

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
SPECIAL MEETING
FEBRUARY 23, 2010
AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street

 - II. **ANNOUNCEMENTS**

 - III. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. February 9, 2010 Planning Commission Minutes

 - IV. **PUBLIC FORUM**

 - V. **UNFINISHED BUSINESS**
 - A. **PLANNING ACTION: #2009-01292**
 - APPLICANT: City of Ashland**
 - DESCRIPTION:** A request to amend the Ashland Land Use Ordinance (ALUO) creating a new Chapter 18.53 Croman Mill, to amend the multiple chapters of the Ashland Land Use Ordinance to provide consistency with the new Chapter 18.53 Croman Mill (ALUO 18.08, 18.12.020, 18.61.042, 18.68.050, 18.70.040, 18.72.030, 18.72.080, 18.72.110, 18.72.120, 18.72.140, 18.72.180, 18.84.100, 18.88.070, 18.106), to amend the Ashland Comprehensive Plan Map and Zoning Map to include the Croman Mill District, and to adopt the Croman Mill Site Redevelopment Plan as a supporting document to the City's Comprehensive Plan. ***(Public Hearing Closed)***
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- VI. **ADJOURNMENT**

**CITY OF
ASHLAND**



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone is 1-800-735-2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
February 9, 2010

CALL TO ORDER

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

Commissioners Present:

Larry Blake
Michael Dawkins
Dave Dotterer
Pam Marsh
Debbie Miller
Melanie Mindlin
Mike Morris
John Rinaldi, Jr.

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
Brandon Goldman, Senior Planner
Richard Appicello, City Attorney
April Lucas, Administrative Assistant

Absent Members:

None

Council Liaison:

Eric Navickas, absent

ANNOUNCEMENTS

Commissioner Marsh announced the vacancy on the Planning Commission and encouraged interested citizens to submit applications to the Mayor's Office.

Commissioner Rinaldi provided a brief update on the Economic Development Technical Advisory Committee (TAC). He stated the TAC has completed the Strengths-Weaknesses-Opportunities-Threats analysis and recommended they ask Project Manager Adam Hanks to come and provide a full presentation on the status. Commissioner Marsh asked staff to schedule this on a future agenda as soon as it is feasible.

CONSENT AGENDA

A. Approval of Minutes.

1. January 12, 2010 Planning Commission Minutes.
2. January 26, 2010 Planning Commission Minutes.

Commissioners Morris/Blake m/s to approve Consent Agenda. Voice Vote: all AYES. Motion passed 8-0.

PUBLIC FORUM

No one came forward to speak.

TYPE II PUBLIC HEARINGS

A. PLANNING ACTIONS: #2009-00726

SUBJECT PROPERTY: 720 Grandview Drive

APPLICANT: McDonald, Lynn & Bill

DESCRIPTION: Appeal by Bonnie Brodersen of the Staff Advisor's decision to approve a request for a modification of a previously approved Physical and Environmental Constraints Review Permit (PA-2006-01784) for the property located at 720 Grandview Drive. The original approval was for development in the Wrights Creek Floodplain and Riparian Preservation Lands for the improvement of a portion of existing driveway, re-grading the transition of the driveway to Grandview Drive, the installation of a private storm drain and the extension of utilities to serve a new single-family residence. The proposed modification involves alterations to the approval already in place in order to

accommodate changes in vehicular access. A request for a Tree Removal Permit to remove two dead poplar trees is also included. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-10; **ASSESSOR'S MAP #:**39 IE 05 CD; **TAX LOT:** 500.

Per the Applicant's request, the public hearing was postponed to a future meeting.

UNFINISHED BUSINESS

A. PLANNING ACTION: #2009-01292

APPLICANT: City of Ashland

DESCRIPTION: A request to amend the Ashland Land Use Ordinance (ALUO) creating a new Chapter 18.53 Croman Mill, to amend the multiple chapters of the Ashland Land Use Ordinance to provide consistency with the new Chapter 18.53 Croman Mill (ALUO 189.08, 18.12.020, 18.61.042, 18.68.050, 18.70.040, 18.72.030, 18.72.080, 18.72.110, 18.72.120, 18.72.140, 18.72.180, 18.84.100, 18.88.070, 18.106), to amend the Ashland Comprehensive Plan and Zoning Map to include the Croman Mill District, and to adopt the Croman Mill Site Redevelopment Plan as a supporting document to the City's Comprehensive Plan.

Commissioner Marsh noted there are members from the public who wish to speak and stated she is willing to re-open the public hearing on this action.

Staff Report

Planning Manager Maria Harris and Senior Planner Brandon Goldman provided a review of the issues that came up at the Commission's January 12th discussion.

Ms. Harris noted the Memo included in the meeting packet presents two options regarding whether the property located at 650, 700 and 750 Mistletoe Rd. should be included in the Croman Mill District. Option 1 retains the current M-1 industrial zoning, but changes the Comprehensive Plan designation to Croman Mill, and brings the front portion of the property into the Detail Site Review Zone. The other option is to include the front portion of the site in the Croman Mill Zoning District. Ms. Harris stated staff is recommending Option 1 since it addresses the pre-existing uses, current planning approvals and addresses the property owner's concerns regarding the change in zoning; and by including the front portion of the property in the Detail Site Review Zone, future development of this property (aside from the current planning approvals) will be required to meet a similar level of site planning and building design as the other buildings along the central boulevard.

Ms. Harris explained that staff conducted a review of the approved projects at 650 and 700 Mistletoe Rd and compared the approved site plan and building designs to the proposed requirements for the Croman Mill District. Ms. Harris stressed that as long as the property owner has a current approval, they can still build their projects as planned regardless of whether it is included in the Croman Mill District. She explained based on staff's analysis, the existing planning approvals for 650 and 700 Mistletoe Rd. largely meet the proposed requirements of the Croman Mill District, however inconsistencies were identified in the following areas: 1) Manufacturing and retail uses, 2) On-site surface parking limitation, 3) Minimum number of stories, and 4) Minimum floor area ratio. Ms. Harris reviewed the options outlined in the Staff Memo and stated staff is recommending the Commission expand the special permitted uses in the Office Employment zoning overlay to include manufacture of food products, and revise the automobile parking standard so that a higher percentage of the required off-street parking can be constructed as surface parking until a parking management plan is established and retaining the 50% requirement once the plan is in place.

Ms. Harris noted the question that came up at the last meeting about the distinction between major and minor adjustments for street layout modifications. She explained staff is proposing revised language that clarifies a major amendment would be eliminating a street or a transportation facility, and a minor amendment would be shifting a street or transportation facility by more than 25 ft.

Mr. Goldman reviewed the Green Building bonus and bonding requirements. He stated the purpose of the bond provision was to provide a financial motivation for an applicant to carry out what they stipulated they would do in terms of energy efficiency objectives in order to receive their height bonus; but if this is considered to be an impediment to builders applying for the Green Building bonus the Commission can consider removing the bond and penalty sections. Mr. Goldman added that eliminating this language would not preclude the City from implementing it at a future date if breaches become an issue. He stated the Commission could also consider reducing the performance bond and penalty amounts so that they don't constitute such a sizeable upfront cost.

Mr. Goldman noted the suggestion for a menu of green standards options. He clarified in the current draft Standards VIII-C-8 through VIII-C-12 have been separated into separate standards and made requirements instead of recommendations. However the Commission could consider changing the language to allow applicants to select one or more of the standards.

Ms. Harris reviewed the letter the City received from the Oregon Department of Transportation (ODOT) that was included in the Commission's meeting materials. She explained the letter expressed concern with the proposed easement language for Phase II of the central boulevard and ODOT asked that this language be strengthened to be made clear that their maintenance yard property will need to be acquired. Additionally, they also raised questions about their ability to reconstruct the maintenance buildings should a fire or other event occur, and whether they would have to meet the Croman Design Standards. Ms. Harris added the ODOT letter also requests the City update the Transportation Analysis to reflect the phases of the central boulevard. She stated staff is recommending the Planning Commission continue their deliberations on the proposed Croman Plan to their February 23, 2010 meeting so that staff can bring back language modifications that address ODOT's concerns.

Mr. Goldman clarified the City's Transportation Commission reviewed the transportation elements of the Croman Plan at their meeting on January 21, 2010. Following their discussion, the Commission issued a recommendation for the Planning Commission and the City Council to allow the Transportation Commission to review the final design of the central boulevard before it is finalized and constructed. Mr. Goldman stated the Commission's main concern was the cross sections of the central boulevard and for the bike lanes to be addressed further; but because of the minor amendment process they felt this could be accommodated at a later date.

Upon request, staff provided further clarification on Floor Area Ratios (FARs), the Mistletoe property, the Transportation Analysis, and the LEED Certification program. In response to why the Plan does not include a specific energy efficiency standard, staff clarified the solar orientation and building shading requirements will affect the energy use of the building. In addition, it was noted the State of Oregon has increased energy efficiency requirements in the building code and are in the process of drafting the Oregon Reach code which can be used by the City. Staff also provided clarification on the phasing of the central boulevard, the Tolman Creek realignment, and the possibility of a future connection over to Washington Street.

In regards to having drawings prepared that would show what buildings might look like on the site, staff indicated they have been in discussions with individuals who can perform this work and if the Commission feels this is important, staff can move forward this. It was noted it will take approximately 4-6 weeks to have someone prepare this information, but it can be ready by the time the Croman Plan goes before the City Council.

Commissioner Marsh re-opened the public hearing at 8:11 p.m.

Public Input

Zach Brombacher/640 Tolman Creek Rd/Stated he is the owner of the printing company on Tolman Creek Rd. and has been at this location since 1967. Mr. Brombacher noted the spaces he provides for small businesses and stated he would like to continue to develop his 13 acre property. He shared his concerns with traffic impacts and suggested the City consider transferring the traffic to Siskiyou Blvd. He stated the south interchange could be adapted so that the bulk of the traffic is transferred to Siskiyou Blvd. instead of coming up Mistletoe Rd. Mr. Brombacher stated traffic is a big issue and feels the road should be addressed before they develop the Croman site. He also shared his concerns with financing the road improvements and stated he does not want to pay for another Local Improvement District.

Mark DiRienzo/700 Mistletoe Rd #106/Stated he owns three tax lots along Mistletoe Rd. and is concerned about how this Plan will affect his property. Mr. DiRienzo stated by including his property in the Croman Mill zone he would have to obtain an exception to gain an access to his southern lot. In addition, he would also have to get a special permitted use for the planned distillery on the site. He stated these requirements can scare prospective tenants away and adds road blocks to the process. Mr. DiRienzo shared his concerns regarding the safety of the road and stated an engineer needs to look at this now and determine whether the angle is going to be safe. In regards to the bond issue for LEED, he voiced his concern that financial institutions will not offer a bond to developers and suggested the City make building LEED buildings as simple as possible. Mr. DiRienzo clarified by including his property in the Detail Site Review Zone he will now have to apply for a Type II Planning Action and go before the

Planning Commission for approval which adds uncertainty to the process. He shared his concerns with the FAR requirements and also questioned at what point he would have to transition to the Croman Mill zone.

Commissioner Marsh questioned if Mr. DiRienzo could list any other specific elements in the proposed plan that he believes would make it cost prohibitive to develop on the Croman site. Mr. DiRienzo responded that the design of the street (infrastructure costs) as well as some of the green standards (cited pervious concrete) could make it expensive to build. He stated he supports green building, but encouraged the City to promote it and provide a menu of options rather than making this a strict requirement.

John Kruesi/148 Greenway Circle, Medford/Ashland Warehouse Partnership/Stated they own the property at 695 and 697 Mistletoe Rd. and shared his concerns regarding the phasing of the central boulevard. Mr. Kruesi stated the plan shows this road going through their property and asked how they are suppose to plan for the future when they do not know what the City is going to do. He questioned why they would create an industrial park without having the main road complete and noted if the Croman Plan is successful they will have a lot of large trucks coming in and out.

Marilyn Briggs/590 Glenview Drive/Questioned why the City was moving towards strip zoning and why they are not promoting infill. Ms. Briggs stated there is a lot of office space available in town and voiced her opposition to allowing office space on the Croman site. She stated this should be light industrial space where people can earn a sustainable living wage. Ms. Briggs also voiced her concern with the southern end of the boulevard going through the existing farm and trailer park and stated they should stay with the existing Mistletoe Rd.

Commissioner Marsh closed the public hearing at 8:53 p.m.

Marsh noted the record will remain open and staff will be presenting options at their next meeting in regards to ODOT's issues. She recommended the Commission make their final recommendations at the next meeting and asked if anyone had any last questions. Commissioner Dawkins voiced his support for moving forward with this at tonight's meeting.

Commissioner Dawkins motioned for the Commission to move forward with a vote. Motion died to lack of a second.

Commissioner Mindlin noted the annexable land at the south end of the Croman site and questioned if staff considered leaving this as an E-1 designation when it is annexed instead of including it in the Croman Mill district. She stated by changing the underlying zone it may give the impression that the City has discussed this and deemed the Croman Mill mixed use zone to be the most appropriate use when this property is annexed. She suggested if they left this unchanged it may provide more flexibility later on.

Commissioner Dotterrer asked how the City will deal with the ODOT property and asked what their options are to make sure Phase II happens. He also noted the public input regarding development costs and asked if there is any analysis that can be done to ensure this plan will pencil out.

Commissioner Rinaldi asked if staff could provide further information regarding the access to Mr. DiRienzo's property. Ms. Harris clarified if the Commission decides to leave Mr. DiRienzo's property outside the Croman district, all of this becomes a non issue and he would not be subject to the Croman access requirements.

Commissioner Miller shared her concerns with the central boulevard, including ODOT's access, the boulevard's width and the cost to build it. She also asked if upgrading Mistletoe Rd. could accomplish the same effect.

Commissioner Marsh announced this public hearing will be continued at their February 23, 2010 meeting.

ADJOURNMENT

Meeting adjourned at 9:30p.m.

*Respectfully submitted,
April Lucas, Administrative Assistant*

**ASHLAND PLANNING DIVISION
STAFF REPORT
Addendum
February 23, 2010**

PLANNING ACTION: 2009-01292

APPLICANT: City of Ashland

LOCATION: Croman Mill District Boundary

ZONE DESIGNATION: City of Ashland M-1, E-1, R-1-5 and Jackson County RR-5

COMPREHENSIVE PLAN DESIGNATION: City of Ashland Industrial, Employment, Single-Family Residential and Jackson County Rural Residential Lands

ORDINANCE REFERENCE: Chapter 18.52 M-1 Industrial District, Chapter 18.40 Employment District, Chapter 18.20 Single-Family Residential District, Chapter 18.108 Procedures

STATEWIDE PLANNING GOALS: Goal 2 – Land Use Planning
Goal 9 – Economic Development

OREGON REVISED STATUTES (ORS): Chapter 197 – Comprehensive Land Use Planning Coordination

OREGON ADMINISTRATIVE RULE (OAR): 660-009 Economic Development

REQUEST: To amend the Ashland Comprehensive Plan and Zoning Maps to include the Croman Mill District, to amend the Ashland Land Use Ordinance (ALUO) to include a new Chapter 18.53 Croman Mill, to amend the Site Design and Use Standards to include a new Section VIII-Croman Mill District Standards, to amend multiple chapters of the ALUO to provide consistency with the new Chapter 18.53 Croman Mill (ALUO 18.08, 18.12, 18.61, 18.68, 18.70, 18.72, 18.84, 18.88, 18.106), and to adopt the Croman Mill Site Redevelopment Plan as a supporting document to the Ashland Comprehensive Plan.

I. Relevant Facts

Please refer to the January 12, 2010 Staff Report for the project background, description of site and proposal, and discussion of project impact.

A. Background

In February 2009, the City Council directed staff to work with the Planning Commission to begin the process of adopting the Croman Mill Site Redevelopment

Plan by preparing the necessary accompanying Ashland Land Use Ordinance (ALUO) and Comprehensive Plan amendments.

The Planning Commission worked on the development of the Croman Mill District Implementation Plan throughout 2009 including one site visit and discussions at nine meetings. Additionally, the Croman Advisory Committee (CAC) met four times in the summer and fall of 2009 to provide feedback on the implementation plan.

B. Project Goals and Objectives

The issues and opportunities identified during the first public workshop and key participants meetings in January 2008 were used to create the project goals and objectives as listed below.

Circulation

- Create a local street network that provides balanced circulation for pedestrian, bikes, auto/truck and transit and is well connected to existing streets
- Improve visibility and identity for the study area
- Mitigate impacts of auto and truck traffic on Tolman Creek Road and Ashland Street
- Preserve rail access for commuters, passengers and freight
- Improve safety for autos and pedestrians of key intersection and rail crossings
- Provide for non-motorized trails linked to existing trails and parks systems
- Create safe routes to Bellview School
- Manage traffic impacts on Exit 14 and Ashland Street

Land Use

- Provide for a large number of family wage jobs
- Allow for light industrial and manufacturing
- Create parcels with the flexibility to support local new small business, existing business expansion and large employers
- Consider a range of housing options
- Allow for a mix of uses
- Do not create uses that compete with downtown
- Incorporate a public gathering space
- Preserve streams and wetlands

Policies and Regulations

- Recommend code changes to be adopted by the City of Ashland
- Recommend commitment of funds for specific infrastructure improvements
- Mandate sustainable and green development codes
- Develop standards for "dark skies"

II. Project Impact

A. ODOT Revisions

The Oregon Department of Transportation (ODOT) submitted a letter on February 1, 2010 regarding the Croman Mill District Plan. The letter addresses several items from

the perspective of ODOT as the property owner of the maintenance yard located on Tolman Creek Road. Additionally, the letter makes suggestions in regards to updating the transportation analysis and meeting the requirements of the Transportation Planning Rule (OAR 660-012-0060).

1. Replacement of Maintenance Yard Buildings

ODOT raised a concern regarding the ability of ODOT to rebuild structures on the maintenance site in the case of a fire or natural hazard destroying the structures. Additionally, a concern was raised regarding having to meet the proposed design standards in the case a destroyed maintenance yard structure needs to be rebuilt. Staff recommends the addition of “Oregon Department of Transportation (ODOT) facilities” as a special permitted use to the land use matrix in Chapter 18.53, and the addition of the following section to 18.53.040.B Special Permitted Uses.

18.53.040.B Special Permitted Uses

12. Oregon Department of Transportation Facilities

For the Oregon Department of Transportation (ODOT) Ashland maintenance facility and storage yard located on property within the NC overlay the following shall apply:

- a. Buildings may be enlarged or replaced subject to Basic Site Review Standards.
- b. Are exempt from the Dimensional Regulations per 18.53.050 with the exception of minimum side and rear yard setbacks abutting a residential district and maximum building height.
- c. Are exempt from the requirements of Section VIII Croman Mill District Standards of the Ashland Site Design and Use Standards.

2. Relocation of ODOT Maintenance Yard

ODOT raised a concern regarding the implementation plan clearly stating the need for the maintenance yard to be purchased and relocated prior to the central boulevard being routed through the property. Staff recommends the following change be made to Croman Mill District Standard VIII-A-1.2 Phased Street Plan.

Standard VIII-A-1.2

2. Phased Street Plan

Build-out of the Central Boulevard can be accommodated through a phased development plan.

- a. **Phase I** implementation will require:
 - i. Maintain the existing Mistletoe Road alignment from Tolman Creek Road to the northwest corner of the Croman Mill site.
 - ii. Include developer- constructed minor improvements to the existing portion of Mistletoe Road such as a minimum six-foot wide sidewalk on the north side of the street, two 11-foot travel lanes and the addition of a left-turn pocket at the intersection with Tolman Creek Road.
 - iii. A developer-constructed three-lane Central Boulevard from the northwest corner of the district to Siskiyou Boulevard.

- b. Phase II implementation will require:
 - i. The realignment of Tolman Creek Road and construction of the second phase of the central boulevard is contingent upon future ~~acquisition of right of way through~~ sale and relocation of the existing ODOT maintenance yards.
 - ii. Realignment of Grizzly Drive and Tolman Creek Road.
 - iii. Acquisition of right of way or negotiating dedicated easements.
 - iv. Vacating a portion of City-owned property.
 - v. Options addressing the final street configuration and intersection geometry will be evaluated with the final Phase II design of the northwest section of the Central Boulevard.

3. Traffic Analysis Issues

ODOT suggested phasing the traffic analysis to be consistent with the expected redevelopment, with consideration of the fact that it is unknown when ODOT will be able to relocate their maintenance yard from the Tolman Creek Road location. The City Council approved a contract-specific special procurement at the April 16, 2010 meeting to have DKS Associates update the Croman transportation analysis. The purpose of the update is to include an additional land use scenario to address the “hybrid” industrial/office land use plan, as well as to address the phasing of the central boulevard should the Oregon Department of Transportation (ODOT) maintenance yard remain in place indefinitely, impacts of a railroad crossing connecting the plan area to Washington Street and new findings requirements of the Transportation Planning Rule. Work on the transportation analysis is expected to begin in the last week of February and be completed at the end of March.

The traffic analysis revisions and findings for the Transportation Planning Rule will be addressed in the findings prepared for the City Council’s decision. The adopted findings may need to include an update to the Transportation System Plan (TSP) project list identifying several transportation projects associated with the Croman Mill District.

B. Issues from February 9 Planning Commission Meeting

At the February 9th Planning Commission meeting, the Commission requested information on the following issues.

- **Allowing M-1 Uses in Compatible Industrial (CI) Zoning Overlay**

The Compatible Industrial (CI) zoning allows many of the uses permitted in the M-1 Industrial district such as manufacturing, assembly, fabrication, packaging, manufacture of food products, offices and limited outdoor storage. Land-intensive uses with low employment densities such as mini-warehouses, junkyard and auto wrecking yards, hotels and motels, building material sales yards, and concrete or asphalt batch or mixing plants are not permitted in the CI overlay zone. Additionally, retail and restaurant uses are limited in square footage under the proposed zoning, rather than being unrestricted in size or scope as is allowed under the M-1 Industrial and E-1 Employment zoning.

As recommended in the Croman Mill Site Redevelopment Plan (2008), the land-intensive uses with low employment densities were not included in the CI zone to address project objectives of creating family wage jobs, using land efficiently to

achieving higher job densities, and creating a unique and distinctive identity by locating complementary employers with a focus on clean industries and an emphasis on creativity, craft and innovation. Similarly, the service-oriented uses such as shops and restaurants are intended to be of a neighborhood scale to provide manufacturing and industrial uses the opportunity to have direct sales areas, as well as providing opportunities for small restaurants/shops (e.g. coffee shop) that would be within easy walking distance of nearby employers.

- **Retaining Employment Comprehensive Plan Designation for Southern Portion of Plan Area Rather than the Proposed Croman Mill District**

Currently, the southern portion of the plan area adjacent to Siskiyou Boulevard (i.e. surrounding the farmhouse, pond and mobile home park) is outside the Ashland city limits, but inside the Ashland Urban Growth Boundary (UGB). This area has an Employment designation on the Ashland Comprehensive Plan map, and is proposed to be amended to the Croman Mill District plan designation. On the proposed zoning map, the southern area is included in the Mixed Use (MU) zoning overlay. The MU zoning overlay provides the flexibility to have manufacturing and offices in the ground floor of buildings. The proposed MU zoning overlay would not go into effect until the property is annexed.

The property is currently zoned Jackson County Rural Residential (RR-5), and would remain under county zoning until the property is annexed. The Croman Mill Site Implementation Plan does not include the annexation of the southern area. The annexation of the properties would have to be initiated by the property owners.

- **Financing of Central Boulevard Improvements**

The issue of financing the central boulevard and related utilities was raised at the February 9th Planning Commission meeting. For subdivision and site review approvals, adequate capacity of transportation, water, sewer, storm drainage, and electricity facilities is required for proposed development. As a result, the developer of the property is responsible for the provision of transportation and public utilities to and through the site. Accordingly, if a development were proposed in the Croman Mill study area, the developer would be responsible for the construction of the central boulevard and the related utilities. Improvements can be proposed and constructed in phases.

In the case where streets and utility lines that are larger facilities which serve a greater area beyond the development, developers can be awarded system development charge (SDC) credits for a portion of the cost of the qualifying facilities that they construct. For example, when North Mountain Avenue was improved to city standards from North Mountain Park to the city limits, the developer was given credit for a portion of the street improvements that serve the general public beyond the immediate area. As an Avenue (major collector), North Mountain collects and carries traffic in both a northerly and southerly direction from Ashland's neighborhoods to larger streets. Additionally, this

function will expand further at some time in the future when the Nevada Street connection is made.

In November 2009, the Public Works Department introduced the concept of developing Advanced Financing districts to the City Council. The purpose of Advanced Financing is to provide a financial mechanism to reimburse publicly or privately funded public improvement projects that have direct benefit to other property owners. Examples of larger public facilities are construction of street extensions to provide required traffic flows, construction of traffic signals, storm water improvements and corresponding detention basins, larger and/or extended water lines that are required for fire flow for several projects, improved sewer lines to provide capacity to an entire area and right-of-way or easement purchases for required public improvement which may be outside of their property or development boundaries. Advanced Financing is similar to the formation of a Local Improvement District (LID) in that it distributes the cost of public improvement projects based on benefited use. With the Advance Financing method, payment is due when the benefited property owner connects to or accesses the public improvement.

In November 2009, the Council authorized Staff to work with Oregon Department of Transportation (ODOT) and Oregon Business Development Department to prepare a grant application for an Immediate Opportunity Fund (IOF) grant of up to one million dollars to be used for road construction at the Croman Mill Site. The IOF is a state program, and the state purpose of the IOF is to support primary economic development in Oregon through the construction and improvement of streets and roads and is funded through State gas tax revenue.

The Croman Mill Site Redevelopment Plan (2008) includes a work plan for the next steps in implementing the plan. The first two “time-sensitive” items on the list are to create and adopt a Croman Mill District overlay zoning plan and to adopt the Croman Mill Site Redevelopment plan. The following items on the list include studying the feasibility of an urban renewal district and developing an urban renewal plan, as well as developing a financing plan for structured parking. Staff has developed a project description and preliminary scope of work for the urban renewal and financing plan projects, has applied for a state grant for funding and is exploring other grant opportunities. As part of the original 2008 plan development project, a transportation cost report was prepared with planning level cost estimates for the intersection as well as the construction of the central boulevard. This report is available on the project web page at www.ashland.or.us/croman.

C. Comprehensive and Zoning Map Change Findings

The maps included in the January 12, 2010 Planning Commission packet materials show the current and proposed Comprehensive Plan and Zoning designations for the properties within the district.

The area within the boundary of the proposed Croman Mill District including the former 64-acre Croman Mill site is primarily zoned M-1 Industrial, with some additional areas of E-1 Employment adjacent to the southern portion of Mistletoe Road and R-1 Single Family on the approximately six-acre ODOT maintenance yard on Tolman Creek Road. Additionally, the area adjacent to Siskiyou Boulevard and Crowson Road is within the Croman Mill District boundary and in the Ashland urban growth boundary (UGB), but is outside the city limits – this area is designated Employment in the Ashland Comprehensive Plan and is currently zoned Jackson County RR-5 Rural Residential.

The proposed Croman Mill District includes five zoning overlays. Again, the bulk of the district is the 64-acre Croman Mill site which would be divided between CI Compatible Industrial and OE Office Employment. Office uses are focused in the northern half of the district and manufacturing uses are concentrated in the southern half of the district in an effort to create distinct identities for each area and to maintain freight rail access to the industrial area.

The ODOT maintenance yard at the northwest corner of the plan area would be NC Neighborhood Commercial, a mixed-use area including small scale neighborhood commercial uses and residential units. There are two MU Mixed Use areas with one located between Hamilton Creek and Mistletoe Road and the other surrounding the south entrance on Siskiyou Boulevard. These areas are intended as transitions from the existing residential areas to the west and south, and would allow a mix of uses including office, light manufacturing and residential uses. The residential uses in the NC Neighborhood Commercial and MU Mixed Use overlays are limited to upper floors of the buildings. Finally, there is an OS Open Space/Conservation Overlay which includes the areas along Hamilton Creek, the Central Park, and the pond and creek in the southeast portion of the district.

The amendments to the Comprehensive Plan and Zoning maps to reflect the master plan is a Type III amendment, and subject to the following criteria.

18.108.060 Standards for Type III Planning Actions:

1. Zone changes, zoning map amendments and comprehensive plan map changes subject to the Type III procedure as described in subsection A of this section may be approved if in compliance with the comprehensive plan and the application demonstrates that one or more of the following:
 - a. The change implements a public need, other than the provision of affordable housing, supported by the Comprehensive Plan; or
 - b. A substantial change in circumstances has occurred since the existing zoning or Plan designation was proposed, necessitating the need to adjust to the changed circumstances; or
 - c. Circumstances relating to the general public welfare exist that require such an action; or
 - d. Proposed increases in residential zoning density resulting from a change from one zoning district to another zoning district, will provide 25% of the proposed base density as affordable housing consistent with the approval standards set forth in 18.106.030(G); or

- e. Increases in residential zoning density of four units or greater on commercial, employment or industrial zoned lands (i.e. Residential Overlay), will not negatively impact the City of Ashland's commercial and industrial land supply as required in the Comprehensive Plan, and will provide 25% of the proposed base density as affordable housing consistent with the approval standards set forth in 18.106.030(G).

The total number of affordable units described in sections D or E shall be determined by rounding down fractional answers to the nearest whole unit. A deed restriction, or similar legal instrument, shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years. Sections D and E do not apply to council initiated actions.

It is important to note that with the exception of the ODOT maintenance yard property on Tolman Creek Road, the proposed Comprehensive Plan and Zoning map changes are not a wholesale change of the plan and zone designations (e.g. a change from an industrial to a residential designation). Instead, the proposed map amendments are a redistribution of the uses allowed under the current M-1 Industrial zoning. The title of the M-1 Industrial zoning is somewhat misleading because the zoning district allows a wide range of commercial and employment uses including offices, retail, personal services, restaurants, nightclubs and bars, theaters, and hotels and motels in addition to those uses typically associated with industrial areas such as manufacturing, processing, assembling, mini-warehouses, outside storage of merchandise and raw materials, junkyard and auto wrecking yards, and concrete or asphalt batch or mixing plants. In short, the M-1 Industrial zoning district includes the uses that are allowed in the C-1 Commercial and E-1 Employment zoning districts.

In the proposed Croman Mill District, professional offices are targeted for the OE Office Employment zone and manufacturing and assembly is the focus of the CI Compatible Industrial zone, with provisions to allow for some cross-over manufacturing and offices associated with the primary use of the zone. Stores, restaurants and shops of a neighborhood scale are located in the NC Neighborhood, and allowed throughout the OE Office Employment and CI Compatible Industrial zones at a more limited scale. The MU Mixed Use areas allow both the office and manufacturing and assembly uses. With the exception of the residential uses allowed in the NC Neighborhood Commercial and MU Mixed Use zoning overlays, the uses included in the Croman Mill District are allowed under the current M-1 Industrial and E-1 Employment zoning.

In keeping with the Croman Mill Site Redevelopment Plan (2008) project objectives and recommendations, land-intensive uses with low employment densities such as mini-warehouses, junkyard and auto wrecking yards, outdoor storage areas of unrestricted size, hotels and motels, building material sales yards, equipment storage yards, and concrete or asphalt batch or mixing plants are not permitted in the Compatible Industrial (CI) and Office Employment(OE) overlay zones. Additionally, retail and restaurant uses are limited to relatively small square footages under the proposed zoning, rather than being unrestricted in size or scope as is allowed under the current M-1 Industrial and E-1 Employment zoning.

In staff's opinion, the Comprehensive Plan and Zoning map amendments are necessary to respond to a substantial change in circumstances that have occurred since the existing plan and zoning designations were established. A number of factors contributed to the change in circumstances, and the subsequent master planning of the Croman Mill site including the evaluation of the current plan and zone designations.

The Croman Mill Site was established as a lumber and planing mill in 1934, and this use or a similar sawmill use continued on the site until 1996. The "Industrial" designation on City maps has been in place at least since 1966. As late as 1980, the mill was still in full operation with 200 employees working two shifts a day, and it was the largest private employer in Ashland (Kramer, Historic Overview Study, 'Croman Mill Study Area', January 10, 2008). As the timber industry declined in the 1980's and 1990's, lumber mills throughout Oregon closed as did the Croman Corporation operation on the Ashland site in 1996. Since the closure of the mill, the property has remained largely unused except for a temporary asphalt batch plant in 2001, and storage of used concrete and decommissioned equipment. The 2007 Economic Opportunity Analysis (EOA) raised a concern regarding the broad range of activities permitted in the M-1, and the compatibility with the site and surrounding uses. As a result, the EOA recommended preparing a master plan for the site to evaluate appropriate uses and to incorporate sustainable development concepts. Clearly, the end of the mill operations after six decades of use and the property being largely unused and vacant since that time have contributed to the efforts to re-examine the plan area.

In 2001 there was an application to rezone the property for residential purposes, which the City ultimately denied. Subsequent to the City's decision, the 2007 Economic Opportunity Analysis (EOA) identified a need to retain existing employment lands, including the Croman Mill site, within the city limits and UGB to accommodate the forecasted employment through 2027.

In terms of the trends in industrial uses, Ashland has attracted and is expected to continue to attract firms in the specialty manufacturing category which tend have a dedication to environmental issues, sustainable production and concern for the community (e.g. Dagoba Organic Chocolates, Dream Saks and Plexis Healthcare Systems). At the same time, more traditional heavy industrial uses are not occurring in Ashland, and the community established policies which discourage industrial uses that use large amounts of water and/or emit pollutants.

The Economic Element of the Ashland Comprehensive Plan was updated in 1991, and includes several goals and policies that establish the latitude to revise and update employment lands designations, as well as which support the goals and objectives established in the Croman Mill Site Redevelopment Plan (see section 1.B above). Excerpts from the Economic Element goals and policies are listed below.

Goal: *To ensure that the local economy increases in its health, and diversifies in the number, type and size of businesses consistent with the local social needs, public service capabilities, and the retention of a high quality environment.*

Policy 1: *The City shall zone and designate within the Plan Map sufficient quantity of lands for commercial and industrial uses to provide for the employment needs of its residents and a portion of rural residents consistent with the population for the urban area.*

Policy 2: *The City shall design the Land Use Ordinance to provide for:*
e) *Commercial or employment zones where business and residential uses are mixed. This is especially appropriate as buffers between residential and employment or commercial areas, and in the Downtown.*

Policy 3 – *The City shall develop and implement an economic development program which will attempt to increase the number, variety and size of retain, service, and light industrial activity employers in the urban area, with particular emphasis on employers who pay wages at or above the median County wage and employ from 5 to 100 people, or who are locally owned. The City shall work with regional economic development agencies or coordination regional economic development activities.*

Policy 4: *In accordance with the policies VII-2 and VII-2 above, the City shall take such actions as are necessary to ensure that economic development can occur in at timely and efficient manner. Such actions may include the following:*
b) *Utilization of available grants and loans to finance the extension of public facilities to lands zoned or planned for commercial or industrial use.*
c) *Inclusion within the Capital Improvement programs facilities improvement which will help achieve long-range development goals and polices.*

Policy 7: *The City is clearly unsuitable for the following types of businesses:*
a) *Businesses which use large amounts of water, especially when Ashland's water needs peak.*
b) *Businesses that emit significant amounts of air pollution.*
c) *Businesses that create toxic wastes that require specialized disposal techniques not available locally.*
d) *The City shall include in the Land Use Ordinance specific list of businesses that are prohibited form operations in the City Limits, or specific performance standards that would define uses that are unacceptable because they meet one or more of the above criteria.*

The master planning process was in response to a series of changing circumstances over a decade, and an effort to find opportunities to create a high quality employment center, to address development interests and to incorporate the community's values and goals. The plan area is retained for employment and economic purposes with 64 acres focused on manufacturing and office uses, 16 acres for mixed use with 100 percent manufacturing and office uses required on the ground floor, 7.5 acres of open space and 6 acres of neighborhood center with a mix of commercial and residential uses. The master plan allows more specificity than a standard zoning district for the plan area, and addresses long-term community goals such as creating family wage

jobs, having a well-connected and multi-modal (i.e. pedestrian, bicycles, auto/truck, freight and transit) transportation system, preserving natural features, creating a built environment that respects Ashland’s character, making desirable public spaces and incorporating green development standards.

Croman Mill District Gross Acreages

	Existing Comprehensive Plan	Current Proposal
Industrial	64	33
Employment	25	31
Mixed Use	0	16
OpenSpace	0	7.5
Neighborhood Center	0	6
Residential (R-1-5)	7	0

D. Planning Commission Deliberations

The Planning Commission makes a recommendation on the Croman Mill District Implementation Plan to the City Council, and the City Council makes the final decision.

Staff recommends the Planning Commission work through the process of formulating a recommendation by addressing the pieces of the Croman Mill District Implementation Plan with separate motions. Sample motions for each implementation plan component are included below, as well as a list of the potential revisions the Planning Commission has discussed.

Croman Mill District Implementation Plan

1. Comprehensive Plan and Zoning Map Amendment

Potential Motion: Move to recommend approval of Comprehensive Plan and Zoning Map amendments to: 1) revise the Comprehensive Plan Map designations of Industrial, Employment and Single-Family Residential to the Croman Mill District, and 2) to revise the Zoning Map designations of M-1 Industrial, E-1 Employment and R-1 Single-Family Residential to CM Croman Mill including the Compatible Industrial (CI), Mixed Use (MU), Neighborhood Center (NC), Office Employment (OE) and Open Space (OS) zoning overlays, with amendments noted as follows.

- a. Should the Mixed Use zoning overlay (CM-MU) be included in the Zoning Map amendment?
- b. Should the properties at 650-750 Mistletoe Road (mini-storage site): 1) retain the M-1 Industrial zoning, have the Comprehensive Plan designation amended from Industrial to Croman Mill, and include the portion of the site adjacent to the street in the Detail Site Review Zone, or 2) be included in the Croman Mill District as show in January 12, 2010 draft.

- c. Should areas within the Croman Mill District that are currently outside the city limits, but within the UGB retain their existing Jackson County zoning until annexed independent of this plan?

2. Add Chapter 18.53 Croman Mill to the Ashland Land Use Ordinance

Potential Motion: Move to recommend approval of adding a new Chapter 18.53 Croman Mill to the Ashland Municipal Code, with amendments noted as follows.

- a. Should the Major Amendment section 18.53.020.B.1 be revised to clarify the distinction between a major and minor amendment as it relates to changes to street or other transportation facilities as described on page 11 of the February 3, 2010 staff memo (see below)?

Section 18.53.020.B.1

1. Major and Minor Amendments.

- a. Major amendments are those which result in any of the following:

- (1) A change in the land use overlay.
- (2) A modification to the street layout plan that necessitates a street or other transportation facility to be eliminated ~~or located in a manner inconsistent with the Croman Mill District Plan.~~
- (3) A change not specifically listed under the major and minor amendment definitions.

- b. Minor amendments are those which result in any of the following:

- (1) A change in the Plan layout that requires a street, access way, multi-use path or other transportation facility to be shifted more than 25 feet in any direction, as long as the change maintains the connectivity established by the Croman Mill District Plan.
- (2) Changes related to street trees, street furniture, fencing, or signage.
- (3) A change in the design of a street in a manner inconsistent with the Croman Mill District Standards.
- (4) A modification of a driveway access location in a manner inconsistent with the Croman Mill District Standards.
- (5) A site layout, landscaping or building design which is inconsistent with the Croman Mill District Standards.
- (6) A change in a dimensional standard requirement in section 18.53.060, but not including height and residential density.

- b. Should the manufacture of food products be added to the Office Employment (OE) zoning overlay as a special permitted use?

3. **Add Section VIII-Croman Mill District Standards to the Site Design and Use Standards**
Potential Motion: Move to recommend approval of adding a new Section VIII – Croman Mill District Standards to the Site Design and Use Standards, with amendments noted as follows.
 - a. Should the street orientation follow the framework in the proposed Croman Mill District Implementation Plan, or should the streets and zoning overlays be adjusted to the East-West street orientation as shown on the East-West Alternative Option Map included in the January 12, 2010 Planning Commission packet materials?
 - b. Should an alternative location for the northern section of the Phase II of the central boulevard as shown in the East-West Alternative Option Map included in the January 12, 2010 Planning Commission packet materials be included as a potential option?
 - c. Should the on-site surface parking limitation (standard VIII-B-3.2) be revised so that a higher percentage of the required off-street parking can be constructed as surface parking on site until a parking management plan is established for the Croman Mill District, and retaining the 50 percent maximum once the parking management plan is in place?
 - d. Should the Green Development Standards VIII-C-8 through VIII-C-11 (i.e. potable water reduction for irrigation, solar orientation, building shading and recycled materials) be combined to provide a menu of items the applicant could chose from?
 - e. Should the Green Building Bonus standard VIII-C-13.1 be revised to: 1) reduce the performance bond and/or penalty amounts, 2) delete the performance bound and/or penalty amounts, or 3) retain the performance bond and penalty amounts as included in the January 12, 2010 draft of the Section VIII Croman Mill District Standards?
4. **Revise Sections of Chapter 18 for Consistency with Chapter 18.53 Croman Mill**
Potential Motion: Move to recommend approval of revisions of various sections of Chapter 18 to provide consistency with Chapter 18.53 Croman Mill, with amendments noted as follows.
5. **Adopt the Croman Mill Site Redevelopment Plan as Supporting Document**
Potential Motion: Move to recommend approval of adopting the Croman Mill Site Redevelopment Plan as a supporting document to the Ashland Comprehensive Plan.

III. Procedural – Required Burden of Proof

18.108.060 Standards for Type III Planning Actions:

1. Zone changes, zoning map amendments and comprehensive plan map changes subject to the Type III procedure as described in subsection A of this section may be approved if in compliance with the comprehensive plan and the application demonstrates that one or more of the following:
 - a. The change implements a public need, other than the provision of affordable housing, supported by the Comprehensive Plan; or
 - b. A substantial change in circumstances has occurred since the existing zoning or Plan designation was proposed, necessitating the need to adjust to the changed circumstances; or
 - c. Circumstances relating to the general public welfare exist that require such an action; or
 - d. Proposed increases in residential zoning density resulting from a change from one zoning district to another zoning district, will provide 25% of the proposed base density as affordable housing consistent with the approval standards set forth in 18.106.030(G); or
 - e. Increases in residential zoning density of four units or greater on commercial, employment or industrial zoned lands (i.e. Residential Overlay), will not negatively impact the City of Ashland's commercial and industrial land supply as required in the Comprehensive Plan, and will provide 25% of the proposed base density as affordable housing consistent with the approval standards set forth in 18.106.030(G).

The total number of affordable units described in sections D or E shall be determined by rounding down fractional answers to the nearest whole unit. A deed restriction, or similar legal instrument, shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years. Sections D and E do not apply to council initiated actions.

18.108.170 Legislative Amendments

A. It may be necessary from time to time to amend the text of the Land Use Ordinance or make other legislative amendments in order to conform with the comprehensive plan or to meet other changes in circumstances and conditions. A legislative amendment is a legislative act solely within the authority of the Council.

B. A legislative amendment may be initiated by the Council, by the Commission, or by application of a property owner or resident of the City. The Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is submitted, and within thirty days after the hearing, recommend to the Council, approval, disapproval, or modification of the proposed amendment.

C. An application for amendment by a property owner or resident shall be filed with the Planning Department thirty days prior to the Commission meeting at which the proposal is to be first considered. The application shall be accompanied by the required fee.

D. Before taking final action on a proposed amendment, the Commission shall hold a public hearing. After receipt of the report on the amendment from the Commission, the Council shall hold a public hearing on the amendment. Notice of time and place of the public hearings and a brief description of the proposed amendment shall be given notice in a newspaper of general circulation in the City not less than ten days prior to the date of hearing.

E. No application of a property owner or resident for a legislative amendment shall be considered

by the Commission within the twelve month period immediately following a previous denial of such request, except the Commission may permit a new application if, in the opinion of the Commission, new evidence or a change of circumstances warrant it.

IV. Conclusions and Recommendations

Ashland is fortunate to have an area such as the former Croman Mill site within the city which can be redeveloped to address future employment needs of the community. The master planning efforts insure that the area will develop into a viable employment center, as well as in a manner which is consistent with the community's values and concerns.

The 2008 planning process which resulted in the Croman Mill Site Redevelopment Plan involved a wide variety of participants including the general public, property owners and key participants including neighborhood representatives, government agencies and local interest groups. Staff believes the revisions that have been made in the development of the implementation package have refined and improved the redevelopment plan, and are largely consistent with the original plan goals and objectives. Staff recommends approval of the map and ordinance amendments to implement the Croman Mill Site Redevelopment Plan.

PUBLIC INPUT

RECEIVED

FEB 23 2010

City of Ashland
Community Development

From: Mark D <markd@mind.net>
Date: Tue, Feb 23, 2010 at 10:27 AM
Subject: 650-750 Mistletoe
To: Bill Molnar <molnarb@ashland.or.us>
Cc: pam.marsh@gmail.com

Hi Bill, I see in the packet that our property is still being considered as either conversion to OE or to remain M1 but with detailed site review requirements being added. As mentioned before, neither of these work for our project as it sits today or as planned for the future. Also, these proposed changes to our zone do not work for our prospective tenants either.

1. The conversion to OE makes most of what we've built and planned to build in our business park non conforming or prohibited. Even if you were proposing CI that also makes our building and plan non conforming, so keeping M1 only makes sense.
2. Keeping M1 but choosing to overlay it with Detailed site review standards instead of leaving the basic standard in place also negatively impacts the property as stated in my public comments on the 9th. Negatives include and are not limited to:
 - a. FAR in detailed versus the basic site plan reviews reduce FAR making it impossible for me to build buildings that tenants are demanding (ie, I could not build Mod Fans existing building, nor could I build what Airscape was seeking (prior to throwing their hands up and leaving town) if you put this detailed review burden on my property.
 - b. Plaza space in Detailed review forces a huge space to be set aside for plaza AND counts against FAR making possible buildings even smaller. The detailed site review is more of a downtown standard, not appropriate for a business park. M1 has adequate landscaping and public space requirements.
 - c. We go from a type 1 to type 2 approval. That will only deter possible businesses and tenants from moving to the area and committing to build-to-suit or lease arrangements with the risk of a project being mired in planning process.
 - d. It doesn't address the possibility of me replacing the buildings I have, can I, if one is damaged? The detailed review would affect what I could do again to replace existing structures.
 - e. There are many more than this short list.

PLEASE leave my property M1. This allows me to continue to build office buildings like the one I already have at 700 Mistletoe, it allows me to market the property to folks that want buildings like Modern Fan's, Dreamsaks, etc, and it allows me to continue to pursue the financing with Organic Nation for their distillery building which is an approved plan and COULD NOT be built on my site with either of your two proposed solutions changes to my zone.

You told me your main concern to even have brought my property into this project a month ago was to ensure that the high level of design we started with continues. Leaving it M1 still requires a basic site review standard which must still go before the staff to make a determination if it is in keeping with the look of the property, there is still staff discretion. Why make it any more complicated than that. Especially by adding the detailed site review standards that are not appropriate on that site. In reality, the top level design of our existing office building at 700 misteltoe is proof that you and I (incl your staff) were able to make solid design choices without adding more regulation and process, why not continue let the system work on our property the way it was set up to work. The results were great the first time around, no?

Mark DiRienzo
Mistletoe Road Business Park
700 Mistletoe Road #106
Ashland, OR 97520
541-621-8393

February 20, 2010

To: Planning Commission, Planning Staff, City Administrator, Mayor, & City Council

The Croman Property proposal has the appearance of being a done-deal. It seems public input was ignored and questions were not really answered during two years of public meetings. This current plan reverses many years of wise decisions regarding sprawl and infill; it is incomprehensively wasteful of our limited land resources.

Please, even though much time has already been invested, it is long past time to answer these fundamentally basic site specific questions:

- 1) In consideration of the State regulation to have a 20 year supply of each zone type within the urban growth boundray, why allow the "Mixed Use" zone change to reduce industrial use to 22% of Croman acreage when there is NO OTHER PLACE to create industrial land use within Ashland? Why zone away our future with this flawed proposal?
- 2) Why promote Mixed Use zoning on this site at all? There is a huge surplus of existing Mixed Use zoning, either already built and empty, or, raw land. (Prominent examples include the Railroad District, and the downtown property across from the Post office, formally called Northlight). Exactly how does the SUSTAINABLE goal of our Mayor and City Council dovetail with this proposal's explicit creation of SPRAWL and disregard for INFILL??? If your answer is to "promote jobs", isn't it obvious that developers have a plentiful supply of land already zoned to fit this specific need?
- 3) Why does the proposed "boulevard" configuration arrogantly cut through existing buildings, through existing farm land outside the City limits, and through ODOT property that may not belong to the City for many years to come, IF EVER? Note, by traversing the ODOT property, this boulevard exits on Tolman Creek Road which parallels an existing residential block; how safe, how friendly is that?
- 4) Doesn't common sense dictate that it would be more thrifty, as well as considerate, to design the proposed "boulevard" along the existing Mistletoe Road which would not impinge on existing properties? If so, why not straighten the existing Mistletoe Road's westward jog to create a clearer line of sight for the heavy traffic? Since this infrastructure access is built first, isn't it time to see drawings of the boulevard's exact configuration?
- 5) Since the applicant for the re-zone is the City itself, not the Croman property owners, will the Ashland taxpayers be responsible for paying for the infrastructure? (The architects did say that cost might be five million dollars).

Marilyn Briggs
590 Glenview Drive
Ashland, Oregon 97520 541-482-0903



RECEIVED

FEB 22 2010