

# 1511 Highway 99N “Grand Terrace” Annexation

City Council  
Annexation Decision  
December 1, 2020



THE PUBLIC HEARING FOR THIS ITEM IS CLOSED



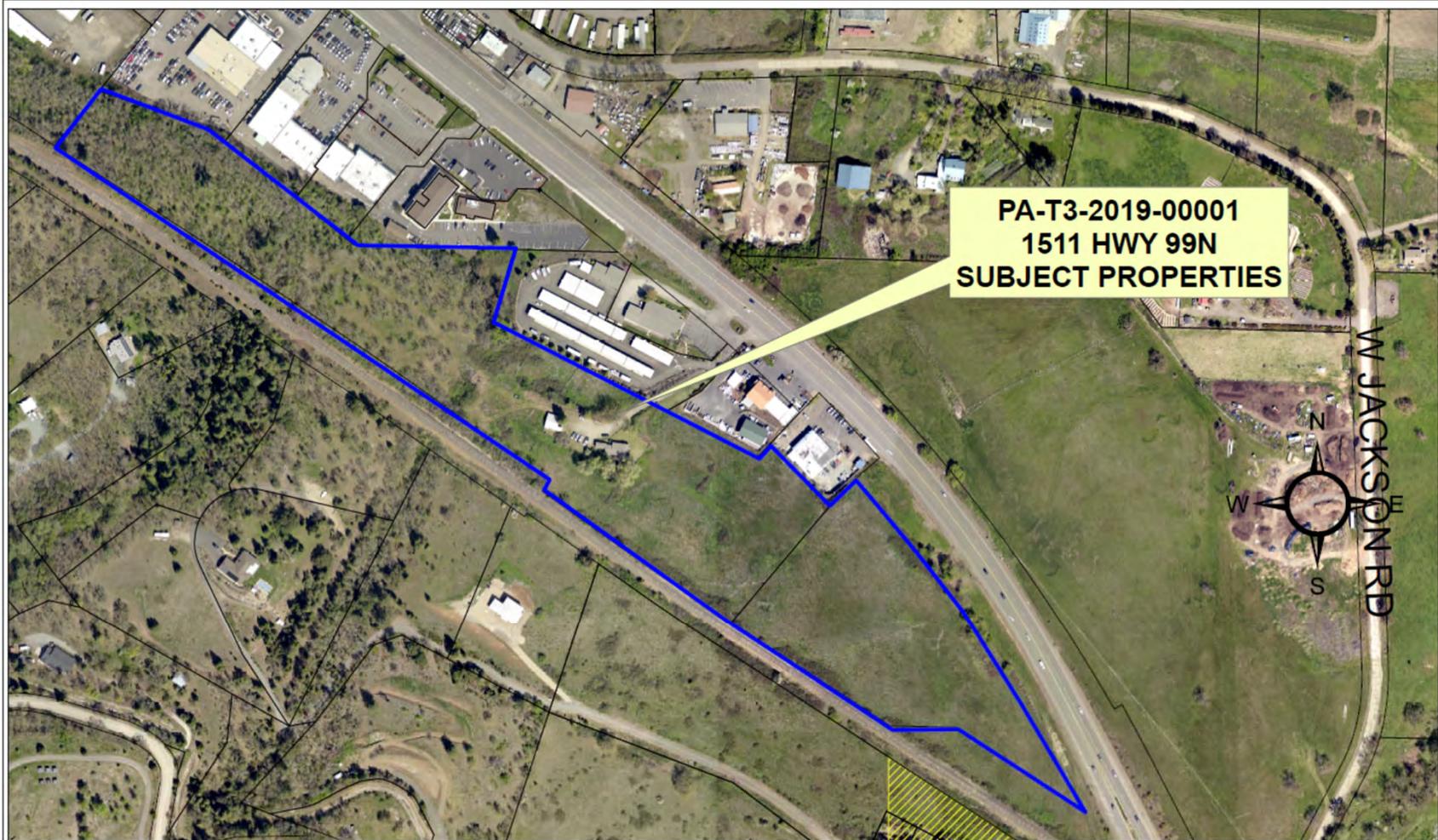
# 1511 Highway 99N

## “Grand Terrace” Annexation

A request to annex 16.87-acres in two parcels from County RR-5 (Rural Residential) to City R-2 (Low Density, Multi-Family Residential).

*(NOTE: Application includes a conceptual future development plan showing 196 apartments. Land Use approvals (Outline Plan subdivision, Site Design Review, etc.) for site development are not requested and would be applied for subsequent to Annexation approval.)*

# 1511 Highway 99N Aerial Photo



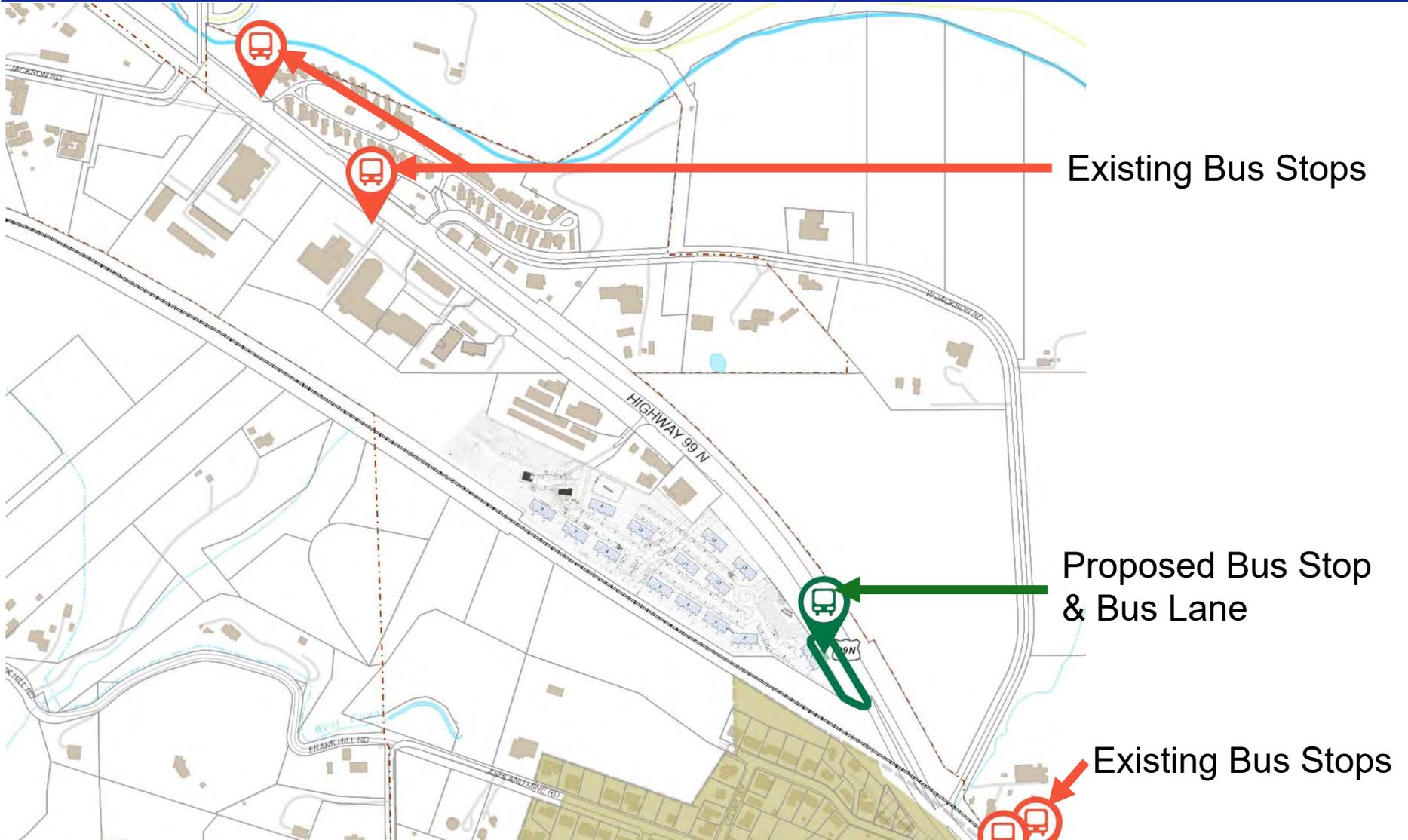
1 inch = 200 feet  
0 62.5125 250 375 500  
Feet

Mapping is schematic only and bears no warranty of accuracy.  
All features, structures, facilities, easement or roadway locations  
should be independently field verified for existence and/or location.



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## Transit Improvements



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The applicant has provided a **Transportation Impact Analysis (TIA)** and supplementary technical memorandum evaluation the impacts of annexation. Key findings include:

- ✓ All studied intersections will meet the mobility standards through 2034 with the addition of the anticipated development traffic from the subject properties;
- ✓ Development traffic will not substantially increase queuing conditions over the background conditions. The technical memo further explains that the recent reduction in through lanes with the ‘Road Diet’ has increased queuing lengths when disruptions to traffic (garbage trucks, buses or cars stopping for pedestrians) create back-up’s. *No mitigation is recommended to address these queue lengths.*
- ✓ The site’s two driveways are projected to operate safely and efficiently, however the TIA recommends that Highway 99N be restriped to include a left-turn lane for vehicles entering the site.

The TIA concludes that the state’s Transportation Planning Rule (TPR) has been demonstrated to be met, and after review of the TIA and supplementary technical memo, the Oregon Department of Transportation (ODOT) which has jurisdiction over the roadway has accepted the TIA.

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## Annexation Criteria (AMC 18.5.5.050)

- That the subject property be located within the City's Urban Growth Boundary. **[Yes.]**
- That the proposed zoning for the annexed area be in conformance with the Comprehensive Plan Map designation and that the project, if proposed concurrently, is an allowed use. **[Yes.]**
- That the land is currently contiguous to the present city limits. **[Yes, with concurrent annexation of adjacent ODOT right-of-way & railroad property.]**
- That, for residential annexation, a plan shall be provided demonstrating that the development of the property will occur at a minimum of 90 percent of the base density of the property – less any reductions for natural features, topography, access limitations, or similar physical constraints – and that the owner sign and record an agreement ensuring that future development will occur in accord with this minimum density. **[Yes, to be deed restricted to develop to at least 90 percent of base density.]**
- That the proposal meet the affordability requirements set forth in AMC 18.5.8.050.G. **[To be deed restricted for affordability. *Should constrained lands be excluded from consideration?*]**
- That one or more of the standards in AMC 18.5.8.050.H, which includes demonstration that there is less than a five-year supply of vacant and re-developable land in the proposed land use classification within the current city limits. **[Yes, the current supply is 3.5-4.8 years]**
- That adequate city facilities for water, sewer, electricity, and urban storm drainage can and will be provided. **[Yes. City water & electric; RVSS sewer; RVSS/ODOT storm drainage.]**
- That adequate transportation can and will be provided including facilities necessary to accommodate motor vehicles, bicycles, pedestrians and transit. **[Council must consider whether an Exception is available under the criteria and merited here, and whether facilities are safe and accessible.]**

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### Primary Issues

- ❑ **Affordability Standards:** Council is considering a code change tonight to resolve this issue. Council could apply the new ordinance proposed here once adopted.
- ❑ **Frontage Improvements & Adequate Transportation:** Council may determine that the approval standards requiring that frontage improvements meet street standards are subject to the standards and procedures of the chapter detailing street standards, which includes an allowance for exceptions where merited.

*While the Planning Commission and Transportation Commission recognized challenges, particularly for cyclists, pedestrians and transit users seeking to go north, the Planning Commission ultimately believed that the applicant had done all they could within the physical and jurisdictional constraints and that the application should be approved. They emphasized that the city also needed to pursue a speed study with ODOT and advocate for a speed reduction on the corridor to better provide for all users.*

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**The public hearing is closed. Council is at the point of discussion and deliberation.**

### **Recommendation**

Staff concurs with the Planning Commission, and recommends that the annexation be approved and that the Council provide clear direction to staff to pursue a speed study with ODOT and advocate for a speed reduction from the Valley View intersection into Ashland.

### **Actions & Options**

The Council can choose to approve the request as recommended by the Planning Commission or with additional conditions, or choose not to annex the property at this time. The Council will also need to adopt written findings formalizing their decision, and should incorporate the Planning Commission’s decision – subject to any changes - into those findings for adoption concurrently with second reading.

In particular, staff would recommend that the Council make clear: 1) If they wish to apply the new affordability standards, adopted tonight, to the current request; 2) If they find that an Exception to Street Standards is allowable under the code, and merited here; and 3) If they wish to modify the Planning Commission recommended conditions (#5) to leave greater flexibility for the applicant to explore options for financing the required improvements.

# PC Condition #5

“That to address the annexation requirements that adequate transportation and city facilities be provided, at a minimum any future development of the property shall require completion of the street frontage improvements, including but not limited to sidewalks and a bus stop, and the extension of utility infrastructure as described in 2.3 above **at the owner’s expense**, in addition to any improvements necessary to serve the future development of the property.”

In staff’s view, the current language make’s clear that:

- **These improvements are required with annexation,**
- **They apply to the future development of the property, and**
- **They are not the city’s responsibility.**

In staff’s view, the existing language does not limit the means that the applicant would use to finance and complete required improvements, and allow flexibility to pursue grants or other options as currently written.

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## Potential Motions

“I move approval of first reading of the ordinance and scheduling of second reading of the ordinance for December 15, 2020.”

AND

“I move to direct staff to prepare written findings for approval of the proposed Annexation, incorporating the Planning Commission’s decision, *[applying the new affordability standards adopted earlier and approving an Exception to Street Standards for the proposed frontage improvements]* for Council adoption on December 15, 2020.”

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