

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
REGULAR MEETING
February 12, 2019
AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street
 - II. **ANNOUNCEMENTS**
 - III. **AD-HOC COMMITTEE UPDATES**
 - IV. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. January 8, 2019 Regular Meeting.
 - 2. January 22, 2019 Study Session
 - V. **PUBLIC FORUM**
 - VI. **UNFINISHED BUSINESS** - None
 - VII. **TYPE II PUBLIC HEARING CONT'D**
 - A. **PLANNING ACTION: PA-T2-2018-00006**
 - SUBJECT PROPERTY: 476 N Laurel Street**
 - OWNER/APPLICANT: Clover Living Trust; Dave Clover, Trustee; Dorothy Clover, Trustee/ KDA Homes, LLC**
 - DESCRIPTION: A request for Site Design Review for a 12-unit Cottage Housing development and a Performance Standards Subdivision Outline Plan for a 13-lot subdivision located at 476 Laurel St. The application includes an Exception to the Street Standards to either install a curbside sidewalk or to reduce the required parkrow width to 3.7 feet on the Mountain View Dr. frontage of 478 Laurel St. The application includes a request for a Tree Removal Permit to remove a 12" diameter at breast height (d.b.h.) apple tree and a 12" dbh walnut tree. The application includes the demolition of the existing home and two accessory buildings located at 476 Laurel St. COMPREHENSIVE PLAN DESIGNATION: Single-Family Residential ZONING: R-1-5; ASSESSOR'S MAP & TAX LOTS: 39 1E 04CB 8800.**
- Please Note: The hearing and record for 476 N Laurel Street are closed. The Planning Commission will deliberate and make a decision at this meeting.*
- VIII. **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 - Draft
January 8, 2019

CALL TO ORDER

Chair Roger Pearce called the meeting to order at 7:01 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Troy Brown, Jr.
Michael Dawkins
Alan Harper
Melanie Mindlin
Haywood Norton
Roger Pearce
Lynn Thompson

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Council Liaison:

Dennis Slattery, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar explained the Transit Triangle Ordinance would go into effect January 18, 2019. The Findings for 188 Garfield Street would be approved at the next Council meeting, January 15, 2019. Scott Fregonese would return to discuss establishing the vertical housing zone. It was an overlay that would allow up to a 20% tax exemption for second, third, and fourth story residential. Staff recently kicked off a housing planning project funded through the state to look at what could be done to encourage multi-family housing.

AD-HOC COMMITTEE UPDATES - None

CONSENT AGENDA

A. Approval of Minutes

1. December 11, 2018 Regular Meeting

**Commissioners Thompson/Brown m/s to approve the Consent Agenda. Commissioner Norton abstained.
Voice Vote: all AYES. Motion passed 6-0.**

PUBLIC FORUM - None

UNFINISHED BUSINESS – None

TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: PA-T2-2018-00006

SUBJECT PROPERTY: 476 N Laurel Street

OWNER/APPLICANT: Clover Living Trust; Dave Clover, Trustee; Dorothy Clover, Trustee/ KDA Homes, LLC

DESCRIPTION: A request for Site Design Review for a 12-unit Cottage Housing development and a Performance Standards Subdivision Outline Plan for a 13-lot subdivision located at 476 Laurel St. The

application includes an Exception to the Street Standards to either install a curbside sidewalk or to reduce the required parkrow width to 3.7 feet on the Mountain View Dr. frontage of 478 Laurel St. The application includes a request for a Tree Removal Permit to remove a 12" diameter at breast height (d.b.h.) apple tree and a 12" dbh walnut tree. The application includes the demolition of the existing home and two accessory buildings located at 476 Laurel St. **COMPREHENSIVE PLAN DESIGNATION: Single-Family Residential ZONING: R-1-5; ASSESSOR'S MAP & TAX LOTS: 39 1E 04CB 8800.**

Chair Pearce read the public hearing rules.

Ex Parte Contact

Commissioners Mindlin and Harper had no ex parte. Commissioners Dawkins, Thompson, Brown, and Norton declared no ex parte and one site visit. Chair Pearce had no ex parte and was familiar with the site.

Staff Report

Senior Planner Derek Severson provided a presentation on the application and described the project. The cottages would be **Earth Advantage Platinum/Net Zero**, and designed for **Life Long Housing certification** to help occupants age in place. Open space would include a pollinator garden. The applicant would also install a sidewalk beyond the frontage on Mountain View Drive to complete a pedestrian system for the block. Staff recommended approval with conditions.

Questions of Staff

Mr. Severson addressed the drainage issue. There was an agreement with the previous development to allow drainage onto the property. It was never memorialized with an easement. The applicant was willing to provide lateral on the property and easements if neighbors wanted to connect to the lateral. The applicant would not install the actual connections for the neighbors.

Applicant's Presentation

Mark Knox/Laz Ayala/KDA Homes/Rick Lindemann/Lindemann Design/Spoke to the application. Mr. Lindemann explained the architecture mission and rationale for the design. Mr. Knox further explained how they were intentionally respectful of the neighbor's views and privacy. It was an innovative development and relevant to current issues regarding housing affordability, housing demands, and the Climate Energy Action Plan.

Other than the Exception for the sidewalk, they were not asking for any Exceptions or Variances. They would complete the sidewalk. The primary concerns involved traffic and street widths. They hired Alex Georgevitch Consulting to conduct a traffic impact analysis that concluded the streets had the capacity to accommodate the development and met the City standards.

He described potential changes to the project they were considering due to housing market concerns.

Mr. Ayala added the application would provide small entry level housing for families with children, single people, and retirees. It would be Earth Advantage Platinum with a pollinator friendly garden that prohibited chemicals. He understood the neighbor's concerns but emphasized the value it would bring to the area.

Questions of the Applicant

The applicant would install pipe in a rectangular shape that sent out laterals to the property line where neighbors could easily connect for drainage at any time. Their engineer would size it correctly.

Public Testimony

Kerry Hofsess/Ashland/Expressed concern about emergency responses to the area. There were potential difficulties evacuating the neighborhood due to the narrow width of North Laurel Street, Mountain View Drive and Parkside Drive.

James Berge/Ashland/Spoke to fire concerns increasing due to the added density. An additional concern was the street width on Orange Street.

Barbara Harmon/Ashland/Read a letter from Ted Garten and submitted it into the record.

Robert Lane/Ashland/Was concerned about evacuating the neighborhood in the event of a fire. The cottage housing development would create another bottleneck. He was also concerned about construction affecting trees he had along his property line.

Greg Clevenger/Ashland/Read proposed changes and exceptions he had prepared and submitted them into the record. He requested the record remained open for 7 days.

Drew Baily/Ashland/Spoke to concerns regarding increased traffic impact. He wanted additional stop signs on North Laurel Street and Mountain View Drive. He also wanted the Ashland Police Department to monitor the construction traffic.

Terry Martin/Ashland/Read from a letter submitted into the record earlier by Patricia Potter.

Kim Miller/Ashland/Reinforced the testimony his neighbors had provided and added his concern regarding traffic.

Caleb Doyle/Ashland/Spoke in support of the application. It was a model development aligned with the City's code and presented housing opportunities for people of various ages and income levels.

Casey McEnroe/Ashland/Biked 2.5 miles in the neighborhood to get to school. The street was not wide. He requested no hedges on the driveway because it could block views of the street. He did not support a cement parking lot around the houses.

Rebuttal by Applicant

Mr. Knox agreed with Mr. McEnroe's vision clearance issue and would look at not having hedges at the base of the driveway. He would also meet with the landscape architect regarding tree protection for Mr. Lane's trees.

He went on to address Mr. Bailey's testimony and explained they could not promise additional stop signs. The Planning Commission could make a recommendation to the Transportation Commission. Mr. Knox was unclear on the need for the Ashland Police to monitor construction traffic. He thought that might be an issue for the Transportation Commission as well.

Mr. Knox spoke to the traffic concerns. Ashland streets were intentionally narrow. The streets in the project area met City standards. The design complied with the standards. He emphasized with the neighbor's concerns and wanted them to understand they were trying to meet City standards and address social and economic issues facing young home buyers.

Deliberations & Decision

Chair Pearce closed the Public Hearing and left the public record open.

Mr. Severson explained the Fire Department had not added any additional comments regarding the application other than the applicant had to provide adequate fire access. The existing curb to curb width on the street met the standards. Fire Access Standards were based on the Street Standards. The width was in the standard that allowed on-street parking on both sides of the street.

North Laurel was a collector street and not considered a queueing street. An issue had been raised regarding the Laurel Street LID. The line was bumped out to reduce the width about 2-feet from 446 North Laurel up to the Helman Elementary School. It was less than the standard neighborhood collector street and that meant by code they could not ask for an on-street parking credit along that frontage. The applicants were not asking for on-street parking. The street should accommodate two lanes of traffic and parking on both sides of the street.

The Commission discussed keeping the record open for three one-week periods. The first week would allow any party to submit relevant evidence. The second week any party could submit rebuttal in response to comments submitted during the first week. The third week would allow the applicant to submit a final argument.

Commissioners Harper/Brown m/s to adopt three one-week comment periods. The first ending January 15, 2019 for additional testimony. The second week ending January 22, 2019 for responses on the first comment period. The third week ending January 29, 2019 for applicant and legal argument. Responses for each period must be submitted by 4:30 p.m. the last day of each comment period. Voice Vote. ALL AYES. Motion passed 7-0.

Mr. Severson would include information on the Variances and Exceptions regarding parking in the meeting packet for the Planning Commission meeting February 12, 2019.

ADJOURNMENT

Meeting adjourned at 8:23 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
MINUTES - *Draft*
January 22, 2019

CALL TO ORDER

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

Commissioners Present:

Troy Brown, Jr.
Michael Dawkins
Alan Harper
Melanie Mindlin
Haywood Norton
Roger Pearce
Lynn Thompson

Staff Present:

Maria Harris, Planning Manager
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Council Liaison:

Dennis Slattery, absent

ANNOUNCEMENTS - None

PUBLIC FORUM - None

DISCUSSION ITEMS

A. Croman Mill District – Discussion of Potential Revisions

Planning Manager Maria Harris explained the Memo of Understanding (MOU) regarding zone changes to the Croman Mill District. The MOU was tentatively scheduled for a City Council meeting February 19, 2019. Dwayne Cross and Mike Montero, representatives of Croman Corporation were present to answer questions if needed. She provided a presentation on the history of the Croman Mill site from 1930 to 2010.

Senior Planner Brandon Goldman continued the presentation. Potential plan revisions included:

- Facilitate Infrastructure Improvements
- Review Housing Needs
- Review Commercial Land Needs
- Changes to Zoning
- Annex Southern portion of property

The scope of work would include:

- Review Existing Zoning
 - Employment and Light Industrial Needs
- Review Needed Housing Types
- Public Infrastructure Improvements
 - Transportation Impacts
 - Capacity

- Timing
- Development Feasibility
- Review Site Conditions
 - Environmental issues
- Memorandum of Understanding
- Planning Application Process

An issue with the original plan was the northern part of the road went through private property and the owners were not willing to provide their land. It was mostly maintenance property owned by the Oregon Department of Transportation (ODOT). The private land owners were not rezoned as part of the Croman Mill Master Plan. The north section of Mistletoe Road did go through a right-of-way that was an easement from the Railroad to the City. Phase I would look at the intersection of Mistletoe Road and Tolman Creek Road. They conducted a second traffic impact analysis on the concept of using Mistletoe Road. Adding a right and left turn lane at the intersection would be sufficient to accommodate the traffic. Phase II provided an alternative connection farther south from the railroad track.

Another issue was the grade change from Siskiyou Boulevard. It was determined the full road installation had enough distance to modify the grade.

The applicants would change 40% of the site to residential along with 39 acres of their private property. The rezone of the full development to residential would generate enough funds to put in the entire road on their property. The developer would be required to do the road improvements prior to the subdivision.

At this point they were going to Council to see if they wanted staff to look into rezoning the area. It would take a couple of years to complete the process and would include the Buildable Lands Inventory.

The railroad crossing was not encouraging. There was a placeholder for a railroad crossing in the TSP but it was doubtful that the Railroad would allow a pedestrian and bicycle crossing.

The proportional build out would be determined through the scope of work.

The Public Works Department would be involved in the rezone. They would evaluate whether the existing infrastructure was adequate and if any improvements were needed.

When the full road improvement of the central boulevard area and development was in place, RVTD would shift the transit route from Tolman Creek Road to that road. There would be pedestrian connections to the school.

Mr. Montero explained the utilities were part of the city systems. The incentive for the market was small lots and cottage housing. They could be constructed at a lower price point and possibly attract major employers. On modifying the grade, their civil engineers and ODOT looked at the grade and determined it could be constructed. They had also worked with Jackson County and City Planning Division staff on the intersection at Siskiyou Boulevard. Property cleanup would be completed in 2020.

B. Land Use Ordinance - Open Space Standards

Senior Planner Derek Severson provided a presentation on Open Space. He addressed the following definitions of Open Space in the Ashland Municipal Code:

- **Open Space (18.6.1.030 Definitions)**
- **Porch (AMC 19.6.1.030 Definitions)**
- **Open Space Required (18.3.9.050.A.2)**

- **Open Space (18.4.2.030.H)**
- **Cottage Housing Open Space (18.2.3.090.C.4)**
- **Cottage Housing Open Space (18.2.3.090.C.5)**
- **Landscape Requirement:** 25% of the site for R-3, 35% for R-2

The Commission discussed:

- Decks not considered common use and a possible revision to the definition
- Wetlands and creeks considered recreational open space
- Looking at open space definitions used by other cities
- Units having private outdoor space while other units did not
- Defining recreation space as private, semi-private, or public
- Treating community gardens as recreational space and providing a density bonus
- Defining the criteria for 5% and 8% requirements when they overlapped
- Possibly renaming open space outdoor recreational space to match density bonuses

Three categories that needed definitions for open space were:

- Performance Standards
- Multi-Family
- Density Bonuses

Staff would look at the three categories, develop some standards, and provide options for the Commission in addition to cleaning up the terminology.

ADJOURNMENT

Meeting adjourned at 8:53 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

**Items Submitted While Record Remained Open
To New Evidence from All Parties**

(Prior to 4:30 p.m. on January 15, 2019)

LOCAL

PLANNING COMMISSION

Cottage housing proposal gets mixed reviews

Plans call for 12 units on three-quarter acre lot near Helman Elementary School

By Caitlin Fowlkes
Ashland Tidings

The first cottage housing project since the city tweaked zoning rules last year received an unenthusiastic response from neighbors to the proposed site at a planning commission meeting Tuesday. Seven nearby residents expressed concerns about safety and density regarding KDA Homes proposed "The Garden Cottages."

The 12-unit cottage housing development has been proposed for 476 N. Laurel St., an L-shaped lot at the intersection of Laurel Street and Mountain View Drive. Each housing unit would be no more than 800 square feet. Some cottages are attached to each other and some have more space between

them, but they're all clustered around a single open green space with 12 off-street covered parking spaces.

Many neighbors expressed concerns that the site design is too minimal and that a fire truck would not have access to some of the homes in the case of an emergency. Other neighbors were concerned that street parking on both sides of the street would turn Mountain View Drive into a queuing lane, which could be dangerous in the case of a wildfire evacuation.

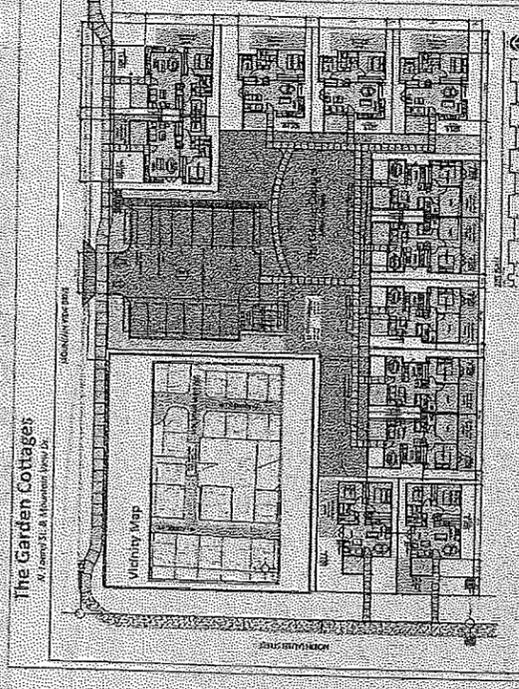
Robert Lane was one of these neighbors.

He said there are approximately 45 existing homes that depend on Mountain View Drive as one of two escape routes in an emergency. He described one of the routes,

Parkside Drive to Orange Street, that creates a bottleneck due to parked cars. His fear is that the only other option would also turn into a bottleneck. He said he would support the project if there is a reduction in units or a widening of the street to accommodate the additional parking.

"While such queuing lanes were thought appropriate in the past, in light of the recent wildfires in communities such as Paradise, Redding and Santa Rosa these bottlenecks could prove life threatening in an emergency situation," Lane said in a written statement to the commission.

Representatives from the developer, KDA Homes, described the development as sustainable and efficient. They proposed solar panels on the



A city vicinity map shows the proposed Garden Cottages development on a backwards L-shaped lot at the corner of Mountain View Drive at top and North Laurel Street at left.

cottages and covered parking area with the intention that the development meet NetZero standards, meaning it will produce as much or more energy than it consumes. They also intend that the cottages qualify as Earth Advantage Platinum certified, which is a "conservation home certification and a centralized bike parking program intended to produce high performance sustainable homes" according to the commission packet.

They plan to plant a pollinator garden in the open green space and retain a lifelong housing certification to allow residents to age in place, a local program through the Rogue Valley Council of Governments.

Each unit will have bike parking under its covered alcove, and a centralized bike parking barn will also be provided.

An on-site storm water mission packet.

SEE COTTAGE, A7

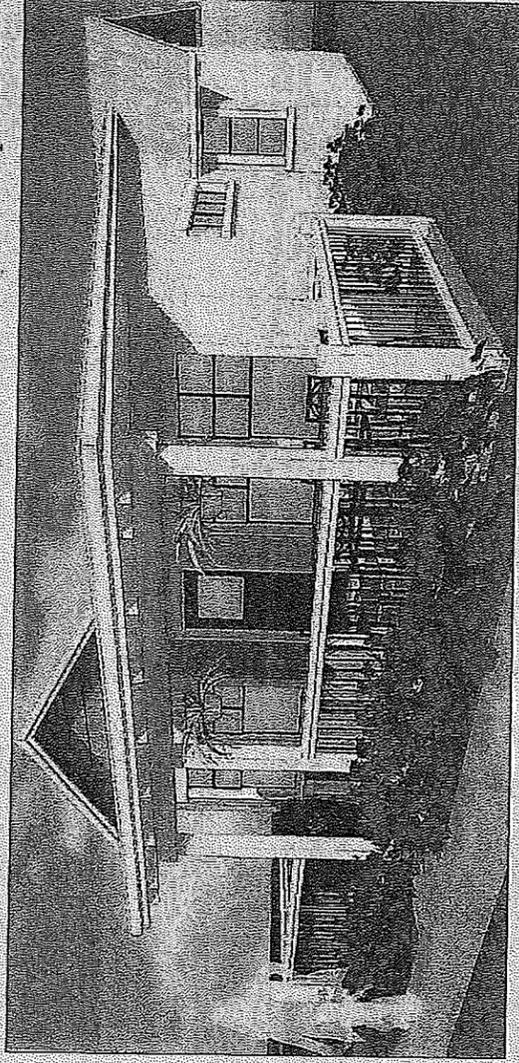


IMAGE BY LINDEMANN DESIGN

An artist's conception of the type of proposed cottages.

POLICE REPORTS, JAN. 8-9

Local Report

Tuesday, 12:11 p.m. - Ashland police arrested a man and a woman on warrants in the 2200 block of Ashland Street and lodged them in jail.

Tuesday, 1:57 p.m. - Ashland police took a report of a package theft from a porch in the 100 block of Clear Creek Drive.

Tuesday, 2:08 p.m. - Ashland

police arrested a man for

allegedly driving a stolen vehicle on Tolman Creek Road. He was lodged at jail.

Tuesday, 2:14 p.m. - Ashland police took a report of theft from a motor vehicle in the 1200 block of Orchid Street.

Tuesday, 6:41 p.m. - Ashland police arrested a man on the charges of disorderly conduct II and interfering with a peace officer in the 100 block of North

Main Street.

Tuesday, 8:58 p.m. - Ashland police arrested a man for alleged violation of a no contact order and arrested a woman for allegedly interfering with a peace officer in the 600 block of Fordyce Street.

Wednesday, 1:38 a.m. - Ashland police arrested a man on the charge of criminal trespass II in the first block of East Hersey Street.

YOU'RE INVITED!

SATURDAY JAN. 19 - FUN FOR THE WHOLE FAMILY

Free & fun tennis play with our team of tennis pros
10am-12pm Youth Play, 12-1pm Lunch, 1-3pm Adult Play

For children (ages 5+) and adults. No experience necessary.
Must wear non-marking soled shoes to play. Tennis racquets provided.
+ Enter to win a free 1-hour lesson with our Director of Tennis



ASHLAND
TENNIS & FITNESS CLUB

For more info:
ashlandtc.org
(541) 482-4073

735 Jefferson Ave.
Ashland, OR
97520

4 Indoor Tennis Courts, 2-Lane
Indoor Pool, Sauna, Spa Pools

Private/Group Lesson Clinics &
Training Available to non-members

Fully Equipped Fitness Center, Massage, Yoga, Pilates, Pro Shop

Aqua Fit, & More, Personal Training, Tennis Plus, Fitness & Swim Instructors

LOCAL/BUSINESS

PRIVATE SPACE FLIGHT

Touching down on Mars

By Samantha Masunaga
Los Angeles Times

SpaceX's long-stated plans to reach the Red Planet could take a big step forward as early as February with a so-called "hopper test" of the company's Mars spaceship prototype.

During next month's test, the prototype will launch and briefly go up in the air before coming back down to Earth, Chief Executive Elon Musk revealed last week. But in line with typical Musk timelines, he gave himself a buffer, tweeting Saturday that four weeks "probably means eight weeks, due to unforeseen issues."

Formerly known as BFR, the test spaceship is being assembled in South Texas, about 23 miles east of Brownsville. The vehicle is now called Starship and is intended to launch on top of a massive rocket booster called Super Heavy.

Starship's planned hopper test is similar to those SpaceX conducted from 2012 to 2014 with its Grasshopper and F9R test rockets, precursors to its workhorse Falcon 9 rocket.

The 10-story Grasshopper rocket, which was basically a Falcon 9 first-stage booster with one engine and landing legs, completed eight test flights and landings at the company's McGregor, Texas, facility. After Grasshopper, the Hawthorne company tested the F9R test vehicle, which had three engines and went as high as 3,200 feet in the air before landing back on Earth.

SpaceX has so far successfully landed its first-stage Falcon 9 booster 32 times, either at sea or on the ground.

In the last few weeks, Musk has relied on his favorite medium to release more details about Starship's development. In late December, Musk tweeted Starship would have a "stainless mirror finish" because the spaceship's skin would "get too hot for paint." Later that day, he said the spaceship would "look

For its next act, SpaceX plans to launch and land its giant spaceship on the Red Planet

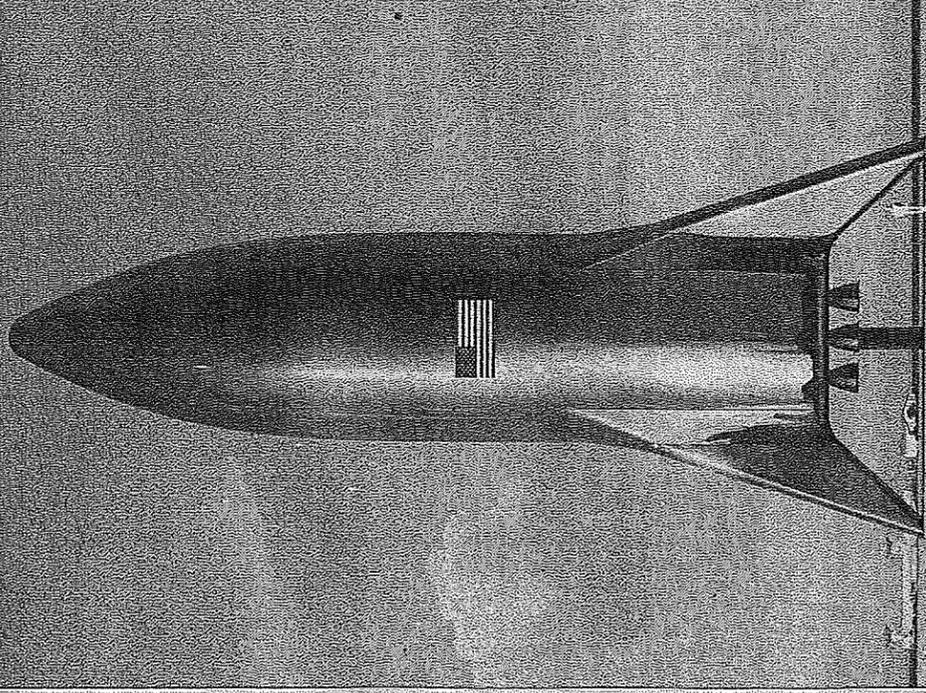


IMAGE VIA ELON MUSK
An illustration of the "hopper" test-flight version of SpaceX's Starship, shared on Twitter by Elon Musk.

like liquid silver" because a side would be cooled with cryogenic liquid methane.

Then on Saturday, Musk tweeted an illustration of a bullet-shaped stainless-steel spaceship, saying the Starship test vehicle would look similar when finished, though it would "obviously have windows."

Starship is intended to carry as many as 100 passengers to the moon and Mars. In September, the company announced that Japanese e-commerce billionaire Yusaku Maezawa would be the first paying customer to travel around the moon on the vehicle. Maezawa has said his flight would occur in 2023.

Musk said the first hopper engine to be fired is "almost finished assembly in California"

and predicted it would "probably" have a test fire next month. The engines currently on the prototype are a mix of operational parts and "Raptor development" — the liquid methane-fueled rocket engine that will power the vehicle.

The company plans to build the Super Heavy booster and Starship spaceship at a 1.9-acre site at the Port of Los Angeles.

Starship development is not the only project SpaceX has on its plate this year. This summer, the company is set to launch NASA astronauts to the International Space Station in its Crew Dragon capsule, which would mark the first time NASA astronauts have taken off from U.S. soil since the space shuttle program ended in 2011.

GOTTAGE

From Page A6

"I am very inspired by the innovative design features which take into consideration our environment, local bee population, affordability, our aging population and our city's need for smaller housing," Doyle said. "From someone that is in their 20s and preparing themselves to jump into the housing market, I do not see many housing opportunities or projects, especially in the Ashland area, with an entry price point like the Garden Cottage development."

Casey McEnroe, fifth grader at Willow Wind, said he often rides his bike along those streets with friends and that there's a lot of biker/pedestrian traffic from kids in the area.

"There should not be any hedges or walls at the end of the driveway so that it provides clearance for drivers coming out to see the street and for people coming up on the street to see the drivers," McEnroe said. "There are tons of kids there."

He also said he likes the idea of a garden and doesn't want to see a bunch of cement where there is currently a "pretty barn." Part of the plan includes demolishing several abandoned buildings on the property in disrepair. One is an old red barn.

The property makes an L shape with a very thin sliver reaching the full lot length of Mountain View Drive. Mark Knox, KDA founding partner, said they plan to install a sidewalk and planting strip along the developer's frontage and the neighboring frontage to "create a complete link of pedestrian refuge."

Currently students walking to Helman Elementary School often walk on the road in this area.

Commissioners asked questions of staff and the applicant during the presentation, but didn't comment on whether they were leaning toward or against project approval. The record will remain open until Jan. 15, the public may rebut any added evidence until Jan. 22, and the applicant may rebut until Jan. 29. A decision should be made at the Feb. 12 planning commission meeting.

PIPELINE

From Page A5

officials expressed concerns about the pipeline that were similar to many of the concerns expressed by residents. The Jackson County Board of Commissioners reiterated its objection to the project on the grounds that eminent domain could be used against unwilling property owners.

County officials plan to research the project further and submit detailed comments to the state in a few weeks. But for now, County Administrator Danny Jordan said the pipeline would cross the property of 26 private landowners in Jackson County, three county-owned properties and federal land.

Since trees have to be cut along the pipeline route and couldn't be allowed to regrow, the county could lose shared revenue from timber sales off federal land. On the other hand, Pembina says the pipeline route would generate a total of \$20 million annually in tax revenue for Jackson, Douglas and Klamath counties.

Jordan said drilling beneath the Rogue River north of Shady Cove would be disruptive and loud for the neighbors living nearby. Drilling fluid could spill, jeopardizing the river. With the pipeline crossing approximately 78 wetlands and waterways in Jackson County, Jordan said construction could cause more sediment in water.

"If there's erosion, we're going to have more sedimentation and turbidity," he said. Sediment in water is harmful to fish. The state has put pressure on the county and cities to reduce erosion into the Rogue River and its tributaries.

Reporter Vickie Aldous contributed to this story. Reach reporter Nick Morgan at 541-776-4471 or nmorgan@rosebudmedia.com. Follow him on Twitter @MTCrimeBeat.

Dana Smith

From: Robert Lane <conjurer213@gmail.com>
Sent: Thursday, January 10, 2019 2:04 PM
To: Ralph Sartain
Cc: planning
Subject: Garden Cottage Project...346 Laurel Street

Thank you for meeting with me recently concerning the proposed cottage project on Laurel.

At the planning commission meeting on January 8, the question of fire abatement was raised to the developer and he dismissed the issue saying at most he would need to add a hydrant with a 300 foot hose run.

The record has been left open for comments. I came away from my conversation with you with the impression that these units would need to be sprinkled under the new wildfire safety ordinance.

Could you please clarify for the record what will be necessary as this project is currently configured in order to meet fire abatement requirements.

Thank you for your help.

Robert Lane, CPA
481 Parkside Drive

RECEIVED
JAN 10 2019
City Of Ashland

Dana Smith

From: Moneeka Settles <settlems@sou.edu>
Sent: Thursday, January 10, 2019 10:24 AM
To: planning
Subject: feedback on Cottage housing proposal on Mountain View in Ashland

Dear Planning Commission,

I am writing to give feedback on the Cottage Housing Proposal on Mountain View and Laurel streets in Ashland. I attended the planning meeting and I approve of the type of development that is proposed. It is important to me that those houses are small in scale and thus more affordable. It is also important that they are not apartment style with a large open parking lot.

I wonder if the development can require that homebuyers not be able to park motor homes on the street. If motor homes are stacked up on Mountain View because they won't fit in the parking stalls then that street will become difficult to navigate and visually unappealing.

Mountain View does not have very many cars parked on it currently and so I do believe it can handle a few more regular sized vehicles.

Thank you for your time,
Best,

Moneeka Settles

193 Eastbrook Way. Ashland, Oregon. 97520

RECEIVED
JAN 10 2019
City Of Ashland

Dana Smith

From: Dana Smith
Sent: Friday, January 11, 2019 2:35 PM
To: Dana Smith
Subject: FW: Laurel/ Mountain View Project

RECEIVED
JAN 11 2019
City Of Ashland

From: Elodie B <bergmann12304@msn.com>
Sent: Friday, January 11, 2019 12:53 PM
To: Derek Severson
Subject: Laurel/ Mountain View Project

Honorable members of the Planning Department,

I was at the planning commission meeting on Tuesday night January 8th. Rather than get up to speak, I sent an email to you all before the 2 o'clock deadline. I find that I have a few more things to say, having witnessed some of the photographs and reviewed the plans in more detail.

As you saw from the photographs presented that night, there are quite a few school children that use Laurel Street and some of them turn onto Mount View and Parkside Drives to get home. Did you notice that those children who were on bicycles were conversing with others on the sidewalks as they moved down the street? As a former teacher I know that children tend to focus on their friends and perhaps even trying to impress others rather than larger issues such as traffic or other moving objects. If Mountain View is to be a one lane two-way street, how do you expect drivers to maneuver past school children on bicycles who may or may not be coming in and out of driveways as they weave their way down the street on and off the sidewalk and road? A one lane two-way street is simply not wide enough to safely accommodate children in a school zone. The developer mentioned that when he goes to Mountain View he does not see any traffic. Of course not, as the proposed high density enclave of small houses with their condensed parking lot has not yet been build, nor has the connecting road to Helman Street that will be present when the Helman ranch property is developed in the near or far future. Those who plan a project and those who approve it need to think seriously about the large amount of added traffic from the through street between Helman and Laurel. Just because the connector is not there yet does not mean you can ignore it. It just seems like a school zone accident waiting to happen... If not now, then in future. I know that it is your job to ensure that we have streets that are safe for everyone and that you do look at not only the big picture but at the long term as well.

My suggestion here is that you eliminate one side of the street parking on Mt View and/or reduce the number of units in the proposed project. You can also consider creating more parking space on Laurel. A walkway between the two units facing Laurel Street (not in the current plan) would enable occupants from the other small houses to easily get to their cars that might need to be parked on that street. They could also get to Laurel Street more easily if they plan on walking or biking to town.

At the Tuesday evening meeting, our young neighbor Casey requested that there not be shrubs between the parking lot and the sidewalk. A great idea! Please note that parked cars can also act the same is screening shrubs even with the yellow strip on either side of a parking lot entrance or at a corner. This is currently happening at the other end of Parkside when those of us living on this street try to exit or enter onto or from Orange Avenue. Many of us discuss with our neighbors the near-misses we have had whilst trying to pull out

onto Orange or even from Orange onto Helman. This is the situation because traffic is moving by swiftly and one cannot see cars coming from a distance due to the parked vehicles on Orange (and Parkside). Orange will (in the future) be relatively easier to maneuver out onto as compared to Mountain View because Orange has only has one side street parking allowed. Here again I am suggesting that one side of the street parking be eliminated on Mountain View, or else reduce the number of vehicles coming out of the proposed mid-block driveway onto a very narrow street (essentially one lane, and very busy ~ especially in the future).

Thank you very much for reading my input and seriously considering the issues I have covered.

Elodie Bergmann
452 Parkside Drive

Dana Smith

From: Dana Smith
Sent: Monday, January 14, 2019 10:40 AM
To: Dana Smith
Subject: FW: "Garden Cottage" Proposal

From: Susan Vaughn <srvaughn55@gmail.com>
Sent: Saturday, January 12, 2019 11:23 AM
To: Derek Severson
Subject: "Garden Cottage" Proposal

To the Ashland Planning Commission:

I am not aware of the following having been discussed.

"Covenants, Conditions, and Restrictions (**CC&Rs**) The Declaration of **CC&Rs** is the **legal** document that lays out the guidelines for the planned community. The **CC&Rs** are recorded in the county records in the county where the property is located and are **legally binding**."

Did Mark Knox, or any of the associated KDA, address the question of whether there would be CC&R's for the "Garden Cottages" development (my understanding from an attorney is that it is the developer who creates CC&R's).

Who is going to create and enforce the CC&R's for "Garden Cottages" ? Will there be an HOA specifically for the "Garden Cottage" Development?

Will there be a percentage of the cottages that must have the owners living in them? In other words, is there a percentage that may not be rented? Who will enforce?

It is lovely to go into a house that is for sale and has been "staged." As nice as it may be, it is not realistic living. Where is the inhabitant's "stuff" of living? If each "cottage" has it's own patch of grass, who is going to mow it? Who mows the "common area? Without allotment for storage, this is relevant. Where are the lawnmowers going to be kept? the grass trimmers? the shovels? ladders? wheelbarrows, seasonal equipment, garbage and trash cans? Reality.

Was there any allotment for storage on the "campus" of the Garden Cottages? individual? group?

We are requesting that The "Garden Cottage" CC&R's be submitted to the Planning Commission and, with ample time allowed, reviewed by the Public before a final decision is made. We are also requesting that KDA addresses a stipulation that there will be an HOA to manage these regulations before the Planning Commission makes a final decision.

Respectfully,
Susan Vaughn
536 Parkside Dr.

RECEIVED
JAN 14 2019
City Of Ashland

Dana Smith

From: Susan Vaughn <srvaughn55@gmail.com>
Sent: Tuesday, January 15, 2019 12:05 PM
To: Derek Severson; planning
Subject: "Garden Cottages"

Hello, Derek and Planning Commission,

In an effort to be as clear as possible, I resubmit (e-mail sent January 9, 2019) my request that the present residents of the areas of Orange, Parkside, Mt. View and Laurel (not just the residents with 200') have ample opportunity to review the CC&R's and a KDA plan for a specific "Garden Cottages" HOA. A review of these CC&R plans and proposed HOA and their inclusion in the overall proposal for "Garden Cottages" would help to ensure that:

"Cottage Housing" 18.2.3.090

"the purpose and intent of this chapter is to encourage innovative site planning and variety in housing while **ensuring compatibility with established neighborhoods.**"

You have heard and had submitted several suggestions for alternative traffic flow, park row parking and on-site parking. Alterations to the present proposal would help to ensure the above intent and help with the concerns voiced re safety, parking, evacuation access and increased traffic. Please!!! take these concerns seriously while there is still a chance to make needed changes.

Sincerely,
Susan Vaughn
536 Parkside Dr.



Dana Smith

From: Deborah Rennie <deborahrennie@earthlink.net>
Sent: Monday, January 14, 2019 12:14 PM
To: planning
Cc: 'Drummond Rennie'
Subject: Comments regarding proposed cottage development on Mountain View Dr.

To Whom It May Concern,

My husband, Drummond Rennie, and I are writing to express our concerns about the proposed cottage development on Mountain View Drive in Ashland. We have owned our home at 442 Parkside Drive for 17 years, and we feel that the project, as planned, is not compatible with the existing neighborhood.

We're concerned that the development will create significant traffic congestion due to the number of proposed dwellings. Furthermore, inadequate provision for off-street parking will create excessive on-street parking, resulting in unsafe driving conditions that will impact residents, pedestrians, and children in the neighborhood.

We would recommend that 1) the number of dwellings be reduced, 2) on-site parking be increased from 12 to 16 spaces, and 3) that parking bays be created on both Mountain View Drive and Laurel.

Sincerely,

Drummond and Deborah Rennie
(541) 601-2851

RECEIVED
JAN 14 2019
City Of Ashland

476 Laurel - Cottage Development

Melissa Archer & Jim Berge <archberg@jeffnet.org>

Mon 1/14/2019 12:54 PM

To: planning <planning@ashland.or.us>;

Planning Department and Planning Commission:

One issue that was not properly addressed at the January 8th, 2019 Planning Commission meeting was the subject of drainage, and specifically, the subsurface flow of water in the neighborhood. The area has a sandstone bedrock covered by an impervious layer of clay beneath the topsoil. During construction of the Ashland Audubon Neighborhood on Parkside and Eastbrook streets, the topsoil was bulldozed off to construct streets and foundations. With a diminished soil layer, the water holding capacity of the ground is lessened and the water flows into the foundations and seeps into the gutters. Therefore, virtually all the homes on Parkside and some of the homes on Eastbrook have sump pumps. The KDA homes representatives only addressed this issue dismissively without providing specific details on where french drainage would be constructed. Further, the installation of sump pumps may be dropped on the homeowners. Therefore, the collection of water from rooftops, sump pumps, french drains and the specifics on how it will be channeled into the storm drain so as not to impact the cup-de-sac residents with flooding was not properly addressed.

Secondly, I would like to clarify my testimony regarding fire danger. Under the current zoning for the subject parcel, two cottages on Laurel Street would meet the intent of the Cottage Ordinance. Additionally, four (4) foundations of 1,600 square feet could be evenly spaced throughout the remaining parcel to provide 3/2 family homes as was the intent of the neighborhood when originally built due to the proximity to Helman School. The fuel profile would be 6,400 square feet with defensible space between the homes. Family-sized homes that may even accommodate 3 generations are needed in Ashland for the health of the community as well as the school system. Currently, less than 10 percent of our city population is K-12 aged. The Cottage overlay proposed by KDA homes packs 8,000 square feet of fuel immediately behind 6 existing homes. The danger of fire spread from home to home is therefore increased. Increasing the density of people in a hazardous environment increases confusion during an incident. The narrowing of streets within a confined community only provides safety through slower traffic only under ideal conditions. Narrowed queuing lanes during a crisis creates chaos. For these reasons, the Laurel Street Cottage development as currently proposed is not compliant with the Cottage Ordinance and is not compatible with our established neighborhood.

Sincerely,
James Berge
451 Parkside Drive



Memo

DATE: January 15, 2019
TO: Planning File PA-T2-2018-00006
FROM: Derek Severson, *Senior Planner*
RE: Garden Cottages Proposal at 476 N. Laurel St.

I wanted to provide a few brief notes from staff with regard to the alternate site plan for the development submitted by G. Clevenger at the January 8, 2018 hearing.

- The “(4) Curbside Parking Bays In Lieu of Parkrow” illustrated adjacent to the Mountain View Drive frontage of 478 North Laurel Street would not work as shown because there is not adequate available space between the existing right-of-way line and the fence/property line for 478 North Laurel Street. The Street Standards do provide that parking may be provided in seven-foot bays rather than as a continuous on-street lane if desired, but if the intent was to maintain the existing curb-to-curb area for motor vehicle travel, only approximately 1.7 feet would remain available for sidewalks. *(As previously noted, the existing curb-to-curb width is sufficient to allow on-street parking on both sides of Mountain View Drive – without bays - according to the adopted street standards for a Residential Neighborhood Street.)*
- The parking ratios adopted with the cottage housing ordinance require 12 parking spaces for the development as proposed based on the parking ratios detailed in AMC 18.4.3.040. The applicant is proposing to provide the required 12 spaces. No on-street parking credits are requested, and no on-street parking spaces are required for cottage housing developments. *The parking proposed in the application meets the requirements of the code.*

AMC 18.4.3.030.B includes a limitation on the “Maximum Number of Off-Street Automobile Parking Spaces” that reads, “The number of spaces provided by any particular use in ground surface lots shall not exceed the number of spaces required by this chapter by more than ten percent.” This would mean that no more than 13 spaces could be provided on-site without the Planning Commission approving a **Variance** to the “Maximum Number of Off-Street Automobile Parking Spaces.” The alternate plan provided illustrates 16 spaces off-street in addition to the 10 on-street parking bays illustrated.

- As noted in the narrative provided by Mr. Clevenger, as proposed this alternate plan would require an **Exception** because the required buffer at the property line would be eliminated. It would also require an **Exception** because stormwater is no longer being treated in buffer and median swales as required. It would require another **Exception** because the Open Space would be reduced to below the required 20 percent.



- The alternate site plan provided also appears to alter the engineered storm drainage plan for the site, which previously incorporated a storm water quality bio-swale within the Mountain View Drive park row planting strip and storm water detention ponds between the parking area and sidewalk, adjacent to the parking area, where the alternate proposes more parking spaces.



Introduction/Key Points

(G. Clevenger, 1/8/19)

1. I am in favor of the Cottage Ordinance approach. It addresses important needs the city has to provide a wide variety of housing options, as well as extend the timeframe until the city has to expand it's urban growth boundary.

2. And, for the Cottage ordinance to be considered successful, not just for this proposed project, but for future developments, it must;

A). Meet the stated needs as outlined in #1 above.

B). Be practical for the developer to implement (that does not necessarily mean always maximizing profit for the developer in cases where adjustments need to be made to the proposal).

C). AND, It must be accomplished "while ensuring compatibility with existing neighborhoods" (direct quote from Cottage Housing Ordinance 18.2.3.090, "Purpose and Intent"). A project cannot be implemented that has a significant impact on the livability and safety of citizens in existing neighbors and be considered in compliance with the specific direction in the Cottage Housing Ordinance.

3. It is clear to those of us living in the neighborhood and using the existing streets everyday that this project, as currently proposed, has inadequate provision for off-street parking. KDA essentially acknowledges this shortfall by stating on p.8 of their proposal, under "Parking" that "twelve parking spaces will be provided on-site and eight standard spaces on-street, three along Laurel Street and five along Mountain View Drive....." Considering the current width of Mountain View Dr., as well as a section of Laurel St. that borders housing units #1 & #2 adding those eight vehicles, plus undoubtedly more, will create an unsafe driving environment.

4. It is also clear that the planning of this proposal, as related to the traffic and safety issues, has NOT considered the future traffic load that will be generated when Mountain View Drive is extended in response to development of the Reynolds property. The impact of this future development must be taken into account during the evaluation of this current proposal.

5. Without adjustments, this project, as proposed, could end up being the "poster child" of how not to implement the Cottage Housing Ordinance. Let's not do that- let's get it right the first time!

6. The proposed changes (see p.3) will at least partially mitigate the traffic and safety issues while still meeting the above-stated objectives (2A, and 2B).

Proposed Changes

(pls refer to submitted site plan by G. Clevenger, 1/8/19)

1. Increase on-site parking by 4 spaces (from 12 to 16). Spaces #1, #2, #3, #4.
2. Create parking bays on Mountain View (7) and Laurel St. (3) to mitigate the effect of on-street parking that would be created by this proposed project.

Exceptions Requested

To accommodate these changes to the applicant's (KDA) proposal, I would request the following exceptions to the ordinance;

1. Exception to the parking lot buffer standard in order to accommodate the addition of parking spaces #1 and #2.
2. Exception to the street-parkrow standard to accommodate parking bays.

Pls note: the addition of on-site parking spaces # 3 and #4 would add an estimated 550sq ft of asphalt against the open space requirement for this project. Using the open space numbers on the applicants site plan, the remaining open space, after the area of proposed parking spaces #3 and #4 are subtracted, would equal 19.7% open space for the project area. I assume this extremely small difference between what is proposed and required would be deemed insignificant. If that is not the case, then an additional exception to the 20% open space requirement is requested.

- *Site (from KDA site plan)= 31,189 sq. ft.
- *Required open space (from KDA site plan)= 6,237.9 sq. ft.
- *Provided open space (from KDA site plan)= 6,708.4 sq. ft.
- *Estimated loss of open space by addition of parking spaces #3 and #4 (Clev site plan)= 550 sq. ft.
- *Remaining open space= 6158.4 sq. ft. (19.7% open space for project site).

MOUNTAIN VIEW DRIVE

NORTH LAUREL STREET

(4) CURBSIDE PARKING BAYS IN LIEU OF PARKROW

(3) CURBSIDE PARKING BAYS IN LIEU OF PARKROW

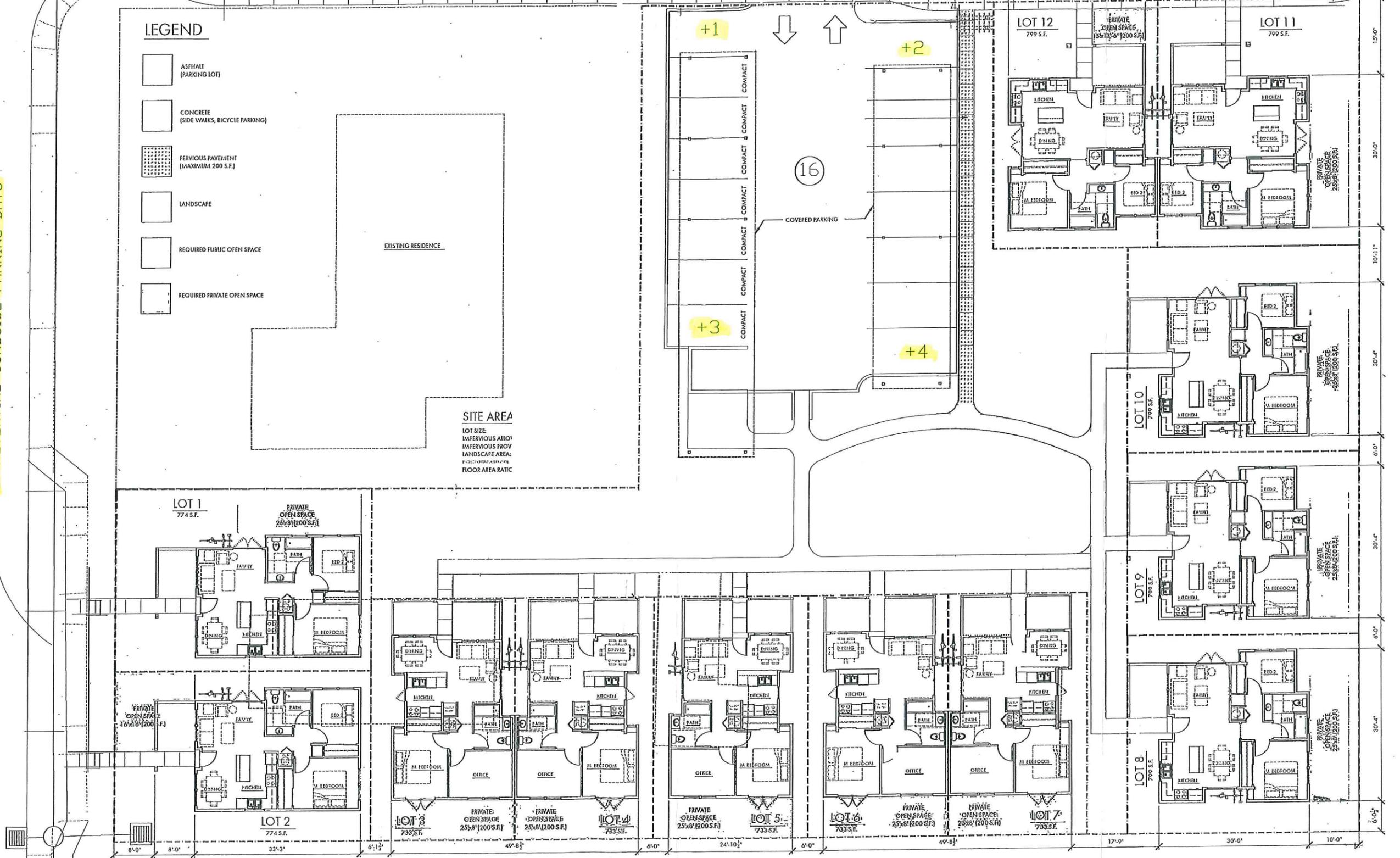
(3) POTENTIAL CURBSIDE PARKING BAYS

LEGEND

-  ASPHALT (PARKING LOT)
-  CONCRETE (SIDE WALKS, BICYCLE PARKING)
-  PERVIOUS PAVEMENT (MAXIMUM 200 S.F.)
-  LANDSCAPE
-  REQUIRED PUBLIC OPEN SPACE
-  REQUIRED PRIVATE OPEN SPACE

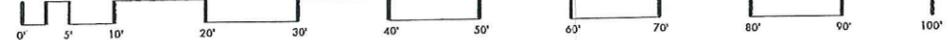
EXISTING RESIDENCE

SITE AREA
 LOT SIZE: 114,750 S.F.
 IMPERVIOUS AREA: 114,750 S.F.
 LANDSCAPE AREA: 114,750 S.F.
 FLOOR AREA RATIO: 1.0



SITE PLAN

SCALE: 1" = 20'



Memo

DATE: January 15, 2019

TO: Planning File PA-T2-2018-00006

CC: Fire Marshal Ralph Sartain

FROM: Derek Severson, *Senior Planner*

RE: Garden Cottages Proposal at 476 N. Laurel St.

After discussing the planning application for the Garden Cottages cottage housing development at 476 North Laurel Street with Fire Marshal Ralph Sartain, I wanted to clarify the following points for Planning Commissioners while the record was open:

- Fire Marshal Ralph Sartain reviewed the proposal at the pre-application level and provided the attached written comments. These comments provide the basis for Condition #6L recommended by Planning staff, which reads:

That the requirements of the Ashland Fire Department relating to fire hydrant distance, spacing and clearance; fire flow; fire apparatus access, approach, turn-around, and firefighter access pathway; approved addressing; fire sprinkler and extinguishers as applicable; limits on fencing and gates which would impair access; and wildfire hazard area requirements shall be satisfactorily addressed in the Final Plan submittals. Fire Department requirements shall be included in the civil drawings, and a Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements of AMC 18.3.10.100.A.2. shall be included with the Final Plan submittal.

- Fire Marshal Sartain has indicated that, *as with all projects*, he will review the proposal when building permits are submitted for review to ensure that the applicable fire code issues such as water supply and fire apparatus access are adequately addressed in the final building permit drawings.
- Fire Marshal Sartain also noted that two routes are available to provide fire protection to the site via existing, improved public streets, and he sees no obvious “red flag” issues which pose significant concerns with the proposal.



Ashland Fire & Rescue
455 Siskiyou Boulevard
Ashland, OR 97520
541.482.2770

Pre-Application Comments

Date: 10-02-2018
Project Address: 476 N Laurel St
Permit Number: PreApp-2018-00053
Project Description: Cottage Subdivision

Ashland Fire & Rescue Contact:

Ralph Sartain

(541) 552-2229

ralph.sartain@ashland.or.us

Fire department comments are based upon the 2014 Oregon Fire Code as adopted by the Ashland Municipal Code:

- **Addressing:** Building numbers or addresses must be at least 4 inches tall, be of a color that is in contrast to its background, and shall be plainly visible and legible from the street fronting the property. Additional directional signage may be necessary to guide emergency responders down a driveway, path or through a gate. All premises identification, street signs and building numbers, must be in place with temporary signs when construction begins and permanent signage prior to issuance of any occupancy. OFC 505
- **Fire Apparatus Access Approach:** The angle of approach at the point where the public road transitions to the private fire apparatus access road must meet the City of Ashland Engineering Department specifications. OFC 503.2.8
- **Fire Apparatus Access: More than Three Residential Lots -** If the furthest point on the structures is greater than 150' from the street, the entire length of the private drive or street must meet fire apparatus access. Fire apparatus access shall have a 20-foot wide driving surface constructed of an all-weather driving surface. Fire apparatus access must support 44,000 pounds, no parking, have a maximum slope of 15 percent, and have vertical clearance of 13' 6". With the installation of fire sprinklers, 200' of the driveway is allowed to have an 18 percent slope. Inside turning radius is at

least 20 feet and outside turning radius is at least 40 feet and must be indicated on site plans submitted for building permits. Fire apparatus access is required to be signed as “**No Parking-Fire Lane**”. Final plat needs to indicate that the private drive is fire apparatus access and must state that it cannot be modified without approval of Ashland Fire & Rescue

- **Aerial Ladder Access** – Structures exceeding 24 feet in height above the lowest level of fire apparatus access are required to provide access roads capable of accommodating fire department aerial apparatus. These access roads are required to be 26 feet in width in the immediate vicinity of the building. OFC Appendix D 105 as amended by AMC 15.28.070 K & L.
- **Firefighter Access Pathway** – An approved footpath around the structure is required so that all exterior portions of the structure can be reached with the fire hose. Any changes in elevation greater than two feet in height (such as retaining walls) require stairs. The stairs shall be an all-weather surface, and meet the requirements as specified in the Oregon Structural Specialty Code. OFC 503.1.1
- **Fire Hydrant Spacing** – The allowable distance between hydrants on new streets serving residential or commercial properties shall not exceed 350 feet.
- **Fire Hydrant Distance to Structures** - Hydrant distance is measured from the hydrant, along a driving surface, to the approved fire apparatus operating location. Hydrant distance shall not exceed 300 feet. Hydrant distance can be increased to 600 feet if approved fire sprinkler systems are installed.
- **Fire Hydrants Clearance** - Hydrants must have 3 feet of clearance extending from the center nut of the hydrant all the way around. Fences, landscaping and other items may not obstruct the hydrant from clear view. Hydrants must be shown on site plan when submitting for building permits.
- **Fire Sprinkler System** – The installation of a fire sprinkler system may be an acceptable means to mitigate deficiencies related to other fire requirements such as fire flow, hose reach, fire lane width, fire apparatus turn-around, distance to fire hydrants, and fire department work areas. OFC 503.1.1
- **Fire Extinguishers** – Provide a 2A10BC fire extinguisher within 75 feet of travel distance. The fire extinguisher shall be mounted on the wall at approximately 48 inches above the floor.
- **Gates and Fences** – Obstructions such as gates, fences, or any other item which would block or reduce the required fire apparatus access width must be shown on the plans and approved by Ashland Fire and Rescue.
- **Wildfire Hazard Areas** – On lands designated as Wildfire Hazard Areas, a “Fuel Break” as defined in Ashland Municipal Code, section 18.62.090 is required.
- **Wildfire Hazard Areas** – Within subdivisions located on lands designated as Wildfire Hazard Areas, a “Fire Prevention and Control Plan” as defined in Ashland Municipal Code, section 18.62.090 is required. The Fire Prevention and Control Plan shall be submitted to Ashland Fire & Rescue for approval. Once the “Fire Prevention and Control Plan” plan is approved, it shall be implemented and pass an inspection from Ashland Fire & Rescue prior to bringing combustible materials onto the site.
- **Wildfire Hazard Areas** - All structures shall be constructed or re-roofed with Class B or better non-wood roof coverings, as determined by the Oregon Structural Specialty Code. No structure shall be constructed or re-roofed with wooden shingles, shakes, wood-product material or other combustible roofing material, as defined in the City's building code. Contact Ashland Fire & Rescue Fire Marshal for a fuel break inspection. AMC 18.62.090 B 5
- **Vegetation** – existing and intentionally planted vegetation is required to meet the clearance requirements found in the International Wildland-Urban Interface Code. (OFC 304.1.2) The FireWise landscaping brochure provides diagrams and examples of how to meet these requirements. www.ashlandfirewise.org . Contact Ashland Fire & Rescue Fire Marshal for a fuel break inspection.
- **Vegetation** – Ashland Fire & Rescue recommends the planting and maintenance of fire resistive vegetation throughout the city of Ashland. Here’s how you can create a www.ashlandfirewise.org landscape.
- **Fire Season** – If work will be completed during fire season, check fire season fire prevention requirements found at www.ashland.or.us/fireseason .

Final determination of fire hydrant distance, fire flow, and fire apparatus access requirements will be based upon plans submitted for Building Permit review. Changes from plans submitted with this application can result in further requirements. Any future construction must meet fire code requirements in effect at that time. The fire department contact for this project is Fire Marshal Ralph Sartain. He may be contacted at (541) 552-2229 or ralph.sartain@ashland.or.us.

To: Ashland Planning Commission
Re: Input Relative to Proposed "Cottage Housing" Proposal at 476 Laurel Street
Submitted: 1/15/2019

Dear Planning Commission Members,

I want to: 1) reiterate my concerns I submitted to you at the commission meeting on 1/8/19, and 2) propose a viable solution that would significantly mitigate those concerns.

1. At the 1/8/19 meeting, the commission heard from multiple individuals in the neighborhood surrounding the proposed development (there were also several responses from other neighbors that were presented to you in writing but not presented orally at the meeting). While there have been several different concerns voiced, and I do not wish to minimize any of them, the **overriding issue** is the on-street parking that this proposal will generate on Mtn View Dr., and the corresponding traffic and safety issues. Attached are several photos taken on 1/14/19 that clearly depict what we anticipate occurring on a regular basis if the proposed project is implemented as planned. Mtn View will essentially turn into one way street, and when vehicles meet, if there is not a readily available spot to "duck" into, someone has to back up-this is a dangerous situation, and it's simply not OK. It was interesting yesterday that in the very short time (approximately 2 minutes) that we were taking the attached photos, two different vehicles turned off of Laurel St. and headed east on Mtn View (or at least tried to). In both instances, the vehicles had to back up out onto Laurel St because they could not get through-a very unsafe situation. This is **exactly** the situation we are trying to avoid.. Imposing this type of a safety hazard right in the middle of an established neighborhood is most certainly not in keeping with the intent of the clearly stated "Purpose and Intent" of the Cottage housing ordinance which states that this ordinance will be implemented **"while ensuring compatibility with established neighborhoods.....(emphasis added)**.

On a related matter, I believe I heard Mr. Knox state that "Studies' have shown that residences of these smaller homes typically, or generally (I could not clearly hear) have one vehicle per unit. I would like to see those specific studies, and also look at the specific situations in which they occurred. Were they done relative to a cottage development in a similar area, the same distance away from shopping and other commercial/medical facilities? Were they done in cities where on-street parking is heavily regulated and very expensive? If they were, then the results of those studies would not apply to this specific proposal.

I would like now to refer back to what I believe is a very doable modification to this proposal that will work for all involved (pls refer to my 1/9/19 submission, including the modified site plan). I understand that creating 4 additional parking spaces on-site is up to the discretion of the developer. It could certainly be done if KDA wanted to take the proactive step to reduce the impact their development will have on our neighborhood.



What the city could do, that would make a very significant difference, is to approve the 7 proposed parking bays on the south side of Mtn View (highest priority) and 3 additional bays on the east side of Laurel Street. This is entirely within the city's ability to accomplish. This could very easily be accomplished on Mtn View by eliminating the "parkrow" (not the sidewalk). I haven't heard one person say that they really want a parkrow, but I have heard a LOT of my neighbors say they want a safe and livable neighborhood. I know this action would require an exception (or variance?) to the parkrow requirement, but isn't this why the exception (or variance?) provisions were created-to allow for exceptions when common sense would dictate modifications?

Please note: by implementing these parking bays 1) the density of the project (number of housing units) has not been affected at all, 2) for a project of this size, the economic impact on the developer is extremely small, and 3) it significantly minimizes a very real safety impact to the surrounding neighborhood. Sounds like a reasonable proposal to me.

I sincerely ask you to seriously consider my proposal and do what is needed to make it work and keep our neighborhood livable, and to get the Cottage Ordinance off to a good start.

Respectively,

Greg Clevenger
540 Parkside Dr.
Ashland, OR 97520







January 15, 2019

Regarding: KDA Homes Garden Cottages Proposal

Dear Derek Severson and Planning Commissioner,

The purpose and intent of the new cottage housing ordinance is to encourage innovative site planning and variety in housing while ensuring **compatibility** with established neighborhoods. Because there is no list of criteria provided, the planning commission has no guidance to determine if a project is actually compatible with a neighborhood. The planning commission trusts that if the project meets the minimum requirements of the new ordinance, it is compatible.

There are many different types of established neighborhoods within the existing R-1-5 zoning. To think that one ordinance fits all types is not realistic. We, as well as many of our neighbors, think that this project, as designed, falls short of being compatible in two areas: density and traffic flow.

Density

The underlying zoning of this property could support 4 single family dwelling units.

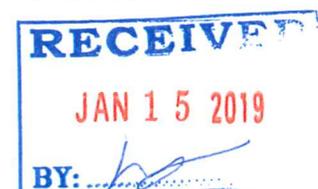
The current KDA-proposed design is asking for 12 units, which is **3 times the density of the underlying zoning**. That amount of density increase creates a situation that is not compatible with the existing neighborhood. Twelve cottage units would be 50% more building area and 50% more people than allowed by R-1-5.

“Character Compatible, Space-Efficient Housing Options for Single-Dwelling Neighborhoods” is a report published in May 2016 by the State of Oregon’s Department of Environmental Quality and Department of Transportation. The report dedicates several pages to cottage housing. The executive summary states that **densities should be limited to 2 times that of the underlying zoning**.

Traffic Flow

We believe a potential problem is being ignored. Mountain View Drive is platted through to the western boundary of the parcels along Parkside Drive. Obviously, this was done to provide future access to Helman Street and to the large developable parcel (Reynold’s Farm) between Parkside and Helman. In the future, Mountain View Drive will provide access to a significant number of parcels east of Parkside Drive.

At a minimum, a traffic study and analysis must be done to determine the number of open travel lanes that will be required on Mountain View Drive in the future. It would be



irresponsible to approve this project without a comprehensive traffic analysis that is more than just an inventory of streets.

Conclusion

Two key points from the May 2016 "Character Compatible, Space-Efficient Housing Options for Single-Dwelling Neighborhoods" report:

"... it takes particularly careful and creative code writing, as well as regard for neighborhood concerns, to successfully (re)introduce these housing types into existing neighborhoods while maintaining neighborhood character. If the cities want to boost density within neighborhoods, it is wise to study and learn from past efforts."

"Periodically review and update regulations based on actual production levels and community feedback (positive and negative) from completed projects."

This being the first cottage project, we believe it is time for caution. The Mountain View Drive neighborhood is not the appropriate place to test out the negative impacts of maximum density and limited parking. This current proposal is not compatible with the established neighborhood.

A much more sensible and neighborhood-compatible approach would be to limit the number of cottage units to 8 (twice the density allowed by the underlying zoning).

Sincerely,

Handwritten signatures of Ted Garten and Barbara Harmon in black ink.

Ted Garten and Barbara Harmon

233 Eastbrook Way

Ashland, Oregon 97520

Dana Smith

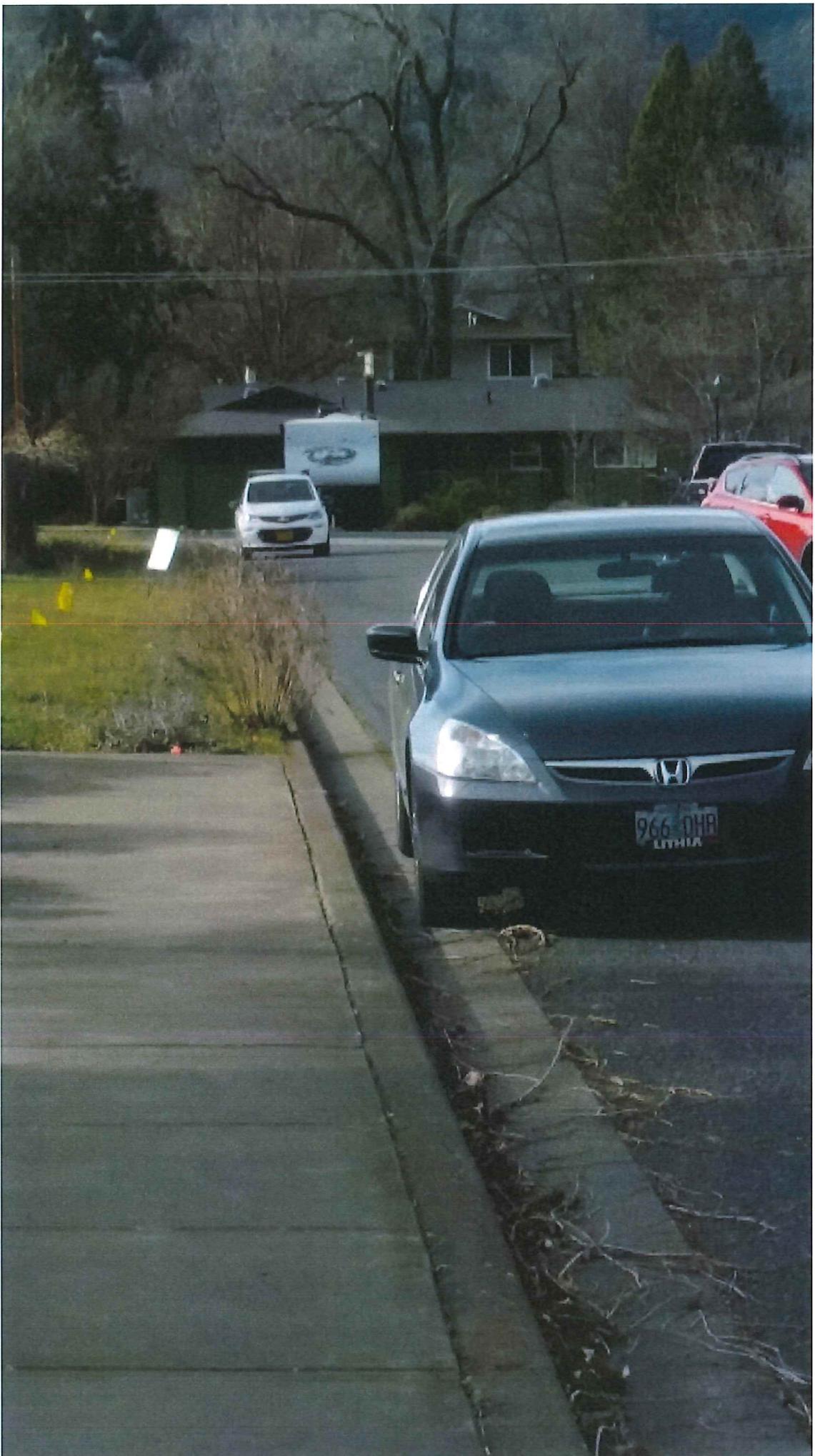
From: Robert Lane <conjurer213@gmail.com>
Sent: Tuesday, January 15, 2019 12:49 PM
To: planning
Subject: Garden Cottage Project 346 Laurel
Attachments: 20190110_131716.jpg; 20190110_124503.jpg; 20190111_134356.jpg; 20190110_124510.jpg; 20190111_134403.jpg

Please add my attached photos showing traffic and parking on Laurel and Mountainview

Addition of 12 cottages could seriously endanger the safety of our neighborhood.

Robert Lane, CPA
481 Parkside Drive













Laurel/Mountain View Cottages proposal

Elodie B <bergmann12304@msn.com>

Tue 1/15/2019 12:54 PM

To: Derek Severson <derek.severson@ashland.or.us>;

Honorable Members of the Planning Department,

I wrote to you on the 11th of January and also prior to the meeting last Tuesday, but would like to add a few points as I think it is important for you to have all the information on the table so that you can digest it before making your final decision.

- Will the project have CC&Rs?

The units are so small that there is likely to be a need for storage outside the buildings. This could get unsightly.

I just purchased a townhouse in South Medford where they have many rules listed in their HOA bylaws.

For instance, no TV dishes in the front of the buildings; no repairing of cars in the driveways or parking areas; no sheds outside, etc, etc

- Who will pay for the open-space landscaping? Will there be enforcement for keeping individual yards maintained?
- Will Mark Knox/KDA be held to implementing the proposed "Green" aspects of the project?

At our neighborhood meeting with Mr. Knox on the site, when asked if a traffic study could be done, he replied that he could do one if he got rid of the solar panels for the units. I was surprised and confused by his blithe manner on the subject of the solar panels. I wondered if it was possible for him to just drop this or any aspect of the 'greenness' of the project so that he could save money. I'm sorry to say that it felt to me like he was just proposing these things to make the project appear environmentally friendly when realistically, when completed, it won't be.

- Finally, I would like to suggest that you reduce the number of units in this proposed project. It is not compatible with the existing neighborhood (Cottage Housing Ordinance 18.2.3.090 Purpose and Intent) as it certainly will have an impact on the livability of our neighborhoods and will create serious safety issues as mentioned in my other emails.

Thank you so much for your prudent consideration of this proposal. I do trust that you will truly examine the suggestions for change made by concerned citizens of our area.

Elodie Bergman
452 Parkside Drive
415-720-5610



To : The Planning Commission

From: Wendy McAninch

Re : Concerns about the Garden Cottage Development by KDA, 476 Laurel St

Date: January 15, 2019

My continuing concerns are related to the drainage system and the density/traffic created by the project which is not compatible with the surrounding neighborhood.

First on the drainage, while KDA has given assurances that they will grant an easement for the existing drainage (which has been there with the full knowledge of the landowner for the past 23+ years) and I am grateful for this, I am uncertain about the form in which the easement will be granted. I believe the **easement** needs to be **formalized** and in the **deeds**.

With only one property owner talking to one other property owner over the years, it was relatively easy to manage with an informal agreement when any issue came up. With the Cottage Development there will be perhaps 6 or 7 homeowners with thoughts of gardening or utilizing the area above the drainage; it will be important for the easement to be recorded on the deeds to their properties otherwise how will they know what they are dealing with? From my conversations with representatives from KDA it is not at all clear that this is in their plans.

I would like clarity on this matter.

Regarding the density/traffic -- others may have written more clearly than I am able to. The pictures submitted by Greg Clevenger show the concern the neighborhood has regarding traffic and how difficult an evacuation could be.

The compatibility with the neighborhood is a criteria that is vague but I do note that most if not all housing in the existing neighborhood has garages with each home as do the cottages pictured in the samples of cottage housing in other municipalities. Fewer cottages would likely allow a community gathering spot to be incorporated into the design.

If this property were actually developed as an R1-5, it would probably have a maximum of 5 homes due to the need to access the back lots -- and that is being generous. Much square footage would be taken by an access road/driveway to two flag lots depending on configuration. By this calculation, the number of cottages that are allowed would be maximum of 10.

I am not an expert in any of this as some of my neighbors are; they have calculated a maximum of 8 cottages with only 4 homes fitting on with the underlying zoning and the necessary roads for access.



At any rate, fewer than the proposed 12!

I appreciate what is being attempted with cottage housing; I believe it can be improved upon and be more marketable too.

Thank you for listening.

Dana Smith

From: Kim Miller <kimiller@charter.net>
Sent: Tuesday, January 15, 2019 12:42 PM
To: Derek Severson; planning
Subject: Re: "Garden Cottages"

Derek and Planning Commissioners,

I want to add my concerns regarding the proposed cottage housing project on Mountain View Drive and a potential solution to some of my concerns.

I strongly disagree with the basic premise that this project will ensure compatibility with the existing neighborhood. As photos taken yesterday revealed, this will have a profound impact on the parking on Mountain View and access to the streets adjacent. As you've already heard it will create cueing issues which impact both the neighbors and children going to and from home and school. Additionally, there are special concerns with regard to a safe Ashland wild fire evacuation plan. Under less drastic emergencies, neighborhood streets must be able to accommodate individuals leaving and first responders arriving.

A very realistic and feasible parking plan has been submitted to you by Greg Clevenger. This proposal creates five new spaces which will impact the neighborhood greatly and reduce some of my concerns but not the financial viability of the project for the developer nor the cash flow from increased revenues of new tax lots.

At the same time the required variances that would permit this plan are not nearly as complicated or drastic as the changes that enabled the cottage concept to be considered as a housing option for Ashland.

It seems that because this is a pioneering experiment in Ashland for the cottage concept, you would want to make as few mistakes as possible and create as much goodwill in the neighborhood for future potential projects.

I strongly urge you to consider the addition of more offstreet parking for this project.

Sincerely,

Kim Miller
147 Mountain View Drive

Sent from my iPad

>



Dana Smith

From: ppotter@mind.net
Sent: Tuesday, January 15, 2019 1:23 PM
To: Dana Smith; planning; Derek Severson
Subject: Statement for the Records -476 Laurel St.

Please put the following statement, regarding the 476 Laurel Street proposal, in the records. Here it is:

From Patricia Potter
January 15, 2019

Dear Ashland Planning Commission,

I am writing regarding the application by KDA homes to build 12 very small cottage housing units at 476 Laurel Street just around the corner from my house. This project, as outlined currently, clearly does NOT meet the intent and direction contained in the "Purpose and Intent" section of the Cottage Housing Ordinance that reads: "The purpose and intent of this chapter is to encourage innovative site planning and variety in housing while ensuring compatibility with established neighborhoods". I respectfully request that you deny the application as proposed and approve it only if a maximum of 8 units are allowed with a minimum of at least 12 on-site parking places. My reasons follow.

KDA's development proposal to build 12 very small cottage housing units includes no plans for garages or driveways for the cars and only 12 on-site parking spaces. This is incompatible with the existing neighborhood in the following way: The existing single family homes in the neighborhood have driveways and garages that provide personal parking spaces and this is the critical factor that prevents excessive and overcrowded on-street parking and provides the neighborhood with a normal flow of traffic. KDA's proposal as it stands now, by omitting garages and driveways, will cause much greater on-street parking on Mountain View Drive to the point of it being maxed out on both sides and Mountain View Drive will be turned into a one way "queuing" lane. Not only is this incompatible with the established neighborhood, it would lead to excessive traffic congestion in our neighborhood. I here quote from an article entitled "Evaluating Roadway Safety Improvement in a Traffic Assignment Framework." (This article was submitted to the 3rd International Conference on Road Safety and Simulation in Indianapolis, USA September 14-16, 2011.) "Traffic congestion leads to a wide variety of adverse consequences such as traffic delays, travel time unreliability, increased noise pollution as well as deterioration of air quality." Then there is also simply the safety factor. Changing the small street of Mountain View from its existing traffic pattern into a vehicle bottleneck with inadequate road space will make our neighborhood more dangerous for drivers, as well as seriously impede and compromise pedestrian-crossing opportunities for the children and adults who use that street to walk daily to and from Helman Elementary School.

Further to the point, research suggests that a one-BR apartment should be allotted at least 1.33 parking spaces onsite and a two-BR apartment should be allotted at least 1.66 parking spaces on-site



(www.houstontx.gov/DevelopRegs/docs_pdfs/parking_req.pdf.) Using these guidelines, the number of on-site parking spaces for the current cottage proposal of 12 units SHOULD BE AT LEAST 17. This is only logical since some of the 12 cottages would inevitably have more than one adult and associated car living there. In the development there will also be guests, workmen etc. to contend with who will be looking for parking spaces.

We neighbors in the 476 Laurel Street area are not at all against development in the neighborhood. We are ABSOLUTELY clear, however, as you have seen by the number of neighbors in the area responding to KDA's application, that the existing flow of traffic and the existing available amount of on-street parking spaces, especially on Mountain View Drive, must be protected and retained.

A good planned parking design is critical to the viability of any new project. To be compatible with the existing neighborhood and not have adverse effects upon it, any new development plan at 476 Laurel Street needs to ensure that Mountain View Drive retains its current traffic flow and that the street does not become maxed out with congested on-street parking on both sides turning it into a one-way "queuing" lane. Again I respectfully request that you approve KDA's current application only if a maximum of 8 units are allowed with a minimum of at least 12 on-site parking places. Thank you, Planning Commission, for doing the right thing in protecting the safety and livability of the existing neighborhoods of Ashland.

Sincerely,
Patricia Potter, M.Ed.
535 Parkside Drive
Ashland, OR 97520

**Items Submitted While Record Remained Open
To Responses to New Evidence From All Parties**

(Prior to 4:30 p.m. on January 22, 2019)

***Note:** *Applicant's rebuttal was received during
this period.*

January 22, 2019

Ashland Planning Commission
51 Winburn Way
Ashland, OR 97520

As I understand it, two responses were recently delivered together (one from Mike Walker and one from KDA Homes) to your office, along with a copy of an editorial from the Ashland Tidings entitled "Don't Fight Progress."

I ask you to read the attached "Guest Opinion" which is to be published this week to counter the "Don't Fight Progress" article. Two similar letters with the neighborhood concerns have already been published.

The neighborhood is very offended by it being stated that we are against & "afraid" of change. We have repeatedly shown this is not the case. We are also offended by KDA's dismissal of the fact that his for-profit venture is AGAINST NEIGHBORHOOD COMPATIBILITY.
we simply want to be allowed to retain the existing flow of traffic and available amount of on-street parking spaces.

Sincerely,

Patricia Pottin
Ashland, Oregon



To be published Jan. 23rd as so in The Tidings under "Guest Opinion":

To the "Ashland Tidings Editorial Board" (Bert, Gary, Kathy, Saslow),

I write in response to your editorial entitled "Don't Fight Progress" published in the Tidings on Wednesday January 16th. The editorial refers to KDA Homes' current proposal to build 12 very small cottages (each not over 800 square feet) on the lot at 476 Laurel Street in Ashland (at the intersection of Laurel Street and Mountain View Drive). This proposal is currently being considered by the Ashland Planning Commission.

You have said to those of us who oppose the proposal in its current form, "Don't Fight Progress." Here's the thing. Many of us in Ashland don't consider KDA's proposal very progressive at all. It may "seem" progressive with touted pollinator gardens and some green space (and no one in the neighborhood is against these things.) It may "seem" progressive since people are MISTAKENLY ASSUMING this proposal is about affordable housing. But look beyond the solar panels and assumptions to see what is LACKING.

KDA's proposal includes no plans for garages or driveways and includes only 12 on-site parking spaces. It is only common sense that 12 houses will bring more than 12 cars, not to mention a need for parking spaces for guests, workmen etc. The existing homes in the neighborhood have driveways and garages that provide personal parking spaces - this prevents overcrowded on-street parking and a normal flow of traffic. By omitting garages and driveways and only providing 12 on-site parking places, KDA's plan will cause increased on-street parking on the small street of Mountain View Drive to the point of it being maxed out on both sides becoming a "queuing" lane such as the one at "A" street. (And prohibiting parking on one side of Mountain View Drive solves nothing except to cause cars to park around the corners, increasing traffic there.) Research shows that excessive traffic leads to traffic delays, travel time unreliability, increased noise pollution as well as deterioration of air quality. The first two consequences are absolutely unacceptable and life-threatening in light of a wildfire evacuation. The latter two dangerously affect the health of the neighborhood. Additionally, a Mountain View Drive bottleneck will daily seriously impede pedestrian-crossing opportunities for the children who use that street walking to and from Helman Elementary School.

People are ASSUMING that KDA's proposal for 476 Laurel Street will add affordable housing to Ashland. Let us be clear. It will not. KDA's project IS NOT ABOUT AFFORDABLE HOUSING. Even the developers have said so. It is simply a profit-making development plan. Each "cottage" is currently estimated to sell for around \$300,000 or "whatever the market value is at the time." The editorial also said the development would allow "younger people to enter the housing market in Ashland and

allow them to live in the city where they work." Sounds great! Unfortunately the more likely scenario is that richer people from out-of-town will buy the units, rent them out at high prices to the younger people, and increase the rental problem we have in Ashland.

The Laurel Street neighborhood has made it clear that it is not against development, cottages, or green amenities (though I very much hope any new development will NOT resemble KDA's last project built next to the high school.) What it IS against is a plan that leaves the neighborhood with a permanent traffic and parking nightmare.

What I say is don't fight common sense. Take the time to look at what all the results will be. I simply ask the Planning Commission to keep the promise of the cottage ordinance and ensure a development's compatibility with the established neighborhood. I simply ask that our neighborhood be allowed to retain the existing flow of traffic and available amount of on-street parking spaces. These are things that protect the safety and livability of all neighborhoods in Ashland.

Sincerely,
Patricia Potter
Ashland, Oregon

January 21, 2019

Ashland Planning Commission
51 Winburn Way
Ashland, OR 97520

Subject: Planning Action 2018-00006, The Cottages off Laurel Street

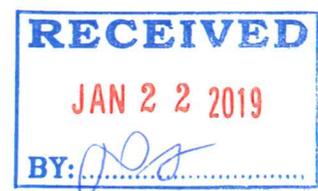
As I wrote in my January 2nd, 2019 letter to the Planning Commission, I'm very supportive of the proposed Cottage Housing Development located along Laurel Street and Mountain View Drive. I've read through the applicant's submittals, listened to the testimony by neighbors and have reviewed most of the written comments from the neighbors and feel I have a solid understanding of the issues.

The reality is the proposed development meets and exceeds all of the development standards and criteria for a cottage housing development. Each Planning Commissioner is well aware of this fact as you adopted the standards unanimously a little over a year ago, after a years' worth of effort. The neighbors are simply afraid of change, fearing small cottages will decrease their home values or cause more vehicles to drive by or park by their homes. Fear of change is common and understandable and although the Planning Commission should welcome the neighbor's concerns, the Planning Commission should also politely explain how the proposal meets the Cottage Housing Development Standards of the Planning Code 18.2.3.090 and move on. To delay or add conditions to simply appease the neighbors is wrong and counters Statewide Land Use Goals, causes uncertainty and unnecessary expense to housing.

The City of Ashland needs smaller more affordable housing units and this proposal provides an innovative housing type that offers a choice for those needing moderately priced housing. The size of the units are more than adequate for single people or small families that cannot afford to live in Ashland and either have to commute or live in substandard apartment housing. This is an opportunity for Ashland, so please vote in support unanimously again.



Mike Walker
304 Van Ness Street
Ashland, OR 97520



VOICES

EDITORIAL

Don't fight progress

It's getting to be predictable.

A developer proposes small, affordable housing units in an established residential neighborhood, with the kinds of amenities that should appeal to Ashlanders, and the neighbors find fault with it. At least the most recent example didn't include the "neighborhood character" objections that are all too common.

The newest project, the first to emerge since the city changed its zoning rules last year, would put 12 cottage units at the intersection of Laurel Street and Mountain View Drive. No unit would be larger than 800 square feet, clustered around a common green space with a pollinator garden, plus 12 covered, off-street parking spaces, bicycle parking for each unit and a central bike barn. The units would have solar panels, and

the project would produce as much energy as it consumes.

Cue the objections.

Neighbors say the units are too close together for fire-truck access, and on-street parking on both sides of the street would cause a traffic bottleneck on Mountain View Drive, one of two emergency escape routes from the neighborhood.

Ashland desperately needs housing exactly like this if there is to be any hope that younger people entering the housing market can afford to live in the city where they work. Given Ashland's insistence on not expanding its boundaries, increased density is the only way to accomplish this.

If escape routes are a concern, prohibit parking on one side of the street. But don't block an innovative, affordable housing project that offers a different approach.

ANOTHER VIEW

RECEIVED

JAN 22 2019

BY:



January 22nd, 2019

City of Ashland
Attn: Ashland Planning Commission
51 Winburn Way
Ashland, OR 97520

Re: Laurel Street Cottages PUD; PA-2018-000006, Written Rebuttal

In response to the testimony submitted to the Ashland Planning Commission on January 8th and written applicable testimony between January 8th and 22nd, the applicants respectfully submit the following rebuttal:

Fire: The applicants wholeheartedly acknowledge the concerns voiced about fire related matters and will comply with all fire codes adopted by the City of Ashland, specifically the 2014 Oregon Fire Code and the newly adopted Wildfire Safety Ordinance (Ordinance #3158). The applicant's Outline Plan proposal has been designed and will continue to be designed throughout the Final Plan and Building Permit stages in coordination with the applicable fire codes. Further, the applicants are aware of and will comply with Condition #6L of the Outline Plan Findings which reads as follows:

Condition #6L: That the requirements of the Ashland Fire Department relating to fire hydrant distance, spacing, and clearance; fire flow; fire apparatus access, approach, turn-around, and firefighter access pathway; approved addressing; fire sprinkler and extinguishers as applicable; limits on fencing and gates which would impair access; and wildfire hazard area requirements shall be satisfactorily addressed in the Final Plan submittals. Fire Department requirements shall be included in the civil drawings, and a Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements of AMC 18.3.10.100.A.2 shall be included with the Final Plan submittal.

The applicants also concur with the Planning Department Memorandum dated January 15th, 2019, relating to this subject.

Parking: The proposal complies with AMC Chapter 18.4.3.040, Cottage Housing Parking, which requires one space on-site per unit less than 800 sq. ft. The plans submitted illustrate that all twelve of the proposed units are less than 800 square feet and a total of twelve parking spaces will be provided on-site in compliance with the standards. No Exceptions, Variances or parking credits are proposed with this application as it relates to parking and thus the application complies with the adopted parking standard.

In addition, the applicants have pointed out within the original Findings of Fact that "additional" parking spaces are also available on-street, *independent* from the required on-site parking standard. A total of 11

parking spaces exist along the frontage of the applicant's property, eight along Mountain View Drive and three along Laurel Street, all of which have or will abut an approved City sidewalk system.

Overall, the applicants contend the parking perception by some is inflated and not realistic because of the small unit sizes proposed and the site's configuration of having two street frontages. In the applicant's opinion, on-street parking will be comparable to the "minimal" and "sporadic" on-street parking currently seen along surrounding streets. The applicants understand on-street parking will be used by the tenants and guests, but on average, the applicants believe a small portion of on-street parking will occur along Laurel Street (2 of the 3 available spaces?) and the rest along either side of Mountain View Drive (4 of the 16 available spaces?), with ample room for additional neighborhood parking.

Street Width: Neighbors have also expressed concern about Mountain View Drive being too narrow when cars are parked along the street. In fact, Mountain View Drive and Parkside Drive have been designed and constructed in accordance with City Street Standards for Residential Neighborhood Street to accommodate 1,500 vehicle trips per day. The Street Standards have been adopted in consultation with the City of Ashland's Fire Marshal, Public Works Director, Planning Director, Engineering staff and citizens of Ashland through numerous public hearings that included the Traffic Safety Commission, Planning Commission and City Council.

The applicants have sincerely tried to explain to the neighbors, both in writing and during the initial neighborhood meeting on November 17th, 2018, the proposal complies with the City of Ashland's adopted Street Standards for Residential Neighborhood Streets. However, during the neighborhood meeting, the neighbors insisted on the need of a *traffic impact analysis* which the applicants were not obligated to provide under statute as the Street Standards are clear and the math straight-forward, but in order to address the concerns the applicants agreed. As such, the applicants obtained the services of Alex Georgevitch, a registered professional Traffic Engineer, to evaluate the proposal and the surrounding streets. The traffic impact analysis, included within the original submittal, concluded that:

"Traffic along Mountain View Drive will not be adversely impacted by this development and, if all homes east of this development use Mountain View Drive for their main ingress and egress, the roadway will still operate safely and well within the code required 1,500 trips threshold".

Mr. Georgevitch adds that when he completed his site visit he found that:

"Mountain View Drive has excellent sight distance both north and south on North Laurel Avenue. Parkside Drive intersects at a 90-degree angle with Orange Avenue with good site distance along Orange Avenue".

Overall, the applicants agree with Mr. Georgevitch and City Staff the surrounding streets and intersections meet City Street Standards and will easily accommodate the expected vehicle trips that are to be generated by this development.

Note: On the morning of January 22nd, 2019, from 8:00 to 8:45, (peak period) the applicant and three consultants were on the property to evaluate neighboring trees and drainage. Four additional vehicles were present along Mountain View Drive, two of which were large contractor type trucks parked directly across from each other. During this time period, only two cars were observed easily

traversing between the two parked trucks at a normal “calm” speed - exactly how the Ashland Street Standards were intended to work for Ashland’s numerous residential neighborhood streets.

Drainage: It was expressed during the January 8th, 2019 hearing that storm water drainage was a concern to some of the adjacent neighbors and the applicant’s responded that they would be willing to provide a private storm water easement along a portion of the rear and side property lines and install a drain line within the easement, including laterals up to the subject neighboring property line, in order for neighbor’s excess storm water to drain away from their property.

As noted during the hearing and within the submitted written findings, the applicants have agreed to provide the easement and install the drain pipe under City permit at their cost. The easement will be identified with the Final Plan, Subdivision Plat (including deeds) and on final Civil Engineering plans. The pipe will be installed with the site’s initial infrastructure. However, the lateral pipes leading to the subject neighboring properties will “stop” at the fence line and the adjoining property owner will then be responsible for connecting their private storm water drains to the provided pipe. The applicants will communicate with each property owner at the time the pipe is installed and ready to connect to.

Neighbor Tree Preservation: The neighbor at 481 Parkside Drive, adjacent to the east property line, has expressed concern about the impact of the project’s excavation and utilities on the root system of two trees located near the shared property line. On January 22nd, 2019, the applicants had met on-site with the project Arborist, Engineer and Excavator to assess the neighbor’s proposed storm pipe (see above) and its potential impact to the root zone. The conclusion was there would not be any impacts to the trees as the building foundations are 10’ from the property line and the root zone roughly 2’-6” onto the development’s side. As such, it was agreed that all utilities, including the “private” storm drain pipe benefitting the adjacent neighbors, would be setback from the property line 5’ in order to ensure there is little to no impact on neighboring trees.

Covenants, Conditions and Restrictions (CC&Rs): Neighbors have requested the projects CC&Rs be available for public review. The applicants have no issue and will provide the CC&R’s at the time of the Final Plan submittal as typically provided. However, it should be understood the project’s CC&Rs are private and generally not subject to public debate. The City requires CC&Rs to ensure there is a mechanism to maintain the site’s private open space(s). Issues such as bee pollinator gardens, prohibited use of pesticides, management issues, meeting schedules, etc. are not codified or criterion based. Finally, a Home Owners Association will be created along with the development in order to ensure the management and financial affairs of the subdivision are being dealt with.

Neighborhood Compatibility: There have been comments the proposal is not consistent with the Purpose and Intent statement found in AMC 18.2.3.090 A. Cottage Housing, as the proposal is not “compatible” with the neighborhood. The applicants respectfully disagree for a number of reasons, but primarily because the subject statement is not a clear and objective standard as required under ORS 197.831. It is essentially a statement that the subject standards found in AMC 18.2.3.090 C.1

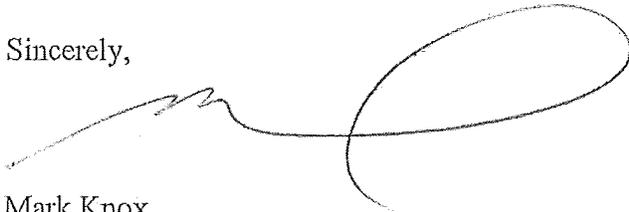
through C.8 are incorporated into a typical Cottage Housing Development proposal, they are, by codification, compatible with the various single family residential zones they are permitted within. Such standards are clear and objective and therefore are the basis of the final decision under statute.

Letters of Support: The applicants would like to acknowledge the various letters of support received as well as the positive public testimony provided during the January 8th, 2019, public hearing. The applicants contend the proposal not only meets the applicable criteria and standards for Cottage Housing Developments, we believe it will be an example for future developments to follow.

Positive feedback from David Heslam, Executive Director of Earth Advantage, Kristina Lefever, Pollinator Project Rogue Valley, Shaun Franks of TrueSouth Solar and the Ashland Daily Tidings Editorial Board as well as neighbors and concerned citizens such as David Clover, Moneeka Settles, Mike Walker, Caleb Doyle and Sean McEnroe are very much appreciated. The applicants have also received an overwhelming response of support from the Ashland community and we are excited to be bringing forth the first Cottage Housing Development that not only meets all of the adopted standards, but goes above and beyond typical construction thresholds in hopes to create a model conservation minded development in a model conservation minded community.

Thank you for public involvement and participation reviewing the application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Knox', with a large, stylized loop at the end.

Mark Knox
Project Planner, Owner
KDA Homes, LLC