

To: craig; 'David Chapman'; Mike Faught; graf@sou.edu; shawn; Corinne; dyoung@jeffnet.org; carol; April Lucas; tbrownpc; rpkaplan46; Debbie Miller; Melanie Mindlin; Bill Molnar; mike; tmpeddicord

October 31, 2013

Dear Commissioners,

After speaking with Senior Planner Brandon Goldman, I have modified recommendations for your consideration in the Normal Ave Neighborhood Plan. Following staff guidelines for the Normal Ave Neighborhood Plan, locating similar densities of development across from established neighborhoods has been a primary objective since the Charrette process. North of Creek Drive, and west of Clay Street, the zoning plan has been changed from NA-03 to NA-02 because the proximity and density of the higher multi-family housing type would put too much traffic out onto existing (NA-02) single-family neighborhood street frontage.

I believe this should hold true for the existing (NA-01) neighborhood along the current Normal Avenue as well. The proposed new Normal Ave. (main collector road traversing north/south) should have the most density along this "spine" road, thereby retaining the single family dwelling (NA-01) neighborhood character where it already exists along the current Normal Ave. If the housing density is shifted towards the new Normal Ave., then the need for the problematic egress across the Wetlands #9 is eliminated. The better alternative egress for a centrally located density would be to direct residential traffic **DUE NORTH** to E. Main (see option #2 below). The closer you have the higher density zoning (NA-02, NA-03) to the new main neighborhood collector road, the less vehicle miles people will have to travel through neighborhoods to egress onto a major arterial like E. Main St. The City's goal to preserve its natural areas, especially its largest designated wetland, will then be possible.

In considering alternatives necessary for the project area connectivity to E. Main St. from the west side, there are two options.

1. If connectivity is proposed by extending the current Normal Ave. through to E. Main St., the following **problems are encountered**:

a. The connector road would be a pretty *tight fit* restricted between existing structures, and even *necessitating the demolition* of some.

b. The potential intersection with E. Main St. from the existing Normal Ave. would suffer the consequences of its *proximity to the blind curve* hindering line of sight of oncoming E. Main traffic from the west, and making for a very dangerous left turn onto a main arterial.

c. The City planners have made great efforts to create a road that doesn't produce a *straight shot* through the project (from the RR tracks to E. Main). Connecting traffic would see a straight line through the current Normal Ave to continue directly to E. Main, where speeds could increase to 30 mph (similar to the problem on Faith St.). Without that straight line connection, a more central "spine" route using the new Normal Ave., with its circuitous design, will require behavioral modification as it slows vehicular speeds, making it safer for cyclists,

children, and even cars passing each other. The new sinuous Normal Ave. will be more obvious as the main collector going through to E. Main, and will be seen as access to the development, rather than a cut-through for non-residents.

2. If connectivity is proposed by extending the "spine" road (new Normal Ave.) through to E. Main, you **solve a multitude of problems:**

- a. There are *no structures which would need to be demolished* and, due to lack of nearby existing buildings, the road would not need to be a tight fit or restricted in its placement.
- b. The intersection onto E. Main would have *twice the visual clearance* distance since it is further away from the blind curve in the road (along Temple Emek property) than option 1's hazardous egress.
- c. With the zoning density more centrally shifted, this egress option is closer and more accessible for residents, with *less vehicle miles* required to reach the main arterial of E. Main.
- d. The visual *straight shot North/South road is eliminated* and through traffic will more likely be development/resident related and safer. The current Normal Ave. will retain its neighborhood feeling and safely encourage pedestrian/cyclist multi-modal use to open space and school zones.

The City has housing types which it needs to provide for all types of residences, as well as simultaneously achieving density goals for the Normal Ave Neighborhood Project. **Rezoning the land and its uses into the center of this project** will allow for economy of scale, with full block lengths accommodating multi-family dwellings and their required parking areas. Transitioning out from this core (NA-03) zone, cluster cottage-type housing (NA-02) around common greens can develop. The single family (NA-01) character can then be retained in the existing neighborhoods on the edges of the project area. The overall density of the project will remain with approximately the same number of dwelling units (450) as outlined in the most recent iteration of the Planning Land Use Zone Map.

Please review the attached version of the alternative connections and zoning recommendations I have identified. I hope you will consider these as viable options in your final plan for the Normal Ave. Neighborhood Project.

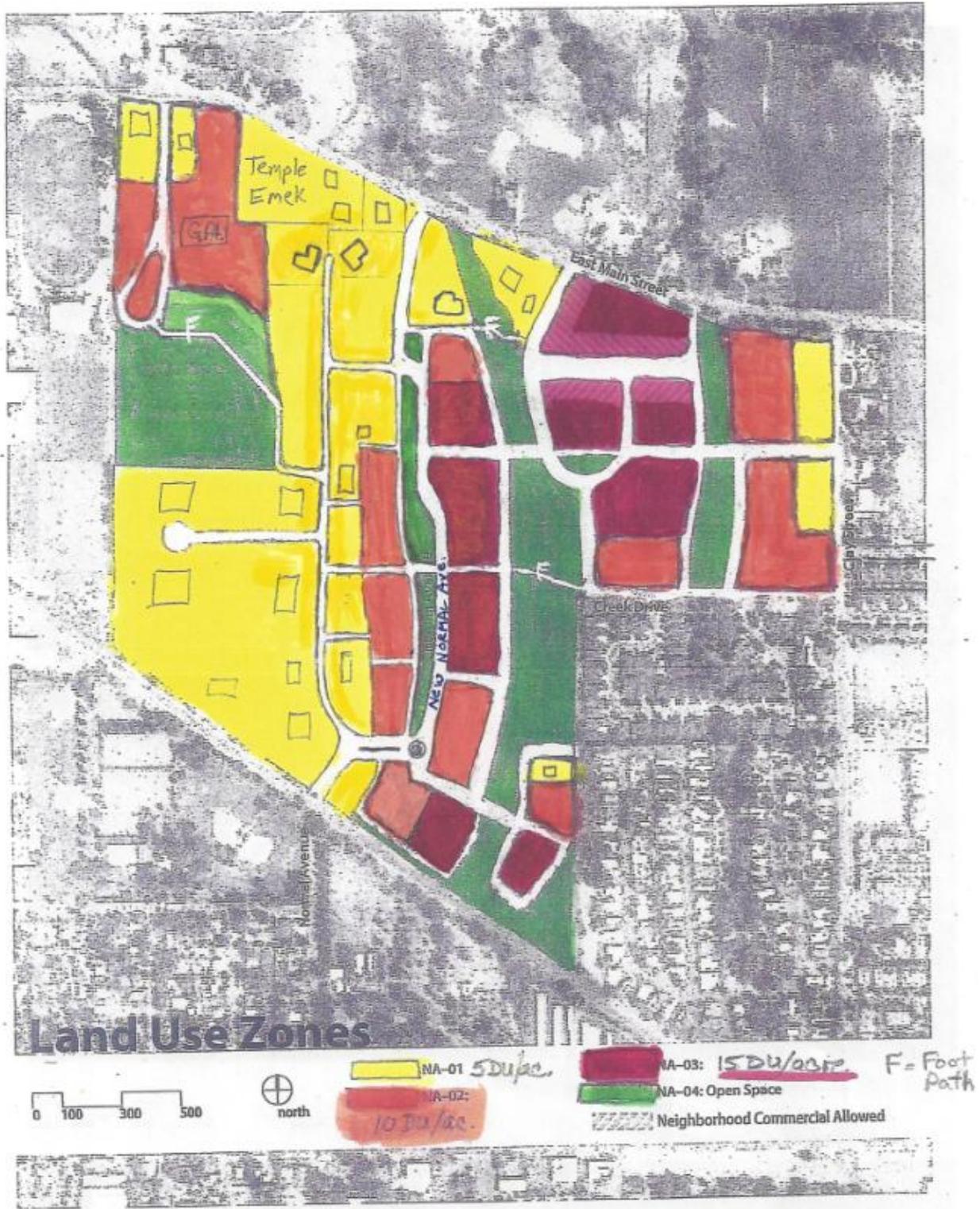
Thanks for your thoughtfulness and time. I would also like to thank Brandon Goldman, Senior Planner, for all his expertise and patience in explaining and working with me to find viable solutions that will retain the goodwill of the community involved in this project.

Sincerely,

Sue DeMarinis
145 Normal Ave.
Ashland, OR 97520
suedem@charter.net

cc: Brandon Goldman

Submitted Illustration by Sue DeMarinis:



9/24/13 → modified by Sue 10/23/13 → 10/31/13

From: "Jan Vidmar" <jan_vidmar@yahoo.com>
To: goldmanb@ashland.or.us
Cc: molnarb@ashland.or.us
Sent: Monday, February 25, 2013 1:20:56 PM
Subject: Normal Ave. Plan

Dear Brandon and Bill,

I want to thank you both for the informative presentation on February 19th. The large Phase 1&2 maps are particularly clarifying. I do have some thoughts on the Normal Plan, particularly in light of what is referred to as significant streams and wetlands in the Greenway and Open Space Framework.

As you pointed out, the stream orientation and flow is from south to north, draining a multitude of water from the highland areas. When planning any development, the contiguous flow and the potential for blockages and flooding needs to be taken into account. As I interpret the Phase 1&2 maps, I am concerned by the proposed crossings of wetland areas by roads.

My first concern is the potential for flooding. Many have witnessed the height to which Cemetery Creek can rise, although for a short period of time. It never fails to amaze me how fast and dangerous a small wet area or creek can become. Bill informed some of us that live in Meadowbrook Park Estates that our houses would not have been built today until current guidelines. Our properties sit within the wetlands buffer zone, and I was not aware of that. In the past I consulted with the City of Ashland and the current FEMA guidelines, and was told that we on Meadow Drive do not need flood insurance. The Wingspread neighborhood is in a flood zone of Clay Creek, and it also borders on Cemetery Creek wetland. The flow of the lower section of Clay Creek needs to be watched, as high density housing and roads could impact flow, causing a backup. Portions are currently choked by blackberry bushes. What assurances would be made to neighborhood residents, current and proposed that we would be secure and insured if a flood occurs?

These comments are not directed toward future neighborhood development, as I haven't heard any objections to the use of land and future construction. The concerns are directed for planning around the "wet" areas to assure the free flow and lack of impediment to water. I would ask that road development be restricted from directly crossing the wetlands. All road surfaces provide for faster run off of water, increasing the flow into the wet areas at a faster pace than ground. Perhaps a buffer zone such as gravel or grass and then a path would slow run off.

The viewing of creeks/wetlands is important to residents of Ashland, but few appreciate them from a car. The Bear Creek Greenway and Lithia Park are gems, and no roads run directly next to the water for viewing. The paths have high use by walkers and bicyclists, and are considered as enhancements to the quality of life in this area. Any sections that are private and behind houses unfortunately are blocked to the public. Paths should have been established in the past to prevent that. The Phase 1&2 plans are poised to make a great connection between the current path that passes by Normal Street, through to East Main/Clay Street. It would be wonderful path following Cemetery Creek.

Other concerns for the creeks/wetlands are as wildlife corridors. The south/north flow orientation is a natural migration route. An Ashland resident and ornithologist, who could be consulted during the development process, came to my house to document the uncommon species and variety of birds that migrate through the Cemetery Creek vegetation (particularly willow bushes). These corridors are also important for a rich variety of butterflies, frogs, reptiles and mammals that are present year round. My personal favorite is our native grey fox that I observe along Cemetery Creek. With minimal impact from development, this can be appreciated by all the neighborhood residents in the future.

After years of horse pasture use in part of the Cemetery Creek area, perhaps a restoration project consisting of plant and tree enhancement would be justified. I've seen the enthusiastic involvement of Ashland residents volunteering in other wetland enhancement projects. Maybe this could be incorporated into a developer's plans, allowing for such enhancement.

Respectfully,

Jan Vidmar
320 Meadow Drive
[541-301-3271](tel:541-301-3271)

From: "Daemon Filson" <daemonfilson@gmail.com>
To: goldmanb@ashland.or.us
Sent: Monday, February 25, 2013 12:28:25 PM
Subject: Normal Planning Comment

Hi Brandon,

Good meeting you last week. As you requested, here is our comment to share at the next planning meeting (tomorrow night), in case I can't attend.

In terms of any and all interface with wet lands/open space/creeks we would prefer a multi-use path vs. a road. But if it must be a road, request that it be **STRICTLY** no parking and **NO PARKING** signage be subtle and in keeping with the natural beauty of the adjacent open space/creek/wetlands.

Sincerely,

Daemon & Heidi Filson
318 Meadow Drive
Ashland, OR 97520
[541.292.1450](tel:541.292.1450)
daemonfilson@gmail.com

KAREN HORN

140 CLAY STREET • ASHLAND, OR • 97520

PHONE: 541.646.7391 • FAX: 866.653.9706.

EMAIL: KARENHORN@MIND.NET

March 4, 2013

Mr. Brandon Goldman
Senior Planner
City of Ashland
By email to brandon.goldman@ashland.or.us

Re: Normal Avenue Plan

Dear Mr. Goldman:

I attended the Planning Commission Study Group session on February 26, 2013, and I would like to register my opinion of what is being developed for the Normal Avenue area.

My concern stems from proximity – I live on Clay Street, across from the field behind the Mormon Church, so I would be directly impacted by increased traffic on Clay and by a dense development of that field, or even the one behind it, which apparently has a developer already attached who favors three-story apartment buildings on that site.

I was disappointed not to be included at the beginning of this process – when questionnaires were distributed to people living in the proposed planning area. I not only live across the street from this area, I pay for a sewer connection with the City of Ashland. I found about the charrette by chance after the questionnaire process had ended by reading the flyer enclosed with the utility bill. My husband attended that meeting, but I was unable to make it.

I am distressed that the north east corner of the planning area is where the densest development is slated to go in. During the study session, the reasons for this choice seemed very arbitrary to me. As I remember it, the presenters said the reasons for putting the densest development there were two fold: first, the residents of Normal Avenue, on the south west side of the area, turned out in force at the charrette and requested no dense development near them, and second, that there is an existing developer and landowner on part of the north east corner who are ready and willing to build.

I am also concerned that traffic on Clay Street, which is already very busy, since there is dense development on both sides of the street up to Ashland Street, will become oppressive with hundreds more residents close by. And East Main – if there will not be public transportation added there for all these new residents, you are not following your own guidelines. Let's not create more sprawl at this time in history.

I believe planning in general is a good thing, and I am glad the Planning Commission is attempting to do something new and get ahead of the curve in this process. However, the way the process is working out is very unsatisfying. If all it takes to change a plan is a vocal group of citizens, then I think you should be required to start over with proper notification of ALL neighbors of the area, whether or not they live inside the city limits. I guarantee you that the neighbors to the east of the planning area do not want dense development near them any more than the Normal Avenue group does. If you want to turn this process into a shouting match, at least give us a chance to present our case.

However, my main concerns have to do with the actual best use of the Normal Avenue area. In my opinion, we are headed into a time of drought, scarcity, and reduced economic activity. The most important thing Ashland can do to help residents prepare for the future is to teach and facilitate the process of making our lives here more sustainable. We grow about 2% of the food we eat here in the Rogue Valley. That must change if we are to survive what's coming at us.

I propose that the Normal Avenue area be maintained as farm land. It is sunny, and the ground water that makes it so hard to develop it for housing will be a benefit for growing plants and pasturing animals. Ideally, it could be divided into allotments, as is done in London, where citizens who already live here in condos with tiny yards can grow their own food on a small plot of their own for a nominal rent.

I can already hear the standard objections – I heard some of them the night of the Study Session. *What about all those people who own land there and have been waiting for years, or decades, for the time when they can cash out big on their land?* My answer is: just because you own land on the edge of town should not guarantee you a right to become wealthy from selling that land. I lost my savings in the stock market in 2008. I may lose some or all of my Social Security benefits due to the dysfunction in Washington DC. My house on Clay Street is worth less today than when I bought it. And the landowners in the Normal Avenue area may not get as rich as they thought they were going to get by building on their land. That is the world we live in today.

Please try to look beyond business as usual when considering this plan.

Sincerely,

Karen Horn

Cc: Troy Brown-Jr, Richard Kaplan, Melanie Mindlin, Michael Dawkins, Bill Molnar, Michael Morris

From: Suzanne Marshall <suzanne.marshall@yahoo.com>

Subject: thank you

Date: April 10, 2013 6:38:24 PM PDT

To: Melanie <sassetta@mind.net>, R Kaplan <rpkaplan46@gmail.com>, T Brown <tbrownpc@gmail.com>, Carol Voisin <cjvoisin@yahoo.com>

Dear Commissioners,

I appreciated your time, expertise and courtesy last night at the Planning meeting. I am impressed that you took the time to listen to concerned citizens and even answer some questions for those who had never attended such a meeting. It is good to live in a town like Ashland with our interested, involved citizenry and city officials.

I lived most of my life in the South where little planning has been done in the past with some horrible results to be sure. Now that I'm fortunate enough to live here, I value good urban/ community planning for Ashland.

I hope that the Normal Avenue plan will be carefully reconsidered. Laws on planning made thirty years ago may need re- working. New issues, new population patterns, and new environmental concerns exist in 2013.

I would like to see more balanced dense housing in the city. It seems like most is on the Southside now with more planned.

Finally, please know that members of our HOA DID attend earlier meetings with the task of reporting back to others; hence the growing interest and concern. We were not LATE to the issue. It takes time to get information circulated and digested.

thank you again for your dedicated voluntary work on the Planning commission.

Suzanne Marshall
369 Meadow Drive

From: michael shore <shrgp@mind.net>
Subject: thank you
Date: April 10, 2013 5:39:40 PM PDT
To: Melanie Mindlin <sassetta@mind.net>

Melanie,

I want to thank you for the way you handled the meeting last night. I really appreciated that you used your prerogative to ask questions when various the public speakers ran themselves out of time.

I would also like to sympathize and appreciate that your requests to your fellow board members for details was met with nostalgia, and patronizing admonishments to the public but no attention to the details of the plan.

I am very much taken by your comments regarding the mindless convenience of putting housing (of any density) on the area simply because it appears vacant and by your comments regarding the hydrology of the area.

The disregard of the public comments and the refusal by the rest of the board to address anything except a vague reference to the benefits of putting a plan in place before the developers start digging was very disheartening.

Except that there are women both on the commission and in the audience, the new normal plan so far reminds me of our national creation myth.... grey haired property owners drawing up plans with regard only for profit, power and "practicality".

If we are talking about providing dwelling spaces at 500 addresses and perhaps 1500 souls, with their 1200 automobiles and six hundred bicycles and 200 dogs, can't the commission, without using drinking water as a limiting factor, ponder the cost of providing schools, sanitation, road maintenance, water treatment and sanitation versus the benefits these new comers would yield?

I agree that exerting control is the purview of the city. If the city must show a certain amount of housing stock, it makes sense to me that other areas be explored. I would agree that being able to walk to town should be a preferred criteria. Or the New Normal plan needs to have a business section along with a meaningful shuttle system.

From my perhaps radical point of view, in light of "the end of oil" and our state's predictions of a looming monster earthquake, it behooves city planning to seek a less conventional paradigm. When the 5 freeway goes missing and fuel is \$10/gallon (if it can be found) hungry residents will greatly appreciate the City of Ashland Demonstration Organic Farm and Beef Lot. We could present the world with a world class demonstration of local food supply.

Finally, I would like to include in these considerations a look at the first order of business at the meeting last night. What if the New Normal developers run into "funding problems" half way through their construction plans?

The country is certainly not out of the woods in terms of how money is being loaned. Will the wetlands in Normal be last on the to-do list? Will the trucks and dozers start ripping and exposing until they stop..... and then will developers ask for a 15 year extension? Will the downstream fish, the hovering birds have a voice at the planning meeting where warm hearted commissioners who do not live nearby extend permits?

Okay that is my rant and my heartfelt appreciation for your work herding the commission and including the public.

If you can point me to ways to help the commission understand the hydrology of the area and if you can point me towards understanding where else the housing reserves could be found, I will follow your clues.

Thanks again

michael shore

From : Jan Vidmar <jan_vidmar@yahoo.com>

Fri, Apr 26, 2013 08:16 AM

Subject : Animal Ordinance and Normal Ave. Plan

To : tbrownpc@gmail.com, rpkaplan46@gmail.com,
sassetta@mind.net, molnarb@ashland.or.us,
mike@council.ashland.or.us, tmpeddicord@gmail.com,
brandon goldman <brandon.goldman@ashland.or.us>

Dear Planning Commissioners,

I attended the interesting study session on Tuesday, April 23rd, which addressed the Keeping of Animals Ordinance Amendment. I was pleased by your openness to the proposals, which displayed your support for quality lifestyles and choices in Ashland.

Since my house borders the Normal Avenue Plan area, I was struck by the unique opportunity we have to incorporate this support of animal husbandry and community gardens. We who own homes in the many developments bordering the proposed plan area are generally on very small lots, and don't have the opportunity to have animals or large gardens. There was virtually no thought given to community space for such activities. However, with the eminent development of adjoining, semi-rural land, the planning commissioners are in a position to decide and advocate for maintaining that rural feeling. Much of Ashland has already succumbed to higher density housing, with small lots and little open space around units.

Please consider the approval of a lower density housing plan, perhaps incorporating cottage homes and townhouses with spaces for animal husbandry and community gardens. The areas to be developed incorporate the special wetlands of Clay Creek and Cemetery Creek, and are in a prime area to consider green development plans.

This is a unique opportunity you have to approve plans for a livable, breathable, less congested part of Ashland. Lower density housing would also greatly alleviate the inevitable future traffic congestion in this area.

We appreciate your dedication and hard work on the Planning Commission.

Respectfully,

Jan Vidmar
320 Meadow Drive
541-301-3271

Please copy for Michael Dawkins.



GracePoint

Church of Nazarene

A Church for People Like You

Planning Commission
City of Ashland
20 East Main Street
Ashland, Oregon 97520

Re: Ashland Gracepoint Church submission for June 25, 2013 Planning Commission
Hearing Session

To Whom It May Concern:

We have watched the planning process move forward for the Normal Street development project and are entering into this process somewhat late because we were out of the communication loop. Nevertheless, we do have several ideas for the future development of our property at 1760 East Main Street and would ask your consideration in these matters.

One of our tentative ideas is a Senior Living Facility that would probably require a higher density than much of the envisioned space in your Normal Street development plans. Many senior living facilities include skilled nursing and possibly medical. Also staffing of a facility like this may require some form of daycare for their children. These two aspects of this project make this significantly different than a five unit per acre development.

We have spoken with Brandon Goldman about the proposed connection across our land between Normal Street and East Main Street. Currently what is proposed in the Phase 2 plan is a straight-through street. We have the desire to make whatever development we do be as pleasing as possible. In this regard, moving the eastern entry onto our land to the most southern corner will allow the road to meander diagonally through the development. This will calm traffic and make it a nicer place to walk and live.

This proposed road connection would exit onto East Main Street over the easement that we have granted to the Ashland School District. We assume that the costs of road building would be shared with the school district unless they make some plan for other bus and traffic access.

Sincerely,
John Colwell and Ray Eddington
for Ashland Gracepoint Church

Ashland GracePoint Church of the Nazarene
1760 East Main Street • Ashland, OR 97520
541-482-1784

www.ashlandgracepoint.com e-mail: office@ashlandgracepoint.com

From: "Amy and Peter" <andinista1@aol.com>
To: "Brandon Goldman" <brandon.goldman@ashland.or.us>
Sent: Thursday, June 27, 2013 6:46:36 AM
Subject: comments from June 25 meeting

Dear Mr Goldman and Planning Commission members,

I attended the Planning Commission meeting on June 25 and would like to submit my comments in writing as they pertain to the New Normal Neighborhood concept plan.

My wife and I reside at 253 Normal Ave with our two young children, ages 4 months and 2 years. We are newcomers to Ashland, having moved here from Bozeman, MT on May 1 of this year.

We chose Ashland for the whole package of what it offers: progressive politics, the university and thriving tourism sector, excellent schools, bike-friendly transportation, mellow climate, and accessible outdoor recreation opportunities including the local ski hill.

Before we purchased our home we became familiar with the term "urban growth boundary" and studied up on the Normal Neighborhood concept plan. We were intrigued and pleased to discover that so much time and effort were being spent on the planning process, including community involvement, far in advance of any development. But, I guess that's one reason why we moved to Oregon instead of staying in Montana!

Although the rural nature of the current neighborhood is attractive, it is "downtown" compared to what we are accustomed to. Already I have felt at risk while walking along the single-lane Normal Ave while my son rides his tricycle, as a steady flow of residents in large SUVs and service workers in large diesel pickups roar back and forth, causing us to retreat off the road every few minutes. I look forward optimistically to seeing the rewards of careful planning revealed as a state of the art modern community with pedestrian-friendly and bike-friendly transportation connectivity. Certainly, in Ashland, we can expect to set a high bar for creating comfortable, usable, friendly, beautiful living spaces. Perhaps state and local regulations are already in place which will not only encourage, but require that the development of this neighborhood seeks to showcase all that we may have learned about building communities which support people.

I would encourage the planners to be bold about strongly recommending progressive, alternative design requirements when presenting the concept plan to the city. Specifically, the items mentioned in the meeting on tuesday: 1) neighborhood commercial support in the form of a cluster of small shops within residences, supplying basic needs within the neighborhood; 2) public parks along the creeks with shade, benches, multi-use trails, and a playground; 3) a neighborhood shared garden where residents may lease space for growing food and ornamentals; 4) and most importantly, the priority to make the automobile the least attractive mode of transportation. The Woonerfs sound great, as do the design elements of the pocket communities outlined in the recent Daily Tidings article.

I would like to express my sincere appreciation for the work that you all are doing, and I look forward to supporting the process as this neighborhood moves into the future.

Best regards,

Peter Carse
253 Normal Ave

July 29, 2013

Dear Planning Commissioners,

In discussions about the Normal Avenue Plan, I don't recall if any proposal was made concerning the possibility of a retirement center on East Main property. That seems to be housing that will be in more demand in the future, and the advantage of attracting the retired and providing the opportunity to Ashland home owners to remain local, is wise.

A couple of years ago I donated copies of a book, "13 Ways to Kill Your Community" to the City office library. To quote:

"Seniors across North America have two important assets, and have them in a greater abundance than the average citizen within the general population: time and money. These are key factors in building a successful community." Seniors are the largest group of volunteers, and some communities even have a volunteer coordinator to identify and recruit volunteers and match them with the proper organization.

Economically, most seniors have retired and freed themselves from the obligations of daily life. They are going to do what they want to do, and since many of them have the funds, they are able and willing to pay for what they want. One of the biggest factors that so many communities, and business people, forget about when it comes to seniors as consumers, is housing.

Please consider approving more senior housing in Ashland, and perhaps the Normal Avenue Plan would be ideal.

Respectfully,



Jan Vidmar

**Ashland Meadows
Homeowners Associations**

Paula Skuratowicz, President
October 8, 2013

Troy Brown Jr
Michael Dawkins
Richard Kaplan
Debra Miller
Melanie Mindlin
Bill Molnar
Michael Morris
Tracy Peddicord

Re: Normal Avenue Plan

Dear Commissioners,

Thank you for the considerable progress that has been made in addressing a number of the issues raised by our neighborhoods. One of our remaining major concerns is the decision indicated in the final draft to postpone the public transportation consideration to some point in the future.

We find it irresponsible to talk about decreasing our reliance on the use of automobiles without also addressing the issues of inadequate public transportation in our area. It is noted in the plan that the existing transit route alignment makes the distance to our closest bus stops greater than what is considered a reasonable walking distance of one quarter mile. This is made worse by the fact that our closest bus stops are at Albertson's and Bi-Mart and the stops at Albertson's are infrequent except for in the early morning and late afternoon. Moreover, the bus line does not go up East Main as it had in the past. This makes transportation by bus particularly difficult for working parents and the elderly.

We already know that the development of the Baptist Church property will approximately double the population in the immediate area. This means that unless there are substantial changes in both the number of stops and the route of the bus service, people in the new development will be forced into using automobiles. It is very clear these changes need to occur at the time of development, not at some future time. That is just passing the buck for someone else to address the problem.

This issue of public transportation is further complicated by the prospect that the Baptist Church property may well be the only property developed for quite a while. Unfortunately, most of the connecting roads and pathways may not be constructed until years later when other areas of the Normal Neighborhood are developed. This further increases the need for increased and closer access to bus transit to be available at the beginning of the project not at some unknown future time. In the High Density Housing and Transportation White Paper prepared in 2011 for the City of Ashland's Planning and Transportation Commission, it was stated that "residential units are the most important land use factor in increasing ridership." Generally agreed on densities for transit service as applied to our zoning would require 1 bus per hour for low density land use, 1 bus every 30 minutes for medium, and 1 bus every 10 minutes for high density use. This definitely applies to the Baptist Church property.

(over)

To: City of Ashland Planning Commission
From: Ashland Meadows HOA

October 8, 2013
Page 2

I have personally had experience with this problem. One holiday season I worked at a temporary job in Medford and rode on the early #10 bus. After my first day at work, I realized the cold and distance to walk to the bus stop made it too difficult for me. My husband ended up driving me every morning to the Safeway stop-which had the additional advantage of a covered place to sit while waiting for the bus. Without a person with access to a car dropping me off, I would never have been able to continue working. If there was a bus stop on East Main, I could have easily walked without the necessity of using a car.

April Lucas

From: Sue D. [suedem@charter.net]
Sent: Thursday, October 03, 2013 5:40 PM
To: april.lucas@ashland.or.us; tbrownpc@gmail.com; rpkaplan46@gmail.com; Howard Miller; sassetta@mind.net; molnarb@ashland.or.us; mike@council.ashland.or.us; tmpeddicord@gmail.com; carol@council.ashland.or.us; craig.ashland@gmail.com; davidchapman@ashlandhome.net; faughtm@ashland.or.us; graf@sou.edu; shawn@polarissurvey.com; corinne@mind.net; dyoung@jeffnet.org
Subject: Normal Ave Neighborhood Plan Concerns
Attachments: Scan0006.jpg; Scan0007.jpg; Scan0008.jpg; Scan0009.jpg

Dear Commissioners,

I am a concerned resident in the Normal Ave. neighborhood of Ashland. My concerns involve 3 categories: traffic/pedestrian safety, development density, and wetlands preservation.

Pedestrian/Traffic Safety Concerns

Vehicular circulation through the Normal Ave Plan area has shifted dramatically from the original design charrette in Oct. 2012 which showed a pedestrian/bike path connection for access to the Middle School. The current transportation Street Network shows a major Connector Road linking the original Normal Ave to the curve of the Ashland Middle School bus drop off. Attached scans #0008 (8:37am) and #0006 (6:33pm) show how busy this area is with school buses, children and families during the day. This is exactly where the Collector Road has been designed to empty all the new westward (heading to downtown) traffic from the neighborhood developments. Scan #0007 shows the *limited visibility* of the connection of the Collector Road onto E. Main St. (adjacent to an incoming curve/blindsight on E. Main).

If most of the development density was to be concentrated in the middle of the 94 acre area (as was discussed at the Charrette Process), then the design for the two new egresses onto E. Main St. (around the Baptist Church property, west of Clay St.) would serve the new residential development population adequately and without traffic *safety concerns for visibility and pedestrian/student congestion* from a Major Connector Road going through to the Ashland Middle School.

Development Density/ Land Use Zoning Concerns

The housing types within the Normal Ave Neighborhood Plan are supposed to be distributed in such a manner as to locate similar densities of development across from established neighborhoods. The area along the existing Normal Ave. has single family detached dwellings, usually with at least one or more acres/homesite. The current staff design does NOT follow development standards to preserve and promote single-dwelling neighborhood character around the *existing neighborhood* with a zone of NA-02 (as defined as multi-family low density) cutting a swath across the north end of Normal Ave. to the Ashland Middle School. Also, adjacent to the designated wetlands in the Normal Ave Plan area, the staff design has abutted an NA-02 zoning density, where a reduction in density, possibly NA-01, should be considered to accommodate the natural hydrologic features and ecosystem (see Wetlands Concerns below). If such non-compatible zoning density is allowed, it will adversely affect this established community's quality of life, increase noise level with traffic congestion/air pollution, and negatively affect the local natural habitat/environment.

The undeveloped land in the middle of the 94 acres, just west of Cemetary Creek & east of the proposed new Normal Ave., should be re-designated from NA-02 to NA-03 with multiple compact attached dwellings to easily accommodate the required 90% maximum density for the entire area to be annexed into the City. This area currently doesn't have an established neighborhood to be affected by such increased developmental impact.

Wetlands Concerns

There is a large section of the Normal Ave Neighborhood Plan that has been identified and designated by the Oregon Dept. of State Lands on their City of Ashland 2001 Local Wetlands Inventory Map (scan #0009). This 1.68 acre Designated Wetland #12 is seasonally saturated with water with no designated outlet for runoff or drainage. It provides a role in local flood control, groundwater regulation/purification, and replenishment of local aquifers for neighborhood domestic well water. Additionally, a distinct ecosystem has developed around this Wetland to support the biodiversity of the specific plants and animals that depend on it. As a neighboring resident to this natural water feature, I have observed red tail hawks, quail, doves, owls, as well as families of deer & gray fox.

The original charrette map, as well as the original Normal Neighborhood Master Plan map/Phase 2, have shown this Wetland to extend from the Ashland Middle School bus turnaround/soccer fields and behind Grace Point Church, and across almost to the existing Normal Ave. The *current* zoning map shows a shrunken down version of the Wetland, and a MAJOR Connector Road going right through the north end of the Wetland!

As City Commissioners, I would hope that you have reviewed an ***Environmental Impact Report*** on this Ashland Wetland #12 prior to allowing its boundaries to be manipulated for development and transportation plans. Has anyone requested such a report or information regarding this sensitive significant water feature? Please consider the impact of changing this Wetland Ecosystem, as well as the potential educational opportunities it could provide (especially adjacent to the Ashland Middle School) if left intact and buffered by lower density development.

I would appreciate your inclusion of my concerns in your discussions and decisions regarding the Normal Ave Neighborhood Plan.

Thank you for your time and service,

Susan DeMarinis
145 Normal Ave.
Ashland, OR 97520
suedem@charter.net

City of Ashland 2011 Buildable Lands Inventory

The primary indicator of future residential land needs is projected population growth. The BLI, compiled by the City of Ashland, stated that the buildable lands WITHIN the City Limits could accommodate approximately 1,883 units. With an average household size of 2.03 people, 1,604 units would be needed over the next 20 years. That's 279 more units available than are needed, already WITHIN City Limits.

Outside the City Limits, yet within the UGB, approximately 970 additional units could be accommodated. The net buildable lands within the UGB could accommodate up to 5,791 new residents, which according to the City Comprehensive Plan population projection, is not expected to be reached for approximately 32 more years!

Potential growth within the UGB, as shown on the zoning densities of the Normal Ave Neighborhood Plan, is **EXCESSIVE** to the 20-year supply of needed buildable lands required by the state.

The housing types according to the Normal Ave Neighborhood Plan (Ch.18 code Amendmts-18.3.x.010) are supposed to be distributed in such a manner as to locate similar densities of development across from established neighborhoods. The area along the existing Normal Ave. has single family detached dwellings, usually with at least one or more acres/homesite. The current staff design does NOT follow development standards to preserve and promote single-dwelling neighborhood character around the existing neighborhood with a zone of NA-02 (as defined as multi-family low density) cutting a swath across the north end of Normal Ave. to the Ashland Middle School.

Buildable Land, as defined in City of Ashland's 2011 BLI, means residentially vacant, partially vacant, & re-developable land within the UGB that is NOT severely constrained by natural hazards or subject to natural resource protection measures. Residential annexations ultimately have a required 90% max. density UNLESS reduction in total # of units is necessary to accommodate significant natural features, e.g. wetlands.

The designated wetland in the Normal Ave Plan area (Wetlands #9 on the City of Ashland/DSL Local Wetlands Inventory Map) has been cut down in size. A WETLAND DELINEATION Site Map, prepared by a natural resource professional, is required for activities/uses in a Wet.Protc.Zone(Code 18.63.110).

Since the BLI doesn't require such a high density due to the available buildable lands within the City Limits, a reduction in density, adjacent to the wetlands (not thru them), possibly NA-01 single family dwellings, should be considered to accommodate (see City of Ashland Wetlands Regulations Code 18.63.070) the natural hydrologic features and ecosystem, as well as maintaining the single-family dwelling neighborhood character.

Traffic and Pedestrian Safety

Even if the Designated Wetland #9 is allowed to be manipulated and minimized for development in the Normal Ave Neighborhood Plan, there is still a very real concern regarding traffic and pedestrian safety.

If a major connector road is allowed to route the new development traffic toward the Ashland Middle School bus turnaround and subsequently feed out onto E. Main St., there will be hazardous conditions for the students and families with the increased usage. Photos were sent to commissioners showing morning and evening congestion of students, buses, & cars. There's limited visibility by an incoming blind curve with the egress to the south. To see to the west, a vehicle must pull almost into the traffic lane.

Public health, safety, and quality of life should be considered when crafting a Master Plan for an area to be annexed into the City for future development. Among the costs of growth, infrastructure needs, environmental and social costs, especially to the residents of the local neighborhood, can produce the following negative impacts:

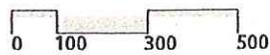
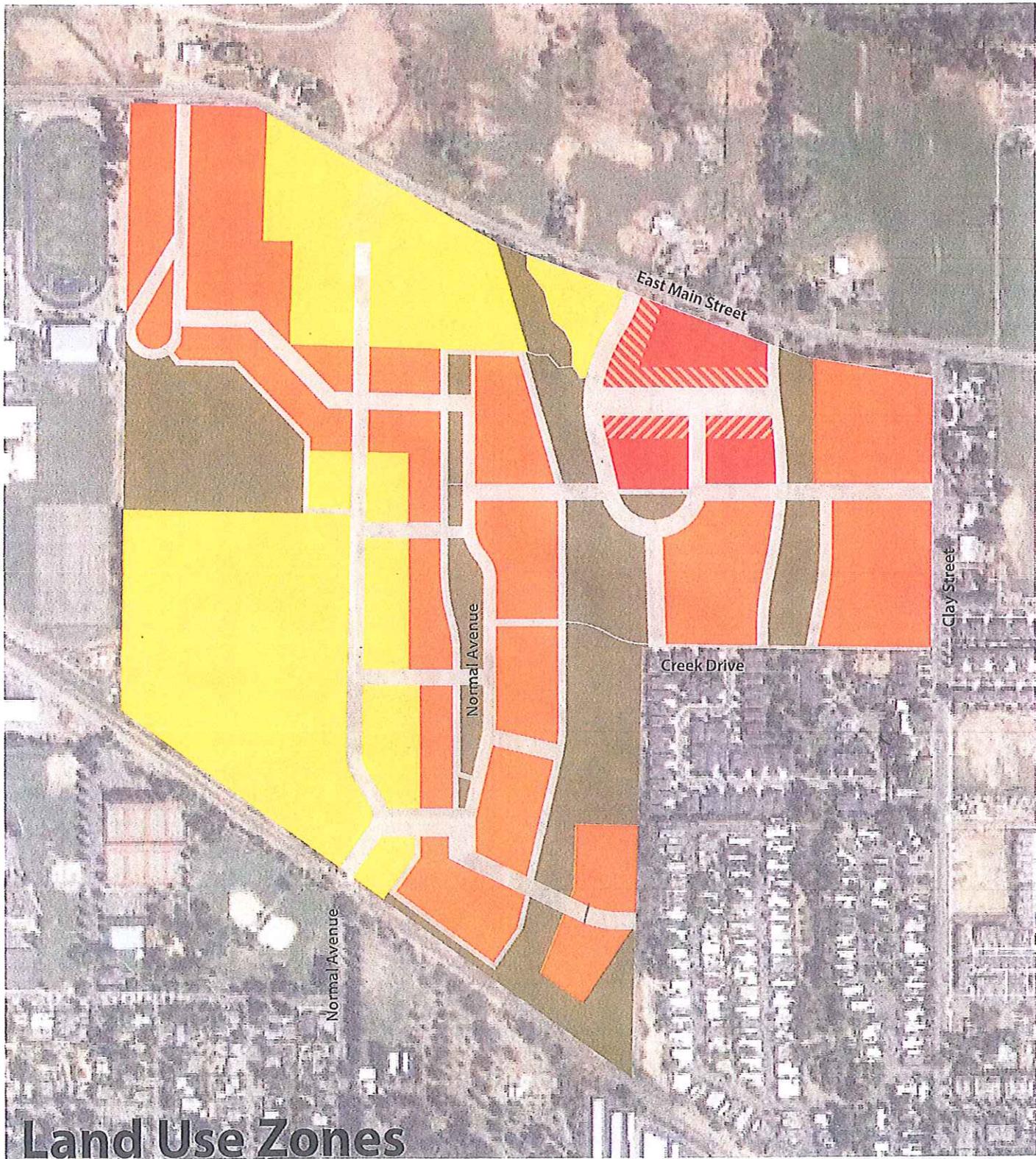
- Decreased Air Quality
- Decreased Water Quality – possible aquifer depletion
- Lost Open Space
- Lost Resource Lands : Wetlands, Agricultural Land
- Lost Visual & other amenity values
- Lost Wildlife Habitat
- Traffic congestion/dangers
- Increased noise pollution
- Increased light pollution
- Lost sense of neighborhood community

By Fodor & Assoc., 2002 "Assessmt of Statewide Growth Subsidies in Oregon"

The costs of such increased housing densities should be evaluated in a Quality of Life and Fiscal Impact Analysis. There are hidden costs to the City's taxpayers created by such unnecessary dense growth. The adequacy of existing fire, ambulance, police, water, sewer and sewage treatment, street infrastructure, student/teacher ratios and school facilities will be tested and proportionately need to increase with such growth.

A Fiscal Impact/Cost of Community Services Analysis should show annexation and development will pay for its own growth! These hidden costs are not covered by the Systems Development Charges that the developers will pay. Will Ashland taxpayers be required to "subsidize" these costs of increased housing densities with new bonds, or increased property taxes? (For example, when Strawberry Lane had an uphill development that required paving the whole road and downhill residents were each charged a massive \$4140 LID tax bill).

****PLEASE ADDRESS THESE CONCERNS WHEN MAKING YOUR DECISION!**



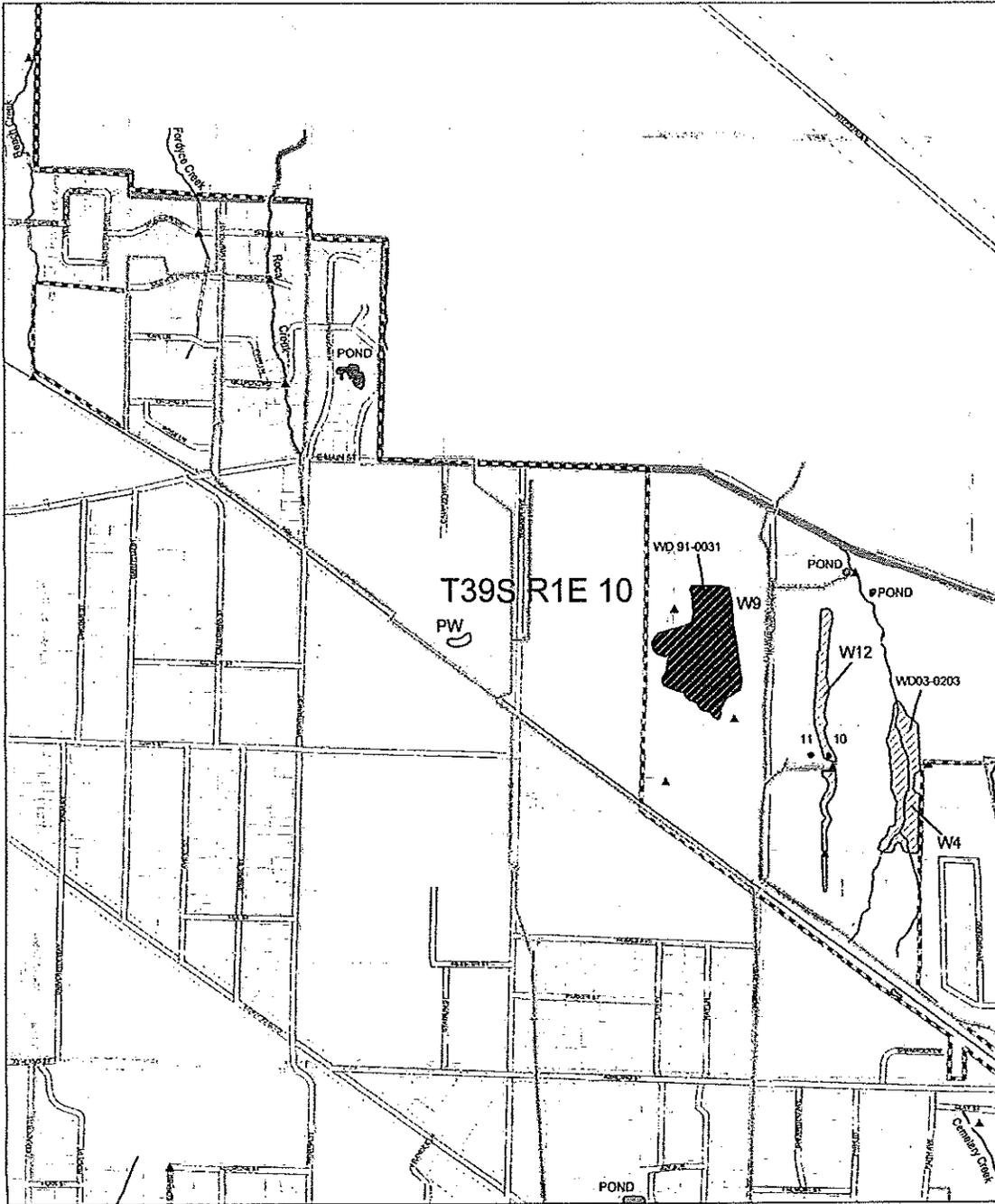
NA-01 5 Du/ac
 NA-02:
 10 Du/ac.

NA-03: 15 Du/ac.
 NA-04: Open Space
 Neighborhood Commercial Allowed

9/24/13



City of Ashland
Local Wetlands Inventory
T39S R1E 10



Legend

- | | | |
|--|-----------------------|--|
| Wetlands, field verified | Taxlots | Streams, intermittent drainages, and ditches |
| Wetlands, not field verified | Urban Growth Boundary | Laterals |
| Possible Wetlands | City Limits | Talent Irrigation District Canal |
| Pond | Sections | Cuverted Streams |
| Riparian Corridor
Sala Harbor (50 feet) | Streets | W1-W14 Wetland Unit |
| Sample Plot | Railroad | |
| Observation Point | | |

Fishman
 Environmental Services
 a division of
SWCA
 Environmental Consultants, Inc.
 www.swca.com
 7241 9th Ave, Suite 204
 Portland, OR 97209-3300
 503-234-0333

Information shown on this map is for planning purposes only and wetland information is subject to change. There may be unmanaged wetlands subject to regulation and all wetland boundary mapping is approximate. In all cases, actual field conditions determine wetland boundaries. You are advised to contact the Oregon Department of State Lands and the U.S. Army Corps of Engineers with any regulatory questions.

The local wetlands inventory has been prepared in accordance with OAR 141-020-0180 through 141-020-0240 and OAR 141-020-0200 through 141-020-0250 by SWCA, Inc.

Maps have been prepared using City of Ashland digital orthophotos. Photos are 50 km².
 File Resolution: 1 pixel
 Date of Photography: Aug 2001

Projection Information
 NAD 1983 StatePlane Oregon South FIPS 5002 Feet
 Lambert Conformal Conic
 False Easting: 421250.000000
 False Northing: 0.000000
 Central Meridian: -120.500000
 Standard Parallel 1: 42.333333
 Standard Parallel 2: 44.000000
 Longitude Of Origin: -121.666667

©2001 North American 1283
 Print Date: 12/12/06, Prepared By: R. Guerin

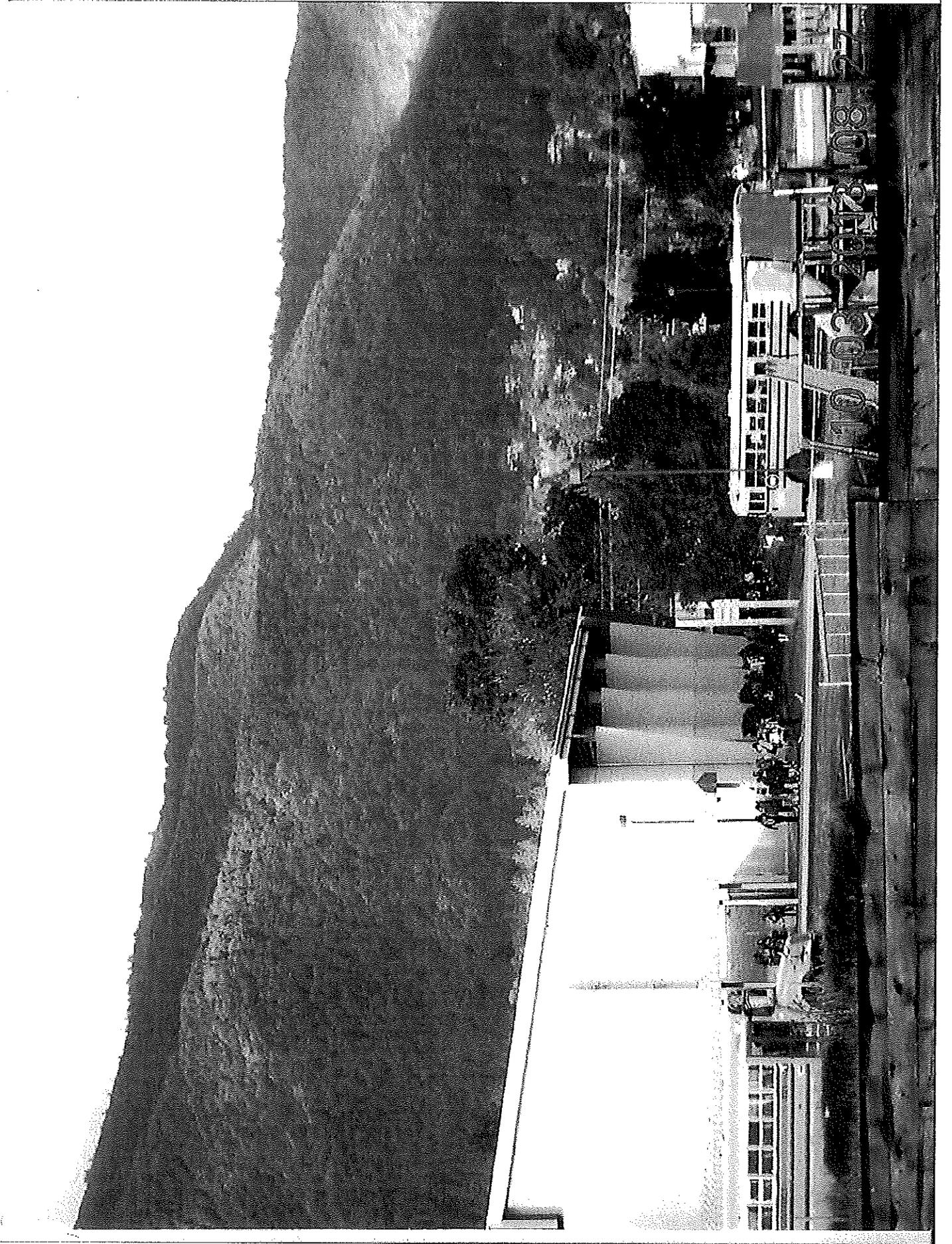
Study area is contained within the Bear Creek watershed



09-30-13 13:55:53



10-03-2013 10:06



8 October 2013

Dear Ashland Planning Commission

I am providing written and verbal comments today about the proposed Normal Avenue development. I want to first mention that I fully support infill to prevent sprawl. I applaud the Planning Commission's diligence in meeting the city of Ashland's goals to provide affordable housing for residents while honoring the city boundaries.

I am concerned about the proposed construction of so many units in such a delicate and vulnerable area, however, and feel that just because the property is within city limits does not automatically make it a desirable place to build.

My job is to help cities prepare for the impacts of climate change. I have worked for the communities of San Luis Obispo, Fresno, Missoula and Fort Collins, Colorado. I am currently helping Fort Collins city planners, just like yourselves, identify where residents are most vulnerable to climate change impacts and develop strategies to reduce their vulnerability. Fort Collins has had 2 recent wake-up calls to the impacts of climate change – the first was when school was cancelled city-wide due to heat (rather than snow) and the second was the devastating 1000-year floods they experienced just a month ago.

Climate change is expected to lead to more extreme events – more heat waves, droughts, catastrophic wildfires, and floods. I have looked closely at the models for southern Oregon and there is a clear signal of increasing potential for large winter storms for this area.

With this new knowledge of increasing flood risk related to climate change, it is no longer responsible to build in areas where we once considered building. We need to reduce the risk to people in flood zones. Unfortunately, the people most at risk during floods are usually those with the lowest incomes and least ability to respond or bounce back.

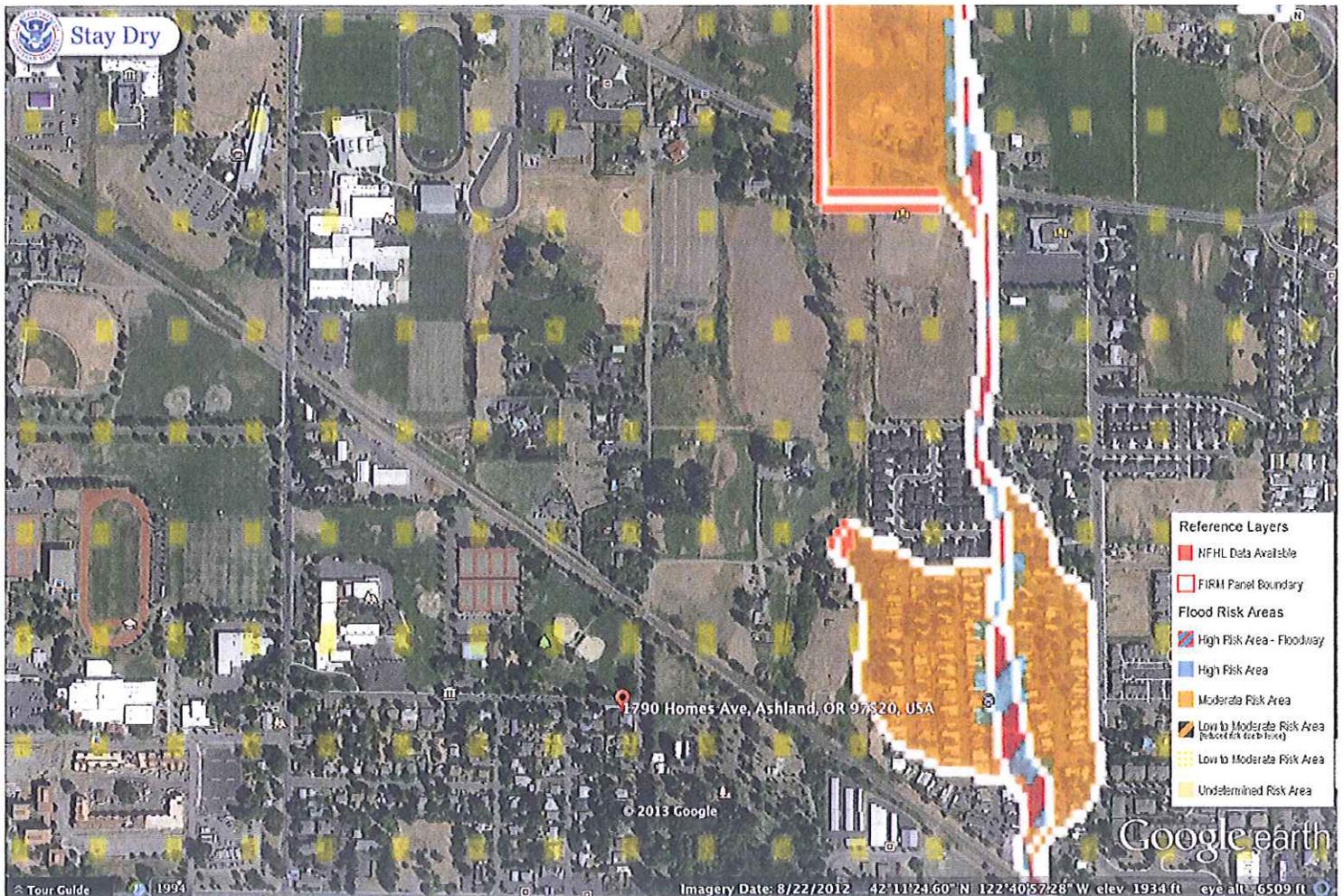
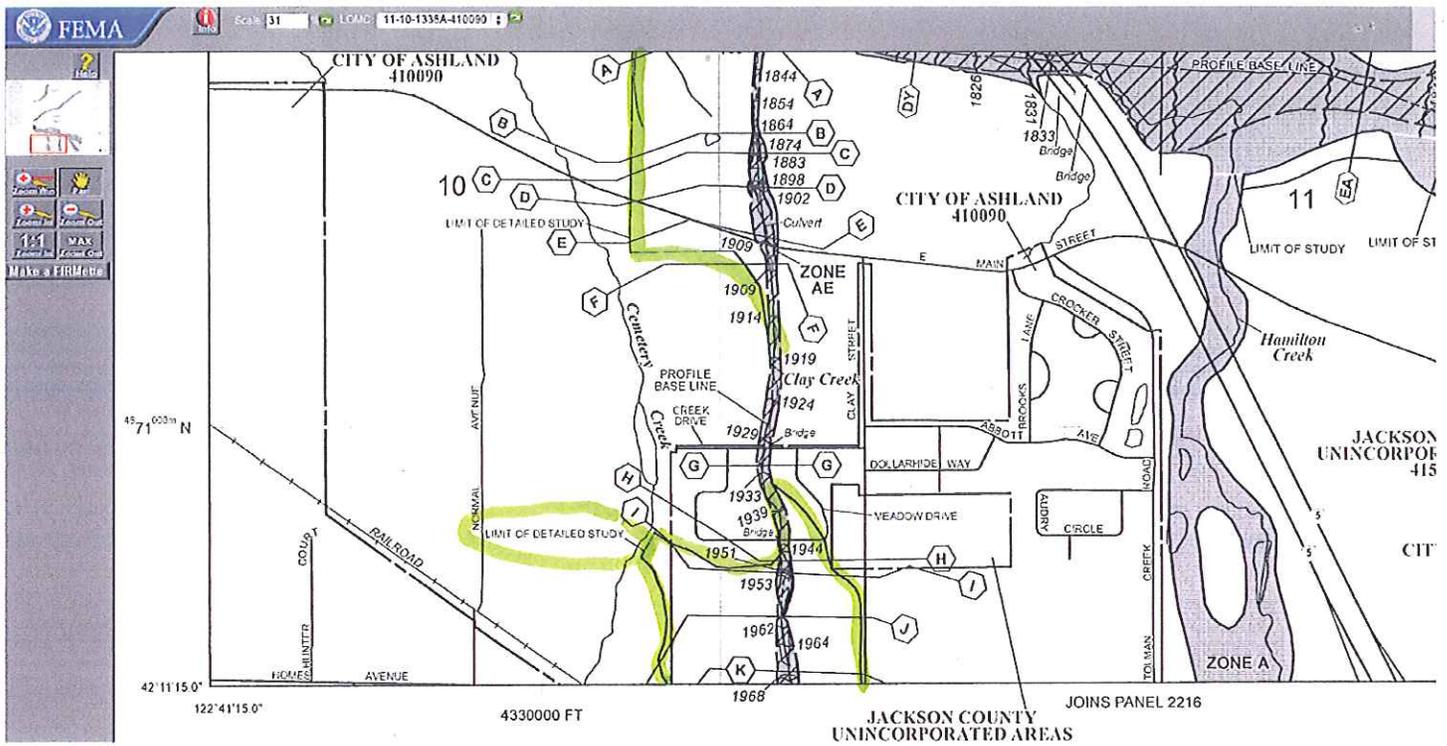
I looked at the FEMA flood maps for the Normal Ave. planned development, which is immediately next to the Clay St. development. The Clay St. development is mostly in a Moderate Risk area for flooding, which FEMA defines as between the 100-year and 500-year flood risk zones. Parts of it (especially the trailer park) are in the High risk area as well, which is within the 100-year floodway. The Normal Ave. development area was not studied by FEMA, but is adjacent to it and has similar features, including streams and wetlands that are of similar size and volume of water.

This shows that the area is currently at risk, but we need to remember that climate change presents us with even greater risk to consider. Climate change is expected to increase substantially in the coming decades, with greater and greater risk of floods, drought, and wildfire. Planning for resilient communities means thinking ahead and keeping people out of hazardous areas now, to reduce their vulnerabilities during future disasters.

While I support infill, I cannot support this project. The area is perfect for a park with natural vegetation and trails that can be used by the schools nearby and local kids.

Thank you,
Marni Koopman, Climate Change Scientist
Ashland Resident (1790 Homes Ave.)

3 attachments: (1) Excerpts from the Climate Resilient Communities Primer, (2) FEMA Maps of the proposed Normal Ave. development area, and (3) pictures of Colorado floods.



Figures 1 and 2. These maps are from the FEMA Flood Hazard mapping website (msc.fema.gov). The top map shows the boundaries of the area where FEMA completed their detailed study. The bottom map shows that the areas that were studied all showed up as high and moderate risk for flooding. The areas that were outside the study boundary were not classified. These maps were accessed 10-7-2013. Of note is that fact that the Clay St. development is at moderate to high risk, and is similar to the proposed Normal St. development. FEMA defines moderate risk as “between the limits of 100-year and 500-year floods.”



Figures 3 and 4. Areas of Lyons Colorado where homes built near local creeks were flooded in September, 2013.

46680

Climate Resilient Cities

A Primer on Reducing Vulnerabilities to Disasters

Neeraj Prasad – Federica Ranghieri – Fatima Shah
Zoe Trohanis – Earl Kessler – Ravi Sinha



THE WORLD BANK

TABLE 1.1 / Possible impacts of extreme climate change relevant to urban areas (mostly adverse in East Asia)

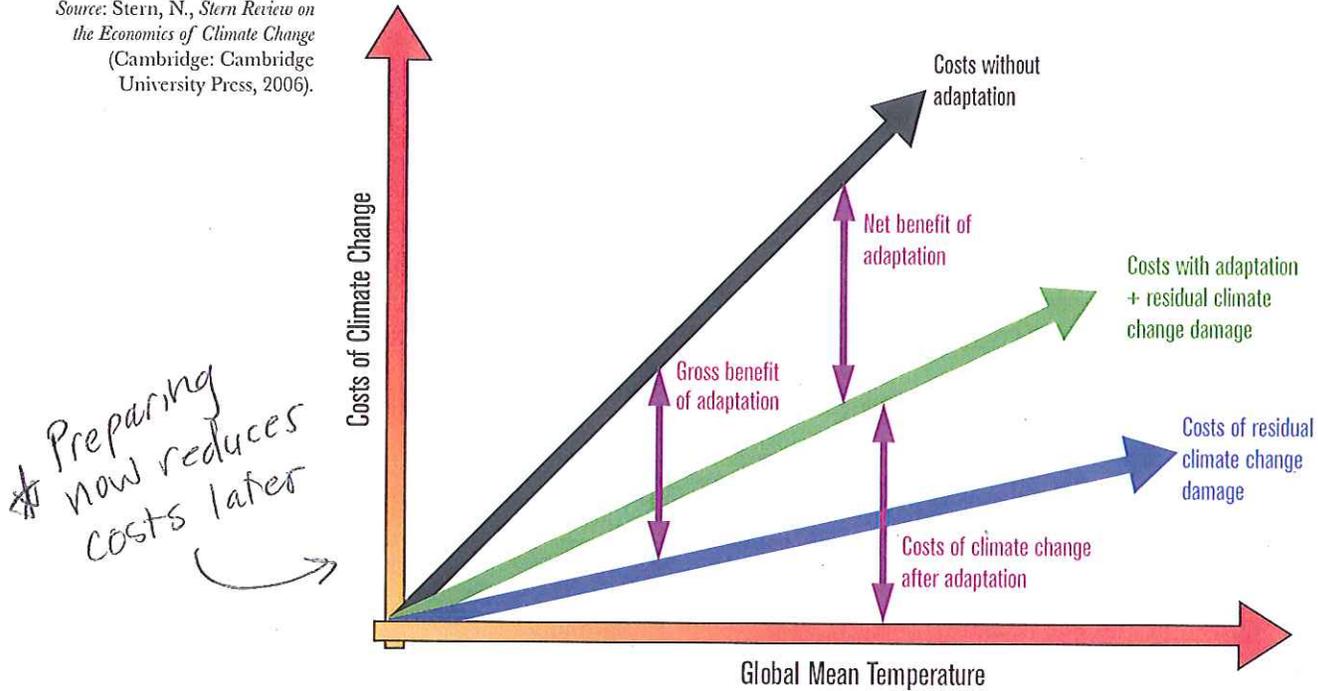
Source: IPCC, *Synthesis Report – Summary for Policymakers*. Assessment of Working Groups I, II, and III to the Third Assessment Report of the Intergovernmental Panel on Climate Change (IPCC: Cambridge University Press, 2007).

Projected change in extreme climate phenomena and their likelihood	Consequences of climate change
Warmer with fewer cold days and nights, warmer and more frequent hot days and nights (virtually certain)	<ul style="list-style-type: none"> <input type="checkbox"/> Heat island effect <input type="checkbox"/> Increased demand for cooling <input type="checkbox"/> Declining air quality in cities <input type="checkbox"/> Effects on winter tourism <input type="checkbox"/> Reduced energy demand for heating (a short-term benefit but not in East Asia) <input type="checkbox"/> Reduced disruption to transport due to snow, ice (a short-term benefit, but not in East Asia)
Warm spells/heat waves. Frequency increases over most land areas (very likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Increased water demand <input type="checkbox"/> Water quality problems <input type="checkbox"/> Increased risk of heat-related mortality, especially for the elderly, chronically sick, very young and socially isolated <input type="checkbox"/> Reduction in quality of life for people in warm areas without appropriate housing
Heavy precipitation events. Frequency increases over most areas (very likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Adverse effects on quality of surface and groundwater <input type="checkbox"/> Contamination of water supply <input type="checkbox"/> Increased risk of deaths, injuries, and infectious, respiratory, and skin diseases <input type="checkbox"/> Disruption of settlements, commerce, transport, and societies due to flooding <input type="checkbox"/> Large displacement of people <input type="checkbox"/> Pressures on urban and rural infrastructures <input type="checkbox"/> Loss of property <input type="checkbox"/> Water stress may be relieved (short-term benefit)
Intense tropical cyclone activity increases (likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Power outages <input type="checkbox"/> Distress migration to urban areas <input type="checkbox"/> Disruption of public water supply <input type="checkbox"/> Increased risk of deaths, injuries, water and food-borne diseases; post-traumatic stress disorders <input type="checkbox"/> Disruption by flood and high winds <input type="checkbox"/> Withdrawal of risk coverage in vulnerable areas by private insurers <input type="checkbox"/> Potential for population migrations <input type="checkbox"/> Loss of property
Increased incidence of extreme high sea level (excludes tsunamis) (likely)	<ul style="list-style-type: none"> <input type="checkbox"/> Decreased freshwater availability due to saltwater intrusion <input type="checkbox"/> Increased risk of deaths and injuries by drowning in floods and migration-related health effects <input type="checkbox"/> Loss of property and livelihood <input type="checkbox"/> Permanent erosion and submersion of land <input type="checkbox"/> Costs of coastal protection versus costs of land-use relocation <input type="checkbox"/> Potential for movement of populations and infrastructure

A supportive institutional and policy environment at the state and national levels can enable local adaptation. Mainstreaming these issues into policy and practice leads to holistic rather than sectoral engagement in climate change. Cities act cross-sectorally, a critical approach for dealing with climate change and disaster management. In this context, mainstreaming implies integrating awareness of future climate change impacts into existing and future policies and plans of developing countries, as

FIGURE 2.3 / Relationship between the cost of adaptation and climate change

Source: Stern, N., *Stern Review on the Economics of Climate Change* (Cambridge: Cambridge University Press, 2006).



Societies have a long record of managing the impacts of weather- and climate-related events. Nevertheless, additional adaptation measures will be required to reduce the adverse impacts of projected climate change and variability, regardless of the scale of mitigation undertaken over the next two to three decades. Moreover, vulnerability to climate change can be exacerbated by other stresses. These arise from, for example, current climate hazards, poverty and unequal access to resources, food insecurity, trends in economic globalization, conflict, and incidence of diseases.

Some planned adaptation to climate change is already occurring on a limited basis. Adaptation can reduce vulnerability especially when it is embedded within broader sectoral initiatives. There is high confidence that there are viable adaptation options that can be implemented in some sectors at low cost, and/or with high benefit–cost ratios. However, comprehensive estimates of costs and benefits of adaptation need to be evaluated for each urban area.

* The urban poor are typically at the highest risk in the event of natural disasters due to the location of low-income settlements. These settlements are often on sites vulnerable to floods and landslides, infrastructure is weak or lacking, and housing is substandard and prone to fire damage or collapse. The urban poor thus face threats to their lives, assets, and future prosperity due to an increase in risks of storms, floods, landslides, and extreme temperatures. Urban poor are also likely to get unequal distribution of scarce assets such as water, energy supply, and urban infrastructure, thereby increasing their vulnerability. Recovering from disasters is also particularly difficult for the poor as they do not have resources or adequate safety nets, and public policies often prioritize rebuilding in

other parts of the city.²³ Environmental- and climate change-related problems affect the urban poor disproportionately because of poor quality and overcrowded housing and the inadequacies in provision of water, sanitation, drainage, health care, and garbage collection.

The adaptive capacity of a society is intimately connected to its social and economic development. However, the adaptive capacity is unevenly distributed across and within societies. A range of barriers limit both the implementation and effectiveness of adaptive measures. The capacity to adapt is dynamic and influenced by a society's productive base, including natural and man-made capital assets, social networks and entitlements, human capital and institutions, governance, national income, health, and technology. Even societies with high adaptive capacity remain vulnerable to climate change, variability, and extreme events.

Early mitigation of GHG emissions will decrease future adaptation costs. However, even if efforts to stabilize GHG concentrations are relatively successful, some degree of warming and related impacts will continue to occur in the future. An effective response to city-level climate change must therefore combine both mitigation (to avoid the unmanageable) and adaptation (to manage the unavoidable).²⁴

There are synergies between successful climate change adaptation and successful local development. In urban areas, poverty reduction, including the provision of housing upgrading and basic civic infrastructure and services, is central to adaptation. Successful, well-governed cities greatly reduce climate-related risks for low-income populations.

All adaptation measures can be categorized into five categories and their combinations: (a) mobility, (b) storage, (c) diversification, (d) communal pooling, and (e) exchange. The effectiveness of these strategies is a function of the social and institutional condition of the city and needs to be designed to be region specific.

- **Mobility** is the most common adaptation response, such as relocation of a vulnerable population away from flood plains and landslide-prone slopes. Mobility may have extremely adverse social consequences if it is not planned as a part of an adaptation strategy due to the attendant social and political instability (such as when people are forced to relocate away from their livelihoods and social support system, or when they are unwanted in their new neighborhood).
- **Storage** refers to pooling of risks across time. Storage strategies are relevant to individual households and communities. If adequate high-quality urban infrastructure is provided to a community, the need for storage can be substantially reduced. Storage is most useful to address food and water scarcity in the immediate aftermath of a disaster. Several sound practices for storage exist, such as the 72-hour self-sustaining food supply that is recommended for each family by the disaster management plans in several cities.
- **Diversification** refers to pooling of risks across assets and resources of households and communities. Some good adaptation strategies include mixed land-use urban development plans so that the community has a mix of economic background, commercial activities, and employment opportunities.

The urban poor are typically at the highest risk in the event of natural disasters because of the location of low-income settlements.

- **Communal pooling** refers to pooling of assets and resources, sharing of incomes from particular activities across households, or mobilizing the use of resources that are collectively held during times of scarcity. Communal pooling spreads risks across households. It can take place through better interaction between the various stakeholders or communities that are likely to be affected by a disaster. The most common communal pooling programs are those that aim to develop community-level support groups or self-help groups. Micro-finance programs that pool community resources and provide support on the basis of need are another example of adaptation through communal pooling.
- **Exchange** is the most versatile adaptation response, and it is extremely important for urban areas. Exchange and market mechanisms, both formal and informal, are critical for economic development of the cities. Market-based or exchange adaptation includes provision of access to better and newer markets by the community. Programs that provide insurance to cover buildings that may be damaged due to earthquake or floods are examples of market-based adaptation practice. Market-based approaches also allow a city to monetize their assets, which can then be used to raise resources for undertaking various developmental and disaster risk management programs. This adaptation response therefore enables the community and the city to share risks with the much wider global community.

An illustrative list of national, regional, and local mitigation policies and instruments that have been suggested is shown in Table 2.4, which also presents some examples of applications in the water, energy, transport, building, and industry sectors. It also presents key constraints and key opportunities that these measures, policies and instruments may cause when applied at city level.

TABLE 2.4/ Selected examples of key sectoral adaptation opportunities pertaining to urban areas

Source: IPCC, *Climate Change 2007: Synthesis Report – Summary for Policymakers*. Assessment of Working Groups I, II, and III to the Third Assessment Report of the Intergovernmental Panel on Climate Change (IPCC: Cambridge University Press, 2007).

Sector	Adaptation option/strategy	Underlying policy framework	Key (-) constraints and (+) opportunities to implementation
Water (e.g., King County/Seattle, Singapore)	Expanded rainwater harvesting; water storage and conservation techniques; water reuse; desalination; water-use and irrigation efficiency	National water policies and integrated water resources management; water-related hazards management	(-) Financial, human resources, and physical barriers (+) Integrated water resources management; synergies with other sectors
Infrastructure and settlements (including coastal zones) (e.g., Venice, London, New York)	Relocation; seawalls and storm surge barriers; dune reinforcement; land acquisition and creation of marshlands/wetlands as buffer against sea-level rise and flooding; protection of existing natural barriers	Standards and regulations that integrate climate change considerations into design; land-use policies; building codes; insurance	(-) Financial and technological barriers (+) Availability of relocation space; integrated policies and management; synergies with sustainable development goals

Adaptation strategy to protect infrastructure from flood risk

Sector	Adaptation option/strategy	Underlying policy framework	Key (-) constraints and (+) opportunities to implementation
Human health (e.g., Singapore, New York)	Heat-health action plans, emergency medical services, improved climate-sensitive disease surveillance and control, safe water and improved sanitation	Public health policies that recognize climate risk; strengthened health services; regional and international cooperation	(-) Limits to human tolerance (vulnerable groups), (-) Knowledge limitations (-) Financial capacity (+) Upgraded health services, (+) Improved quality of life
Tourism (e.g., Switzerland)	Diversification of tourism attractions & revenues, shifting ski slopes to higher altitudes and glaciers	Integrated planning (e.g., carrying capacity; linkages with other sectors); financial incentives, e.g., subsidies and tax credits	(+) Appeal/marketing of new attractions; (-) Financial and logistical challenges (-) Potential adverse impact on other sectors (e.g., artificial snow-making may increase energy use) (+) Revenues from 'new' attractions (+) Involvement of wider group of stakeholders
Transport (e.g., King County/Seattle, Albuquerque, Rockville, Singapore, Tokyo)	Realignment/relocation; design standards and planning for roads, rail, and other infrastructure to cope with warming and drainage	Integrating climate change considerations into national transport policy; investment in R&D for special situations, (e.g., permafrost areas)	(-) Financial and technological barriers (+) Availability of less vulnerable routes (+) Improved technologies (+) integration with key sectors (e.g., energy)
Energy (e.g., King County/Seattle, Albuquerque, Rockville, Singapore, Tokyo)	Strengthening of overhead transmission and distribution infrastructure, underground cabling for utilities, energy efficiency, use of renewable sources, reduced dependence on single sources of energy	National energy policies, regulations, and fiscal and financial incentives to encourage use of alternative sources; incorporating climate change in design standards	(+) Access to viable alternatives (-) Financial and technological barriers (-) Acceptance of new technologies; (+) Stimulation of new technologies (+) Use of local resources

TABLE 2.4/ (cont.)

The Primer now looks at the main consequences of climate change, with a focus on sea-level rise, temperature change, precipitation change, resilience, and extreme events. The relationship between consequences and the extent of mean global temperature rise is shown in figure 2.4. When global annual temperature increases, several effects are likely to occur. The figure shows the potential impacts of a 5°C change in temperature to the water, ecosystems, food, coasts, and health sectors.

26 Sep 2013

To:

City of Ashland Transportation Commission
Ashland City Council
City of Ashland Planning Commission
20 East Main Street
Ashland, OR 97520

From:

Brett & Susan Lutz
1700 East Main Street
Ashland, OR 97520
541-218-5203

Council and Commission Members,

My wife and I moved to Ashland 7 years ago, in the latter half of 2006. We moved here to become part of the vibrant community, for the good schools, the balance of open space with wise development, and plentiful outdoor recreation, among other reasons. Last summer we moved to 1700 East Main Street, into the proposed Normal Avenue Neighborhood Development area, with our 3 young children. Our property lies on 1.16 acres adjacent to the Ashland Middle School and Grace Point Church.

My family and I wish to continue to remain zoned in Jackson County. We do NOT want to be annexed into the city of Ashland. My comments to follow, specific to the transportation plan, will explain some of the reasons why.

In the Phase 2 (long term) portion of the "Neighborhood Plan", the diagram found at http://www.ashland.or.us/SIB/files/Phase2_Aerialx.pdf shows a neighborhood street for the project going through what are deemed "locally significant" wetlands. These should be preserved for water filtration and wildlife habitat. Additionally, the existing road is used by the Middle School as a bus turn-around area, parking during sporting events for both Ashlanders and family and friends of visiting schools, and by both Grace Point Church and Temple Emek Shalom. Current traffic volume is so high already during certain times of certain days that adding additional traffic would certainly result in increased congestion likely resulting in the need for a traffic light. Adding a traffic light would increase road noise, pollution to air and water (there is both a stream and a TID line on the north side of our property that ends up in Bear Creek), and slow traffic movement on East Main Street. Additionally, we fear that a traffic light would make it more difficult to get in and out of our driveway that exits to East Main Street and would almost certainly lower the value of our property.

Instead, we would like to see the nearby wetlands expanded, not reduced in size. As our climate continues to change, the need for wetlands for filtering water and to buffer us from flash flooding due to increased rainfall rates will increase. During dry times, these wetlands can buffer us from drought by serving as water and moisture storage for us and wildlife. Therefore, we believe that there should be a wildlife corridor established and preserved from these wetlands to Bear Creek, and see ourselves as part of that.

Thus, we wish to be excluded from the expansion project and ask that no road beyond what already exists be establish^{ed} through the locally significant wetlands and along the east edge of our property. Rather than develop our land, we want to use it for local food production, green space, as a wildlife corridor, and for renewable energy production.

Thanks for your time and understanding.

Sincerely,

Signed  and 
Brett & Susan Lutz and Family

Meadowbrook Park Estates Homeowners Association

Bryce C. Anderson, Board Member

October 8, 2013

Troy Brown, Jr.
Michael Dawkins
Richard Kaplan
Deborah Miller
Melanie Mindlin
Tracy Peddicord
City of Ashland Planning Commission
51 Winburn Way
Ashland, Oregon

Dear Commissioners,

As we have stated before, the Meadowbrook Park Estates, Ashland Meadows and Chautauqua Trace Homeowners Associations are in favor of the development of the property in the Normal Avenue Neighborhood Plan that lies between the western half of Creek Drive and East Main Street, known informally as the "Baptist Church property." The portion of the site behind the existing community church is both an eyesore and a fire hazard, and development would be a welcome improvement. At the same time, as indicated on pages 15 and 16 of the September 24 report, there are serious traffic problems along East Main. This narrow two-lane street has no curbs or sidewalks east of Walker Avenue other than the portion of East Main fronting the Mormon Church, no left turn lanes, and very narrow pedestrian and bicycle lanes adjacent to large drainage ditches that pose hazards to both pedestrians and bicyclists. Moreover, only the southern side of East Main is in the plan boundaries because the northern side is not within the City of Ashland Urban Growth Boundary. As a result, any improvement of East Main in the development area will result in bicyclists, as well as pedestrians running or jogging in the bicycle lanes, using the southern side of East Main for travel in both directions.

To make matters worse, if the current plan is followed, the development of the Baptist Church property will immediately result in at least two additional streets feeding into East Main, as well as an unknown amount of commercial traffic from the proposed development. The additional street traffic feeding into a two-lane road with a 40 mile per hour speed limit will present numerous additional hazards. (The attached map shows East Main, with the 40 mile per hour portion indicated in blue.) This problem will not be solved until the City of Ashland gets control of, and develops the north side of East Main, which will probably have to be done by expanding the Urban Growth Boundary, but the alternative is a crowded, unsafe street. These issues are only hinted at in the current development plan, and we submit that they should be set forth explicitly in considerably more detail.

To: City of Ashland Planning Commission
From: Meadowbrook Park Estates HOA et al.

October 8, 2013
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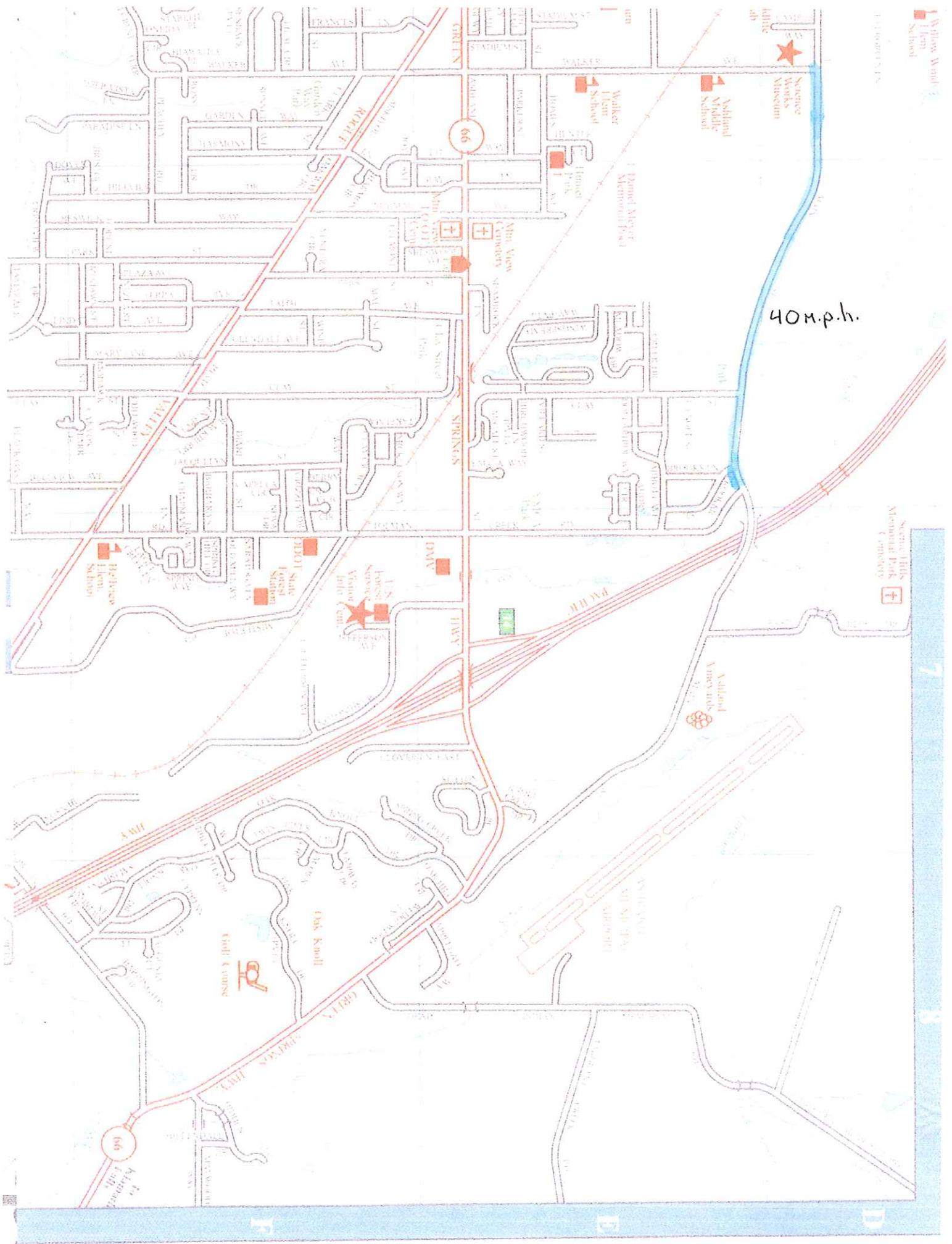
We would note again that the above comments are focused mainly on that portion of the plan covering the Baptist Church property, because this portion is likely to be the first developed, and to have the most immediate impact on the three homeowners associations affected by such development. There may well be other serious concerns regarding that portion of the plan covering the Normal Avenue extension, such as wetlands preservation, storm water dispersion and the like, but we will leave any comment on these aspects of the plan to the homeowners immediately affected by them.

Thank you for your consideration of these items and your work on the plan.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bryce C. Anderson". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Bryce C. Anderson
Meadowbrook Park Estates HOA



Ashland Wind
Light
School

40 m.p.h.

Memorial Park
(Emery)

Ashland
Ameyards

U.S. Forest
Service
Vernon
Field

State
Forest
Museum

Bellevue
Elem.
School

Oak Knoll
Club Course

66

66

7

8

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