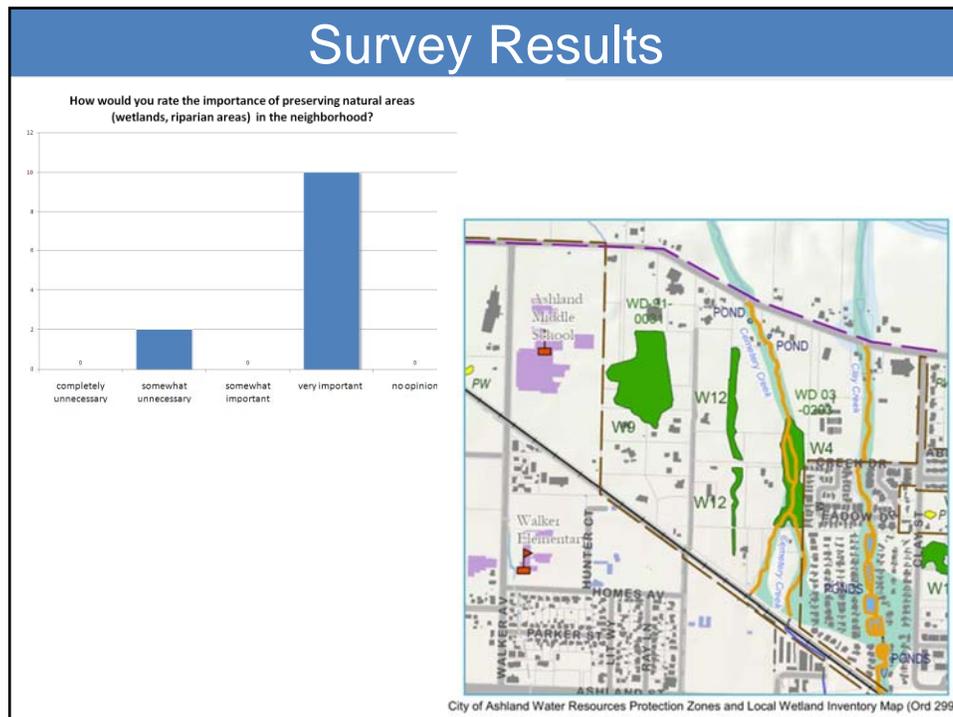












Early Concepts

Water Resource Protection Areas buffer wetlands and streams

- Wetland W9, (the middle school wetland)
- Wetland W12 (a linear isolated wetland)
- Cemetery Creek and its associated wetland W4
- Clay Creek.

- These resources provide a frame for the development pattern,
- Should be maintained as public assets,
- Should be incorporated into pedestrian and bike system,
- Should be utilized as part of a LID approach to stormwater management.

Early Concepts

Transportation System Functions well in surrounding area

New Network should:

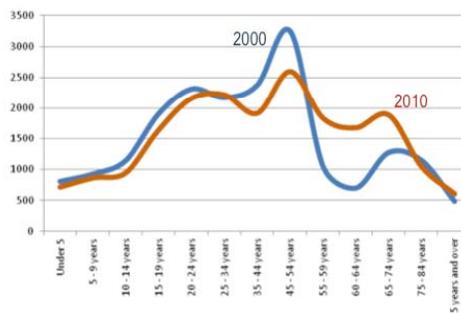
- Provide for a walkable grid of small blocks,
- Provide access through entire site without encouraging cut-through traffic,
- Should be consistent with City's spacing and other standards,
- Should accent WRPA's,
- Should provide view corridor(s).

Early Concepts

Land Use and Housing Trends:

The study area is not likely appropriate for commercial uses,
Housing should respond to local/ national trends:

- Aging population and millenials starting out
- Smaller units
- 50/50 tenure in Ashland
- Affordability is needed.



Early Concepts

ASHLAND NORMAL AVENUE NEIGHBORHOOD PLAN
HOUSING TYPES PALETTE

HIGHEST INTENSITY RESIDENTIAL – AVERAGE OF 14 DU/ACRE



LOW INTENSITY ROWHOUSES - 18 DU/ACRE

TRIPLEX, FOURPLEX AND VARIATIONS - 12 DU'

MEDIUM INTENSITY RESIDENTIAL – AVERAGE OF 10 DU/ACRE



DUPLEXES AND ACCESSORY DWELLING UNITS - 12 DU'

SMALL LOT SINGLE DWELLING - 8 DU/ACRE

COTTAGE CLUSTER - 10 TO 16 DU/ACRE

LOW INTENSITY RESIDENTIAL – UP TO 8 DU/ACRE
ACCESSORY DWELLING UNITS, COTTAGE CLUSTERS

ASHLAND NORMAL AVENUE NEIGHBORHOOD PLAN

HOUSING TYPOLOGY

HIGHEST INTENSITY RESIDENTIAL – AVERAGE OF 14 DU/ACRE



Street Views



Building Footprints

LOW INTENSITY ATTACHED > ROWHOUSE

Typical Lot Size: 10,000 sf/0.2 Acres
Typical DU/Acres: 18 du/ac
Typical Dwelling Unit Size: 1,250 sf
Ownership: Fee simple ownership/condo/rental

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ASHLAND NORMAL AVENUE NEIGHBORHOOD PLAN

HOUSING TYPOLOGY

MEDIUM INTENSITY RESIDENTIAL – AVERAGE OF 10 DU/ACRE



Street Views



Street Views

MEDIUM INTENSITY DETACHED > TRI- & FOURPLEX

Typical Lot Size:	20,000 sf/0.5 Acres
Typical DU/Acres:	8 to 12 du/ac
Dwelling Unit Size:	1,700 sf to 2,400 sf
Ownership:	Fee simple ownership/ condo/rental

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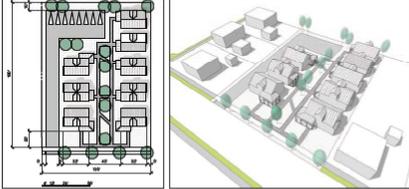
ASHLAND NORMAL AVENUE NEIGHBORHOOD PLAN

HOUSING TYPOLOGY

MEDIUM INTENSITY RESIDENTIAL – AVERAGE OF 10 DU/ACRE



Street Views



Building Footprint and Birdseye View

HIGH INTENSITY DETACHED > COTTAGE CLUSTER

Typical Lot Size:	20,000 sf/0.5 Acres
Typical DU/Acres:	10 to 16 du/ac
Typical Dwelling Unit Size:	600 sf to 1,000 sf
Ownership:	Fee simple ownership/condo/rental

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ASHLAND NORMAL AVENUE NEIGHBORHOOD PLAN

1. APPROACH CLUSTER DEVELOPMENT ^{concerning} IN A FEW AREAS TO ACHIEVE DESIRED DENSITY RATHER THAN SPRINKLING THROUGHOUT to retain rural feel.

2. APPROACH HIGH QUALITY HOMES ^{PROVIDE} COOKIE CUTTER APPROACH

3. "VILLAGE SQUAKE" APPROACH IS IT P...



Public Workshop 1 Feedback

Mobility

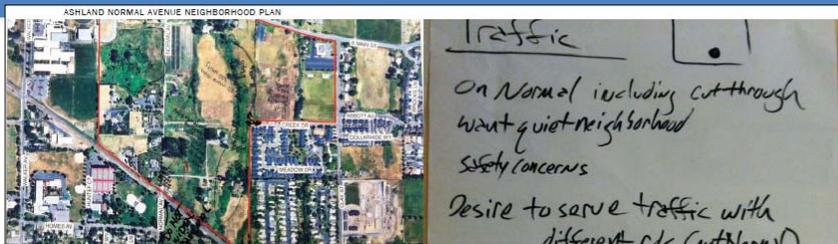
Desires

- meandering alignment for Normal Ave
- rural character for Normal Ave
- east-west connections
- connection to YMCA and schools
- pedestrian and bicycle connections
- minimize street widths and impervious surfaces

Concerns

- traffic on Normal Ave to south
- high speeds on Normal and other streets
- lack of stop control at Normal and Homes Ave.
- connecting Normal through site
- cut-through traffic

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Public Workshop 1 Feedback

Greenway and Open Space

Desires

- village square
- pathways along water features
- connections within site and to regional trails
- preserve wetlands and creeks
- demonstration/ interpretive wetland site

Concerns

- wetlands need to be delineated
- privatized creeks and wetland
- increased flooding

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Public Workshop 1 Feedback

Housing and Land Use

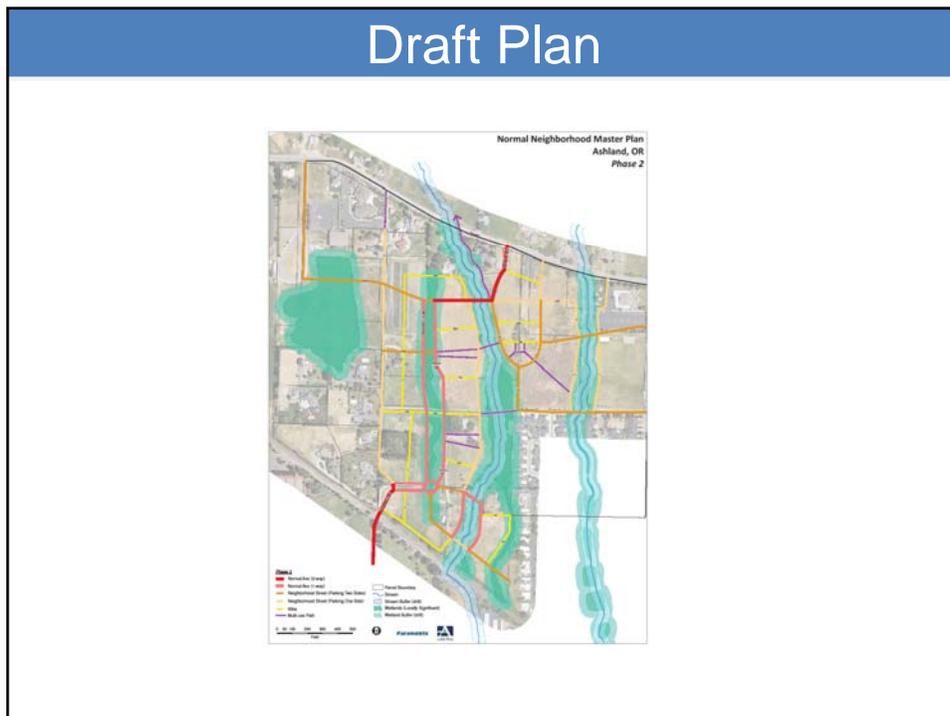
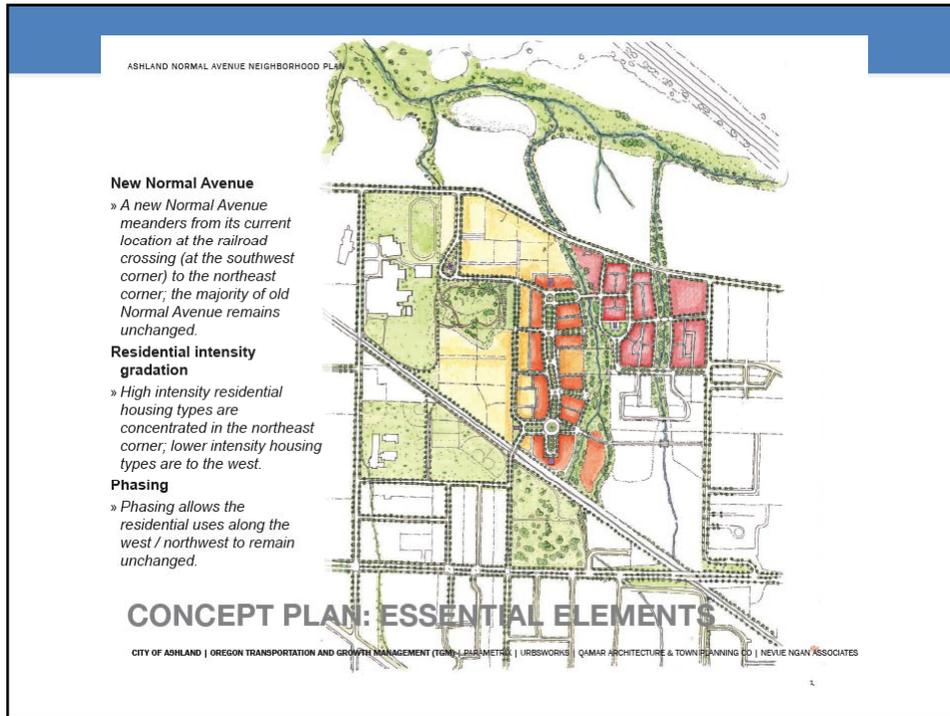
Desires

- higher intensity in the NE
- keep single family homes on site
- build with the topography
- adequate parking
- reducing required parking
- minimize impervious surface

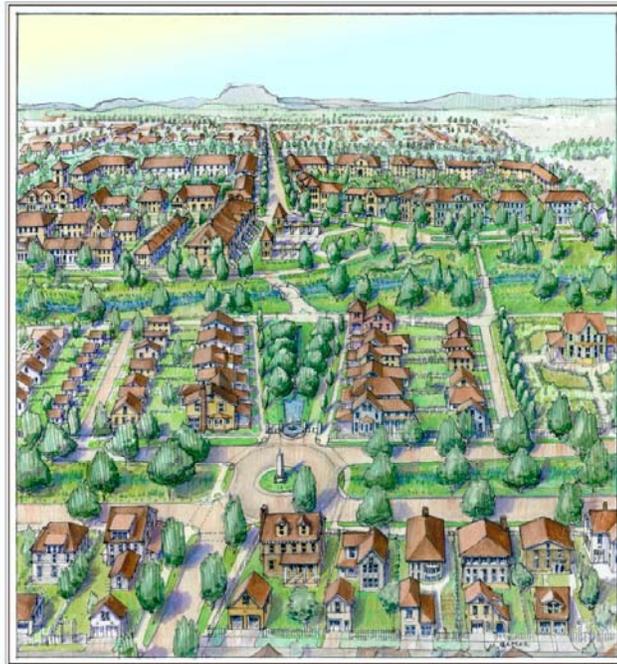
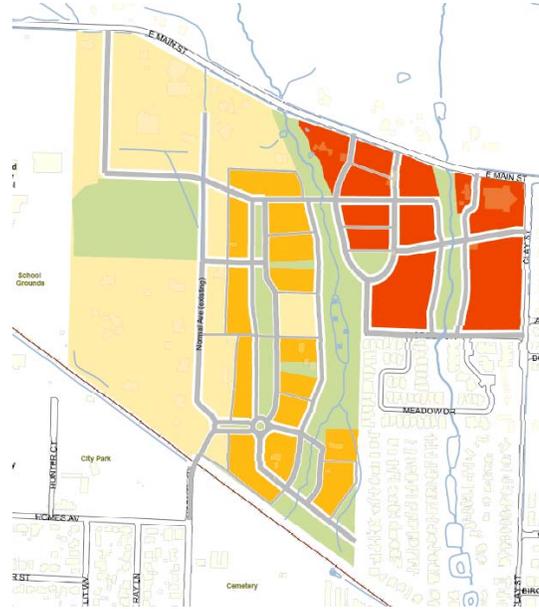
Concerns

- tightly clustered, intense development
- buildings over 2 stories in height
- cookie-cutter design
- overall number of units (<300)
- design of Meadow Creek Estates

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Draft Plan



The New Normal Avenue Neighborhood

Draft Plan

Transportation:

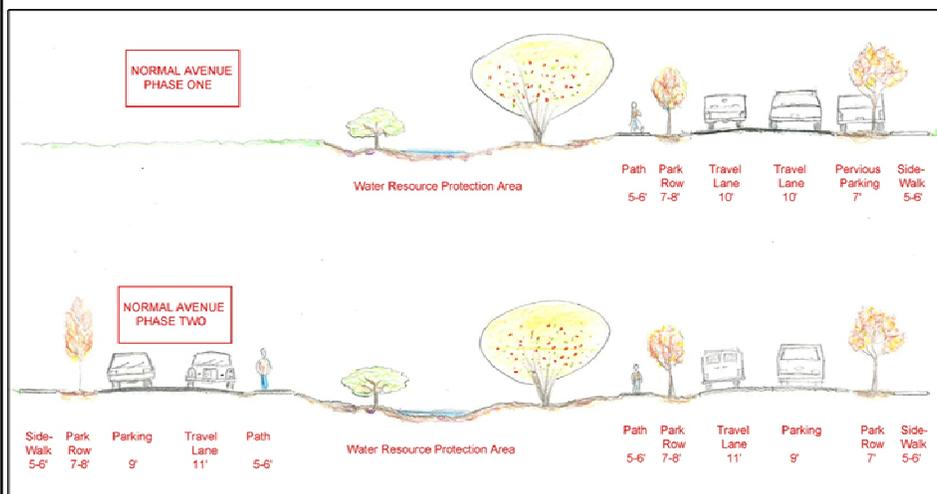
- 1 – Follows waterways
- 2 – Provides walkable design
- 3 – Weaves New Normal through site
- 4 – Allow for Phasing
- 5 – Provides view corridor
- 6 - Based on City standards except:

A – Curbless designs

B – The paths/ sidewalks for facilities adjacent to WRPAs will be allowed to meander away from the travel lanes and into the WRPA so long as it is designed with a sustainable approach to its placement, drainage, and materials, and only when the ecological function of the WRPAS is unharmed.



Draft Plan



Draft Plan

Next Steps:

Gather stakeholder input,
Finalize code language,
Produce Final Plan images, documents, and maps

Questions?

Revisions and Directions for Final

Draft Plan

<i>Neighborhood Street, Residential</i>	<i>less than</i>				NA	NA ¹				
<i>Parking One Side</i>	<i>1,500</i>	<i>47'-51'</i>	<i>22'</i>	<i>15'</i>			<i>one 7'</i>	<i>6"</i>	<i>7'-8'</i>	<i>5'-6'</i>
<i>Parking Both Sides</i>	<i>ADT</i>	<i>50'-57'</i>	<i>25'-28'</i>	<i>11'-14' Queuing</i>			<i>two 7' lanes</i>	<i>6"</i>	<i>7'-8'</i>	<i>5'-6'</i>
<i>Alley</i>	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
<i>Multi-Use Path</i>	NA	10'-18'	8'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none