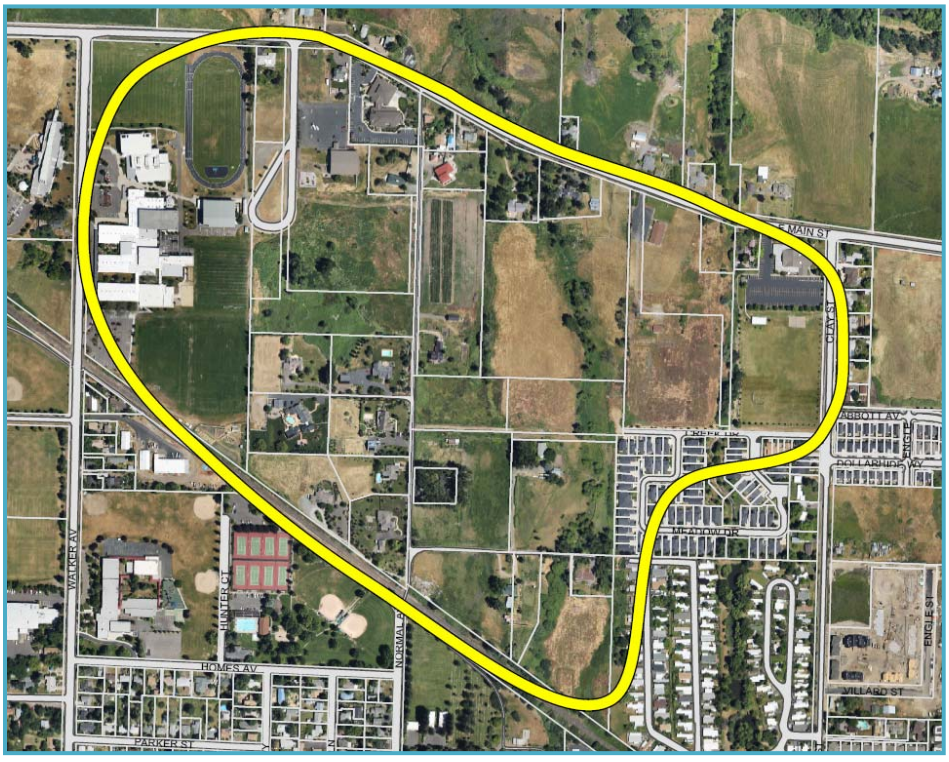
Normal Avenue Neighborhood Plan

Executive Summary of Existing Conditions

General Project Area Description

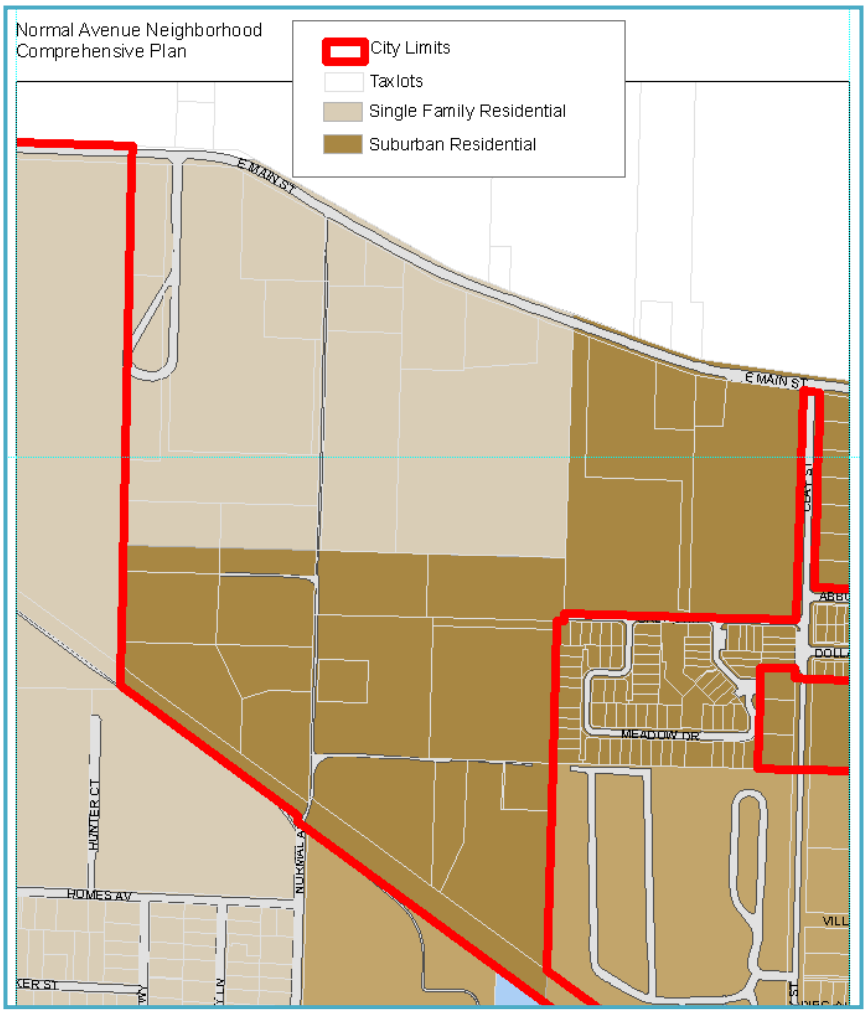
The Normal Avenue neighborhood is situated between East Main Street to the north and the railroad tracks to the south, Clay Street to the east and the Ashland Middle School to the west. Currently, the 94 acre area has a mix of Comprehensive Plan designations including single family residential and suburban residential, and is presently outside the City of Ashland (City) city limits but within the City Urban Growth Boundary (UGB).

This area constitutes the largest remaining area of residentially designated land that is suitable for medium- to high-density development which remains largely vacant or redevelopable. The plan area contains 35 properties ranging in size between 0.38 acres up to 9.96 acres. There are 26 property owners within the plan area with a number owning multiple parcels. Residential development in the plan area has historically been low density - rural residential large lot single family homes - consistent with Jackson County (County) zoning standards. Single family homes on large (up to 2 acre) lots are predominately located along East Main St, or in the south west corner of the plan area adjacent to Normal Ave.



Comprehensive Plan

The Normal Avenue Neighborhood Plan Area is within the Urban Growth Boundary yet presently outside the Ashland City Limits. The City of Ashland Comprehensive Plan anticipates the future urbanization of this area to ensure an orderly transition of land from rural to urban uses. The City of Ashland has an established goal to maintain a compact urban form (Comprehensive Plan Goal 12.09) and to ensure the orderly and sequential development of land in the City Limits. To this end the Comprehensive Plan designations within the Normal Avenue Neighborhood Plan Area include approximately 41 acres of land reserved for *Single Family Residential* (SFR) and approximately 50 acres of *Suburban Residential* lands. The housing density expected for the SFR lands would range from 4.5 to six units per acre on average. Suburban residential lands typically accommodate attached housing options with densities between 7.2 and nine units per acre.



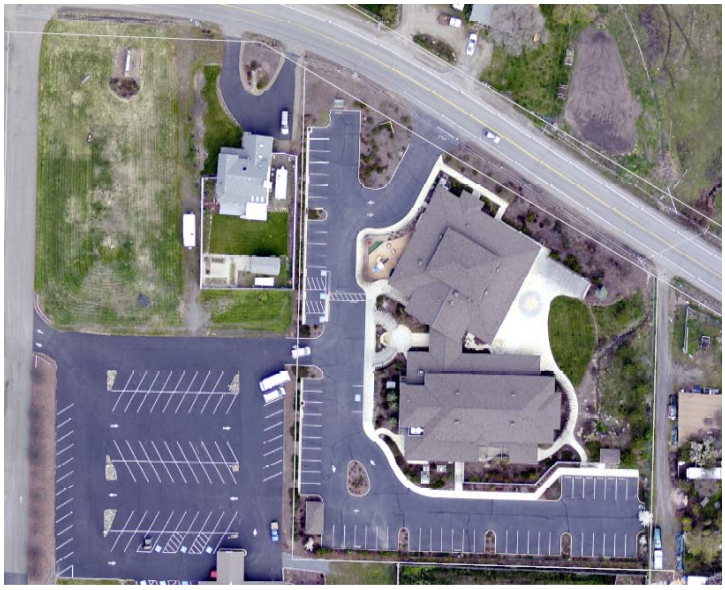
Existing Development

Existing developments within the plan area include 21 Single family homes on individual lots and four religious institutions. Actively farmed properties include approximately seven acres with the remainder of the vacant lands kept largely in a natural state.

The Ashland Middle School on Walker Avenue bounds the entire west side of the Plan area. This school provides 6th, 7th, and 8th grade education for the Ashland School District. This school's bus turn-around and student drop off is located within the plan area. Outside of the plan area, but in close proximity, is Ashland Walker Elementary School, which is located at the intersection of Walker Ave. and Homes Ave.

Vehicular access to theinterior of plan area is presently served by Normal Avenue which is a dirt road that has been developed across numerous private properties. Mutual access easements have been recorded for a number of property owners utilizing this road, although it appears there are at least two properties along the northern section of Normal Avenue that have no existing easements in place to permit access through the southern portion of the road. The City of Ashland was deeded ownership of a sliver of land encompassing the center section of this unimproved road. The remainder of the developed properties in the plan area are primary accessed directly from East Main Street. The section of East Main Street forming the northern boundary of the plan area is presently under Jackson County jurisdiction and is improved to county standards with two lanes, bike lanes, and open storm drain ditches.

The existing developments maintain independent septic systems with the exception of the Temple Emek Shalom (photo right). In April of 1999 the City Council granted permission to connect the then proposed temple building at 1800 East Main Street to the Ashland city sewer system. To enable this connection the Temple Emek Shalom extended the sewer line 300' from the City limits to their property and dedicated this improvement to the City. All properties within the plan area use wells for their water needs.



The most significant development in the plan area in recent years has been the incremental build-out of a seven lot subdivision of properties ranging in size from 1.4 to 2.08 acres. These lots were created under county standards and have largely limited the urban development potential of this portion of the plan area as envisioned in the comprehensive plan.

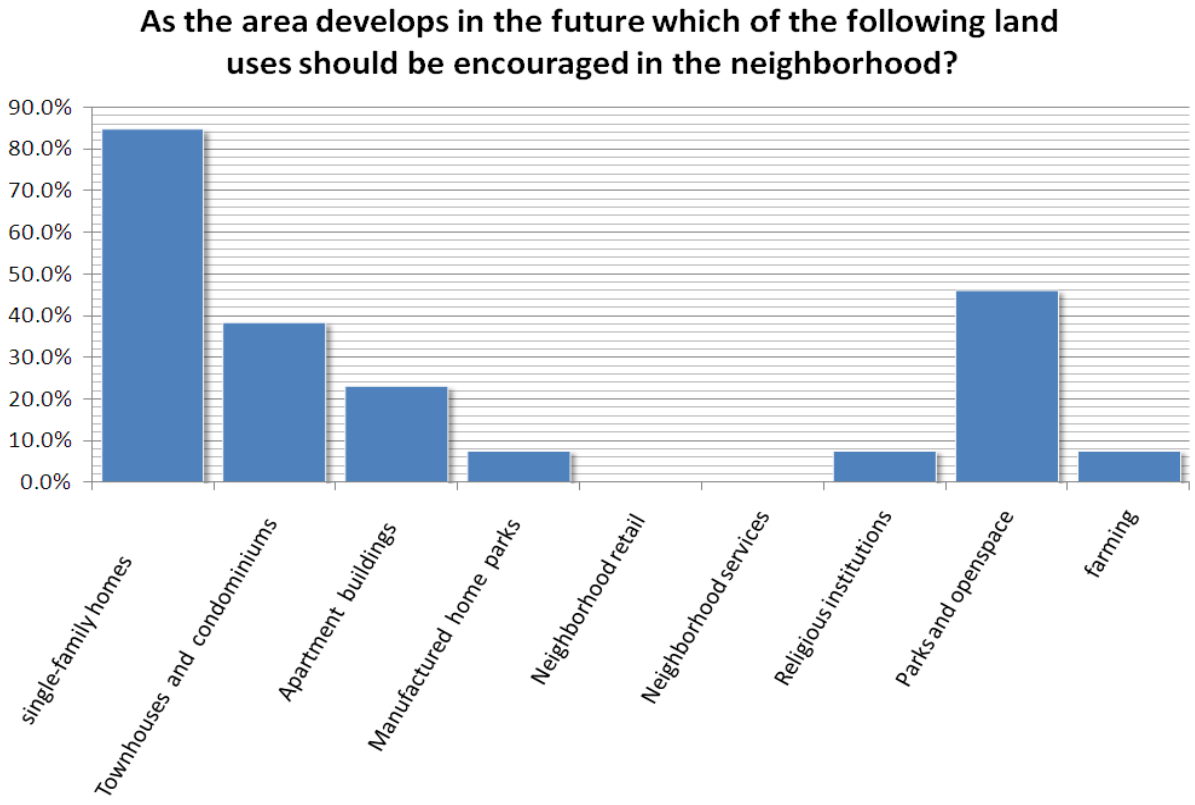
The area shown in the aerial photo below was originally designated as Suburban Residential in the Ashland Comprehensive plan. This designation would have accommodated approximately 97 dwellings on the parent 13.5 acre parcel if it had been annexed and developed according to City standards. The now existing configuration of these lots, their accesses, septic field easements, and building placements collectively function to limit future development potential for anything other than an additional accessory residential units on each existing parcel.

Resident Questionnaire

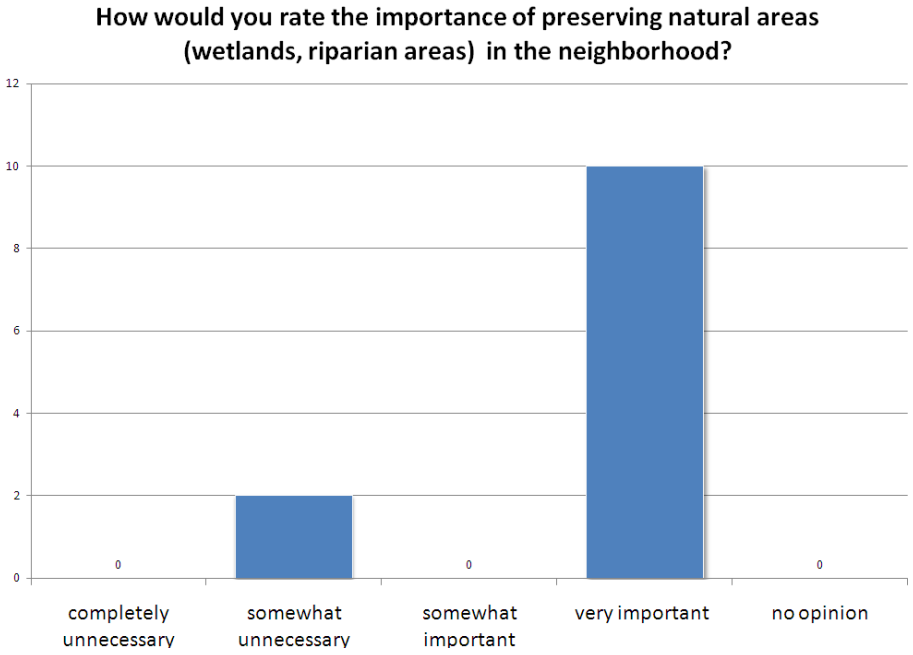
As part of the City's efforts to better understand the project area, neighborhood values, and general neighborhood demographics a detailed questionnaire was mailed to all 26 property owners within the plan area. Half of the recipients completed the questionnaire (50% response rate). All of the respondents felt the neighborhood living environment was already good or excellent demonstrating satisfaction with existing conditions.

The questionnaire addressed questions regarding housing , natural areas, sustainability, and infrastructure. The full questionnaire results and comment sheets are provided as an attachment to this summary, but some key highlights are as follows

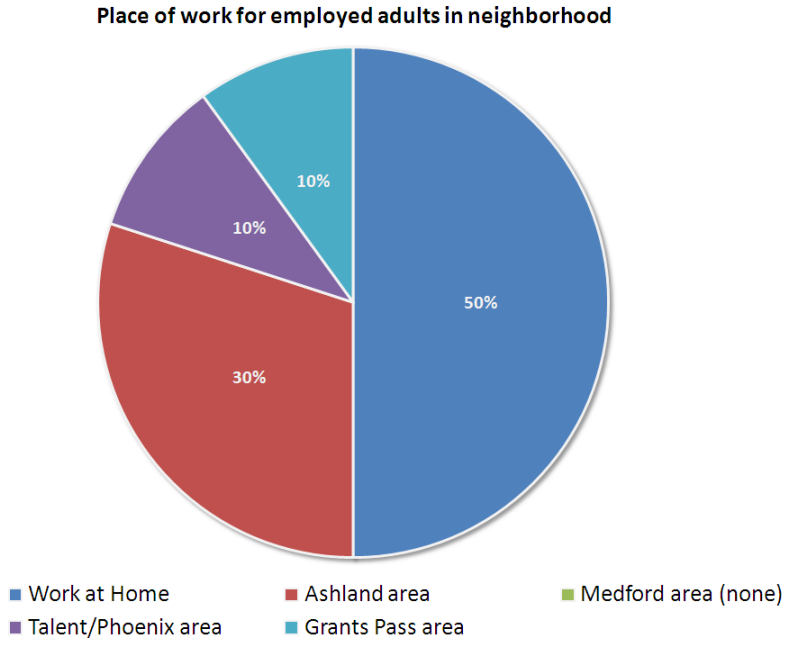
In evaluating future development potential the majority of respondents were favorable to single family detached housing with no respondents favoring the inclusion of neighborhood serving retail or commercial services within the plan area.



The vast majority of respondents indicated that the preservation of natural areas was very important in planning for future development.



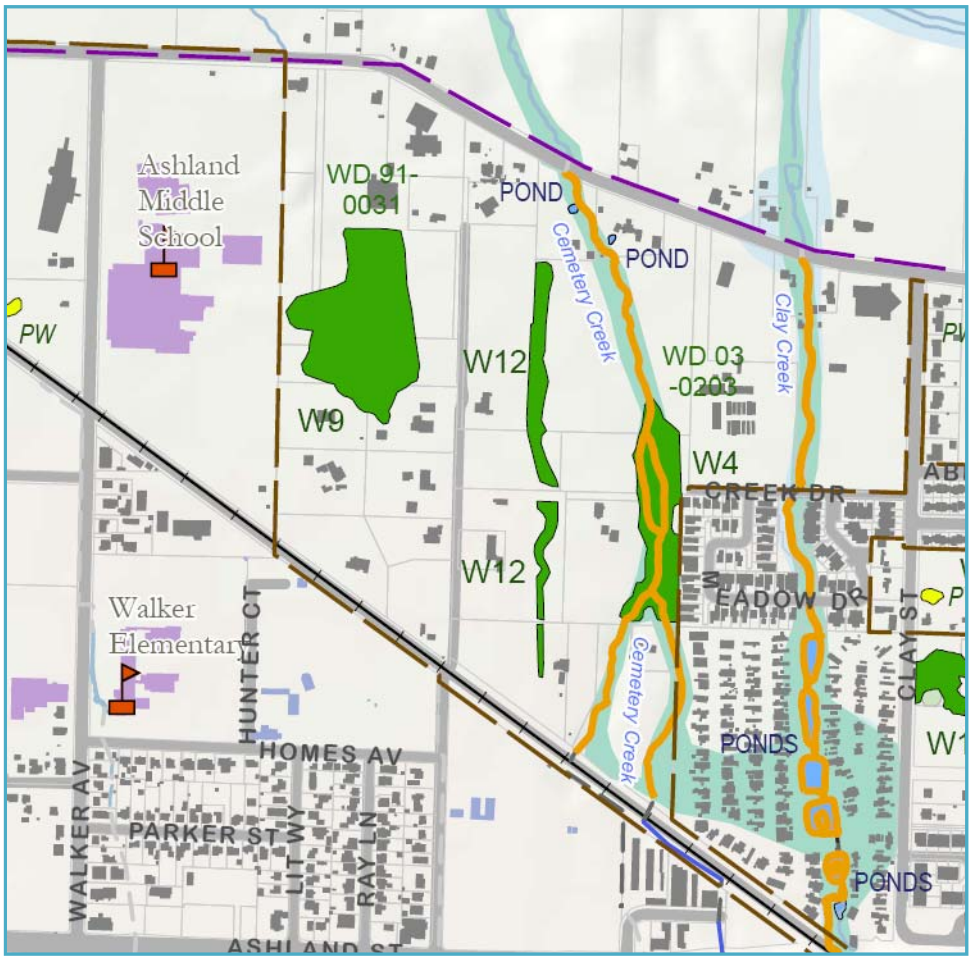
Only two households of the 13 questioned have children present in the household. The number of retired persons in the households accounted for 31% of all residents, and the number of employed people accounted for only 62% of working age adults. Of these working adults half work from home as indicated in the chart below.



Wetland and Riparian Resources

In February of 2007 the City of Ashland Local Wetlands Inventory and Assessment and Riparian Corridors was completed by SWCA Environmental Consultants (Fishman/SWCA). The study area included the Ashland city limits and urban growth boundary and included an assessment of three wetlands (W4, W9, and W12) that are located within the Normal Avenue neighborhood plan area. These three wetlands total 10.92 acres in area collectively constitute approximately 38% of all the significant wetlands within Ashland's entire urban growth boundary.

Locally significant wetlands were identified using the Oregon Freshwater Wetland Assessment Method (OFWAM). Significance was determined based on a wetland's ability to provide high function in one or more of the following categories: wildlife habitat, fish habitat, water quality or hydrologic control, or the wetland's ability to provide medium water quality function if located within 0.25 mile of a DEQ water quality listed stream.



City of Ashland Water Resources Protection Zones and Local Wetland Inventory Map (Ord 2999)

The largest of the three wetlands within the plan area is a 5.38 wetland (W9) located along the western boundary of the plan area adjacent to Ashland Middle School. This wetland does not contain a surface water connection to a stream and is therefore determined to be isolated. This specific wetland is the largest wetland within the plan area as well as the City of Ashland as a whole.

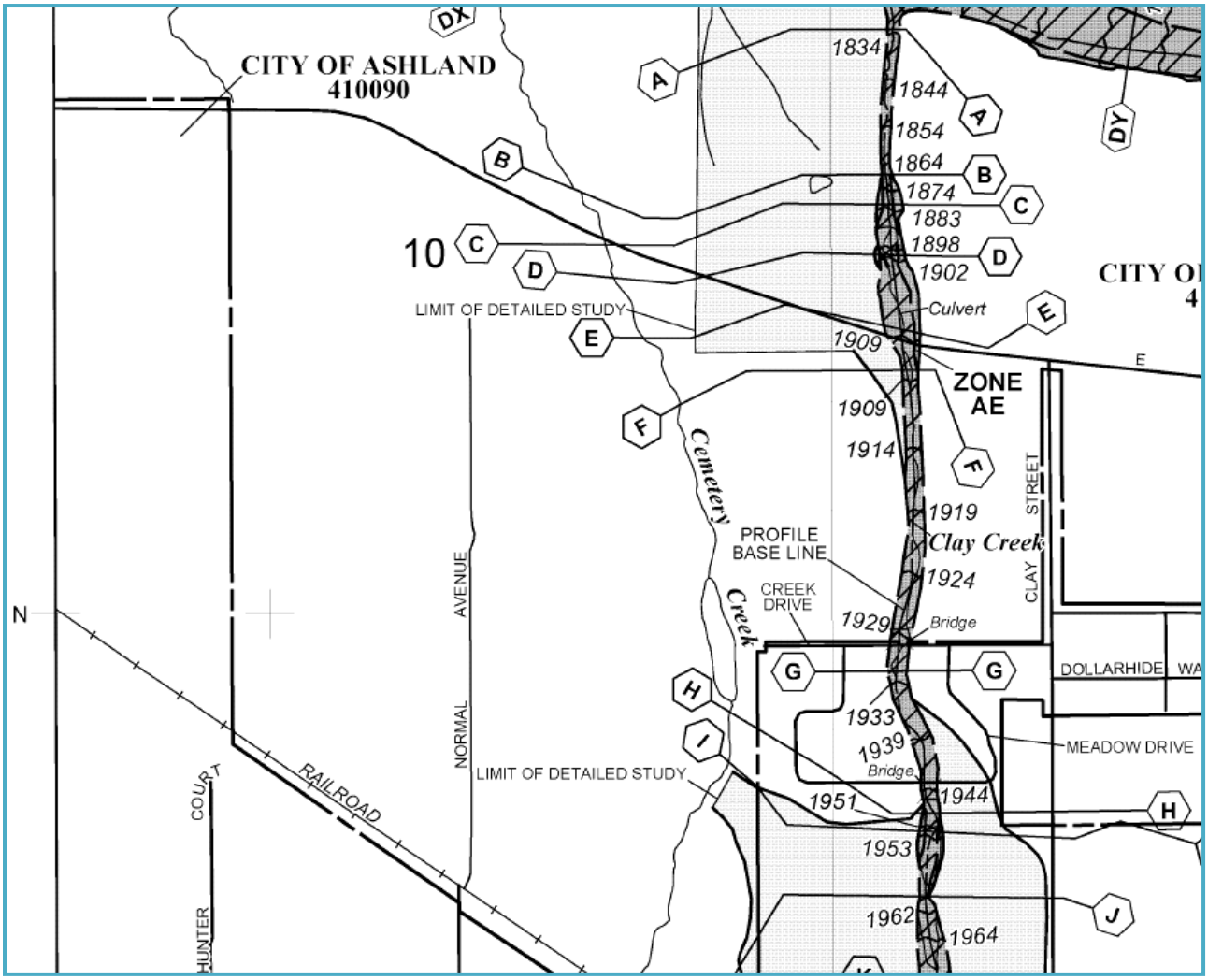
The 3.86 acre wetland associated with Cemetery Creek (W4) is closely bordered by residential development along its east edge (Ashland Meadow Village Subdivision). At the terminus of Creek Drive in this vicinity a wetland fill violation occurred and thus the Division of State Lands conducted a wetland determination in 2003 (DSL WD 03-0203).

The 1.68 acre wetland (W12) traverses a number of properties (391E10D201,203,204,300 &700) and originates in part in a horse pasture north of the railroad tracks and East of Normal Avenue. This wetland does not include a stream lake or pond although evidence of ponding in high water periods is evident. Along the northern portion of this wetland a number of black cottonwood trees are present.

The study further identified two creeks within the plan area including Cemetery Creek and Clay Creek. Cemetery Creek originates north of Siskiyou Blvd. North of the railroad tracks the creek is forked and generally ranges from 1-5 feet. Wide. In the plan area the creek is bordered by agricultural fields until it is channelized through a landscaped yard where it is bordered by mowed lawns (391E10D2400). Noted previously this creek corridor also contains emergent wetlands (W4) within the plan area. Cemetery Creek is classified as a *Local Stream* and is subject to the streambank protection zone requirements setforth in the Ashland Land Use Ordinance (18.63.050 A). For such non fish-bearing streams, the Stream Bank Protection Zone shall include the stream, plus a riparian buffer extending 40 feet upland from the centerline of the stream. This creek corridor is additionally designated as within Ashland's Floodplain corridor lands as provided for in ALUO 18.62.060, however the FEMA 100 year flood plain does not include this creek section

Clay Creek originates within the steep hills south of the City of Ashland. In the immediate vicinity of the plan area Clay Creek bisects Wingspread Mobile Home Park and traverses through a series of ponds until entering Meadowbrook Park Estates. Within this subdivision the natural vegetation along Clay Creek was removed and the creek was channelized within mowed lawns and now contains side slopes of rip-rap and slopes covered with bark dust. North of Meadowbrook Park Estates the creek is more natural although some clearing has occurred within the riparian buffer. Clay Creek is designated *Local Stream* requiring a stream bank protection zone of a minimum of 40ft

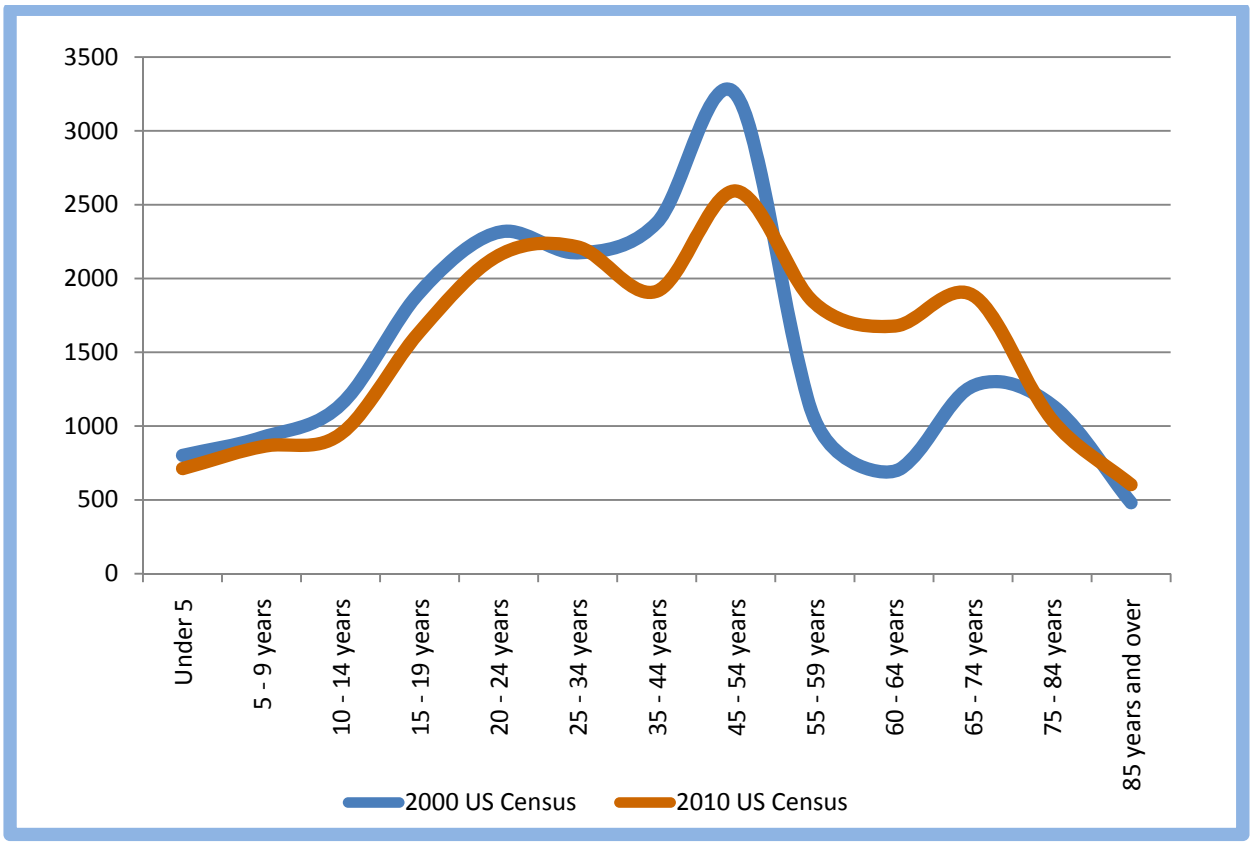
from the centerline of the creek. Further the FEMA 100 year floodplain includes this creek section as shown in the Flood Insurance Rate Maps for Jackson County, Oregon (Panel 2208 of 2327, Map #41029C2208F, effective May 32011)



Flood Insurance Rate Maps for Jackson County, Oregon (Panel 2208 of 2327, Map #41029C2208F, effective May 32011

Population Growth and Household Demographics

The primary indicator of future residential land needs is the projected population growth. In combination with changes in the number of people per household, and the assumed vacancy rates for housing units, these factors can predict the number of total housing units needed. The City of Ashland has grown in population from 16,234 in 1990 to 20,078 in 2010 according to the US Census. This 0.79% historical growth rate is largely consistent with the City's Comprehensive Plan and Jackson County's population estimate for the City of Ashland that predicts the population will continue to grow at an average annual rate of approximately 0.75% between 2005 and 2060.



Ashland Persons per Age Cohort 2000-2010

The trend of an aging citizenry illustrated by the chart above is expected to persist into the future as the largest population growth has been, and will continue to be, in the age groups represented by the large baby boom cohort. This group which was in their 40"s and 50's in 2000, and their 50's and 60" in 2010, (where those groups saw increases of 110% and 85% respectively), will be in their 70's and 80's by 2020. Overall the forecast for the State of Oregon (*Source: OREGON'S DEMOGRAPHIC TRENDS February 2010, State Office of Economic Analysis*) anticipates there will be 53% more elderly in 2020 than in 2010. Given

Ashland's desirability as retirement destination such trending indicates Ashland will likely see a continuation of this trend.

Household Size

Household size within the City of Ashland has been decreasing slowly over the past two decades. Currently the average household size is estimated to be 2.08 persons per unit for owner-occupied households and 2.06 for renter households. These averages are well below the approximate 2.47 people per household (pph) for the State of Oregon as a whole. This difference in people per household can be attributed to the large number of single person households within Ashland (37.7%). Roughly a third of these single occupant households are individuals 65 and over. A large senior and student population understandably increases the number of small households given these populations typically do not have children present in their homes.

Owner and renter occupied housing

The 2010 Census showed 51% of Ashland households own their homes and 49% are in renter occupied housing. Ashland has a lower percentage of homeowners and a higher percentage of renters than Jackson County with a 63.3% ownership rate, the State of Oregon with a 63.8% ownership rate or the Nation as a whole with at 66.6% homeownership rate. The 2000 Census data showed 52.3% of housing units in Ashland were owner occupied and 47.7% of units were renter occupied. This regional rental/owners disparity could be affected by the presence of the University which increases the student age population that is typically in the market for rental housing, but also shows a greater demand for rental units relative to the rest of the region.

There are 4,856 owner-occupied dwelling units in Ashland occupied by approximately 10,210 individuals. The average household size for owner-occupied dwelling units is 2.10 people per unit.

There are 4553 renter-occupied dwelling units in Ashland occupied by approximately 8,907 individuals. The average household size for renter-occupied dwelling units is 1.96 people per units, slightly less than the household size of the average owner occupied unit.

The 2007 rental needs analyses conducted property interviews with five property managers and from that information and the information gathered from a needs analysis conducted concurrently, This study concluded that the greatest need in Ashland at that time was for the development of more studio apartments followed by a need for a relatively modest number of one bedroom and three bedroom units. The analysis also

showed that there was an oversupply of two-bedroom rental units. The following table is from that report and illustrates their findings.

City of Ashland Rental Housing Need by Unit Type

Type	Demand	Supply	Net Need
Studio	1,039	392	647
1 Bedroom	1,290	1,188	102
2 Bedroom	872	1,676	(804)
3+ Bedroom	900	846	54
Total	4,102	4,102	0

Source: US Census and City of Ashland 2007 Rental Needs Analysis - Ferrarini & Associates

Buildable Lands Inventory

In November 2011 the City of Ashland completed a Buildable Lands Inventory I which comprehensively evaluated the supply of available residential and commercial land within the City's urban growth boundary.

The BLI update was completed using the City's geographic information system (GIS). A taxlot-level database containing all tax-lot records within Ashland's Urban Growth Boundary was assembled by using Jackson County GIS and Assessor data, City of Ashland Building Permit data, and the GIS data from prior Buildable Lands Inventories completed by the City. Each record included such data as property size, ownership, zoning, Comprehensive Plan designation, real market value, and development type.

The data was then supplemented by examining Jackson County's June 2010 aerial photograph and City of Ashland building permit data to ensure that current development activity was captured in the inventory. Based on the type and extent of development on each taxlot a current development status was assigned to each parcel (e.g. vacant, partially vacant or redevelopable). Staff was then able to refine this assessment further by evaluating site specific constraints to future development including the presence of floodplains, steep slopes, and any preexisting development on site, to determine the percentage of each site that currently retains development potential. By determining the amount of net developable land on a given lot Staff was able to estimate the number of dwelling units that could be accommodated on each developable property. For the purposes of estimating dwelling unit potential Staff assumed that all buildable lands would develop according to the densities specified for the existing underlying zone (within the City limits), or comprehensive plan designation (outside the City Limits yet within the UGB).

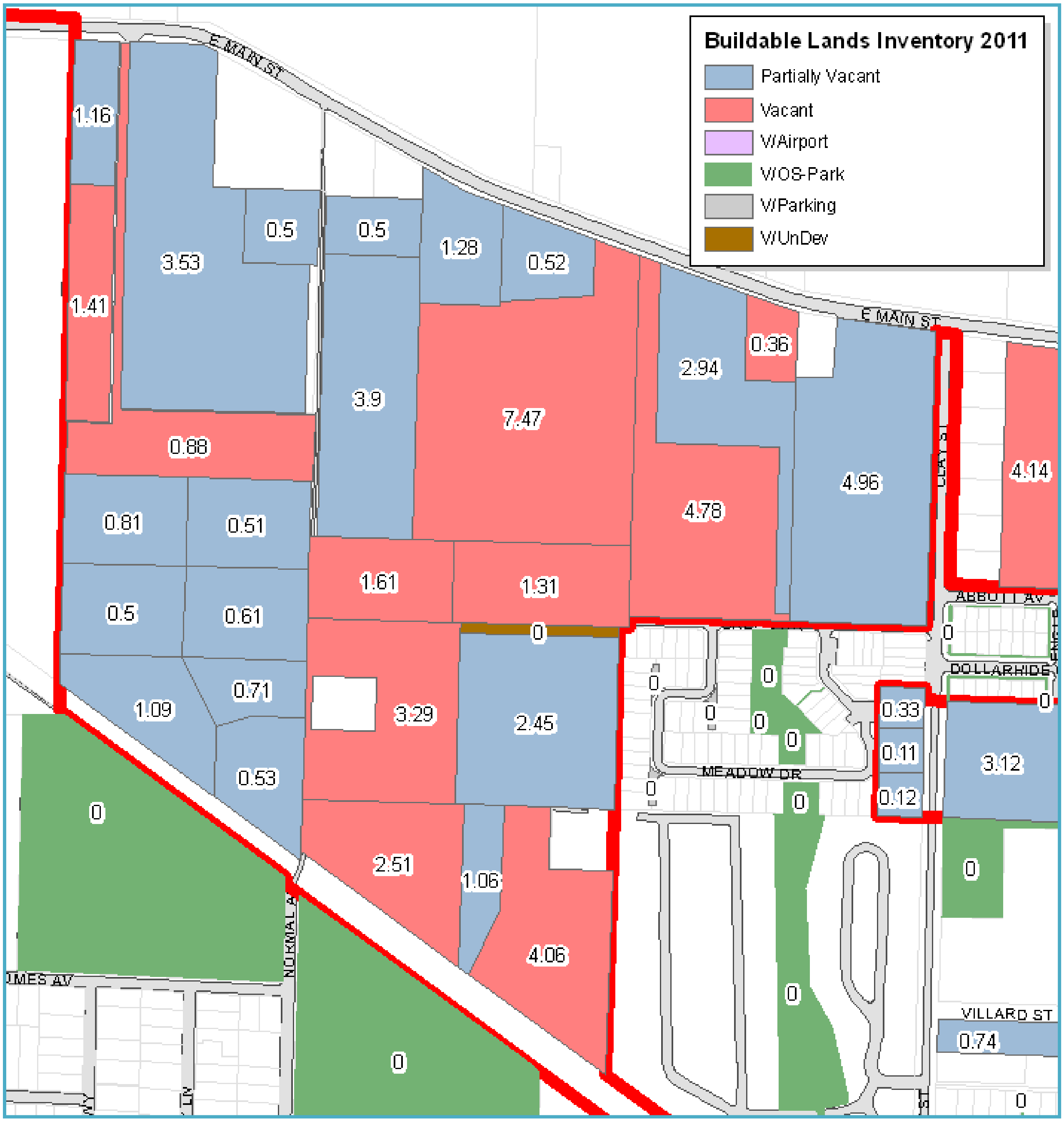
Through these methods the BLI database quantifies the amount of vacant residential and commercial lands available. Additionally, the potential number of dwelling units that could be provided on available lands is quantified for all tax lots within the existing UGB

by zoning and Comprehensive Plan designation. This BLI database allows the City to readily quantify the availability of land within the Normal Avenue Neighborhood Plan area. In gross acreage there are 15 lots totaling 41 acres of land within the plan area that are designated for Single Family Residential Land. At four and a half (4.5) units per acre these lands would accommodate up to 184 units. The twenty parcels designated as suburban residential total 50 gross acres which could accommodate up to 360 dwellings. However, in consideration of reductions in buildable land due to the presence of floodplains, wetlands, existing developments, and future right of way dedications the map below shows the "Net" buildable acres for each taxlot within the plan area.

The City of Ashland land use ordinances allow the transfer of development rights to essentially cluster housing to protect designated water protection zones. In consideration of this potential the density of development would be calculated based on gross acreage rather than net acreage.

For the purposes of estimating future dwelling units the City has included in the BLI database an evaluation of dwelling unit potential that could be reasonably be accommodated on each individual lot. In cases where existing development patterns limit future development consistent with the comprehensive plan designation, the adjusted number of dwelling units allows the City to account for this disparity. This reduction of dwelling unit capacity is the case in the south west corner of the plan area where seven large lots were developed under county standards and although they have significant land area, issues of access and existing building placements limit future development significantly in this area. Adjusting for such existing development each of these properties would have the opportunity to add single accessory residential units if annexed, but could not realize the maximum potential of the Suburban Residential Comprehensive Plan designation.

Using the adjusted dwelling unit assessments in the BLI , the entire Normal Plan area would likely accommodate 115 units in the SFR designation, and 231 units in the suburban residential area for a combined total of approximately 346 units. This total is significantly less that the gross acreage unit capacity of the plan area which is calculated to be 544 dwelling units. As only 21 single family homes presently exist in the plan area this constitutes an unused capacity of 523 units.



Buildable Lands Inventory 2011 – Net buildable Acres by taxlot (includes reductions for existing development, wetlands, floodplains, and future roads).

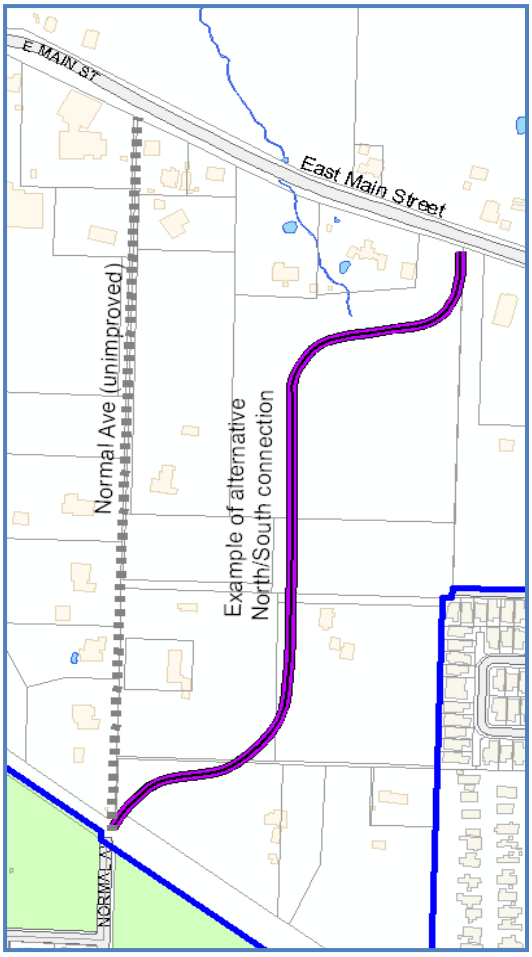
Transportation

This project will implement components of the Ashland Transportation System Plan (TSP) for reducing exclusive vehicular orientation and creating greater accommodation for pedestrians, bicyclists, and transit in the Normal Avenue neighborhood. An updated TSP is currently being reviewed by the City of Ashland Planning and Transportation Commission with expected adoption by the end of the year.

The integrated land use and transportation plan will provide a circulation plan identifying new local streets, bike and pedestrian paths, transit route opportunities, and consolidated access points to the adjacent major arterial street (East Main Street).The project will seek to implement policies of the City's TSP while integrating compact high intensity land uses and transit oriented development. It is anticipated that through the use of interconnected local order streets, multi-modal paths, and housing densities sufficient to support local transit that the plan area can develop in a manner that reduces the reliance on automobiles as a primary mode of transportation.

Normal Avenue Extension

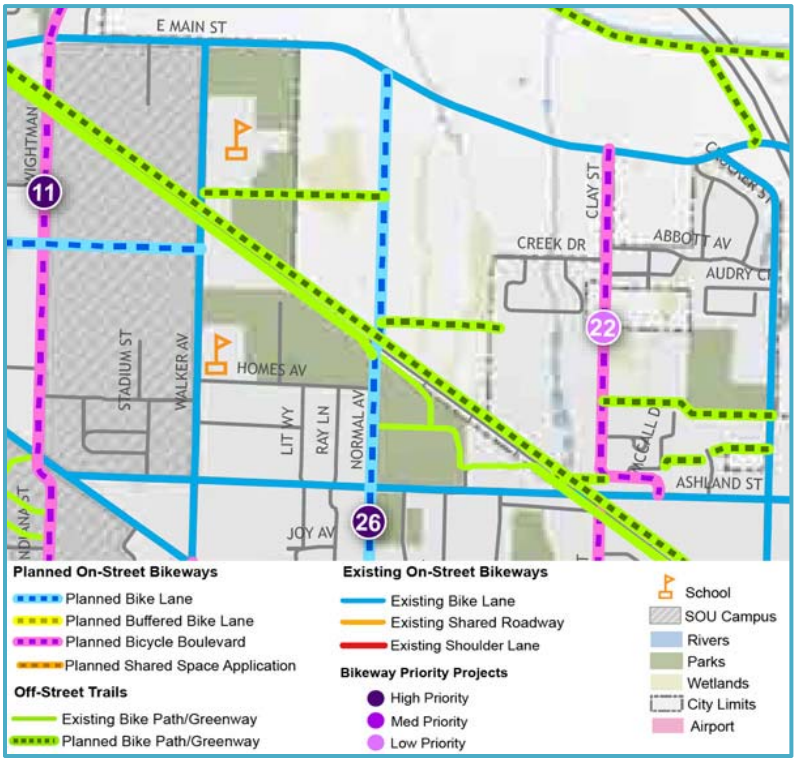
The existing and proposed TSPs both identify the unimproved section of Normal Avenue as a future "avenue" or "major arterial" connection. The intent of this designation is to plan for a north/south connection through the project area from the rail road crossing at Normal Avenue to East Main Street.



In consideration of the fact that the bulk of readily developable land that would be serviced by a north/south neighborhood collector exists within the eastern half of the plan area it may be prudent to evaluate the opportunity to meander this main corridor to the east through the opportunities analysis of this planning effort. Further the area at the terminus of the existing Normal Avenue, along East Main Street, is largely developed, thereby reducing the potential that Normal Avenue would be improved in this area as part of developer driven activities.

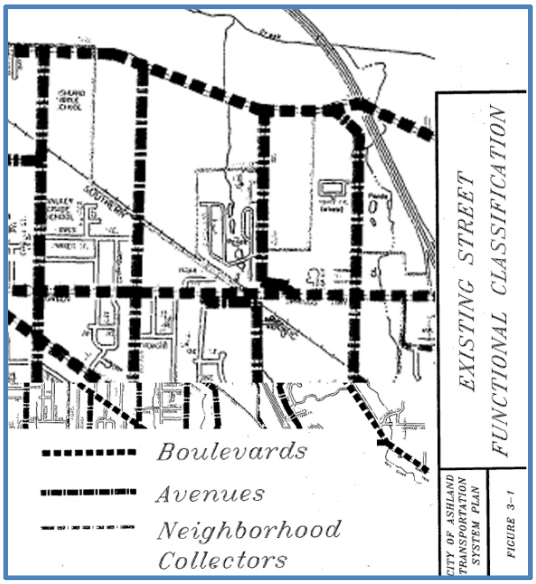
Bike Network

The Ashland Central Bike path is presently improved along the southern boundary of the plan area adjacent to the Rail Road tracks.



Within the plan area the existing and Draft TSP both identify future bike lanes and paths necessary to accommodate multi-modal transportation through this area The map to the right is excerpted from the draft TSP which sows a needed bike lane running from the central bike path along the railroad tracks north to connect to East Main St. It is important to note that these mapped locations are intended to denote system wide connections, and that the precise location of such future facilities is to be determined by future development proposals.

Street Classifications in the proximity of the plan area



The 1998 Transportation System Plan identified East Main and Ashland Streets as Boulevards and Walker Ave., Normal Ave, Clay St. and Tolman Creek Road as Avenues. The draft 2011-12 TSP maintains these classifications.

Railroad Crossing- Normal Avenue crossing: currently an uncontrolled rail crossing provides access to the existing dirt road section north of the tracks. As noted previously this road is identified for improvement in the CIP/STIP . The previous TSP identifies the need for new railroad crossing arms and signals for this location.

The FHWA's *Guidance on Traffic Control Devices at Highway – Rail Grade Crossings* (2007) recommends that grade separation be first considered for any new rail crossing and that "generally new grade crossings should not be permitted unless no other viable alternatives exist and, even in those instances, consideration should be given to closing one or more existing crossings". To enlarge the existing rail crossing to accommodate increased traffic associated with the build out of the plan area the City would pursue a permit to alter the multi-use path and vehicular roadway crossing. It is the City's understanding that such applications must be made by the railroad company or the public roadway authority. The permitting for a crossing begins with a safety application. The application covers new construction or alteration of existing at grade and grade separated crossings. Upon submittal of the application, the ODOT Rail section reviews the application and draws up a crossing order. An order grants legal authority to construct or alter a public crossing.

At a system level, a one-for-one replacement policy in place which requires an existing crossing to be closed in order to open a new crossing. In review of this general policy the Ashland Transportation Commission and Planning Commission were not amenable to the closure of existing crossing to enable the alteration Normal Avenue crossing , but rather the commissions have expressed interest in obtaining an order allowing improvements to the existing Normal Avenue crossing.

Rogue Valley Transportation District (RVTD). Transit is currently available along Ashland Street to the south of the project area. The City's draft TSP has not identified East Main Street, along the north side of the project area, as a future bus route location. The new route identified in the draft TSP aims to provide a frequency of service that could not be accomplished by extending the loop to include East Main Street from Walker Ave. to Tolman Creek Rd. With the development of the project area the expected housing density would support transit, and thus re-evaluating the transit loops at that future date may be advised to better address the transit needs of the residents of the Normal Ave. Neighborhood.

Traffic Counts. To establish the existing conditions relating to vehicular volume in relation to this planning effort the Oregon Department of Transportation has completed traffic counts at various intersections in the vicinity of the plan area between September 2011 and April 2012 as shown in the diagrams in the appendix. Further traffic counts as provided for in the scope of work for this project will be provided by ODOT separate from this executive summary.

Appendix

- Traffic Counts
- Local Wetlands Inventory summary sheets
- Resident Questionnaire Comment Sheets
- Questionnaire results table
- Assessors plat map
- Detailed 2012 Aerial Photographs of the Plan area

Ashland Street @ Normal Avenue

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/26/2011
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

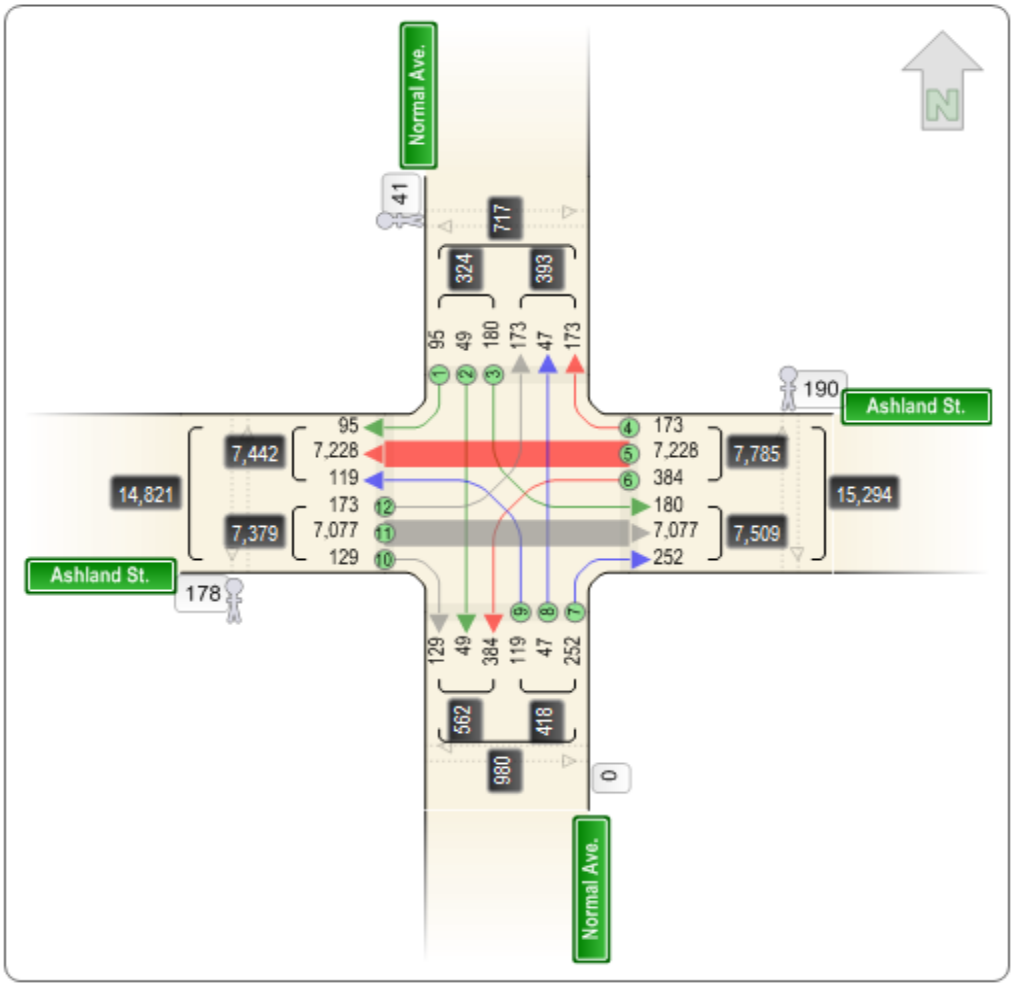
Site Number: 15082011
Street Number: 8059
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: Ashland St. @ Normal Ave

bicyclists with helmets =
north leg = 12
east leg = 58
south leg = 18
west leg = 44

County: Jackson
City: Ashland



East Main at Tolman Creek Rd.

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 4/4/2012
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

Source

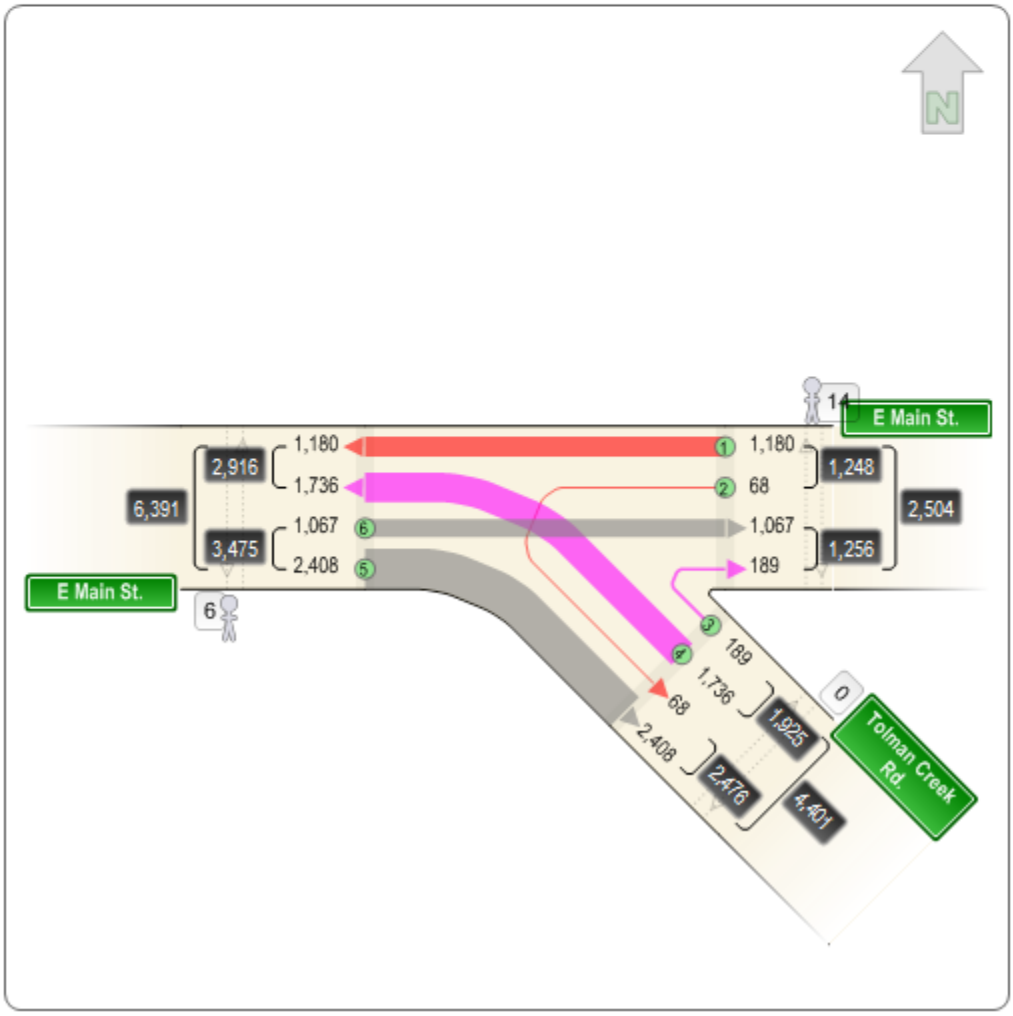
Site Number: 15012012
Street Number: 3758
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: E Main St. @ Tolman Creek Rd.

bicyclists with helmets =
west leg = 10
east leg = 10
volume only when dark

County: Jackson
City: Ashland



Ashland Street @ East Main Street and Oak Knoll Drive

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 9/27/2011
Hours: 6:00 AM-10:00 PM
Weather: Clear

Source

Site Number: 15132011
Mile Point: 1.76
Street Number: 021
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

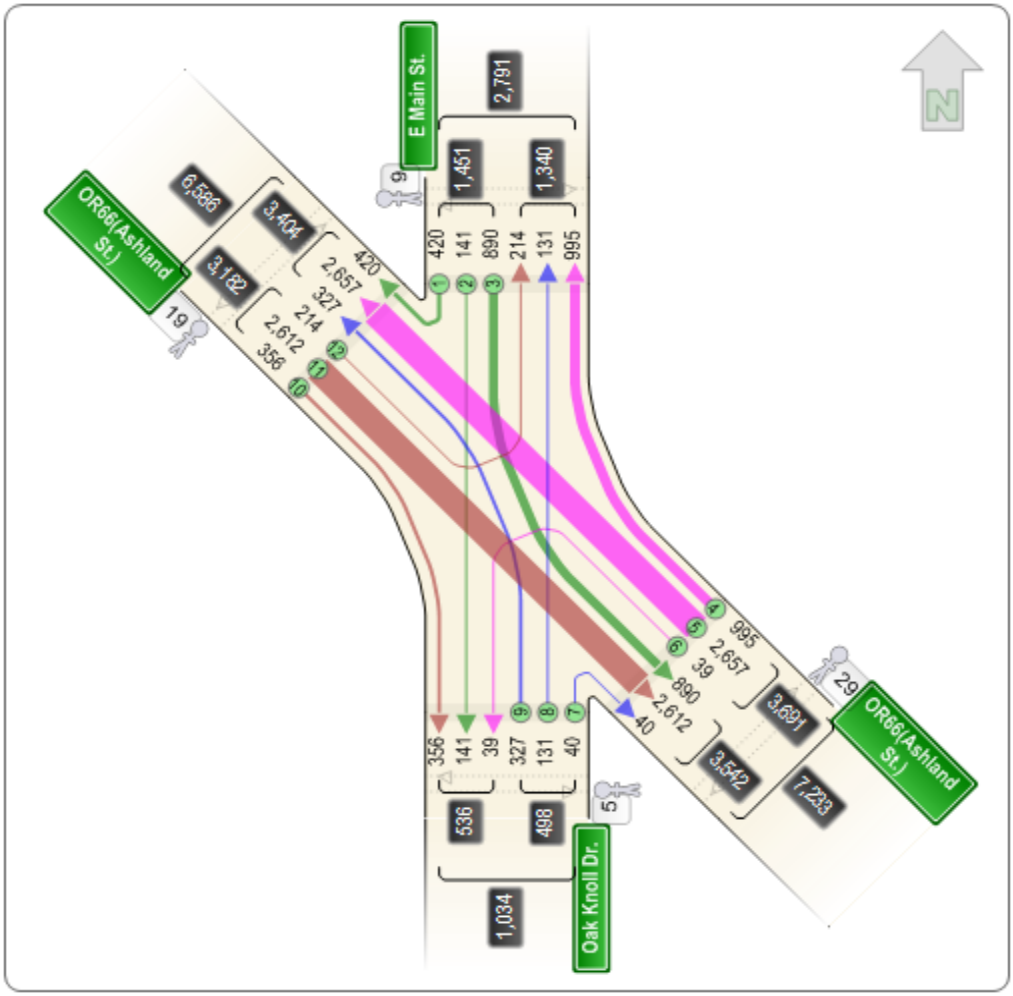
Source Description

Location Description: OR66(Ashland St.) @ E Main St. & Oak Knoll Dr.

off set intersection

site 1603 = west leg

County: Jackson
City: Ashland



East Main St. @ Clay Street

Transportation Development Division
Transportation System Monitoring Unit
Vehicular Volume

Time settings

Date: 4/4/2012
Hours: 6:00 AM-10:00 PM
Weather: Cloudy

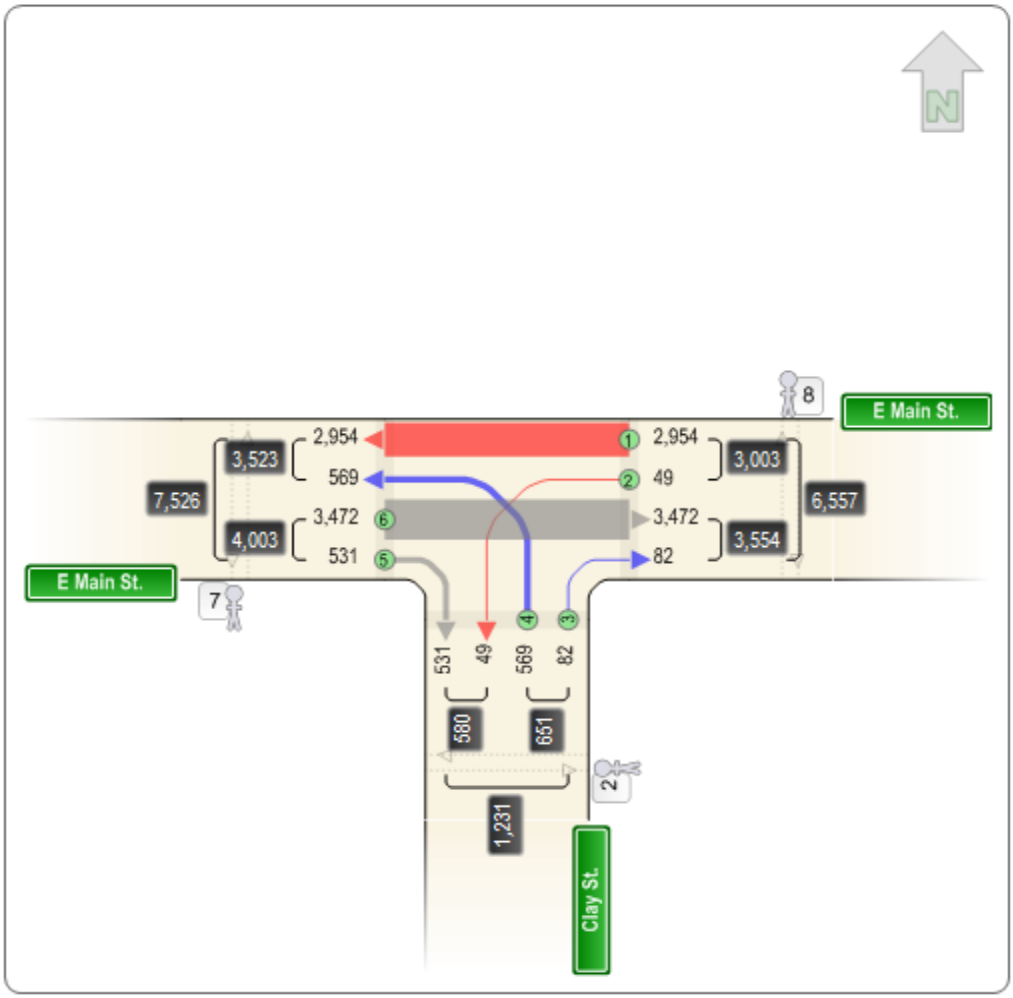
Source

Site Number: 15022012
Street Number: 3758
Vehicle Type: Vehicles
Crossing Flow: Pedestrians

Source Description

Location Description: E Main St. @ Clay St.
expanded 6-10A 2-7P

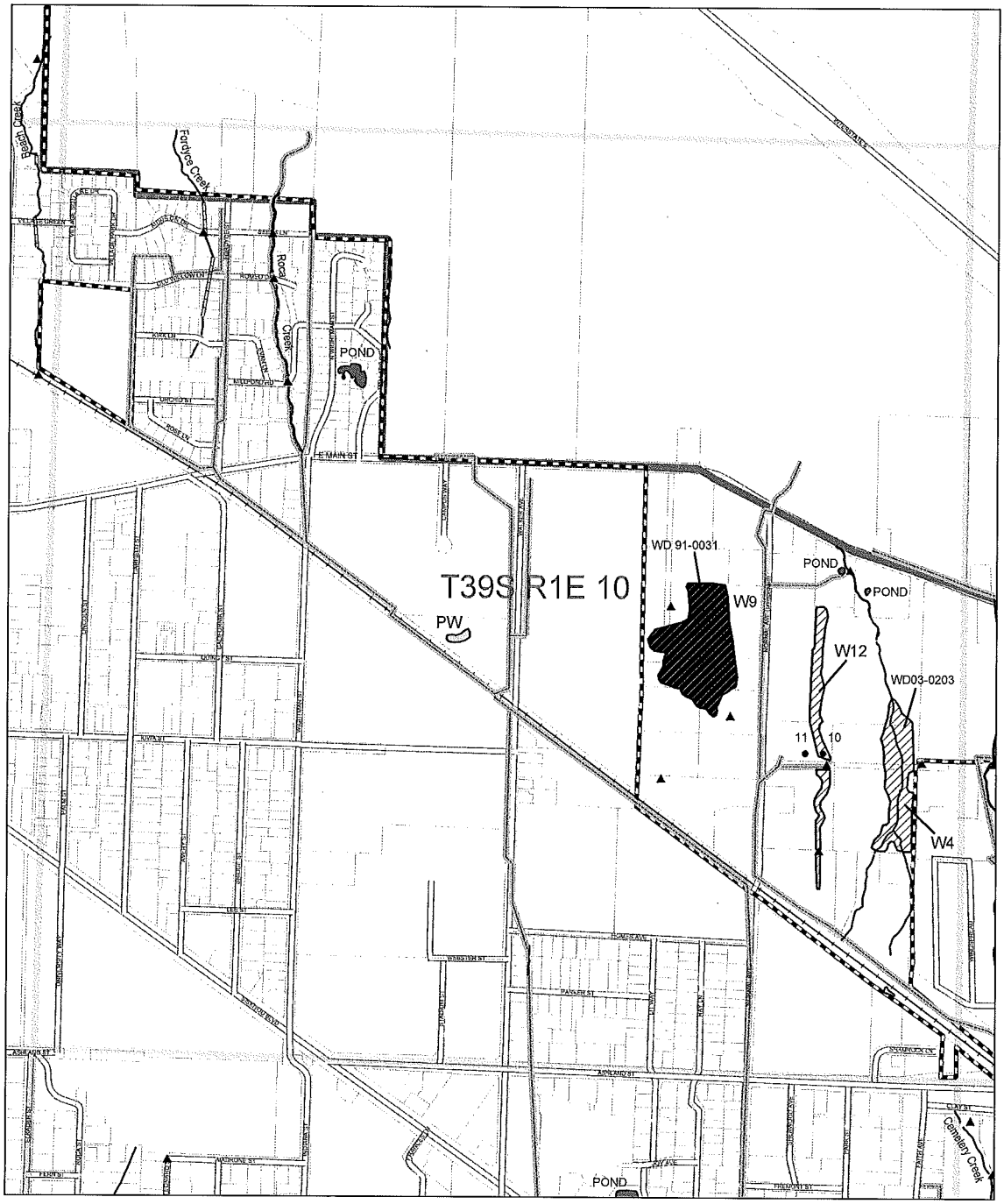
bicyclists with helmets
east leg = 8
west leg = 8
County: Jackson
City: Ashland



City of Ashland

Local Wetlands Inventory

T39S R1E 10



Legend

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

Feet

Study area is contained within the Bear Creek watershed

Fishman Environmental Services
A division of SWCA

SWCA
Environmental Consultants, Inc.
www.swca.com
434 NW 6th Ave, Suite 304
Portland, OR 97209-3600
503-224-0333

Information shown on this map is for planning purposes only and wetland information is subject to change. There may be unmapped 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 141-086-0180 through 141-086-0240 and OAR 141-086-0300 through 141-086-0350 by SWCA, Inc.

Maps have been prepared using
City of Ashland digital orthophotos
Photos are SID format
Pixel Resolution: 1' pixel
Date of Photography: July 2001

Projection Information
NAD 1983 StatePlane Oregon South FIPS 3602 Feet
Lambert Conformal Conic
False Easting: 4921250.000000
False Northing: 0.000000
Central Meridian: -120.500000
Standard Parallel 1: 42.333333
Standard Parallel 2: 44.000000
Latitude Of Origin: 41.666667

GCS North American 1983
Print date: 12/12/08, Prepared By: R. Gutierrez

Site: Wetland 4

Site Code: **W4**
Location: Cemetery Creek, north of railroad, south of Main Street
Township **39S** Range **1E** Section **10** Quarter **SE**
Tax Map Tax lot(s) 391E10D 201; 391E10DA 3200, 3500 & 3600
DSL #: WD 03-0203 (east side of tax lot 3600 only)

Approximate size (acres): 3.86
Cowardin classification: PEM HGM classification: Riverine Flow-Through
Hydrologic basin: Cemetery Creek
Soil type(s): Kubli

Sample Plot Number(s): none (no permission to access) Field verification date(s): 6/3/03

Dominant Plant Species (Common Names):
Trees:

Shrubs: Pacific willow, weeping willow

Herbs: reed canarygrass, cattail

Other:

Primary hydrology source:
(including hydrology source and use of artificially created wetlands; any potential non-jurisdictional status)
Cemetery Creek, also stormwater input from adjacent residential development to east noted

OFWAM Summary:

Function	Rating	Rationale
Wildlife Habitat:	Medium	1 Cowardin class, no woody veg., <0.5 acre open water
Fish Habitat:	Medium	low shading and cover, adjacent land use is agriculture
Water Quality:	High	evidence of ponding, high veg. cover, adjacent land use is agriculture
Hydrologic Control:	Medium	outside floodplain, unrestricted outlet, upstream land use is developed

Determination of Goal 5 Locally Significant Wetland: Significant

Description of the wetland, including topographic position, land uses, alterations, and the basis for the wetland boundary determination:
This wetland unit is associated with Cemetery Creek. Vegetation is dominated by reed canarygrass (invasive) and cattail, with areas of Pacific willow and weeping willow shrubs. Himalayan blackberry and white poplar shrubs were also noted in areas. A few black cottonwood trees are also present along the stream. The wetland is closely bordered by residential development along its east edge. The western wetland boundary is defined by a change to upland grasses. A wetland fill violation occurred at the west end of Creek Drive, and an on-site wetland determination was conducted by the Division of State Lands in April 2003 (DSL WD 03-0203).

Site: Wetland 9

Site Code: **W9**
Location: North of railroad, south of East Main Street, west of Cemetery Creek
Township **39S** Range **1E** Section **10** Quarter **NE & SE**
Tax Map Tax lot(s) 391E10D 903, 909, 910, 913 & 1000
DSL #: WD 91-0031

Approximate size (acres): 5.38
Cowardin classification: PEM HGM classification: Slope Valley
Hydrologic basin: Isolated
Soil type(s): Kubli

Sample Plot Number(s): none (difficult access) Field verification date(s): 6/25/03 (off-site)

Dominant Plant Species (Common Names):
Trees:

Shrubs: Himalayan blackberry is around the perimeter

Herbs: (from 1991 delineation) fine grass, cattail, soft rush, creeping buttercup, common velvetgrass

Other:

Primary hydrology source:
(including hydrology source and use of artificially created wetlands; any potential non-jurisdictional status)
Precipitation, apparently spring-fed

OFWAM Summary:

Function	Rating	Rationale
Wildlife Habitat:	Medium	1 Cowardin class, <0.5 acre open water, isolated
Fish Habitat:	Low	wetland does not include a stream, lake or pond
Water Quality:	High	evidence of ponding, high veg. cover, adjacent land use is developed
Hydrologic Control:	High	evidence of ponding, outlet restricted, upstream land use is developed

Determination of Goal 5 Locally Significant Wetland: Significant

Description of the wetland, including topographic position, land uses, alterations, and the basis for the wetland boundary determination:
This wetland was difficult to view from off-site due to the presence of berms bordering much of the site and the lack of viewing points from adjacent roads. The south portion of the wetland was partially viewed from a permission to access parcel on Normal Street and was observed to be surrounded by dense blackberry with a few a few willow and black cottonwood. A portion of this wetland was delineated in 1991 (DSL WD 91-0031). Wetland vegetation on the wetland data sheets included a fine grass, cattail, soft rush, creeping buttercup, common velvetgrass and Himalayan blackberry.

Site: Wetland 12

Site Code: **W12**
Location: West of Cemetery Creek, north of railroad, south of East Main Street
Township **39S** Range **1E** Section **10** Quarter **NE & SE**
Tax Map Tax lot(s) 391E10D 201, 203, 204, 300 & 700
DSL #: none

Approximate size (acres): 1.68
Cowardin classification: PEM
HGM classification: Slope Valley
Hydrologic basin: Cemetery Creek
Soil type(s): Kubli

Sample Plot Number(s): 10 & 11
Field verification date(s): 6/5/03

Dominant Plant Species (Common Names):
Trees:

Shrubs:

Herbs: cattail, meadow foxtail, water foxtail and soft rush

Other:

Primary hydrology source:
(including hydrology source and use of artificially created wetlands; any potential non-jurisdictional status)
Precipitation & TID

OFWAM Summary:

Function	Rating	Rationale
Wildlife Habitat:	Medium	1 Cowardin class, no woody vegetation, <0.5 acre open water
Fish Habitat:	Low	wetland does not include a stream, lake or pond
Water Quality:	High	evidence of ponding, high veg. cover, adjacent land use is agriculture
Hydrologic Control:	Medium	outside floodplain, unrestricted outlet, upstream land use is developed

Determination of Goal 5 Locally Significant Wetland: Significant

Description of the wetland, including topographic position, land uses, alterations, and the basis for the wetland boundary determination:
This wetland swale originates in a horse pasture north of the railroad tracks and is located approximately 400 feet west of Cemetery Creek. The wetland is dominated by cattail, meadow foxtail, water foxtail and soft rush. Lesser amounts of western buttercup, forget-me-not, common velvetgrass, spreading rush and creeping spikerush were also present, with a few black cottonwood trees also present in the northern portion. Adjacent uplands contain Mediterranean barley, ryebrome, tall fescue, yellow clover and mayweed chamomile.

Site: Cemetery Creek

Township **39S** Range **1E** Sections **10 & 14**

Sample Plot Number(s): none

Field verification date(s):6/3/03, 6/5/03, 6/25/03

Dominant Plant Species (Common Names):
Trees:
Weeping willow, Pacific willow, black cottonwood

Shrubs:
Himalayan blackberry, sandbar willow, Pacific willow, choke cherry

Herbs:
Cattail, meadow foxtail, water foxtail, reed canarygrass, creeping buttercup, small-fruited bulrush, western buttercup, creeping spikerush, forget-me-not, velvetgrass

Other:

Description:
The headwaters of Cemetery Creek originate north of Siskiyou Boulevard. The stream channel is approximately 10 feet wide at the Clay Street Park with a narrow fringe of cattail, creeping buttercup and bittersweet nightshade. The riparian area contained Himalayan blackberry, sandbar willow, Pacific willow, choke cherry and black cottonwood. Adjacent uplands consisted of Himalayan blackberry, and mowed lawn (park) with a few pine and ornamental maple trees.

The stream channel is forked to the north of the railroad tracks. Emergent wetlands are associated with Cemetery Creek along this downstream section and were mapped as wetland unit 4. A wetland fill violation has been reported at the west end of Creek Drive (DSL WD 03-0203). Cemetery Creek generally ranges from 1 to 5 feet wide and is bordered by agricultural fields. The downstream portion is channelized through a landscaped yard where it is bordered by mowed lawn, the escaped ornamental periwinkle (*Vinca* species) and a few Piper's willow and weeping willow. Three small landscaped ponds are present adjacent to the stream.

Site: Clay Creek

Township **39S** Range **1E** Sections **11 & 14**

Sample Plot Number(s): none Field verification date(s): 6/3/03, 6/25/03

Dominant Plant Species (Common Names):
Trees:
white alder, Pacific willow, weeping willow, black cottonwood, black locust

Shrubs:
white alder, Pacific willow, Himalayan blackberry, Japanese knotweed, tree of heaven

Herbs:
Mannagrass, American speedwell, reed canarygrass, cattail, soft rush, sawbeak sedge, waterweed, monkey-flower, forget-me-not, English ivy

Other:

Description:
Clay Creek is labeled on the USGS and NWI maps as Hamilton Creek (Hamilton Creek the next stream east of Clay Creek). The headwaters of Clay Creek are located outside the study area in the steep hillside south of Ashland. The upstream section of Clay Creek, south of Ashland Street, is channelized through residential development and is generally 5 feet wide. A narrow wetland fringe of reed canarygrass, cattail, and soft rush is present along the stream channel, and riparian vegetation consists of Himalayan blackberry, white alder, Pacific willow, weeping willow, and black cottonwood. Invasive species including English ivy and Japanese knotweed were noted adjacent to Siskiyou Boulevard. Adjacent uplands contain tall fescue, orchard grass, Mediterranean barley, tall oatgrass, hairy vetch, Himalayan blackberry, snowberry, Oregon white oak, California black oak, ponderosa pine, and madrone.

Downstream of Ashland Street, six on-line ponds are present on Clay Creek in the Wingspread Mobile Home Park. These ponds are characterized as open water ponds, some of which have a narrow fringe of cattail or contain a small island with a few willlow. The ponds are connected by concrete spillways and are bordered by mowed lawn.

Much of the riparian vegetation along Clay Creek was removed in the Meadowbrook Park Estates and the side slopes adjacent to the stream are covered with bark dust. Downstream of this subdivision, the riparian corridor is more natural, although some clearing has occurred at the top of slope within the riparian buffer, and contains Pacific willow and black cottonwood on the side slopes and mannagrass, American speedwell, sawbeak sedge and waterweed (*Elodea* species) in and along the stream channel.

Comments from Normal Neighborhood Resident Questionnaire

Respondent #1

Most significant changes:

- 2 new houses have been developed and the area has been landscaped into two secluded properties at the end of normal avenue.

Best things:

- We purchased the property because of its location, dead end street, quiet, safe for children with no passing traffic.

Worst Things:

- The potential threat to the lifestyle and calm stress free life.

Most important outcomes:

That the quiet safe traffic free dead end street will become a huge thoroughfare devaluing property and risking children safety, and disturbing natural habitats and ecosystems.

Comments regarding land use

None

Comments on specific natural assets that should be taken into account:

Wetlands, natural habitat to Redtail Hawk, deer, killdeer, fox.

Comments regarding greenways, openspace and natural areas.

None

Comments regarding transportation:

None

Comments regarding infrastructure:

We are satisfied, if not delighted, with the current infrastructure and can think of no change that would be of benefit. Indeed, all changes proposed in the plan would be seen as detrimental.

Comments regarding sustainability;

None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #2

Most significant changes:

- A murder at the end of our road
- Jackson County Fuel Commission moved away.

Best things:

- Quiet
- No traffic driving by

Worst Things:

- City of Ashland property not maintained for weed abatement

Most important outcomes:

Not to have a through street to East Main Street!!

Comments regarding land use

None

Comments on specific natural assets that should be taken into account:

Wetlands, creeks

Comments regarding greenways, openspace and natural areas.

None

Comments regarding transportation:

None

Comments regarding infrastructure:

None

Comments regarding sustainability;

None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #3

Most significant changes:

- none

Best things:

- bucolic, quiet, great neighborhood
- horses, llamas, chickens, living on a tree line
- street, little traffic, safe

Worst Things:

- absolutely none

Most important outcomes:

Leave Normal Avenue untouched! No widening of road, no extension to East Main St.
Potential loss of home value and quality of life should the immediate area be developed.

Comments regarding land use

Leave Normal Avenue alone! Ensure that development East of Normal uses East Main for egress (or Clay) but NOT Normal.

Comments on specific natural assets that should be taken into account:

Leave Normal Alone – Develop your plan leaving Normal untouched.

Comments regarding greenways, openspace and natural areas.

None

Comments regarding transportation:

None

Comments regarding infrastructure:

Everything is working just fine – please leave it that way.

Comments regarding sustainability;

Your Questions assume this plan will go forward and we are absolutely opposed to developing this area.

Comments from Normal Neighborhood Resident Questionnaire

Respondent #4

Most significant changes: More houses nearby and to the east

Best things: Good soil for food production and lots large enough to utilize it; Proximity to bike path; True "small town" feel

Worst Things: None

Most important outcomes: Retaining the character of the neighborhood; Retaining soil for food production and open space where wetlands and small creeks thrive habitat healthy

Comments regarding land use: This is an optimal place to put sustainability principals into practice. Green space community or owner gardens, habitat preservation and soil conservation should be important goals. The Comp Plan and RPS encourage higher densities at the cities core, less at the perimeters. Already the area north of Ashland Street has many acres of R-2, multifamily housing (mostly on good soil) which does not fit the plan. The remaining parcels should fit the Plan.

Comments on specific natural assets that should be taken into account: The wetlands are very important as is the health of the small streams that help feed them. Mitigating losses never equals protecting the original. The views of both the coastal Siskiyous and Cascade foothills are priceless.

Comments regarding greenways, openspace and natural areas. Again, at the edge of town, containing the largest wetland remaining and best soil in town, this acreage should be planned to protect those values rather than densely building over the lands.

Comments regarding transportation: Ashland Street RVTD route is very handy, bikeway a block away, area is flat for walking.

Comments regarding infrastructure:
This is a place people enjoy walking on unpaved as well as asphalted part. The semi rural nature is a positive feature that attracts city residents. Normal meets E. Main at a curve, when access was available everyone approached the street with caution. It is not a good place for a major connection.

Comments regarding sustainability; As other parts of the City infill is high densities with accessory units, multi-family housing etc. I see this area as providing a respite to urbanization reflecting small town charchter with flowers and decoration, food for seasonal menus, and visual pleasure viewing green rather than asphalt and concrete. If Ashland decides to grow using large cities as its model, it will be a far different place tyhan if it adopts a successful small town pattern.

Comments from Normal Neighborhood Resident Questionnaire

Respondent # 5

Most significant changes:
Increased traffic

Best things:
It is outside City Limits
Close to town but rural

Worst Things:
40mph speed limit on East main Street.

Most important outcomes:
That it is forward looking

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
None

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
None

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent # 6 (note- identical and completed by the same individual as Respondent #7)

Most significant changes: More people: more traffic

Best things: It is mostly quiet; neighbors strive to keep it as it is; good neighbors

Worst Things: Being close to city wanting to make changes

Most important outcomes: Too much interference with life as it is; too much traffic and change traffic on E. Main has already increased.

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
Leave it as it is.

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
None

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #7 (note- identical and completed by the same individual as Respondent #6)

Most significant changes: More people: more traffic

Best things: It is mostly quiet; neighbors strive to keep it as it is; good neighbors

Worst Things: Being close to city wanting to make changes

Most important outcomes: Too much interference with life as it is; too much traffic and change traffic on E. Main has already increased.

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
Leave it as it is.

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
None

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #8

Most significant changes: The ranchettes

Best things:
N/A

Worst Things:
N/A

Most important outcomes:
An equitable plan
Affordable housing grouped rather than interspersed.

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
Yes, the creeks, My property [circled] has some wetlands seasonally only. The continuation of that line should not be vital to the planning.

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
I'm not a fan of rural sidewalks but I like walking paths.

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #9

Most significant changes:
None

Best things:
Each property is between 1-3 acres.

Worst Things:
Septic and well maintenance

Most important outcomes:
Leave my property intact

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
None

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
None

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #10

Most significant changes:
Railroad stopped coming through
More housing built in area
More traffic

Best things:
Close to town; close to schools

Worst Things:
NA

Most important outcomes:
An opportunity to bring new families into Ashland

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
Yes

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
None

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #11

Most significant changes:
Increase of residents

Best things:
Privacy

Worst Things:
None

Most important outcomes:
Respect in keeping the integrity of the homes currently in the area.
Move Normal Avenue onto development properties.

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
Wetland ordinance is very restrictive, will take at least 1/3 of my property and make it unusable.
Not allowing mechanical mowing and brush/black berries is unworkable

Comments regarding greenways, openspace and natural areas.
Paths take away the privacy of homes along greenways.

Comments regarding transportation:
Bike path is useful and nice to walk on.

Comments regarding infrastructure:
None

Comments regarding sustainability;
none

Comments from Normal Neighborhood Resident Questionnaire

Respondent #12

Most significant changes:
An owner backhoed the creek

Best things:
Park-like living
Close to city limits

Worst Things:
East Main St. speed limit is 40
Not having sidewalks
City utilities

Most important outcomes:
None

Comments regarding land use
None

Comments on specific natural assets that should be taken into account:
None

Comments regarding greenways, openspace and natural areas.

Comments regarding transportation:
Would like E Main speed limits reduced to Clay Street.

Comments regarding infrastructure:
None

Comments regarding sustainability;
None

Comments from Normal Neighborhood Resident Questionnaire

Respondent #13

Most significant changes:
More traffic on Normal Ave.
More housing

Best things:
Country style living
Close to shopping schools

Worst Things:
N/A

Most important outcomes:
Allow more young people to experience Ashland.
Affordable Housing!

Comments regarding land use
I believe the City requires the 1st 3. [single family, townhomes, apartments]

Comments on specific natural assets that should be taken into account:
All

Comments regarding greenways, openspace and natural areas.
None

Comments regarding transportation:
None

Comments regarding infrastructure:
None

Comments regarding sustainability;
None