

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
July 13, 2021
AGENDA**

I. **CALL TO ORDER:** 7:00 PM

II. **ANNOUNCEMENTS**

III. **CONSENT AGENDA**

A. **Approval of Minutes**

1. June 22, 2021 Special Meeting

IV. **PUBLIC FORUM**

V. **TYPE II PUBLIC HEARINGS**

A. **PLANNING ACTION: PA-T2-2021-00028**

SUBJECT PROPERTY: 364 Walker Avenue (Walker Elementary School)

APPLICANT/OWNER: HMK Company for the Ashland School District

DESCRIPTION: The Planning Commission will conduct an initial public hearing to review details of the proposal and take public comments on a request for Site Design Review approval for a 22,450 square foot, single-story addition to Walker Elementary School at 364 Walker Avenue. As part of the proposal, the parking lot and drop-off lane would be relocated and expanded, with access to be taken via Hunter Court (the driveway serving Hunter Park) and a new courtyard would be created. The application also includes requests for a Conditional Use Permit to modify the School District's Master Sign Permit Program (PA#2012-00899) to allow new signage for Walker Elementary School in conjunction with the proposed addition, and Tree Removal Permits to remove 20 trees. An existing 9,700 square foot classroom will be demolished in conjunction with the proposal. No final decision will be made at this initial public hearing; the item will come back to the Planning Commission for a decision at the April 13, 2021 meeting. **COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-5; MAP: 39 1E 10; TAX LOT #: 3600.**

VI. **LEGISLATIVE PUBLIC HEARINGS**

A. **PLANNING ACTION: PA-L-2021-00011**

APPLICANT: City of Ashland

DESCRIPTION: The Planning Commission will conduct a public hearing to review and make recommendations to the City Council regarding an ordinance adopting the 2021 Housing Capacity Analysis as a technical supporting document of the Housing Element of the Ashland Comprehensive Plan.

VII. **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
SPECIAL MEETING
MINUTES - Draft
June 22, 2021

I. CALL TO ORDER:

Chair Haywood Norton called the meeting to order at 7:00 p.m.

Commissioners Present:

Michael Dawkins
Alan Harper
Kerry KenCairn
Haywood Norton
Roger Pearce
Lynn Thompson
Lisa Verner

Staff Present:

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

Absent Members:

Council Liaison:

Paula Hyatt

II. ANNOUNCEMENTS

Community Development Director Bill Molnar announced the Walker Elementary School project would come before the Commission in July. Staff received an application for a 10-acre annexation off North Mountain behind the City yard that was tentatively scheduled for the August meeting. With the City starting to open soon, there was a possibility of having a Planning Commission retreat in September or October. The City Council will be the first to start in person meetings but have not established a date yet. Once they have a date, the Planning Commission will resume in person meetings shortly after. Other commissions may have the option of retaining electronic meetings.

III. PUBLIC FORUM - None

IV. CONSENT AGENDA

A. Approval of Minutes

1. May 11, 2021 Regular Meeting
2. May 25, 2021 Special Meeting

Commissioner Dawkins/Pearce m/s to approve the Consent Agenda. Voice Vote: all AYES. Motion passed.

V. DISCUSSION ITEMS

A. Housing in C-1 and E-1 Zones

Mr. Molnar provided background and explained Mark Knox and Laz Ayala brought this to the Planning Commission during the Commission's Study Session in December of 2020. The City Council expressed interest and took formal action this past March. Staff engaged Fregonese and Associates and Scott Fregonese would provide initial findings on allowing housing in the C-1 and E-1 zones.

Mr. Fregonese provided background on Fregonese and Associates, noting past projects with the City. He thought allowing housing in commercial and employment zones fit with the Transit Triangle. He gave a presentation on commercial space analysis (see attached):

- Ashland Commercial Space Analysis
- Evaluation of Ground Floor Commercial Space in the C1 & E1 Zones
- Commercial Real Estate Trends – Before COVID
- Current Commercial Real Estate Trends
- Office Usage Still Lagging

Commissioner Verner asked about the need for smaller residential units as workforce housing. Mr. Fregonese explained some of the units in the code modification would be for families. Larger rentals made it less affordable. The rental market in Ashland had many single-family homes for rent. The Transit Triangle Overlay included 1-3-bedroom units. There was a need for multiple bedroom units. The key issue was making them affordable. Senior Planner Brandon Goldman further explained the project pertained to C-1 and E-1 zones that was mixed use development. Single-family homes were not permissible, but three-bedroom apartments could be included.

- Buildable Lands Inventory (BLI)
- Map - Acres, people and jobs
- Map - Number of acres available in the C1 and E1 zones
- Map - number of acres available in the C1, E1, C1-D, CM and M1 zones
- Chart - Buildable Land Acres by Zoning
- Map - Size of buildable acres available in the in the C1 and E1 zones

Commissioner Harper confirmed it was vacant land. Commissioner Pearce clarified it also pertained to underdeveloped land. Mr. Goldman explained the Buildable Land Inventory had two classifications, totally vacant land and partially vacant land.

Commissioner Thompson confirmed the modification would apply to new development and not existing structures. She wanted to know the number of existing commercial buildings. Mr. Fregonese explained they had focused on future development and had not looked at current development. With the modifications to the code, an existing vacant building built to commercial standards in the C-1 or E-1 zone could be rented as residential space. It would be difficult to determine the which buildings were vacant. Commissioner Harper thought it was important to know the amount of existing vacant commercial space. If converting it to residential generated a return of investment, spaces the City wanted to remain commercial might be converted. Mr. Fregonese suggested language could be added to the ordinance regarding protections for existing versus new development. It was worth investigating further.

- Table - Showing Acreage, Parcel Size, and Number of Parcels
- BLI Chart of the number of parcels in terms of size
- Historic permit trends for Ashland over the past 11 years
- Chart - Commercial Permits

Mr. Fregonese confirmed many of the permits were for Southern Oregon University.

Map - Showing the 50 commercial permits pulled over the last 10 years for expansion or new construction
Mr. Fregonese clarified the permits were pulled for commercial or mixed use.

- Maps - Showing the location of the 50 commercial permits pulled over the last 10 years in the C-1 and E-1 zones for expansion or new construction
- Map - Showing permits pulled sin 2019 BLI
- Clear Creek Drive
- Clear Creek Drive lot development over the years
- Lithia Way
- First Street

- Table - Showing BLI Acreage, Cost, Commercial and Residential Sq. Ft. of Clear Creek Drive, Lithia Way and First Street

Mr. Fregonese clarified the commercial square footage shown in the table was ground floor only.

- Existing Employment - Number of Jobs by Zoning
- Map - Indicating 20% of jobs are in residential zones
- Map - Showing where the highest concentration of employment is located
- Map - Showing where the highest concentration of employment is located minus SOU and OSF
- Chart - Total Commercial Permits 2011-2021
- Total Commercial Permits, Excluding Additions/Accessory Buildings 2011-2021
- Map - Showing Commercial and Residential Square Footage
- Chart - Commercial Permits by Type 2011-2021
- Chart - Commercial Permits by EOA Type 2011-2021
- Chart - Total Permitted Commercial Square Footage (EOA Types) 2011-2021

Commissioner Harper commented once the ground floor converted to residential it would never revert to commercial. Mr. Fregonese thought it would depend on how the ordinance was written. It could have a time limitation or track the square footage until it reached a specific number. It would be difficult for residential space to convert back to commercial. Mr. Molnar explained that most of the downtown projects whether in C-1D or C-1 and all the mixed use on A Street that were E-1 did a minimum amount of residential. He did not know if any of the residential went back to commercial. The North Mountain neighborhood was a residential master plan with an allowance for neighborhood commercial. It allowed residential on the ground floor if there was no demand for neighborhood commercial. Staff provided an example of a building that converted from residential to commercial several times. Mr. Fregonese explained the ideal was having spaces that would react to the market demand. He agreed it would be difficult to convert back to commercial if there was no market demand.

- Economic Opportunities Analysis (EOA) 2007
- Potential Zoning Recommendations
- City of Bend 2.7.3245 Commercial-Ready Space
- Potential Zoning Recommendations
- Next Steps

Commissioner KenCairn liked the idea of limiting the change to one area initially instead of opening it to all properties. Starting with the Transit Triangle made sense. Commissioner Harper agreed. He wondered if allowing it in the Croman Mill area would be an incentive for developers. It worked as a commercial ready area. Mr. Fregonese added the owners were interested in extending the Transit Triangle to the Croman Mill property. Mr. Molnar spoke to the cleanup involved on the land and explained it would not happen soon.

Chair Norton thought the Commission should determine specific areas to apply the modification to prior to introducing amendments. Commissioner Thompson agreed. There was a lot of ground floor commercial in those zones they had not discussed. Starting in the Transit Triangle or Croman Mill area might be easier to manage. Mr. Fregonese suggested having a couple more work sessions where they discussed proposed code language and looked at impacts more geographically specific, so they knew the affects. Additionally, he would bring back information on how much existing commercial space was available.

Chair Norton noted property owned by Irving Roberts and asked if commercial space on the ground floor in the downtown would be eligible to convert to residential space. Mr. Goldman explained the amendments would not apply to buildings in the C-1-D zone. However, the former parking lot could develop 65% commercial and 35% residential in Irving parking lot.

Commissioner Pearce thought the applicability was neighborhood specific in areas where commercial was not feasible in some economic cycle. He asked Mr. Fregonese if they had considered defining a new commercial use for live-work scenarios. Mr. Fregonese explained live-work units were typically two stories. Live-work code would still have the 35% requirement. Commissioner Pearce added that some live-work units were classified as commercial with the owner or proprietor living there.

Commissioner KenCairn preferred Mr. Fregonese come back with examples of the effect the modification would have on certain areas. Commissioner Verner agreed.

Mark Knox/Ashland/Explained the origins of the potential amendments allowing residential on first floor commercial space. He spoke how the rise of ecommerce affected brick and mortar commercial buildings. He did not think it should be permitted downtown but areas within walking distance of the downtown should be considered.

Laz Ayala/Ashland/This was about recognizing the financing limitations that exist currently mostly due to the impact Amazon was having as well as the pandemic. Both justified revisiting the code to adapt to present circumstances. The Alameda fire decreased housing. There was a two-year supply of larger detached housing but only a few weeks supply of smaller unit type housing. Banks were not financing mixed use, recognizing the trend was here to stay. There was a need for small unit housing.

Staff would come back with potential impacts on what might work or not. They would address concerns promoting conversion of existing commercial space and areas that had little demand.

Mr. Fregonese would forward the presentation and narrative to staff for distribution to the Planning Commission.

VI. ADJOURNMENT

Meeting adjourned at 8:26 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

Ashland Commercial Space Analysis

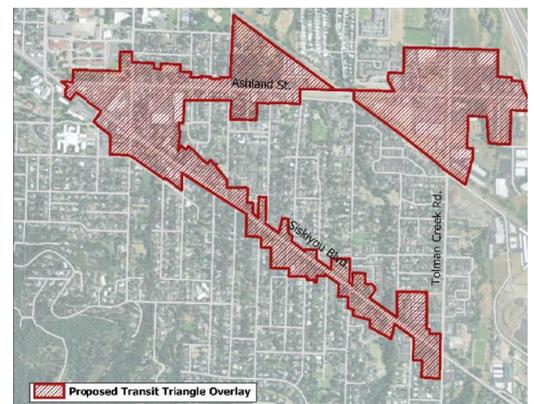


Planning Commission Work Session 6/22/2012



Evaluation of Ground Floor Commercial Space in the C1 & E1 Zones

- There is increasing interest in the role that the City's commercial and employment lands could play in accommodating more housing
- Recently the Transit Triangle overlay reduced the required ground floor commercial area from 65% to 35% of the ground floor
- Local developers are now claiming that 35% is still too much because the current market does not support the demand for commercial space



Evaluation of Ground Floor Commercial Space in the C1 & E1 Zones

- There is considerable need for housing, especially smaller, rental units which could be constructed in commercial/employment areas
- Recently retail space has been overbuilt in many cities throughout the US
- The growing appeal of E-commerce had resulted in a dramatic increase in the total % of annual online sales
- The demand for professional office space has also be affected, as greater numbers of employers and employees are reflecting on the advantages of teleworking schedules



Commercial Real Estate Trends – Before COVID

In February 2020:

- Slight year over year increase in sales of small commercial real estate (less than \$2.5 million in value)
- Small CRE prices rising year over year, especially in western region
- Small CRE vacancy rates trending down
- Leasing dollar volume increasing, but slowing in growth
- Decline in construction of large retail, such as malls
- Projected continued economic growth, increased commercial sales transactions, lower vacancy rates, increased demand for retail trade properties

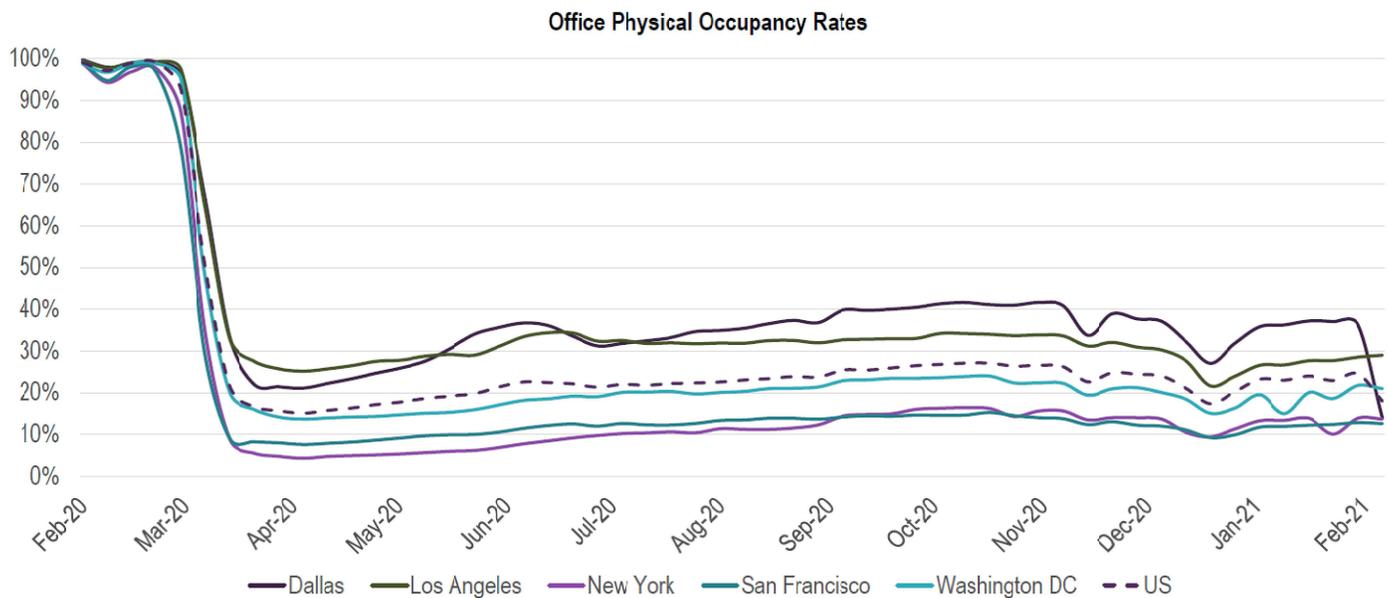


Current Commercial Real Estate Trends

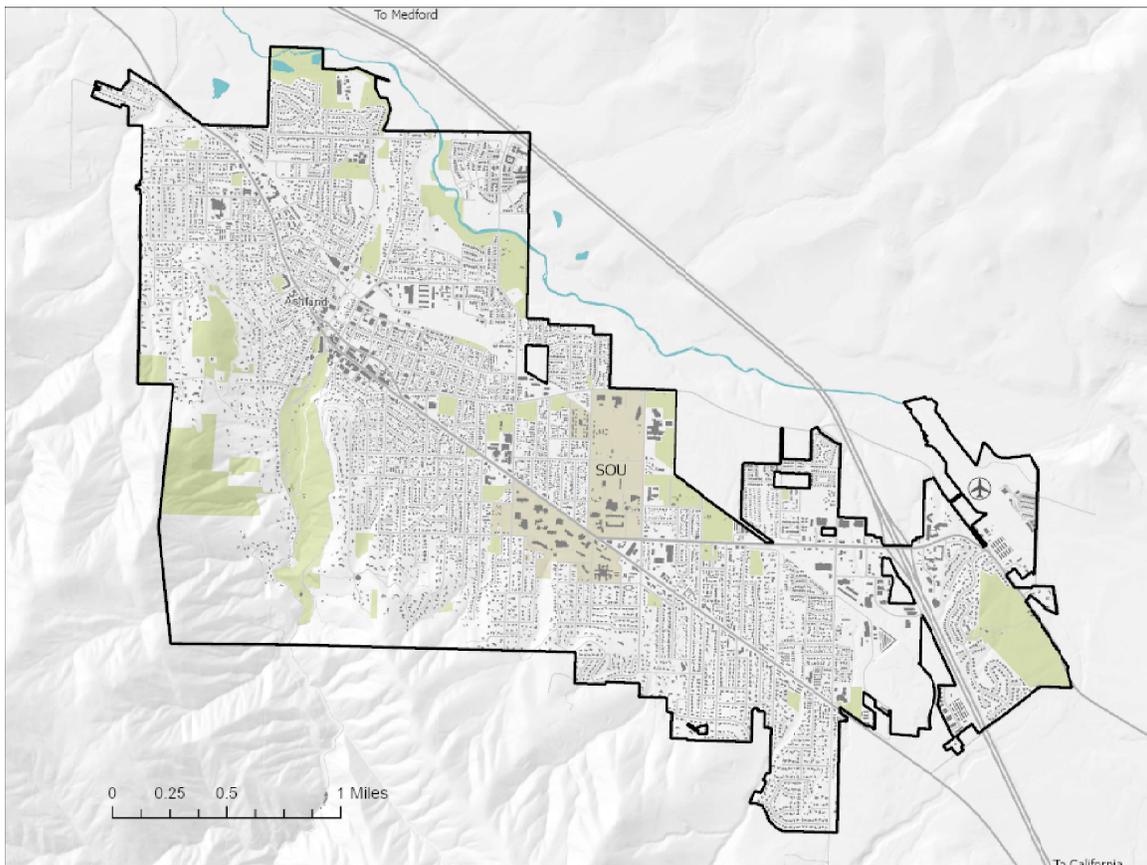
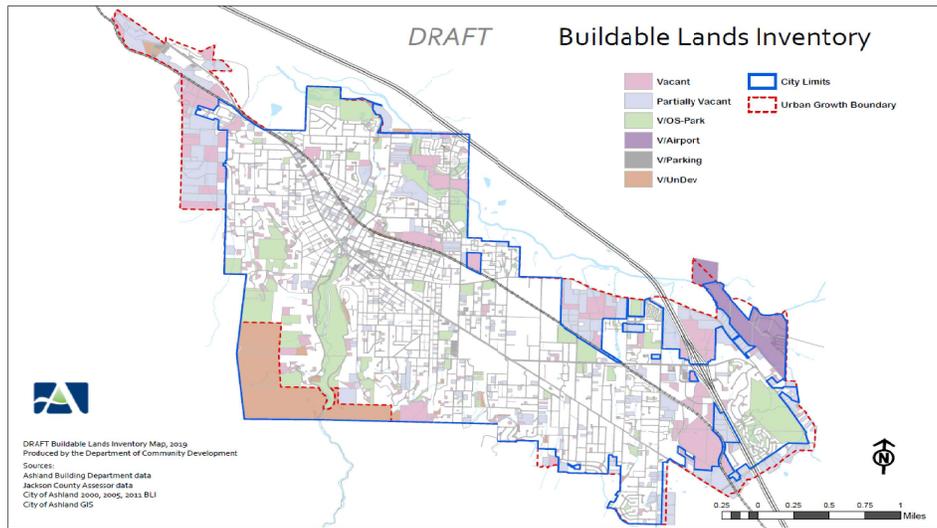
- Post-COVID economic recovery should be rapid, but is hard to predict
- Likely trends:
 - Companies moving into smaller offices due to work from home and hybrid arrangements
 - Suburbs and small towns will lead economic recovery, thanks to relocation of workers with new work from home opportunities
 - E-commerce will continue to increase its share of retail market
 - Certain brick and mortar retail types remain in high demand – health and wellness, pet services, salons, grocery, quick service restaurants, medical
 - Increased demand for amenities within walking distance of neighborhoods as more people work from home



OFFICE USAGE STILL LAGGING

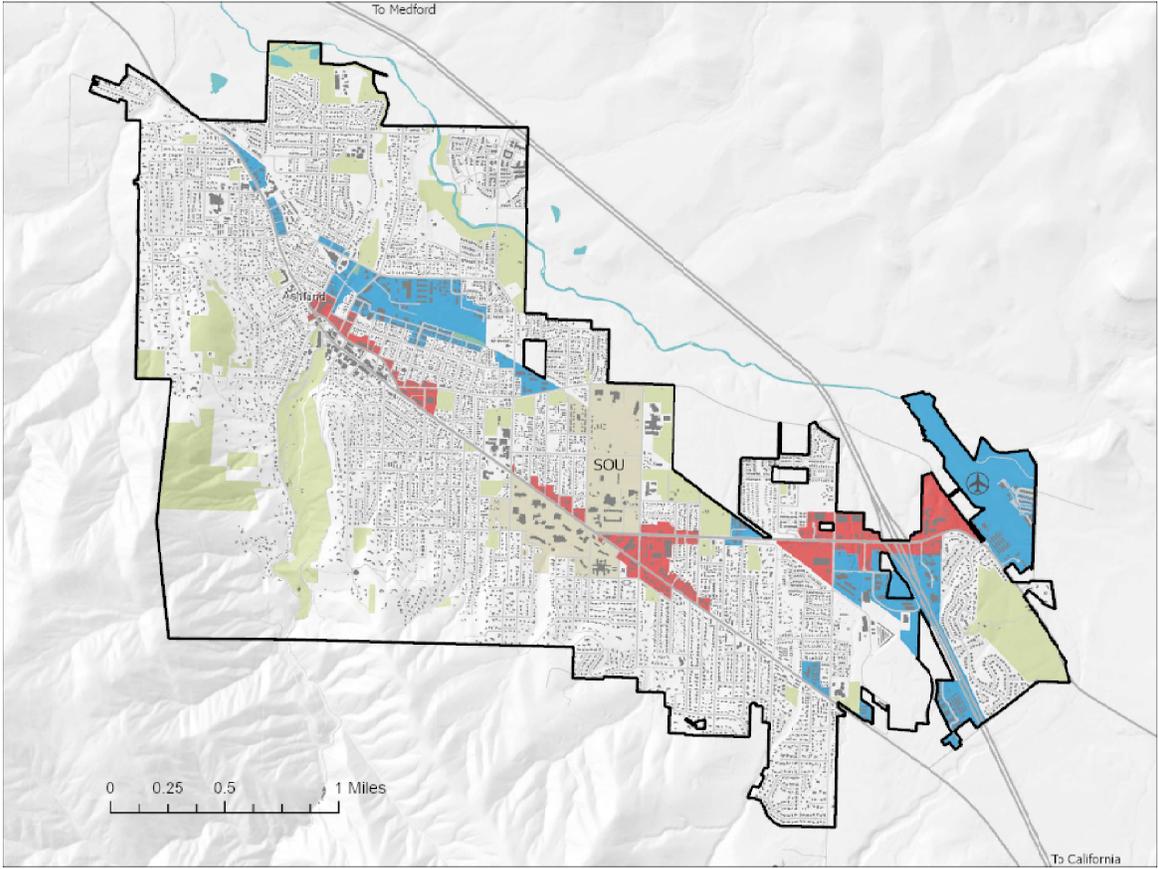


Buildable Lands Inventory (BLI)



City of Ashland

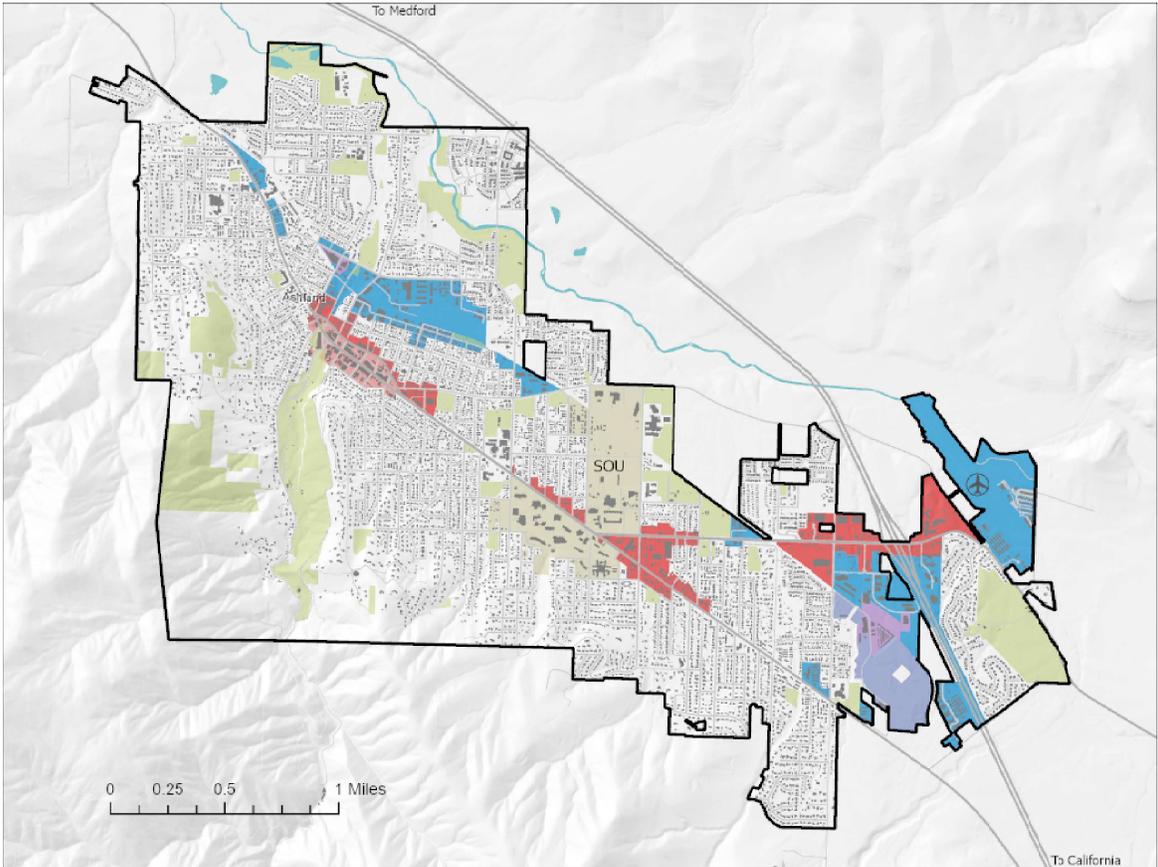
4,200 acres
 21,000 people (2019)
 10,000 jobs (2019)



City of Ashland

C1 – 175 acres
E1 – 273 acres

- City of Ashland
- Building
- Park
- SOU
- Zoning
- C-1
- E-1

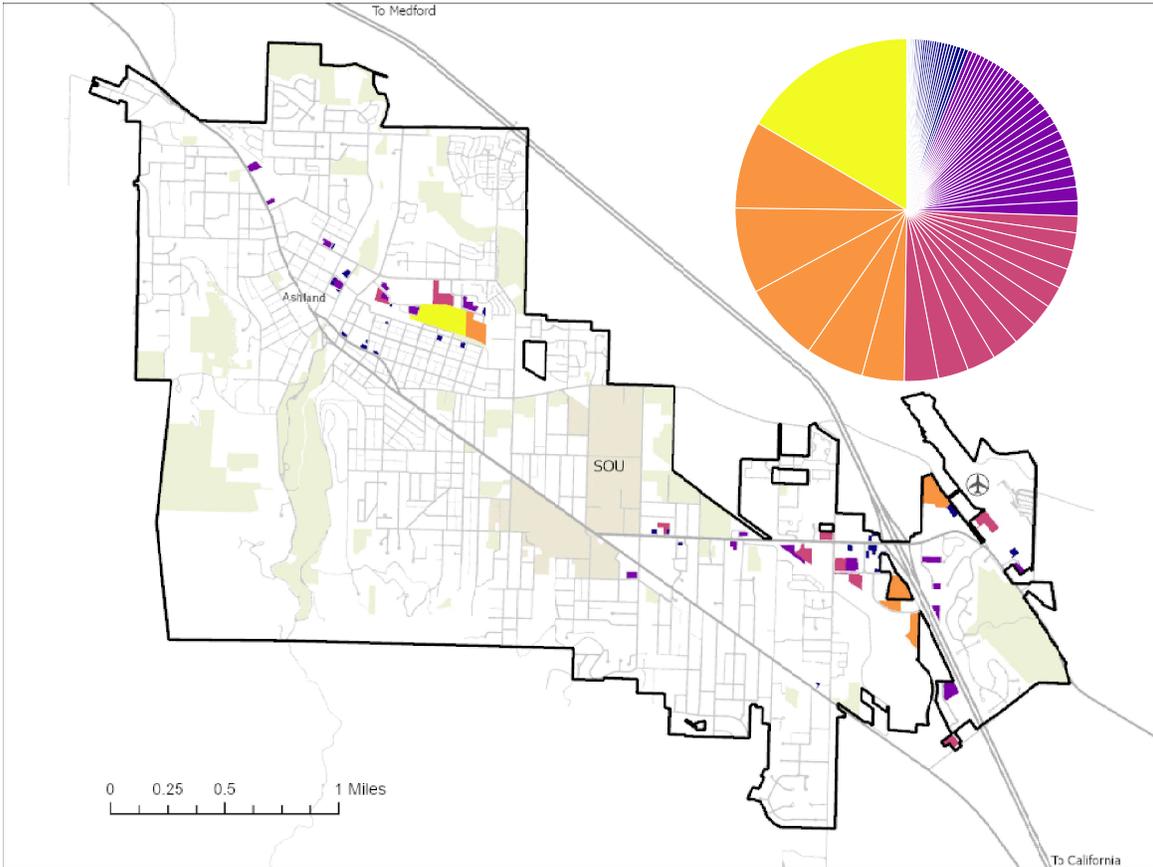
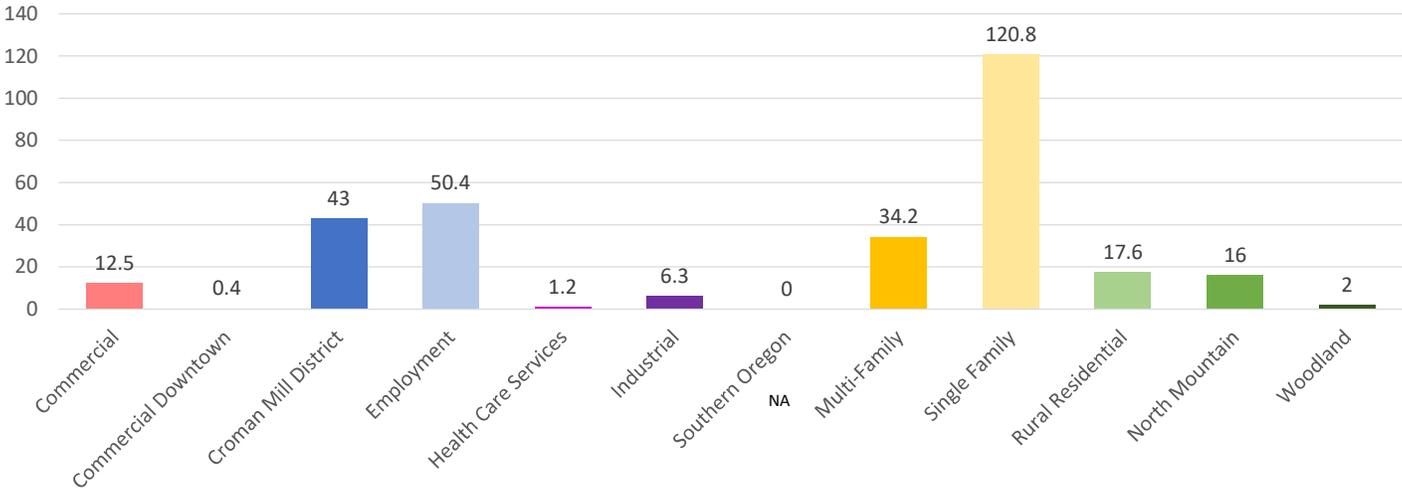


City of Ashland

C1 – 175 acres
E1 – 359 acres
C1-D – 34 acres
CM – 64 acres
M1 – 24 acres

- City of Ashland
- Building
- Park
- SOU
- Zoning
- C-1
- E-1
- C-1-D
- CM
- M-1

Buildable Land Acers by Zoning



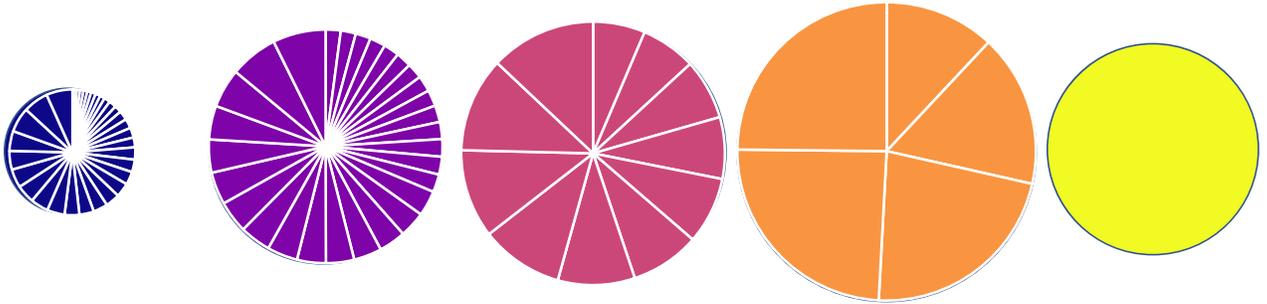
City of Ashland

Buildable acres:
C1 - 12.5 acres
E1 - 50.4 acres

- City of Ashland
- Park
- SOU
- Buildable Acres**
- Up to 0.25 acres
- Up to 1 acre
- Up to 2.5 acres
- Up to 10 acres
- More than 10 acres

BLI Acres	Number of Parcels	Total Acreage
Up to 0.25 acres	34	3.75
Up to 1 acre	29	12.4
Up to 2.5 acres	11	15.6
Up to 10 acres	5	21
More than 10 acres	1	10.5

Acreage:



Parcel Size: Up to 0.25 acres

Up to 1 acre

Up to 2.5 acres

Up to 10 acres

10+ acres

of Parcels: 34

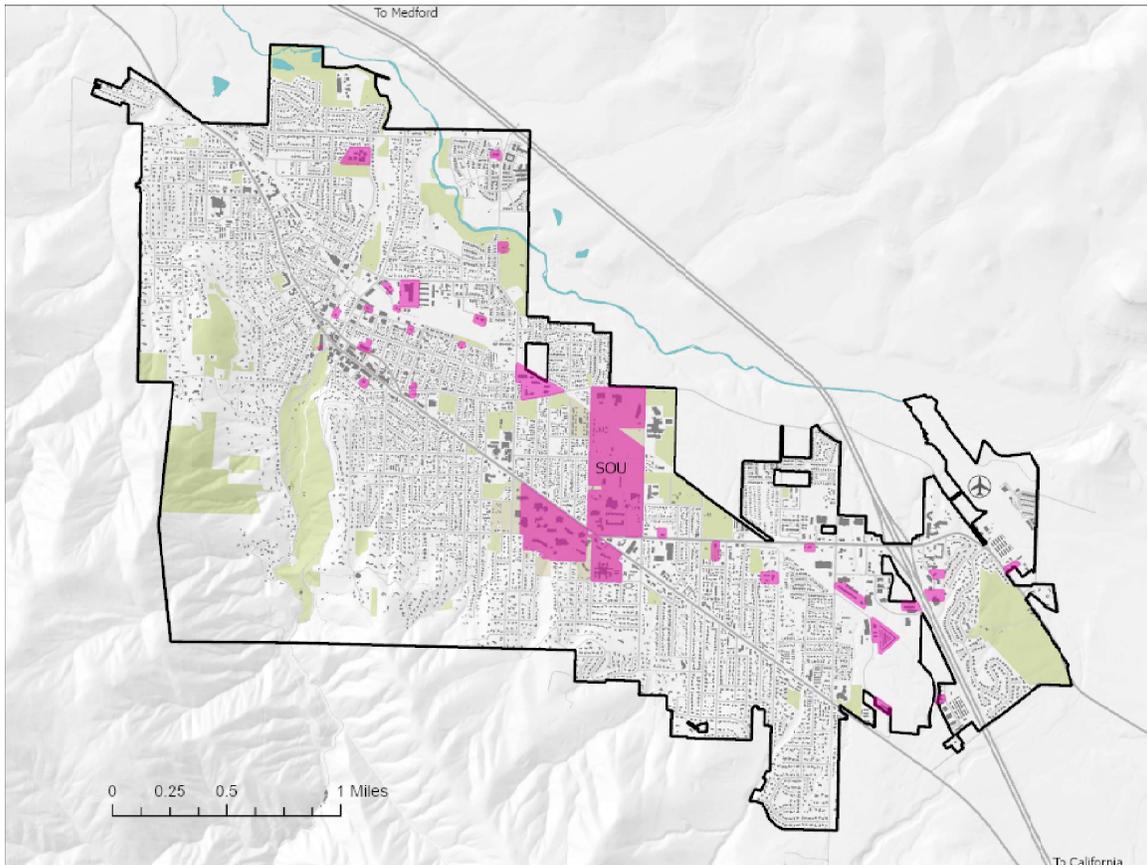
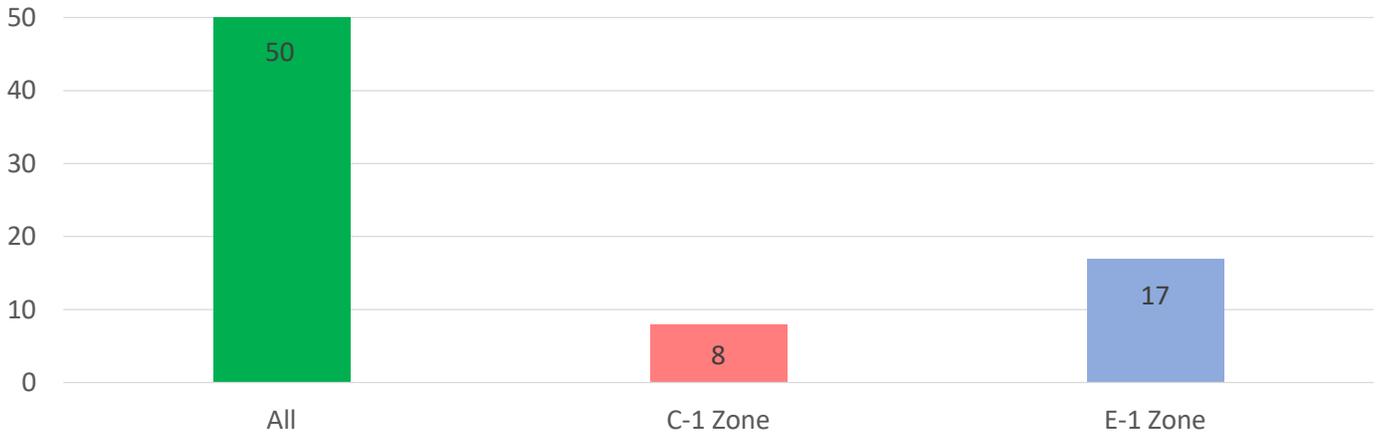
29

11

5

1

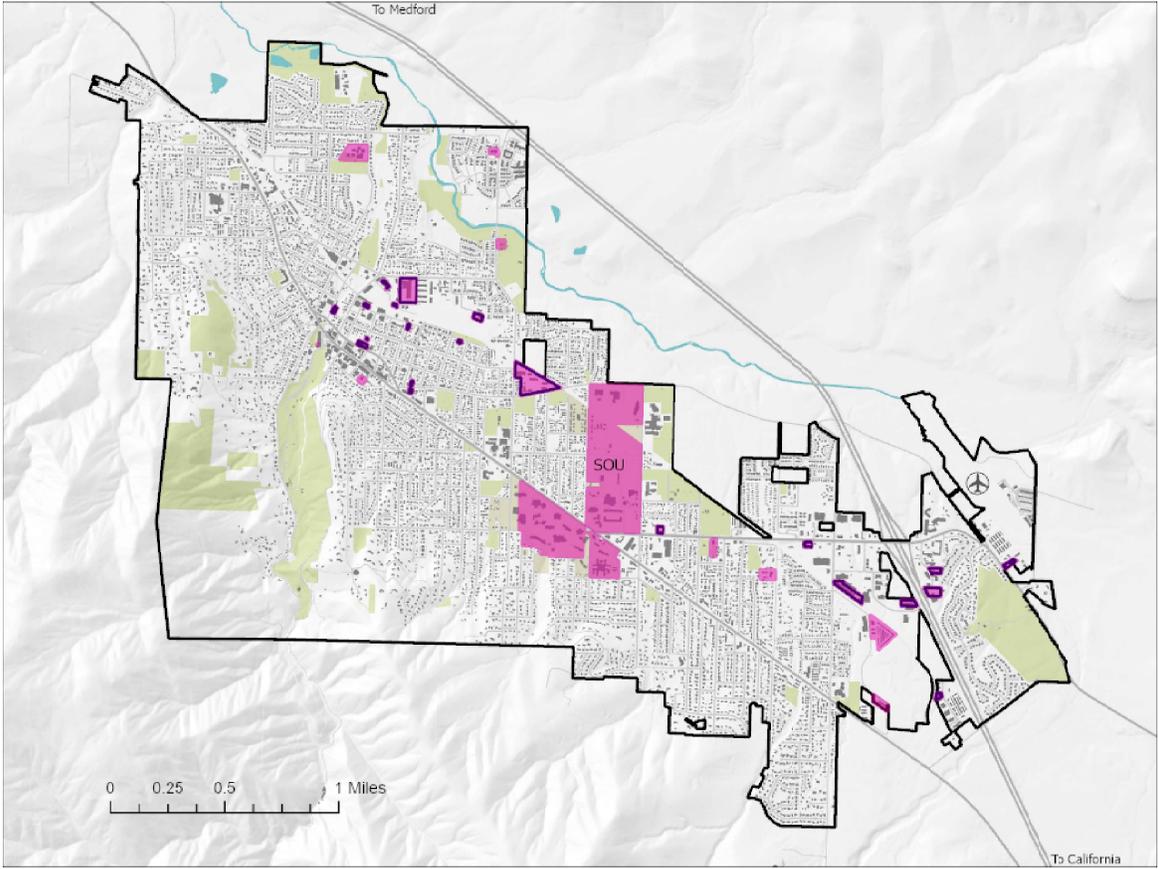
Commercial Permits



City of Ashland

50 permits were pulled for commercial development in the last 10 years for expansion or new construction.

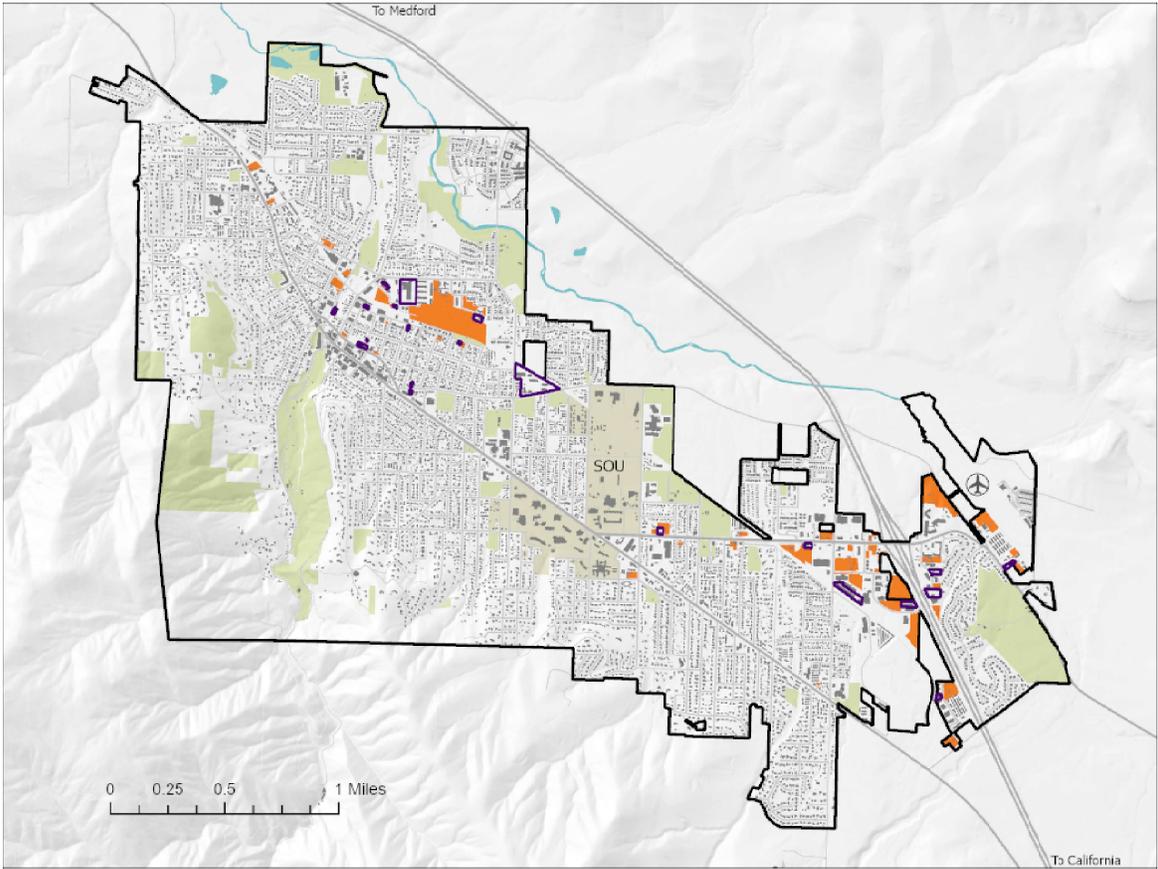
- City of Ashland
- Building
- Park
- SOU
- Commercial Permits



City of Ashland

50 permits were pulled for commercial development in the last 10 years for expansion or new construction. 8 permits for C-1 zones and 18 for E-1 zoning.

- City of Ashland
- Building
- Park
- SOU
- Permits for C-1 and E-1 Zoning
- Commercial Permits

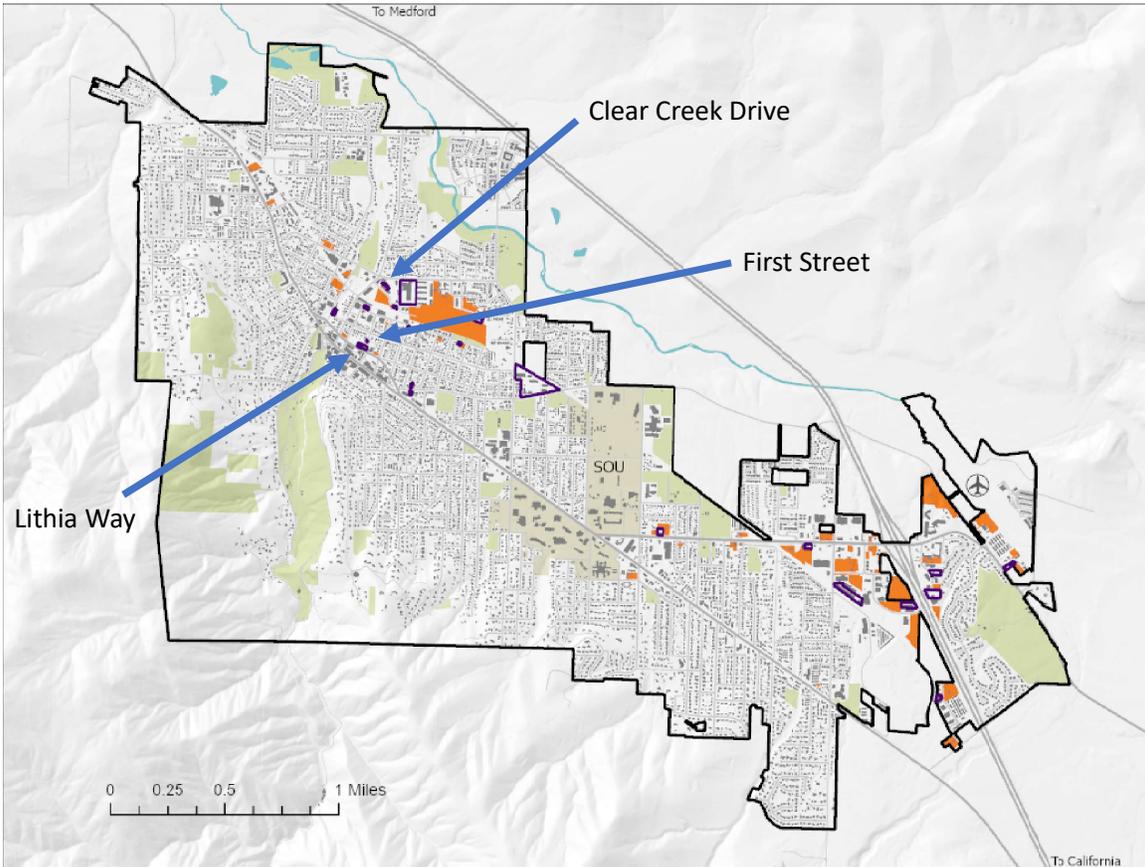


City of Ashland

50 permits were pulled for commercial development in the last 10 years for expansion or new construction. 8 permits for C-1 zones and 18 for E-1 zoning.

- City of Ashland
- Building
- Park
- SOU
- Permits for C-1 and E-1 Zoning
- Parcel with B.I. Potential

City of Ashland



- Permits pulled since 2019 BLI
- Clear Creek Drive
 - Lithia Way
 - First Street



Permit Type: Mixed use
Zone: E-1
SqFt added: ~8,000
2019 BLI: 0.45 acres
Original lot was split

Clear Creek Drive





2002



2010



2005



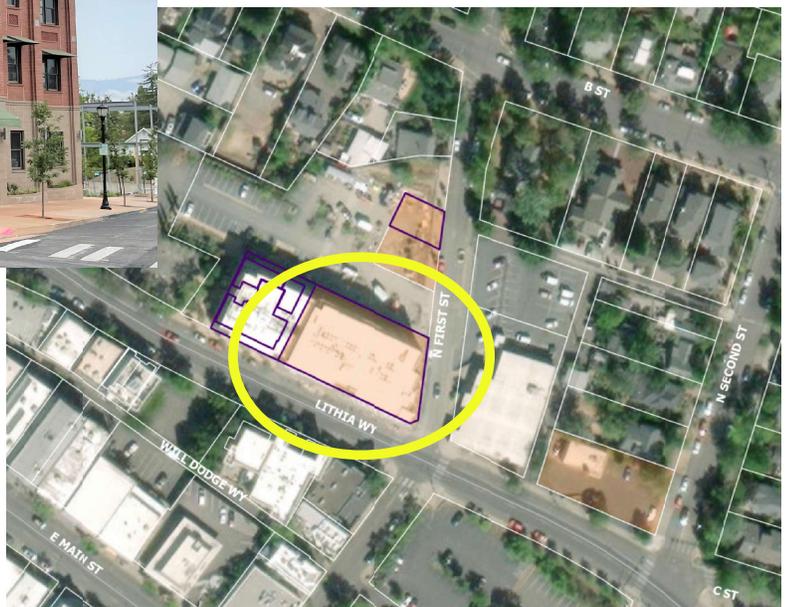
2018

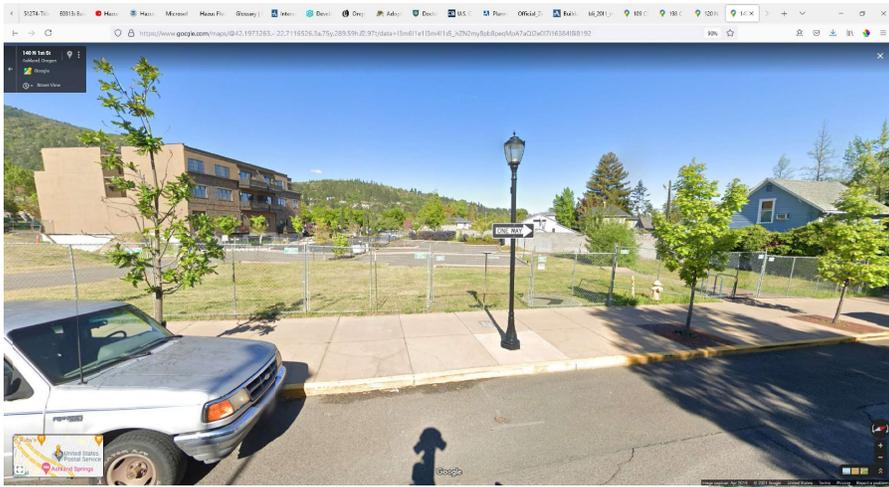
Clear Creek Drive



Lithia Way

Permit Type: Mixed use
Zone: C-1
SqFt added: ~34,000
2019 BLI: 0.3 acres





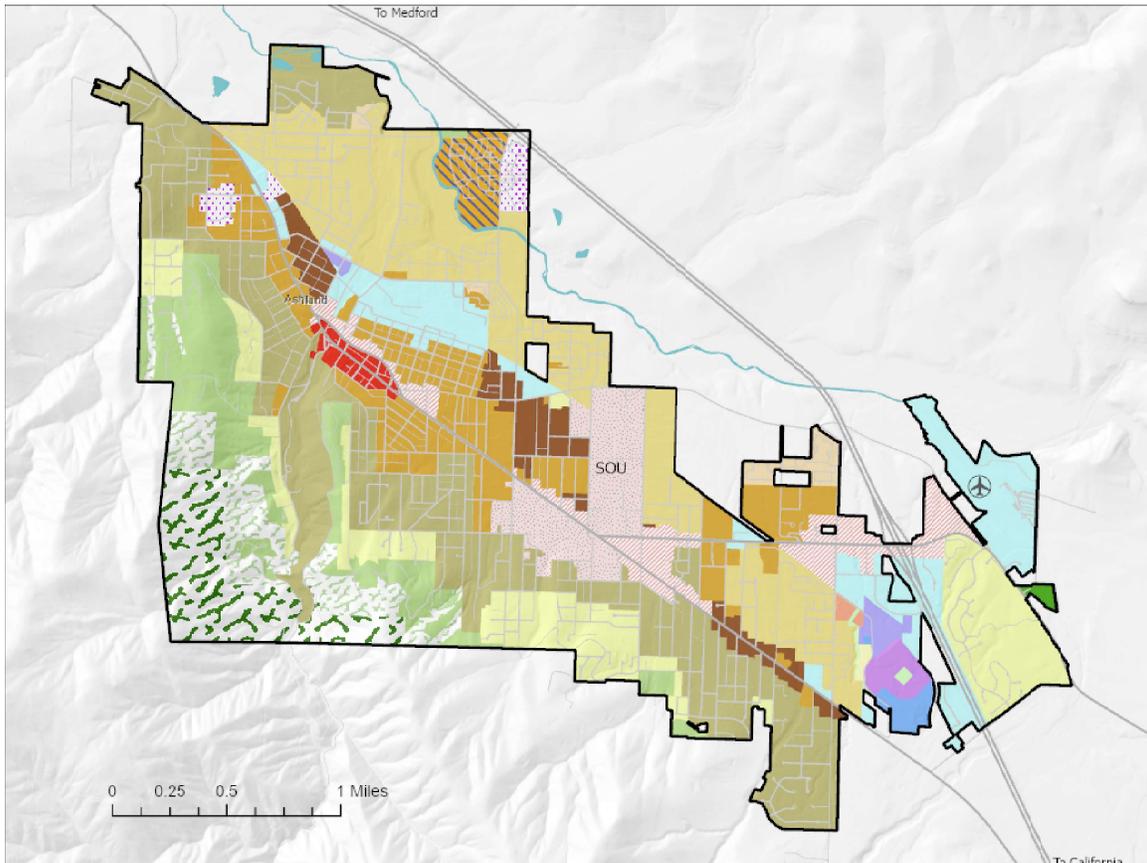
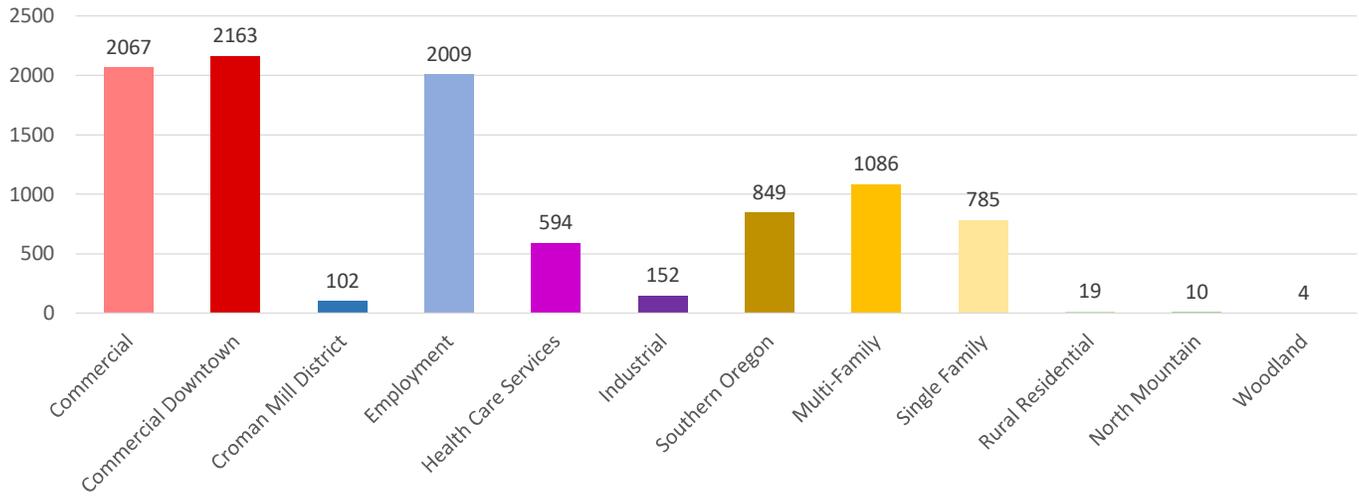
First Street

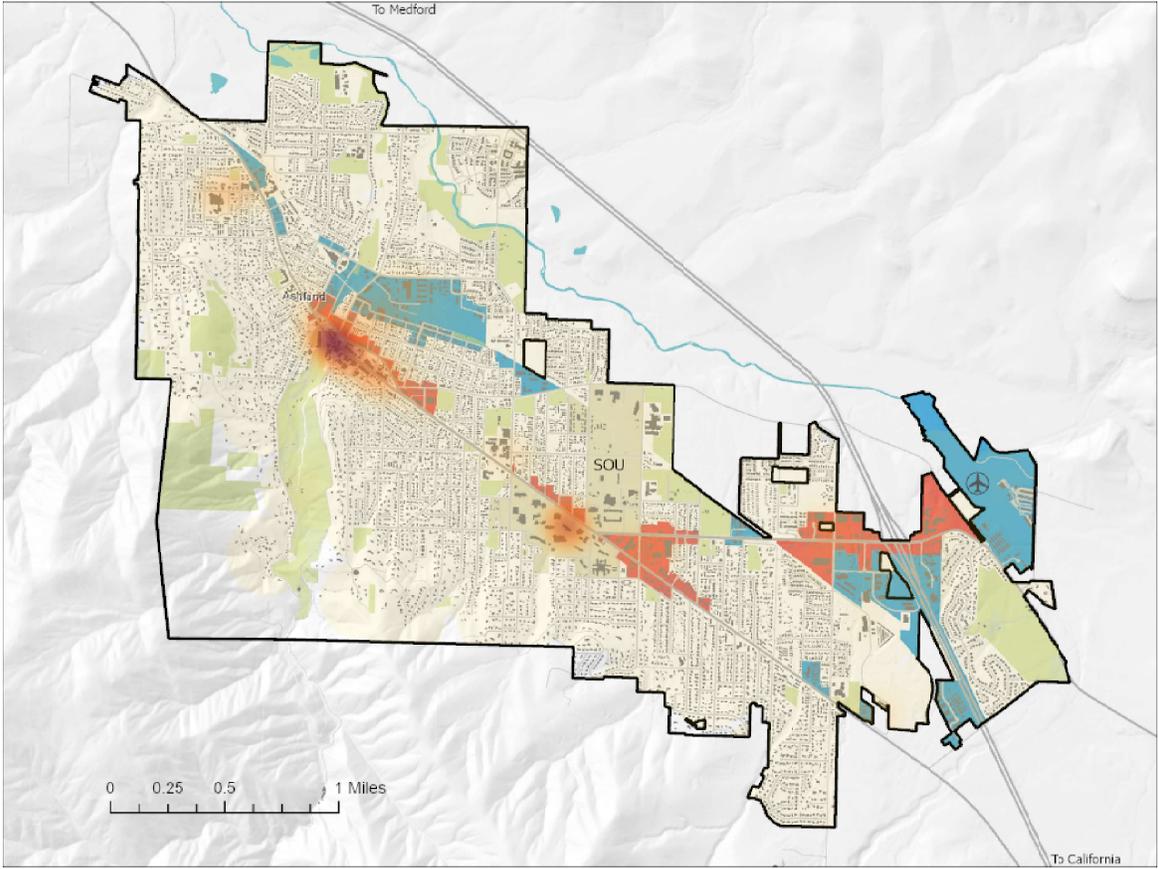


Permit Type: Mixed use
 Zone: C-1
 SqFt added: ~11,000
 2019 BLI: 0.10 acres

	BLI Acreage	Cost	Commercial Sq. Feet	Residential Sq. Feet
Clear Creek Drive	0.45	\$1,069,821	4,064	4,298
Lithia Way	0.3	\$4,542,790	6,555	27,328
First Street	0.04	\$2,512,442	4,417	6,704

Existing Employment Number of Jobs by Zoning

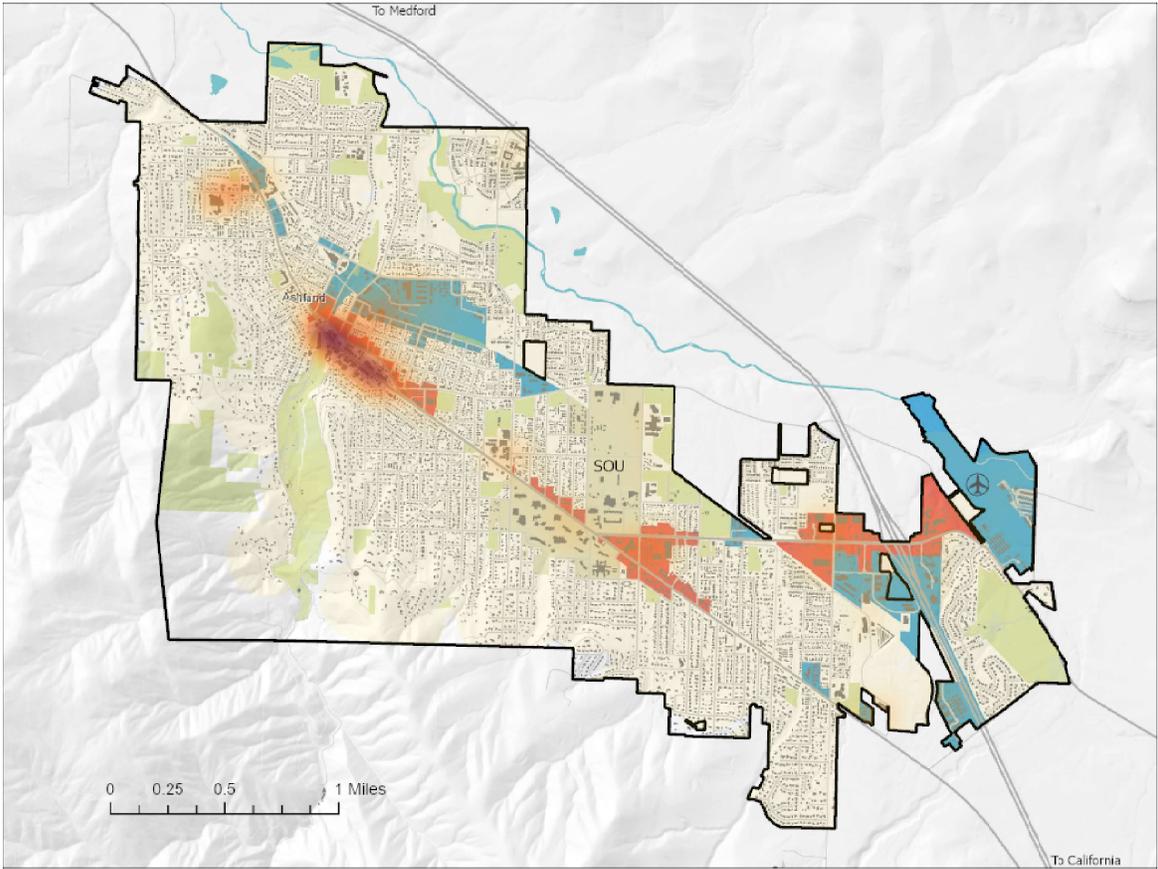
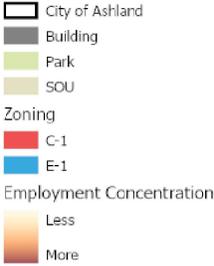




City of Ashland

The highest concentration of employment is in the:

- Hospital/Medical Center
- Downtown
- SOU

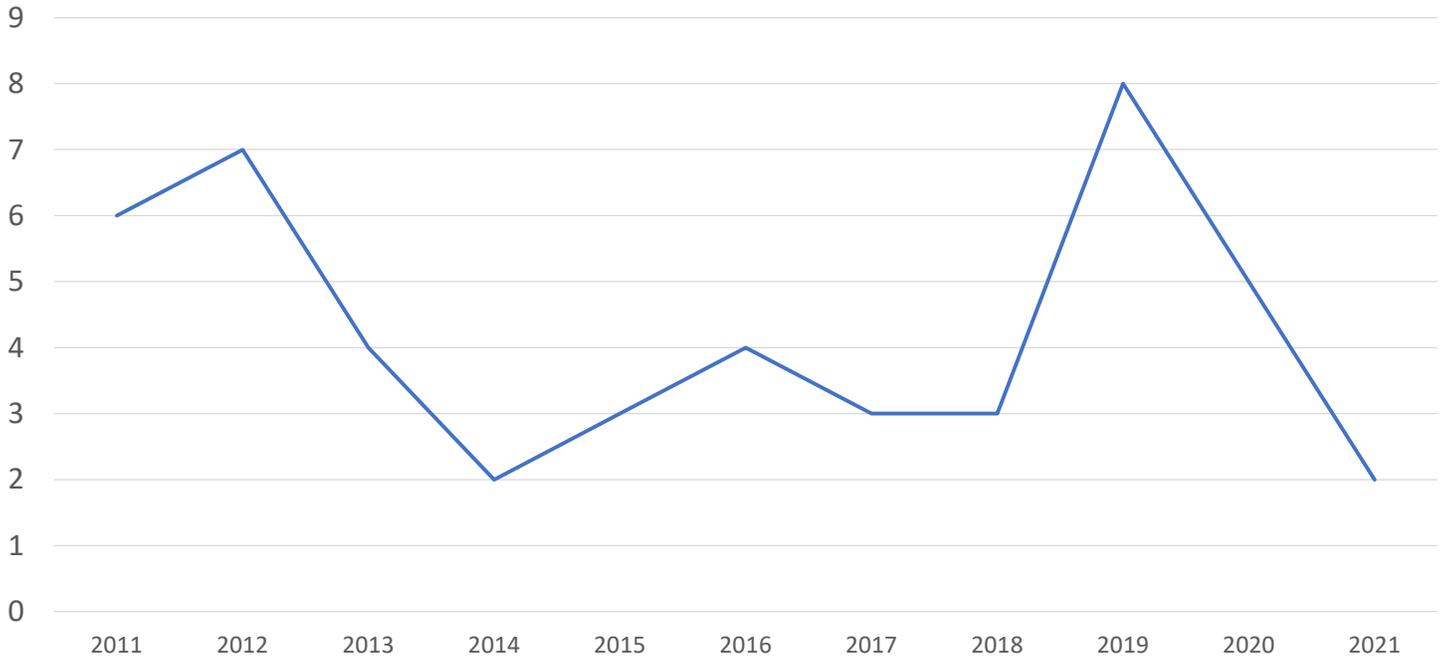


City of Ashland

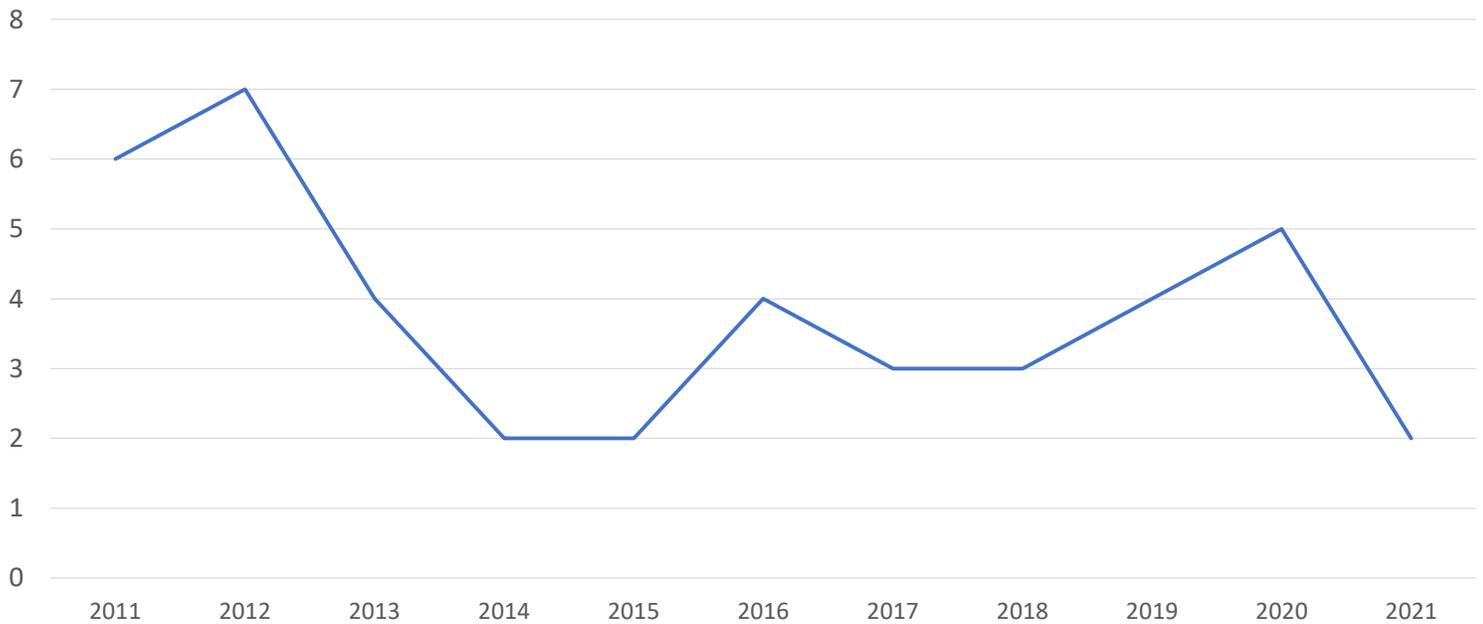
Without SOU and the Shakespeare Festival the highest concentration of employment is still in downtown

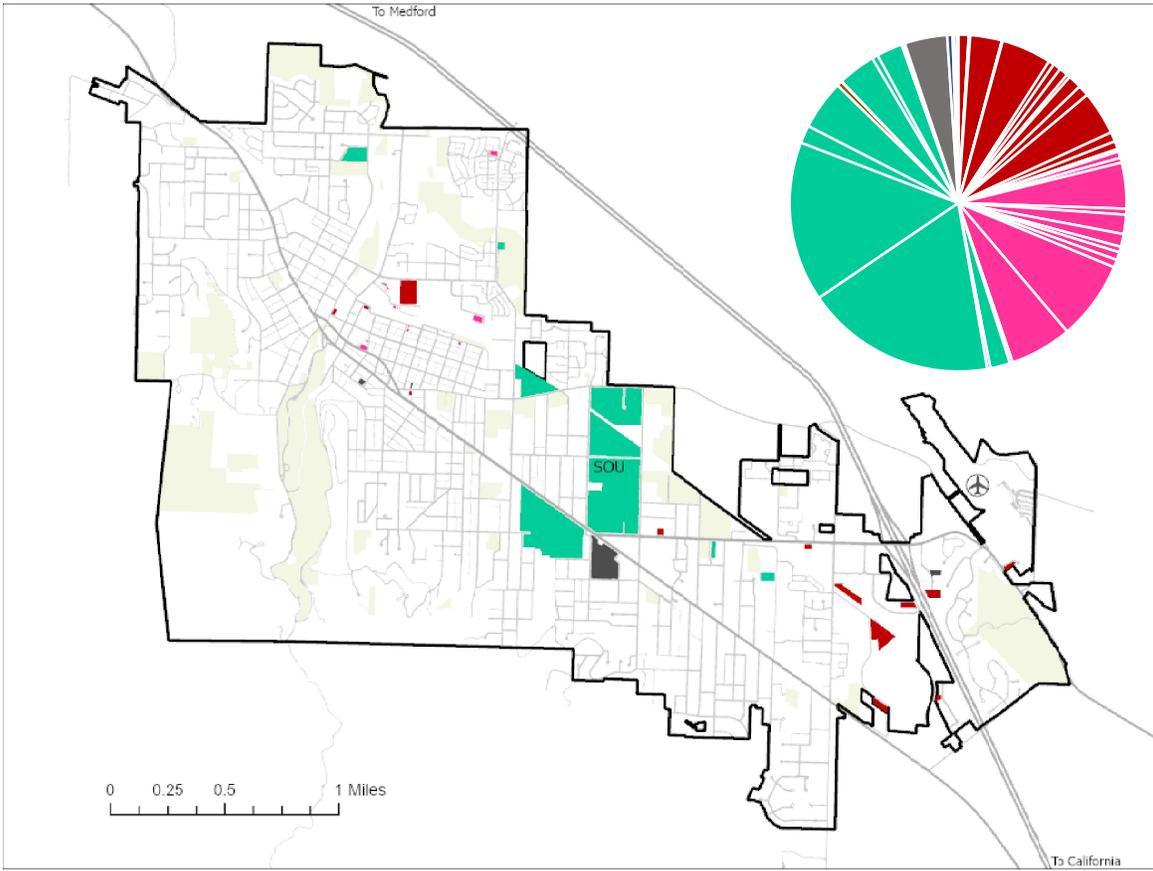


Total Commercial Permits



Total Commercial Permits, Excluding Additions/Accessory Buildings

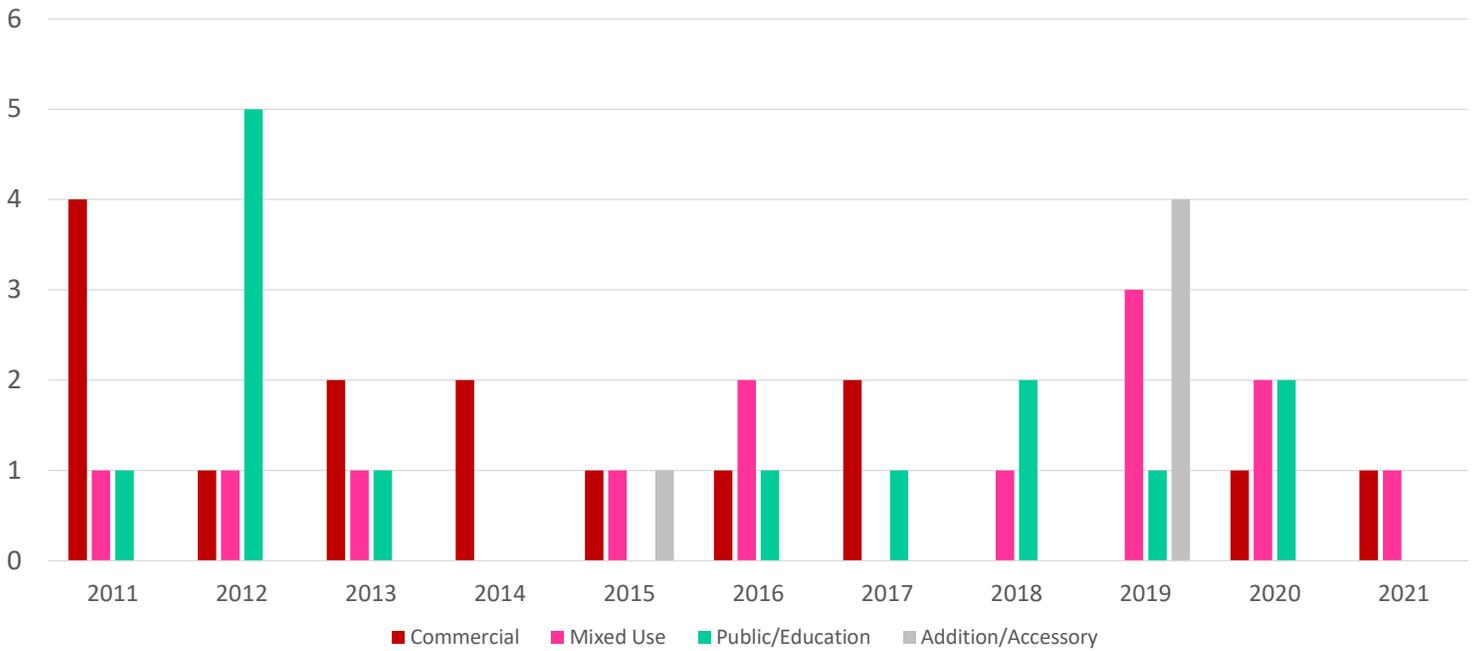




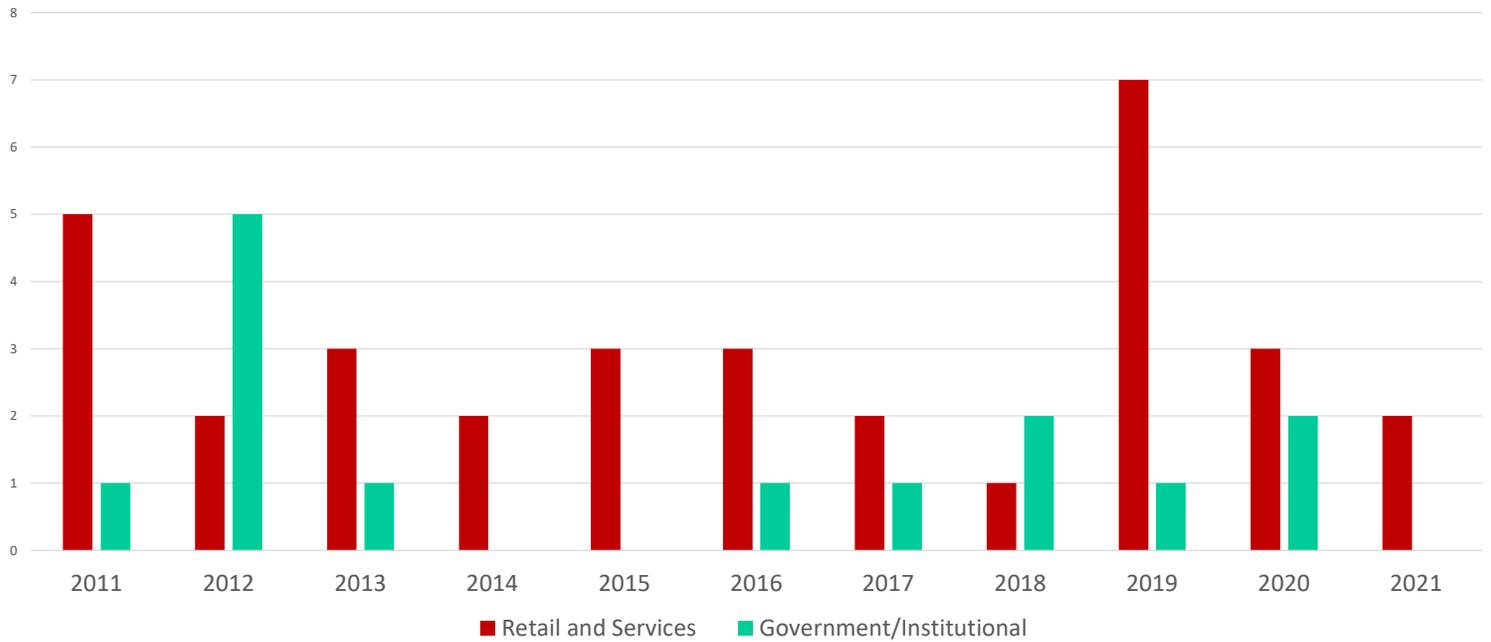
City of Ashland

Commercial: 264,000 sqft
Residential: 294,000 sqft

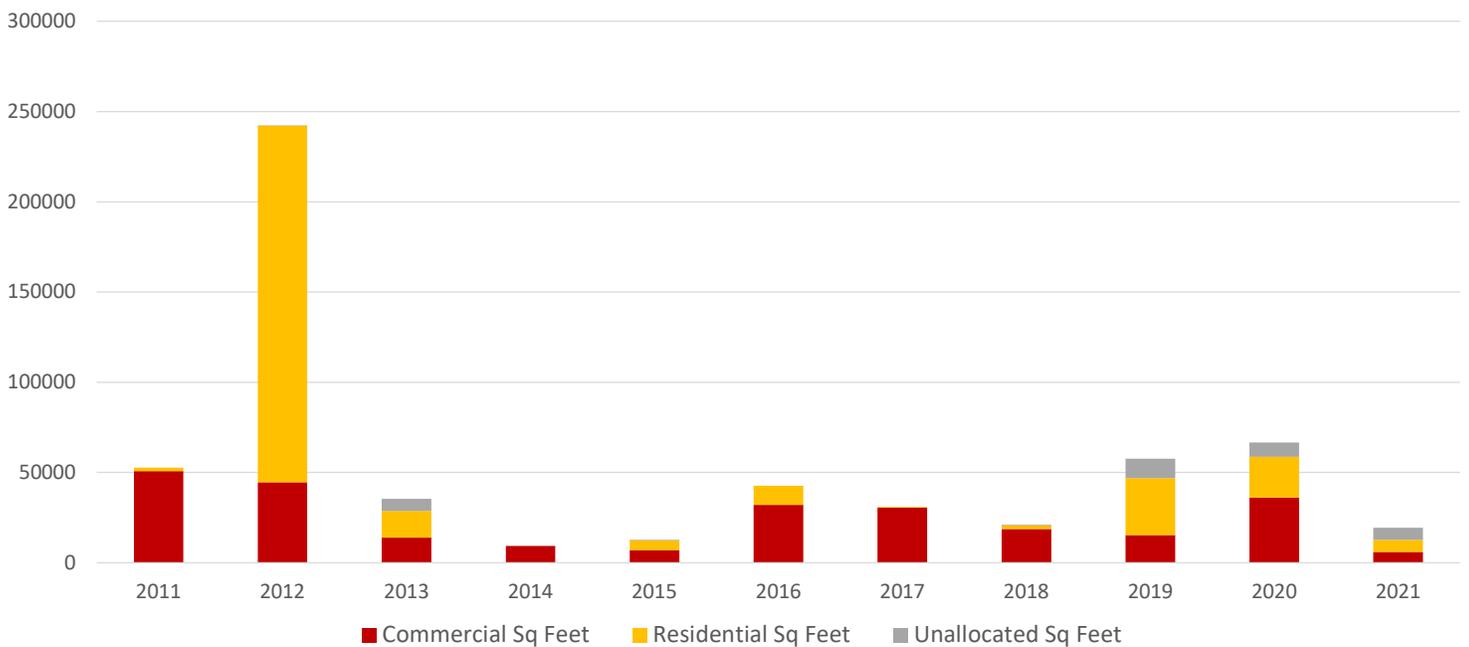
Commercial Permits by Type



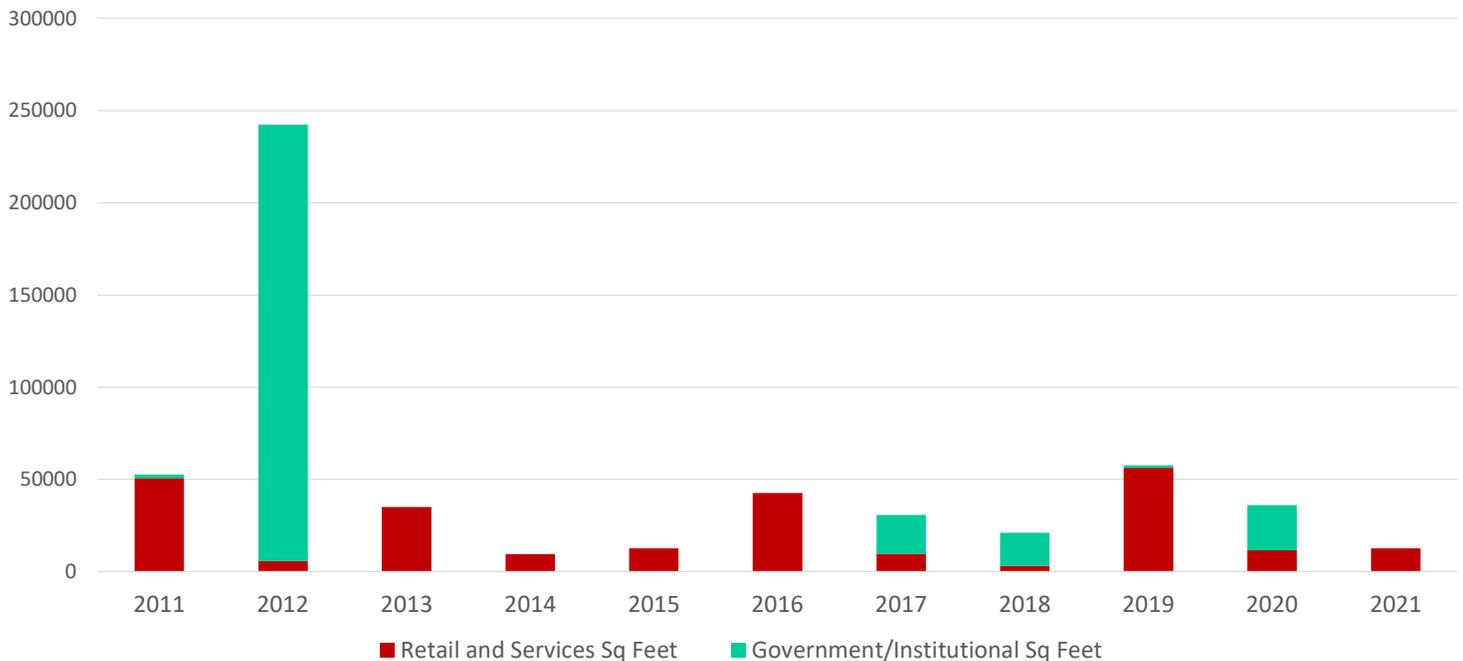
Commercial Permits by EOA Type



Total Permitted Commercial Square Footage



Total Permitted Commercial Square Footage (EOA Types)



Economic Opportunities Analysis (EOA) 2007

- The EOA shows a deficit of land, but also projected 15,220 jobs with 10,654 in Retail/Services by 2027, Ashland is currently at less than 10,000 total
- EOA states that about 30% of employment growth will not require consumption of vacant land
- Currently about 20% of jobs are in residential zones

City of Ashland:
**Economic Opportunities
Analysis**

Prepared for
City of Ashland
by
ECONorthwest
99 W. Tenth, Suite 400
Eugene, OR 97401
(541) 687-0051

Final Report
April 2007

This project was funded in part by a Department of
Land Conservation and Development Technical
Assistance Grant.

Potential Zoning Recommendations

- Ground floor residential units are permitted in the C-1 and E-1(R) zones for intermittent rental housing purposes only.
- Such units are considered intermittent and exempt from the density maximums and ground floor mixed-use development percentages.
- Such ground floor spaces shall be built to commercial building code for eventual conversion and parking requirements shall be based on commercial standards as required in Chapter 18.4.3.



City of Bend 2.7.3245 Commercial-Ready Space

A. The ground floor of buildings that front main streets identified in Figure 2.7.3207, Main Streets, must be developed as either commercial or commercial-ready space by complying with the following:

1. The entire ground floor space must be constructed to accommodate nonresidential uses.
2. If residential uses are provided immediately above the ground floor level (i.e., second floor residential), horizontal occupancy separation must be provided to accommodate future commercial occupancies as required by the Oregon Structure Specialty Code at the time of construction.
3. The ground floor must have an interior height of not less than 12 feet measured from the entry level finished floor to the bottom of the structural members of the floor above.

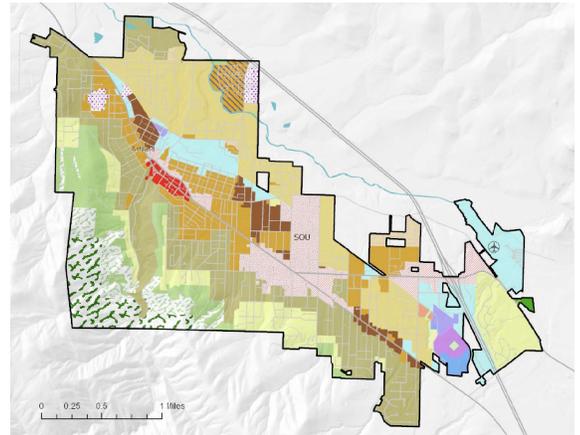
B. Exemption. Parking located within a structure is exempt from commercial-ready space standards. [Ord. NS-2367, 2020]



Potential Zoning Recommendations

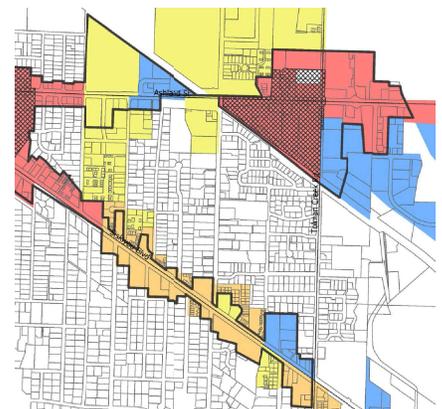
Where do the Potential Zoning Changes apply:

- In both the C-1 and E-1 zones?
- Just in the C-1 zone?
- Just in the E-1 zone?
- Only in the Transit Triangle or Citywide?
- Citywide excluding Downtown?



Next Steps

1. Finalize recommendation from the commercial and employment future land need analysis
2. Suggestions for Zoning Code Changes
3. Draft Zoning Amendments for C1 and E1 Zones
4. Planning Commission Work Session #2
5. City Council Briefing and Adoption



**TYPE II
PUBLIC HEARING**

**PA-T2-2021-00028
364 Walker Avenue
(Walker Elementary School)**

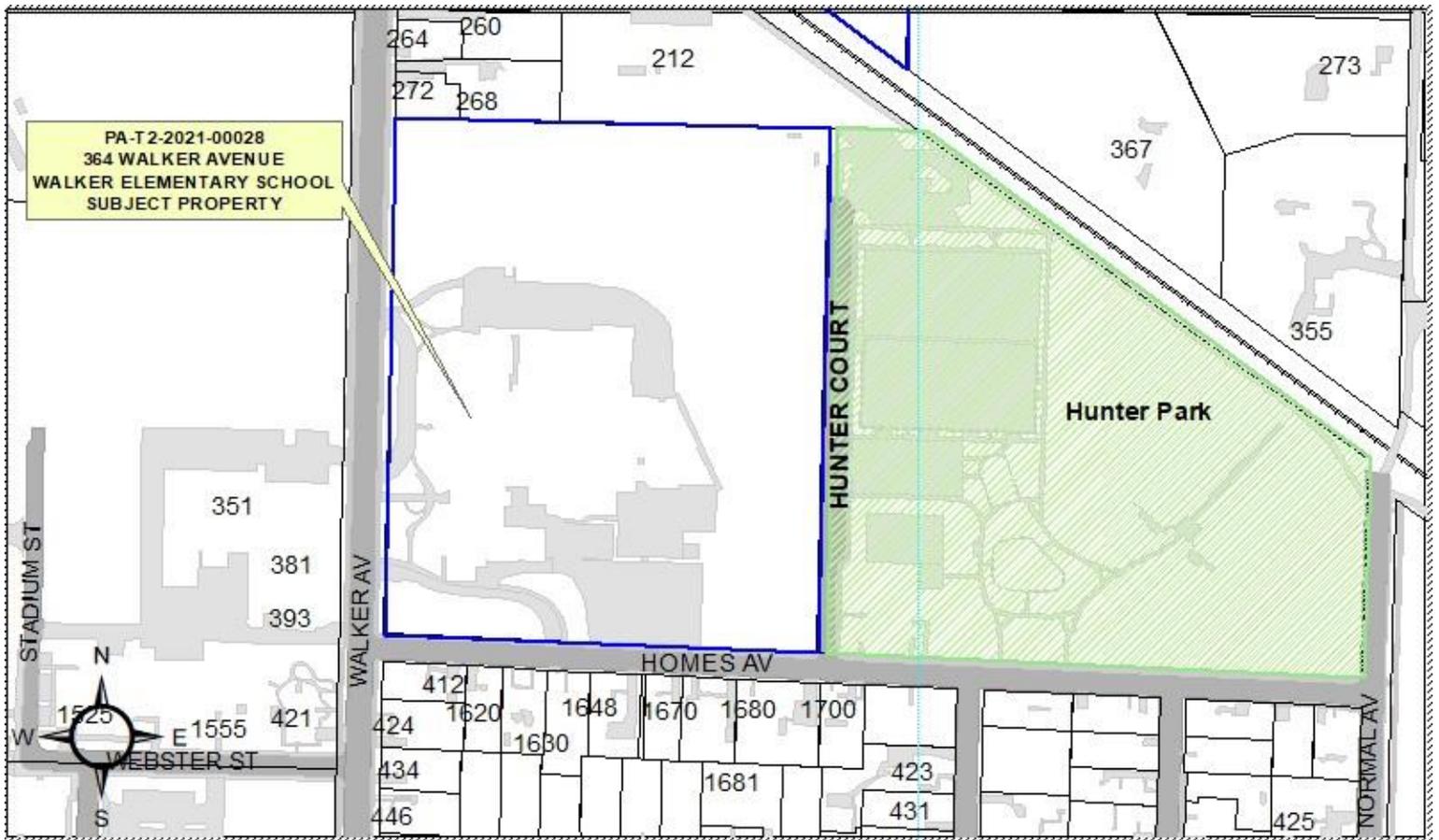


PLANNING ACTION: PA-T2-2021-00028
SUBJECT PROPERTIES: 364 Walker Avenue (Walker Elementary School) and 1751 Homes Avenue (Hunter Park)
APPLICANT: HMK Company
OWNERS: Ashland School District
 City of Ashland/Ashland Parks & Recreation Commission

DESCRIPTION: A request for Site Design Review approval for a 22,450 square foot, single-story addition to Walker Elementary School at 364 Walker Avenue. As part of the proposal, the parking lot and drop-off lane would be relocated and expanded, with access to be taken via Hunter Court (the driveway serving Hunter Park) and a new courtyard would be created. The application also includes requests for a Conditional Use Permit to modify the School District's Master Sign Permit Program (PA#2012-00899) to allow new signage for Walker Elementary School in conjunction with the proposed addition, and Tree Removal Permits to remove 14 significant trees. An existing 9,700 square foot classroom will be demolished in conjunction with the proposal. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-5; **MAP:** 39 1E 10; **TAX LOT #:** 3500 (Hunter Park) & 3600 (Walker Elementary School)

NOTE: The Ashland Tree Commission will review this Planning Action at an electronic public hearing on **Thursday, July 8, 2021 at 6:00 PM**. See page 2 of this notice for information about participating in the electronic public hearing.

ELECTRONIC ASHLAND PLANNING COMMISSION MEETING: *Tuesday, July 13, 2021 at 7:00 PM*



Tree Commission Meetings

Notice is hereby given that the Tree Commission will hold an electronic public hearing on the above described planning action on the meeting date and time shown on Page 1. If you would like to watch and listen to the Tree Commission meeting virtually, but not participate in any discussion, you can use the Zoom link posted on the City of Ashland calendar website <https://www.ashland.or.us/calendar.asp> .

Anyone wishing to submit written comments can do so by sending an e-mail to PC-public-testimony@ashland.or.us with the subject line “Advisory Commission Hearing Testimony” by 10:00 a.m. on Tuesday, July 6, 2021.

If the applicant wishes to provide a rebuttal to the testimony, they can submit the rebuttal via e-mail to PC-public-testimony@ashland.or.us with the subject line “Advisory Commission Hearing Testimony” by 10:00 a.m. on Wednesday, July 7, 2021. Written testimony received by these deadlines will be available for Tree Commissioners to review before the hearing and will be included in the meeting minutes.

Oral testimony will be taken during the electronic public hearing. If you wish to provide oral testimony during the electronic meeting, send an email to **PC-public-testimony@ashland.or.us by 10:00 a.m. on Tuesday, July 6, 2021.** In order to provide testimony at the public hearing, please provide the following information: 1) make the subject line of the email “Advisory Commission Testimony Request”, 2) include your name, 3) specify the date and commission meeting you wish to testify at, 4) specify the agenda item you wish to speak to, 5) specify if you will be participating by computer or telephone, and 6) the name you will use if participating by computer or the telephone number you will use if participating by telephone.

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator’s office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 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 I).

Notice is hereby given that the Ashland Planning Commission will hold an electronic public hearing on the above described planning action on the meeting date and time shown above. You can watch the meeting on local channel 9, on Charter Communications channels 180 & 181, or you can stream the meeting via the internet by going to rvtv.sou.edu and selecting 'RVTV Prime.'

The ordinance criteria applicable to this planning action are attached to this notice. Oregon law states that failure to raise an objection concerning this application, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA) on that issue. Failure to specify which ordinance criterion the objection is based on also precludes your right of appeal to LUBA on that criterion. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Commission to respond to the issue precludes an action for damages in circuit court.

Because of the COVID-19 pandemic, application materials are provided online and written comments will be accepted by email. Alternative arrangements for reviewing the application or submitting comments can be made by contacting (541) 488-5305 or planning@ashland.or.us.

A copy of the application, including all documents, evidence and applicable criteria relied upon by the applicant, and a copy of the staff report will be available on-line at www.ashland.or.us/PCpackets seven days prior to the hearing. Copies of application materials will be provided at reasonable cost, if requested. Under extenuating circumstances, application materials may be requested to be reviewed in-person at the Ashland Community Development & Engineering Services Building, 51 Winburn Way, via a pre-arranged appointment by calling (541) 488-5305 or emailing planning@ashland.or.us.

Anyone wishing to submit comments can do so by sending an e-mail to PC-public-testimony@ashland.or.us with the subject line "**July 13 PC Hearing Testimony**" by 10:00 a.m. on Monday, July 12, 2021. If the applicant wishes to provide a rebuttal to the testimony, they can submit the rebuttal via e-mail to PC-public-testimony@ashland.or.us with the subject line "**July 13 PC Hearing Testimony**" by 10:00 a.m. on Tuesday, July 13, 2021. Written testimony received by these deadlines will be available for Planning Commissioners to review before the hearing and will be included in the meeting minutes.

Oral testimony will be taken during the electronic public hearing. If you wish to provide oral testimony during the electronic meeting, send an email to PC-public-testimony@ashland.or.us by 10:00 a.m. on Monday, July 12, 2021. In order to provide testimony at the public hearing, please provide the following information: 1) make the subject line of the email "**July 13 Speaker Request**", 2) include your name, 3) the agenda item on which you wish to speak on, 4) specify if you will be participating by computer or telephone, and 5) the name you will use if participating by computer or the telephone number you will use if participating by telephone.

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 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 I).

If you have questions or comments concerning this request, please feel free to contact Senior Planner Derek Severson, the staff planner assigned to this project, at 541-552-2040 or via e-mail to derek.severson@ashland.or.us.

SITE DESIGN AND USE STANDARDS

18.5.2.050

The following criteria shall be used to approve or deny an application:

- A. **Underlying Zone:** The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.
- B. **Overlay Zones:** The proposal complies with applicable overlay zone requirements (part 18.3).
- C. **Site Development and Design Standards:** The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.
- D. **City Facilities:** The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.
- E. **Exception to the Site Development and Design Standards:** The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1 or 2, below, are found to exist.

1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and

approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or

2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.

CONDITIONAL USE PERMITS

18.5.4.050.A

A Conditional Use Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

1. That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.
2. That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property.
3. That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone, pursuant with subsection 18.5.4.050.A.5, below. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone.
 - a. Similarity in scale, bulk, and coverage.
 - b. Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.
 - c. Architectural compatibility with the impact area.
 - d. Air quality, including the generation of dust, odors, or other environmental pollutants.
 - e. Generation of noise, light, and glare.
 - f. The development of adjacent properties as envisioned in the Comprehensive Plan.
 - g. Other factors found to be relevant by the approval authority for review of the proposed use.
4. A conditional use permit shall not allow a use that is prohibited or one that is not permitted pursuant to this ordinance.
5. For the purposes of reviewing conditional use permit applications for conformity with the approval criteria of this subsection, the target uses of each zone are as follows.
 - a. WR and RR. Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
 - b. R-1. Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
 - c. R-2 and R-3. Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
 - d. C-1. The general retail commercial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 0.35 floor to area ratio, complying with all ordinance requirements; and within the Detailed Site Review overlay, at an intensity of 0.50 floor to area ratio, complying with all ordinance requirements.
 - e. C-1-D. The general retail commercial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 1.00 gross floor to area ratio, complying with all ordinance requirements.
 - f. E-1. The general office uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 0.35 floor to area ratio, complying with all ordinance requirements; and within the Detailed Site Review overlay, at an intensity of 0.50 floor to area ratio, complying with all ordinance requirements.
 - g. M-1. The general light industrial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, complying with all ordinance requirements.
 - h. CM-C1. The general light industrial uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.50 gross floor to area ratio, complying with all ordinance requirements.
 - i. CM-OE and CM-MU. The general office uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.60 gross floor to area, complying with all ordinance requirements.
 - k. CM-NC. The retail commercial uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.60 gross floor to area ratio, complying with all ordinance requirements.
 - l. HC, NM, and SOU. The permitted uses listed in chapters 18.3.3 Health Care Services, 18.3.5 North Mountain Neighborhood, and 18.3.6 Southern Oregon University District, respectively, complying with all ordinance requirements.

TREE REMOVAL PERMIT

18.5.7.040.B

1. Hazard Tree. A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
 - a. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.
 - b. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.
2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
 - a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.

- b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
- c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
- d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
- e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

Demolition and Relocation Standards

AMC 15.04.216

- A. For demolition or relocation of structures erected more than 45 years prior to the date of the application:
 - 1. The applicant must demonstrate that either subparagraphs a or b apply:
 - a. The structure cannot be rehabilitated or reused on site as part of any economically beneficial use of the property. In determining whether an economically beneficial use can be made of the property, the Demolition Review committee may require the applicant to:
 - (i) Furnish an economic feasibility report prepared by an architect, developer, or appraiser, or other person who is experienced in rehabilitation of buildings that addresses the estimated market value of the property on which the building lies, both before and after demolition or removal, or
 - (ii) Market the property utilizing a marketing plan approved by the Demolition Review Committee or by advertising the property in the Ashland Daily Tidings and Medford Mail Tribune at least eight times and at regular intervals for at least 90 days and by posting a for sale sign on the property, four to six square feet in size and clearly visible from the street, for the same 90 day period.
 - b. The structure proposed for demolition is structurally unsound despite efforts by the owner to properly maintain the structure.
 - 2. In addition to subparagraphs a or b above, the applicant must also:
 - a. Submit a redevelopment plan for the site that provides for replacement or rebuilt structure for the structure being demolished or relocated. The replacement or rebuilt structure must be a minimum of 1,000 square feet, unless the structure being demolished or relocated is less than 1,000 square feet. If the structure is less than 1,000 square feet, the replacement structure must be a minimum of 500 square feet. The redevelopment plan must indicate in sufficient detail the nature, appearance and location of all replacement or rebuilt structures. No replacement structure is required, however, if:
 - (i) the applicant agrees to restrict the property to open space uses and a finding is made that such restriction constitutes a greater benefit to the neighborhood than redevelopment would, or
 - (ii) the structure being demolished or relocated is a nonhabitable accessory structure.
 - b. Demonstrate, if the application is for a demolition, the structure cannot be practicably relocated to another site.
 - 3. If a permit is issued and the redevelopment plan:
 - a. Requires a site review permit, no demolition or relocation may occur until the site review permit has been issued, unless the site is restricted to open space uses as provided in section 15.04.216.A.2.
 - b. Does not require a site review permit, no demolition or relocation may occur until the building permit has been issued for the replacement or rebuilt structure, unless the site is restricted to open spaces uses as provided in section 15.04.216.A.2.
 - 4. The Demolition Review Committee may require the applicant to post with the City a bond, or other suitable collateral as determined by the City administrator, ensuring the safe demolition of the structure and the completed performance of the redevelopment plan.
- B. For demolition or relocation of structures erected less than 45 years from the date of the application:
 - 1. The applicant:
 - a. Has the burden of proving the structure was erected less than 45 years from the date of the application. Any structure erected less than 45 years from the date of the application, which replaced a structure demolished or relocated under section 15.04.216, shall be considered a structure subject to the standards in subsections 15.04.216.
 - b. Must submit a redevelopment plan for the site that provides for a replacement or rebuilt structure being demolished or relocated. The replacement or rebuilt structure must be a minimum of 1,000 square feet, unless the structure being demolished or relocated is less than 1,000 square feet. If the structure is less than 1,000 square feet, the replacement structure must be a minimum of 500 square feet. The redevelopment plan must indicate in sufficient detail the nature, appearance and location of all replacement or rebuilt structures. No replacement structure is required, however, if:
 - (i) the applicant agrees to restrict the property to open space uses and a finding is made that such restriction constitutes a greater benefit to the neighborhood than redevelopment would, or
 - (ii) the structure being demolished or relocated is a nonhabitably accessory structure.
 - 2. If a permit is issued and the redevelopment plan:
 - a. Requires a site review permit, no demolition or relocation may occur until the site review permit has been issued, unless the site is restricted to open space uses as provided in section 15.04.216.B.
 - b. Does not require a site review permit, no demolition or relocation may occur until a building permit has been issued for the structure or structures to be replaced or rebuilt, unless the site is restricted to open space uses as provided in section 15.04.216.B.
- C. For any demolition approved under this section, the applicant is required to salvage or recycle construction and demolition debris, in accordance with a demolition debris diversion plan that complies with the requirements adopted the Demolition Review Committee. The applicant shall submit such a plan with the application for demolition.
 For any relocation approved under this section, the applicant must also comply with the provisions of Chapter 15.08. (Ord. 2925, amended, 04/18/2006; Ord. 2891, amended, 11/19/2002; Ord. 2858, amended, 06/20/2000; Ord. 2852, added, 01/21/2000)

Walker Elementary School

PA-T2-2021-00028 requests Site Design Review approval for a 22,450 square foot, single-story addition to Walker Elementary School at 364 Walker Avenue. As part of the proposal, a new courtyard will be created and the parking lot and drop-off lane will be relocated and expanded. The application includes requests for a Conditional Use Permit to modify the school's Master Sign Permit Program to allow a new wall sign facing Homes Avenue on the proposed addition, and for Tree Removal Permits to remove 14 significant trees. An existing 9,700 square foot classroom will be demolished to make room for the addition.



Proposal

The existing drop-off loop, parking lot and a 9,700 square foot classroom building will be removed to accommodate a new 22,450 square foot, single-story addition, a relocated and expanded parking lot and drop-off lane, and a new central courtyard area. Hunter Court, the driveway on park property through Hunter Park, will be provide ingress and egress to the relocated parking lot through an agreement with the Ashland Parks & Recreation Commission.

Site Description

The subject property is 9.7 acres at the northeast corner of Walker and Homes Avenues, and is zoned Single Family Residential (R-1-5). The school was designed and built in 1948 and has expanded since. Currently, buildings and parking are clustered on the southern half of the property with playground, two baseball fields and lawn to the north. The playground and asphalt court area are to remain available to the public outside school hours, and school parking is to be available to Hunter Park users outside of school hours.

Landscaping & Trees

The application identifies 92 trees on and immediately adjacent to the campus. With the redevelopment of the property proposed, 14 significant trees are to be removed. These trees will be replaced with new trees, and new water conserving landscaping with a new irrigation system will be planted.

Walker Elementary School

PA-T2-2021-00028 requests Site Design Review approval for a 22,450 square foot, single-story addition to Walker Elementary School at 364 Walker Avenue. As part of the proposal, a new courtyard will be created and the parking lot and drop-off lane will be relocated and expanded. The application includes requests for a Conditional Use Permit to modify the school's Master Sign Permit Program to allow new signage in conjunction with the proposed addition, and for Tree Removal Permits to remove 14 significant trees. An existing 9,700 square foot classroom will be demolished to make room for the addition.

Key Issues

Parking & Circulation

The proposal shifts the parent drop-off loop from the corner of Walker and Homes Avenues to well down Homes Avenue, with access to the relocated and expanded parking lot to be accessed from Homes Avenue and Hunter Court. There is no increase in student capacity or vehicle trips planned, and shifting the access is hoped to reduce conflict points on Walker and to better accommodate pick-up and drop-off trips on the school site while reducing impacts to the surrounding streets. The project transportation engineer concludes that with the changes to circulation, Homes and Hunter will operate safely during peak school traffic.

A new turn lane on the school's property is proposed to accommodate additional traffic on Hunter Court, and a five-foot wide bicycle and pedestrian path is proposed on the west side of Hunter Court from the school's new driveway north to the Central Ashland Bikepath (CAB) so students from the CAB can access the campus without interacting with cars on Hunter Court.

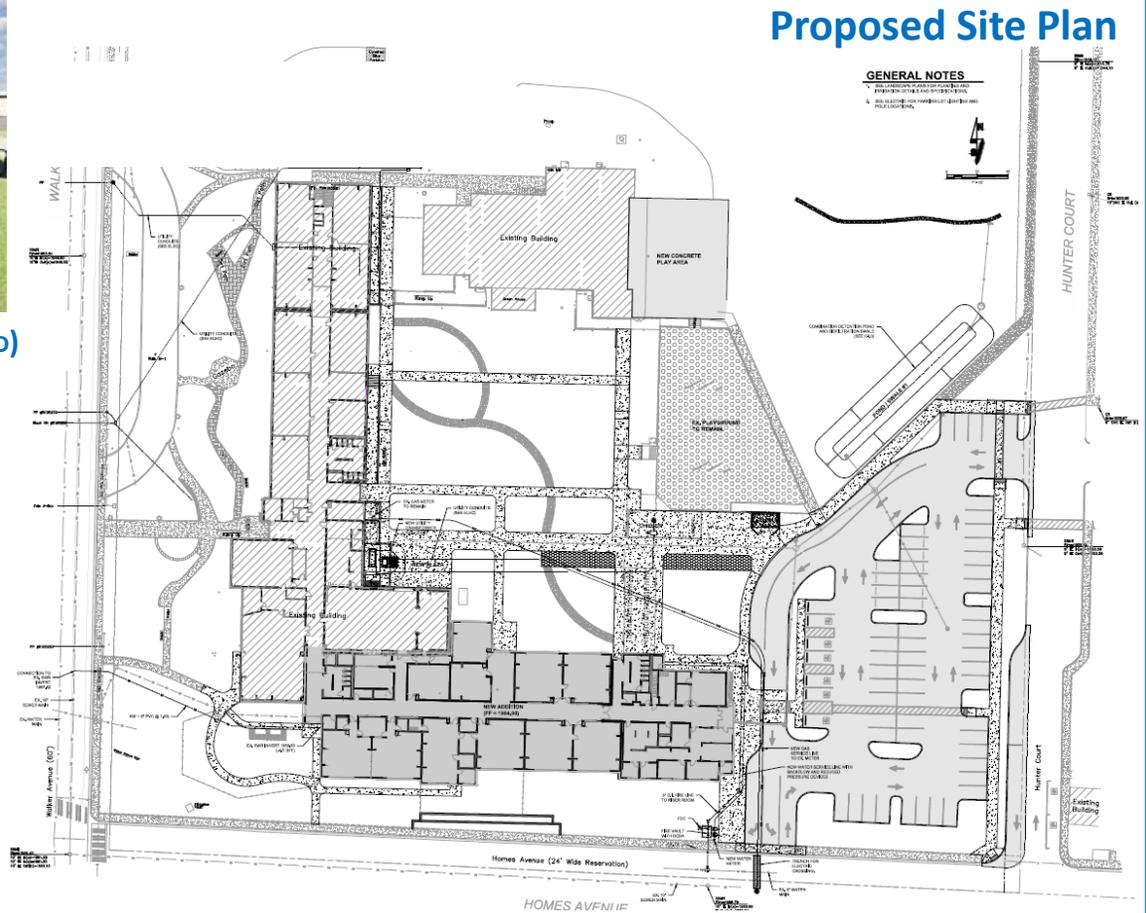
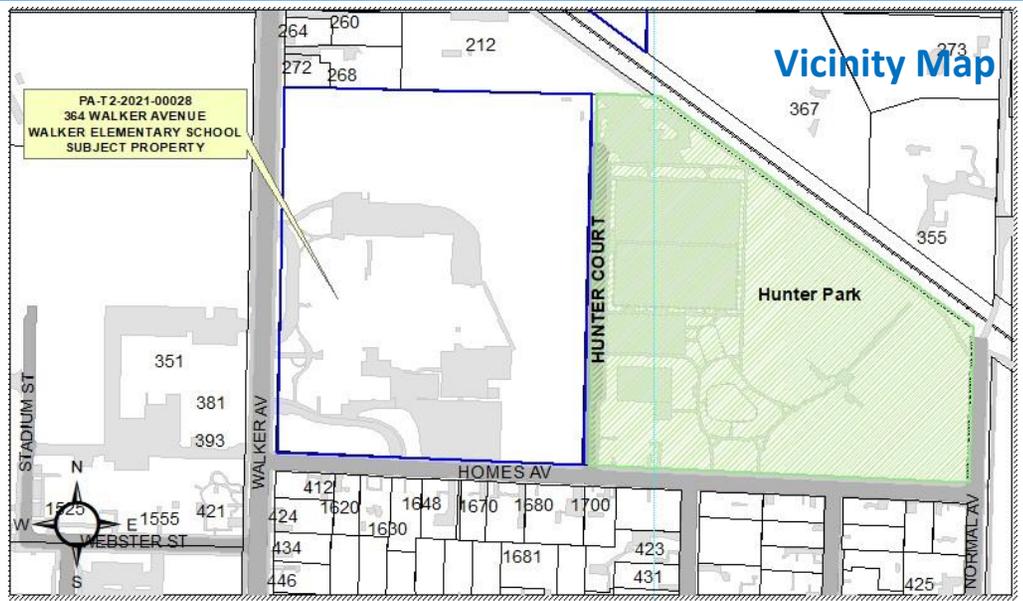
The relocated and expanded parking lot accommodates the full 66 off-street automobile parking spaces required for the school, adding 20 spaces to those presently available. These spaces are to be available to Hunter Park users outside of school hours. A total of 70 bicycle parking spaces are also proposed.

Demolition

An existing 9,700 square foot classroom building will be demolished to accommodate the new addition, relocated and expanded parking lot and new central courtyard area.

Staff Recommendation

Staff recommends that the application be approved with the conditions detailed in the draft findings included in the Planning Commission's July 2021 meeting packet.



DRAFT

BEFORE THE PLANNING COMMISSION

July 27, 2021

IN THE MATTER OF PLANNING ACTION #PA-T2-2021-00028, A REQUEST FOR)
SITE DESIGN REVIEW APPROVAL TO CONSTRUCT A 22,450 SQUARE FOOT,)
SINGLE-STORY ADDITION TO WALKER ELEMENTARY SCHOOL AT 364)
WALKER AVENUE. AS PART OF THE PROPOSAL, THE PARKING LOT AND)
DROP-OFF LANE WOULD BE RELOCATED AND EXPANDED, WITH NEW)
ACCESS TO BE TAKEN VIA HUNTER COURT, THE DRIVEWAY FOR HUNTER)
PARK, AND A NEW COURTYARD WOULD BE CREATED. THE APPLICATION)
ALSO INCLUDES REQUESTS FOR A CONDITIONAL USE PERMIT TO MODIFY)
THE ASHLAND SCHOOL DISTRICT’S MASTER SIGN PERMIT PROGRAM)
(PA #2012-00899) TO ALLOW NEW SIGNAGE FOR WALKER ELEMENTARY)
SCHOOL IN CONJUNCTION WITH THE PROPOSED ADDITION, AND TREE)
REMOVAL PERMITS TO REMOVE 14 TREES. AN EXISTING 9,700 SQUARE FOOT)
CLASSROOM WILL BE DEMOLISHED IN CONJUNCTION WITH THE PROPOSAL.)

DRAFT

**FINDINGS,
CONCLUSIONS &
ORDERS**

APPLICANT: HMK COMPANY)
OWNERS: ASHLAND SCHOOL DIST. #5)
CITY OF ASHLAND/)
ASHLAND PARKS & RECREATION COMMISSION)

RECITALS:

- 1) Tax lot #3600 of Map 39 1E 10 is the Walker Elementary School campus located at 364 Walker Avenue and is zoned Single Family Residential (R-1-5). Tax lot #3500 of Map 39 1E 10 is Hunter Park, a public park which is also zoned Single Family Residential (R-1-5).

- 2) The applicant is requesting Site Design Review approval for a 22,450 square foot, single-story addition to Walker Elementary School at 364 Walker Avenue. As part of the proposal, the parking lot and drop-off lane would be relocated and expanded, with new access to be taken via Hunter Court, the driveway serving Hunter Park, and a new courtyard would be created. The application also includes requests for a Conditional Use Permit to modify the School District’s Master Sign Permit Program (PA#2012-00899) to allow new signage for Walker Elementary School in conjunction with the proposed addition, and Tree Removal Permits to remove 14 significant trees. An existing 9,700 square foot classroom will be demolished in conjunction with the proposal. The proposal is outlined in plans on file at the Department of Community Development.

3) The criteria for Site Design Review approval are detailed in **AMC 18.5.2.050** as follows:

- A. **Underlying Zone:** *The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.*
- B. **Overlay Zones:** *The proposal complies with applicable overlay zone requirements (part 18.3).*
- C. **Site Development and Design Standards:** *The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.*
- D. **City Facilities:** *The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.*
- E. **Exception to the Site Development and Design Standards.** *The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1 or 2, below, are found to exist.*
 - 1. *There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or*
 - 2. *There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.*

4) The approval criteria for a Conditional Use Permit are detailed in **AMC 18.5.4.050.A** as follows:

- 1. *That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.*
- 2. *That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property.*
- 3. *That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone, pursuant with subsection 18.5.4.050.A.5, below. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone.*
 - a. *Similarity in scale, bulk, and coverage.*
 - b. *Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.*
 - c. *Architectural compatibility with the impact area.*
 - d. *Air quality, including the generation of dust, odors, or other environmental pollutants.*
 - e. *Generation of noise, light, and glare.*
 - f. *The development of adjacent properties as envisioned in the Comprehensive Plan.*

- g. *Other factors found to be relevant by the approval authority for review of the proposed use.*
- 4. *A conditional use permit shall not allow a use that is prohibited or one that is not permitted pursuant to this ordinance.*
 - 5. *For the purposes of reviewing conditional use permit applications for conformity with the approval criteria of this subsection, the target uses of each zone are as follows.*
 - b. **R-1**. *Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.*
- 5) The approval criteria for a Tree Removal Permit are described in **AMC 18.5.7.040.B** as follows:
- 1. **Hazard Tree**. *A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.*
 - a. *The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.*
 - b. *The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.*
 - 2. **Tree That is Not a Hazard**. *A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.*
 - a. *The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.*
 - b. *Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.*
 - c. *Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.*
 - d. *Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.*
 - e. *The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.*

- 6) The Demolition and Relocation Standards are described in detail in **AMC 15.04.216** as follows:
- A. *For demolition or relocation of structures erected more than 45 years prior to the date of the application:*
1. *The applicant must demonstrate that either subparagraphs a or b apply:*
 - a. *The structure cannot be rehabilitated or reused on site as part of any economically beneficial use of the property. In determining whether an economically beneficial use can be made of the property, the Demolition Review committee may require the applicant to:*
 - (i) *Furnish an economic feasibility report prepared by an architect, developer, or appraiser, or other person who is experienced in rehabilitation of buildings that addresses the estimated market value of the property on which the building lies, both before and after demolition or removal, or*
 - (ii) *Market the property utilizing a marketing plan approved by the Demolition Review Committee or by advertising the property in the Ashland Daily Tidings and Medford Mail Tribune at least eight times and at regular intervals for at least 90 days and by posting a for sale sign on the property, four to six square feet in size and clearly visible from the street, for the same 90 day period.*
 - b. *The structure proposed for demolition is structurally unsound despite efforts by the owner to properly maintain the structure.*
 2. *In addition to subparagraphs a or b above, the applicant must also:*
 - a. *Submit a redevelopment plan for the site that provides for replacement or rebuilt structure for the structure being demolished or relocated. The replacement or rebuilt structure must be a minimum of 1,000 square feet, unless the structure being demolished or relocated is less than 1,000 square feet. If the structure is less than 1,000 square feet, the replacement structure must be a minimum of 500 square feet. The redevelopment plan must indicate in sufficient detail the nature, appearance and location of all replacement or rebuilt structures. No replacement structure is required, however, if:*
 - (i) *the applicant agrees to restrict the property to open space uses and a finding is made that such restriction constitutes a greater benefit to the neighborhood than redevelopment would, or*
 - (ii) *the structure being demolished or relocated is a nonhabitable accessory structure.*
 - b. *Demonstrate, if the application is for a demolition, the structure cannot be practicably relocated to another site.*
 3. *If a permit is issued and the redevelopment plan:*

- a. *Requires a site review permit, no demolition or relocation may occur until the site review permit has been issued, unless the site is restricted to open space uses as provided in section 15.04.216.A.2.*
 - b. *Does not require a site review permit, no demolition or relocation may occur until the building permit has been issued for the replacement or rebuilt structure, unless the site is restricted to open spaces uses as provided in section 15.04.216.A.2.*
 4. *The Demolition Review Committee may require the applicant to post with the City a bond, or other suitable collateral as determined by the City administrator, ensuring the safe demolition of the structure and the completed performance of the redevelopment plan.*
- B. *For demolition or relocation of structures erected less than 45 years from the date of the application:*
 1. *The applicant:*
 - a. *Has the burden of proving the structure was erected less than 45 years from the date of the application. Any structure erected less than 45 years from the date of the application, which replaced a structure demolished or relocated under section 15.04.216, shall be considered a structure subject to the standards in subsections 15.04.216.*
 - b. *Must submit a redevelopment plan for the site that provides for a replacement or rebuilt structure being demolished or relocated. The replacement or rebuilt structure must be a minimum of 1,000 square feet, unless the structure being demolished ore relocated is less than 1,000 square feet. If the structure is less than 1,000 square feet, the replacement structure must be a minimum of 500 square feet. The redevelopment plan must indicate in sufficient detail the nature, appearance and location of all replacement or rebuilt structures. No replacement structure is required, however, if:*
 - (i) *the applicant agrees to restrict the property to open space uses and a finding is made that such restriction constitutes a greater benefit to the neighborhood than redevelopment would, or*
 - (ii) *the structure being demolished or relocated is a nonhabitable accessory structure.*
 2. *If a permit is issued and the redevelopment plan:*
 - a. *Requires a site review permit, no demolition or relocation may occur until the site review permit has been issued, unless the site is restricted to open space uses as provided in section 15.04.216.B.*
 - b. *Does not require a site review permit, no demolition or relocation may occur until a building permit has been issued for the structure or structures to be*

replaced or rebuilt, unless the site is restricted to open space uses as provided in section 15.04.216.B.

- C. *For any demolition approved under this section, the applicant is required to salvage or recycle construction and demolition debris, in accordance with a demolition debris diversion plan that complies with the requirements adopted the Demolition Review Committee. The applicant shall submit such a plan with the application for demolition.*

For any relocation approved under this section, the applicant must also comply with the provisions of Chapter 15.08. (Ord. 2925, amended, 04/18/2006; Ord. 2891, amended, 11/19/2002; Ord. 2858, amended, 06/20/2000; Ord. 2852, added, 01/21/2000)

7) On April 15, 2020 Governor Kate Brown issued Executive Order #20-16 “*Keep Government Working: Ordering Necessary Measures to Ensure Safe Public Meetings and Continued Operations by Local Government During Coronavirus (COVID-19) Outbreak.*” The Governor’s Order required that public bodies hold public meetings by telephone, video, or through some other electronic or virtual means, whenever possible; that the public body make available a method by which the public can listen to or virtually attend the public meeting or hearing at the time it occurs; that the public body does not have to provide a physical space for the public to attend the meeting or hearing; that requirements that oral public testimony be taken during hearings be suspended, and that public bodies instead provide a means for submitting written testimony by e-mail or other electronic methods that the public body can consider in a timely manner. The Oregon Legislature subsequently passed House Bill #4212 which authorizes local governments to hold all meetings of their governing bodies, including taking public testimony, using telephone or video conferencing technology or through other electronic or virtual means provided that they supply a means by which the public can listen to or observe the meeting. This bill requires that recordings of the meetings be made available to the public if technology allows, and includes provisions similar to the Governor’s order allowing public testimony to be taken in writing via e-mail or other electronic means.

8) The Ashland Planning Commission, following proper public notice, held an electronic initial evidentiary hearing on March 9, 2021. The applicant then provided a 90-day extension to the 120-day timeclock to allow adequate time for their negotiations with the Ashland Parks & Recreation Commission to secure permission for the use Hunter Court.

Once Parks’ agreement was obtained and revised submittal materials provided, the Planning Commission, following property public notice, then held an electronic public hearing on July 13, 2021. In keeping with Executive Order #20-16, both of these meetings were broadcast live on local television channel 9 and on Charter Communications channels 180 & 181, and were also live-streamed over the internet on RVTV Prime at rvtv.sou.edu.

STAFF NOTE: Agreement with AP&RC for Use of Hunter Court

Since the initial hearing in March, the Ashland School District has met with Parks Department staff and the Ashland Parks & Recreation Commission (**AP&RC**) multiple times and received approval to use Hunter Court for access as part of the revised circulation plan for Walker Elementary School at the June 9, 2021 AP&RC meeting. The AP&RC's agreement was predicated on the following:

- ✓ That the School District provide at least a five-foot wide bicycle and pedestrian path surfaced in decomposed granite to allow students to access the school directly from the Central Ashland Bikepath (CAB) without the need to interact with traffic on Hunter Court. *AP&RC noted that specifying a granitic surface was their minimum expectation and that this was not intended to prevent the path from being paved.*
- ✓ That a turn lane be added on the west side of Hunter Court, on the school property, to better accommodate parent traffic. The School District is to re-pave the widened section of Hunter Court from curb-to-curb. AP&RC recognized that the widening would entail the removal of some trees in this section if existing on-street ADA-accessible parking is to be maintained for the Senior Center, and AP&RC indicated that it was supportive the necessary Tree Removal Permit request. *(The turn lane pocket has been lengthened to 75 feet at the recommendation of the applicant's Traffic Engineer to reduce a constriction point near the intersection of Homes Avenue & Hunter Court.)*
- ✓ That the new Walker Elementary School parking lot's parking spaces be available to Hunter Park patrons outside of regular school hours and school events, including during the summer and over other school breaks.
- ✓ That school traffic would be able to use Hunter Court for ingress and egress to the reconfigured parking lot.
- ✓ That a previous request by the Ashland School District to use private storm drainage facilities on the Hunter Park property was withdrawn as the District was able to develop a plan to otherwise address its storm drainage.
- ✓ That this agreement would be revisited in 50 years which coincides with the minimum anticipated lifecycle of the new school building.

As a result of this agreement being reached, the alternative site plan presented at the March 9th evidentiary hearing is no longer proposed, and the improvements now proposed are generally in keeping with the original proposal with some relatively minor adjustments necessary to address the six points above. A condition has been included to require that prior to permit issuance for the new classroom building or associated site work, the applicant shall provide a signed copy of the agreement with the AP&RC.

The application, including all documents, evidence and applicable criteria relied upon by the applicant, and the staff report were made available on-line seven days prior to the public hearing, with in-person review available by appointment, and printed copies available at a reasonable cost. Those wishing to provide testimony were invited to submit written comments via e-mail by 10:00 a.m. on Monday, July 12, 2021, and the applicant was able to provide written rebuttal to this testimony by 10:00 a.m. on Tuesday, July 13, 2021. Comments and rebuttal received were made available on-line and e-mailed to Planning Commissioners before the hearing and included in the meeting minutes. As provided in the Governor's Executive Order #20-16, testimony was also taken electronically during the tele-conferenced meeting from those members of the public who had pre-arranged to provide oral testimony by 10:00 a.m. on Tuesday, July 13, 2021.

After the closing of the hearing and the record, the Planning Commission deliberated and approved the application subject to conditions pertaining to the appropriate development of the site.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the index of exhibits, data, and testimony below will be used:

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, Miscellaneous Exhibits lettered with an "M"

SECTION 2. FINDINGS & CONCLUSIONS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the staff report, written public testimony and the exhibits received.

2.2 The Planning Commission finds that the proposal for Site Design Review approval, Conditional Use Permit, and Tree Removal Permit meets all applicable criteria for Site Design Review described in AMC 18.5.2.050; for Conditional Use Permit described in AMC 18.5.4.050; and for a Tree Removal Permit described in AMC 18.5.7.040.B.

2.3 The Planning Commission concludes that the proposal satisfies all applicable criteria for Site Design Review approval.

The first approval criterion addresses the requirements of the underlying zone, requiring that, *"The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but*

not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.” The Planning Commission finds that the building and yard setbacks and other applicable standards have been evaluated to ensure consistency with the applicable provisions of part 18.2, and all regulations of the underlying R-1-5 zoning will be satisfied. The Planning Commission finds that this criterion is satisfied.

The second approval criterion deals with overlay zones, and requires that, *“The proposal complies with applicable overlay zone requirements (part 18.3).”* The Planning Commission finds that the subject property is located within the Wildfire Lands Overlay, and as such a Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 will need to be provided for the review and approval of the Fire Marshal prior to bringing combustible materials onto the property. New landscaping proposed will need to comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028. Conditions to this effect have been included below and are attached to this approval. Based on the foregoing, the Planning Commission finds that this criterion is satisfied.

The third criterion addresses the Site Development and Design Standards, requiring that *“The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.”*

The Planning Commission notes that the applicable standards here are the Building Placement, Orientation and Design (AMC 18.4.2); Parking, Access and Circulation (AMC 18.4.3); Landscaping, Lighting and Screening (AMC 18.4.4); Tree Preservation and Protection (AMC 18.4.5); and Solar Access (AMC 18.4.8). Public Facilities (AMC 18.4.6) are addressed separately under the next approval criterion, and Signs (AMC 18.4.7) are addressed under the applicant’s request to modify the School District’s Master Sign Permit Program Conditional Use Permit in section 2.4 below.

With regard to the Building Placement, Orientation and Design Standards in AMC 18.4.2, the Planning Commission finds that the Walker Elementary School campus has an established orientation to Walker Avenue, the higher order of the two streets it fronts upon, and the proposed addition has been placed and designed to function with the proposed changes to site circulation while not detracting from the established sense of entry or orientation to Walker Avenue. The application notes that a local historic preservation specialist has been consulted. The historic preservation specialist has indicated that Walker Elementary will likely prove to be a historically significant building and has worked with the applicant team through the design phase in seeking to minimize impacts to the original building’s historical significance while still meeting the needs of the district. To that end, the proposed design is compatible with the existing 1950’s construction of the original portions of the school facing Walker Avenue.

The Planning Commission finds that the existing Walker Elementary School buildings do not occupy the large majority of the project’s street frontage and includes parking and circulation between the buildings and the street. AMC 18.4.2.040.B.6 provides that for sites that do not conform to the Non-Residential Development Standards, an equal percentage of the site must be made to comply with the standards as the percentage of building expansion. In this instance, the Commission finds that with the demolition of a 9,700 square foot classroom building and construction of a new 22,450 square foot classroom building,

approximately 12,750 square feet are being added which equates to an approximately 52 percent addition to the existing 24,650 square foot school. The Commission finds that the removal of the parent pick-up and drop-off loop between the building and the intersection of Walker Homes Avenues, the relocation of parking and circulation to the rear of the building, and the placement of the addition nearer to, and extending eastward along, Homes Avenue proportionally addresses these non-conformities.

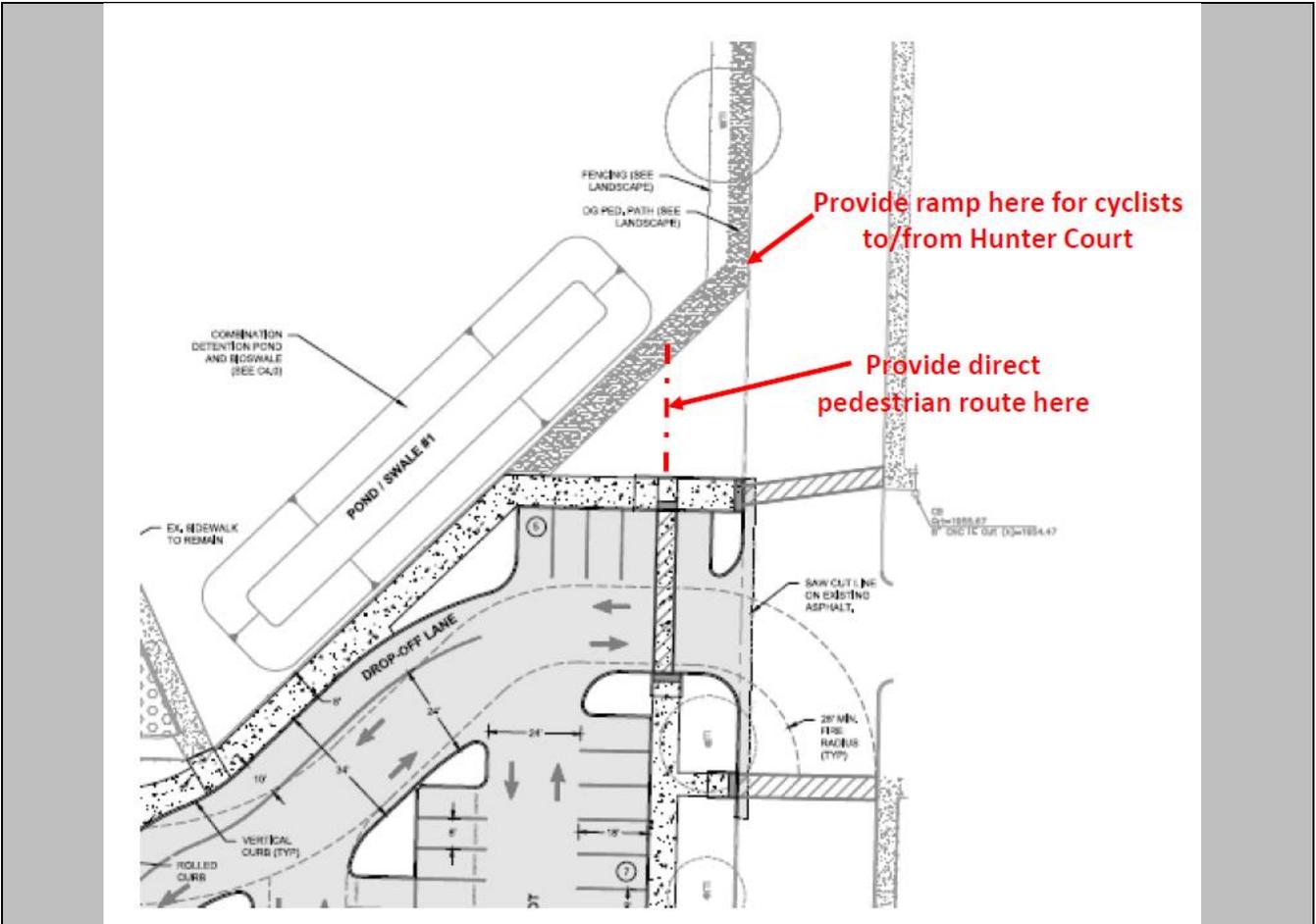
With regard to the Parking, Access and Circulation standards in AMC 18.4.3, the Planning Commission notes that the off-street automobile parking requirement for an elementary school is the greater of 1.5 spaces per classroom or one space per 75 square feet of public assembly area. The application materials explain that the public assembly area on campus is the 4,938 square foot gymnasium which requires 66 off-street parking spaces (**4,938 square feet/75 square feet per space = 65.84 spaces**). The Planning Commission finds that the 66 automobile parking spaces proposed satisfy the off-street parking requirements for Walker Elementary School.

The Commission further notes that the bicycle parking requirement for elementary schools is that one sheltered bicycle parking space be provided for every five students. The application explains that the student capacity for Walker Elementary is up to 350 students, which means that 70 sheltered bicycle parking spaces are required (**350 students/1 space per 5 students = 70 spaces**). The application notes that there are presently only 22 covered bicycle parking spaces on campus, located on the north side of the gym building, and proposes to add two banks with of 24 bicycle parking spaces [22 existing spaces + (2 x 24 proposed spaces) = 70 total spaces]. The Planning Commission finds that with the addition of two banks of 24 sheltered bicycle parking spaces, the bicycle parking requirements for the school satisfy the requirements of AMC 18.4.3.070. Conditions have been included below to insure that the racks installed are consistent with the bicycle parking design (AMC 18.4.3.070.I) and bicycle parking rack (AMC 18.4.3.070.J) standards.

The Planning Commission finds that the relocated parking lot is consistent with the parking area design and pedestrian access and circulation standards. Hunter Court, the driveway serving Hunter Park, will now also serve the school and is to be improved with street-like features on the school side including a sidewalk, curb, ramps and street trees adjacent to the parking lot, with walkways connecting through the parking lot to the new classroom building, to the north along Hunter Court to the Central Ashland Bikepath, and across Hunter Court into Hunter Park.

STAFF NOTE: Pedestrian Access & Circulation (AMC 18.4.3.090)

The Pedestrian Access & Circulation Standards in AMC 18.4.3.090.B.2.a call for a pedestrian route *“that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.”* In staff’s view, the circulation adjacent to the northernmost driveway on Hunter Court should be adjusted so that the walkway crossing the driveway has a direct connection to the proposed path to the north, and the path to the north should have a ramp for cyclists using Hunter Court, as illustrated below:



In addition, the Public Works/Engineering Division has recommended that at the crosswalk crossing Hunter Court the applicant will need to install fully-accessible ADA ramps (meeting federal and state standards) on both the west and east sides of Hunter Court so that someone crossing can cross completely to ensure that accessibility is provided to all users.

Condition to this effect have been included below.

The parking lot will include requisite landscaping buffers, the planting of new parking lot shade trees, and a bio-swale for the on-site detention and treatment of stormwater on-site. Parking lot shade trees are to include a mix of Zelkovas, Maples and Kentucky Yellowwood trees, all of which have been selected for their large canopies, for not causing root damage, and for not dropping materials on vehicles or pedestrians.

With regard to the Landscaping, Lighting and Screening standards in AMC 18.4.4, the Planning Commission finds that the application includes a proposed landscape plan created by a local landscape architect and uses a variety of deciduous trees, shrubs, and ground covers. Due to the wildfire hazards

overlay, no evergreen trees are proposed. The plants selected are appropriate for the local climate and exposure, and water-tolerant species are proposed within the stormwater detention facilities. The planting plan allows for natural surveillance of the public space. New street trees are proposed along Homes Avenue behind the sidewalk. There is a large stature Raywood Ash tree on the Hunter Court frontage that is preserved with the proposed street improvements. Additional street trees are proposed behind the sidewalk and in the landscape park row planting strip between the parking area and Hunter Court. The proposed landscaping plant materials are low water use and meet the requirements of 18.4.4.030.I.

With regard to the Tree Preservation and Protection standards in AMC 18.4.5, the Planning Commission finds that the application materials include a Tree Protection and Removal Plan which identifies the trees on and adjacent to the property, and identifies those which are to be removed and protection for those that are to be preserved. The application explains that 14 significant trees are proposed for removal and require Tree Removal Permits, and that the removals are proposed because the trees are within the areas of construction of the addition, the relocated parking area, or the improvements adjacent to Hunter Court and would be unable to survive the impacts from construction. The Planning Commission finds that the tree protection measures proposed are consistent with the standards, and conditions have been included below to require that 14 mitigation trees be identified in the final landscape plan provided with the building permit submittals, and that tree protection be installed and site-verified by the staff advisory prior to site work, staging or storage of materials.

STAFF NOTE: Tree Commission Review

While this action was scheduled for review by the Ashland Tree Commission in conjunction with the initial public hearing in March, uncertainty over the use of Hunter Court meant that Tree Commission review was delayed. As this is being written, the Tree Commission has not yet reviewed the current proposal, but they are scheduled to do so on Thursday, July 8th and their comments and recommendations will be provided to the Planning Commission prior to the July 13th public hearing and included as part of the staff presentation on the 13th. Condition #9.d.6) as currently written includes language to incorporate the recommendations of the Tree Commission into the final landscape plan. This condition will be modified prior to findings adoption to detail the specific recommendations the Tree Commission which the Planning Commission decides to attach to the decision.

With regard to the Solar Access standards in AMC 18.4.8, the Planning Commission finds that the R-1-5 zoned Walker Elementary School property is subject to solar access “Standard A” which limits shading over the properties north property line to no greater shadow than would be cast by a six-foot fence on the property’s north property line. With the subject property having a north slope of approximately -0.032, a solar setback of approximately 33’11” is required for the proposed addition’s 20-foot parapet height [(20 feet – 6 feet)/(0.445 - 0.032) = 33.89 feet required solar setback]. Here, the single-story addition is being placed at the south end of the property, and is roughly 570 feet from the north property line. As such, the Planning Commission finds that the proposed addition easily complies with the Standard A solar setback.

The Planning Commission concludes that the third approval criterion has been satisfied.

The fourth approval criterion addresses city facilities, specifically requiring that, *“The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.”* The Planning Commission finds that adequate capacity of city facilities, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.

The Commission notes that existing public facilities are in place and currently serve the Walker Elementary School campus and its buildings. The applicant asserts that adequate city facilities exist to service the proposed new classroom building, and further indicates that the proposal substantially upgrades the storm drainage facilities, which are currently inadequate. The applicant emphasizes that the civil engineering plans (Sheets C2.1 Erosion Control Plan, C3.0 Overall Civil Site Plan, C.4 Overall Grading Plan, C.5 Overall Site Utility Plan) provide necessary details to demonstrate proposed site development and construction can comply with city standards. The applicant further details:

- **Water:** There is a four-inch main in Walker Avenue, and a six-inch main in Homes Avenue. Fire hydrants are in place on Walker Avenue, Homes Avenue and Hunter Court. A new fire vault will be installed to the west of the relocated driveway from Homes Avenue. The water line sizes are substantial and provide adequate water pressure for the additional classroom area and the fire suppression system.
- **Sewer:** There is an eight- and ten-inch sewer lines in place in Walker Avenue; a ten-inch sewer main within the Homes Avenue right-of-way; and a six-inch sanitary sewer line in Hunter Court. A new sanitary sewer later is proposed to extend from the new addition to Walker Avenue. After discussions with Public Works, there are no known sewer capacity issues.
- **Electrical:** There are overhead electrical facilities in place along Walker Avenue, and private electrical facilities (i.e. junction boxes, vaults) in place. The project team is unaware of any capacity issues. A new transformer is proposed on the east side of Walker Avenue, north of the bus loop, to serve the additional classroom space and upgrade the existing services. The applicants also note that new LED lighting automatic shut-off timers will be used throughout to gain conserve power with the project.
- **Urban Storm Drainage:** There are existing eight-inch storm sewer mains in place in the Walker Avenue right-of-way and in Hunter Court. The application proposes substantial stormwater quality improvements with a large, landscaped bio-swale to be constructed on the north side of the new parking lot to meet the city’s stormwater quality design standards and Department of Environmental Quality (DEQ) permitting standards.
- **Paved Access & Adequate Transportation:** Walker Avenue is considered an Avenue in the Transportation System Plan (TSP), and is currently improved with paving, curbs, gutters, and curbside sidewalks along the subject property’s frontage with a 33-foot curb-to-curb width in a 60-foot right-of-way. Other than the removal of the current parent drop-off and pick-up looped driveway near the corner, no modifications are proposed to the Walker Avenue frontage.

Homes Avenue is also considered a neighborhood street in the TSP. City street design standards would typically call for a right-of-way width of from 47- to 57-feet, depending on the on-street parking configuration, however the existing Homes Avenue right-of-way is only 16-feet with an additional 24-foot “street reservation” in place along the north (i.e. school) side which contains paving, curbs, gutters and curbside sidewalks. The existing curb-to-curb improvement is 26 feet in width. With the current Site Design Review request, a condition of approval has been included to require that this “street reservation” be formally dedicated as public right-of-way. With the proposal, an existing parent drop-off and pick-up looped driveway near the Homes and Walker Avenues intersection will be relocated to the east toward Hunter Court.

The existing parking lot for staff, parents and visitors is accessed via a curb cut from Homes Avenue. This parking area lacks required landscape buffers, and there are no landscape islands, no designated pedestrian access, and no parking lot shade trees. Just to the west of this parking lot’s driveway is the parent drop-off loop which enters from Homes Avenue and exits to Walker Avenue. The existing driveways on Homes Avenue are further from the intersection than required under the controlled access standards in AMC 18.4.3.080.C.3, but the two driveways are relatively close together, at roughly 40 feet apart, given the traffic volumes during drop-off and pick-up times. For Homes Avenue, a combination of factors including the narrow right-of-way and narrow improved street width, vehicular turning movements, heavier pedestrian activity in addition to pick-up and drop-off traffic lead to congestion at the intersection of Walker and Homes not only from Walker Elementary, but also from Ashland Middle School, which is located a short distance to the north along Walker Avenue and sees parent drop-off and pick-up traffic at roughly the same times.

Hunter Court is identified in the Transportation System Plan (TSP) as a future neighborhood street, however it is not dedicated as public right-of-way and is instead located on the private tax lot for Hunter Park and serves as a private driveway for park patrons. Existing improvements include paving, curbs and gutters with a five-foot curbside sidewalk on the east (park) side. From Homes Avenue north, the first 130-feet of Hunter Court has an approximate curb-to-curb width of 25-feet, after which it widens to approximately 37 feet. The narrower width section was installed to accommodate the Senior Center, which predates Hunter Court’s construction. In allowing the school to utilize Hunter Court, the Ashland Parks & Recreation Commission (AP&RC) sought to have the new school driveway align with the driveway across Hunter Court serving the pool, to increase the paved width to avoid constriction points in the narrower segment near the intersection with Homes Avenue, and to ensure that student bicycle and pedestrian circulation from the Central Ashland Bikepath (CAB) onto the campus was provided for without elementary school-age students having to directly interact with cars on Hunter Court.

The application materials explain that with the current site layout at Walker Elementary is that there is inadequate parking in place for the school (i.e. 46 spaces are in place, while 66 spaces are required under current standards) and inadequate space for safe student drop-off and pick-up separate from both the surrounding street traffic and from parking lot circulation. The proposal shifts the parent drop-off loop from the corner of Walker and Homes Avenues to well down Homes Avenue, with

access to the relocated and expanded parking lot to be accessed from Homes Avenue and Hunter Court. There is no increase in student capacity or vehicle trips associated with the proposal, and shifting the access seeks to reduce conflict points on Walker Avenue while better accommodating pick-up and drop-off trips on the school site to reduce impacts to the surrounding streets. A new turn lane on the school's property is proposed to accommodate additional traffic on Hunter Court, and a five-foot wide bicycle and pedestrian path is proposed on the west side of Hunter Court from the school's new driveway north to the Central Ashland Bikepath. The proposed modifications to the site layout and access bring the property closer to compliance with design standards by shifting the parking spaces and student drop-off area to the rear of the building, away from Walker Avenue and Homes Avenue, increasing separation between intersections, providing the required number of parking spaces, planting parking lot shade trees and providing landscape bio-swale for the treatment of stormwater on the site. A condition has been included below to require that the turn-lane area to be installed on school property include a "street reservation" so that if Hunter Court is ultimately dedicated as a public street this area can be included in the right-of-way.

A five-foot granite path is proposed to be installed on the west (school) side of Hunter Court to connect the Central Ashland Bikepath(CAB) to campus north of the new driveway as required by the AP&RC. New pedestrian crossings will be provided at the driveway, and south of the new driveway Hunter Court is to be widened to provide two travel lanes as well as landscaped parkrow and sidewalk. Existing trees along Hunter Court are proposed to be removed to accommodate these improvements, including a large multi-trunked Ash (Tree #16). In the discussions between the applicant and the Ashland Parks & Recreation Commission (AP&RC) it was noted that these tree removals were necessary to accommodate the proposed improvements while retaining two on-street accessible parking spaces which serve the Ashland Senior Center in Hunter Park. The application also proposes to provide a new ADA-accessible pedestrian ramp and crossing of Hunter Court.

The application includes a technical memo from Sandow Engineering which evaluates the access and vehicle routing for the proposal. This memo indicates that entering vehicle routes will not change substantially enough to have a different effect on the street system, outside of the specific changes to Homes Avenue, than the existing access. Similarly, Sandow finds that exiting trips will likely have no change in their routing, and will likely travel out to Walker Avenue rather than crossing turning traffic to head toward Normal Avenue when Walker Avenue provides a quicker, safer and easier route to either Ashland Street or Siskiyou Boulevard. The Technical Memo indicates that the relocation of the access point will reduce conflict points and improve overall safety (for automobiles, pedestrians and bicycles) along Walker Avenue, and explains that the current drop-off loop allows 11 vehicles to queue on-site before they spill into Homes Avenue, where an additional ten cars can queue before they impact the intersection of Walker and Homes, where they have the potential to frequently block the intersection. The memo notes that with the proposed changes to the circulation plan, the available queuing area on campus increases to 15 vehicles, with room for another 11 to queue on Hunter Court before Homes Avenue is impacted. Sandow's memo includes specific recommendations:

- White pavement markings be provided to delineate pick-up and drop-off circulation.
- That the five parking spaces north of the new parking lot be designated spaces (staff or authorized parking only) to keep them from being used during pick-up and drop-off times.
- No on-street parking on the north side of Homes Avenue from Hunter court to 25 feet west of the site driveway during drop-off and pick-up times.
- No parking on the west side of Hunter Court from Homes Avenue to the new driveway during drop-off and pick-up times.
- That the turn lane proposed on Hunter Court be a minimum of 75 feet in length.

Sandow concludes that as discussed, Homes Avenue, the site’s driveway, and Hunter Court will operate safely within typical peak school traffic conditions and will provide adequate and safe access and circulation for school traffic. Conditions have been included below to make the traffic engineer’s recommendations conditions of this approval.

The Planning Commission finds that facilities are in place to serve the existing campus buildings, that adequate key city facilities can and will be provided to serve the new classroom building, and that based on applicant and staff consultations with representatives of the various City departments (i.e. water, sewer, streets and electric) the proposed addition will not cause a City facility to operate beyond capacity. The Commission further finds that the project is intended to improve accessibility, safety, security and site circulation, but with the demolition and addition proposed, student enrollment capacity, staffing and anticipated vehicle trip generation are not increasing. The application includes civil drawings to address the changes in site grading, drainage, utilities and access associated with the proposal, and includes a determination by the project traffic engineer that with the proposed changes to circulation, Homes Avenue and Hunter Court will operate safely during peak school traffic. Conditions have been included below to require that final civil drawings detailing the final utility and infrastructure improvements be provided for review and approval prior of the Building, Planning, Fire, Public Works and Electric Departments prior to building permit issuance.

The Commission concludes that this criterion has been satisfied.

The final criterion for Site Design Review approval addresses “*Exception to the Site Development and Design Standards.*” No exceptions have been request, and the Commission concludes that this criterion is not applicable here.

The Planning Commission concludes that as detailed above and with the conditions discussed, the proposal complies with the requirements for Site Design Review approval.

2.4 The Planning Commission finds that the proposal satisfies the applicable standards for Conditional Use Permit approval with regard to modification to the School District’s approved sign permit program under AMC 18.4.7.120 which provides that, “*Governmental agencies may apply for a Conditional Use Permit to place a sign that does not conform to this chapter when it is determined that, in addition to meeting the criteria for a conditional use, the sign is necessary to further that agency's public purpose.*”

Walker Elementary School's signage is incorporated into the district's master sign permit program under Planning Action PA-2012-00899. Approved signage for Walker Elementary included two wall signs, noting that one wall sign was existing in 2012 to identify the school along the front of the building facing Walker Avenue. A second wall sign is not clearly identified, although the proposal discussed eventually completing a wall graphic as student art to encourage school pride, improve student art skills, enhance the school's appearance and create a sense of community. This wall graphic was to be reviewed and approved by the Public Arts Commission. Wall sign size/area was also not clearly discussed for Walker, although other campus signage allowed for one foot of sign area for each lineal foot of building frontage for "proportional appropriateness" and no greater than 60 square feet (which is similar to the commercial wall sign area limits). The building frontage along Homes here is significantly more than 60 linear feet, and the new sign proposed is 52.5 square feet. Other approved signage included an existing ground sign with reader board at the corner of Walker and Homes to identify the school and announce special events, activities, holidays and PTA events. Additionally, the sign program allowed for two directional signs per driveway entrance/exit to guide students, parents and visitors who are driving but not necessarily aware of traffic patterns, and miscellaneous signs such as temporary banners to evoke school pride and student participation in various school events. These temporary miscellaneous signs are to be posted for one week, removed the day after the event, and are limited to four events per year.

The first criterion for Conditional Use Permit approval is *"That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program."* The application materials explain that the proposal seeks to modify the existing Ashland School District Sign Program for Walker Elementary School by adding a wall sign along on the Homes Avenue façade of the new classroom building which would read "Walker Elementary School" in 18-inch tall letters approximately 35 feet long which equates to a sign area of approximately 52.5 feet. This is within the 60 square foot wall signage area limitation that would apply to a commercial building, and similar to other wall sign limits discussed in the sign permit program. The wall where the sign would be placed is more than 35 feet from Homes Avenue.

The second approval criterion is *"That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property."* Public facilities are addressed in detail above. The Planning Commission finds that the proposed signage will have no effect on the provision of public facilities.

The third criterion for a Conditional Use Permit is *"That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone, pursuant to subsection 18.5.4.050.A.5, below. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone: a. Similarity in scale, bulk, and coverage; b. Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities; c. Architectural compatibility with the impact area; d. Air quality, including the generation of dust, odors, or other environmental pollutants; e. Generation of noise, light, and glare; f. The development of adjacent properties as envisioned in the Comprehensive Plan; and g. Other factors found to be relevant by the approval authority for review of*

the proposed use.” The application materials explain that the target use for the property within the R-1-5 zone would be residential development with a minimum density of approximately 44 residential parcels, and asserts that the proposed signage for the school will not have any greater adverse material effects on the livability of the impact area than would residential development of the full density allowed. The application emphasizes that the installation of additional signage to identify the building from Homes Avenue and delineate the entrance will not adversely affect the neighborhood as it will not be illuminated, and will not negatively impact the expansive façade of the school’s frontage. The application recognizes that while schools are not similar in bulk, scale, or coverage to structures in the surrounding residential area, they serve the surrounding neighborhood and are in similar scale to nearby public buildings including the Ashland Middle School and buildings on the nearby Southern Oregon University campus. The application concludes that the proposed signage is intended to identify the specific school for the neighborhood population served by the school.

The final approval criterion is that, “*A conditional use permit shall not allow a use that is prohibited or one that is not permitted according to this ordinance.*” The Planning Commission finds that a public school is an outright permitted use within the R-1-5 zoning district here, and further finds that the sign code allows that, “*Governmental agencies may apply for a Conditional Use Permit to place a sign that does not conform to this chapter when it is determined that, in addition to meeting the criteria for a conditional use, the sign is necessary to further that agency's public purpose.*”

In approving the schools’ original sign program, the Planning Commission noted that the school district was a unique public entity serving a large and diverse audience including students, parents, visitors and the general public and providing both educational services and public gathering places, and that appropriate signage improved transportation to and through the school property for this audience by providing clear visual markers. The Commission finds that the proposed additional signage for the new classroom here is in keeping with that original sign program approval and will continue to support the school’s public purpose. The Planning Commission concludes that as detailed above, the proposal complies with the requirements for Conditional Use Permit approval and furthers the school’s public purpose.

2.5 The Planning Commission finds that the proposal satisfies the applicable standards for Tree Removal Permits to remove 14 significant trees.

The first approval criterion for a Tree Removal Permit to remove a tree that is not a hazard is that, “*The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.*” The Commission notes that 14 significant trees are proposed for removal, and that the application materials explain that the removals are to permit the proposal to be consistent with applicable ordinance requirements and standards, including applicable Site Development and Design Standards. The Planning Commission finds that the removals are proposed to accommodate the addition of a new classroom building and to accommodate the widening of Hunter Court as part of a new site circulation plan intended to better accommodate school traffic on the school property and on Hunter Court to limit impacts to the surrounding public street. The Commission further finds that the Ashland Parks & Recreation Commission has expressed support for the removals necessary for the widening of Hunter Court in order

to maintain existing on-street accessible parking on Hunter Court necessary to serve the adjacent Senior Center.

The second approval criterion is that, *“Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.”* The applicant indicates that the requested tree removals will not have significant negative impacts on erosion, soil stability, the flow of surface waters, protection of adjacent trees, or existing windbreaks, and further explains that the areas where trees are to be removed will be redeveloped with structures, hardscaping, or will re-landscaped. The application materials also emphasize that there are more than 100 trees on the campus and adjacent to Hunter Court on the adjacent Hunter Park property.

The third criterion is that, *“Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.”* The application materials indicate that there are more than 100 trees on the subject property and along the Hunter Court corridor, and further suggest that the proximity to Hunter Park, which is heavily vegetated, provides substantial species diversity, canopy coverage, and tree densities within 200 feet of the subject property. The application materials conclude that the proposal replaces canopy, tree densities, sizes, and species diversity with required mitigation trees.

The fourth criterion for Tree Removal Permit approval notes that, *“Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.”* The Commission finds that there is no residential component associated with the current application.

The final Tree Removal criterion is that, *“The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.”* The Commission finds that mitigation trees sufficient to meet this requirement are proposed throughout the property. There are 14 significant trees proposed for removal, and the landscape plan includes more than 30 replacement trees including Kentucky yellow trees, zelkova, maple, and lindens, and includes the planting of new required street trees and 26 proposed shade trees for the parking areas to reduce the microclimatic impacts of the pavement.

The Commission finds that the remaining trees which are to be preserved are proposed to be protected with six-foot tall chain link fencing as recommended by the arborist and required in the City’s Tree Preservation & Protection Ordinance (AMC 18.4.5). Conditions have been included to require tree protection fencing installation and verification before site work.

STAFF NOTE: Tree Commission Review

While this action was scheduled for review by the Ashland Tree Commission in conjunction with the initial public hearing in March, uncertainty over the use of Hunter Court meant that Tree Commission review was delayed. As this is being written, the Tree Commission has not yet reviewed the current proposal, but they are scheduled to do so on Thursday, July 8th and their comments and recommendations will be provided to the Planning Commission prior to the July 13th public hearing and included as part of the staff presentation on the 13th. Condition #9.d.6) as currently written includes language to incorporate the recommendations of the Tree Commission into the final landscape plan. This condition will be modified prior to findings adoption to detail the specific recommendations the Tree Commission which the Planning Commission decides to attach to the decision.

The Planning Commission concludes that as detailed above and with the conditions discussed, the proposal complies with the requirements for Tree Protection and for Tree Removal Permits to remove 14 significant trees.

2.6 With regard to the proposed demolition of the 9,700 square foot classroom, the Planning Commission notes that the demolition and relocation of existing buildings is regulated through AMC Chapter 15 “*Buildings and Construction*” with approval of permits by the Building Official and the potential for appeal to the Demolition Review Committee. The Commission finds that the applicant has indicated that the 9,700 square foot classroom building is to be demolished as part of the larger, bond-funded project which includes the construction of a new 22,450 square foot classroom building, the creation of a central courtyard, and reconfiguration of the on-site parking and circulation plan. A condition has been included below to make clear that the applicant will need to obtain requisite permits for demolition through the Building Official prior to commencement of demolition work.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Site Design Review, Conditional Use and Tree Removal permit approvals to construct a new 22,450 square-foot, single-story addition and associated changes to the campus site planning, modify the school’s approved signage and remove 14 significant trees is supported by evidence contained within the whole record.

For the Commission, the proposed addition has been thoughtfully designed and placed with the help of a local historic preservation consultant to ensure that the building will not detract from or compete with the original portion of the building oriented to Walker Avenue. The proposed placement creates a better relationship to Homes Avenue, helps to frame a more central courtyard area, and supports a reorganization the parking and circulation plan which, with the use of Hunter Court, will help to lessen the impacts of parent drop-off and pick-up traffic to the surrounding public streets by better accommodating queuing off-street.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #PA-T2-2021-00028. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2021-00028 is denied. The following are the conditions and they are attached to the approval:

1. That all proposals of the applicant are conditions of approval unless otherwise modified herein, including but not limited to the applicant adding an additional lane and repaving Hunter Court from curb-to-curb, and providing a pedestrian and bicycle path for students from the Central Ashland Bikepath, as illustrated in the draft agreement with the Ashland Parks and Recreation Commission provided.
2. That the plans submitted for the building permit shall be in conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this approval shall be submitted and approved prior to the issuance of a building permit.
3. That a sign permit shall be obtained prior to the installation of signage. Signage shall be consistent with that described herein and shall be placed in a manner consistent with the vision clearance standards of AMC 18.2.4.040.
4. That all requirements of the Fire Department shall be satisfactorily addressed, including approved addressing; fire apparatus access including aerial ladder access, turn-around, firefighter access pathways and work area; fire hydrant spacing, distance and clearance; fire flow; fire sprinkler system if applicable; fire extinguishers; limitations on gates or fences; providing required fuel breaks; and meeting the general fuel modification area standards.
5. That mechanical equipment shall be screened from view from the surrounding streets, and the location and screening of all mechanical equipment shall be detailed on the building permit submittals.
6. That the applicant shall obtain applicable demolition permits through the Building Division if deemed necessary by the Building Official prior to the commencement of any building demolition on site.
7. That the applicant shall dedicate the existing 24-foot wide street reservation area on the north side of Holmes Avenue as public right-of-way prior to final occupancy approval for the project. In addition, the applicant shall provide a consent to dedicate or street reservation of the widened portion of Hunter Court which would be dedicated as public street should the remainder of Hunter Court ever become a public street.
8. That the recommendations of the Public Works/Engineering Division shall be conditions of approval here, including but not limited to the requirements that new accessible ramps meeting federal and state standards shall be installed on both sides of the crosswalk where Hunter Court meets Homes Avenue (near the Senior Center); that permits be obtained prior to work in the public rights-of-way; and that necessary stormwater permits be obtained.

9. That building permit submittals shall include:
 - a. The identification of all easements, including but not limited to public or private utility, irrigation and drainage easements, fire apparatus access easements, and public pedestrian access easements.
 - b. The identification of exterior building materials and paint colors for the review and approval of the Staff Advisor. Colors and materials shall be consistent with those described in the application and very bright or neon paint colors shall not be used.
 - c. Specifications for all exterior lighting fixtures. Exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
 - d. Revised landscape and irrigation plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals. These revised plans shall address: 1) required size and species-specific planting details and associated irrigation plan modifications, including the requirements for programmable automatic timer controllers and a maintenance watering schedule with seasonal modifications; 2) final lot coverage and required landscaped area calculations, including all building footprints, driveways, parking, and circulation areas, and landscaped areas. Lot coverage shall be limited to no more than 50 percent, and the calculations shall demonstrate that the requisite 50 percent landscaping and seven percent parking lot landscaping are provided; 3) the mitigation requirements of AMC 18.5.7 by detailing the mitigation for the 14 significant trees to be removed on a one-for-one basis through replanting planting on-site, replanting off-site, or payment to the city's Tree Fund in lieu of replanting; 4) sight-obscuring screening of the parking lot with a landscape buffer in keeping with the requirements of AMC 18.4.3.080.E.6.a.iv and 18.4.4.030.F.2.; 5) the staff recommendations that the driveway crossing connect directly (in a straight line) to the five-foot path leading to the Central Ashland Bikepath and that a ramp for bicycles to access this path from Hunter Court be provided where the path turns into the campus; and 6) the recommendations of the Tree Commission from their July 8, 2021 regular meeting.
 - e. A Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
 - f. Final storm water drainage, grading and erosion control plans for the review and approval of the Engineering, Building and Planning Departments. The storm water plan shall address Public Works/Engineering standards requiring that post-development peak flows not exceed pre-development levels. Any necessary drainage improvements to address the site's storm water shall be provided at the applicants' expense. Storm water from all new impervious surfaces and run-off associated with peak rainfall events must be collected on

site and channeled to the city storm water collection system (*i.e.*, *curb gutter at public street, public storm pipe or public drainage way*) or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.

- g. A final utility plan for the project for the review and approval of the Engineering, Planning and Building Divisions. The utility plan shall include the location of any necessary connections to public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins. The utility plan shall also address Water Department requirements relative to cross connections and premises isolation. Meters, cabinets, vaults and Fire Department Connections shall be located outside of pedestrian corridors and in areas least visible from streets, sidewalks and pedestrian areas, while considering access needs. Any necessary service extensions or upgrades shall be completed by the applicant at applicant's expense.
- h. A final electric design and distribution plan including load calculations and locations of all primary and secondary services including any transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric, Engineering, Building and Planning Departments prior to the issuance of excavation or building permits. Transformers, cabinets and vaults shall be located outside the pedestrian corridor in areas least visible from streets, sidewalks and pedestrian areas, while considering the access needs of the Electric Department. Any necessary service extensions or upgrades shall be completed at the applicant's expense.
- i. That the applicants shall provide final engineered plans for any work in the street rights-of-way including any changes to sidewalks, driveway aprons or pedestrian crossings for the review of the Planning and Public Works/Engineering Departments.
- j. Identification of required bicycle parking, which includes a total of 70 covered bicycle parking spaces. Inverted u-racks shall be used for the new outdoor bicycle parking, and all bicycle parking shall be installed in accordance with the standards in 18.4.3.070.I, inspected and approved prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met.
- k. A signed copy of the agreement with the Ashland Parks & Recreation Commission for the use of Hunter Court shall be provided with the building permit submittal and prior to any site work on the new parking lot or driveways.

- 10. That prior to any site work including staging, storage of materials, demolition or tree removal, the applicant shall mark the trees to be removed and install protection fencing for the trees to be retained, and obtain a Tree Verification Inspection so that the Staff Advisor can verify that the

trees identified on site for removal are consistent with the approved plan, and that those trees to be protected have tree protection fencing in place in a manner consistent with the approved plans.

11. That prior to the issuance of a building permit all necessary building permits fees and associated charges, including permits and connections fees for any new utilities, and applicable system development charges for water, sewer, storm water, parks, and transportation (*less any credits for existing structures*) shall be paid.
12. That prior to the issuance of a certificate of occupancy or final project approval:
 - a. That the required automobile and bicycle parking shall be installed according to the approved plan, inspected and approved by the Staff Advisor.
 - b. All hardscaping including the sidewalk corridor, on site circulations routes, parking lots and driveways; Hunter Court improvements; landscaping; and the irrigation system shall be installed according to the approved plans, inspected, and approved by the Staff Advisor.
 - c. That the screening for the trash and recycling containers shall be installed in accordance with the Site Design and Development Standards prior to the issuance of a certificate of occupancy. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.4.4.040.
 - d. That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
 - e. All required utility service and equipment installations and street frontage improvements, shall be installed under permit from the Public Works Department and in accordance with the approved plans, inspected and approved by the Staff Advisor.
 - f. 14 replacement trees to mitigate the trees removed shall be planted and irrigated according to the approved plan, or alternative mitigation demonstrated.
13. As proposed by the applicant, perimeter gates shall remain unlocked during non-school hours so as to not limit or restrict access school playgrounds and greenspaces.
14. That the recommendations of the Sandow Engineering Tech Memo dated April 27, 2021 shall be conditions of this approval, including that:
 - a. White pavement markings be provided to delineate pick-up and drop-off circulation.
 - b. That the five parking spaces north of the new parking lot be designated spaces (staff or authorized parking only) to keep them from being used during pick-up and drop-off times.
 - c. No on-street parking on the north side of Homes Avenue from Hunter court to 25 feet west of the site driveway during drop-off and pick-up times.
 - d. No parking on the west side of Hunter Court from Homes Avenue to the new driveway during drop-off and pick-up times.
 - e. That the turn lane proposed on Hunter Court be a minimum of 75 feet in length.

Planning Commission Approval

July 27, 2021
Date

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2. *Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.*
3. *Architectural compatibility with the impact area.*
4. *Air quality, including the generation of dust, odors, or other environmental pollutants.*
5. *Generation of noise, light, and glare.*
6. *The development of adjacent properties as envisioned in the Comprehensive Plan.*
7. *Other factors found to be relevant by the Hearing Authority for review of the proposed use.*

In addition, 18.96.150, Government Signs states *Governmental agencies may apply for a Conditional Use to place a sign that does not conform to this Code when it is determined that, in addition to the criteria for a conditional use, the sign is necessary to further that agency's public purpose.*

4) The Planning Commission, following proper public notice, held a public hearing on October 9, 2012 at which time testimony was received and exhibits were presented. This hearing and the record were closed. Subsequent to the closing of the hearing; the Planning Commission approved the application subject to conditions pertaining to the appropriate parameters of a sign program for the Ashland School District Properties.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes and recommends as follows:

SECTION 1. EXHIBITS

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Hearing Minutes, Notices, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that the project complies with the Conditional Use Permit standards for Governmental Agencies to place signs that do not conform to the sign code when the signs are necessary to further the agency's public purpose.

2.3 The Planning Commission finds that Ashland School District is a unique public entity which displays announcements and messages in changeable copy on their reader boards and ground signs for a large and diverse audience, including students, their parents/guardians, visitors to the campus and the

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general public. In the interest of safety, the message area must be large enough to read when driving as well as when walking or bicycling.

2.4 The Planning Commission finds that proposal complies with the first criterion to be considered for Conditional Use Permit approval that, *“That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.”* The Planning Commission further finds that signs placement within the Multi-Family and Single Family Residential (R-2 and R-1-5) zoning districts is guided by the Governmental Agency request for a sign that does not conform to the code and the Conditional Use Permit criteria within the Ashland Municipal Code.

2.4 The Planning Commission finds that the proposal complies with the second criterion for the approval of a Conditional Use permit that, *“That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.”* The proposed Master Sign Program will not have an impact on city utility facilities and will improve transportation to and through the subject property as it will provide better visual markers for visitors to the school district properties.

2.5 The Planning Commission finds that the proposal complies with the third criterion for Site Review approval criterion that, *“That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone.”*

Similarity in scale, bulk, and coverage.

Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.

Architectural compatibility with the impact area.

Air quality, including the generation of dust, odors, or other environmental pollutants.

Generation of noise, light, and glare.

The development of adjacent properties as envisioned in the Comprehensive Plan.

Other factors found to be relevant by the Hearing Authority for review of the proposed use.

The Commission finds that the installation of signage on the Theater Building will not adversely affect the neighborhood as it is not an illuminated sign and the sign is not going to negatively impact the large relatively bare façade of the Theater Building. The Commission finds that the schools themselves are not typically similar in bulk, scale, and coverage to the structures in the surrounding residential neighborhoods, yet the application provides signage that is similar in scale to the campus area of the specific school they serve and the neighborhood population they serve.

2.6 The Planning Commission finds that the Conditional Use Permit request for a Governmental Agency to have signs that do not meet the standards of the sign code is necessary to further Ashland

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School District's public purpose because the Ashland School District Properties perform vital community services in their functions as an education center while also providing community gathering venues. To this end, the Planning Commission finds that signage which provides clear directional identifiers to get visitors to campus, to their intended destination in a quick and safe manner is important to the safety of the students.

The attached table (S-1) and description of signs is based on the applicant's submittal and the findings of the Commission. The table will serve as a guideline for the school district administration and City of Ashland Staff in their review of ASD sign permit applications.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for a Conditional Use Permit approval for a Master Sign Permit Program is supported by evidence contained within the whole record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2012-00889. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2012-00889 is denied. The following are the conditions and they are attached to the approval:

- 1) That the wall sign(s) at Ashland High school shall not exceed sixty (60) square feet total. The total maximum allowed square footage is sixty (60) square feet between signs (W3 (new) and W4 (existing) on page 7 of the applicants findings dated September 4, 2012).
- 2) That the new wall sign at Ashland High School on the gymnasium (W3 on pg. 7 of the applicant's findings dated September 4, 2012) shall not cover any architectural features (decorative concrete band between the columns or columns).
- 3) That the Ground Sign for Briscoe and Lincoln School properties, and the Maintenance Yard on Walker Avenue shall be limited to 15 square feet maximum and shall comply with the requirements of AMC 18.96.
- 4) That all ground signs shall comply with the vision clearance requirements from AMC 18.96.060.D.2,3 & 4; and shall be a maximum height of five-feet above grade.
- 5) That the secondary ground signs proposed for the Lincoln Street ball fields and the Iowa Street parking lot shall be limited in size to a maximum of 15-square feet. No changeable copy is permitted.
- 6) That the Theater Building Sign (pg. 10 of the applicant's findings dated September 4, 2012) shall be a maximum of 60 square feet in area with 32 square feet of changeable copy area.
- 7) That the new wall sign on the Ashland Public Schools Administrative Building shall be limited to a maximum of 15 square feet (W2 on pg. 6 of the applicant's findings dated September 4, 2012).

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- 8) No signs shall be composed of plastic except the cover of the changeable copy area and the changeable copy itself.
- 9) No signs shall contain internal illumination.
- 10) That the Sign shown in box six labeled D at the High School Parking lot on Iowa and Mountain (pg. 12 of the applicant's findings dated September 4, 2012) shall be removed and the sign moved to a pole internal of the parking lot area.
- 11) That the Master Sign Program document included in the application shall be updated to reflect the conditions of approval, and submitted to the Ashland Planning Division for review and approval.
- 12) That any future changes to the signage (e.g. size, number, type, material, changeable copy, illumination) not included in the approved Master Sign Program per planning approval PA 2012-00899 shall require a modification of the Conditional Use Permit prior to installation.
- 13) That the Ashland School District Sign Program Sign Matrix or Exhibit S-1 serves as the official guiding table identifying the main elements of the approved sign program.



Planning Commission Approval

11/13/12

Date

**Ashland School District Sign Program
Sign Matrix**

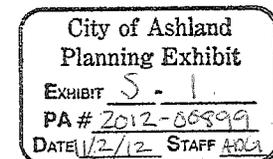
School	Ground Signs: Number Area Changeable copy	Secondary Signs Directional and Building Identification Signs	Temporary Signs / Banners
Elementary	1 per school: Max area of 35 square feet: 16 sq. feet changeable (45%)	15 square foot max area / 3 square foot max area	Max area of 16 sq. feet. Max number = 2 per property No more than 7 days before Removed 2 days after event.
AMS	1 per school: Max area of 35 square feet: 16 sq. feet changeable (45%)	15 square foot max area / 3 square foot max area	Max area of 16 sq. feet. Max number = 2 per property No more than 7 days before Removed 2 days after event.
AHS	1 per school: Max area of 48 square feet: 22 sq. feet changeable (45%)	15 square foot max area / 3 square foot max area	Max area of 16 sq. feet. Max number = 2 per property No more than 7 days before Removed 2 days after event.
Briscoe Lincoln Maintenance Yard	1 per property Max area of 15 square feet: No Changeable Copy	No secondary signs permitted Directional and Building Identification Signs: 3 square feet area	None Permitted

Ground Sign = primary school sign with changeable copy placed on the schools primary frontage

Secondary Sign = smaller sign, ground or wall, that provides directional assistance around campus

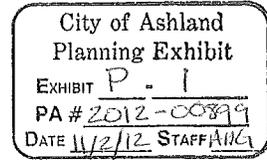
Directional and Building Identification = wall or ground sign that provides way-finding / information (i.e. Bus Loading Zone, Parent Pick-Up, No Parking, etc.): wall or ground sign that describes uses of building (i.e. Sciences, Humanities, Offices, etc.)

Temporary Signs = Banners, wind signs, event signs, extra-curricular activity signs



STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM

Ashland School District's
Master Sign Program
(Revised September 4th, 2012)



Introduction: This document is intended to provide the Ashland School District with a Master Sign Program governing signage for all properties under their jurisdiction. The Ashland School District is a unique public entity within the City of Ashland and unlike other business entities desiring identity and advertising, the School District desires a sign program that simply and discreetly provides site identity, on site-direction and in some cases, notice of special events to the public who the School District serves. Further, because of the School District's various functions, unique signs for sporting events, theatre productions and student/parent driven programs are necessary and warrant consideration to further the Ashland School District's public purpose.

There are a total of ten Ashland School District facilities governed by the Master Sign Program. Eight of these facilities are public schools and two provide support services. Each is unique in its size, architecture, orientation, function and access needs. As such, each site has its own unique sign program details specific to its own operating characteristics and needs. The Ashland School District's Master Sign Program is requested to be adopted under a Conditional Use Permit entitlement as permitted under Chapter 18.96.150 of the Ashland Municipal Code.

Properties Subject to Master Sign Program:

Ashland High School	Pages 2-12	Walker Elementary School	Pages 35-40
Bellview Elementary School	Pages 13-17	Ashland Middle School	Pages 41-44
Briscoe Elementary School	Pages 18-20	Willow Wind School*	Pages 45-47
Helman Elementary School	Pages 21-28	School Dist. Maint. Yard.	Pages 48-49
Lincoln Elementary School	Pages 29-33	School District Bus Barn	Page 50

* Willow Wind is outside City limits, but included herein for internal consistency

Basic Standards: For signs not specifically identified within the Master Sign Program, the following standards shall govern:

Primary Entrance Signs: One per campus, no more than 25 square feet at an elementary or middle school with a maximum height of five feet and no internal illumination with a maximum of 35% changeable copy. *Secondary Entrance Signs:* A maximum of 15 square feet and no changeable copy. *Building Identification Signs:* A maximum of three square feet and no changeable copy. *Murals or Wall Graphics:* Approved only by Public Arts Commission. All signs shall be subject to a Zoning and Building Permit (where applicable) prior to installation.

SEP 04 2012

City of Ashland

Ashland High School and District Administration Offices

(notes)

Sign Type:

Sign Details:

<p>(W) Wall Signs</p> <ul style="list-style-type: none"> • W1 Ashland Public Schools (to be removed) • W2 District Administration Office • W3 Ashland High School Wall Sign • W4 Mountain Avenue Gym (Mountain Ave - proposed) 	<p>Number: Four (one to be removed) Area: 1' per 1' of lineal building frontage</p> <p>Purpose: Three wall signs currently exist and one is proposed. One of the wall signs is proposed to be removed (W1). A new wall sign (W4) will be placed above the new entrance of the recently remodeled Mountain Avenue Gym facing Mountain Avenue (centered between middle pilaster bays for architectural symmetry). All enlarged or new wall signs will be limited by proportional appropriateness, but no greater than one square foot per lineal street of wall frontage and no greater than 60 sq. ft. The primary purpose of the new wall sign on the Mountain Avenue Gym is intended to identify Mountain Avenue as the school's "primary" entrance.</p>
<p>(G) Ground Sign (Reader Board)</p>	<p>Number: One Area: 40 sq. ft. Illumination: None Finished Grade: 5' (from top of grade)</p> <p>Purpose: The existing ground (reader board) sign with changeable copy located along Siskiyou Boulevard will be replaced and moved slightly to the west. The purpose of the sign will be to identify the Ashland High School and to announce on-going special events, activities, holidays and PTA events. No commercial advertisements are to be displayed.</p>
<p>(D) Directional Signs (no new)</p>	<p>Number: Six Area: Varies Illumination: None</p> <p>Purpose: Considering the size of the high school and its number of entrances, discrete directional signage is needed to guide students, parents and visitors who are driving vehicles and not necessarily aware of traffic patterns. Note: Due to their number, not all of the school's directional signs have been photographed. Nevertheless, no new directional signs are proposed.</p>

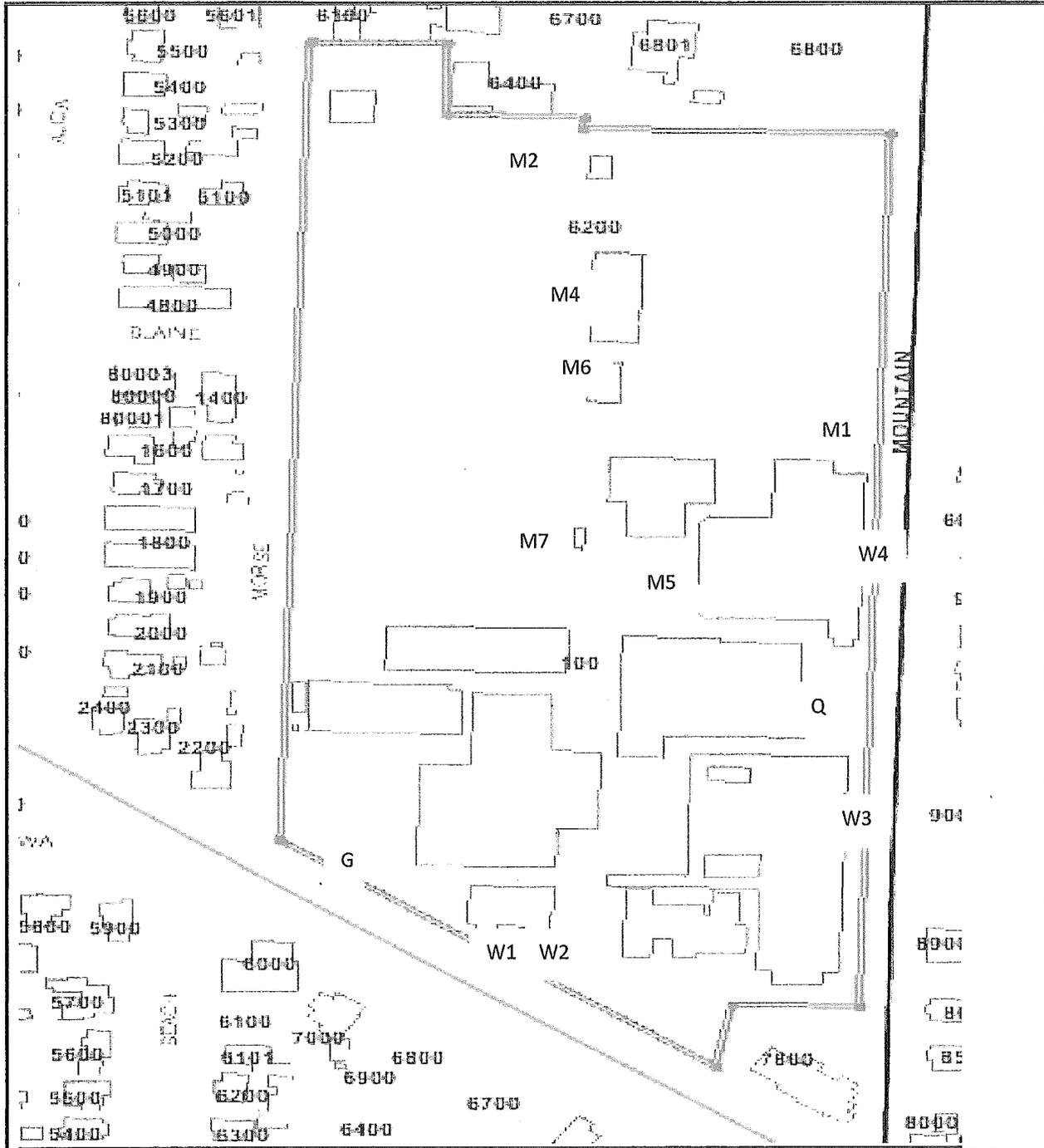
STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM

<p>(Q) Marquee Sign</p>	<p>Number: One Area: 60 sq. ft. Purpose: A new theatre marquee with changeable copy is to be placed above the entrance of the Mountain Avenue Theatre. The purpose of the marquee will be to announce on-going theatre and special events. The marquee sign will not be illuminated.</p>
<p>(L) Lincoln Field – Ground Sign</p>	<p>Number: One Area: 15 sq. ft. Finished Grade: 4' (from top of grade) Purpose: An identification sign for Lincoln Street ball fields to be located on the corner of E. Main and N. Mountain Ave. However, considering the obstacles in that location (transformers, poles, etc.), an alternative site in this area may be chosen. Approval of an alternative location would be at the discretion of the City's Planning Director (see typical sign illustration on Page 34).</p>
<p>(I) Iowa Street Park & Parking Lot - Ground Sign</p>	<p>Number: One Area: 15 sq. ft. Height: 4' (from grade) Purpose: An identification sign for the Iowa Street Park and Parking Lot. Sign to be located on the corner of Mountain Ave. and Iowa St. Sign is yet to be designed, but will not exceed 4' in height or be greater than 15 sq. ft. The purpose of the sign is to connect the relationship with the school and to formalize the park (see typical sign illustration on Page 34).</p>
<p>(M) Miscellaneous Signs (no new) <ul style="list-style-type: none"> • M1 Scoreboard sign (football field) • M2 Scoreboard sign (football field) • M3 Scoreboard sign (baseball field) • M4 Wall of Fame sign (soccer field) • M5 Rear Gym graphic sign (gym) • M6 Bleacher sign (football field) • M7 Scoreboard sign (Track) </p>	<p>Purpose: All existing signs such as the scoreboards and stadium signage at the school's stadium along Mountain Avenue and Morse Street, Wall of Fame and graphic art at rear of gymnasium facing Morse Street (see photos) are considered grandfathered under the umbrella of the Master Sign Program.</p>
<p>(T) Temporary Signs</p>	<p>Purpose: Temporary signs such as banners are not as prevalent at the High School as they are at the elementary schools, but there are times, such as student elections and dances where such signs exist. The District will make a concerted effort to remove such temporary signage the day following each event.</p>

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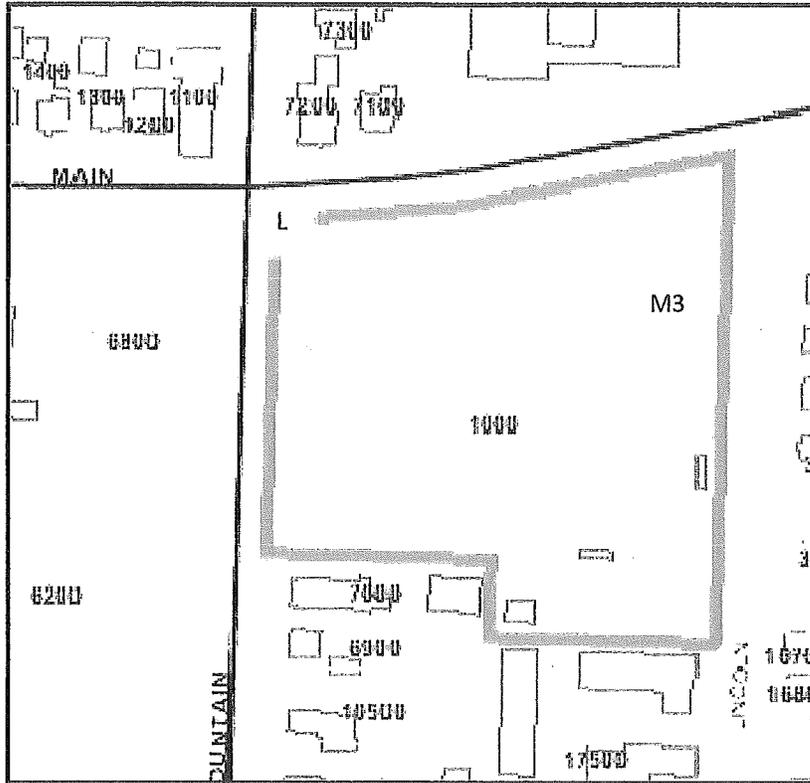
Ashland High School and District Administration Offices
(sign map)



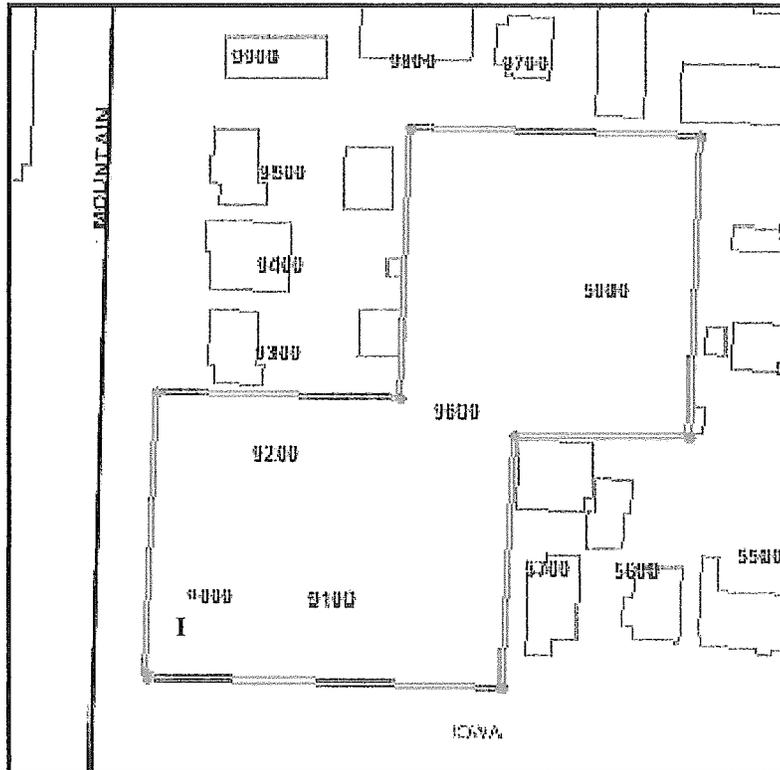
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City of Ashland

Ashland High School Baseball Field & Iowa Street Parking Lot
(sign map)



Lincoln Baseball Field



Iowa Street Parking Lot

SEP 04 2012

City of Ashland

Ashland High School and District Administration Offices
(illustrations & photos)



W1

The Ashland High School property also houses the District's Administration offices which are accessed directly off of Siskiyou Boulevard. The wall sign in the above photo is proposed to be removed to reduce redundancy while the sign below will be "slightly" enlarged for better visibility. The enlarged sign will be similar to the wall sign located at the front of the Walker Elementary School (see photo on page 36) which has approximately 12" lettering.



W2

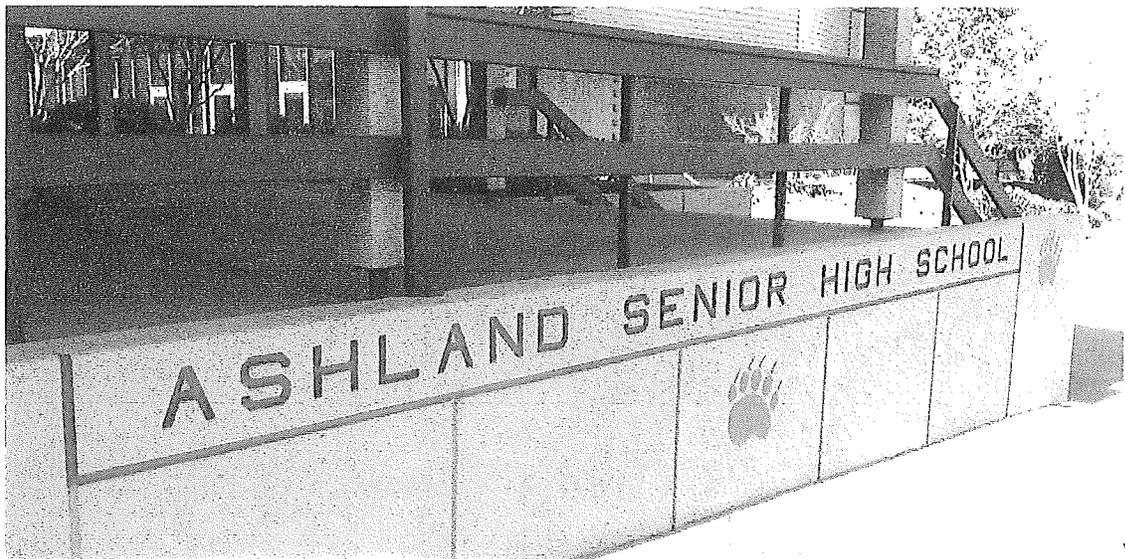
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W3

The School District desires to install a new sign centered between the two pilaster bays on the recently remodeled Mountain Avenue Gym (above). The new wall sign has yet to be designed, but will be similar to the wall sign at Walker Elementary School (individual raised letters) which reflects the building's architectural style. The new sign will not exceed an overall dimension of one square foot for each lineal foot of the building's street facing frontage and in no case exceed 60 square feet.



W4

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7 | Page

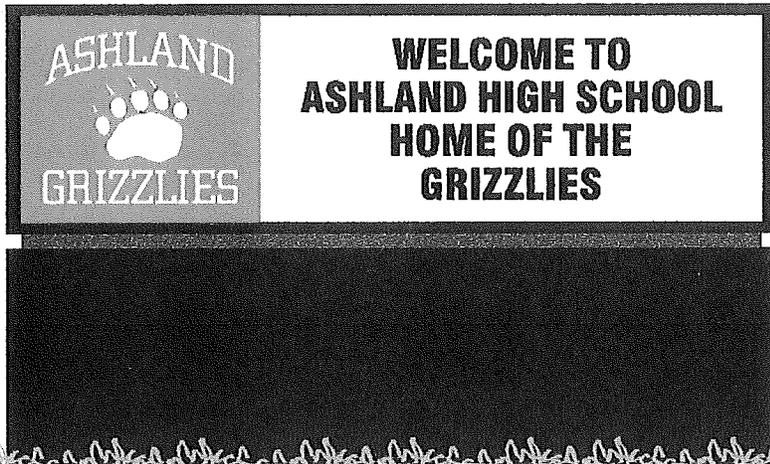
City of Ashland

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G

The proposed ground sign will replace the existing ground sign which is approximately 6'-6" in height by 10' in width, including its base. The proposed sign is 6' in height by 8' in width. Although not shown in illustration, a small red grizzly paw print will be added to the signs. The signs changeable copy area will be 30% of the overall sign area.



29.5" TALL X 96" WIDE NON-ILLUMINATED READER BOARD SIGN
EXTRUDED ALUMINUM SIGN WITH LOCKING COVER, LEXAN FACE, LEXAN COVER
FOUR LINES, FOUR INCH TALL CHANGEABLE LETTERS
3M VINYL GRAPHICS
28.5" TALL BASE WITH 2" REVEAL INSTALLED 60" OVERALL HEIGHT

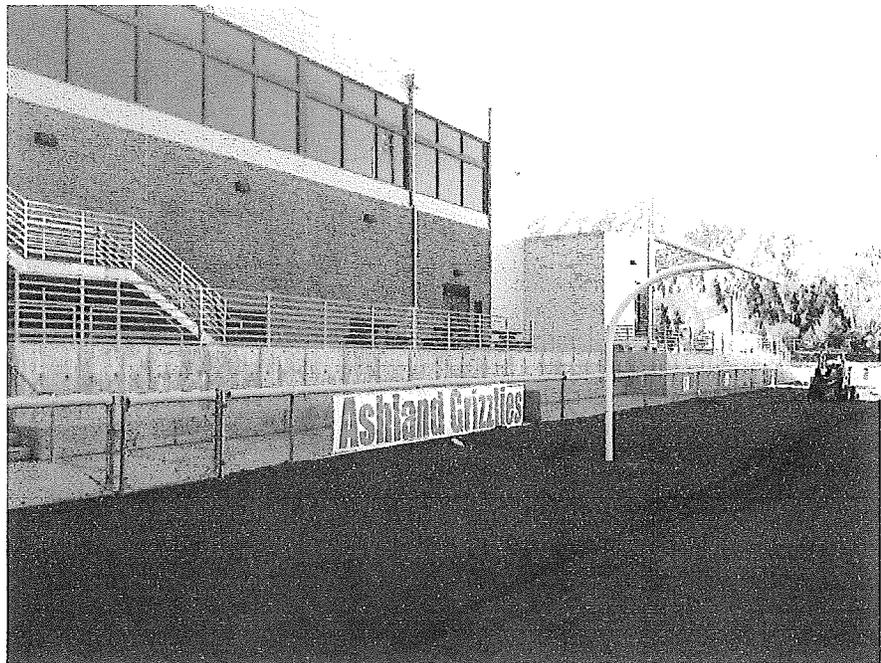
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M1

The sports fields at the High School have a number of existing signs that have been in existence for many years, including two different scoreboards with sponsored advertisements. Further, temporary banners such as the ASH Booster Club's banners are intermittently hung around the field during the school's various events, but most are not directly visible from the public rights-of-way and have little impact on the surrounding neighborhoods. The School District is requesting all such signs be included under the umbrella of the Master Sign Program with the understanding that all temporary signs will continue to have limited visibility from the adjacent rights-of-way.



T

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Ashland



The proposed marquee sign will be placed on the Ashland High School's Theatre Building facing the school's parking lot across from North Mountain Avenue. The marquee is to be non-illuminated intended to identify the school various theatre and special events. The marquee sign has a changeable copy area of approximately 60% which is necessary to maintain a smaller sign and still convey the event, dates and times.

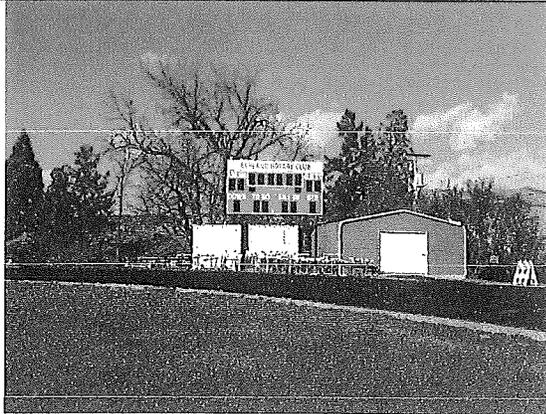


5'-9.75" TALL X 10'-4" WIDE X 7" DEEP NON-ILLUMINATED, SINGLE SIDED, WALL MOUNTED SIGN
"MOUNTAIN AVENUE" PANEL 6.5" TALL X 1.5" THICK FABRICATED ALUMINUM
"THEATRE" 12" TALL X 1.5" THICK FABRICATED ALUMINUM LETTERS
READER BOARD END COLUMNS, STAIR STEPPED FABRICATED ALUMINUM
ALL FABRICATED ALUMINUM IS PAINTED, ALL DETAILS ARE 3M VINYL GRAPHICS

EDGE VIEW

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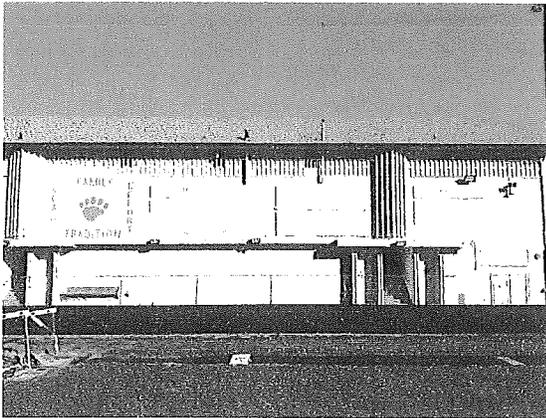
STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM



M2



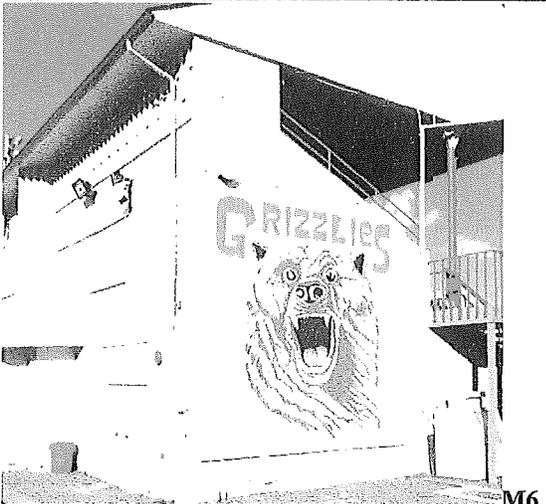
M3



M4



M5



M6

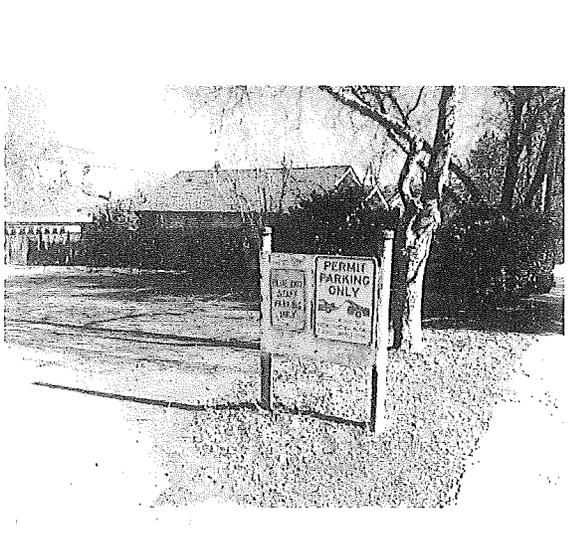
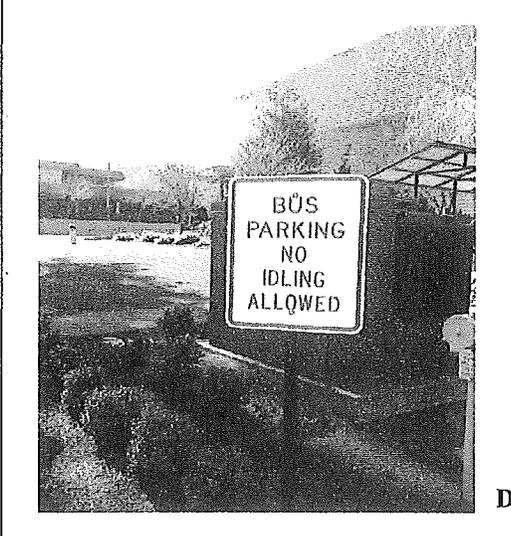
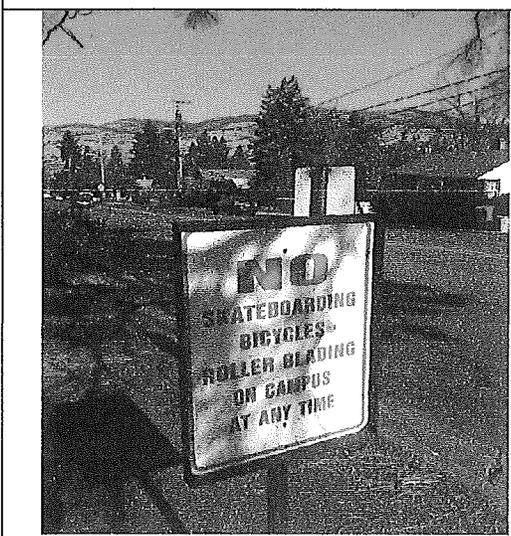
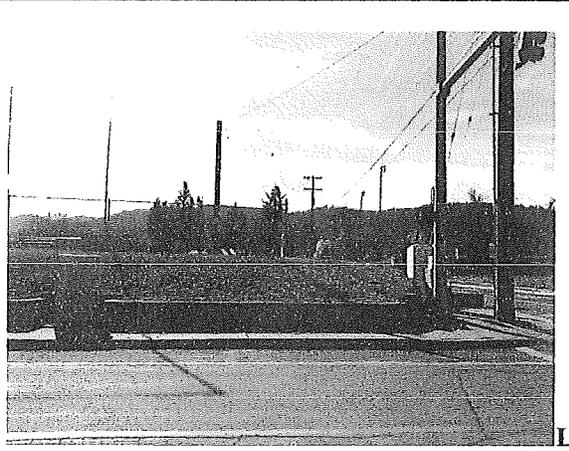
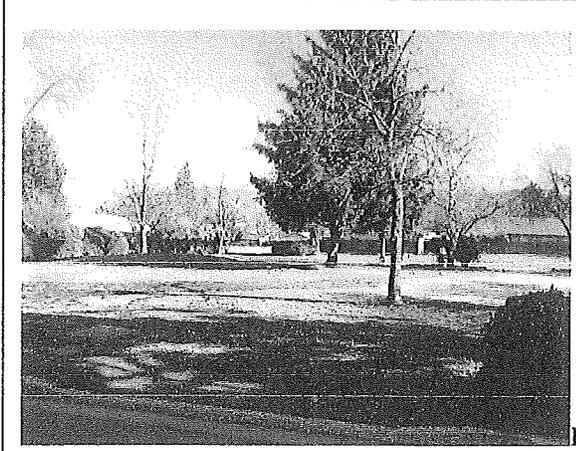


M7

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City of Ashland

STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM



Walker Elementary School

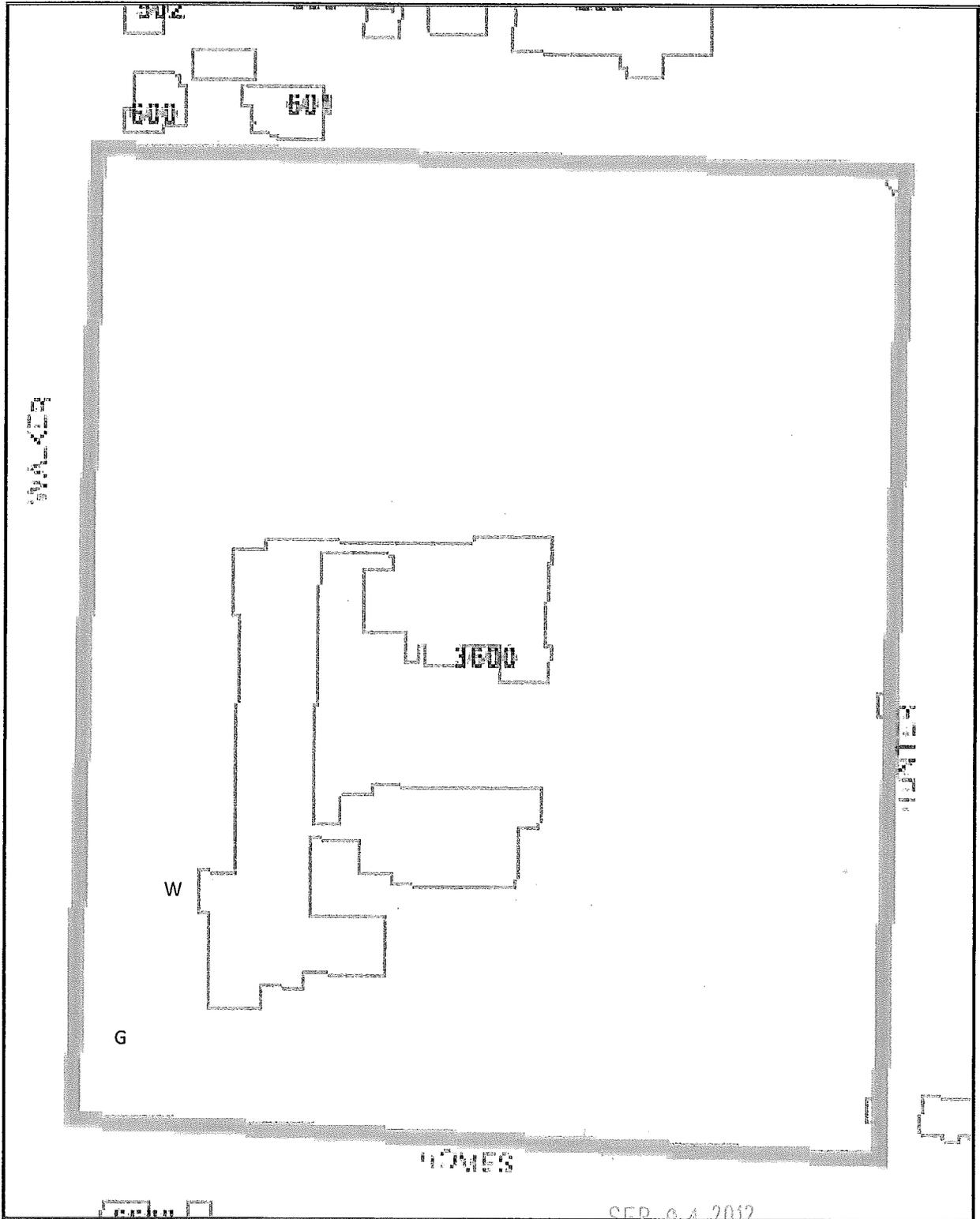
(notes)

<p>(W) Wall Signs</p>	<p>Number: Two</p> <p>Purpose: One wall sign exist that identifies the school and is located along the front of the building facing Walker Street. At the present time, no wall graphics are proposed, but the elementary school does have an interest in creating student art in the near future and the most obvious location is on the wall facing the new courtyard that also is the student drop/pick-up spot (see photo). The purpose of the wall graphic is to encourage school pride, improve student art skills, and enhance the school's appearance and to create a sense of community. The School District will work with the Ashland Arts Commission for approval of the wall graphic.</p>
<p>(G) Ground Sign - Reader Board (no new)</p>	<p>Number: One</p> <p>Purpose: The existing ground sign (reader board) with changeable copy is located on the corner of Walker Avenue and Homes Street and identifies Walker Elementary School and to announce on-going special events, activities, holidays and PTA events.</p>
<p>(D) Directional Signs (no new)</p>	<p>Number: Two per driveway entrance/exit</p> <p>Purpose: Walker Elementary School has two entrances, Walker Avenue and Homes Streets. Each entry needs directional signage to guide students, parents and visitors who are driving vehicles and not necessarily aware of traffic patterns.</p>

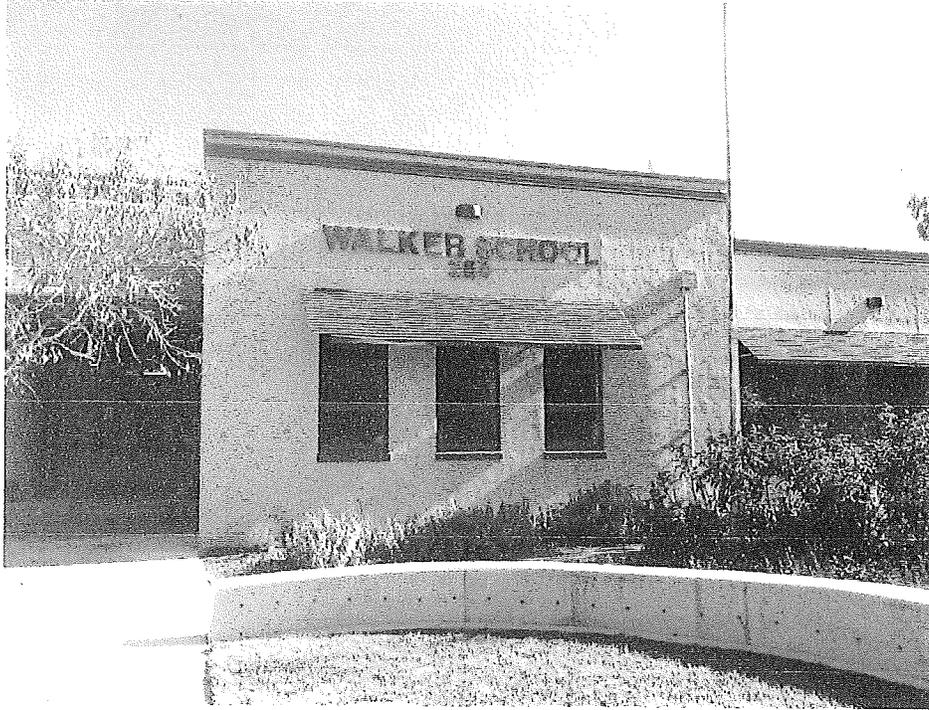
STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM

<p>(M) Miscellaneous Signs</p>	<p>Purpose: Miscellaneous signs such as temporary banners are an important element of the school and helps evoke school pride and student participation. While most announcements will be accommodated with the reader board sign, temporary miscellaneous signs will continue to exist due to the nature of the school's various events relating to student led fund drives, individual classroom announcements, etc. During special events such as "Back to School Day", temporary flags will also be displayed on the new light poles located along the front of the building (maximum four per year). The flags will last for a week and be removed the day after the event. The School District staff at Walker Elementary School will make a concerted effort to remove temporary signage the following day after each event.</p>
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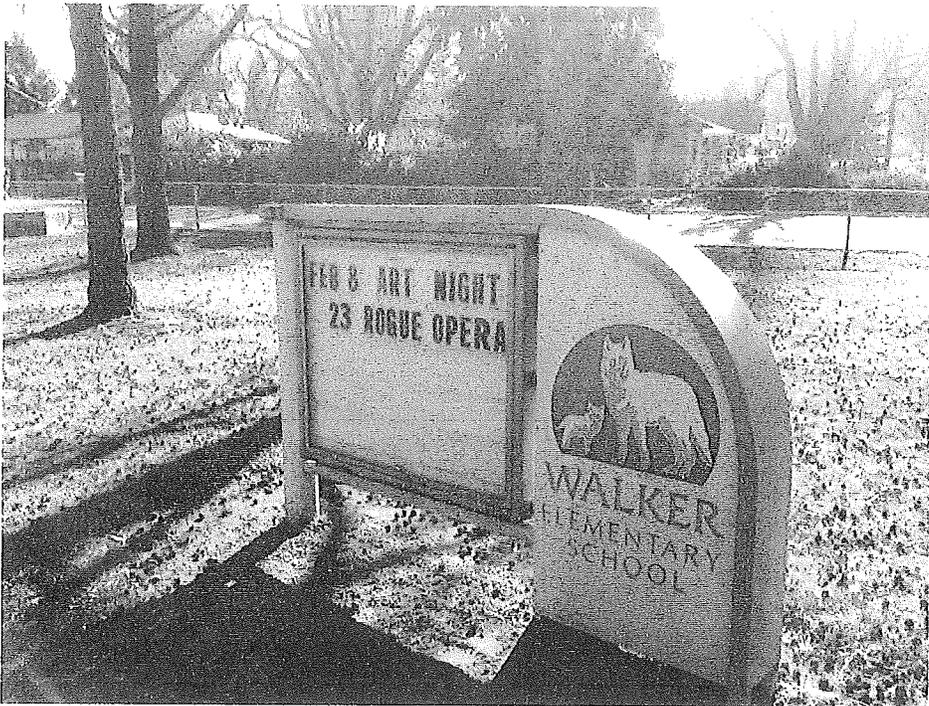
Walker Elementary School
(sign map)



Walker Elementary School
(illustrations)



W



G

STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM



D1



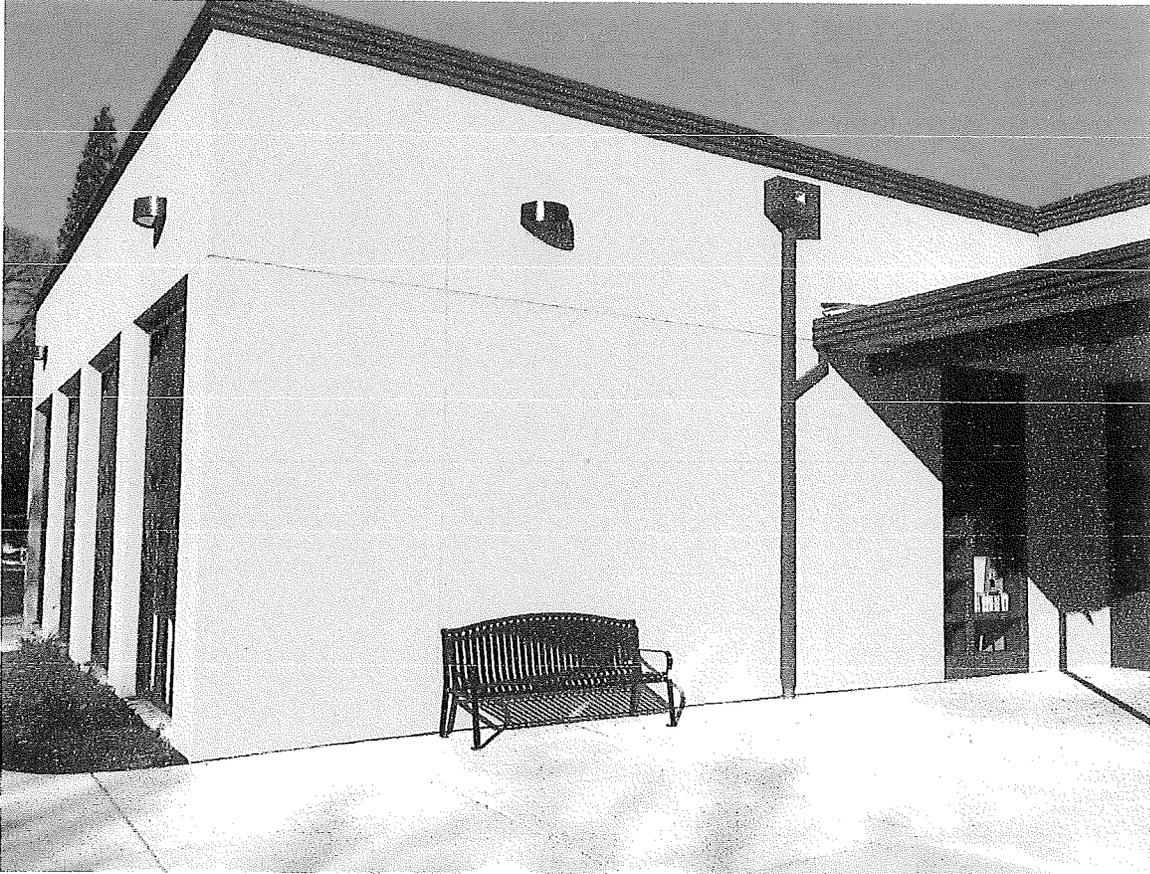
D2



D3

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STAFF EXHIBIT S.1 APPROVED SIGN PROGRAM



W2

Although yet to be finalized, the above wall will likely be a location for a future art project (wall graphic). The wall faces the new courtyard that also functions as the student drop off and pick-up site. Considering this location's various traits, this area is ideal for "place making" opportunities which would include student surface and wall art. All future wall graphics in this location will be approved by the Ashland Arts Commission prior to installation.

SEP 04 2012

Public Works/Engineering Division Comments for Walker Elementary School (PA-T2-2021-00028)

- At the two proposed ADA ramps, with crosswalks crossing Hunter Ct, they will need to install fully accessible ADA ramps on the east-side of Hunter Ct as well. They will be putting in locations that are directing someone to cross there to a ramp so they will need to complete that connection and ensure that accessibility is provided to all system users.
- Where handicap access ramps are required as part of a proposed project, the ramps shall meet current United States Access Board Public Rights-of-Way Accessibility Guidelines (PROWAG) and shall be designed in accordance with the current Oregon Department of Transportation design guidance. Use of the ODOT Standard Drawings for curb ramps as guidance for design is recommended however a curb ramp detail sheet, similar to ODOT DET 1720-Example of Minimum Sidewalk Ramp Details, is required for each curb ramp corner that is being proposed. Referencing standard drawings for curb ramps in plans in lieu of curb ramp detail sheets is no longer acceptable. An ODOT ADA Curb Ramp Design Checklist shall also be completed and submitted with the civil design drawings. If the following items are not submitted with the civil design drawings the City of Ashland Engineering Department will view the submittal as incomplete.
 - Required ADA submittals:
 - ODOT ADA Curb Ramp Design Checklist
 - Curb Ramp Detail, similar to ODOT DET 1720, for each proposed curb ramp
- Any construction or closure within the public right of way will require a Public Works permit and MUST be obtained before any work in the right of way commences.
- All development or redevelopment that will create or replace 2,500 square feet or more of impervious surface (buildings, roads, parking lots, etc.) area that discharges to an MS4 (municipal separate storm sewer systems), must comply with the requirements of the DEQ MS4 General Permit phase 2. Applicant MUST follow the guidance and requirements set forth in the current Rogue Valley Stormwater Quality Design Manual which can be found at the following website:

<https://www.rvss.us/pilot.asp?pg=StormwaterDesignManual>

All stormwater calculations, reports, drawings, etc. shall be submitted to the City of Ashland Engineering Department for review.

- The proposed decomposed granite path should follow guidance from the United States Access Board to comply with accessibility standards related to trails.

Dana Smith

From: JoAnne Eggers <ejo.eggers@gmail.com>
Sent: Tuesday, March 23, 2021 1:05 PM
To: planning
Subject: Re: Walker School parking, etc.

[EXTERNAL SENDER]

Please distribute these comments to the Planning Commission.

To: City of Ashland Planning Commission

ASD Board and Administration March 22, 2021

Ashland Parks and Recreation

Re: Proposed Walker School Parking and Bicycle and Pedestrian Access

From: Ashland Climate Action Project of Southern Oregon Climate Action Now

We think that climate change, particularly greenhouse gas emissions, must be a basic consideration in all infrastructure planning and projects. Having looked at the proposed plans for parking, student pickup, and bike and pedestrian access at Homes Avenue and Hunter Court, we call your attention to the following:

We see an opportunity in this project that would move us toward our community's goal of reducing greenhouse gas emissions by prioritizing safe and convenient walking and bicycle access to the school from the Central Ashland Bike Path. A designated path or sidewalk on the school side of Hunter Court for pedestrians and bikes would accomplish this goal and avoid an unsafe street crossing and conflicts with Parks' traffic and traffic from people in vehicles picking up students.

We are concerned about the impacts of increasing or facilitating parking, hence the use of cars, at a time when we need to move toward other modes of transportation for the sake of our children and our whole community in this era of accelerating climate crisis.

According to Ashland's Climate and Energy Action Plan, vehicle emissions constitute about 17% of Ashland's greenhouse gas emissions. Providing infrastructure for transportation alternatives moves us toward our climate related goals.

The CEAP plan states, "It is difficult to substantially improve the efficiency of existing cars and trucks, so one of the most feasible methods of reducing emissions from them is to make other forms of transportation more desirable. A city that supports people walking and biking not only reduces the need for residents to drive but also offers the public health co-benefit of encouraging exercise."

Thank you for your work on behalf of our community,

JoAnne Eggers for ACAP of SOCAN



Memorandum

To:	Derek Severson City of Ashland
From:	Matthew Guthrie
Regarding:	Revised Pervious and Impervious Area Calculations
CC:	Amy Gunter Mike Freeman
Attachment:	

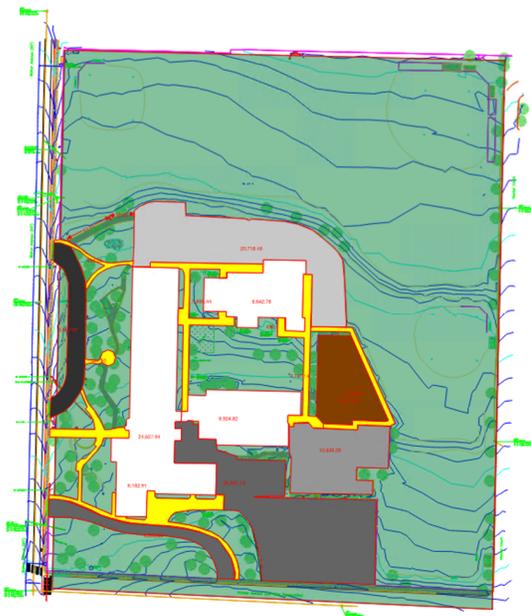
Date:	06.14.2021
Project:	Walker ES Addition and Renovation
Project No:	1929
File:	

Below are revised area calculations for impervious and pervious surfaces at the Walker ES Addition and Renovation Project. The areas reflect the updated site plan per an agreement with AP&RC.

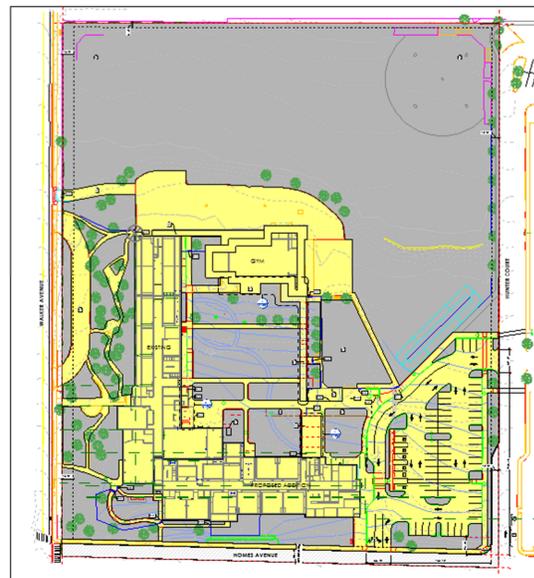
Existing Impervious:	146,947 sf (other)	34% of lot
Existing Pervious:	291,203 sf (green & brown)	66% of lot
Total Area:	426,544 sf	

Proposed Impervious:	157,741 sf (yellow)	37% of lot
Proposed Pervious:	280,409 sf (grey)	63% of lot
Total Area:	425,544 sf	

Existing Areas Diagram



Proposed Areas Diagram



Site Design Review and Conditional Use Permit



Walker Elementary



Ashland School District
inspiring learning for life...

HMK COMPANY
BBT ARCHITECTS



June 24, 2021

**Site Design Review for Addition of more than 10,000 SF to non-residential structure and
Conditional Use Permit to modify the Walker Elementary School Sign Program**

SUBJECT PROPERTY:

ADDRESS: 364 Walker Avenue
MAP & TAX LOTS: 39 1E 10; Tax Lot: 3600

PROPERTY OWNER:

Jackson County School District #5
Walker Elementary School
885 Siskiyou Boulevard
Ashland, Oregon 97520
Contact: Steve Mitzel, Director of Operations

OWNER REPRESENTATIVE:

HMK Company
PO BOX 1176
Medford, OR 97501
Contact: Mike Freeman

ARCHITECT:

BBT Architects
1140 SW Simpson Ave, Suite 200
Bend, Oregon 97702
Contact: Matthew Guthrie

STRUCTURAL ENGINEER:

ZCS Engineering & Architecture
45 Hawthorne Street
Medford, OR 97504
Contact: Syllas Allen

CIVIL ENGINEER:

Powell Engineering
1874 Rossanley Drive
Medford, OR 97501
Contact: Todd Powell

LANDSCAPE:

Kencairn Landscape Architecture
545 A Street, Suite 3
Ashland, OR 97520
Contact: Kerry KenCairn

PLANNING CONSULTANT:

Rogue Planning & Development Service
1314-B Center Dr., PMB# 457
Medford, OR 97501
Contact: Amy Gunter

Proposal:

In 2018, the voters approved a School Bond measure. The primary goals of the bond are to improve the safety and wellbeing of all students in the district. With respect to Walker Elementary School, drop off and pick up created unworkable traffic impacts. The core focus of the Walker Elementary School renovation has been focused on the safety of the students getting to the campus and on campus safety.

The present location of the parent drop off-lane near the intersection of Walker and Homes would cause congestion onto both streets during morning drop off and afternoon pick up. This impacted not only the vehicular traffic on both of the city street, but also impacted the busy pedestrian crossing for the students at that intersection. Additionally, to avoid the dedicated lane, parents would park on Hunter Court and the kids would cross the school ground and go to their parents vehicle. Other parents would park in the staff/visitor parking area accessed from Homes on the south side of the school and the kids would go to their vehicles in the parking area.

As existing, Walker Elementary School layout and orientation are towards Walker Avenue and toward the parking area between the building and Homes Avenue. No changes are proposed on Walker, but the proposed entry plaza area, the improved parking areas, and the perimeter security fencing and gates upgrades will increase the safety of the teachers, students, classified employees, volunteers, and community members that utilize the elementary school campus.

Additionally, seismic upgrades, HVAC, Mechanical, Plumbing, and Electrical upgrades with a focus on green technologies and renewable energy-focused design and construction are proposed.

Walker Elementary School has a site-based special education, and students receiving those services will have their classroom and activity areas improved.

The project team, BBT Architect, and HMK Management worked with the Walker Elementary School staff, the school districts Core Team, the School User Groups, and the Site Core teams to refine the layout and design. The proposal is the result of many months of community collaboration. The proposed design, layout, and construction are consistent with the policies of the Climate Energy Action Plan, and a review of the proposal from Brightworks Sustainability is provided in the application materials.

The proposal includes the demolition of a 9,700 square foot existing classroom wing. This structure is to the rear of the main Walker Avenue portion of the building and is on the north side of the existing parking

area. The area from where this structure is removed will be redeveloped with a classroom building addition and the courtyard area north of the new addition.

Substantial renovations of the existing 1940 and 1950 (main building facing Walker) interior renovations to the existing administration office areas, classrooms, and restrooms are proposed.

A 22,450 square foot, single-story classroom building is the largest improvement proposed for Walker Elementary School. The new classroom building is proposed at the south end of the Walker Elementary School campus area. The new classroom wing is proposed to have general classrooms, a sensory classroom, and SPED dedicated classroom area. There are new kindergarten classrooms with kinder-sized restrooms, general activity spaces for small group breakout areas.

The central campus area is made larger with the design and removal of the existing classroom wing. This area will become a central courtyard area and with redevelopment, soft paths and a possible outdoor 'amphitheater' could be added. These features are shown on the plan but are not central to the proposal.

The proposal includes the removal and reconfiguration of an existing non-conforming parking area and creating a conforming parking lot area. The proposed parking area is to be accessed from Hunter Court, a private driveway that provides access to Hunter Park and the Daniel Meyer Memorial Pool.

The current parking lot area and parent drop off lane are not ideally situated relative to the main office. Visitors to the site either need to walk around the building to the main entrance or enter through the unsupervised south entrance. While intercom and camera technologies can assist with some security aspects, the lack of supervision and a secure entry is something the school needed to be addressed.

The proposal includes some new perimeter security fencing. The proposed fencing secures the courtyard area of the school, but the playground area and the large field area will remain accessible to the public outside of school hours.

A new mechanical equipment enclosure area is proposed. This area is central to the campus and is not visible from any public right-of-way.

Access and Site Circulation:

The majority of the improvements on Walker Avenue are proposed to remain. The bus loop will remain in its present location. There is a curb cut on the south side of the structure for the parent drop off lane. This curb cut will be removed and the asphalt driveway removed and replaced with landscape areas.

There are two, driveway approaches to the Walker Elementary School site from Homes Avenue. There is a one-way vehicular loop from Homes Avenue to Walker Avenue. This is proposed to be removed. The

other access is to the school parking area adjacent to Homes Avenue. This driveway leads to the 40+ space parking lot. This parking area and the two driveways are proposed to be removed with new access from Hunter Court. Hunter Court is a private driveway that is noted on the TSP as a future public street. There are street like improvements to Hunter Court proposed, these include parkrow, sidewalk and pedestrian crossings of Hunter Court. After numerous meetings and discussions regarding the school districts use of Hunter Court, agreement was made on June 9th that allows the joint use of facilities. The draft agreement has been provided with the application document.

A Transportation Memo was provided by Traffic Engineer Kelly Sandow from Sandow Engineering that discusses existing and estimated traffic impacts from the proposed driveway and parking area access relocation. Trips to and from Walker Elementary School are primarily from the south on Walker Avenue and from the south and east from Normal to Homes. The traffic generated by the school is not changing with the request for the additional school area. It is not anticipated that the direction of travel will change for most of the inbound or outbound traffic as they always chosen the route that best serves their destination following leaving the school. If they need to go to Walker Avenue, they will still proceed that direction and if they need to go to Normal Avenue, they would go that route. The traffic engineer notes that the proposal increases safety for pedestrians and bicyclist because the conflict points from driveways on Walker and Homes are reduced or removed. The student enrollment is between 300 – 350 students. The proposal does not modify the number of students, teachers or support staff.

Students dropped off in the parking lot will ideally use the drop off queuing lane. If they chose to park in the lot, where previously there were no designated pedestrain crossings in the parking lot to the school yard, there will be designated crossing and everyone in the parking lot is aware that there are children present due to the nature of the use.

Parking:

There are 46, onsite vehicle parking spaces. Based on the 4,938 square foot area of the assembly spaces, there should be 63, on-site parking spaces. The proposal includes an increase in the number of parking spaces provided on-site through the creation of a new, 66 space parking area accessed from a requested easement from Ashland Parks to use Hunter Court.

This parking area is proposed to have parking lot shade tree islands and accessible parking spaces and raised walkways.

Walker Elementary School requires 70 bicycle parking spaces, all covered. Though several Walker Elementary School students ride their bicycles to school, never have anywhere near 70 bicycles been present at campus. There are presently 22 covered bicycle parking spaces on the north side of the gymnasium building. This is a pre-existing, non-conforming situation. The proposal adds bicycle parking on the east side of the campus, just north of the proposed classroom addition. Two, banks of 24 bike racks for a total of 66 secure bicycle parking spaces are proposed.

Trees and Landscaping:

A detailed Landscape and Tree Protection and Removal Plan have been provided. There are more than 100 trees on-site. There are 14 significant trees proposed for removal to facilitate site construction and development. A significant tree is a conifer tree having a trunk 18 caliper inches or larger in diameter at breast height (DBH), or a deciduous tree having a trunk 12 caliper inches in DBH.

The trees proposed for removal include one, 12-inch DBH Oak tree (*Quercus*); a 17-inch DBH, 14-inch DBH and a 12-inch dual stemmed DBH maple trees (*Acer*); a 22-inch DBH, and a 19-inch DBH Raywood Ash (*Fraxis*); a 14-inch DBH spruce (*Picea*); four Incense Cedars (*Calocedrus decurrens*) including a 33-inch DBH, a double stemmed with two 16-inch DBH stems, a 28-inch DBH, and a 21-inch DBH; one 12-inch DBH Tulip trees (*Liriodendron tulipifera*); a 12-inch Sweet Gum (*Liquidambar*) and a 19-inch, Apple (*Morus*).

The proposed tree protection plan retains a substantial number of trees on-site, and the landscape plan uses a variety of deciduous shade trees, shrubs, and ground covers. Implementing water-conserving landscape and irrigation design, the proposed landscape plan and the future irrigation plan can demonstrate compliance with the standards and is appropriate in a school grounds setting.

Findings of Fact:

The following information addressing the findings of fact for the applicable criteria from the Ashland Municipal Code is provided on the following pages. For clarity, the criteria are in Arial font and the applicant's responses are in Times New Roman font.

Criteria from the Ashland Land Use Ordinance

Site Development Design Standards Approval Criteria:

18.5.2.050 Approval Criteria

An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below.

A. Underlying Zone. The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.

Finding:

The subject property is zoned single-family residential (R-1-5). Public schools are a permitted use in the R-1-5 zone.

The proposed classroom addition exceeds all the setbacks in the zone and the structure is more than 10-feet from Homes Avenue, a side yard. The proposed building is less than 35-feet, the maximum building height in the R-1-5 zone.

The maximum allowed lot coverage in the zone is 50 percent. The existing site coverage is 66 percent of the site area. The proposed redevelopment, removed surfaces, and existing surfaces reduce lot coverage by three percent to 63 percent of the campus.

Existing Impervious: 146,947 sf (other) 34% of lot
Existing Pervious: 291,203 sf (green & brown) 66% of lot
Total Area: 426,544 sf

Proposed Impervious: 157,741 sf (yellow) 37% of lot
Proposed Pervious: 280,409 sf (grey) 63% of lot
Total Area: 425,544 sf

These pervious totals include paving along Homes that are on the District's property. The street and sidewalk along this edge is 13,992 SF, if the street were a dedicated right of way, the impervious surfaces would be reduced to 59 percent. This is a non-conforming situation that is not being increased but is being reduced through the proposal.

The property is exempt from density and floor area ratio standards.

The proposed architecture is consistent with elementary school design. Though not residential, the proposed new structure has pitched roofs and eaves which are common design elements found in residential construction. The site development standards place substantial emphasis on the pedestrian accessibility to the commercial business and the layout of sites requiring the parking be to the rear or side of the structure. Due to the nature of elementary school campus safety and security, the structure has substantial setbacks from the street, and the entrances are not accessible from the sidewalks. The parking and vehicular circulation occur between the structure and the street as well.

The proposed new classroom wing is oriented towards Homes Avenue with large windows, doors that access the classroom areas, the new building is not accessible to the public from the sidewalk due to safety considerations.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part 18.3).

Finding:

The proposed landscape plan complies with the Wildfire Hazards Overlay. No other overlays apply to the site development.

C. Site Development and Design Standards. The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.

18.4.2.040 Non-Residential Development

Finding:

The property is developed with a public elementary school that was first constructed in the late 1950s. The Walker Elementary School campus and the development layout are non-residential but serve the surrounding residential neighborhood. The development of the majority of the campus including the locations of the parking areas, orientation to the streets, setbacks, site coverage, are non-conforming concerning the present site development standards.

Additionally, other standards that typically apply to commercial development or typical residential development when developed to the standards for placement, orientation, and design of building from the Site Development Design Standard, conflict with the student and staff campus safety goals.

The proposed modifications to the site layout and access bring the property closer to compliance with the standards by shifting the parking spaces and student drop off area away from Walker Avenue and Homes Avenue increasing separation between intersections, providing the required number of parking spaces, planting parking lot shade trees and providing landscape bioswale for the treatment of stormwater on the site.

The proposal provides for the protection of the health, safety, and welfare of the students through a design that supports resource conservation and renewable energy sources and high-efficiency construction, HVAC, mechanical and plumbing efficiencies, and electric upgrades. The building is proposed to have a wide building facade along Homes Avenue with windows into classroom areas along the facade.

The proposed site alterations to remove the curb-cuts nearest the southwest corner of the property from Homes Avenue and from Walker Avenue shifting the vehicular traffic and parking areas away from the busy intersection increasing pedestrian and bicyclist safety.

Bus riders will continue to use the historic Walker Avenue entrance.

The proposed addition provides a clearly defined, secure entry on the west façade of the new addition.

The proposed addition is built to a similar façade line as the existing historic building area of the library addition. As typically with school development, the setback proposed is substantially further from the public street than a commercial or employment development due to the nature of the use as a public, elementary school. The proposed design though does provide a positive impact on the streetscape with traditional forms that resemble the 1950s historic construction.

Materials of the proposed addition include wood frame construction, Portland cement stucco, fiber cement siding, and aluminum windows. The Portland cement stucco will match the existing, and the fiber-cement to provide massing breaks between historic structure and materials and the new. Also, to reduce overall volume at addition where massing changes occur. The architects are working to match the historic color, a light grey color as seen in the attached photos.

Landscaping is proposed to enhance the site and provide screening of the parking lot and trees to provide cooling of the surface parking areas.

B. Basic Site Review Standards.

1. Orientation and Scale.

- a. Buildings shall have their primary orientation toward the street and not a parking area. Automobile circulation or off-street parking is not allowed between the building and the street. Parking areas shall be located behind buildings or to one side. See Figure [18.4.2.040.B.1](#).

Finding:

See finding g.

- b. A building façade or multiple building facades shall occupy a large majority of a project's street frontage as illustrated in Figure [18.4.2.040.B](#), and avoid site design that incorporates extensive gaps between building frontages created through a combination of driveway aprons, parking areas, or vehicle aisles. This can be addressed by, but not limited to, positioning the wider side of the building rather than the narrow side of the building toward the street. In the case of a corner lot, this standard applies to both street frontages.

Spaces between buildings shall consist of landscaping and hard durable surface materials to highlight pedestrian areas.

Finding:

See finding g. The property is large, more than 700-feet of frontage along Walker Avenue and Homes Avenue, the wider sides of the building occupy the majority of the façade.

c. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.

Finding:

See finding g.

d. Building entrances shall be located within 20 feet of the public right of way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in improved access, or for sites with multiple buildings, such as shopping centers, where other buildings meet this standard.

Finding:

See finding g.

e. Where a building is located on a corner lot, its entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. The building shall be located as close to the intersection corner as practicable.

Finding:

The new construction is to the rear of the existing campus building. The historic façade faces Walker Avenue. The proposed classroom wing extends along the Homes Avenue façade and the addition is closer to Homes than existing structures on the campus. There The proposal does not seek to alter the historic entry.

f. Public sidewalks shall be provided adjacent to a public street along the street frontage.

Finding:

There are public sidewalks adjacent to all of the public street frontages. The property frontage is bound by curbside sidewalks. The curbside sidewalks are pre-existing, non-conforming. Excepting where the curb cut on Homes Avenue is proposed to be closed, no changes to the existing curbside sidewalks are proposed.

g. The standards in a-d, above, may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices and automotive service stations.

Finding:

The proposal seeks to waive the standards of a. – d. above because though the new classroom building is accessed by students/parents/guardians as pedestrians from the neighborhood, the building is not a business that is accessible to the general public and the structure is not “open to the public during business hours”.

The existing building has a historic orientation toward Walker Avenue and the bus loop. The proposal does not alter the historical building orientation towards the higher order street. The proposed entry area modifications and improvement parent drop off isle will provide a better orientation to the Homes Avenue campus entry.

Under Oregon law (ORS 358.653) the school district is required to consult with the State Historic Preservation Office (SHPO) to avoid inadvertent impacts as the result of any new construction project involving historic properties under its control. A local historic preservation specialist, George Kramer of Kramer & Company. has been in consultation with the project architects to believes that Walker Elementary will likely prove to be historically significant and will work with BBT and the District during the design phase to minimize any impacts to the degree feasible while still meeting district needs.

The proposal increases the separation of the driveway on Homes from the Walker Avenue intersection. This is to increase the amount of vision clearance and on-street vehicle maneuvering area. The increased length of the drop off and the enhancements to the parking area and the student drop-off lane will improve the vehicle stacking that at times occurs onto Homes Avenue during the morning and afternoon drop off and pick up.

2. Streetscape. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street pursuant to subsection 18.4.4.030.E.

Finding:

There are new street trees proposed to be installed according to the standards of 18.4.4.030.E. There are existing trees that may affect the number of new street trees, but along Homes Avenue and Hunter Court, where not restricted by hydrants, intersections, existing, trees, etc., every 30-feet, behind the curbside sidewalk, new trees will be planted.

3. Landscaping.

a. Landscape areas at least ten feet in width shall buffer buildings adjacent to streets, except the buffer is not required in the Detail Site Review, Historic District, and Pedestrian Place overlays.

Finding:

The existing and proposed structures are buffered by at least ten feet from the streets. There are no changes along Walker Avenue. The building is more than 30-feet from the sidewalk on Homes Avenue.

b. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.

18.4.4.030 Landscaping and Screening

B. Minimum Landscape Area and Coverage. All lots shall conform to the minimum landscape area standards of the applicable zoning district (see Table 18.2.5.030.A - C for residential zones and Table 18.2.6.030 for non-residential zones). Except as otherwise provided by this chapter, areas proposed to be covered with plant materials shall have plant coverage of not less than 50 percent coverage within one year and 90 percent coverage within five years of planting.

Finding:

The areas of disturbance from the construction are proposed to be landscaped with a formal landscape plan. A large area of the property is lawn area and will remain as such. Due to the nature of the use of the property as a public elementary school, lawn area, and hardscape are the primary landscape materials.

Within the new parking area, landscape islands with shade producing trees are proposed. The parking areas and vehicular maneuvering areas drain to the parking lot bioswale. All areas of proposed landscaping provide for plant materials that grow to 90 percent coverage within five years of planting.

C. Landscape Design and Plant Selection. The landscape design and selection of plants shall be based on all of the following standards:

1. Tree and Shrub Retention. Existing healthy trees and shrubs shall be retained, pursuant to chapter 18.4.5. Consistent with chapter 18.4.5 Tree Preservation and Protection, credit may be granted toward the landscape area requirements where a project proposal

includes preserving healthy vegetation that contribute(s) to the landscape design.

Finding:

The tree protection and preservation plan and the tree removal plan call for the removal of the trees that are within the areas of construction of the addition, the relocated parking area, the improvements adjacent to Hunter Court and that would not survive the impacts from construction.

Of the more than 100 trees on the site, there are only 14 significant trees proposed for removal. The majority of the site's trees are retained.

2. Plant Selection.

a. Use a variety of deciduous and evergreen trees, shrubs, and ground covers.

b. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.

c. Storm Water Facilities. Use water-tolerant species where stormwater retention/detention or water quality treatment facilities are proposed.

d. Crime Prevention and Defensible Space. Landscape plans shall provide for crime prevention and defensible space, for example, by using low hedges and similar plants allowing natural surveillance of public and semi-public areas, and by using impenetrable hedges in areas where physical access is discouraged.

e. Street Trees. Street trees shall conform to the street tree list approved by the Ashland Tree Commission. See the Ashland Recommended Street Tree Guide.

Finding:

The proposed landscape plan has been created by a local landscape architect. The landscape plan uses a variety of deciduous trees, shrubs, and ground covers. Due to the wildfire hazards overlay, no evergreen trees are proposed. The plants selected are appropriate

for the local climate and exposure. Water tolerant species are proposed within the stormwater detention facilities.

The planting plan allows for natural surveillance of the public space.

New street trees are proposed along Homes Avenue behind the sidewalk. There is a large stature Raywood Ash tree on the Hunter Court frontage that is preserved with the proposed street improvements. Additional street trees are proposed behind the sidewalk and in the landscape park row between the parking area and the parallel parking on Hunter Court.

3. Water Conserving Landscaping. Commercial, industrial, non-residential, and mixed-use developments that are subject to chapter 18.5.2 Site Design Review, shall use plants that are low water use and meet the requirements of 18.4.4.030.I Water Conserving Landscaping.

Finding:

The proposed landscaping plant materials are low water use and meet the requirements of 18.4.4.030.I.

4. Hillside Lands and Water Resources. Landscape plans for land located in the Hillside Lands overlay must also conform to section 18.3.10.090 Development Standards for Hillside Lands, and in the Water Resources overlay must also conform to section 18.3.11.110 Mitigation Requirements for Water Resource Protection Zones.

Finding:

Not applicable.

5. Screening.

a. Evergreen shrubs shall be used where a sight-obscuring landscape screen is required.

b. Where a hedge is used as a screen, fire-resistant and drought-tolerant evergreen shrubs shall be planted so that not less than 50 percent of the desired screening is achieved within two years and 100 percent is achieved within four

years. Living groundcover in the screen strip shall be planted such that 100 percent coverage is achieved within two years.

Finding:

There are no areas where evergreen screening shrubs are required.

6. Plant Sizes.

a. Trees shall be not less than two-inch caliper for street trees, and 1.5-inch caliper for other trees at the time of planting.

b. Shrubs shall be planted from not less than one-gallon containers, and where required for screening shall meet the requirements of 18.4.4.030.C.5 Screening.

Finding:

All plant and tree species will be planted per the specifications.

D. Tree Preservation, Protection, and Removal. See chapter 18.4.5 for Tree Protection and Preservation and chapter 18.5.7 for Tree Removal Permit requirements.

Finding:

Findings addressing tree removal have been provided.

E. Street Trees. The purpose of street trees is to form a deciduous canopy over the street. The same effect is also desired in parking lots and internal circulation streets; rows of street trees should be included in these areas where feasible.

All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.

1. Location of Street Trees. Street trees shall be located in the designated planting strip or street tree wells between the curb and sidewalk, or behind the sidewalk in cases where a planting strip or tree wells are or will not be in place. Street trees shall include irrigation, root barriers, and generally conform to the standards established by the Community Development Department.

Finding:

There are existing street trees along Homes Avenue that will be retained. Where proposed, new street trees are behind the existing curbside sidewalk and on the private property due to lack of right of way.

The new street trees along the school district side of Hunter Court are also planted behind the sidewalk where the parking bay is adjacent to the curb line.

All street trees will have irrigation and will conform to the standards of the Community Development Department.

2. Spacing and Placement of Street Trees. All street tree spacing may be made subject to special site conditions that may, for reasons such as safety, affect the decision. Any such proposed special condition shall be subject to the Staff Advisor's review and approval. The placement, spacing, and pruning of street trees shall meet all of the following requirements.

- a. Street trees shall be placed at the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.

Finding:

Due to the existing locations of established trees along the street improvements of Homes Avenue and the proposed improvement to Hunter Court, the street tree planting spacing is not a standard 30-foot interval. Tree planting area specified on the landscape planting plans.

- b. Street trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than ten feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.

Finding:

No street trees will be planted within 25-feet of the intersections of Homes Avenue and Walker Avenue or Homes Avenue and Hunter Court. Proposed street trees will be located on the final landscape plans more than ten feet from the driveway. Fire hydrants are not within ten feet of street trees.

c. Street trees shall not be planted closer than 20 feet to light standards. Except for public safety, no new light standard location shall be positioned closer than ten feet to any existing street tree, and preferably such locations will be at least 20 feet distant.

Finding:

No street trees will be planted within 20-feet of streetlights.

d. Street trees shall not be planted closer than 2.5 feet from the face of the curb. Street trees shall not be planted within two feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, or tree wells, shall be at least 25 square feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Tree wells shall be covered by tree grates in accordance with City specifications.

Finding:

The street trees are proposed behind the existing curbside sidewalk. No tree wells are proposed.

e. Street trees planted under or near power lines shall be selected so as to not conflict with power lines at maturity.

Finding:

There are no street trees proposed that would conflict with the power lines.

f. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation, where approved pursuant to section 18.4.6.040 Street Design Standards, may be utilized to save existing street trees, subject to approval by the Staff Advisor.

Finding:

The existing, healthy street trees that will not be damaged during construction are proposed to be preserved and

counted towards the total number of street trees along the frontages where development is proposed.

3. Pruning. Street trees, as they grow, shall be pruned to provide at least eight feet of clearance above sidewalks and 12 feet above street roadway surfaces.

Finding:

The existing street trees will be pruned to provide adequate clearance above the street. There are trees along Hunter Court that are proposed for removal, but none are street trees as there is not a public right-of-way.

4. Replacement of Street Trees. Existing street trees removed by development projects shall be replaced by the developer with those from the street tree list approved by the Ashland Tree Commission. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor. See the Ashland Recommended Street Tree Guide.

Finding:

Street trees removed, will be replaced with appropriate species with the proposed site improvements.

F. Parking Lot Landscaping and Screening. Parking lot landscaping, including areas of vehicle maneuvering, parking, and loading, shall meet the following requirements. Single-family dwellings and accessory residential units are exempt from the requirements of subsection 18.4.4.030.F.2, below.

1. Landscaping.

a. Parking lot landscaping shall consist of a minimum of seven percent of the total parking area plus a ratio of one tree for each seven parking spaces to create a canopy effect.

Finding:

There are is one redevelopment parking area proposed or modified as part of this request. There is more than seven percent of the area for the 66 parking spaces devoted to the landscape area. These areas include landscape islands and a large bioswale/pond area.

b. The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list approved by the Ashland Tree Commission to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians. See the Ashland Recommended Street Tree Guide.

Finding:

The parking lot shade trees are a mixture of Zelkovas, Maple trees, and Kentucky yellowwood trees. These species have large canopies and are not known to cause root damage or droppings onto vehicles or pedestrians.

c. The tree shall be planted in a landscaped area such that the tree bole is at least two feet from any curb or paved area.

Finding:

The trees are at least two feet from any curb or paved areas.

d. The landscaped area shall be distributed throughout the parking area and parking perimeter at the required ratio.

Finding:

The landscape areas are distributed in the parking area and at the perimeter.

e. That portion of a required landscaped yard, buffer strip, or screening strip abutting parking stalls may be counted toward required parking lot landscaping but only for those stalls abutting landscaping as long as the tree species, living plant material coverage, and placement distribution criteria are also met. Front or exterior yard landscaping may not be substituted for the interior landscaping required for interior parking stalls.

Finding:

There are substantial buffers around the parking area and within the parking lots landscaped with tree species and living plant material distributed to meet the placement standards. The area of landscaping that screens and buffers the parking areas exceed the minimum areas required.

2. Screening.

a. Screening Abutting Property Lines. A five-foot landscaped strip shall screen parking abutting a property line. Where a buffer between zones is required, the screening shall be incorporated into the required buffer strip, and will not be an additional requirement.

Finding:

The parking areas where abutting a property line are proposed to be buffered from the sidewalk by five feet or more.

b. Screening Adjacent to Residential Building. Where a parking area is adjacent to a residential building it shall be set back at least eight feet from the building and shall provide a continuous hedge screen.

Finding:

There is no parking adjacent to a residential building.

c. Screening at Required Yards.

i. Parking abutting a required landscaped front yard or exterior yard shall incorporate a sight obstructing hedge screen into the required landscaped yard.

Finding:

Where the new parking spaces are proposed along Homes Avenue, the parking spaces are more than 10-feet from the property line. This exceeds the required yard area. No hedges are proposed due to the substantial setback and bioswale planting area.

ii. The screen shall grow to be at least 36 inches higher than the finished grade of the parking area, except within vision clearance areas, section 18.2.4.040.

Finding:

Not applicable, there are no hedges proposed due to the substantial setback from the parking area to the property lines and the landscape area between the parking area and the street.

iii. The screen height may be achieved by a combination of earth mounding and plant materials.

Finding:

Not applicable.

iv. Elevated parking lots shall screen both the parking and the retaining walls.

Finding:

The parking area is not proposed to be elevated.

G. Other Screening Requirements. Screening is required for refuse and recycle containers, outdoor storage areas, loading and service corridors, mechanical equipment, and the City may require screening other situations, pursuant with the requirements of this ordinance.

1. Recycle and Refuse Container Screen. Recycle and refuse containers or disposal areas shall be screened from view by the placement of a solid wood fence or masonry wall five to eight feet in height to limit the view from adjacent properties or public rights-of-way. All recycle and refuse materials shall be contained within the screened area.

Finding:

The recycle and refuse area is within the campus area, north of the new classroom addition. This area is proposed to have a masonry wall that is between 5 to 8 feet tall.

2. Outdoor Storage. Outdoor storage areas shall be screened from view, except such screening is not required in the M-1 zone.

Finding:

Not applicable

3. Loading Facilities and Service Corridors. Commercial and industrial loading facilities and service corridors shall be screened when adjacent to residential zones. Siting and design of such service areas shall reduce the adverse effects of noise, odor, and visual clutter upon adjacent residential uses.

Finding:

The service corridor area is proposed to be developed to the north of the new classroom wing addition. A chiller area that is screened from view and is not seen from outside of the campus area.

4. Mechanical Equipment. Mechanical equipment shall be screened by placement of features at least equal in height to the equipment to limit view from public rights-of-way, except alleys, and adjacent residentially zoned property. Mechanical equipment meeting the requirements of this section satisfy the screening requirements in 18.5.2.020.C.4.

Finding:

The mechanical equipment will be screened within the mechanical room addition. A chiller area that will be behind building facades, and screening material, will be developed as shown on the site plan. The placement of any equipment will not be visible from the public right of way and the adjacent residential zoned properties.

a. Roof-mounted Equipment. Screening for roof-mounted equipment shall be constructed of materials used in the building's exterior construction and include features such as a parapet, wall, or other sight-blocking features. Roof-mounted solar collection devices are exempt from this requirement pursuant to subsection 18.5.2.020.C.4.

Finding:

Not applicable

b. Other Mechanical Equipment. Screening for other mechanical equipment (e.g., installed at ground level) include features such as a solid wood fence, masonry wall, or hedge screen.

Finding:

All mechanical equipment on the ground level will be screened.

H. Irrigation. Irrigation systems shall be installed to ensure landscape success. If a landscape area is proposed without irrigation, a landscape

professional shall certify the area can be maintained and survive without artificial irrigation. Irrigation plans are reviewed through a Ministerial process at the time of building permit submittals.

Finding:

There is an irrigation system is proposed. The irrigation system will comply with the water-conserving landscape standards of the city of Ashland.

I. Water Conserving Landscaping. Water has always been a scarce, valuable resource in the Western United States. In the Rogue Valley, winter rains give way to a dry season spanning five to seven months. Lack of water during the dry summer season was a major problem facing early settlers. Their creative solutions greatly altered the development of this region. Talent Irrigation District's and other district's reservoirs and many miles of reticulating canals are an engineering marvel.

Finding:

Water-conserving landscape design has been proposed within the non-turf areas. The plants proposed around the landscape areas excepting the bio Swale are drought tolerant and are suited for the Rogue Valley climate that way.

J. Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner; dead plants must be replaced within 180 days of discovery. Replacement planting consistent with an approved plan does not require separate City approval. (Ord. 3158 § 6, amended, 09/18/2018; Ord. 3155 §§ 12, 13, amended, 07/17/2018)

Finding:

All landscaped areas will be maintained in good condition or will otherwise be replaced.

18.4.4.040 Recycling and Refuse Disposal Areas

A. Recycling. All residential, commercial, and manufacturing developments that are subject to chapter 18.5.2 Site Design Review shall provide an opportunity-to-recycle site for use of the project occupants.

1. Residential. All newly constructed residential units, either as part of an existing development or as a new development, shall provide an opportunity-to-recycle site in accord with the following standards.

Finding:
Not applicable

2. Commercial. Commercial developments having a refuse receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the refuse receptacle to accommodate materials collected by the local sanitary service franchisee under its on-route collection program for purposes of recycling.

Finding:
The Walker Elementary School students and staff recycle as much paper, plastics, food waste, etc., as possible to reduce the flow of materials into the landfill. A refuse receptacle that provides an adequate collection area of materials produced at the school including recycling has been provided within the service yard area.

B. Service Areas. Recycling and refuse disposal areas shall be located to provide truck access and shall not be placed within any required front yard or required landscape area.

Finding:
The recycling and refuse disposal area are provided within the new screened service yard that is accessed from the parking lot on the Hunter Court side of the property. The recycling and refuse disposal areas are not within the front yard or a required landscape area.

C. Screening. Recycle and refuse disposal area screening shall be provided pursuant to section 18.4.4.030.G.1.

Finding:
A five to an eight-foot-tall masonry wall or fence is proposed to prevent the view from the public right of way of the refuse and recycle area.

18.4.4.050 - Outdoor Lighting

Finding:
All exterior lighting is attached to the buildings and will be directed on to the subject property. No artificial lighting will be directed to illuminate adjacent residential properties. New light standards within the parking area will be pedestrian-scale and will not illuminate adjacent residential properties.

18.4.4.060 - Fences and Walls

B. Design Standards. Fences, walls, hedges, and screen planting shall meet the following standards, where height is measured pursuant to subsection 18.4.4.060.B.2, below. See Figure 18.4.4.060.B.1 for illustration of maximum fence heights.

Finding:

The majority of the perimeter fencing exists. The fencing at the perimeter of the school area is a six-foot, chain link fence. The existing chain-link fencing is set back more than 20 feet from the front property along Walker Avenue and more than 10 feet from the Home Avenue side of the property. Since the fence is outside of all of the setback areas it is allowed to exceed the fence height standards from 18.4.4.060.B.2. Metal gates and decorative fencing is proposed to be added. All proposed fencing is outside of setback areas and not subject to the height standards.

18.4.3 Parking Access and Circulation:

Finding:

Walker Elementary school requires 66 vehicle parking spaces.

Per Table 18.4.3.040:

1 space per 75 square feet of public assembly area, whichever is greater

Public Assembly Area:

Gymnasium = $4,938 / 75 = 65.8$

Required Parking based on the largest assembly space at capacity = 66 spaces.

There are 46 parking spaces available on the site. This is non-conforming as the assembly area parking calculations are not increasing due to the new construction but are required for the gymnasium area.

The proposal increases the on-site parking by through the development of the new parking area. The proposal is to provide the required number of parking spaces and increases the number of spaces on-site to be closer to conformance with the parking standards.

The proposed parking area relocation adds Accessible Parking spaces and expands the onsite parking to accommodate the parking demands of the elementary school. The 66 spaces are not more than a ten percent increase and are permissible under AMC 18.4.3.030.B.

Accessible parking spaces as required by the Oregon building code and federal regulations are being provided in the parking area.

Walker Elementary School requires 70 bicycle parking spaces, all covered. Though several Walker Elementary School students ride their bicycles to school, never have anywhere near 70 bicycles been present at campus. There are presently 22 covered bicycle parking spaces on the north side of the gymnasium building. This is a pre-existing, non-conforming situation. The proposal adds bicycle parking on the east side of the campus, just north of the proposed classroom addition. Two, banks of 24 bike racks for a total of 66 secure bicycle parking spaces are proposed.

18.4.3.080 Vehicle Area Design

A. Parking Location

1. Except for single and two-family dwellings, required automobile parking facilities may be located on another parcel of land, provided said parcel is within 200 feet of the use it is intended to serve.

Finding:

All required parking is on parcels owned by Ashland School District. There are parking spaces parallel to Hunter Court proposed, these are on the School Districts' property.

2. Except as allowed in the subsection below, automobile parking shall not be located in a required front and side yard setback area abutting a public street, except alleys.

Finding:

The parking area on Homes is presently adjacent to the sidewalk and forward of the building façade. The proposal provides a setback from the parking area to the public street. The parking area is outside of the required front and side yard.

B. Parking Area Design.

Finding:

The reconstructed and new parking areas are proposed to be designed in accordance with the standards. The proposed parking spaces are 9' X 18' with up to 50 percent of the provided parking spaces as compact.

The parking spaces have the required back up, necessary for the types of spaces, head-in, and angled.

The parking area has been designed to minimize adverse environmental impacts. One shade tree is provided for every seven spaces. Fifty percent more shade

created by shade trees is proposed to address the microclimatic effects of the parking area.

The parking lot is designed to capture and treat surface run-off through a large, landscape swale.

C. Vehicular Access and Circulation.

Finding:

The proposed access modifications remove a curb cut on Homes Avenue that is close to the intersection and relocates the current parent drop off lane that is near the intersection of Walker and Homes to be accessed from Hunter Court. The proposed layout improves on-site circulation and maintains and improves transportation system safety and operations.

The proposed access is from Hunter Court. This access would serve the proposed parking area and the dedicated drop off lane. The proposed driveway to the site is aligned with the driveway to Hunter Park, across Hunter Court. The proposal provides pedestrian crossing of Hunter Court at the intersection of the driveways.

The proposed circulation system accommodates expected traffic on the site and improves the traffic congestion that is presently experienced at the intersections of Homes and Walker Avenue by providing a fully compliant parking area with pedestrian connections through the parking lot. There is a substantial parent drop off/pick up que lane. The proposal takes into account that both of the public streets are available for the use by the public and that the proposed improvements will decrease congestion at the intersection and will improve pedestrian and bicyclist safety.

The on-site circulation system incorporates street-like features such as sidewalks, plaza areas for gathering, and shade trees. Pedestrian connections on the site and adjacent sidewalks are proposed. A gravel surfaced pathway will be provided north of the driveway on Hunter Court that extends to the bicycle path to encourage more student a direct access to the path without crossing the parking lot of Hunter Park.

No obstructions will be placed in the vision clearance areas of the driveways.

D. Driveways and Turn-Around Design.

Finding:

There are pedestrian sidewalks provided adjacent to the streets, the driveways and through the parking area. Adequate drive aisles are provided so that all vehicles enter the street in a forward manner.

No obstructions will be placed in the vision clearance areas.

E. Parking and Access Construction.

Finding:

All required parking areas, aisles, turn-arounds, and driveways will be paved with an asphalt surface.

The new parking areas, aisles, and turn arounds will have an onsite collection, treatment, and detention of drainage waters on the north side of the proposed driveway for parent drop off and pick up.

All parking spaces will be clearly and permanently marked.

The existing parking area is directly adjacent to the curbside sidewalk on Homes Avenue. The new parking area is proposed to be reconstructed and a 10-foot landscape buffer from the street. A site obscuring hedge or other site obscuring barrier is not proposed.

There is more than seven percent landscaping in and immediately adjacent to the parking areas. The landscaping is uniformly distributed throughout the parking area and provided with irrigation facilities and protective curbs.

18.4.3.090 Pedestrian Access and Circulation

Finding:

The proposal is intended to provide the students, staff, parents, a safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets. The proposed improvements along Hunter Court, through the parking area, from the direction of the bike path area, in particular, provide clear pedestrian access through the site.

The intersection width of Homes and Hunter has been reduced to decrease pedestrian crossing of the driveway.

18.4.5.030 Tree Protection.

Finding:

The trees proposed for protection and removal were evaluated by a local landscape architect with extensive arborist knowledge. All trees on the tree protection plan will have a six-foot chain link fence installed at the dripline of the trees (or as depicted on the plan) to protect them from the impacts of construction. (See Sheet L1.1)

18.4.7 Signs.

Finding:

There is an existing sign program for Walker Elementary School and the Ashland School District (2009-0322). The only requested change is to add a “Walker Elementary School” sign and address numbers on the Homes Avenue façade.

4. Designated Creek Protection. Where a project is proposed adjacent to a designated creek protection area, the project shall incorporate the creek into the design while maintaining required setbacks and buffering, and complying with water quality protection standards. The developer shall plant native riparian plants in and adjacent to the creek protection zone.

Finding:

Paradise Creek is an ephemeral stream. It is present along the Walker Avenue frontage. The creek is partially culverted and partially above ground. There are no changes, modifications, or other site disturbances in the area of Paradise Creek.

5. Noise and Glare. Artificial lighting shall meet the requirements of section 18.4.4.050. Compliance with AMC 9.08.170.c and AMC 9.08.175 related to noise is required.

Finding:

All artificial lighting will meet the lighting standards.

6. Expansion of Existing Sites and Buildings. For sites that do not conform to the standards of section 18.4.2.040 (i.e., nonconforming developments), an equal percentage of the site must be made to comply with the standards of this section as the percentage of building expansion. For example, if a building area is expanded by 25 percent, then 25 percent of the site must be brought up to the standards required by this document.

Finding:

It can be found that the existing Walker Elementary School Site largely conforms to the standards. It appears that the parking area may be less than what is required thus an increase in the parking area. The proposed site development complies with the standards for Site Design Review.

Substantial elements of the site are being brought into conformance with the site development standards. The installation of stormwater detention bioswales, planting of street trees, increasing driveway separation from the intersection, an increase in covered bicycle parking spaces all increase site conformity. The proposed site improvements reduce adverse effects on surrounding property owners and the general public through increased safety. The site modifications, the new classroom structure, and the modified administration building further energy conservation efforts within the City, to enhance the environment for students walking and cycling to campus.

D. City Facilities. The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.

Finding:

Adequate city facilities exist to service the proposed additional classroom building area. The proposal substantially upgrades the storm drainage facilities, where inadequate facilities exist. The Civil engineering plans provide necessary details to demonstrate proposed site development and construction can comply with city standards. See sheets C2.1 Erosion Control Plan, C3.0 Civil Site Plan, and C.4 Overall Grading and Drainage Plan. Utility details are provided on C5.0 Overall Site Utility Plan.

Water: There is four-inch water main in Walker Avenue. There is also a six-inch main in Homes Avenue. There are fire hydrants on Walker Avenue, Homes Avenue, and Hunter Court. A fire vault is proposed to be installed to the west of the relocated driveway from Homes Avenue. The water line sizes are substantial and there is adequate water pressure needs for the additional structure area and the fire suppression system.

Sanitary Sewer: There is an eight-inch and a ten-inch sanitary sewer line in Walker Avenue. A ten-inch sewer main is present on Homes, and there is a six-inch sanitary sewer line in Hunter Court. A new sanitary sewer lateral is proposed to extend from the new addition to Walker Avenue. There are no know capacity issues with the public sanitary sewer line on Walker Avenue.

Electrical: There are major overhead electrical facilities along Walker Avenue. There are private facilities including junction boxes and vaults. To the project team's knowledge, there are no capacity issues. A new utility transformer is proposed on the east side of Walker Avenue to the north of the north driveway of the bus loop. This transformer will service the new loads generated with the replacement construction, and upgrades to the existing services. Using LED lighting throughout the structure, lights with timers for automatic shutoff, electrical energy efficiencies are sought throughout the development of the new construction.

Storm Sewer: There is an eight-inch Storm sewer main in Walker Avenue. There is an eight-inch storm sewer main in Hunter Court.

The development proposal includes substantial stormwater quality improvements. There is a large, landscaped bioswale proposed on the north side of the improved parking area and driveway aisle. The final Civil engineering will be designed to the standards of the DEQ MS4 General Permit Phase 2. The system will be designed to comply with all of Ashland's specific stormwater quality design standards.

Transportation: One of the primary issues at Walker Elementary is the site layout and that there is inadequate parking and inadequate area that allows for safe student drop off and pick up that is separated from the public traffic on the streets and away from the parent, teacher, visitor, school district employee parking lot area. The proposal, as evidenced by the information in the record including a transportation memo that analyzed the proposal find that the proposal provides additional pedestrian safety and student safety and will not increase traffic nor will not substantially alter the direction of inbound or outbound traffic.

The existing parking lot for staff, parents and visitors, is accessed via a curb cut from Homes Avenue. Just to the west of this driveway is the parent drop off lane that exits onto Walker Avenue. The driveways on Homes Ave are further from the intersection than required by code, but these driveways are close (30-feet) together. With Homes Avenue, a narrow width street, vehicular turning movements, pedestrian activity, narrow right-of-way, lead to repeated issues from all of the transportation activity in the area not only generated at Walker Elementary but at the same/similar time, the middle school just down the street with parents and students going to both schools as part of their routine, places more the traffic onto the Walker and Homes intersection.

This parking area is immediately adjacent to Homes Avenue without landscape buffer, and there are no landscape islands, designated pedestrian access, or parking lot shade trees. There are curbside sidewalks on Homes Avenue. No changes to the non-conforming, curbside sidewalks are proposed.

Homes Avenue has a 16-foot-wide right-of-way and a 24-foot street reservation area. Homes Avenue is considered a Residential Street. The proposal removes an existing driveway that is near the Homes and Walker intersection and shifts it to the east towards Hunter Court.

The proposal seeks to provide improvements to Hunter Court and shift the parking lot access from both Homes with a new driveway curbcut and the improved Hunter Court. Hunter Court is a private driveway and is not a dedicated public street. The Transportation System Plan speaks to Hunter Court dedicated as a neighborhood street. Due to the uses of Hunter Court, access to the public park and the public-school parent drop off and parking area, that the street

improvements are installed generally consistent with the standards, is a benefit to the functions of the Homes Avenue intersection.

There are eight trees directly behind the existing hunter avenue curb, these trees will need to be removed to accommodate improvements. The improvements call for widening of the street to provide for two travel lanes, a landscape parkrow and a sidewalk. There is a pedestrian crossing of Hunter Court proposed to increase cross access. The proposed improvements include ADA pedestrian access and crossings to the sidewalk on the east side of Hunter Court that serves Hunter Park.

The proposed changes improve pedestrian safety by increasing driveway spacing away from the most heavily used intersection. The proposed changes to the parking area and increasing the length of the driveway and vehicular maneuvering area onsite to facilitate parent drop off and pick up without pushing traffic onto the public streets. The one-way vehicular traffic circulation is proposed which increases student and pedestrian safety.

Walker Avenue is considered an Avenue. No modifications are proposed to the Walker Avenue frontage.

E. Exception to the Site Development and Design Standards.

1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or

Finding:

None requested.

2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards; or

Finding:

Not applicable, see finding above.

3. There is no demonstrable difficulty in meeting the specific requirements for a cottage housing development, but granting the exception will result in a design that equally or better achieves the stated purpose of section 18.2.3.090.

Finding:

Not applicable.

18.5.4.050 Conditional Use Permit

A. Approval Criteria.

1. That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.

Finding:

The proposal seeks to modify the existing Ashland School District Sign Program for Walker Elementary School. The proposal seeks to add an identification address sign on the Homes Avenue façade of the new, addition. This sign is requested to be 18" tall letters that say Walker Elementary School. This wall is more than 35-feet from Homes Avenue.

Public Schools are addressed in Chapter 9 of the Comprehensive Plan. The proposal adds much needed updated classroom spaces and student activity areas. The proposal improves the restrooms and provides a SPED specific classroom area. This achieves the goals of the Comprehensive Plan to make a maximum effort toward the utilization of present and future educational and recreational facilities and resources through public (bond measure), private (PTO, Ashland Booster Clubs, community support), and city cooperation. The Comprehensive Plan encourages cooperation between the City and School District when new school facilities are considered or when City action affects the School District, this provides the city discretion to offer leniency instead of strict adherence to the site development standards that apply to non-residential development.

Though the campus will be completely secured with fencing, options to retain community access outside of school hours are being discussed. The primary issue with allowing access outside of school hours is that too many community members allow dogs to run free and dog debris and school settings are highly incompatible. There is a place holder area for a track shown on site plans. This is not part of the project scope.

2. That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property.

Finding:

No impacts from signage.

3. That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone, pursuant to subsection [18.5.4.050.A.5](#), below. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone.

Finding:

The target use in the zone is residential development with a minimum density of approximately 44 residential parcels. The proposed additional sign area will not have any greater adverse material effects on the livability of the impact area than a 50+ residential parcel subdivision.

- a. Similarity in scale, bulk, and coverage.
- b. Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.
- c. Architectural compatibility with the impact area.
- d. Air quality, including the generation of dust, odors, or other environmental pollutants.
- e. Generation of noise, light, and glare.
- f. The development of adjacent properties as envisioned in the Comprehensive Plan.

Finding:

This installation of additional signage at Walker Elementary School to delineate the entrance will not adversely affect the neighborhood as it is not an illuminated sign and the sign is not going to negatively impact the expansive façade of the Walker Elementary School frontage. Schools are not similar in bulk, scale, or coverage to structures in the surrounding residential area. Schools are similar to the school buildings in the nearby areas at Ashland Middle School and Southern Oregon University. The proposed signage is intended for the specific school and is directional for the neighborhood population served by the school. The site does have less coverage than allowed in the residential zone.

4. A conditional use permit shall not allow a use that is prohibited or one that is not permitted according to this ordinance.

Finding:

Public schools are a permitted use in the residential zone.

18.5.7.040 Tree Removal Permit.

4. Removal of significant trees as defined in part [18.6](#), on lands zoned SOU, on lands under the control of the Ashland School District, or on lands under the control of the City.

Significant Tree. A conifer tree having a trunk 18 caliper inches or larger in diameter at breast height (DBH), or a deciduous tree having a trunk 12 caliper inches in diameter at breast height.

Tree That is Not a Hazard.

- a. The tree is proposed for removal to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part [18.4](#) and Physical and Environmental Constraints in part [18.3.10](#).

Finding:

The 14 trees are proposed for removal to permit the applicant to be consistent with other applicable ordinance requirements and standards applicable to the Site Design Standards.

b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

Finding:

The tree removals will not have significant negative impacts on erosion, soil stability, the flow of surface waters, protection of adjacent trees, or existing windbreaks. Areas from where trees are removed will be redeveloped with structures, hardscaping, and re-landscaped. There are more than 100 trees six-inches in diameter at breast height and larger on the Walker Elementary School Campus and along the Hunter Court

c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.

Finding:

There are more than 100 trees on the subject property and several trees within 200-feet of the subject property. The proximity to Hunter Park which is heavily vegetated provides substantial species diversity, canopy coverage, and tree densities. The proposed development replaces canopy, tree densities, sizes, and species diversity.

d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.

Finding:

No residential components.

e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section [18.5.7.050](#). Such mitigation requirements shall be a condition of approval of the permit.

Finding:

Mitigation trees are proposed throughout the property. There are 20 significant trees proposed for removal. The landscape plan calls for over 30 replacement trees. These include Kentucky yellow trees, Zelkova, maple, and Lindens. Required mitigation of 20 removed trees, is achieved through the installation of the required street trees and the proposed shade trees for the parking areas to reduce the microclimatic impacts of the pavement.

Attachments:

Transportation Memo – Kelly Sandow, P.E.

Coverage area calculations

Draft Parking and Access Agreement between ASD and Ashland Parks and Rec.

Site Plans:

General:

G0.00 – Cover Sheet

G0.01 – Standards Sheet

G0.02 – Code Analysis Plan

G0.03 – Code Analysis

G0.04 – Assemblies

Civil Engineering Sheets:

C1.2 – Site Demolition Plan

C2.1 – Erosion Control Plan

C3.0 – Civil Site Plan

C4.0 – Overall Grading and Drainage Plan

C5.0 – Overall Site Utility Plan

Landscape:

L1.0 – Site Materials Plan

L1.1 – Tree Protection and Removal Plan

L2.0 – Irrigation Plan

L2.1 – Irrigation Details

L3.0 – Planting Plan

L3.1 – Planting Details

Architectural:

AD2.01 – Overall Demolition Floor Plan

A1.01 – Site Plan

A1.02 – Site Details

A2.01 – Overall Plan

A2.02 – Roof Plan

- A2.10 – Floor Plan Sector A
- A2.11 – Floor Plan Sector B
- A2.12 – Floor Plan Sector C
- A3.01 – Overall Elevations
- A3.02 - Elevations
- A3.03 - Elevations
- A3.04 – Historic and Perspective Views
- A9.01 – Finish Schedules

Electrical:

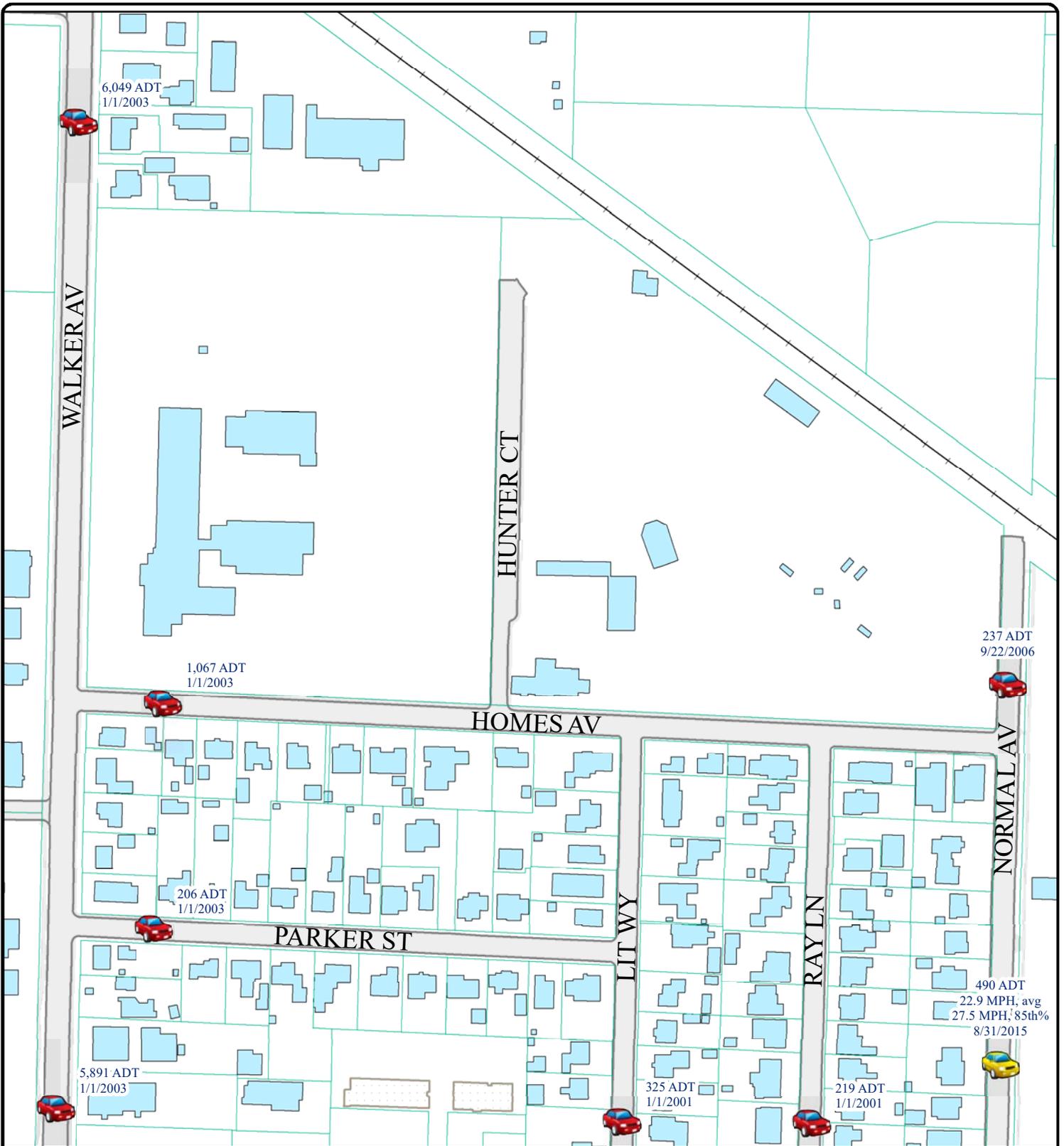
- E1.01 – Electrical site Plan
- E1.02 – Communication Site Plan

1952



1952





**Walker Elementary
Traffic Count Map**

Date: 3/18/2021



Traffic Counts



Traffic Classifier



Traffic Counter

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

TECH MEMO

DATE: April 27, 2021

TO: Amy Gunter
Rogue Planning & Development Services

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: Walker Elementary School Traffic Assessment



RENEWAL 06/30/22

The following provides a safety and operation review of the proposed relocation of the drop-off/pick-up land parking lot associated with the Walker Elementary School expansion project. The evaluation considers the traffic operations and safety, specifically evaluating concerns raised by the Planning Commission.

Walker Elementary School is currently designed with a capacity of 350 students and has an average enrollment of approximately 325 students. The proposed 12,000 sf expansion will not increase student enrollment or staffing. There is no anticipated increase in vehicle trips to the site due to the expansion. Therefore, the evaluation considers the access and vehicle routing and not an increase in trips to the area.

The school boundaries are illustrated in Figure 1 below. As shown, the majority of the area within the boundary is located to the west, with a limited amount of area to the north, south, and east. Therefore, a majority of trips are from these areas, and the major travel routes to/from the school are Walker Avenue and Normal Ave to Homes Ave. The access into the school parking and drop-off loop will be relocated to the east on Homes Ave. Entering vehicle routes will not be changed substantially enough to have any different effect on the street system (outside of Homes Ave) than the existing access. Additionally, exiting trips from the parking lot to Homes Ave will likely have no change in routing. Exiting vehicle trips from the drop-off are currently onto Walker Ave and will be relocated to Homes Ave. Walker Avenue is a higher classified street and experiences a high level of trips from the other schools along Walker Ave. The relocation of the access to Homes Ave reduces conflict points along Walker Avenue and improves the overall safety for vehicles, pedestrians, and bicycles along Walker Avenue.

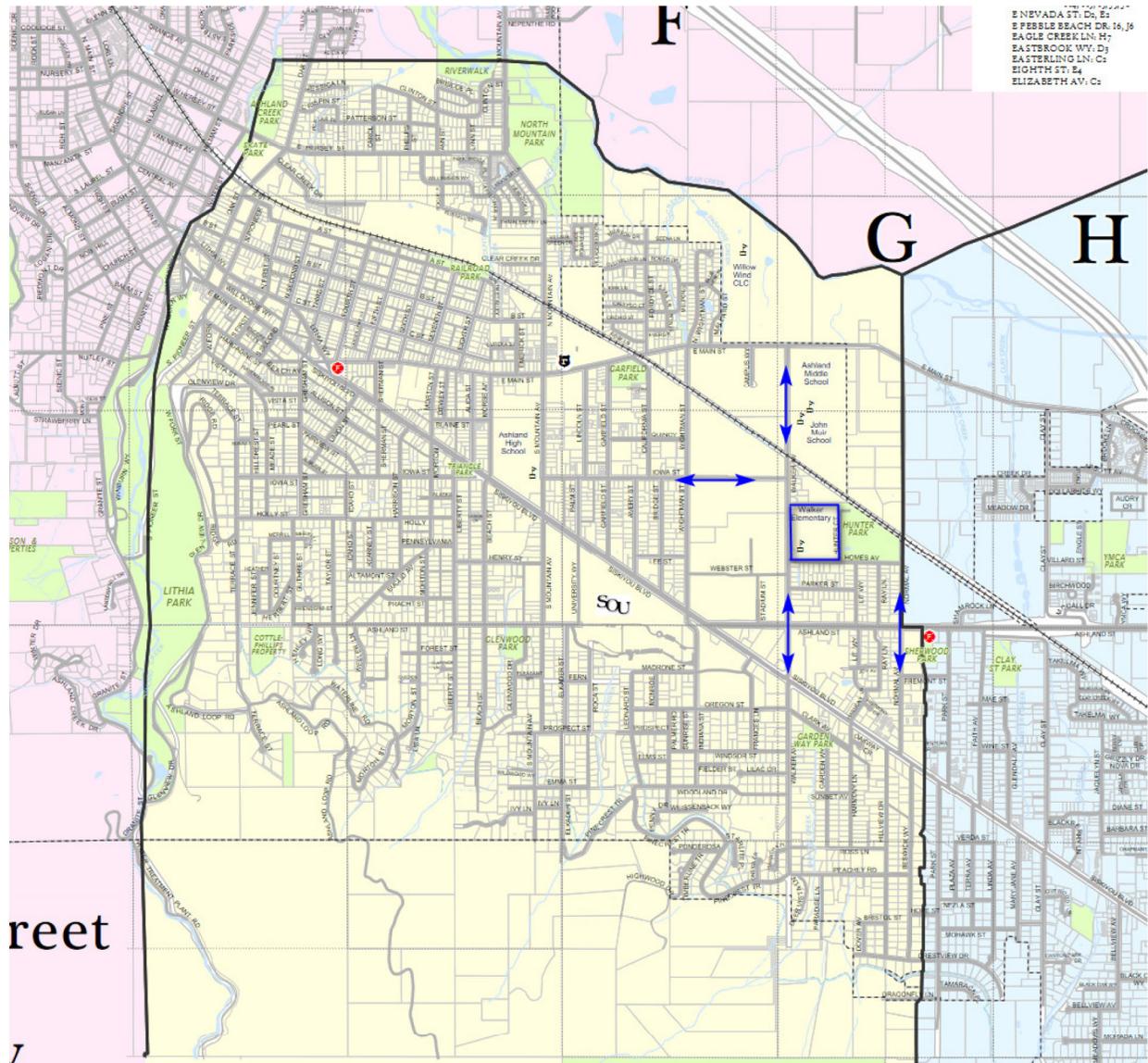


Figure 1: School Boundary

As the school and surrounding network is not currently functioning in a normal capacity due to Covid-19 and traffic count data is currently unreliable at school locations, the evaluation considers an estimation of traffic levels. The following provides an evaluation regarding questions raised by the Planning Commission.

1. How the pick-up and drop-off will function on-site to draw impacts off the public street.

The existing parent drop-off lane is approximately 280 feet in length, with space for approximately 11 vehicles to queue on-site before there is spillback onto Homes Ave. With

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vehicles entering from Homes Ave and exiting onto Walker Ave, any vehicle queuing beyond the 11th car will queue onto Homes Ave, affecting travel on the City street system. The boundary lines for the school draw a majority of the trips from Walker Avenue turning east on Homes Ave. There is room for approximately 10 cars to queue on Homes Ave before the intersection of Walker Ave is blocked. Backups from queuing at the existing layout have the potential to frequently block the intersection of Walker Ave/Homes Ave.

The proposed revised layout provides for approximately 175 feet of designated drop-off area on-site and approximately 200 additional feet on-site for vehicle queuing, for a total of 375 feet of on-site queuing space for drop-off/pick up (not including parking area drive aisles) before there is spill back onto the adjacent streets. This is an increase from 11 vehicles to approximately 15 vehicles able to be queued on-site. The proposed entrance is located off Hunter Court, approximately 275 feet north of Homes Ave. This provides room for another 11 cars before there is back up on to Homes Ave and affects the city street system. As a majority of trips will be eastbound on Homes Ave, access from Hunter Court will provide additional space before any adjacent city streets or intersections are impacted. The proposed relocation will lessen the impact on Homes Ave and the adjacent intersections.

Internally, the site is designated as a one-way flow on-site for the drop-off/pick-up lane. The easiest path to enter the drop-off/pick-up lane is from Hunter Court; while it is possible to enter the drop-off/pick-up lane from the parking area, the length of travel and time delay of internal travel will encourage vehicles to enter from Hunter Court and exit onto Homes Avenue.

As designed, there is room for 26 cars to queue off Homes Ave before there are any backups onto Homes Ave. The overall design will have less impact on the adjacent roadway system than the existing design.

2. Whether the proposed on-site circulation adequately separates pick-up and drop-off traffic from those looking to circulate.

The pick-up/drop-off lane will be delineated from the circulating lane via white pavement striping that is consistent with what is typical for drop-off/pick-up lanes. The white pavement markings provide drivers the indication that there is a drop-off/pick-up lane and allows the drivers in the lane to leave the lane and move out to the circulating lane when needed. The design is consistent with the typical drop-off lane designs and will be adequate.

It is recommended that the initial striping provide a pavement legend that lets entering vehicles know the drop-off/pick-up lane is to the right. It is recommended that the 5 spaces at the northern edge of the new parking lot be designated spaces (staff, authorized, etc.) to keep these spaces from being used during drop-off/pick-up times, so parking and

back up maneuvers do not conflict with the drive aisle and entering vehicles.



Figure 2: Recommended Parking Changes

3. Is Homes Avenue functional and accessible for anticipated trips. How the changes to circulation would affect the number of trips heading east on Homes Ave vs. what is happening now.

The eastern edge of the school boundary area is Normal Avenue, just to the east of the school site. A majority of trips to/from the school are from the east, north, and south. The relocation of the access is anticipated to not substantially increase trips to the east on Homes Ave since the origins/ destinations and the shortest path to these locations are not changed. The new site access will be located on Homes Avenue. Exiting vehicles will likely make a right turn and travel to Walker Avenue as:

- 1: Left-turning vehicles from the site access will experience a delay caused by waiting for a break in traffic from drivers turning left from Homes Avenue to Hunter Court to enter the school site.

- 2: Walker Avenue provides a signalized access connection to Ashland Street and Siskiyou Boulevard, which allows vehicles to access these roadways quicker and safer during peak hours, creating a safer and easier route of Normal Avenue.

Homes Ave is a Neighborhood Street with a 30-foot width (curb-to-curb). The width is sufficient to handle the added traffic on Homes Ave (entering and exiting traffic). It is recommended that restrictions in parking with a minimum of no parking during drop-off or pick-up times. The northern edge of Homes Avenue in between Hunter Court and the site access and for approximately 25 feet west of the site access to allow for the ease of two-way travel, safe turning movements from the access and from Hunter Court, and to preserve the line of sight for driver's exiting onto Homes Avenue.

The ITE Trip Generation Manuals estimate the level of vehicle trips to the school as 126

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entering and 109 exiting trips during the peak AM drop-off time. Assuming a majority of trips will enter the site from the east (90/10 split), the estimate is approximately 113 left turns from Homes Ave and 13 right turns from Homes Ave. The exiting trips are estimated as 98 right turns onto Homes Ave and 11 left turns onto Homes Ave.

Between Walker Avenue and Homes Avenue, the anticipated trips are 217 (113 and 98). The capacity of Homes Avenue is estimated at 1200 vehicles per hour. The levels of vehicle trips on Homes Ave are within the capacity of this street.

The access connection to Homes Avenue is estimated at LOS A for Homes Avenue, LOS E for the left turn out of Hunter Court in the AM, and LOS D for exiting vehicles out of the site access in the AM.

Homes Avenue, the site access, and Hunter Court will operate safely and within the typical conditions experiences for peak school traffic.

4. Impacts to Hunter Court

Hunter Court will serve as the primary entrance for parent drop-off and pick-up lanes. A majority of exiting trips will be made from the site access. Hunter has the capacity and width to facilitate the estimated vehicle trips.

The current design is to add a southbound lane (pocket) at Homes to maintain the ADA parking on the east side. The southbound pocket is approximately 50 feet with a short 25-foot taper. It is estimated that the queue for outbound vehicles will be 2-3 vehicles (50-75 feet) during the peak times. If there are cars parked in the ADA spaces and 2 cars waiting to exit, a potential pinch point/conflict point is created with a queued vehicle at the taper. See Figure 3. It is recommended that the pocket be extended to a minimum of 75 feet to eliminate the potential conflict point.

The peak vehicle use for the school will be the AM before school drop-off time. It is anticipated that the demand for the other uses on Homes Avenue during this time will be minimal. The peak usage of the tennis courts, swimming pool, and the Senior Center typically occur during times that the school is not at peak trips (PM, weekends, mid-afternoon, summer, etc.).

Homes is 24 feet at its narrowest and widens to 36 feet just south of the proposed access, with on-street parking currently allowed on both sides. To help facilitate traffic flow, parking should be restricted on the west side between the access and Homes Road to at a minimum no parking during school drop-off and pick-up times.

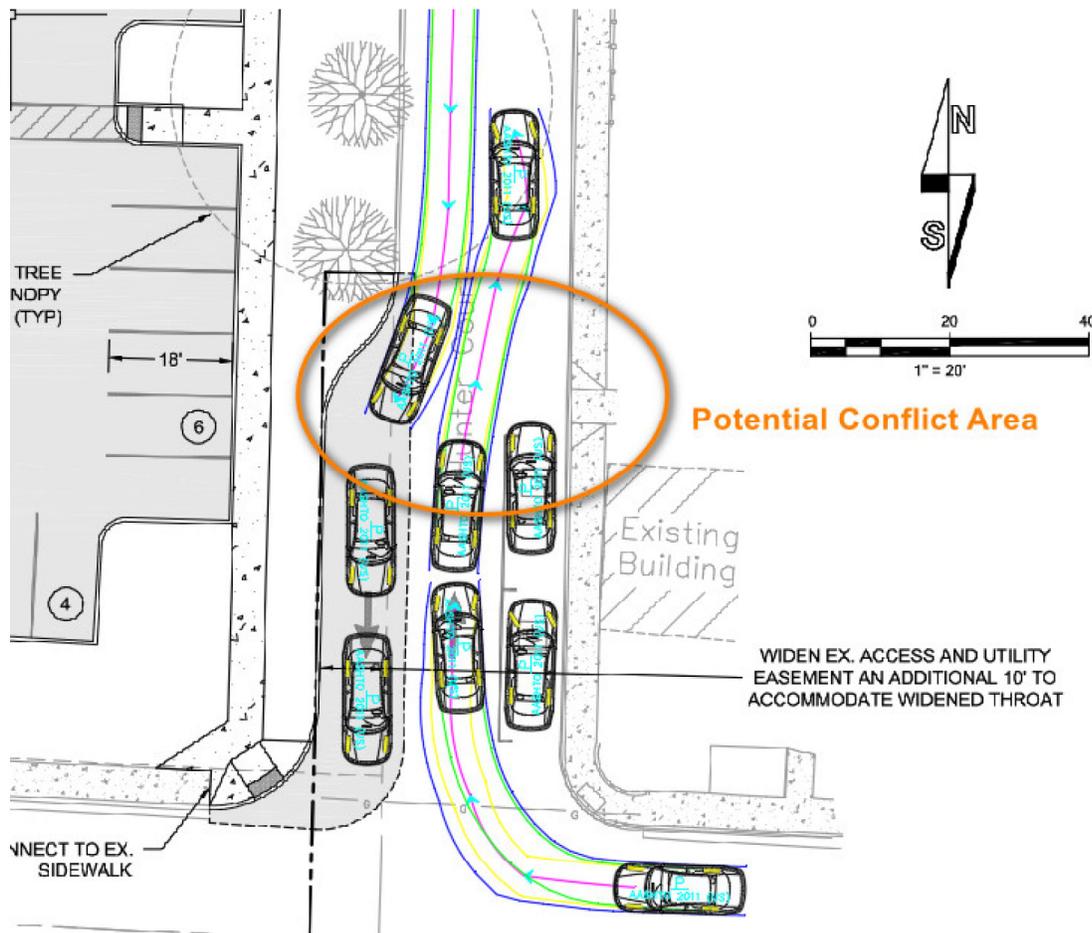


Figure 3: Hunter Court Potential Conflict

5. How are bicycle and pedestrian trips are handled to Central Ashland Bike Path, addressing the need for facilities on Hunter Court.

The Central Ashland Bike Path has a connection to Walker Avenue and to Hunter Court. From the Walker Avenue connection, there are sidewalks and bike lanes directly to the school, where a direct connection will be provided on the north side of the school to the bike parking area. The bike path connection to Hunter Court connects at the northeast edge of the parking lot. There is a sidewalk provided on the east side of Hunter Court from the parking lot to a new crossing access on Hunter at the site access.

Figure 4 shows the pedestrian and bike routing. This routing provides adequate safe options between the school and the Central Ashland Bike Path.

WALKER ELEMENTARY SCHOOL ADDITION AND RENOVATION PROJECT

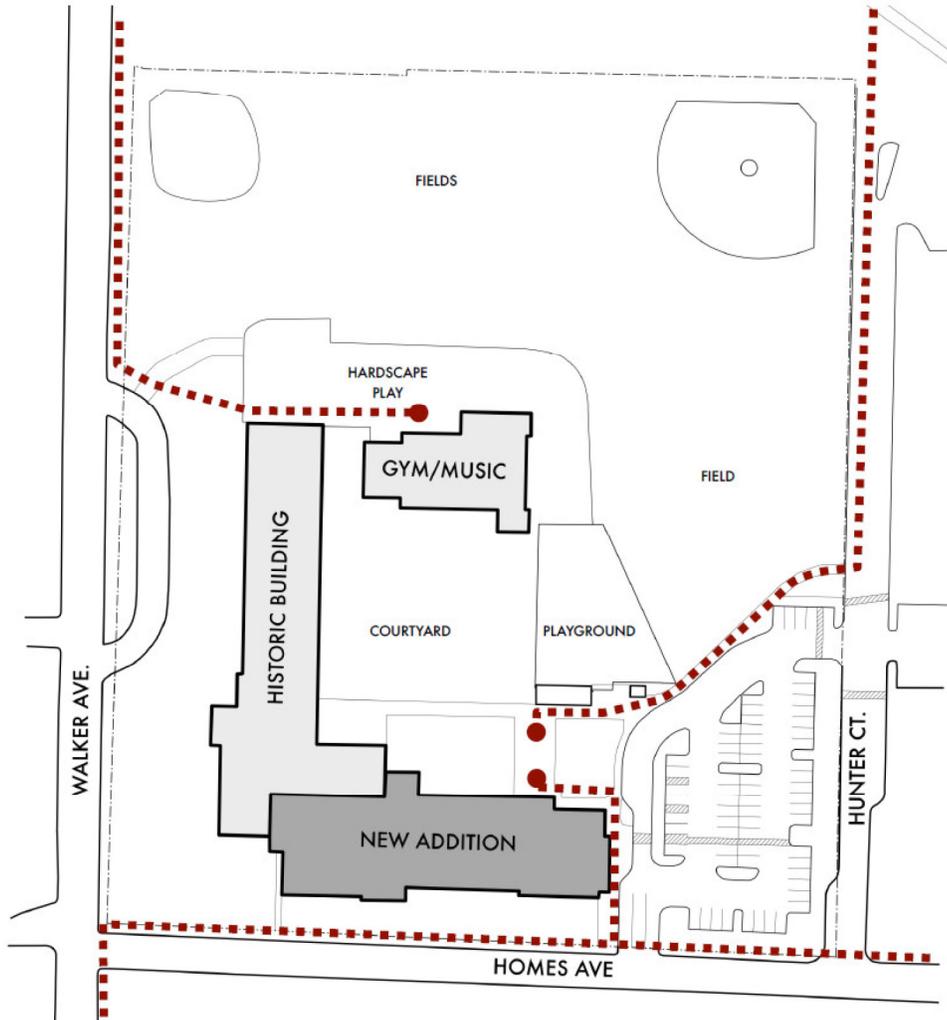


Figure 4: Bike and Pedestrian Routes

6. Address the changes to circulation i.e., distance between curb cuts, conflicting turning movements, etc.

The proposed access connection to Homes is located 135 feet west of Hunter Court. The access to Hunter Ct is located 250 feet from Homes Avenue and is aligned with the driveway across Hunter Court. There is adequate distance between the access routes to minimize conflicts. There are no turning movement conflicts for the site access connections. (See Figure 5). Aligned access connections are not considered conflicting movements as general right of way rules apply when tuning, reducing conflicts.

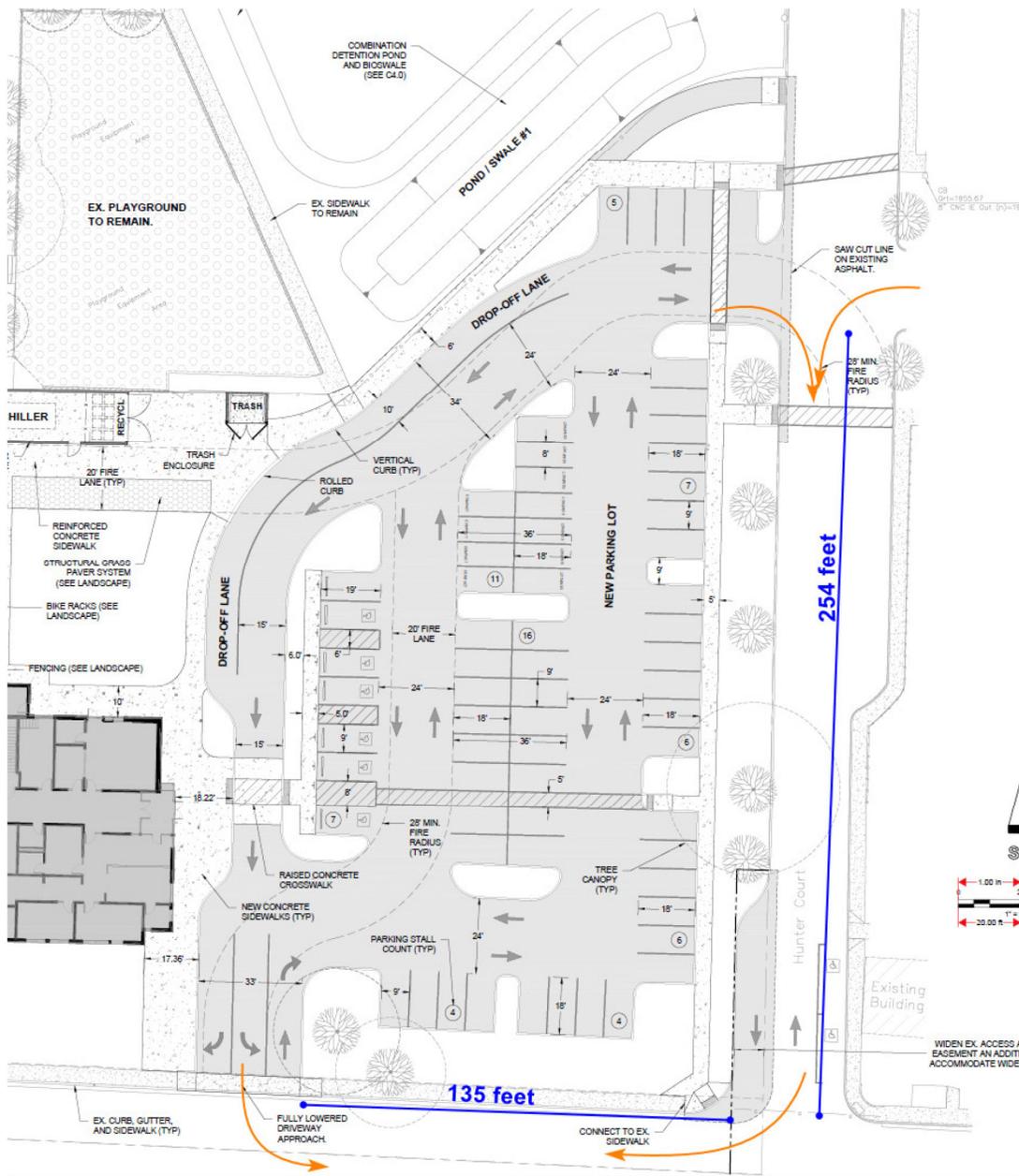


Figure 5: Turning Movement Conflicts

Conclusion

The proposed design will provide adequate and safe access and circulation for school traffic. The following are recommendations based on these evaluation:

From: Kelly Sandow PE

RE: Walker ES

Date: 4.27.21

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- 1) Restrict parking on the north side of Homes Avenue between Hunter Court and 25 feet west of the access to, at a minimum, no parking during school drop-off or pick-up times.
- 2) Restrict parking on the west side of Hunter Court between the site access and Homes Avenue to, at a minimum, no parking during school drop-off or pick-up times.
- 3) Increase the pocket for southbound travel on Hunter Court to a minimum of 75 feet to eliminate the pinch point/conflict point that is currently designed.
- 4) The 5 spaces on-site on the north side of the entrance should be designated spaces, so they are not used during drop-off and pick-up times.
- 5) Stripe "Drop-Off Lane" at the entrance to the lane to designate the drop-off lane from the circulating lane.



RE: Ashland School District/ Ashland Parks and Rec. Commission Parking Agreement

The parties (Ashland School District and Ashland Parks & Recreation Commission) agree that a joint use of certain public facilities adjacent to Walker Elementary School are in the best interests of the public, City of Ashland, Ashland Parks & Recreation and School District and further that the currently pending improvement project for Walker Elementary should proceed with the full support of the Parks & Recreation Commission. To this end, the School District and the Commission agree to enter into an Inter-governmental Agreement on the following bases:

1. The School District will permit patrons of City parks facilities to use for vehicular parking purposes, the parking area associated with Walker Elementary, as designated on attached Ex. A. Such parks-related use may occur during hours when school is not in session (before 7:00 am and after 4:30 pm, Monday through Friday and all day Saturday and Sunday)) and when there is not an organized Walker Elementary activity, such as Back- to-School Night or school events. The School District shall provide its normal maintenance to this parking area at District expense.
2. The Parks Commission shall permit School District bicycle and vehicular and equipment-related use of Hunter Ct. in the locale designated on attached Ex. B, for District-related purposes. Such uses shall be in coordination with other users of Hunter Ct. The Commission shall provide its normal maintenance to this area of Hunter Ct. at Commission expense.
3. The School District shall install at its expense, a 5 foot wide minimum, granite pedestrian and bicycle pathway, adjacent to Hunter Ct. in the location and according to the design shown on attached Ex. C. Such pathway shall be completed not later than 18 months after final approval of the pending Walker Elementary School land use application (City File No. PA-T2-2021-00028) is granted.
4. The School District will at its expense, further widen Hunter Ct. by installing a turn lane that extends from Homes Avenue to beyond the current senior center street parking, as designated on attached Exhibit D. Further, the School District will at its expense replace the existing asphalt from curb to curb for the entirety of the length of the aforementioned turn lane. The Parks Commission will support the required removal of trees on the School District property for the purpose of installing the aforementioned turn lane.
5. The parties agree to implement and support any other actions necessary to carry out the above agreements.

WALKER AVE.

WALKER AVE.

PEDESTRIAN & BICYCLE PATHWAY

PARKING STALLS

WALKER ELEMENTARY SCHOOL
(WITH PROPOSED ADDITION)

HOMES AVE.

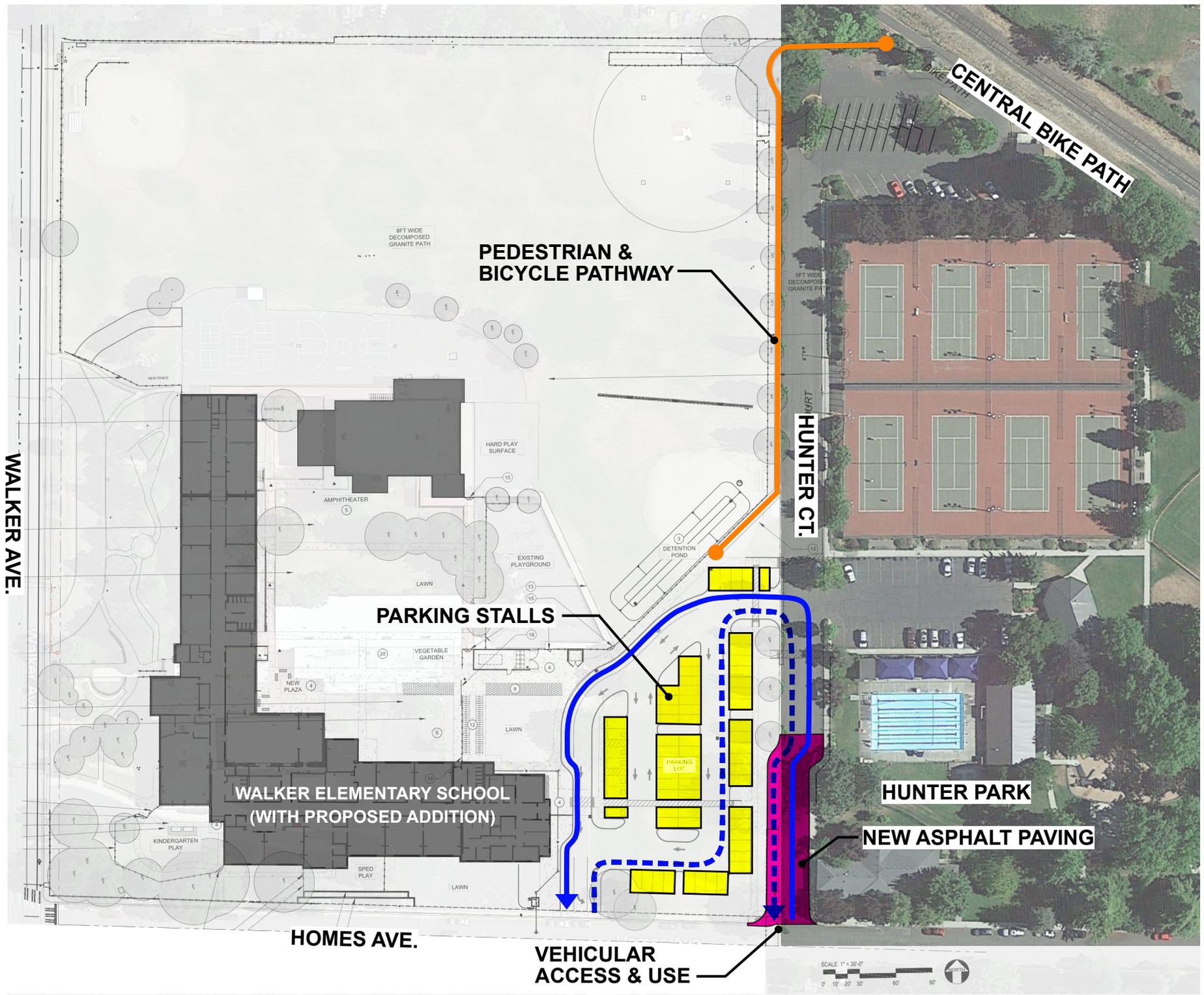
VEHICULAR
ACCESS & USE

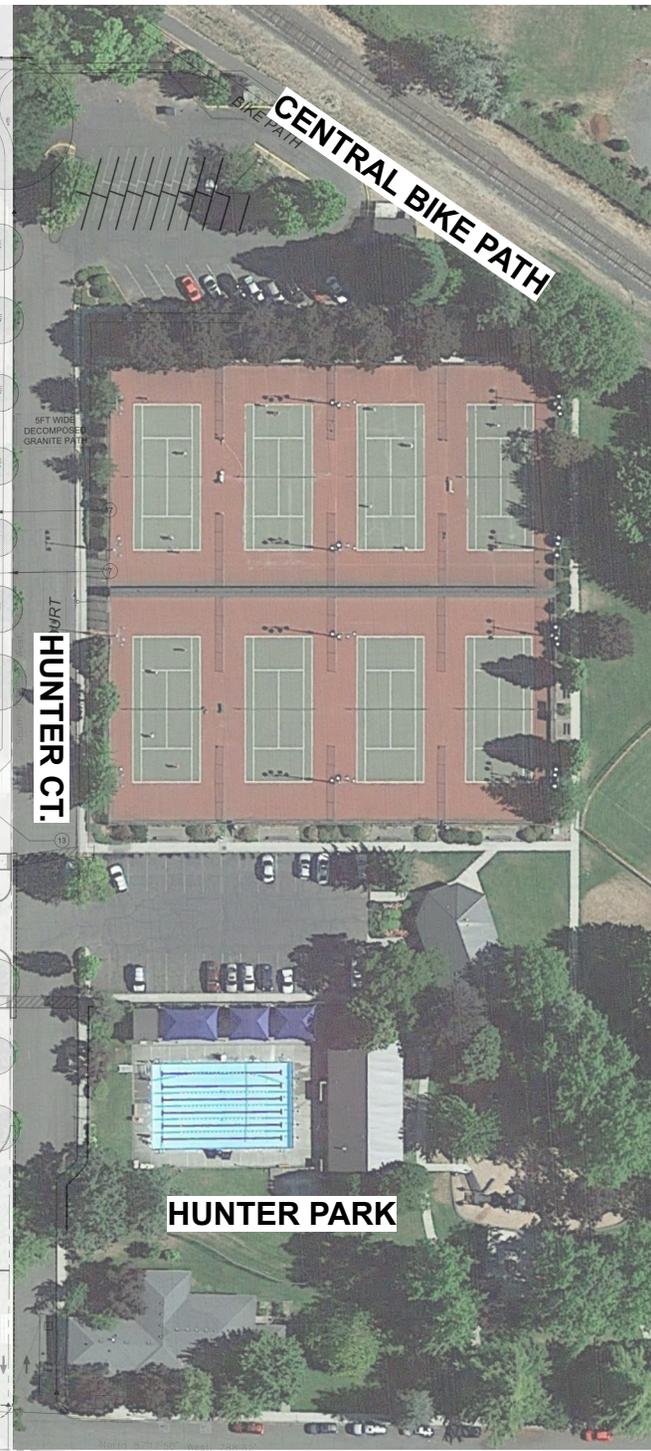
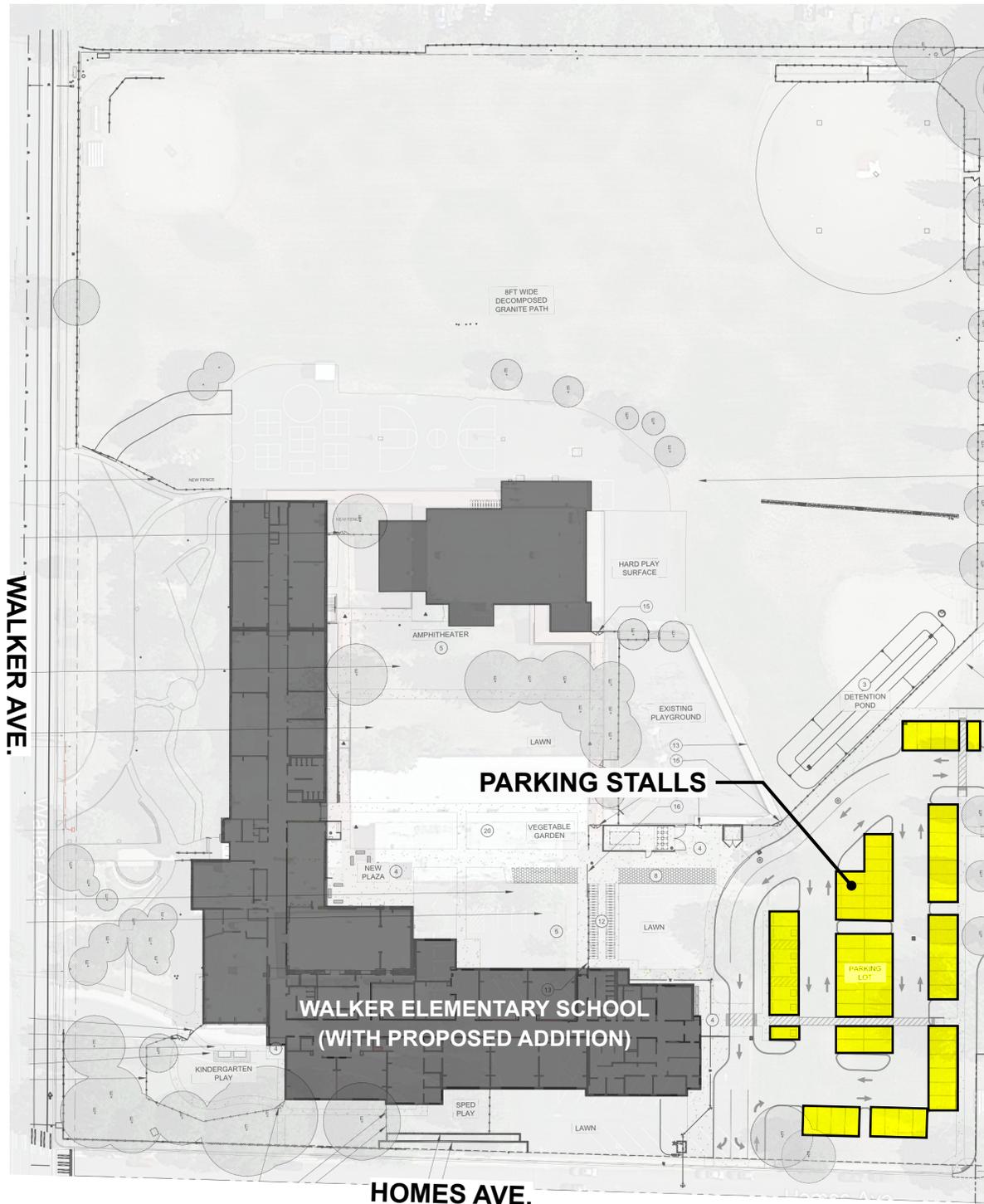
HUNTER CT.

HUNTER PARK

NEW ASPHALT PAVING

CENTRAL BIKE PATH



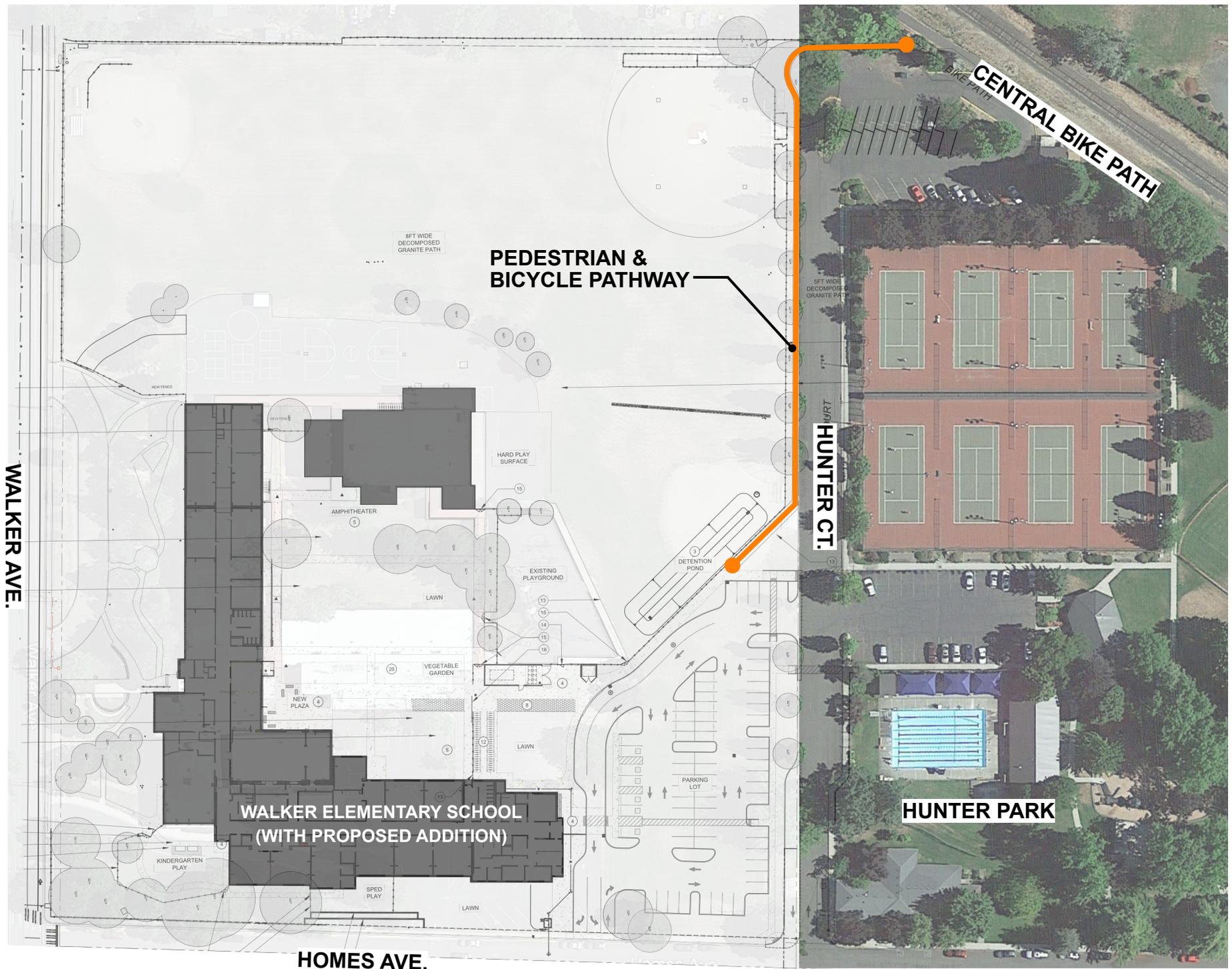


WALKER AVE.

HOMES AVE.



EXHIBIT A



WALKER AVE.

PEDESTRIAN & BICYCLE PATHWAY

CENTRAL BIKE PATH

HUNTER CT.

WALKER ELEMENTARY SCHOOL
(WITH PROPOSED ADDITION)

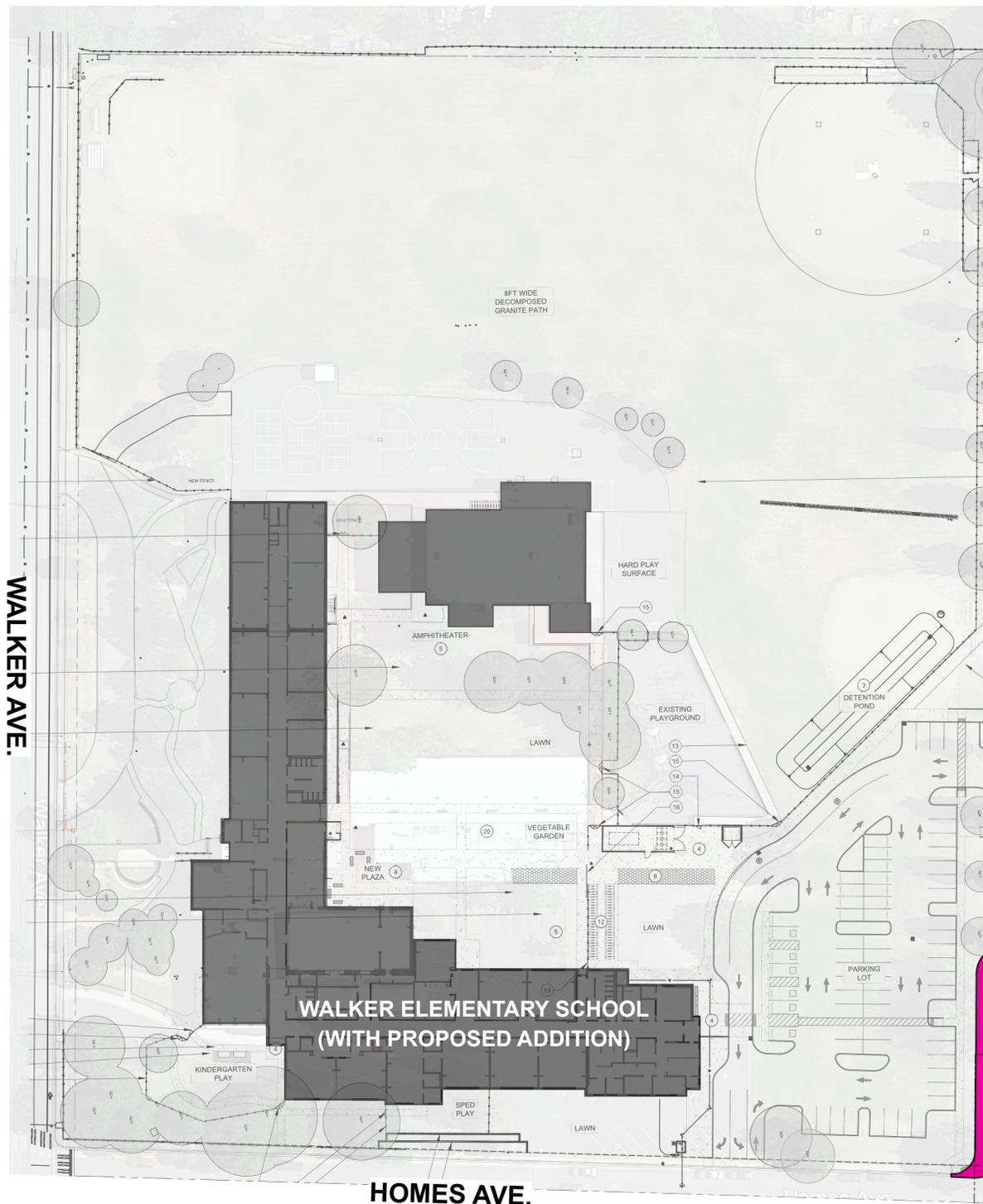
HUNTER PARK

HOMES AVE.



EXHIBIT C

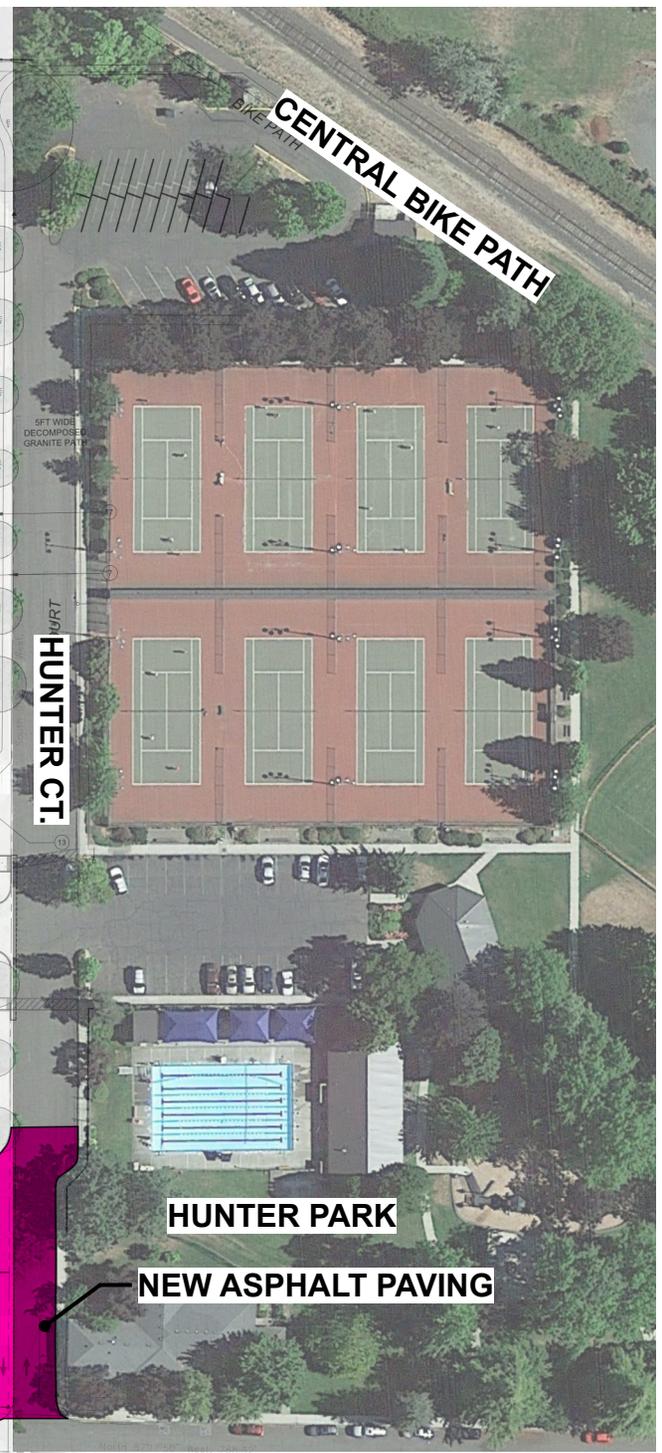
WALKER AVE.



WALKER ELEMENTARY SCHOOL
(WITH PROPOSED ADDITION)

HOMES AVE.

HUNTER CT.



CENTRAL BIKE PATH

HUNTER PARK

NEW ASPHALT PAVING



EXHIBIT D

JACKSON COUNTY SCHOOL DISTRICT 5

WALKER ELEMENTARY SCHOOL

LAND USE SUBMITTAL

BBT ARCHITECTS
 1140 SW Simpson Ave., Suite 200
 Bend, Oregon 97702
 1.541.382.5535 | 1.541.389.8033

INCLUDED IN DRAWING SET

DRAWING INDEX - PHASE 2

GENERAL	
G0.01	COVER SHEET
G0.02	STANDARDS SHEET
G0.04	CODE ANALYSIS PLAN - PHASE 2
G0.06	ASSEMBLIES
G0.07	RATED ASSEMBLIES
CIVIL	
C1.0	CIVIL GENERAL NOTES
C1.2	SITE DEMOLITION PLAN
C2.0	EROSION CONTROL NOTES
C2.1	EROSION CONTROL PLAN
C2.2	EROSION CONTROL DETAILS
C3.0	OVERALL CIVIL SITE PLAN
C4.0	OVERALL SITE GRADING PLAN
C4.1	PARTIAL GRADING PLAN (SW)
C4.2	PARTIAL GRADING PLAN (NW)
C4.3	PARTIAL GRADING PLAN (NE)
C4.4	PARTIAL GRADING PLAN (SE)
C5.0	OVERALL SITE UTILITY PLAN
C6.0	PROJECT DETAILS
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L1.1	TREE PROTECTION AND REMOVAL PLAN
L1.2	SITE DETAILS
L1.3	SITE DETAILS
L1.4	SITE DETAILS
L1.5	ENLARGED LAYOUTS
L2.0	IRRIGATION PLAN
L2.1	IRRIGATION DETAILS
L2.4	IRRIGATION SPECIFICATIONS
L3.0	PLANTING PLAN
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A1.03	ENLARGED SITE - EXTERIOR GYM
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A1.05	ENLARGED SITE - BIKE CANOPY
A1.06	ENLARGED SITE - SERVICE YARD
A1.07	ENLARGED SITE - GATE DETAILS
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A2.02	OVERALL ROOF PLAN - PHASE 2
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A3.03	ELEVATIONS
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A4.03	BUILDING SECTIONS

DRAWING INDEX - PHASE 2

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A8.14	EXTERIOR DETAILS - ROOF
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M5.01	CONTROL DIAGRAMS
M6.00	MECHANICAL LEGEND & SCHEDULES
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M6.03	MECHANICAL DETAILS
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ED2.02	ELECTRICAL DEMO PLANS - LIGHTING
ED3.01	ELECTRICAL DEMO PLANS - POWER
ED3.02	ELECTRICAL DEMO PLANS - POWER
ED5.01	ELECTRICAL DEMO PLANS - FIRE ALARM & SECURITY
ED5.02	ELECTRICAL DEMO PLANS - FIRE ALARM & SECURITY
ED6.01	ELECTRICAL DEMO PLANS - COMMUNICATIONS & AV
ED6.02	ELECTRICAL DEMO PLANS - COMMUNICATIONS & AV
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E0.02	COMMON DEVICE GROUPING AND MOUNTING HEIGHTS
E0.03	SITE DETAILS
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E1.02	COMMUNICATION SITE PLAN
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E1.20	LIGHTING CONTROL DETAILS
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FS2.01	FOOD SERVICE CANOPY HOOD DETAILS
FS2.02	FOOD SERVICE CANOPY HOOD DETAILS
FS2.03	FOOD SERVICE CANOPY HOOD DETAILS
FS2.04	FOOD SERVICE CANOPY HOOD DETAILS
FS2.05	FOOD SERVICE CANOPY HOOD DETAILS
FS2.06	FOOD SERVICE WALK-IN DETAILS

PROJECT DESCRIPTION

THE WALKER ELEMENTARY SCHOOL ADDITION AND RENOVATION PROJECT SHALL BE COMPLETED IN TWO (2) PHASES.

PHASE 1 INCLUDES ENVIRONMENTAL ABATEMENT, SELECTIVE BUILDING DEMOLITION OF THE INTERIOR, A ROOF REPLACEMENT AND A SEISMIC RETROFIT. THE SEISMIC RETROFIT WILL INCLUDE BOTH METAL STUD FRAMING AND STRUCTURAL STEEL FRAMING PRIMARILY FOCUSED ON EXTERIOR WALL BRACING. PHASE 1 DOES NOT INCLUDE SITE IMPROVEMENTS OR CHANGES TO SITE CIRCULATION.

PHASE 2 INCLUDES A 22,000 SQUARE FOOT ADDITION TO THE EXISTING 24,650 SQUARE FOOT HISTORIC BUILDING. WHILE THE HISTORIC PORTION OF THE SCHOOL WILL BE RENOVATED, THE EXISTING 10,350 SQUARE FOOT EAST CLASSROOM WING WILL BE DEMOLISHED. ALL REMAINING AND ADDED STRUCTURES, INCLUDING THE GYM, WILL RECEIVE MECHANICAL, ELECTRICAL AND PLUMBING UPGRADES. SITE IMPROVEMENTS INCLUDE THE RELOCATION OF BOTH THE STUDENT DROP-OFF LANE AND THE PARKING LOT, NEW STORM WATER MANAGEMENT, NEW FIRE ACCESS LANES NEW ACCESSIBILITY UPGRADES, IMPROVED PEDESTRIAN ACCESS AND BICYCLE PARKING.

PROJECT TEAM

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 Contact: Scott Miller
 Email: scott.miller@mfa-eng.com

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 Yakima, WA 98902
 Phone: 509.965.9872
 Contact: Jeff Gray
 Email: jdg@coneng.com

FOOD SERVICE:
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 Camas, WA 98607
 Phone: 360.834.6657
 Contact: Laura Bourland
 Email: laura@haidesign.com

CONSTRUCTION MANAGER / GENERAL CONTRACTOR:
 ADROIT CONSTRUCTION COMPANY
 185 Mistletoe Road
 Ashland, OR 97520
 Phone: 541.482.4098
 Contact: Kyle Lumsden
 Email: kyle.lumsden@adroitbuilt.com

COST ESTIMATOR:
 CONSTRUCTION FOCUS INC
 740 Almaden Street
 Eugene, OR 97402
 Phone: 541.686.2031
 Contact: Steve Gunn
 Email: sgunn@constructionfocus.com

BID ALTERNATES

DEFERRED SUBMITTALS

NOT FOR CONSTRUCTION

JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

364 WALKER AVE
 ASHLAND, OR 97520

CONCEPT RENDERING



VICINITY MAP



No.	Description	Date

Project Number 1929
 Date 06.11.2021

LAND USE

COVER SHEET

G0.01

ABBREVIATIONS

ABV ABOVE	JT JOINT	VCT VINYL COMPOSITION TILE
ACT ACOUSTICAL CEILING TILE	LAM LAMINATED	VERT VERTICAL
ADA AMERICANS WITH DISABILITIES ACT	LVT LUXURY VINYL TILE	VIF VERIFY IN FIELD
ADR ART DISPLAY RAIL	MAX MAXIMUM	W/ WITH
AF ABOVE FINISH FLOOR	MDF MEDIUM-DENSITY FIBERBOARD	WD WOOD
AFP ACOUSTICAL FIBERBOARD PANEL	MCH MECHANICAL	WAF WOOD ATHLETIC FLOORING
AL ALUMINUM	MFG MANUFACTURING	WOM WALK OFF MAT
ANSI AMERICAN NATIONAL STANDARDS INSTITUTE	MFR MANUFACTURER	WP WALL PROTECTION
APPROX APPROXIMATELY	MIN MINIMUM	WRB WEATHER RESISTIVE BARRIER
ASTM AMERICAN SOCIETY FOR TESTING MATERIALS	MTL METAL	
ATTM ATTACHMENT	MP METAL PANEL	
ARCH ARCHITECTURAL	NA NOT APPLICABLE	
@ AT	NIC NOT IN CONTRACT	
AWC ACOUSTIC WALL COVERING	NO NUMBER	
AWI ACOUSTIC WALL INSULATION	NTS NOT TO SCALE	
AWP ACOUSTIC WALL PANEL	OC ON CENTER	
BD BOARD	OD OUTSIDE DIAMETER	
BLDG BUILDING	OFI OWNER FURNISHED CONTRACTOR INSTALLED	
CB CATCH BASIN	OFI OWNER FURNISHED OWNER INSTALLED	
CG CORNER GUARD	OH OVERHEAD	
CJ CONTROL JOINT	OPH OPPOSITE HAND	
CMU CONCRETE MASONRY UNIT	OPP OPPOSITE	
COL COLUMN	ORD OVERFLOW ROOF DRAIN	
CON CONCRETE	ORS OREGON STRUCTURAL SPECIALTY CODE	
CONT CONTINUOUS	OSA OPEN TO ABOVE	
COORD COORDINATE	P PAINT	
CPI CARPET TILE	PB PUSH BUTTON	
CT CERAMIC TILE	PL PLASTIC LAMINATE	
CL CENTER LINE	PLAM PLASTIC LAMINATE	
DBA DEFORMED BAR ANCHOR	PLYWD PLYWOOD	
DEG DEGREE	PS PAINT SYSTEM	
DIA OR Ø DIAMETER	PR PAIR	
DIM DIMENSION	PT PRESSURE TREATED	
DN DOWN	PVC POLYVINYL CHLORIDE	
DR DOOR	RAF RUBBER ATHLETIC FLOORING	
DS DOWNSPOUT	RB RUBBER BASE	
DTL DETAIL	RC RESISTENT CHANNEL	
(E) EXISTING	RD ROOF DRAIN	
EL / ELEV ELEVATION	REF REFERENCE	
EMT ELECTRICAL METAL TUBING	REQD REQUIRED	
EPF EPOXY FLOOR PAINT	RF RUBBER FLOORING	
EOS EDGE OF SLAB	RM ROOM	
EQ EQUAL	ROU ROUGH OPENING	
ER EPOXY RESIN	RR RESTROOM	
EXP JT EXPANSION JOINT	RST RUBBER STAIR TREAD AND RISER	
EXT EXTERIOR	SAM SELF-ADHERING MEMBRANE	
FC FIBER CEMENT	SAMF SELF-ADHERING MEMBRANE FLASHING	
FD FLOOR DRAIN	SC SEALED CONCRETE	
FE FIRE EXTINGUISHER	SDT STATIC DISSIPATIVE TILE	
FEC FIRE EXTINGUISHER IN CABINET	SECT SECTION	
FF FACTORY FINISH	SF SQUARE FEET	
FFHB FROST FREE HOSE BIB	SFRM SPRAYED FIRE-RESISTIVE MATERIAL	
FOM FACE OF MASONRY	SHT SHEET	
FOS FACE OF STUD	SIM SIMILAR	
FOW FACE OF FINISH WALL	SM SHEET METAL	
FRL FIBER REINFORCED LAMINATE	SS STAINLESS STEEL	
FRP FIBERGLASS-REINFORCED PLASTIC	SSF SPRUNG STAGE FLOORING	
FT FOOT, FEET	SSM SOLID SURFACE MATERIAL	
FSD FIRE SMOKE DAMPER	STD STANDARD	
GA GAUGE	STP SEAMLESS TROWELED FLOORING	
GALV GALVANIZED	STL STEEL	
GRC GLASSFIBER REINFORCED CONCRETE	STRUCT STRUCTURAL	
GWB GYPSUM WALL BOARD	STV SMART TV	
GWS GLASS WRITING SURFACE	TB TACK BOARD	
HB HOSE BIB	TBD TO BE DETERMINED	
HDWR HARDWARE	TEMP TEMPERED	
HM HOLLOW METAL	TO TOP OF	
HS HOLLOW STEEL	TP TOILET PARTITION	
HORIZ HORIZONTAL	TS TUBE STEEL	
HT HEIGHT	TWS TACKABLE WALL SURFACE	
IN INCH, INCHES	TYP TYPICAL	
INSUL INSULATION	UL UNDERWRITERS LABORATORY	
INT INTERIOR	UNO UNLESS NOTED OTHERWISE	

SYMBOLS

	GRID BUBBLE
	ROOM TAG
	OCCUPANCY TAG
	WALL ASSEMBLY TAG
	WALL ASSEMBLY TYPE STUD WIDTH
	EXTERIOR/INTERIOR ELEVATION TAG
	SECTION TAG
	KEYNOTE TAG
	SEISMIC KEYNOTE TAG
	WINDOW TAG
	DOOR TAG
	CASEWORK TAG
	TOILET ACCESSORY TAG
	ELEVATION HEIGHT TAG
	DETAIL TAG
	EXIT SIGN TAG
	FLOOR MATERIAL TAG
	PATTERN DIRECTION TAG
	BID ALTERNATE TAG
	REVISION TAG
	CEILING HEIGHT TAG

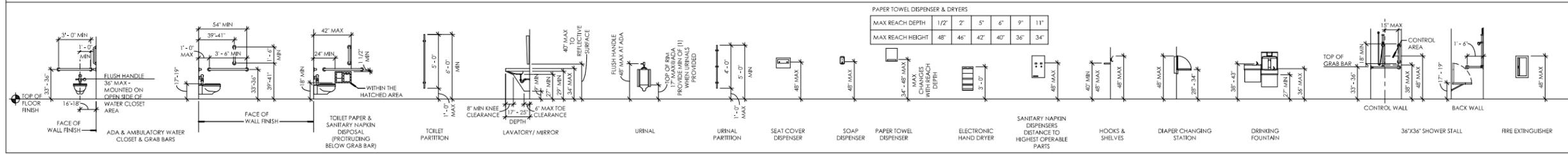
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JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

364 WALKER AVE
 ASHLAND, OR 97520

ADA STANDARDS: GENERAL REQUIREMENTS FOR RESTROOM FIXTURES AND ACCESSORIES



1 ADA STANDARDS
 G0.02 SCALE: 1/4" = 1'-0"

No.	Description	Date

Project Number 1929
 Date 06.11.2021

LAND USE

STANDARDS SHEET

G0.02

BUILDING CODE SUMMARY

1. GENERAL INFORMATION

A. APPLICABLE CODES:	2019 OREGON STRUCTURAL SPECIALTY CODE (OSSC) 2018 INTERNATIONAL EXISTING BUILDING CODE 2019 OREGON ZERO ENERGY READY COMMERCIAL CODE 2019 OREGON MECHANICAL SPECIALTY CODE 2017 OREGON ELECTRICAL SPECIALTY CODE 2017 OREGON PLUMBING SPECIALTY CODE
B. BUILDING DEPT. JURISDICTION:	CITY OF ASHLAND
C. PROJECT DESCRIPTION:	THE WALKER ELEMENTARY SCHOOL ADDITION AND RENOVATION PROJECT WILL PROCEED IN TWO PHASES. PHASE 2 INCLUDES BUILDING DEMOLITION, RENOVATION FINISHES AND MEP SYSTEMS AT BOTH THE EXISTING BUILDING AND THE STAND-ALONE GYM BUILDING AND A NEW CONNECTED ADDITION.
D. OCCUPANCY CLASSIFICATION:	GROUP E EDUCATIONAL (NO CHANGE)
E. OCCUPANCY SEPARATION:	NONE REQUIRED PER OSSC SECTIONS 303.1.3 AND 508.3.
F. CONSTRUCTION TYPE:	VB (NON RATED)
G. FIRE PROTECTION:	EXISTING BUILDING CURRENTLY HAS A SPRINKLER SYSTEM IN THE CORRIDORS ONLY. AN AUTOMATIC SPRINKLER (NFPA 13) & ALARM SYSTEMS ARE TO BE INSTALLED THROUGHOUT THE BUILDING PER OSSC SECTIONS 903 & 907, RESPECTIVELY AS PART OF PHASE 2 WORK. SIZE DISTRIBUTION OF PORTABLE FIRE EXTINGUISHERS PER OFC, SECTION 906 MAXIMUM SEPARATION = 75'-0".
H. SEISMIC DESIGN CATEGORY:	SEE STRUCTURAL
I. EARTHQUAKE SITE CLASSIFICATION:	SEE STRUCTURAL
J. BASIC WIND SPEED:	SEE STRUCTURAL
K. CLASSROOMS ARE DEFINED AS:	CLASSROOMS, MULTI-PURPOSE ROOM, SENSORY ROOM, FOR PLUMBING FIXTURE CALCULATIONS, ACTIVITY SPACES AND SMALL GROUP ROOMS ARE NOT INCLUDED.

2. ALLOWABLE BUILDING HEIGHT AND AREA

A. ALLOWABLE BUILDING HEIGHT (TABLE 504.3):	60 FEET (VB SPRINKLERED)
PHASE 2 BUILDING HEIGHT:	24 FEET (TOP OF CAFETERIA)
B. ALLOWABLE NUMBER OF STORES (TABLE 504.4):	2 STORES (VB SPRINKLERED)
PHASE 2 ACTUAL NUMBER OF STORES:	1 STORY WITH MECHANICAL PENTHOUSE
C. ALLOWABLE AREA FACTOR (TABLE 506.2):	38,000 SQUARE FEET (VB SPRINKLERED ONE-STORY S1)
PHASE 2 - AREA 'A' ALLOWABLE AREA W/ FRONTAGE INCREASE:	$A_d = A_f + (N_s \times I)$ $A_d = 38,000 + (9,500 \times .68)$ $A_d = 38,000 + (6,460)$ $A_d = 44,460 SF$
PHASE 2 - AREA 'B' ALLOWABLE AREA W/ FRONTAGE INCREASE:	$A_d = A_f + (N_s \times I)$ $A_d = 38,000 + (9,500 \times .50)$ $A_d = 38,000 + (4,750)$ $A_d = 42,750 SF$
FIRST FLOOR FIRE AREA 'A':	40,550 SQUARE FEET
FIRST FLOOR FIRE AREA 'B':	5,821 SQUARE FEET
MECHANICAL PENTHOUSE AREA 'B':	1,235 SQUARE FEET

3. OCCUPANT LOADS

REFER TO PHASE 2 - CODE PLANS FOR ROOM OCCUPANCY

4. EGRESS

MEANS OF EGRESS WIDTHS PER OSSC SECTION 1005.3
1005.3.1 STAIRWAYS, EXCEPTION 1: 0.2 INCHES PER OCCUPANT
1005.3.2 OTHER, EXCEPTION 1: 0.15 INCHES PER OCCUPANT

COMMON PATH OF EGRESS TRAVEL PER OSSC TABLE 1006.2.1
ALLOWED WITH SPRINKLER SYSTEM: 75 FEET
ACTUAL COMMON PATH: 72 FEET (MECHANICAL 200)

AS NOTED ON THE MECHANICAL PLAN, ONLY A PORTION OF THE ROOM IS AVAILABLE FOR OCCUPANCY. EQUIPMENT IS LOCATED IN THE OTHER AREA.

EXIT ACCESS TRAVEL DISTANCE PER OSSC TABLE 1017.2 (MEASUREMENT INCLUDES DISTANCE ON EXIT ACCESS STAIRS PER 1016.3.1)
ALLOWED WITH SPRINKLER SYSTEM: 250 FEET
ACTUAL TRAVEL DISTANCE (MAX): 109 FEET (MECHANICAL 202)

CORRIDOR WIDTH PER OSSC TABLE 1020.2
MINIMUM: 7'2" (FOR GROUP E WITH AN OCCUPANT LOAD OF 100 OR MORE, COMPLIES (SEE PLANS)
TYPICAL CORRIDOR WIDTHS ARE 1'4" AND 1'2"

CORRIDOR FIRE-RESISTANCE RATING PER OSSC TABLE 1020.1
GROUP E: 0 HOURS WITH FIRE SPRINKLER SYSTEM

5. ACCESSIBILITY

ALL EXISTING SPACES ARE CONNECTED WITH THE EXCEPTION OF THE EXISTING BASEMENT. PHASE 2 CONVERTS OCCUPIED SPACES IN THE BASEMENT TO A MECHANICAL ROOM, EMPLOYEE OFFICE AND STORAGE. EXTERIOR ACCESS IS PLANNED IN PHASE 2 FOR THE EMPLOYEE WORK AREA. PROGRAMMED SPACED CURRENTLY IN THE BASEMENT SHALL BE RELOCATED TO THE PHASE 2 ADDITION.

THE MECHANICAL PENTHOUSE IS AN EQUIPMENT SPACE. PER 1103.2.9, COMPLIANCE IS NOT REQUIRED.

6. FIRE ALARM & DETECTION SYSTEMS

NFPA 72 FIRE ALARM SYSTEM WHERE OCCUPANT LOAD IS MORE THAN 100 PERSONS ABOVE OR BELOW THE LOWEST LEVEL OF EXIT DISCHARGE.

7. FIRE-RESISTANCE RATING - BUILDING ELEMENTS (TABLE 601)

PRIMARY STRUCTURAL FRAME	0 HOURS
BEARING WALLS	0 HOURS
EXTERIOR INTERIOR	0 HOURS
NON-BEARING WALLS	0 HOURS BASED ON OSSC TABLE 602
EXTERIOR	0 HOURS
INTERIOR	0 HOURS
FLOOR CONSTRUCTION	0 HOURS
ROOF CONSTRUCTION	0 HOURS

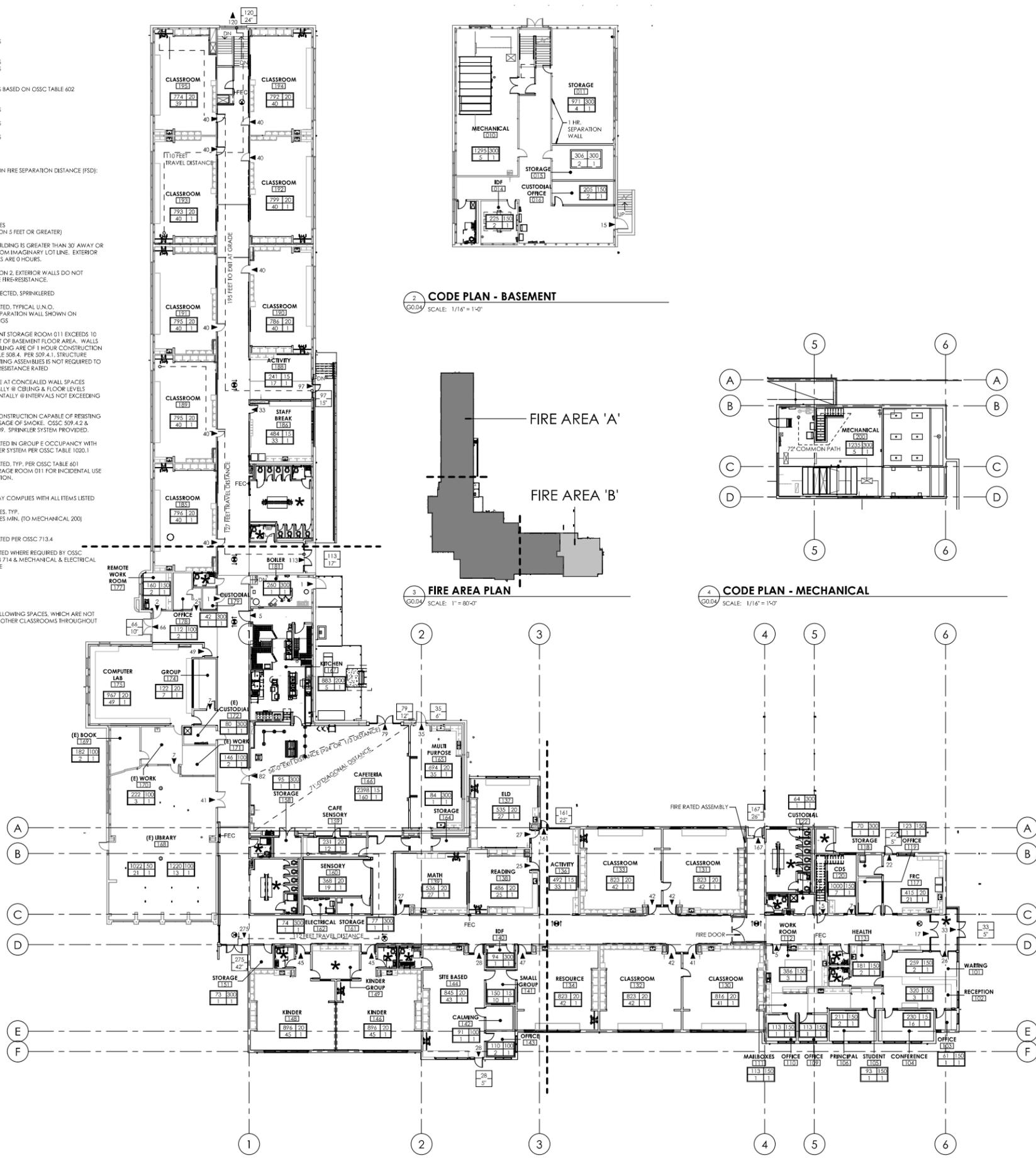
8. FIRE-RESISTANCE RATED ASSEMBLIES

EXTERIOR WALLS AND PROJECTIONS, TABLE 602:	BASED ON FIRE SEPARATION DISTANCE (FSD):
< 5'	1 HOUR
5' ≤ X ≤ 10'	0 HOUR
10' ≤ X ≤ 30'	0 HOUR
≥ 30'	0 HOUR
MIN. DISTANCE OF PROJECTIONS, TABLE 705.2:	40 INCHES (BASED ON 5 FEET OR GREATER)
BUILDINGS ON THE SAME LOT PER OSSC 705.3:	GYM BUILDING IS GREATER THAN 30' AWAY OR 15'-0" FROM IMAGINARY LOT LINE. EXTERIOR WALLS ARE 0 HOURS.
OPENINGS PER OSSC 705.8 & TABLE 705.8:	EXCEPTION 2. EXTERIOR WALLS DO NOT REQUIRE FIRE-RESISTANCE. UNPROTECTED, SPRINKLERED
INTERIOR WALLS	NON-RATED, TYPICAL U.N.O. AREA SEPARATION WALL SHOWN ON DRAWINGS
INCIDENTAL USE & REQUIRED SEPARATION:	BASEMENT STORAGE ROOM 011 EXCEEDS 10 PERCENT OF BASEMENT FLOOR AREA. WALLS AND CEILING ARE OF 1 HOUR CONSTRUCTION PER TABLE 508.4. PER 509.4.1, STRUCTURE SUPPORTING ASSEMBLIES IS NOT REQUIRED TO BE FIRE-RESISTANCE RATED.
FIREBLOCKING AS REQUIRED PER 718.2:	PROVIDE AT CONCEALED WALL SPACES VERTICALLY @ CEILING & FLOOR LEVELS HORIZONTALLY @ INTERVALS NOT EXCEEDING 10 FEET.
MECHANICAL ROOM	WALL CONSTRUCTION CAPABLE OF RESISTING THE PASSAGE OF SMOKE. OSSC 509.4.2 & TABLE 509. SPRINKLER SYSTEM PROVIDED.
CORRIDORS	NON-RATED IN GROUP E OCCUPANCY WITH SPRINKLER SYSTEM PER OSSC TABLE 1020.1
HORIZONTAL ASSEMBLIES	NON-RATED, TYP. PER OSSC TABLE 601
EXIT ACCESS STAIRWAY ASSEMBLIES	STAIRWAY COMPLIES WITH ALL ITEMS LISTED
TWO-STORY OPENINGS PER OSSC 712.1.9:	44 INCHES, TYP.
STAIRWAY WIDTH PER OSSC 1011.2:	36 INCHES MIN. (TO MECHANICAL 200)
EXCEPTION 1:	
SHAFT ENCLOSURES	NON-RATED PER OSSC 713.4
DUCT PROTECTIVES	PROTECTED WHERE REQUIRED BY OSSC SECTION 714 & MECHANICAL & ELECTRICAL CODE

9. PLUMBING FIXTURE COUNT

SEE PLUMBING FIXTURE COUNT TABLE.

NOTE: FOR PURPOSES OF PLUMBING FIXTURES COUNT, THE FOLLOWING SPACES, WHICH ARE NOT TYPICALLY OCCUPIED OR WHOSE OCCUPANTS COME FROM OTHER CLASSROOMS THROUGHOUT THE DAY, ARE NOT INCLUDED:
MULTI-PURPOSE ROOM, ACTIVITY AREAS, KINDER GROUP.



PLUMBING FIXTURE COUNT:

EDUCATIONAL GROUP E					
OCCUPANT TOTAL - 1308					
GROUP E ASSEMBLY	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAINS
	MALE	FEMALE	MALE	FEMALE	
FIXTURES REQUIRED	126 @ 1:125	126 @ 1:65	126 @ 1:200	126 @ 1:200	1 PER FLOOR
	2	2	1	1	1
GROUP E EDUCATION	WATER CLOSETS		LAVATORIES		DRINKING FOUNTAINS
	MALE	FEMALE	MALE	FEMALE	
FIXTURES REQUIRED	528 @ 1:50	528 @ 1:50	528 @ 1:50	528 @ 1:50	1 PER FLOOR
	11	11	11	11	1
TOTAL REQUIRED	13	13	12	12	1
FIXTURES PROVIDED					2
WATER CLOSETS					
URINALS					
UNISEX	30		45		

1 CODE ANALYSIS PLAN - LEVEL 1
SCALE: 1/16" = 1'-0"

2 CODE PLAN - BASEMENT
SCALE: 1/16" = 1'-0"

3 FIRE AREA PLAN
SCALE: 1" = 80'-0"

4 CODE PLAN - MECHANICAL
SCALE: 1/16" = 1'-0"

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JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

364 WALKER AVE
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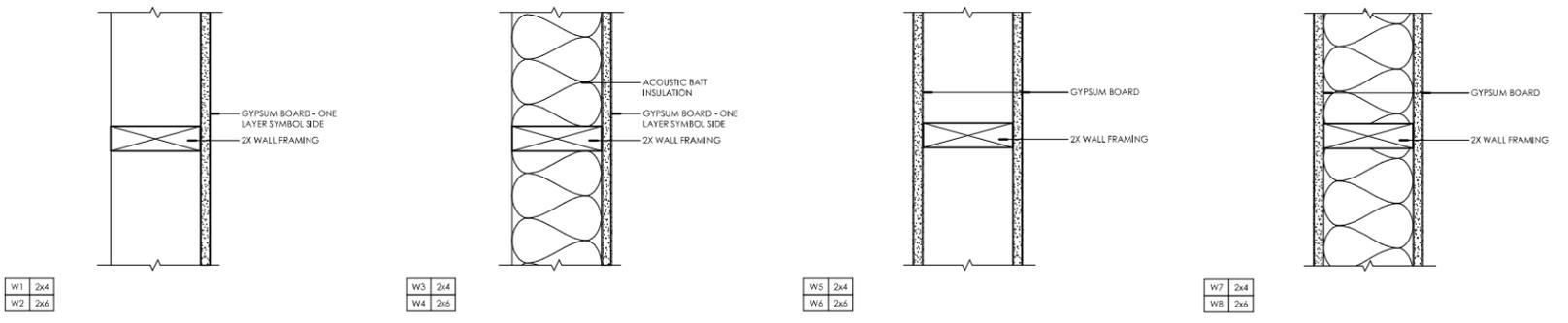
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Project Number 1929
Date 06.11.2021

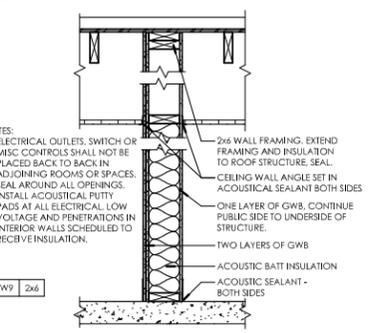
LAND USE

CODE ANALYSIS
PLAN - PHASE 2

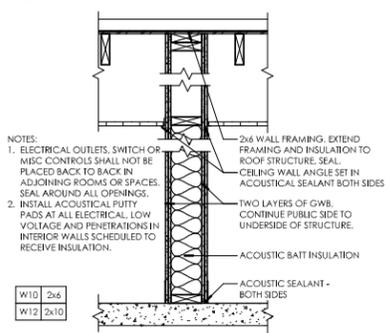
G0.04



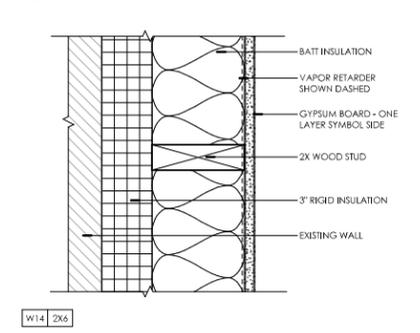
1 INT. WOOD STUD SCALE: 3" = 1'-0"
 2 INT. WOOD STUD SCALE: 3" = 1'-0"
 3 INT. WOOD STUD SCALE: 3" = 1'-0"
 4 INT. WOOD STUD SCALE: 3" = 1'-0"



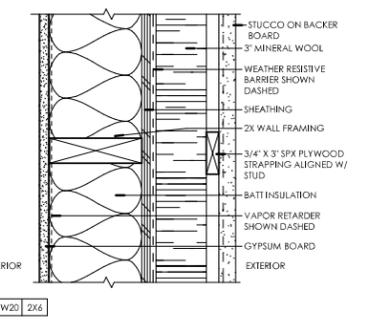
5 SOUND WALL - STC 45 SCALE: 1" = 1'-0"



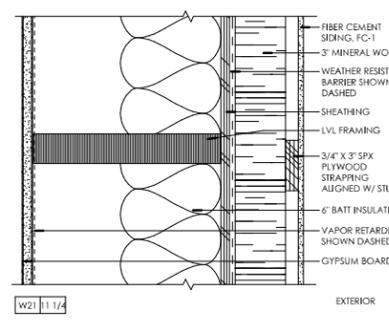
6 SOUND WALL - STC 50 SCALE: 1" = 1'-0"



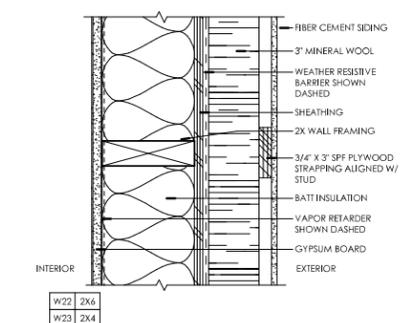
21 INT. MTL STUD SCALE: 3" = 1'-0"



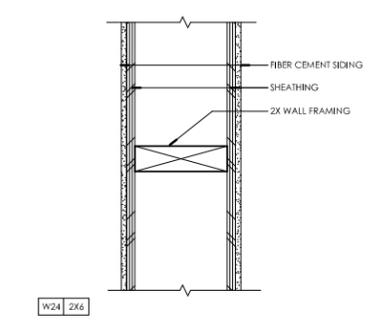
9 WD STUD W/ STUCCO SCALE: 3" = 1'-0"



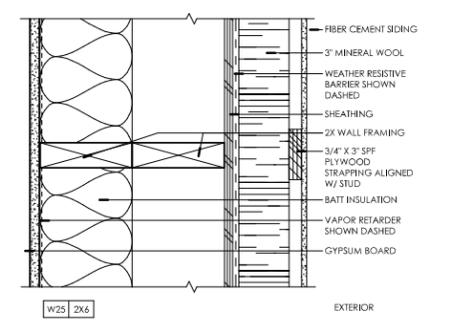
10 WD LVL W/ FIBER CEMENT SCALE: 3" = 1'-0"



11 WD STUD W/ FIBER CEMENT SCALE: 3" = 1'-0"



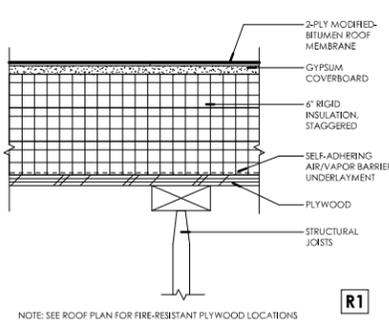
12 WD STUD W/ FIBER CEMENT BOTH SIDES SCALE: 3" = 1'-0"



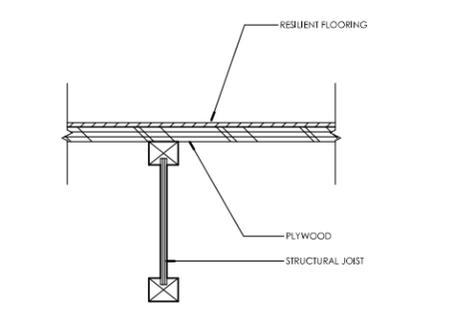
20 DOUBLE WD STUD W/ FIBER CEMENT SCALE: 3" = 1'-0"

WALL TAG LEGEND

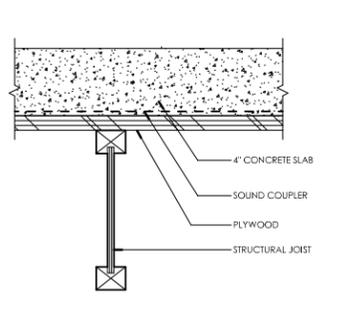
SX	PARTITION STRUCTURE: S - METAL STUD W - WOOD STUD
SX #	PARTITION TO TERMINATE AT 6" ABOVE FINISHED CEILING UNDO SEE STRUCTURAL FOR TYPICAL BRACING AT NON-FULL HEIGHT WALLS



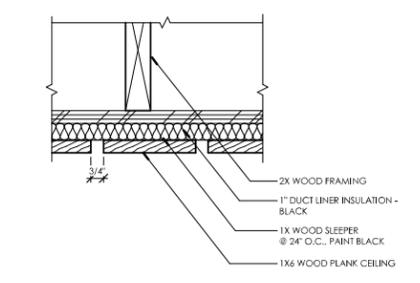
13 ROOF ASSEMBLY @ ADDITION SCALE: 3" = 1'-0"



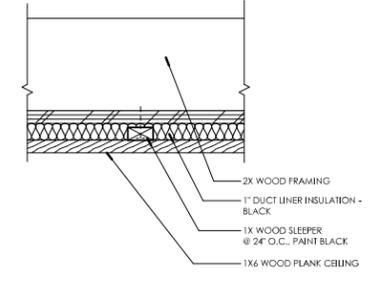
15 FLOOR ASSEMBLY, MECH FLOOR, TYP. SCALE: 3" = 1'-0"



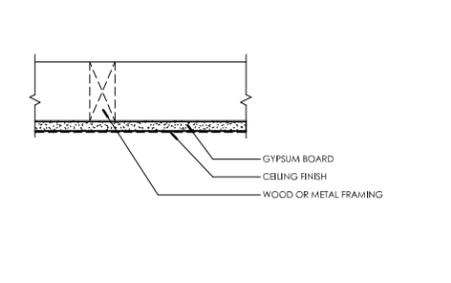
16 FLOOR ASSEMBLY, MECH FLOOR @ UNIT SCALE: 3" = 1'-0"



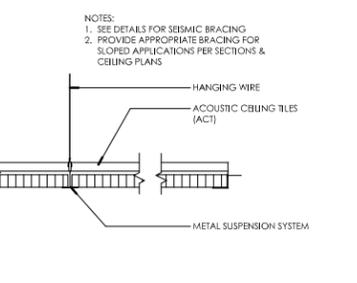
17 CEILING ASSEMBLY, WOOD ON FRAMING SCALE: 3" = 1'-0"



18 CEILING ASSEMBLY, GWB ON FRAMING SCALE: 3" = 1'-0"



18 CEILING ASSEMBLY, GWB ON FRAMING SCALE: 3" = 1'-0"



19 CEILING ASSEMBLY, ACT SCALE: 3" = 1'-0"

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JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

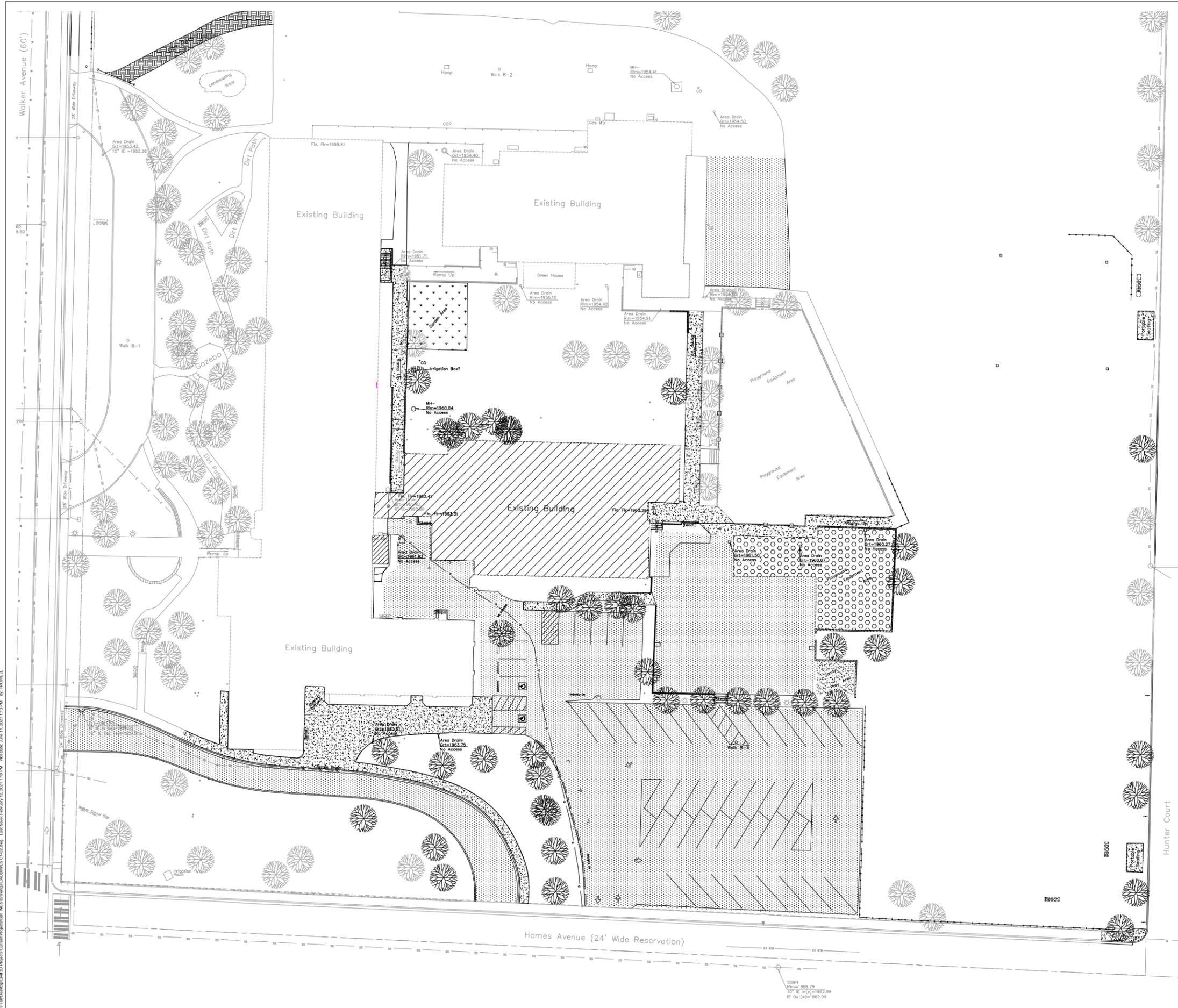
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No.	Description	Date

Project Number 1929
 Date 06.11.2021

LAND USE
 ASSEMBLIES

G0.06



PLAN VIEW - SITE DEMOLITION PLAN
SCALE: 1" = 20' - 0"

DEMO KEY

- 1) BOLD ELEMENTS TO BE DEMOLISHED AND HAULED OFF TO AN APPROVED DISPOSAL GROUND. COORDINATE ABANDONMENT OF UNDERGROUND UTILITIES WITH THE APPROPRIATE AGENCY PRIOR TO DEMOLITION.
 - 2) SEE LANDSCAPE PLANS FOR TREE REMOVAL AND PROTECTION.
 - 3) TBR = "TO BE REMOVED"
- | | |
|---------------------------------|--|
| EXISTING ASPHALT TO BE REMOVED | |
| EXISTING BUILDING TO BE REMOVED | |
| EXISTING CONCRETE TO BE REMOVED | |

No.	Description	Date

Project Number 1929
Date 06.11.2021

LAND USE
SITE DEMOLITION PLAN

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VERIFY SCALES

JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

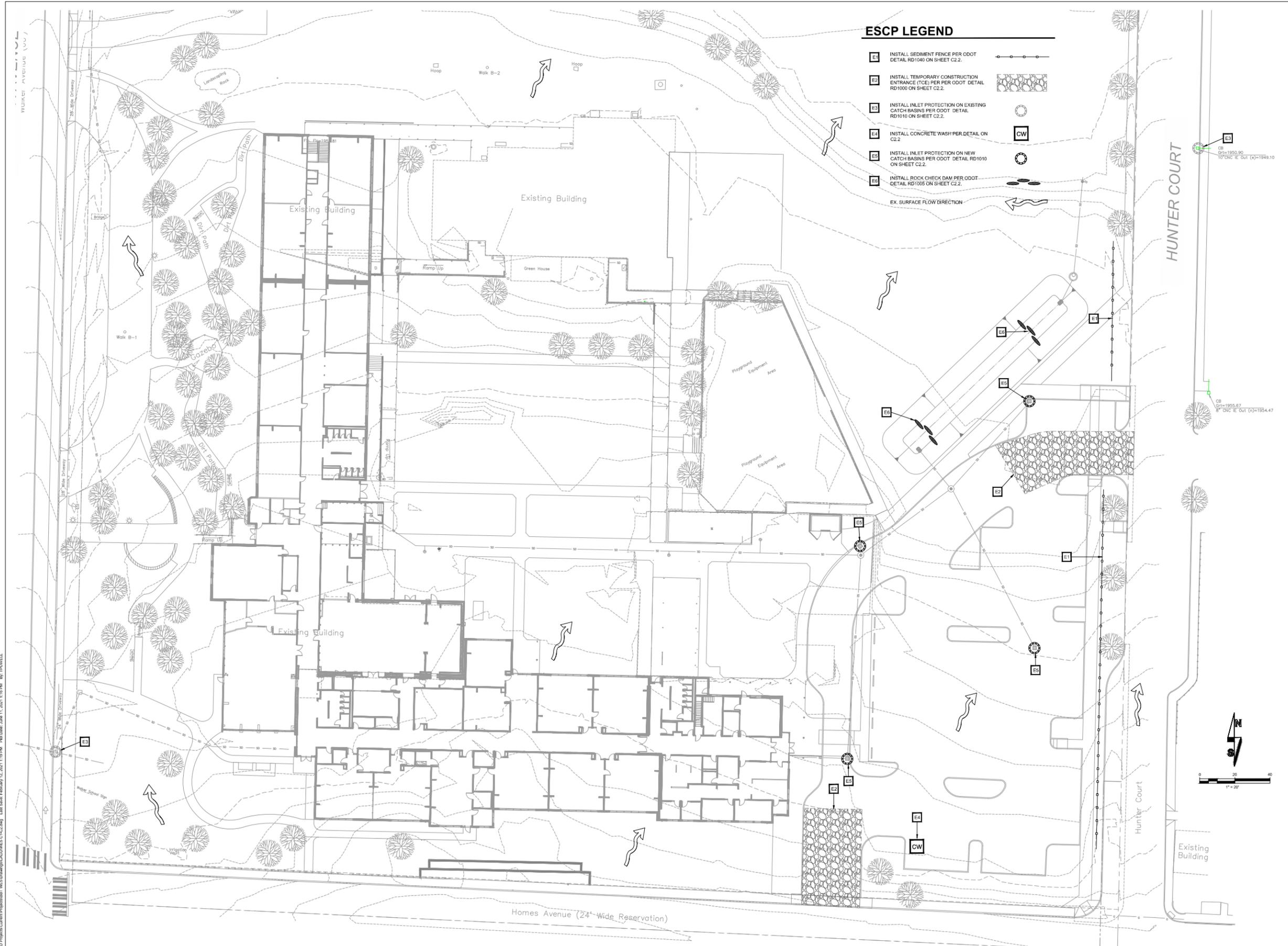
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C1.2

ESCP LEGEND

- E** INSTALL SEDIMENT FENCE PER ODOT DETAIL RD1040 ON SHEET C2.2
- E1** INSTALL TEMPORARY CONSTRUCTION ENTRANCE (TCE) PER PER ODOT DETAIL RD1000 ON SHEET C2.2
- E2** INSTALL INLET PROTECTION ON EXISTING CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.2
- E3** INSTALL CONCRETE WASH PER DETAIL ON C2.2
- E4** INSTALL INLET PROTECTION ON NEW CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.2
- E5** INSTALL ROCK CHECK DAM PER ODOT DETAIL RD1005 ON SHEET C2.2

EX. SURFACE FLOW DIRECTION



PLAN VIEW - EROSION CONTROL PLAN
SCALE: 1" = 20' - 0"

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JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

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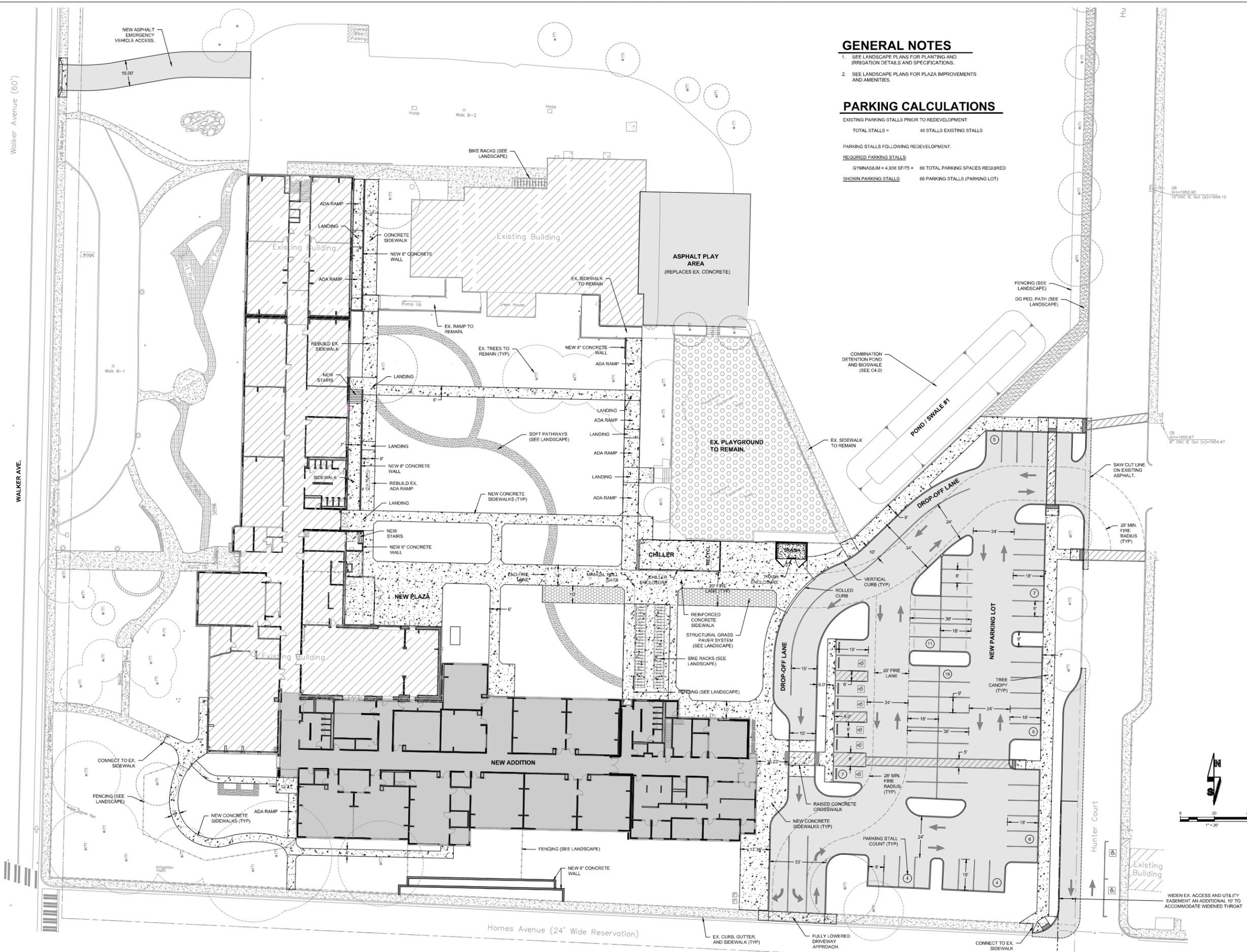
No.	Description	Date

Project Number 1929
Date 06.11.2021

LAND USE

EROSION CONTROL PLAN

C2.1



GENERAL NOTES

1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. SEE LANDSCAPE PLANS FOR PLAZA IMPROVEMENTS AND AMENITIES.

PARKING CALCULATIONS

EXISTING PARKING STALLS PRIOR TO REDEVELOPMENT:
 TOTAL STALLS = 46 STALLS EXISTING STALLS

PARKING STALLS FOLLOWING REDEVELOPMENT:
 REQUIRED PARKING STALLS:
 GYMNASIUM = 4,938 SF/75 = 66 TOTAL PARKING SPACES REQUIRED
 SHOWN PARKING STALLS: 66 PARKING STALLS (PARKING LOT)

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JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

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No.	Description	Date

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LAND USE

OVERALL CIVIL SITE PLAN

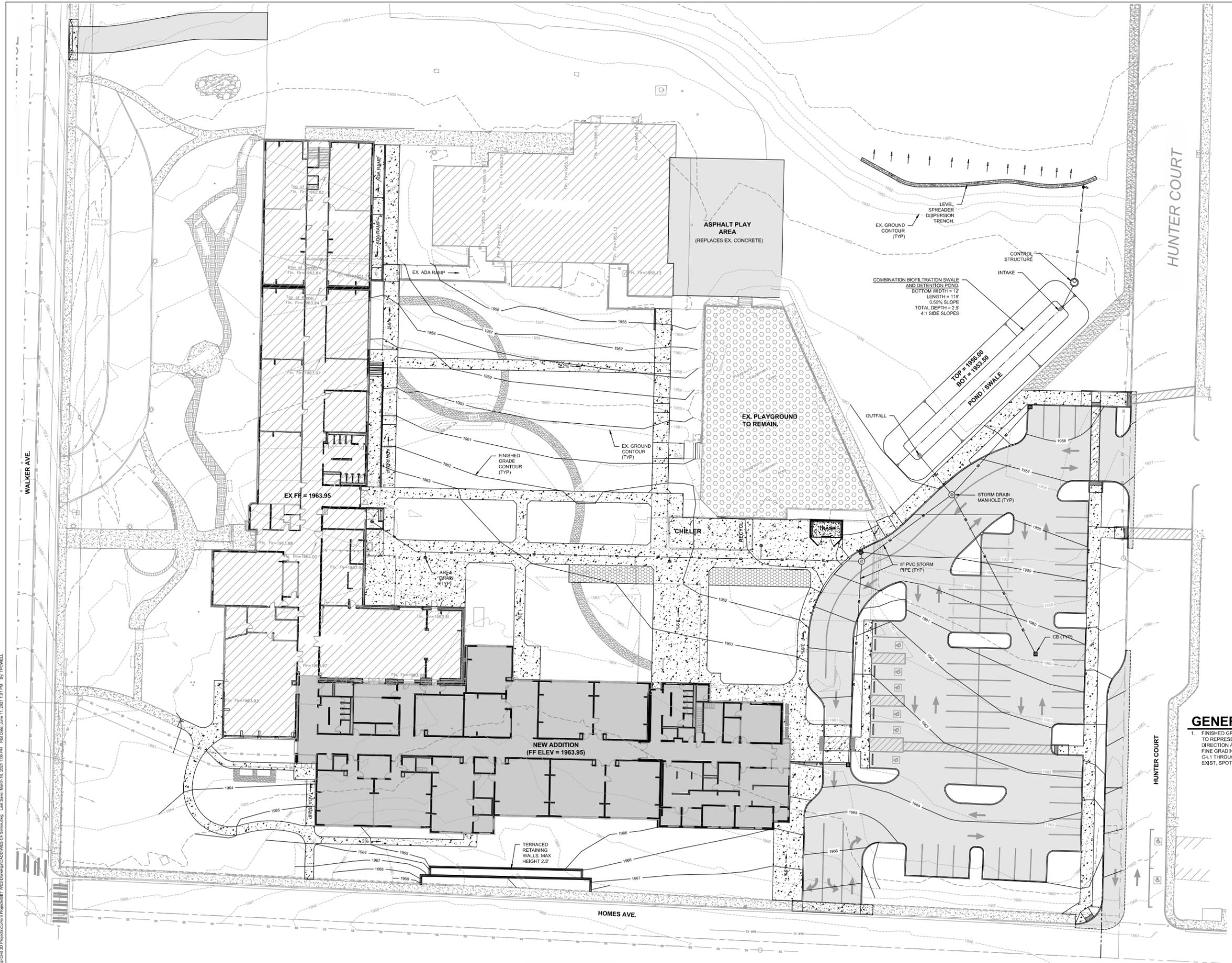
C3.0

PLAN VIEW - OVERALL CIVIL SITE PLAN

SCALE: 1" = 20'-0"

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 Date: 11/23/21
 Time: 11:32 AM
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 Project Number: 1929
 Date: 06.11.2021
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 Date: 11/23/21
 Time: 11:32 AM
 Project: Jackson County School District 5 Walker Elementary School Addition & Renovation
 Project Number: 1929
 Date: 06.11.2021

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GENERAL NOTES
 1. FINISHED GRADE CONTOURS ARE SHOWN TO REPRESENT GENERAL DRAINAGE FLOW DIRECTION AND GRADING INTENT. FOR FINE GRADING SEE SPOT ELEVATIONS ON C4.1 THROUGH C4.4. IF DISCREPANCIES EXIST, SPOT ELEVATIONS CONTROL.

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VERIFY SCALES
 GRAPHIC SCALE
 1" = 20'-0"

JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

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No.	Description	Date

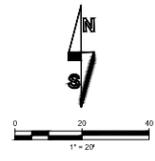
Project Number 1929
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LAND USE

OVERALL SITE GRADING PLAN

C4.0

PLAN VIEW - OVERALL GRADING PLAN
 SCALE: 1" = 20'-0"

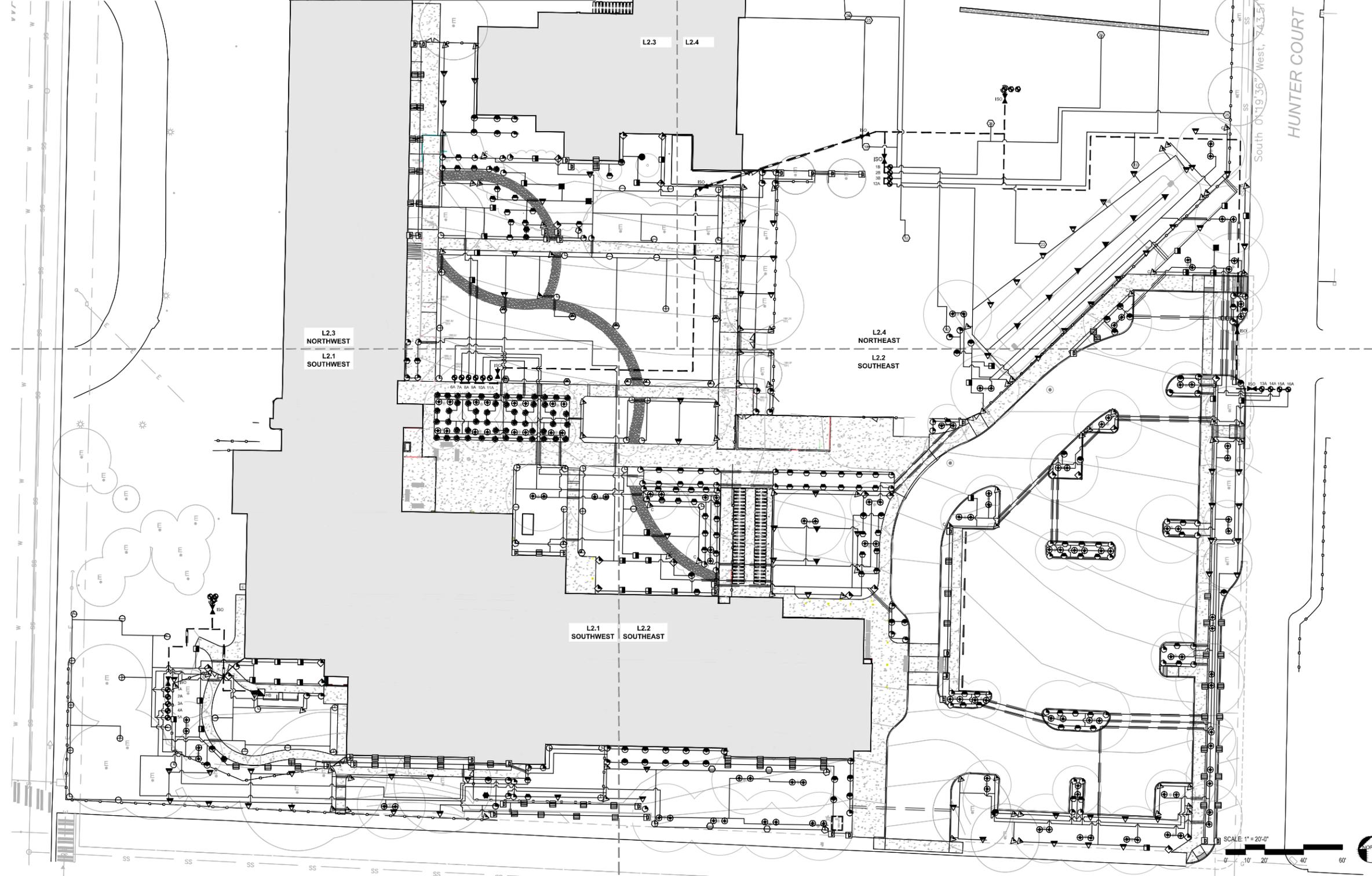


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 User: T
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 Plot Date: June 11, 2021 10:01 AM
 By: TPOWELL
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IRRIGATION LEGEND	
SYM.	ITEM
	HUNTER ICV (SIZE MARKED ON PLAN)
	MAIN LINE: SCH. 40 PVC (SIZE MARKED ON PLAN)
	LATERAL LINES SHALL BE SCHEDULE 40 PVC. (1" UNLESS NOTES OTHERWISE)
	SLEEVES - SCH. 40, MIN. SIZE SHALL BE 2x DIA. OF PASSING PIPES.
	CONTROLLER: HUNTER HCC-800-M (IC-M SERIES WITH SOLAR-SYNC)
	BRASS ISOLATION VALVE (WATTS WGV-X OR APPROVED EQUAL. SIZE TO MATCH MAIN)
	HOSE BIB (SEE DETAIL 10/L2.5)
	ZONE I.D.
	VALVE SIZE
	POINT OF CONNECTION - SEE DETAILS 7/L2.5 AND 11/L2.5

IRRIGATION HEAD LEGEND					
SYMBOL	1/2, 3/4 FULL	MODEL ("")	NOZZLE	THROW	FLOW RATE (GPM)
	1/2, 3/4 FULL	HUNTER PRS30	MP-ROTATOR 800 SR	6'	.07, .14, .30
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 1000	8'	0.11, 0.21, 0.44
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 1000	10'	0.135, 0.27, 0.54
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 1000	14'	0.19, 0.38, 0.75
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 2000	19'	0.40, 0.74, 1.47
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 3000	25'	0.71, 1.51, 2.30, 3.04
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 3000	30'	0.85, 1.82, 2.75, 3.65
	1/2, 3/4 FULL	HUNTER PRS40	MP-ROTATOR 3500	35'	1.28, 2.86
	END, CENTER	HUNTER PRS40	MP-ROTATOR STRIP	STRIP	0.19, 0.38
	RZWS	HUNTER RZWS-16-25-CV			0.25
	NOZZLE	I-40-06-SS	I-40 ROTORS	44'-69"	8.4, 11.1, 13.8 21.3, 23.9



BBT ARCHITECTS
 1160 SW Simpson Ave., Suite 100
 Beaverton, Oregon 97005
 1.541.382.5535 | 1.541.389.8033



Consultant
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 545 A ST, STE 3, ASHLAND, OR 97520
 541.486.3194

**JACKSON COUNTY
 SCHOOL DISTRICT #5
 Walker Elementary
 School Addition &
 Renovations**

364 WALKER AVE.
 ASHLAND, OR 97520

No.	Description	Date

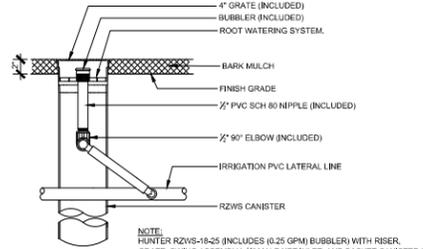
Project Number 1929
 Date 06.11.2021

LAND USE

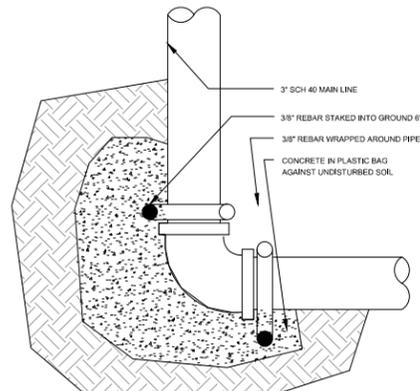
**IRRIGATION
 PLAN**

L2.0

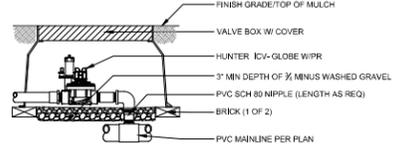
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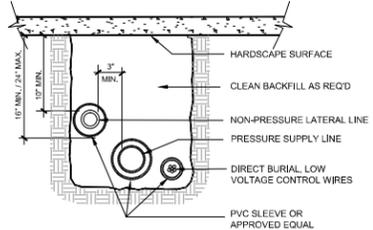
1 SECTION - ROOT WATERING SYSTEM
Scale: N.T.S.



2 DETAIL - THRUST BLOCKING
Scale: N.T.S.

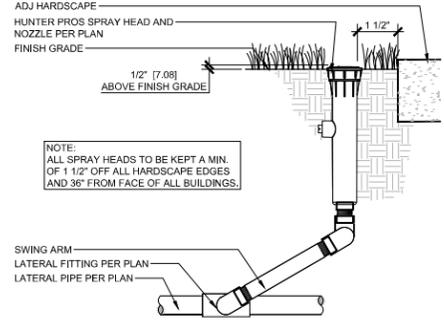


3 SECTION: HUNTER ICV - SIZE ON PLAN
Scale: N.T.S.

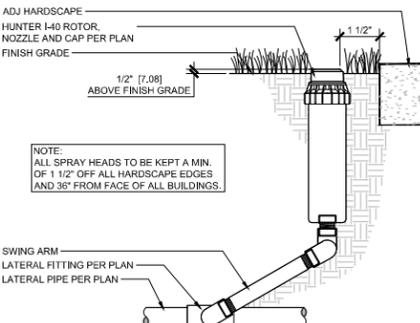


- NOTES**
- COORDINATE INSTALLATION OF PIPING AND WIRES UNDER VEHICULAR PAVEMENT AREAS WITH OTHER TRADES
 - ALL SLEEVES TO BE 4" SCH 40 PVC Z E
 - ALL SLEEVES TO BE RUN 12" MIN. PAST HARDSCAPE

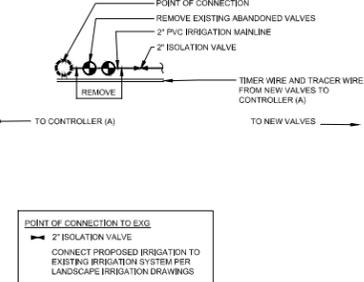
4 SECTION - SLEEVING @ PAVING
Scale: N.T.S.



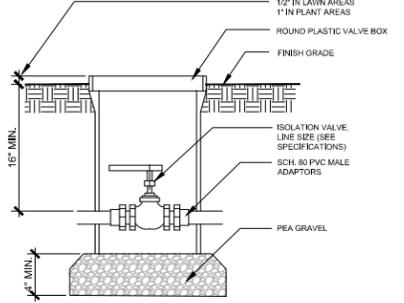
5 DETAIL: PRO-SPRAY HEAD
Scale: N.T.S.



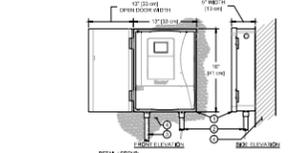
6 DETAIL: I-40 POP-UP ROTOR
Scale: 3" = 1'-0"



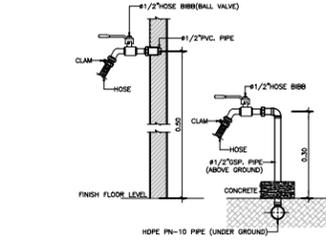
7 IRRIGATION POINT OF CONNECTION #1
Scale: N.T.S.



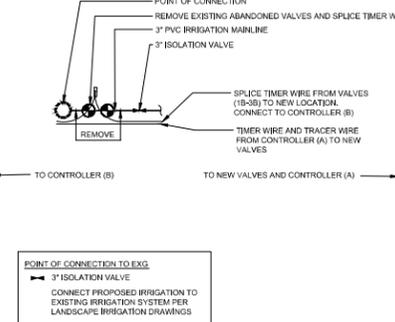
8 SECTION - ISOLATION VALVE
Scale: N.T.S.



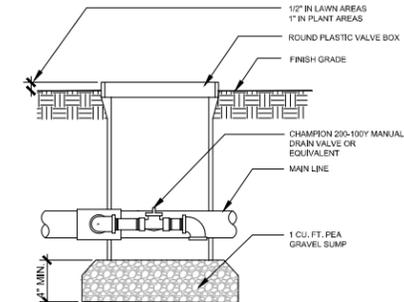
9 HUNTER HCC CONTROLLER
Scale: N.T.S.



10 SECTION - HOSE BIB
Scale: N.T.S.



11 IRRIGATION POINT OF CONNECTION #2
Scale: N.T.S.



12 SECTION - MANUAL DRAIN VALVE
Scale: N.T.S.

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JACKSON COUNTY SCHOOL DISTRICT #5 Walker Elementary School Addition & Renovations

364 WALKER AVE.
ASHLAND, OR 97520

No.	Description	Date

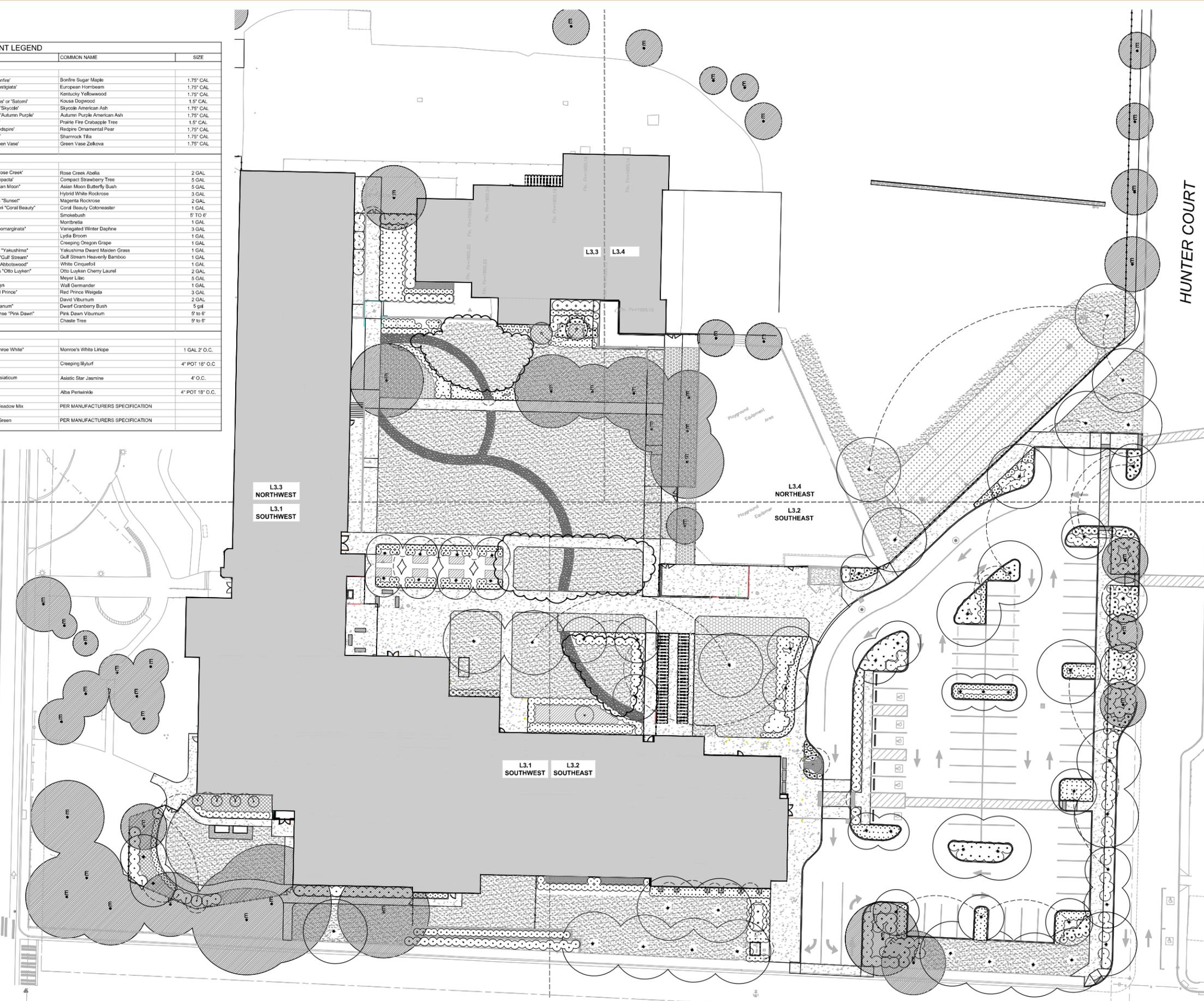
Project Number 1929
Date 06.11.2021

LAND USE

IRRIGATION DETAILS

L2.1

PRELIMINARY PLANT LEGEND			
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
TREES			
AceB	Acer saccharum 'Bonfire'	Bonfire Sugar Maple	1.75' CAL
Carb	Carpinus betulus 'Fastigiata'	European Hornbeam	1.75' CAL
Cstl	Cedrus lutea	Kentucky Yellowwood	1.75' CAL
Cokk	Cornus Kousa 'Venus' or 'Statom'	Kousa Dogwood	1.5' CAL
FraS	Fraxinus americana 'Skyrite'	Skyrite American Ash	1.75' CAL
FraA	Fraxinus americana 'Autumn Purple'	Autumn Purple American Ash	1.75' CAL
MalP	Malus x 'Prairie Fire'	Prairie Fire Crabapple Tree	1.5' CAL
Pyrc	Pyrus calleryana 'Redspire'	Redspire Ornamental Pear	1.75' CAL
Tilc	Tilia cordata 'Bailey'	Shamrock Tilia	1.75' CAL
ZelGV	Zelkova serata 'Green Vase'	Green Vase Zelkova	1.75' CAL
SHRUBS			
AbelRC	Abelia grandiflora 'Rose Creek'	Rose Creek Abelia	2 GAL
AbnC	Abutilon unido 'Compact'	Compact Spineberry Tree	5 GAL
BudSM	Buddleja davidii 'Asian Moon'	Asian Moon Butterfly Bush	5 GAL
Csh	Cistus x hybridus	Hybrid White Rockrose	3 GAL
CisS	Cistus pulverulentus 'Sunset'	Magenta Rockrose	2 GAL
ColCB	Cotoneaster dammeri 'Coral Beauty'	Coral Beauty Cotoneaster	1 GAL
ColG	Cotinus 'Grace'	Smokebush	5' TO 6'
Crn	Crocosmia 'Lucifer'	Montbrella	1 GAL
DapA	Daphne odora 'Aureomarginata'	Variiegated Winter Daphne	3 GAL
GenL	Genista lydia	Lydia Broom	1 GAL
Mahr	Mahonia repens	Creeping Oregon Grape	1 GAL
MisY	Miscanthus sinensis 'Yakushima'	Yakushima Dwarf Maiden Grass	1 GAL
NandGS	Nandina domestica 'Call Stream'	Call Stream Heavenly Bamboo	1 GAL
PotA	Potentilla fruticosa 'Abbotswood'	White Cinquefoil	1 GAL
PruOL	Prunus laurocerasus 'Otto Luyken'	Otto Luyken Cherry Laurel	2 GAL
Sym	Syringa meyeri	Meyer Lilac	5 GAL
Teuc	Teucrium chamaedrys	Wall Germander	1 GAL
WeaRP	Weigela florida 'Red Prince'	Red Prince Weigela	3 GAL
Vibd	Viburnum davidii	David Viburnum	2 GAL
VibN	Viburnum opulus 'Nanum'	Dwarf Cranberry Bush	5 gal
VibPK	Viburnum bodnantense 'Pink Dawn'	Pink Dawn Viburnum	5' to 6'
Vib	Vibex agrus-castus	Chaste Tree	5' to 6'
GROUND COVER			
[Symbol]	Liriope muscari 'Monroe White'	Monroe's White Liriope	1 GAL 2" O.C.
[Symbol]	Liriope spicata	Creeping Myrtle	4" POT 18" O.C.
[Symbol]	Trecheleperum asiaticum	Asiatic Star Jasmine	4" O.C.
[Symbol]	Vinca minor Alba	Alba Periwinkle	4" POT 18" O.C.
[Symbol]	SunMark Wetland Meadow Mix	PER MANUFACTURERS SPECIFICATION	
[Symbol]	SunMark Diamond Green	PER MANUFACTURERS SPECIFICATION	



HUNTER COURT

HOMES AVENUE

BBT ARCHITECTS
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 REG. # 493
KenCairn
 Landscape Architect
 1/1/2009

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JACKSON COUNTY SCHOOL DISTRICT #5
Walker Elementary School Addition & Renovations

364 WALKER AVE.
 ASHLAND, OR 97520

No.	Description	Date

Project Number 1929
 Date 06.11.2021

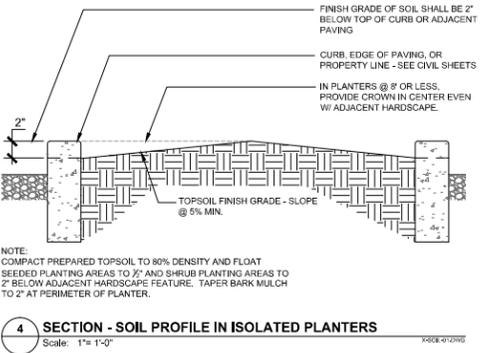
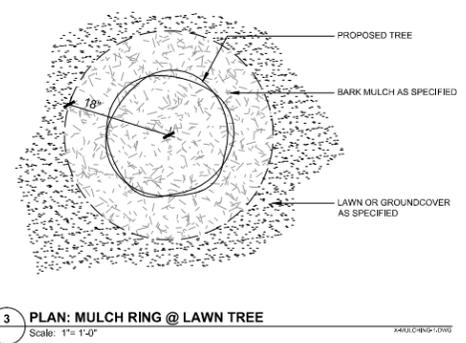
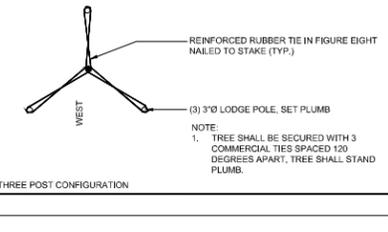
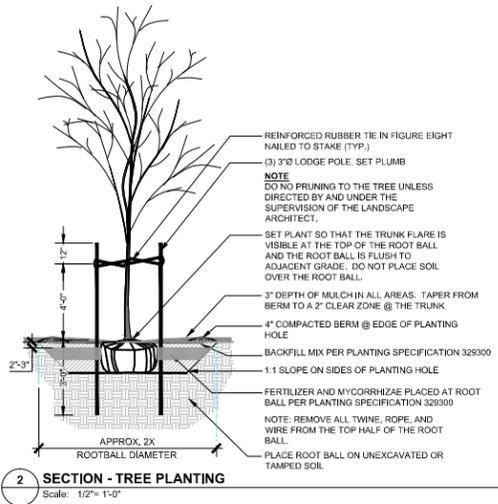
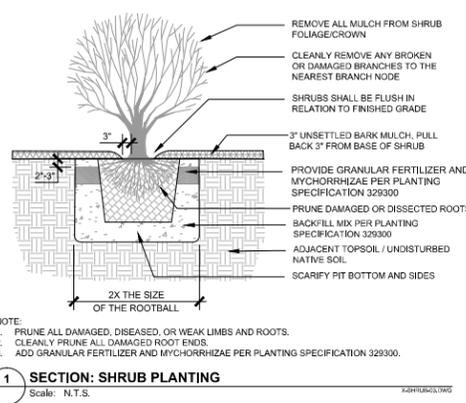
LAND USE

PLANTING PLAN

L 3.0

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No.	Description	Date

Project Number 1929
Date 06.11.2021

LAND USE

PLANTING DETAILS

L3.1



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**JACKSON COUNTY
 SCHOOL DISTRICT #5
 Walker Elementary
 School Addition &
 Renovations**

364 WALKER AVE.
 ASHLAND, OR 97520

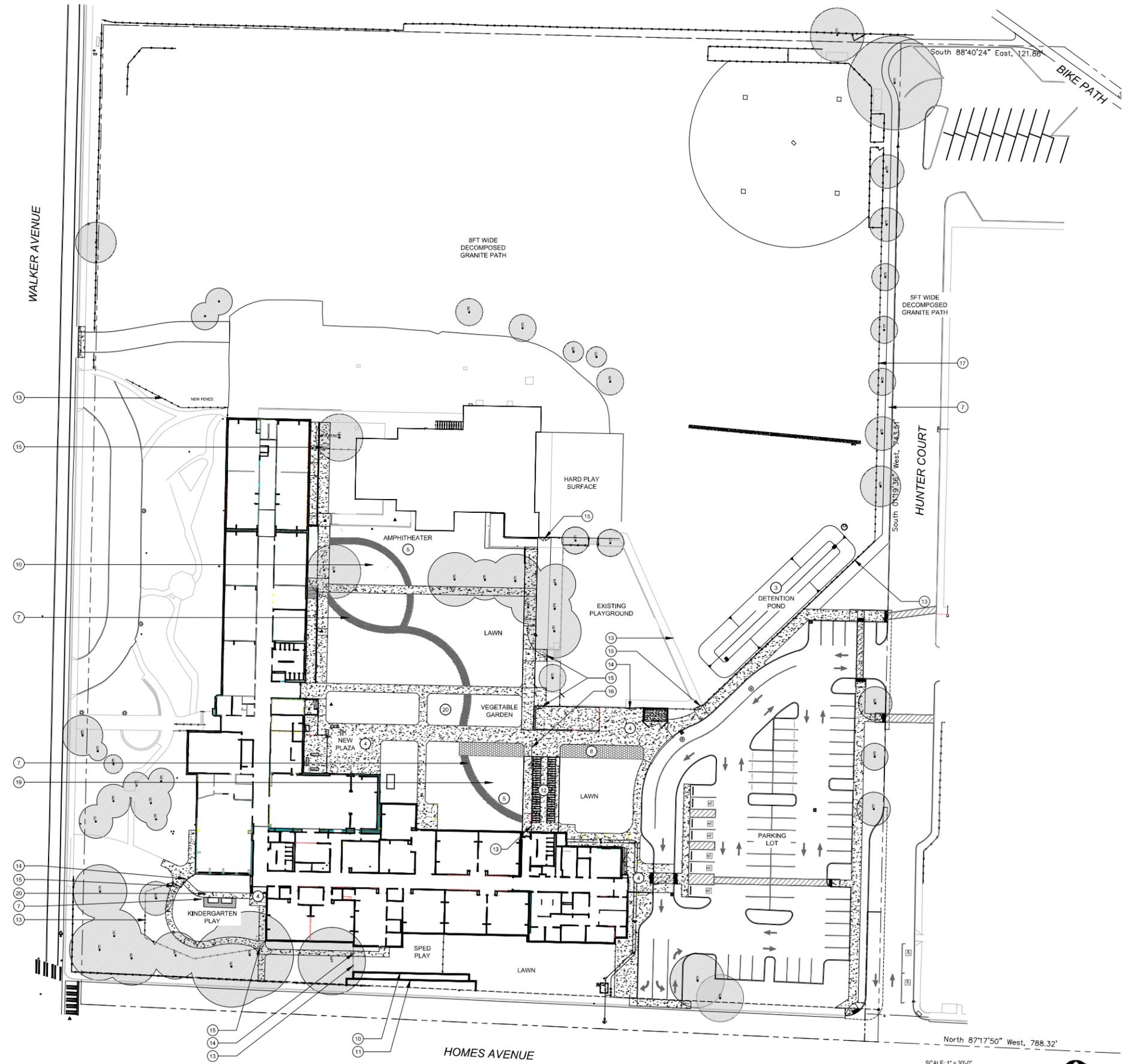
No.	Description	Date

Project Number 1929
 Date 06.11.2021

LAND USE

**SITE
 MATERIALS
 PLAN**

L 1.0



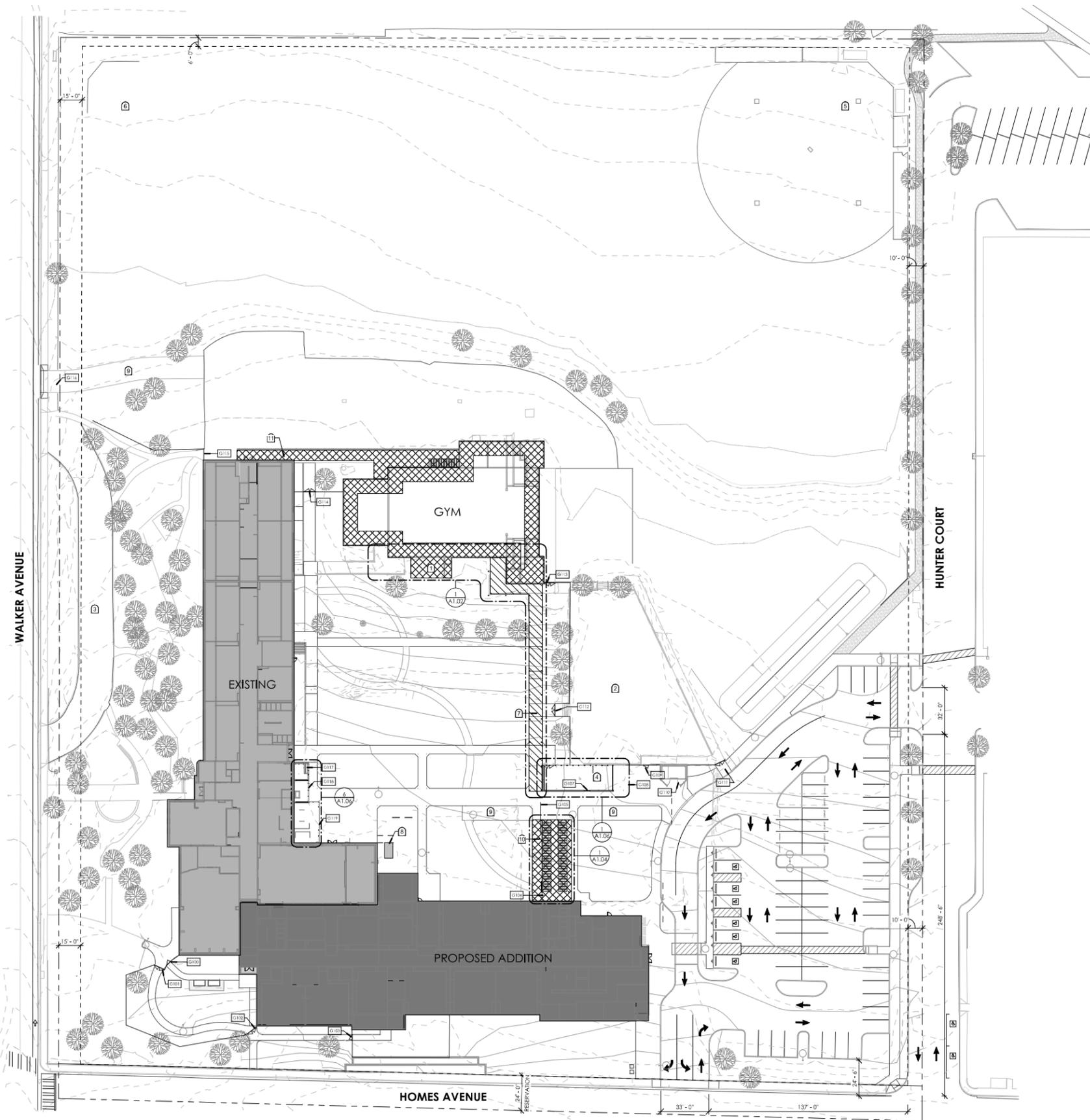
LEGEND

- 6 FT. STEEL FENCE (13)
- 6 FT. CHAIN LINK FENCE (17)
- PEDESTRIAN GATE (14)
- PEDESTRIAN DOUBLE GATE (15)
- ROLLING GATE (16)
- CONCRETE RETAINING WALL (10, 11)
- RAISED BED (20)
- BLOCK BENCH (19)
- BIKE RACKS (12)
- CONCRETE PAVING (4)
- GRAVEL PAVING (7)
- GRASS PAVE (8)
- SAND SET CONCRETE PAVERS (5)
- PLANTING
- LAWN
- EXISTING TREE, PROTECTED-TO REMAIN
- NEW TREE

LANDSCAPE KEYNOTES

#	ITEM	DETAIL
1	TOPSOIL TYPE 'A' - 12" MIN. DEPTH	SEE SPEC
2	AMENDED IN-PLACE SOIL	SEE SPEC
3	DETENTION POND	SEE CIVIL
4	CONCRETE PAVING	1/1, 1.2
5	SAND SET CONCRETE PAVERS	2/1, 1.2
6	ADA RAMP	SEE CIVIL
7	GRAVEL PAVING	3/1, 1.2
8	GRASS PAVE	4/1, 1.2
9	CONCRETE MOWING STRIP	5/1, 1.2
10	KEYSTONE COMPAC RETAINING WALL - VERTICAL	6/1, 1.2
11	KEYSTONE COMPAC RETAINING WALL - SETBACK	7/1, 1.2
12	BIKE RACK	8-9/1, 1.2
13	6 FT. STEEL FENCE	1/1, 1.3
14	6 FT. STEEL PEDESTRIAN GATE	2/1, 1.3
15	6 FT. STEEL DOUBLE PEDESTRIAN GATE	3/1, 1.3
16	15 FT. STEEL ROLLING GATE	1/1, 1.4
17	6 FT. CHAIN LINK FENCE	2/1, 1.4
18	ADA BENCH	3/1, 1.4
19	BLOCK BENCH	4/1, 1.4
20	RAISED BED	5/1, 1.4
21	SKATE DETERENT	SEE SPEC





SITE LEGEND

- NEW BUILDING ADDITION
- ALTERATIONS WITHIN EXISTING BUILDING
- EXISTING BUILDINGS (NOT IN SCOPE)
- PROPERTY LINE
- SET BACK

SITE PLAN KEYNOTES

- 1 EXISTING GREENHOUSE TO REMAIN
- 2 EXISTING PLAYGROUND
- 3 EXISTING BUS LOOP TO REMAIN
- 4 SERVICE YARD ENCLOSURE
- 5 50/70 BASEBALL FIELD TO REMAIN
- 6 FIELD TO REMAIN
- 7 COVERED WALKWAY
- 8 GREASE TRAP INTERCEPTOR
- 9 FIRE ACCESS LANE
- 10 COVERED BIKE PARKING
- 11 EXISTING COVERED WALKWAY TO REMAIN

DOOR SCHEDULE - SITE GATE		
MARK	HARDWARE GROUP	COMMENTS
G100		NORTH KINDER SWING GATE
G101		NORTH KINDER SWING GATE
G102		SOUTH KINDER SWING GATE
G103		SITE-BASED SWING GATE
G104		BIKE CANOPY SWING GATE
G105		COURTYARD ROLLING GATE
G107		SERVICE YARD SWING GATE
G108		RECYCLING SWING GATE
G109		SOUTH PLAYGROUND SWING GATE
G110		GARBAGE SWING GATE
G111		NORTH PARKING LOT SWING GATE
G112		WEST PLAYGROUND SWING GATE
G113		NORTH PLAYGROUND SWING GATE
G114		NORTH COURTYARD SWING GATE
G115		NORTH HARDSCAPE SWING GATE
G116		NORTH FIRE ACCESS ROLLING GATE
G117		BOILER ROOM SINGLE GATE
G118		CAN WASH SINGLE GATE
G119		ELECTRICAL SERVICE YARD DOUBLE GATE

NOT FOR CONSTRUCTION

JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

364 WALKER AVE
ASHLAND, OR 97520

No.	Description	Date

Project Number 1929
Date 06.11.2021

LAND USE

SITE PLAN



A1.01

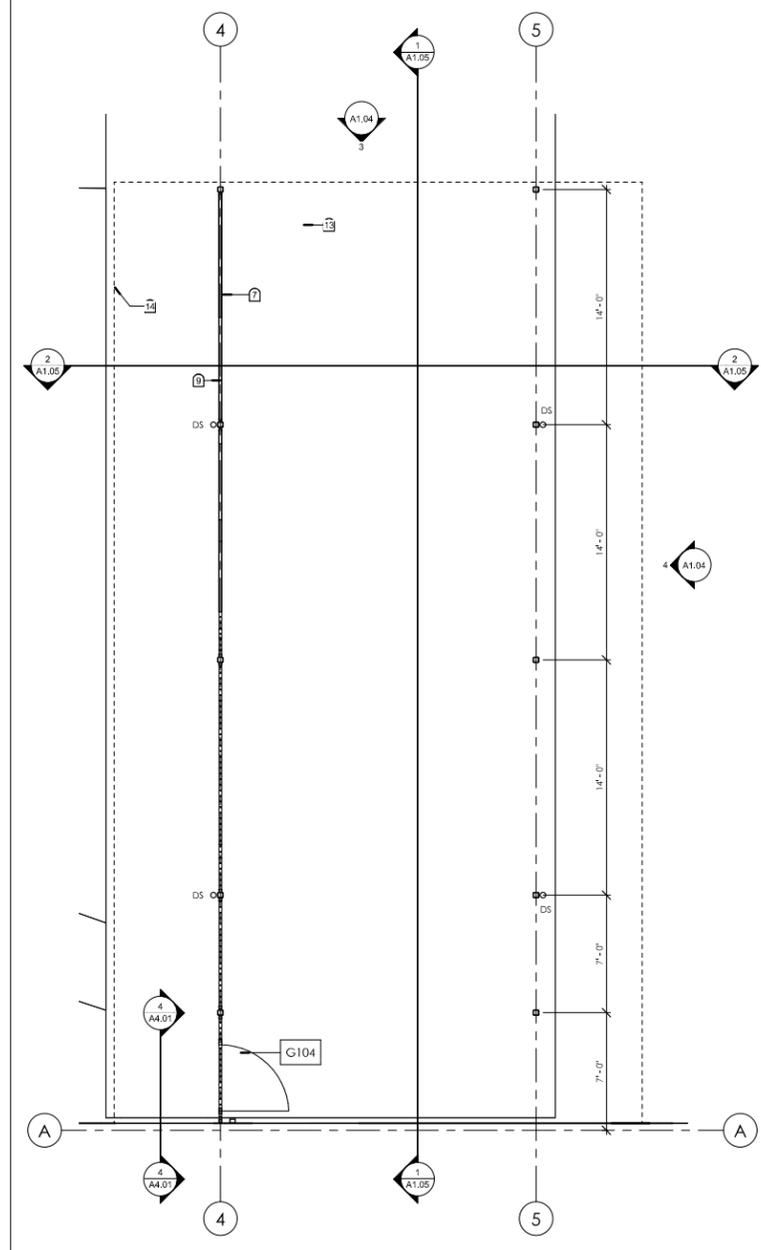
- ENLARGED SITE KEYNOTES**
- 1 8" CMU WALL
 - 2 MECHANICAL EQUIPMENT
 - 3 CHAIN LINK FENCE
 - 4 REEF CEMENT SCREEN WALL
 - 5 RECYCLING BINS
 - 6 ALIGN FINISHES
 - 7 STRUCTURAL COLUMN, PAINTED, TYPICAL
 - 8 CONCRETE STAIRS
 - 9 DECORATIVE METAL RAILING, TYPICAL
 - 10 ALIGN FINISH WITH EXISTING PLASTER
 - 11 DOUBLE DOOR GATE
 - 12 SINGLE DOOR GATE
 - 13 BKE RACKS PER LANDSCAPE, TYPICAL
 - 14 CANOPY OVERHANG, SHOWN DASHED
 - 15 METAL GUARDRAIL, PAINTED
 - 16 ROOF CRICKET, TYPICAL

BBT ARCHITECTS
 1140 SW Simpson Ave., Suite 200
 Bend, Oregon 97702
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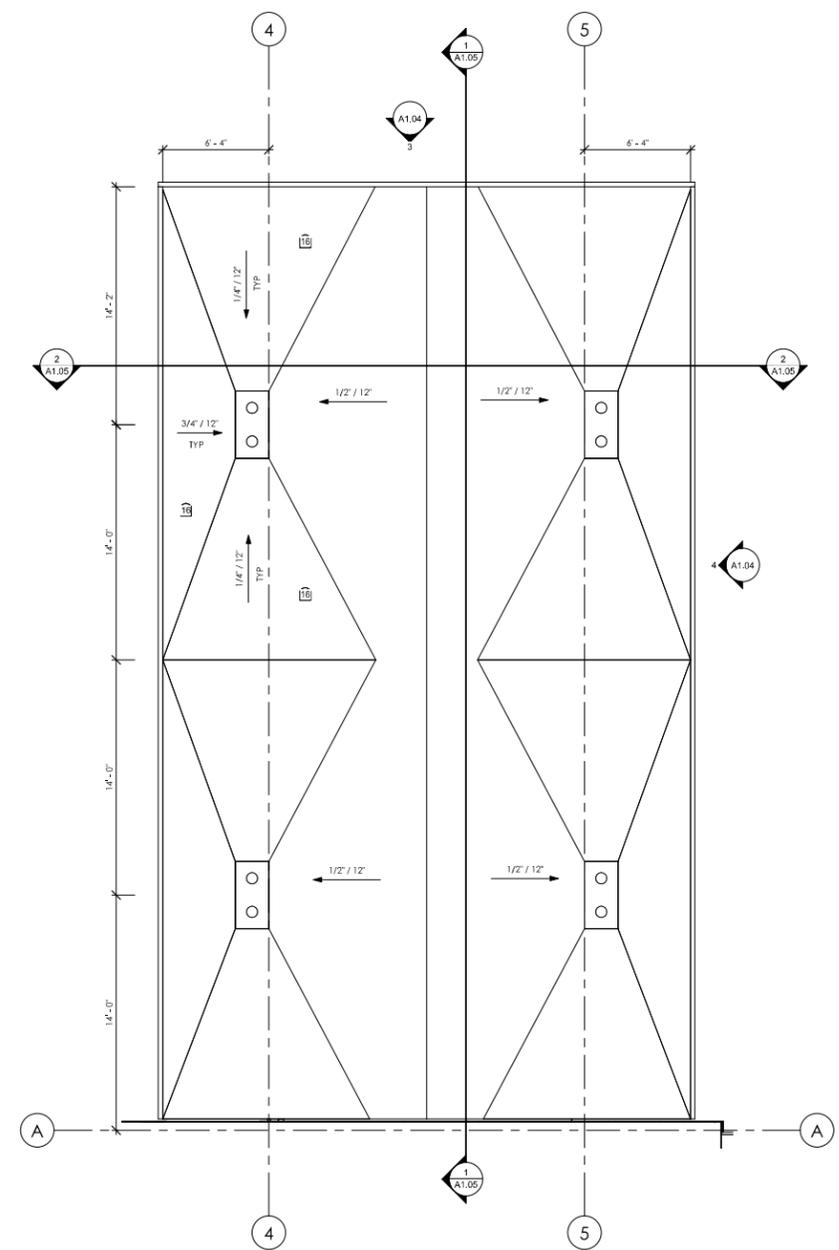
NOT FOR CONSTRUCTION

JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

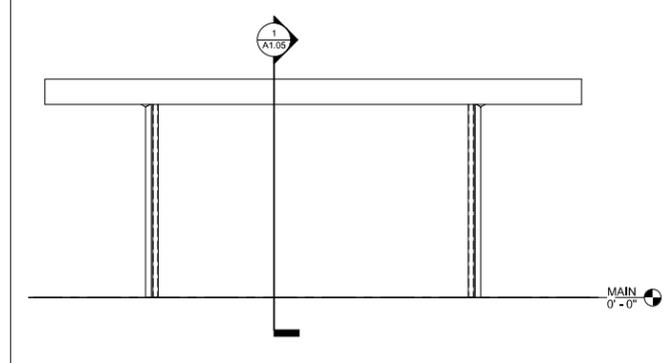
364 WALKER AVE
 ASHLAND, OR 97520



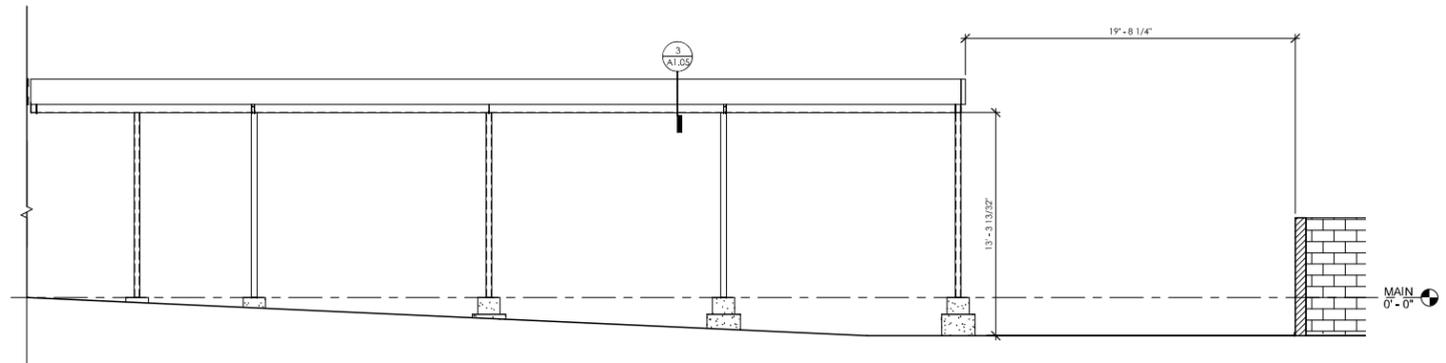
1 FLOOR PLAN - BIKE CANOPY
 SCALE: 1/4" = 1'-0"



2 ROOF PLAN - BIKE CANOPY
 SCALE: 1/4" = 1'-0"



3 BIKE CANOPY - NORTH ELEVATION
 SCALE: 1/4" = 1'-0"



4 BIKE CANOPY - EAST ELEVATION
 SCALE: 1/4" = 1'-0"

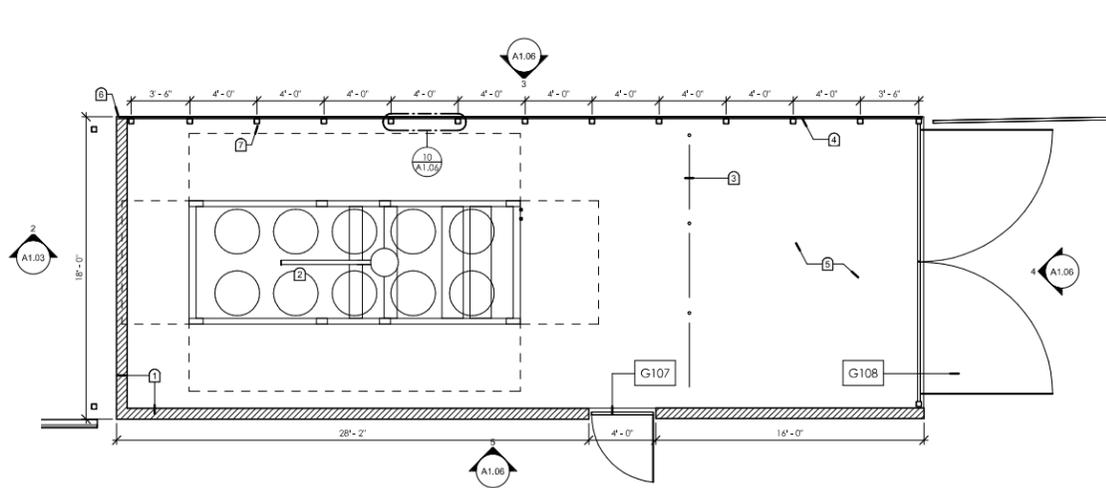
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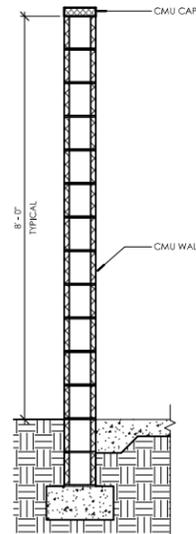
LAND USE

ENLARGED SITE - BIKE CANOPY

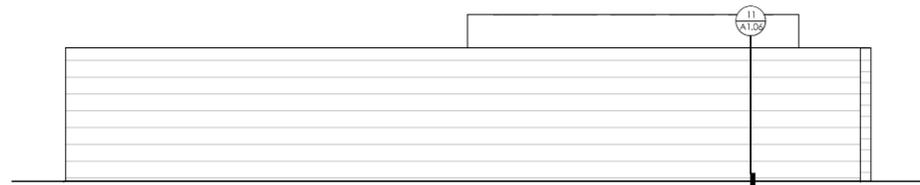
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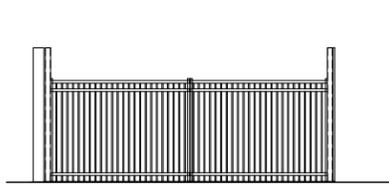
1 FLOOR PLAN - MECHANICAL SERVICE YARD
SCALE: 1/4" = 1'-0"



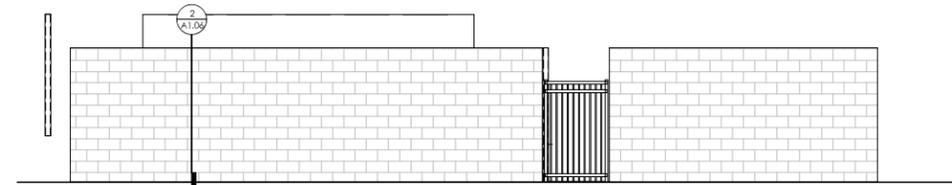
2 CMU WALL @ SERVICE YARD
SCALE: 3/4" = 1'-0"



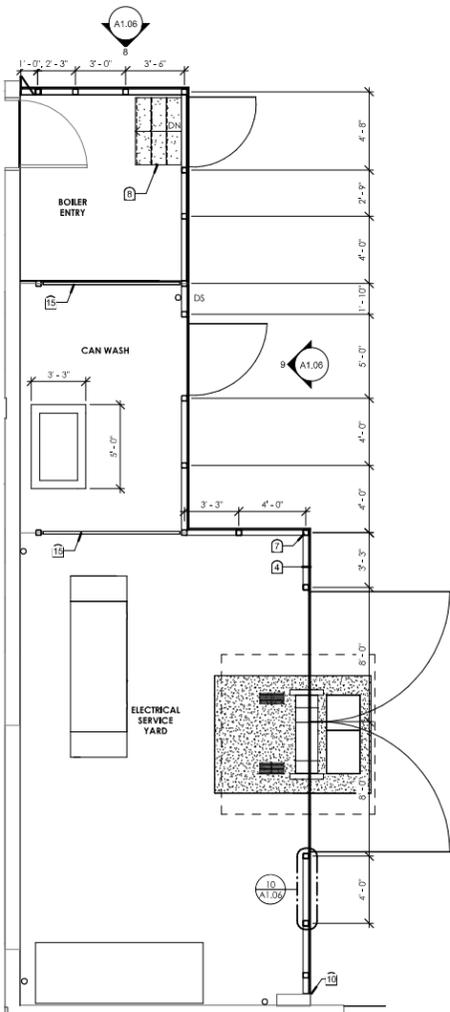
3 MECHANICAL SERVICE YARD - NORTH ELEVATION
SCALE: 1/4" = 1'-0"



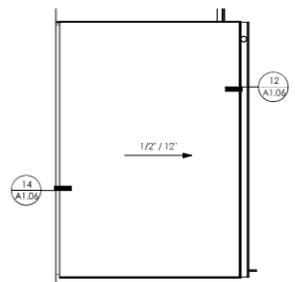
4 MECHANICAL SERVICE YARD - EAST ELEVATION
SCALE: 1/4" = 1'-0"



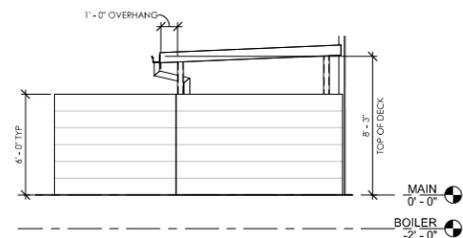
5 MECHANICAL SERVICE YARD - SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



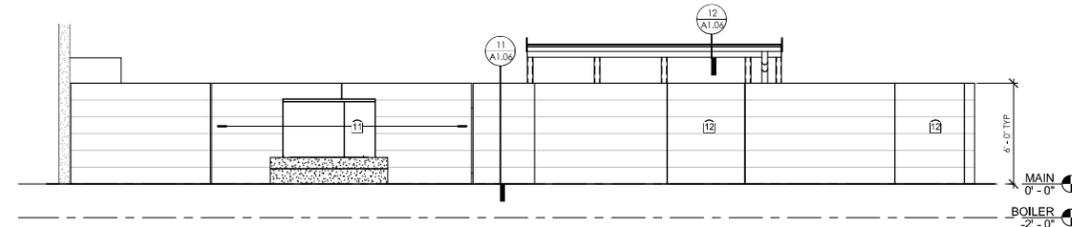
6 FLOOR PLAN - ELECTRICAL SERVICE YARD
SCALE: 1/4" = 1'-0"



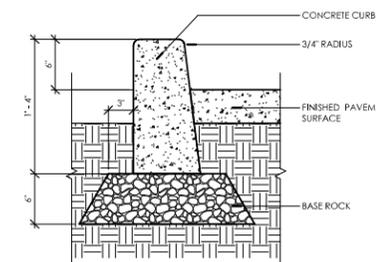
7 ROOF PLAN - CAN WASH
SCALE: 1/4" = 1'-0"



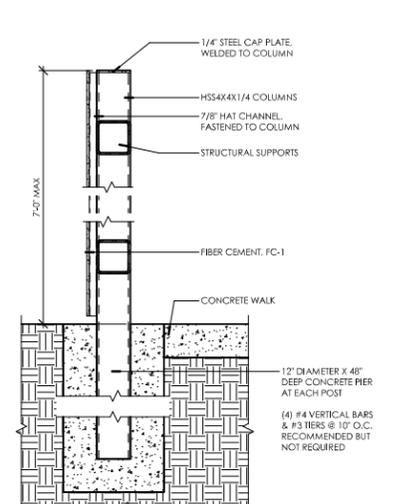
8 ELECTRICAL SERVICE YARD - NORTH ELEVATION
SCALE: 1/4" = 1'-0"



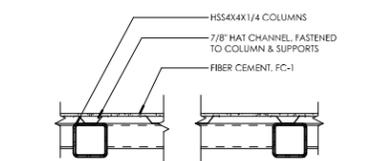
9 ELECTRICAL SERVICE YARD - EAST ELEVATION
SCALE: 1/4" = 1'-0"



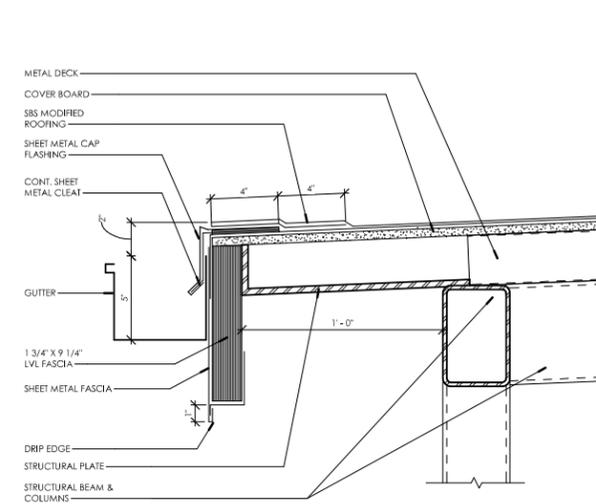
13 EXT - CAN WASH
SCALE: 1 1/2" = 1'-0"



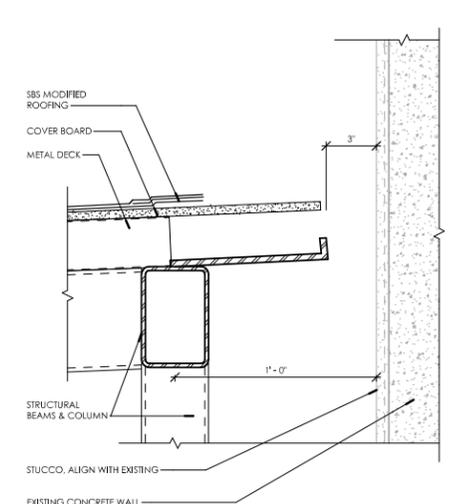
11 SERVICE SCREEN WALL - SECTION
SCALE: 1 1/2" = 1'-0"



10 SERVICE SCREEN WALL - PLAN
SCALE: 1 1/2" = 1'-0"



12 SERVICE ROOF - LOW EAVE
SCALE: 3" = 1'-0"



14 SERVICE ROOF @ EXISTING WALL
SCALE: 3" = 1'-0"

ENLARGED SITE KEYNOTES

- 1 8" CMU WALL
- 2 MECHANICAL EQUIPMENT
- 3 CHAIN LINK FENCE
- 4 FIBER CEMENT SCREEN WALL
- 5 RECTANGULAR BINS
- 6 ALIGN FINISHES
- 7 STRUCTURAL COLUMN, PAINTED, TYPICAL
- 8 CONCRETE STAIRS
- 9 DECORATIVE METAL RAILING, TYPICAL
- 10 ALUMINUM FINISH WITH EXISTING PLASTER
- 11 DOUBLE DOOR GATE
- 12 SINGLE DOOR GATE
- 13 BIKE RACKS PER LANDSCAPE, TYPICAL
- 14 CANOPY OVERHANG, SHOWN DASHED
- 15 METAL GUARDRAIL, PAINTED
- 16 ROOF CRICKET, TYPICAL

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JACKSON COUNTY SCHOOL DISTRICT 5 WALKER ELEMENTARY SCHOOL ADDITION & RENOVATION

364 WALKER AVE
ASHLAND, OR 97520

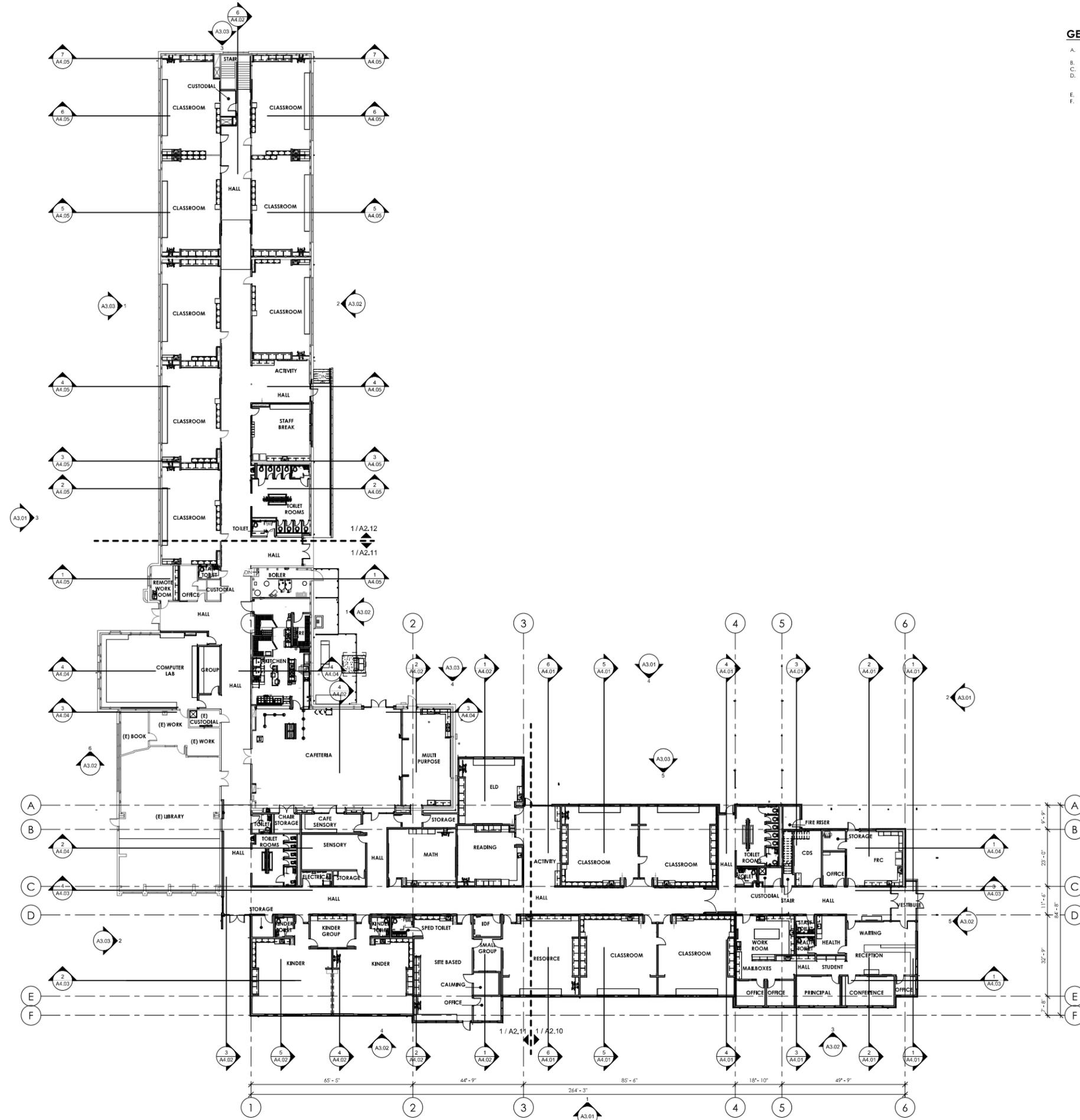
No.	Description	Date

Project Number 1929
Date 06.11.2021

LAND USE

ENLARGED SITE - SERVICE YARD

A1.06



- GENERAL NOTES**
- A. SEE SHEET G0.01 FOR ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
 - B. SEE SHEET G0.04 FOR ASSEMBLY TYPES
 - C. SEE AS SERIES FOR DOOR & WINDOW SCHEDULE
 - D. PLAN DIMENSIONS ARE MEASURED FROM THE OUTSIDE FACE OF STUDS / FACE OF CONCRETE ON EXTERIOR WALLS TO THE CENTER LINES OF INTERIOR WALLS AND OPENINGS U.N.O.
 - E. GRID LINES ALIGN WITH FACE OF STUD U.N.O.
 - F. REMOVE AND REINSTALL ALL EXISTING MECHANICAL EQUIPMENT - PROVIDE NEW CURBS

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 Date 06.11.2021

LAND USE

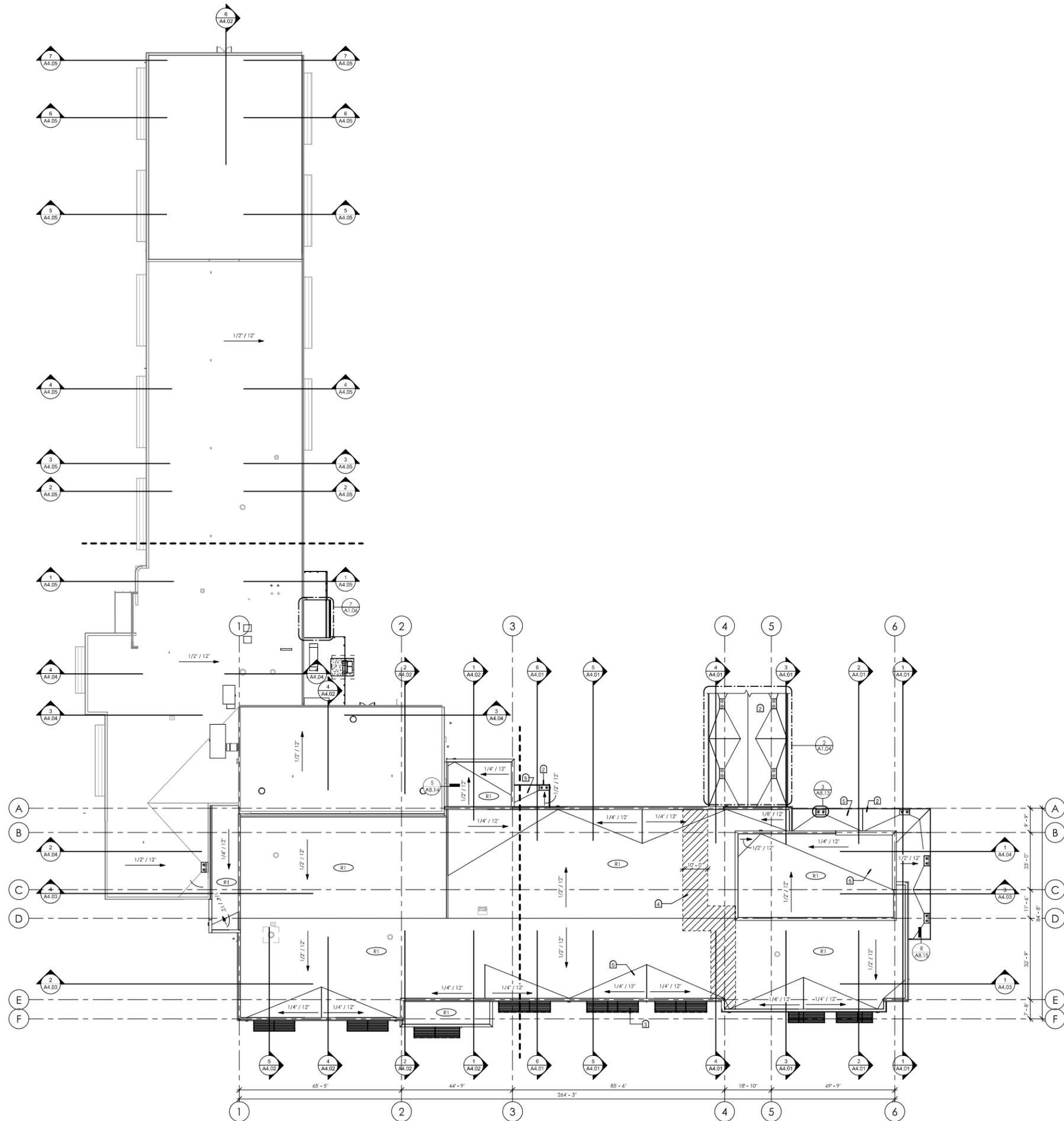
OVERALL FLOOR PLAN - LEVEL 1

A2.01

1 OVERALL FLOOR PLAN - LEVEL 1
 SCALE: 1/16" = 1'-0"



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GENERAL NOTES

- A. SEE SHEET G0.01 FOR ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
- B. SEE SHEET G0.04 FOR ASSEMBLY TYPES
- C. SEE AS SERIES FOR DOOR & WINDOW SCHEDULE
- D. PLAN DIMENSIONS ARE MEASURED FROM THE OUTSIDE FACE OF STUDS / FACE OF CONCRETE ON EXTERIOR WALLS TO THE CENTER LINES OF INTERIOR WALLS AND OPENINGS U.N.O.
- E. GRID LINES ALIGN WITH FACE OF STUD U.N.O.
- F. REMOVE AND REINSTALL ALL EXISTING MECHANICAL EQUIPMENT - PROVIDE NEW CURBS

ROOF KEYNOTES

- 2 CANOPY BELOW
- 3 WALL BRACED WINDOW EXTERIOR SHADE TYP
- 4 FIRE-RETARDANT PLYWOOD SHEATHING
- 5 ROOF CRICKET, TYPICAL, 1/4' / 12' SLOPE UNLESS NOTED OTHERWISE.

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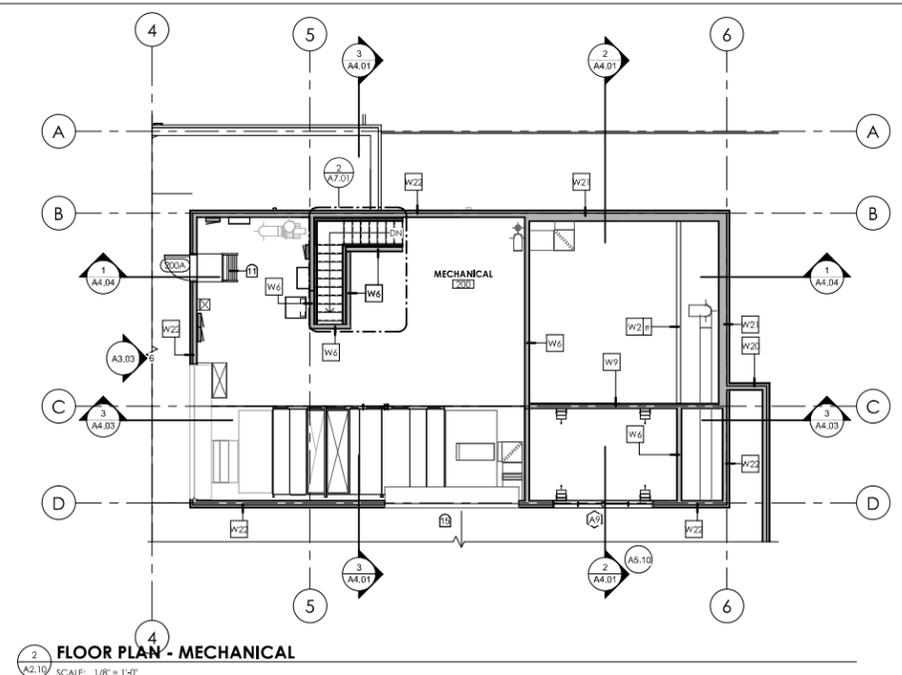
LAND USE

OVERALL ROOF PLAN - PHASE 2

A2.02

1 OVERALL ROOF PLAN
 A2.02 SCALE: 1/16" = 1'-0"

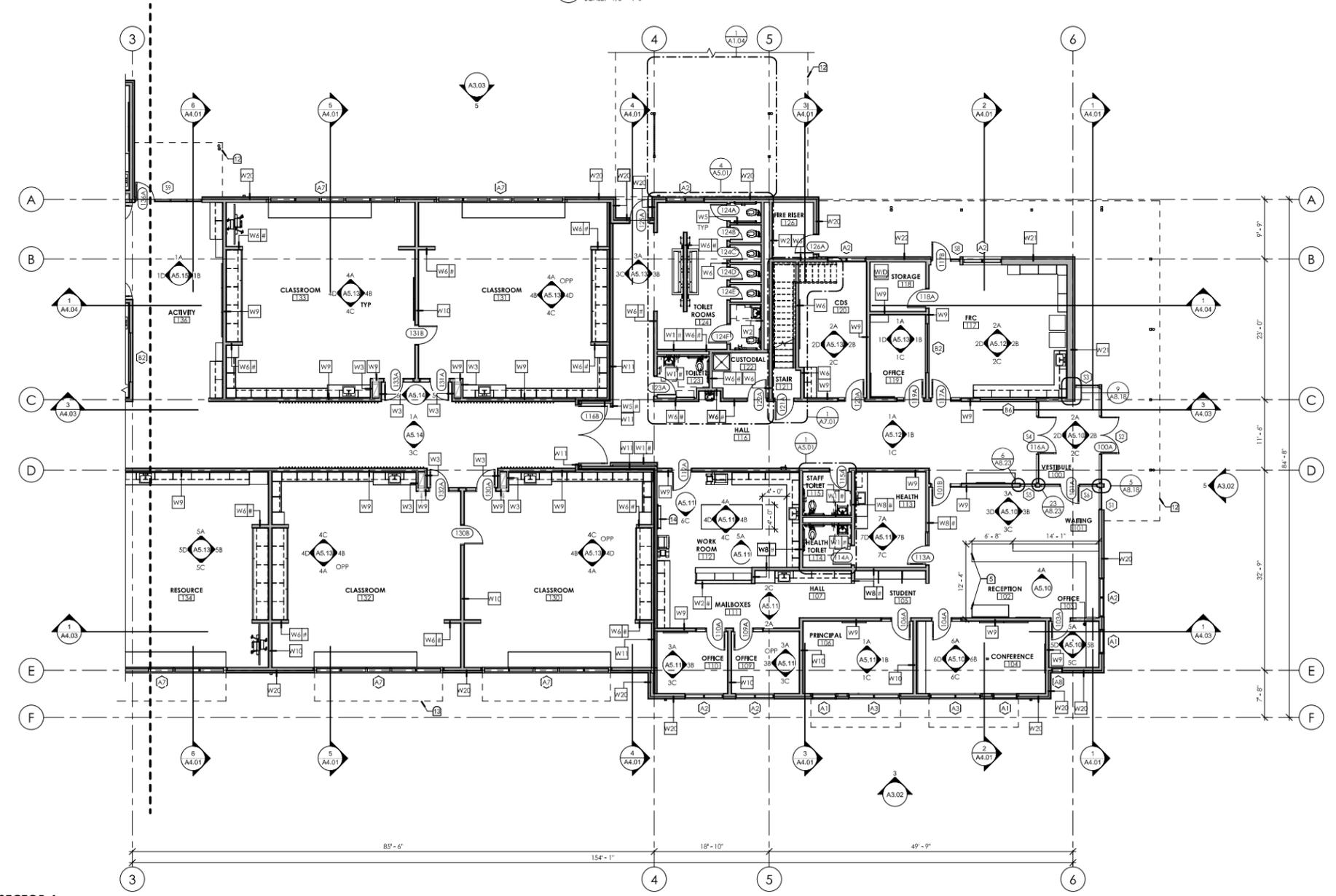




FLOOR PLAN - MECHANICAL
 SCALE: 1/8" = 1'-0"

- GENERAL NOTES**
- A. SEE SHEET GD.01 FOR ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
 - B. SEE SHEET GD.04 FOR ASSEMBLY TYPES
 - C. SEE AS SERIES FOR DOOR & WINDOW SCHEDULE
 - D. PLAN DIMENSIONS ARE MEASURED FROM THE OUTSIDE FACE OF STUDS / FACE OF CONCRETE ON EXTERIOR WALLS TO THE CENTER LINES OF INTERIOR WALLS AND OPENINGS U.N.O.
 - E. GRID LINES ALIGN WITH FACE OF STUD U.N.O.
 - F. REMOVE AND REINSTALL ALL EXISTING MECHANICAL EQUIPMENT - PROVIDE NEW CURBS

- FLOOR PLAN KEYNOTES**
- 1 NEW FLOOR SLAB
 - 2 OPERABLE WALL
 - 3 UTILITY SINK
 - 4 STAINLESS STEEL CAP
 - 5 ALIGN DECK WITH FACE OF ADJACENT WALL
 - 6 DRINKING FOUNTAIN
 - 7 EXISTING SLOPED FLOOR
 - 8 48" WOOD PLANK WAINSCOT, TYPICAL ALL HALLWAYS
 - 9 EXISTING KILNS RELOCATED
 - 11 METAL SHIP LADDER WITH LANDING
 - 12 OVERHANG ABOVE, SHOWN DASHED
 - 13 WINDOW EXTERIOR SHADE ABOVE, SHOWN DASHED
 - 14 WALL MOUNTED PAPER TREE TO BE MOUNTED CENTERED ON WORK ISLAND
 - 15 LOUVERS
 - 16 CLEARANCE FOR SWING



FLOOR PLAN - SECTOR A
 SCALE: 1/8" = 1'-0"

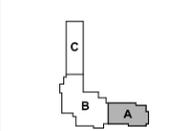


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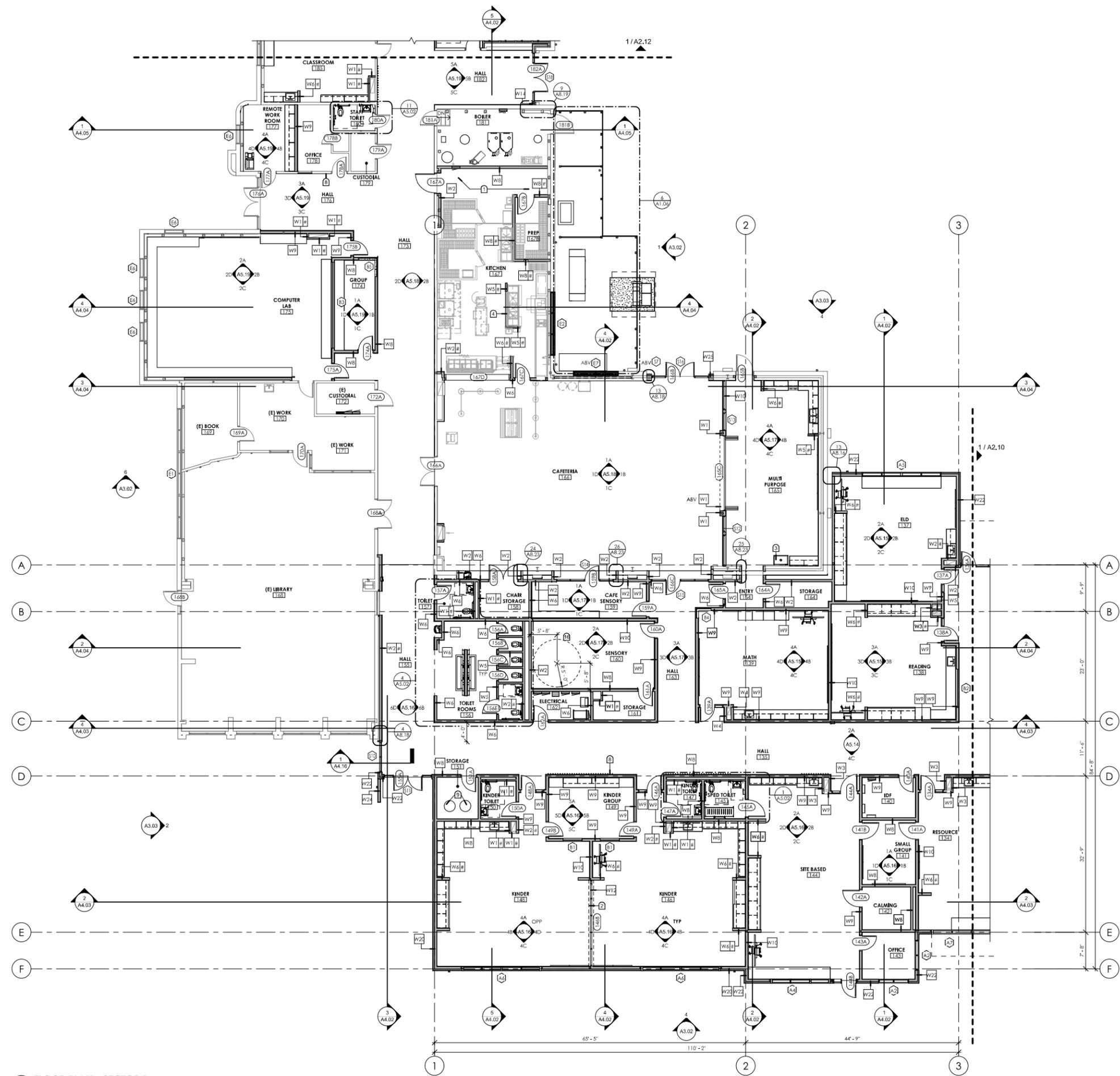
No.	Description	Date

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 Date 06.11.2021

LAND USE

FLOOR PLAN - SECTOR A

A2.10



GENERAL NOTES

- A. SEE SHEET G0.01 FOR ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
- B. SEE SHEET G0.04 FOR ASSEMBLY TYPES
- C. SEE AS SERIES FOR DOOR & WINDOW SCHEDULE
- D. PLAN DIMENSIONS ARE MEASURED FROM THE OUTSIDE FACE OF STUDS / FACE OF CONCRETE ON EXTERIOR WALLS TO THE CENTER LINES OF INTERIOR WALLS AND OPENINGS U.I.A.O.
- E. GRID LINES ALIGN WITH FACE OF STUD U.I.A.O.
- F. REMOVE AND REINSTALL ALL EXISTING MECHANICAL EQUIPMENT - PROVIDE NEW CURBS

FLOOR PLAN KEYNOTES

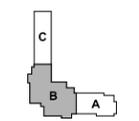
- 1 NEW FLOOR SLAB
- 2 OPERABLE WALL
- 3 UTILITY SINK
- 4 STAINLESS STEEL CAP
- 5 ALIGN DESK WITH FACE OF ADJACENT WALL
- 6 DRINKING FOUNTAIN
- 7 EXISTING SLOPED FLOOR
- 8 48" WOOD PLANK WAINSCOT, TYPICAL ALL HALLWAYS
- 9 EXISTING KENS RELOCATED
- 10 METAL SHIP LADDER WITH LANDING
- 11 OVERHANG ABOVE, SHOWN DASHED
- 12 WINDOW EXTERIOR SHADE ABOVE, SHOWN DASHED
- 13 WALL MOUNTED PAPER TREE TO BE MOUNTED CENTERED ON WORK ISLAND
- 14 LOUVERS
- 15 CLEARANCE FOR SWING

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364 WALKER AVE
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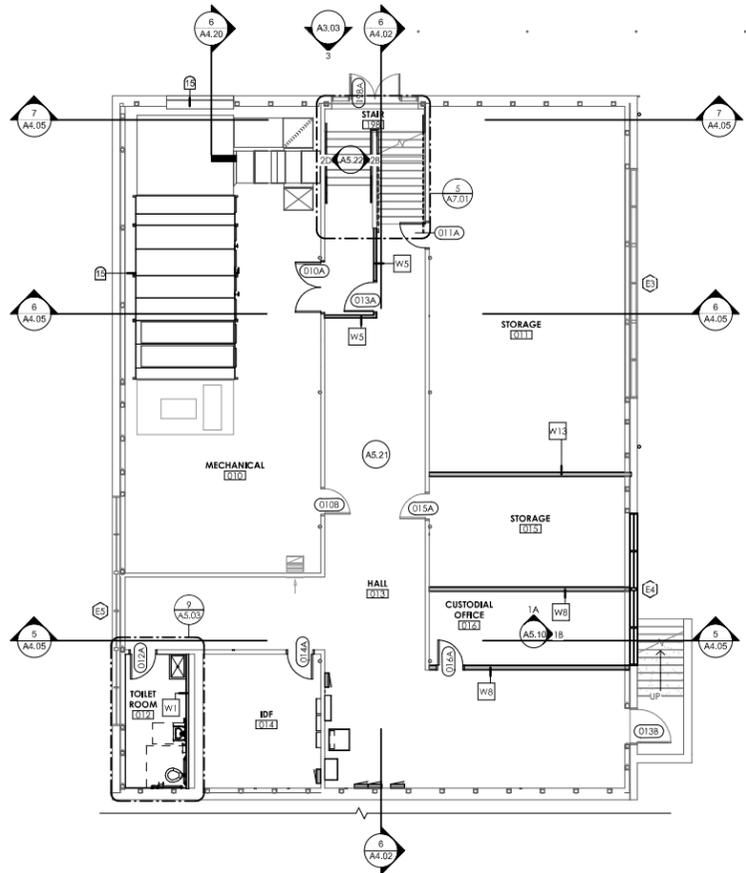
LAND USE

FLOOR PLAN - SECTOR B

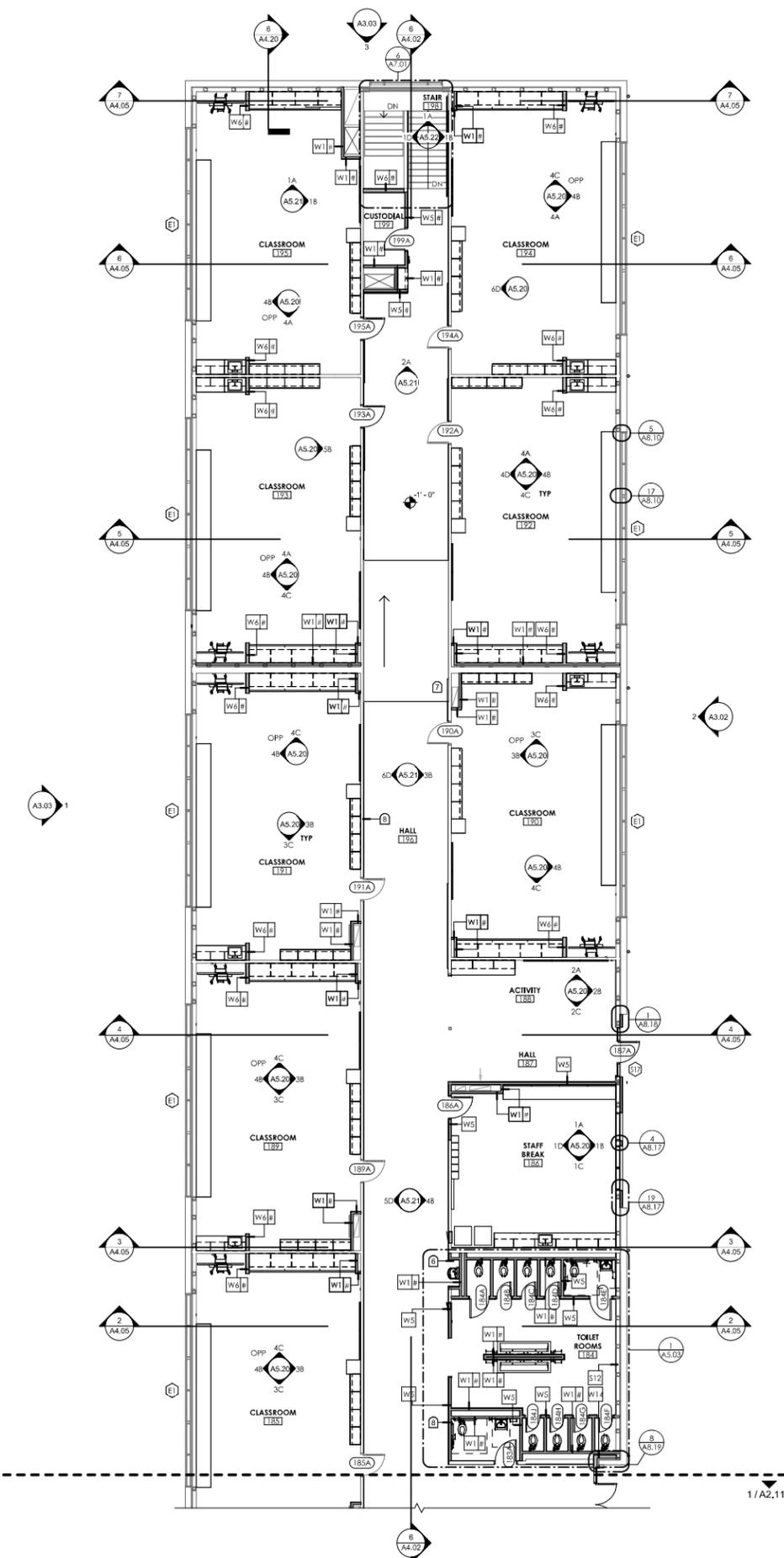
A2.11

1 FLOOR PLAN - SECTOR B
 SCALE: 1/8" = 1'-0"





2 FLOOR PLAN - BASEMENT
SCALE: 1/8" = 1'-0"



1 FLOOR PLAN - SECTOR C
SCALE: 1/8" = 1'-0"

GENERAL NOTES

- A. SEE SHEET G0.01 FOR ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
- B. SEE SHEET G0.04 FOR ASSEMBLY TYPES
- C. SEE AS SERIES FOR DOOR & WINDOW SCHEDULE
- D. PLAN DIMENSIONS ARE MEASURED FROM THE OUTSIDE FACE OF STUDS / FACE OF CONCRETE ON EXTERIOR WALLS TO THE CENTER LINES OF INTERIOR WALLS AND OPENINGS U.N.O.
- E. GRID LINES ALIGN WITH FACE OF STUD U.N.O.
- F. REMOVE AND REINSTALL ALL EXISTING MECHANICAL EQUIPMENT - PROVIDE NEW CURBS

FLOOR PLAN KEYNOTES

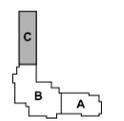
- 1 NEW FLOOR SLAB
- 2 OPERABLE WALL
- 3 UTILITY SINK
- 4 STAINLESS STEEL CAP
- 5 ALIGN DESK WITH FACE OF ADJACENT WALL
- 6 DRINKING FOUNTAIN
- 7 EXISTING SLOPED FLOOR
- 8 48" WOOD PLANK WANSCOT, TYPICAL ALL HALLWAYS
- 9 EXISTING KILNS RELOCATED
- 11 METAL SHIP LADDER WITH LANDING
- 12 OVERHANG ABOVE, SHOWN DASHED
- 13 WINDOW EXTERIOR SHADE ABOVE, SHOWN DASHED
- 14 WALL MOUNTED PAPER TREE TO BE MOUNTED CENTERED ON WORK ISLAND
- 15 LOUVERS
- 16 CLEARANCE FOR SWING

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LAND USE

FLOOR PLAN - SECTOR C

A2.12



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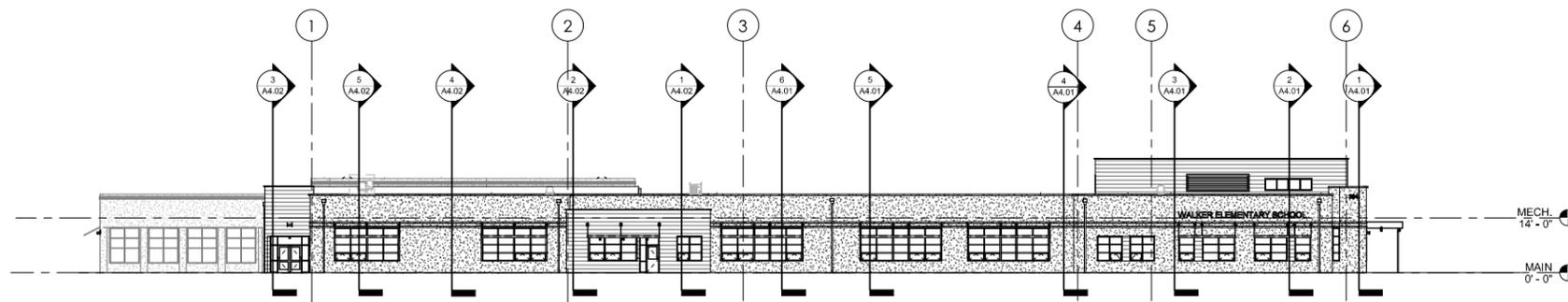
No.	Description	Date

Project Number 1929
 Date 06.11.2021

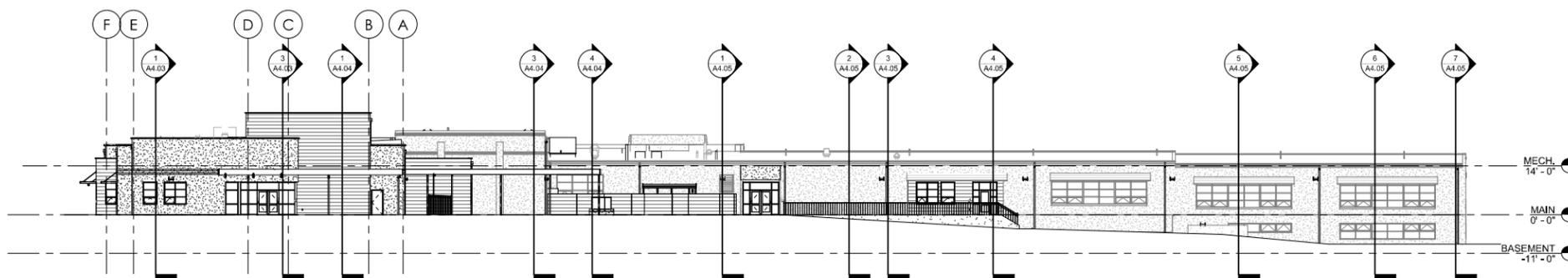
LAND USE

OVERALL
 ELEVATIONS

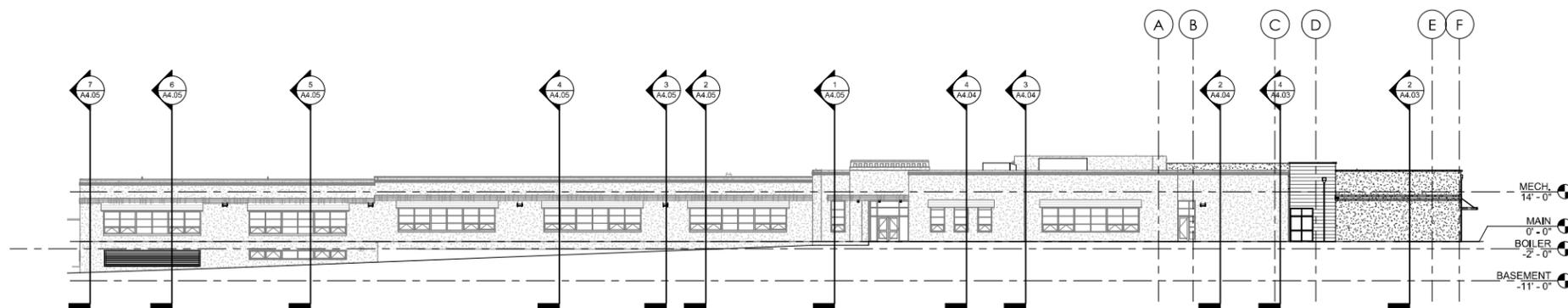
A3.01



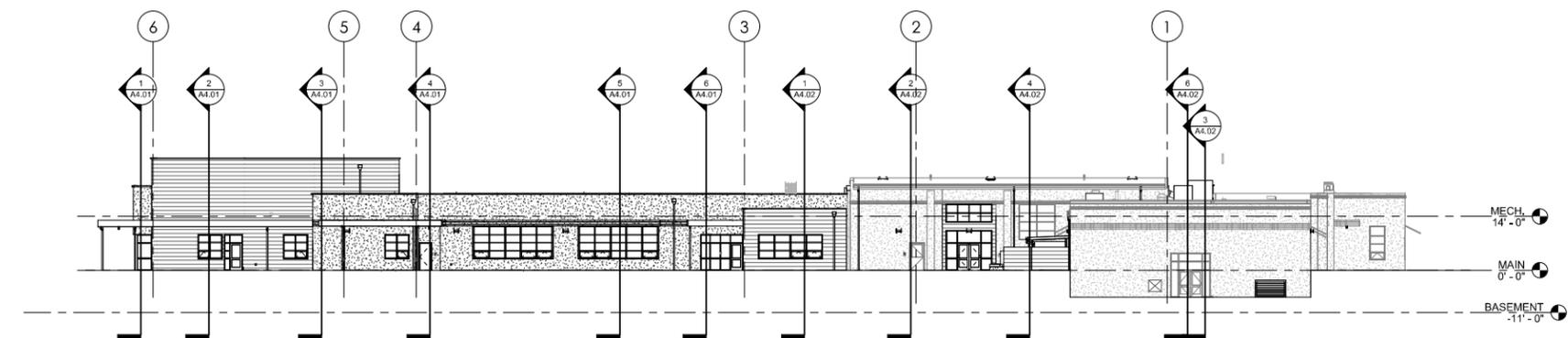
1 SOUTH ELEVATION
 SCALE: 1/16" = 1'-0"



2 EAST ELEVATION
 SCALE: 1/16" = 1'-0"



3 WEST ELEVATION
 SCALE: 1/16" = 1'-0"



4 NORTH ELEVATION
 SCALE: 1/16" = 1'-0"

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No.	Description	Date

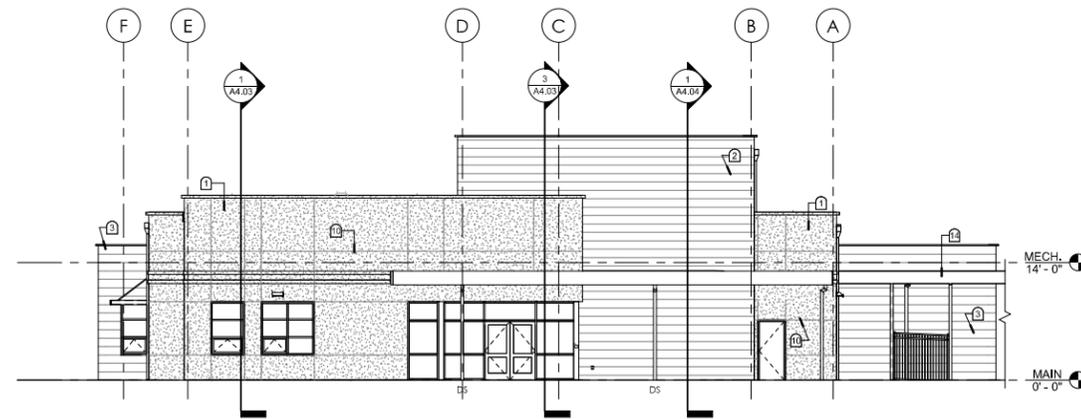
Project Number 1929
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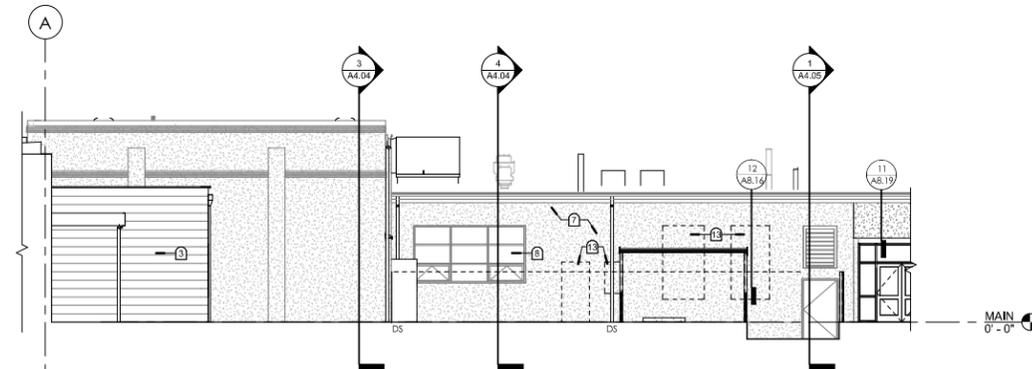
ELEVATIONS

A3.02

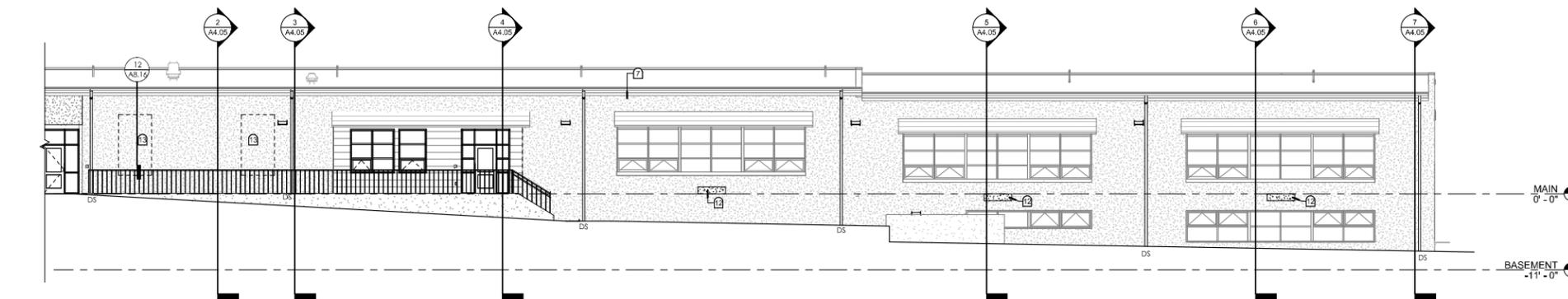
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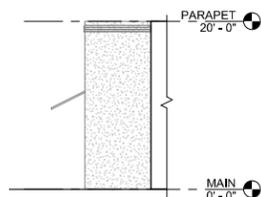
5 EAST ELEVATION
SCALE: 1/8" = 1'-0"



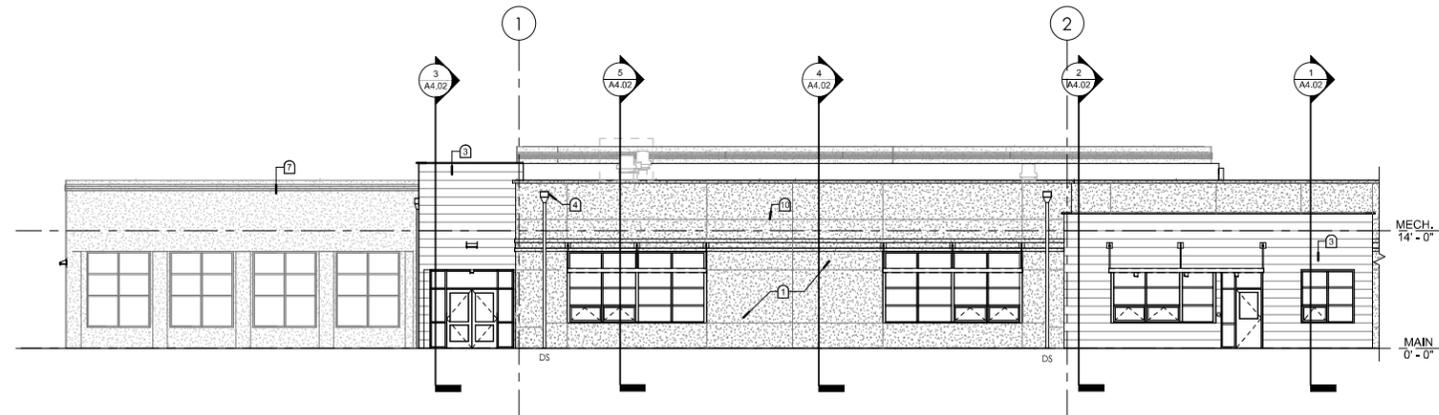
1 EAST ELEVATION
SCALE: 1/8" = 1'-0"



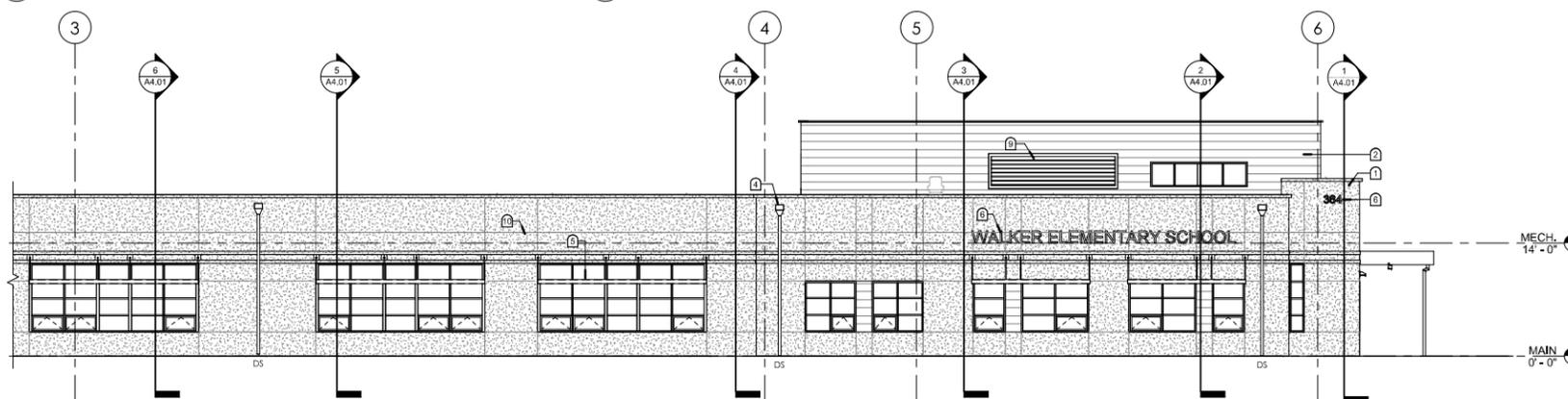
2 EAST ELEVATION
SCALE: 1/8" = 1'-0"



6 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



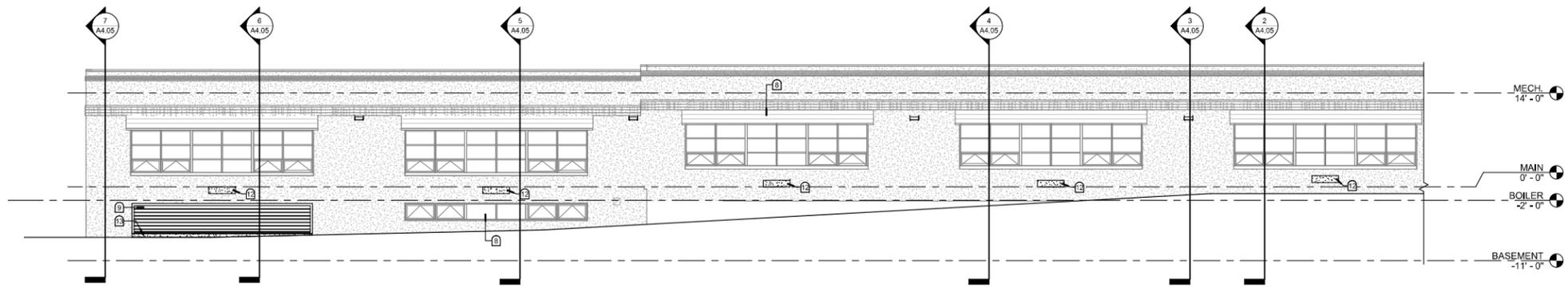
4 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



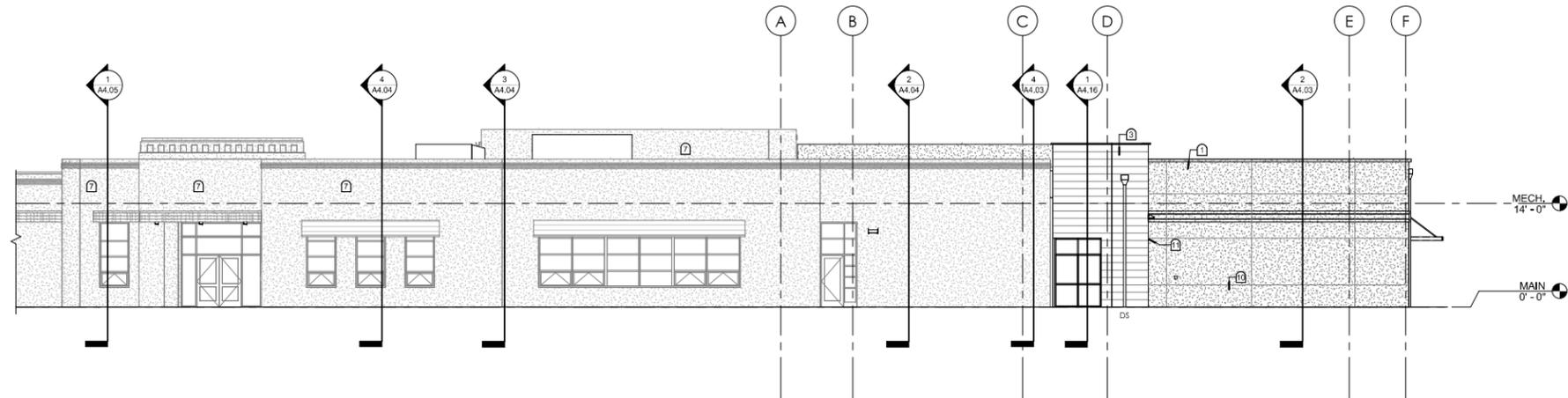
3 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR KEYNOTES

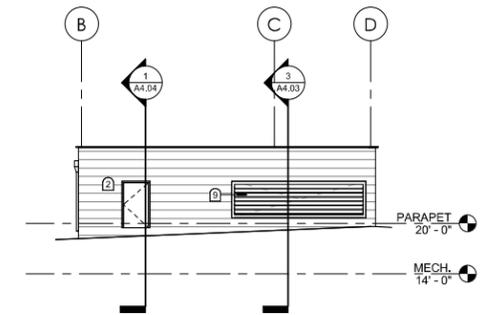
- 1 STUCCO, SC-1
- 2 FIBER CEMENT SIDING, FC-1
- 3 FIBER CEMENT SIDING, FC-2
- 4 SCUPPER, TYPICAL
- 5 SUN SHADE
- 6 CAST BUILDING LETTERS
- 7 PAINT EXISTING STUCCO FINISH
- 8 EXISTING WOOD WINDOWS TO REMAIN
- 9 MECHANICAL LOUVER
- 10 STUCCO CONTROL JOINT, TYPICAL
- 11 STUCCO CONTROL JOINTS CONTINUE TO OPENING JAMB BEYOND
- 12 LOUVER REMOVED. INRILL WALL, ALIGN & MATCH EXISTING
- 13 INRILL WALL & ALIGN WITH EXISTING
- 14 BIKE CANOPY. SEE A1 SERIES.



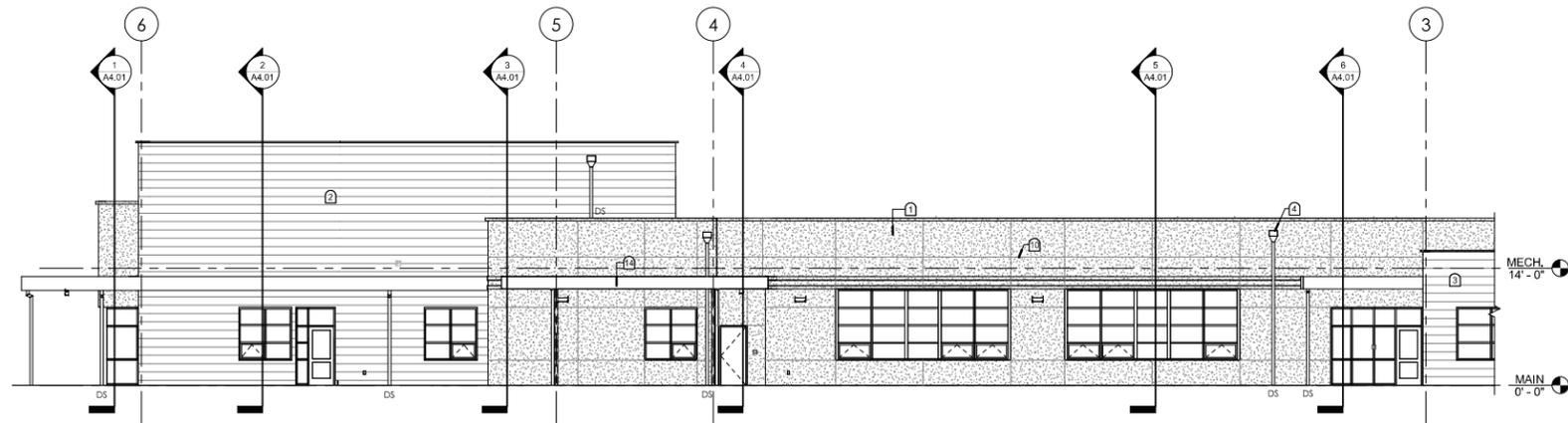
1 WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



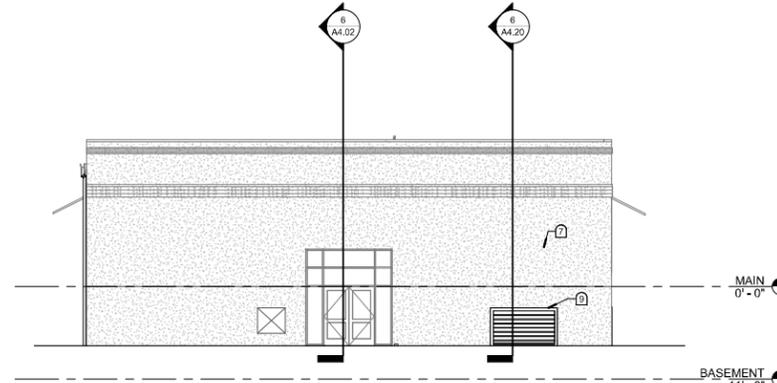
6 WEST ELEVATION
SCALE: 1/8" = 1'-0"



5 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR KEYNOTES

- 1 STUCCO, SC-1
- 2 FIBER CEMENT SIDING, FC-1
- 3 FIBER CEMENT SIDING, FC-2
- 4 SCUPPER, TYPICAL
- 5 SUN SHADE
- 6 CAST BUILDING LETTERS
- 7 PAINT EXISTING STUCCO FINISH
- 8 EXISTING WOOD WINDOWS TO REMAIN.
- 9 MECHANICAL LOUVER
- 10 STUCCO CONTROL JOINT, TYPICAL
- 11 STUCCO CONTROL JOINTS CONTINUE TO OPENING JAMB BEYOND
- 12 LOUVER REMOVED, INFILL WALL, ALIGN & MATCH EXISTING
- 13 INFILL WALL & ALIGN WITH EXISTING
- 14 BIKE CANOPY, SEE A1 SERIES

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LAND USE

ELEVATIONS

A3.03

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LAND USE

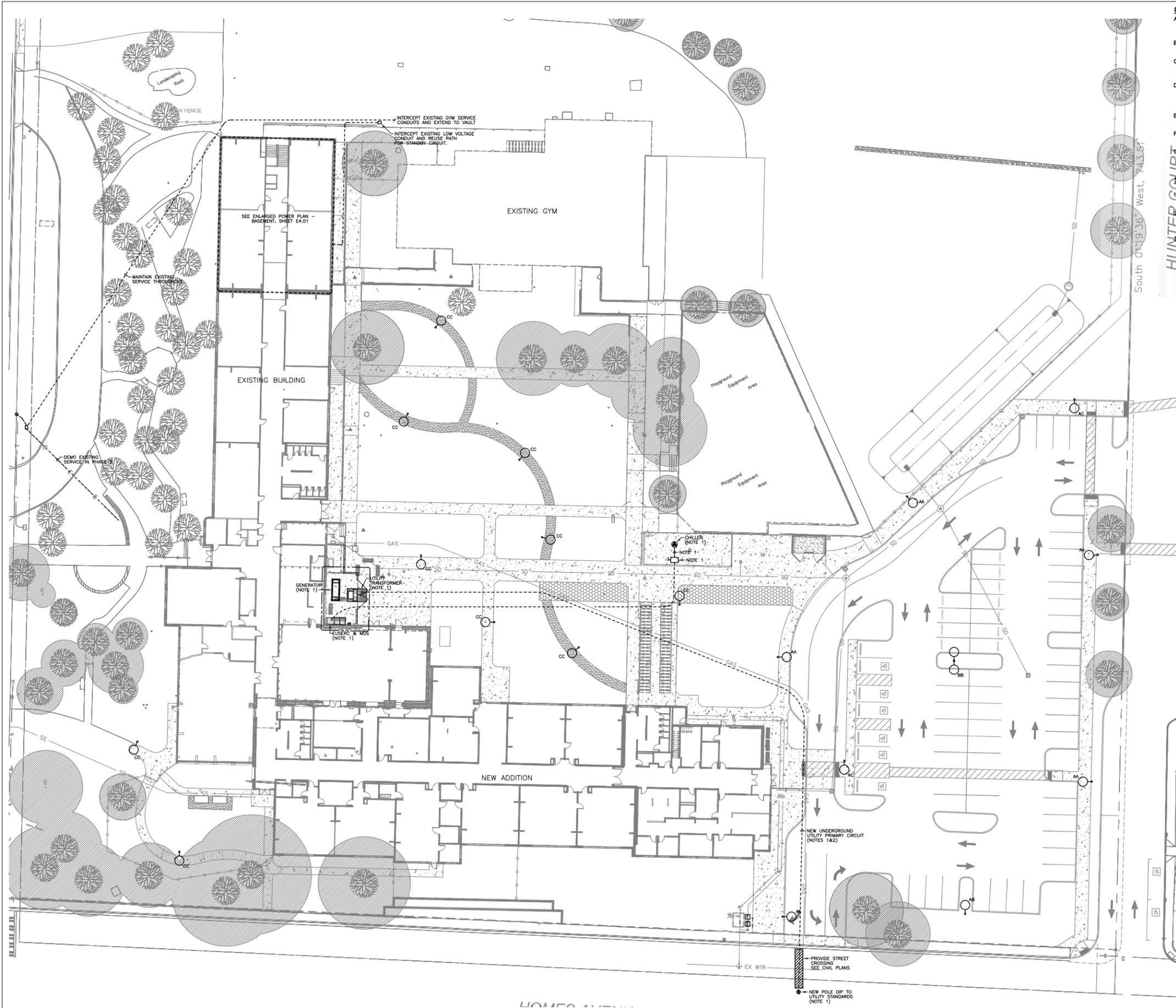
HISTORIC AND
 PERSPECTIVE VIEWS

A3.04

ROOM FINISH SCHEDULE										
NUMBER	NAME	CEILING FINISH	WALL FINISH				BASE	COMMENTS		
			NORTH	EAST	SOUTH	WEST				
009	MATERIAL LIFT									
010	MECHANICAL		P-1	P-1	P-1	P-1				
011	STORAGE		P-1	P-1	P-1	P-1				
012	STORAGE		P-1	P-1	P-1	P-1				
012	TOILET ROOM		P-1	P-1	P-1	P-1				
013	HALL		P-1	P-1	P-1	P-1				
014	IDF		P-1	P-1	P-1	P-1				
015	STORAGE		P-1	P-1	P-1	P-1				
016	CUSTODIAL OFFICE		P-1	P-1	P-1	P-1				
100	VESTIBULE		P-1	P-1	P-1	P-1				
101	WAITING		P-1	P-1	P-1	P-1				
102	RECEPTION		P-1	P-1	P-1	P-1				
103	OFFICE		P-1	P-1	P-1	P-1				
104	CONFERENCE		P-1	P-1	P-1	P-1				
105	STUDENT		P-1	P-1	P-1	P-1				
106	PRINCIPAL		P-1	P-1	P-1	P-1				
107	HALL		P-1	P-1	P-1	P-1				
109	OFFICE		P-1	P-1	P-1	P-1				
110	OFFICE		P-1	P-1	P-1	P-1				
111	MAILBOXES		P-1	P-1	P-1	P-1				
112	WORK ROOM		P-1	P-1	P-1	P-1				
113	HEALTH		P-1	P-1	P-1	P-1				
114	HEALTH TOILET		P-1, CT-1	P-1, CT-1	P-1, CT-1	P-1, CT-1	EP-1			
115	STAFF TOILET		P-1, CT-1	P-1, CT-1	P-1, CT-1	P-1, CT-1	EP-1			
116	HALL		P-1	P-1	P-1	P-1				
117	PRC		P-1	P-1	P-1	P-1				
118	STORAGE		P-1	P-1	P-1	P-1				
119	OFFICE		P-1	P-1	P-1	P-1				
120	CDS		P-1	P-1	P-1	P-1				
121	STAIR		P-1	P-1	P-1	P-1				
122	CUSTODIAL		P-1	P-1	P-1	P-1				
123	TOILET		P-1, CT-1, CT-4	P-1, CT-1, CT-4	P-1, CT-1, CT-4	P-1, CT-1, CT-4	EP-1			
124	TOILET ROOMS		P-1, CT-1, CT-4	P-1, CT-1, CT-4	P-1, CT-1, CT-4	P-1, CT-1, CT-4	EP-1			
124A	TOILET		CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	EP-1			
124B	TOILET		CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	EP-1			
124C	TOILET		CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	EP-1			
124D	TOILET		CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	EP-1			
124E	TOILET		CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	EP-1			
124F	TOILET		CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	CT-1, CT-4	EP-1			
125	HALL		P-1	P-1	P-1	P-1				
126	FIRE RISER		P-1	P-1	P-1	P-1				
130	CLASSROOM		P-1	P-1	P-1	P-1				
131	CLASSROOM		P-1	P-1	P-1	P-1				
132	CLASSROOM		P-1	P-1	P-1	P-1				
133	CLASSROOM		P-1	P-1	P-1	P-1				
134	RESOURCE		P-1	P-1	P-1	P-1				
135	HALL		P-1	P-1	P-1	P-1				
136	ACTIVITY		P-1	P-1	P-1	P-1				
137	BLD		P-1	P-1	P-1	P-1				
138	READING		P-1	P-1	P-1	P-1				
139	MATH		P-1	P-1	P-1	P-1				
140	IDF		P-1	P-1	P-1	P-1				
141	SMALL GROUP		P-1	P-1	P-1	P-1				
142	CALMING		P-1	P-1	P-1	P-1				
143	OFFICE		P-1	P-1	P-1	P-1				
144	SITE BASED		P-1	P-1	P-1	P-1				
145	SPED TOILET		P-1, CT-1	P-1, CT-1	P-1, CT-1	P-1, CT-1	EP-1			
146	KINDER		P-1	P-1	P-1	P-1				
147	KINDER TOILET		P-1, CT-1	P-1, CT-1	P-1, CT-1	P-1, CT-1	EP-1			
148	KINDER		P-1	P-1	P-1	P-1				
149	KINDER GROUP		P-1	P-1	P-1	P-1				
150	KINDER TOILET		P-1, CT-1	P-1, CT-1	P-1, CT-1	P-1, CT-1	EP-1			
151	STORAGE		P-1	P-1	P-1	P-1				
154	ENTRY		P-1	P-1	P-1	P-1				
155	HALL		P-1	P-1	P-1	P-1				
156	TOILET ROOMS		P-1, CT-1, CT-2	P-1, CT-1, CT-2	P-1, CT-1, CT-2	P-1, CT-1, CT-2	EP-1			
156A	TOILET		CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	EP-1			
156B	TOILET		CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	EP-1			
156C	TOILET		CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	EP-1			
156D	TOILET		CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	EP-1			
156E	TOILET		CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	CT-1, CT-2	EP-1			
157	TOILET		P-1, CT-1, CT-2	P-1, CT-1, CT-2	P-1, CT-1, CT-2	P-1, CT-1, CT-2	EP-1			
158	CHAIR STORAGE		P-1	P-1	P-1	P-1				
159	CAFE SENSORY		P-1	P-1	P-1	P-1				
160	SENSORY		P-1	P-1	P-1	P-1				
161	STORAGE		P-1	P-1	P-1	P-1				
162	ELECTRICAL		P-1	P-1	P-1	P-1				
163	HALL		P-1	P-1	P-1	P-1				
164	STORAGE		P-1	P-1	P-1	P-1				
165	MULTI PURPOSE		P-1	P-1	P-1	P-1				
166	CAFETERIA		P-1	P-1	P-1	P-1				
167	KITCHEN		P-1	P-1	P-1	P-1	EP-1			
167B	PREP		P-1	P-1	P-1	P-1	EP-1			
168	[E] LIBRARY									
169	[E] BOOK									
170	[E] WORK									
171	[E] WORK									
172	[E] CUSTODIAL									
173	HALL		P-1	P-1	P-1	P-1				
174	GROUP		P-1	P-1	P-1	P-1				
175	COMPUTER LAB		P-1	P-1	P-1	P-1				
176	HALL		P-1	P-1	P-1	P-1				
177	REMOTE WORK ROOM		P-1	P-1	P-1	P-1				
178	OFFICE		P-1	P-1	P-1	P-1				
179	CUSTODIAL		P-1	P-1	P-1	P-1				
180	STAFF TOILET		P-1, CT-1	P-1, CT-1	P-1, CT-1	P-1, CT-1	EP-1			
181	BOILER		P-1	P-1	P-1	P-1				
182	HALL		P-1	P-1	P-1	P-1				
183	TOILET		P-1, CT-1, CT-3	P-1, CT-1, CT-3	P-1, CT-1, CT-3	P-1, CT-1, CT-3	EP-1			
184	TOILET ROOMS		P-1, CT-1, CT-3	P-1, CT-1, CT-3	P-1, CT-1, CT-3	P-1, CT-1, CT-3	EP-1			
184A	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184B	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184C	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184D	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184E	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184F	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184G	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184H	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
184J	TOILET		CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	CT-1, CT-3	EP-1			
185	CLASSROOM		P-1	P-1	P-1	P-1				
186	STAFF BREAK		P-1	P-1	P-1	P-1				
187	HALL		P-1	P-1	P-1	P-1				
188	ACTIVITY		P-1	P-1	P-1	P-1				
189	CLASSROOM		P-1	P-1	P-1	P-1				
190	CLASSROOM		P-1	P-1	P-1	P-1				
191	CLASSROOM		P-1	P-1	P-1	P-1				
192	CLASSROOM		P-1	P-1	P-1	P-1				
193	CLASSROOM		P-1	P-1	P-1	P-1				
194	CLASSROOM		P-1	P-1	P-1	P-1				
195	CLASSROOM		P-1	P-1	P-1	P-1				
196	HALL		P-1	P-1	P-1	P-1				
198	STAIR		P-1	P-1	P-1	P-1				
199	CUSTODIAL		P-1	P-1	P-1	P-1				
200	MECHANICAL									

- GENERAL NOTES**
- SEE SHEET G0.01 FOR ARCHITECTURAL ABBREVIATIONS AND SYMBOLS
 - SEE SHEET G0.04 FOR ASSEMBLY TYPES
 - SEE A6 SERIES FOR CEILING TYPES
 - SEE A9 SERIES PLANS FOR FLOORING TYPES
 - ALL ROOMS TO HAVE RUBBER BASE, RB-1 UNO
 - ALL G.W.B. SOFFITS TO BE PAINTED P-1, UNO
 - ALL MDF SILLS TO BE PAINTED P-X, UNO
 - ALL H.M. DOORS AND FRAMES TO BE PAINTED P-X, UNO

SIGNAGE SCHEDULE			
DRAWING ROOM NUMBER	DRAWING ROOM NAME	SIGN TEXT / NUMBER	SIGN TYPE
009	MATERIAL LIFT		
010	MECHANICAL		
011	STORAGE		
012	STORAGE		
012	TOILET ROOM		
013	HALL		
014	IDF		
015	STORAGE		
016	CUSTODIAL OFFICE		
100	VESTIBULE		
101	WAITING		
102	RECEPTION		
103	OFFICE		
104	CONFERENCE		
105	STUDENT		
106	PRINCIPAL		
107	HALL		
109	OFFICE		
110	OFFICE		
111	MAILBOXES		
112	WORK ROOM		
113	HEALTH		
114	HEALTH TOILET		
115	STAFF TOILET		
116	HALL		
117	PRC		
118	STORAGE		
119	OFFICE		
120	CDS		
121	STAIR		
122	CUSTODIAL		
123	TOILET		
124	TOILET ROOMS		
124A	TOILET		
124B	TOILET		
124C	TOILET		
124D	TOILET		
124E	TOILET		
124F	TOILET		
125	HALL		
126	FIRE RISER		
130	CLASSROOM		
131	CLASSROOM		
132	CLASSROOM		
133	CLASSROOM		
134	RESOURCE		
135	HALL		
136	ACTIVITY		
137	BLD		
138	READING		
139	MATH		
140	IDF		
141	SMALL GROUP		
142	CALMING		
143	OFFICE		
144	SITE BASED		
145	SPED TOILET		
146	KINDER		
147	KINDER TOILET		
148	KINDER		
149	KINDER GROUP		
150	KINDER TOILET		
151	STORAGE		
154	ENTRY		
155	HALL		
156	TOILET ROOMS		
156A	TOILET		
156B	TOILET		
156C	TOILET		
156D	TOILET		
156E	TOILET		
157	TOILET		
158	CHAIR STORAGE		
159	CAFE SENSORY		
160	SENSORY		
161	STORAGE		
162	ELECTRICAL		
163	HALL		
164	STORAGE		
165	MULTI PURPOSE		
166	CAFETERIA		
167	KITCHEN		
167B	PREP		
168	[E] LIBRARY		
169	[E] BOOK		
170	[E] WORK		
171	[E] WORK		
172	[E] CUSTODIAL		
173	HALL		
174	GROUP		
175	COMPUTER		



GENERAL NOTES

- COORDINATE DEVICE, EQUIPMENT, AND CONDUIT WITH CIVIL, ARCHITECTURAL, AND LANDSCAPING PLANS, UTILITY COMPANIES, AND GENERAL CONTRACTOR PRIOR TO TRENCHING AND ROUGH-IN.
- BEFORE DIGGING/TRENCHING, COORDINATE WITH A LOCATION SERVICE (#811).
- PROVIDE PULL TAPE/ROPE IN ALL CONDUITS INCLUDING SPARES. PULL ADDITIONAL TAPE/ROPE IN CONDUITS ALONG WITH CABLES ONCE CABLES HAVE BEEN PULLED IN.
- FOR ALL NON-PRIMARY POWER CIRCUIT, OR OTHER SPECIALTY JOINT-TRENCH (AS DESCRIBED ON CIVIL PLANS) SEE DETAIL 1/E1.03 FOR TRENCHING INFORMATION. FOLLOW JOINT-TRENCH LOCATIONS WHERE POSSIBLE, COORDINATE WITH CIVIL PLANS.
- ALL EXTERIOR RECEPTACLES SHALL BE WEATHERPROOF AND GFCI WITH "IN-USE" COVERS.
- SEE DETAILS ON SHEET E0.04 FOR POLE, BASE, AND OTHER POWER, COMMUNICATIONS, AND CAMERA INFORMATION.
- FOR EACH POLE THAT DOES NOT HAVE CAMERA (SEE SHEET E1.02) STOP CAMERA CIRCUIT IN JUNCTION BOX, CAP AND TAG-CCC CIRCUIT FOR FUTURE CAMERA.

SHEET NOTES

- SEE ONE LINE DIAGRAM SHEET E1.10 FOR CIRCUIT/FEEDER, OR EQUIPMENT INFORMATION.
- SEE DETAIL 2/E1.03 AND, IF APPLICABLE, ANY J.U.T. INFORMATION/DETAILS ON CIVIL PLANS FOR PACIFIC POWER PRIMARY TRENCHING INFORMATION.
- SEE DETAIL 3/E1.03 FOR SITE JUNCTION BOX INFORMATION.

BBT ARCHITECTS
 1140 NW Simpson Ave., Suite 200
 Bend, Oregon 97702
 1.541.382.5535 | 1.541.389.8033

NOT FOR CONSTRUCTION

**JACKSON COUNTY
 SCHOOL DISTRICT 5
 WALKER ELEMENTARY
 SCHOOL ADDITION &
 RENOVATION**

364 WALKER AVE.
 ASHLAND, OR 97520

No.	Description	Date

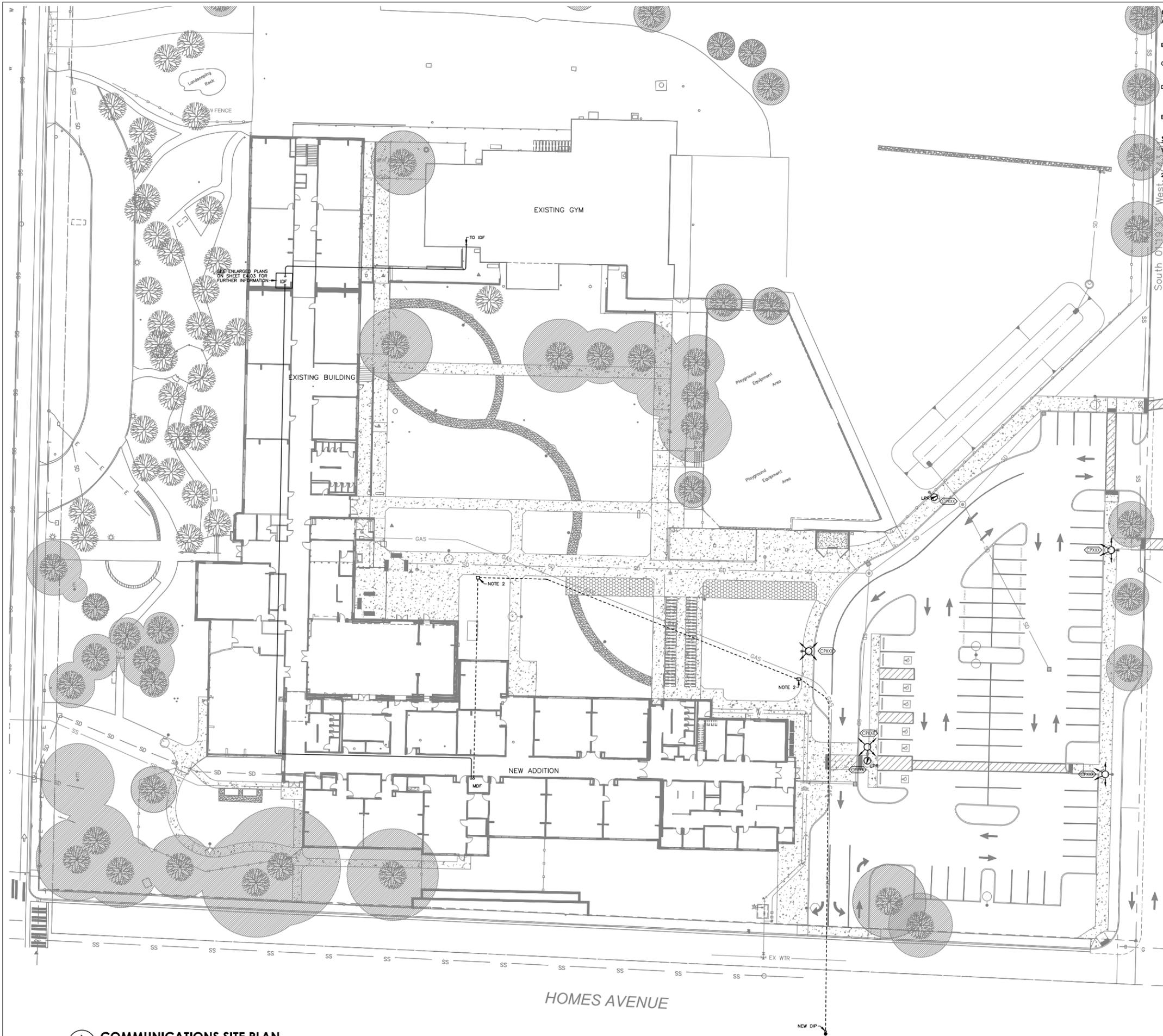
Project Number 1929
 Date 06.11.21

LAND USE

ELECTRICAL
 SITE PLAN

E1.01

1 ELECTRICAL SITE PLAN
 E1.01 SCALE: 1" = 20'-0"



GENERAL NOTES

- COORDINATE DEVICE, EQUIPMENT, AND CONDUIT WITH CIVIL, ARCHITECTURAL, AND LANDSCAPING PLANS, UTILITY COMPANIES, AND GENERAL CONTRACTOR PRIOR TO TRENCHING AND ROUGH-IN.
- BEFORE DIGGING/TRENCHING, COORDINATE WITH A LOCATION SERVICE (#811).
- PROVIDE PULL TAPE/ROPE IN ALL CONDUITS INCLUDING SPARES. PULL ADDITIONAL TAPE/ROPE IN CONDUITS ALONG WITH CABLES ONCE CABLES HAVE BEEN PULLED IN.
- FOR ALL NON-PRIMARY POWER CIRCUIT, OR OTHER SPECIALTY JOINT-TRENCH (AS DESCRIBED ON CIVIL PLANS) SEE DETAIL 1/E0.03 FOR TRENCHING INFORMATION. FOLLOW JOINT-TRENCH LOCATIONS WHERE POSSIBLE, COORDINATE WITH CIVIL PLANS.
- SEE DETAILS ON SHEET E0.03 FOR POLE, BASE, AND OTHER POWER, COMMUNICATIONS, AND CAMERA INFORMATION.

SHEET NOTES

- SEE DETAIL 2/E1.03 AND, IF APPLICABLE, ANY J.U.T. INFORMATION/DETAILS ON CIVIL PLANS FOR PACIFIC POWER PRIMARY TRENCHING INFORMATION.
- SEE DETAIL 3/E1.03 FOR SITE JUNCTION BOX INFORMATION.

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NOT FOR CONSTRUCTION

**JACKSON COUNTY
 SCHOOL DISTRICT 5
 WALKER ELEMENTARY
 SCHOOL ADDITION &
 RENOVATION**

364 WALKER AVE.
 ASHLAND, OR 97520

No.	Description	Date

Project Number 1929
 Date 06.11.21

LAND USE

COMMUNICATIONS
 SITE PLAN

E1.02

**LEGISLATIVE
PUBLIC HEARINGS**

**PA-L-2021-00011
Housing Capacity
Analysis**

ASHLAND PLANNING DIVISION STAFF REPORT

PLANNING ACTION: PA-L-2021-00011

APPLICANT: City of Ashland

ORDINANCE REFERENCES:

Ashland Comprehensive Plan Chapter VI Housing Element
Oregon Administrative Rules (Chapter 660, Divisions 7 and 8 and ORS 197.307).

REQUEST: Amendments to the Ashland Comprehensive Plan to Adopt the 2021 Housing Capacity Analysis as a Technical Supporting Document to Chapter VI [Housing Element].

I. Relevant Facts

A. Background

The Housing Capacity Analysis (HCA) includes an assessment of housing needs, residential land supply, and identifies a variety of strategies and actions for accommodating needed housing. The primary purpose of the HCA is to ensure that Ashland has an available land supply sufficient to accommodate our population's housing needs over the next 20 years.

The City's [Buildable Lands Inventory](#) (BLI) was updated in 2019 ([Resolution 2020-01](#)) and adopted on [January 21, 2020](#). This recently completed BLI provided a factual basis to evaluate land availability within Ashland's Urban Growth Boundary.

In 2019 the Oregon State Legislature passed [House Bill 2003](#) which established a mandated deadline for Ashland to complete an update of the HCA by December 31, 2023. In May of 2020 the City Council authorized an application for State of Oregon funding assistance to update the City's [2012 Housing Needs Analysis](#) to comply with HB 2003.

The City of Ashland received a grant from the State Department of Land Conservation and Development (DLCD) to undertake an update of Ashland's 2012 Housing Needs Analysis. Following the award of a State Grant from the Department of Land Conservation and Development, EcoNorthwest Consultants and City staff began an analysis of Ashland's housing capacity in October 2020. The work by EcoNorthwest concluded with the completion of a hearings-ready draft of the Housing Capacity Analysis, and a Memorandum of Housing Strategies, in May 2021.

The Housing Capacity Analysis provides the City with a starting point for the future development of a Housing Production Strategy. A Housing Production Strategy shall be developed within one year of the updated HCA according to

HB2003, and will involve reviewing the recommended strategies and actions provided as Appendix A of the HCA, assessing whether additional strategies are necessary, providing more detail about each selected strategy, and setting an implementation schedule for specific actions to be undertaken by the City over the following eight year period.

Virtual Open House

From April 1st through April 15th the City of Ashland held a “virtual open house” in which Ashland residents could review information relating to Ashland’s housing market, demographics, land need, and needed housing types. The open-house also included a series of survey questions for respondents to provide their perspective on the community’s housing needs, preferences, and values. Approximately 400 people attended the open house and 267 people responded to the survey.

Ad-Hoc HCA Advisory Group

To assist in the development of the Housing Capacity Analysis, an advisory group was formed comprised of members of the Planning Commission, Conservation Commission, Housing and Human Services Commission, a member of the Ashland School Board, and members of both the non-profit and market-rate housing development communities. This advisory group discussed general project assumptions, results, and implications at four meetings held between December 2020 and April 2021. The group also explored and suggested a range of housing policy options and strategies for the City of Ashland to further consider as it addresses its housing needs.

Commission Study Sessions

On January 21, 2021 the Planning Commission and Housing and Human Services Commission held a joint study session to review initial findings presented by EcoNorthwest relating to the land supply and projected housing needs. The Planning Commission held a study session on the HCA on March 23, 2021. The Housing and Human Services Commission met on March 25th, 2021, to further discuss the draft analysis and housing strategies presented for consideration.

Public Hearings

The Housing and Human Services Commission (HHSC) reviewed the final draft of the HCA at their regular meeting on June 24, 2021 and forwarded recommendations to the Planning Commission and City Council.

The Planning Commission public hearing is scheduled for July 13, 2021, and the City Council public hearing and first reading is scheduled for August 3, 2021, Both public hearings have been publicly noticed in accordance with 18.5.1.070.D of the Ashland Land Use Ordinance, and the Department of Land Conservation and Developments requirements for legislative ordinance changes.

B. Policies, Plans and Goals Supported:

The amendment to the City of Ashland Comprehensive Plan to adopt the Housing Capacity Analysis as a supporting document to Chapter VI, Housing

Element, is necessary in order to provide a factual basis reflecting changes in land supply, household demographics, population projections, and housing market conditions.

Oregon Statewide Planning Goals - Goal 10 Housing

- *To provide for the housing needs of citizens of the state.*
 - *Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.*

The Housing Capacity Analysis as presented included data and conclusions which assist in forecasting and planning for Ashland's future housing needs. This development of this data directly addresses the State Goal 10 planning requirement that each city inventory its buildable residential lands, project future housing needs, and provide the appropriate types and amounts of land within the urban growth boundary necessary to meet those needs. The City of Ashland has an acknowledged Buildable Lands Inventory (2019) and in combination with the 2021 Housing Capacity Analysis report, these technical documents provide a factual basis for assessing needed housing types and available land supply. The City already has acknowledged zoning ordinance standards relating to residential development including provisions for housing density, setbacks, parking requirements, lot coverage, types, and development in environmentally or physically constrained areas. The adoption of the 2021 Housing Capacity Analysis does not implement any land use ordinance amendments relating to these general residential development standards or authorize development inconsistent with these established requirements.

The 2021 Housing Capacity Analysis further addresses Ashland Comprehensive Plan goals and policy identified in the Housing Element which was adopted in 2019:

Goal 4: Forecast and plan for changing housing needs over time in relation to land supply and housing production.

Policy 23: Encourage development of vacant land within the City Limits, while looking to the lands within the Urban Growth Boundary to provide sufficient land for future housing needs.

C. Ordinance Amendments

The proposed ordinance adopts the City of Ashland Housing Capacity Analysis, (2021),” as a Technical Report and Supporting Document of Chapter VI, [HOUSING] of the Ashland Comprehensive Plan.

The 2021 Housing Capacity Analysis report includes a housing needs projection addressing housing types and price levels, residential needs analysis, buildable lands inventory and identification of measures for accommodating needed housing as described in Oregon Administrative Rules (Chapter 660, Divisions 7

and 8) and Oregon Revised Statute 197.307.

AMC 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions. The original 2012 Housing Needs Analysis, which was adopted on September 3, 2013 (Ord#3085), contains data and forecasts that were limited to specific time periods and conditions which are no longer representative of existing conditions within the City. The proposed amendment to Comprehensive Plan Housing Element, to include the 2021 Housing Capacity Analysis report as a technical report, is consistent with the requirements for Legislative Amendments in AMC 18.5.9.020.B.

II. Procedural

18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

B. Type III. It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.

1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.
2. Comprehensive Plan changes, including text and map changes or changes to other official maps.
3. Land Use Ordinance amendments.
4. Urban Growth Boundary amendments.

III. Conclusions and Recommendations

The 2021 HCA demonstrated that Ashland has enough land to accommodate its housing forecast between 2021 and 2041. Ashland can accommodate the expected growth of 858 dwelling units over the next 20-years with a surplus of capacity remaining. The analysis further concluded that over the 2021 to 2041 period, Ashland will need to plan for more multifamily dwelling units in the future to meet the City's housing needs. The summary of the report's conclusions are provided on pages 83-84 of the report.

The completion of the HCA allows the City to fulfill requirements set forth in [House Bill 2003](#) which established a mandated deadline for Ashland to complete an update of the HCA by December 31, 2023. The availability and award of the Department of Land Conservation and Development grant funding allowed the City to accelerate the completion of the HCA in advance of this deadline.

The Housing Strategy appendix to the draft Housing Capacity Analysis (Appendix A) provides the City with a starting point for the future development of a Housing Production Strategy. A Housing Production Strategy shall be developed within one year

of the updated HCA according to HB 2003, and will involve reviewing the recommended strategies and actions provided in this document, assessing whether additional strategies are necessary, providing more detail about each selected strategy, and setting an implementation schedule for specific actions to be undertaken by the City by the year 2030. It is through the preparation of the HPS that the specific implementation strategies to address Ashland's unmet housing needs will be identified.

Recommendations

Staff recommends approval of the ordinance adopting the 2021 HCA.

The Housing and Human Services Commission (HHSC) reviewed the proposed HCA at their regular meeting on June 24, 2021 and unanimously recommend approval of the 2021 Housing Capacity Analysis as a technical support document to the Ashland Comprehensive Plan. The HHSC further encourages that in the future development of the Housing Production Strategy that the City Council and Planning Commission prioritize strategies that support the development of Multi-Family and High-Density residential housing.

The Planning Commission's recommendations regarding the attached ordinance amendments will be presented to the City Council for consideration at the public hearing and First Reading scheduled on August 3, 2021.

Attachments:

- Draft Ordinance adopting the City of Ashland Housing Capacity Analysis, (2021)," as a Technical Report and Supporting Document of Chapter VI, [HOUSING] of the Ashland Comprehensive Plan.
- Exhibit A -2021 Housing Capacity Analysis
 - Appendix A - Housing Strategies
 - Appendix B - BLI (approved in 2019)
 - Appendix C – BLI Summary
- Exhibit B - Technical Reports and Supporting Documents
- HCA Open house Survey Results 4/16/2021

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ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE
PLAN TO ADOPT THE HOUSING CAPACITY ANALYSIS AS A
SUPPORTING DOCUMENT TO THE HOUSING ELEMENT OF THE
COMPREHENSIVE PLAN .**

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are ~~bold lined through~~, and additions are **bold underlined**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass’n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d 730, 734 (1975); and

WHEREAS, Oregon Statewide Planning Goal 10, Housing, requires all local governments to “provide for the housing needs of citizens of the state,” and specifically to “encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density” through a specific element within their Comprehensive Plans; and

WHEREAS, in 2012, the City of Ashland passed Ordinance 3085 adopting a Housing Needs Analysis which then reflected the projected housing need in comparison to the supply of developable land within the Ashland City Limits and Urban Growth Boundary based upon specific land classifications and constraints to development according to the Buildable Lands Inventory adopted in 2011; and

1 **WHEREAS**, in 2020, the City of Ashland passed Resolution 2020-01 updating and adopting the
2 2019 Buildable Lands Inventory as a technical supporting document to the Comprehensive Plan
3 in compliance with ORS 197.296(2); and

4 **WHEREAS**, The 2019 Oregon Legislature passed House Bill 2003 which requires Oregon's
5 cities over 10,000 population to study the future housing needs of their residents and to develop
6 strategies that encourage the production of housing their residents; and

7 **WHEREAS**, In 2019 the Oregon Department of Land Conservation and Development (DLCD)
8 made technical assistance grants available for cities to update housing needs analysis; and

9 **WHEREAS**, The City of Ashland qualified for and received technical assistance to update the
10 City's 2012 Housing Needs Analysis, in the preparation of the 2021 Housing Capacity Analysis,
11 in compliance with the requirements of HB2003; and

12 **WHEREAS**, the 2021 Housing Capacity Analysis updates information regarding land supply,
13 population growth, household demographics, housing supply and housing costs to assist the City
14 in addressing growth and needed housing within its urban growth boundary through the year
15 2041; and

16 **WHEREAS**, the development of the 2021 Housing Capacity Analysis involved citizen
17 involvement in the form one virtual open house, four meetings of an ad-hoc advisory group,
18 public study sessions with the Ashland City Council, Planning Commission, and Housing
19 Commission to review key documents, review assumptions, and provide input during the
20 drafting of the analysis; and,

21 **WHEREAS**, the City of Ashland Planning Commission considered the above-referenced
22 recommended amendments to the Ashland Comprehensive Plan at a duly advertised public
23 hearing on July 13, 2021 and, following deliberations, unanimously recommended approval of
24 the amendments; and

25 **WHEREAS**, the City Council of the City of Ashland conducted a duly advertised public hearing
26 on the above-referenced amendments on [REDACTED]; and

27 **WHEREAS**, the City Council of the City of Ashland, following the close of the public hearing
28 and record, deliberated and conducted first and second readings approving adoption of the
29 Ordinance in accordance with Article 10 of the Ashland City Charter; and

30 **WHEREAS**, the City Council of the City of Ashland has determined that in order to protect and
benefit the health, safety and welfare of existing and future residents of the City, it is necessary

1 to amend the Ashland Comprehensive Plan in manner proposed, that an adequate factual base
2 exists for the amendments, the amendments are consistent with the comprehensive plan and that
3 such amendments are fully supported by the record of this proceeding.
4

5 **THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:**

6 **SECTION 1.** The City of Ashland Comprehensive Plan Appendix entitled “Technical Reports
7 and Supporting Documents” is attached hereto and made a part hereof as *Exhibit B*. Previously
8 added support documents are acknowledged on this Appendix.
9

10 **SECTION 2.** The document entitled “The City of Ashland Housing Capacity Anlysis,
11 (2021),” attached hereto as *Exhibit A*, and made a part hereof by this reference is hereby added
12 to the above-referenced Appendix to support Chapter VI, [HOUSING] the Comprehensive Plan.
13

14 **SECTION 3. Savings.** Notwithstanding this amendment, the City ordinances in existence at the
15 time any criminal or civil enforcement actions were commenced, shall remain valid and in full
16 force and effect for purposes of all cases filed or commenced during the times said ordinances(s)
17 or portions thereof were operative. This section simply clarifies the existing situation that
18 nothing in this Ordinance affects the validity of prosecutions commenced and continued under
19 the laws in effect at the time the matters were originally filed.
20

21 **SECTION 4. Severability.** The sections, subsections, paragraphs, and clauses of this ordinance
22 are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the
23 validity of the remaining sections, subsections, paragraphs, and clauses.
24

25 **SECTION 5. Codification.** Provisions of this Ordinance shall be incorporated in the City Code
26 and the word “ordinance” may be changed to “code”, “article”, “section”, “chapter” or another
27 word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however
28 that any Whereas clauses and boilerplate provisions (i.e. Sections 2-4) need not be codified and
29 the City Recorder is authorized to correct any cross-references and any typographical errors.
30

The foregoing ordinance was first read by title only in accordance with Article X,

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Section 2(C) of the City Charter on the ___th day of _____, 2021,
and duly PASSED and ADOPTED this ___th day of _____, 2021,

Melissa Huhtala, City Recorder

SIGNED and APPROVED this ___ day of _____, 2021.

Julie Akins, Mayor

Reviewed as to form:

Katrina Brown, Interim City Attorney

City of Ashland

2021–2041 Housing Capacity Analysis

May 2021

Prepared for: City of Ashland

FINAL REPORT



ECONorthwest
ECONOMICS • FINANCE • PLANNING

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Acknowledgements

ECONorthwest prepared this report for the City of Ashland. ECONorthwest and the City of Ashland thank those who helped develop the Ashland Housing Capacity Analysis. This project is funded by Oregon general fund dollars through the Department of Land Conservation and Development (DLCD). The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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Executive Summary

Over the last two decades, Ashland has changed considerably. The city grew from 19,522 people in 2000 to 20,960 people in 2019, an addition of 1,438 people or 7% growth. Housing affordability is a challenge across Jackson County, with housing costs in Ashland considerably above regional averages. In 2020, the median home sales price in Ashland was \$434,000, more than \$130,000 above the median sales prices for Medford, Central Point, and other cities in the region. The only other city with sales prices comparable to Ashland was Jacksonville. In addition, 46% of Ashland's households were cost burdened, more than the county average of 39% of households.¹ Cost burden in Ashland increased from 41% in 2000 to 46% in 2014-2018 based on data from the Census' American Community Survey.

The Almeda wildfire increased the regional need for affordable housing by destroying about 2,549 dwellings in September 2020. The Almeda fire burned from north Ashland to just south of Medford, with the cities of Phoenix and Talent losing the majority of housing.² These losses increased regional need for affordable housing and overall pressure on the Ashland housing market.

This report presents Ashland's Housing Capacity Analysis for the 2021 to 2041 period. It is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing) and OAR 660 Division 8. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

The primary goals of the housing capacity analysis were to (1) project the amount of land needed to accommodate the future housing needs of all types within the Ashland Urban Growth Boundary (UGB), (2) evaluate the existing residential land supply within the Ashland UGB to determine if it is adequate to meet that need, (3) fulfill state planning requirements for a twenty-year supply of residential land, and (4) identify policy and program options for the City to meet identified housing needs.

Throughout this project ECONorthwest solicited public input from an ad-hoc Project Advisory Committee that met four times to discuss project assumptions, results, and implications. The project relied on the Project Advisory Committee to review draft products and provide input at key points. The City of Ashland and ECONorthwest additionally solicited input from the Housing and Human Services Commission (HHSC) and the Planning Commission in January 2021 and March 2021 as well as from the public at a virtual open house held online in April. The

¹ Cost burdened households pay more than 30% of their income on housing

² Based on information from Jackson County.

<https://jcgis.maps.arcgis.com/apps/opsdashboard/index.html#/9c9c796ff7ff44c0b1e5d21f2d71c9fb>

open house provided information about Ashland's housing market and inquired about the community's housing needs, preferences, and values.

What are the key housing needs in Ashland?

- **Ashland's population is forecast to grow at a similar pace as in the past.** Ashland UGB is forecast to grow from 21,936 people in 2021 to 23,627 people in 2041, an increase of 1,691 people. This population growth will occur at an average annual growth rate of 0.37%.
- **Ashland's housing stock is predominantly single-family detached housing units.** 66% of the housing stock is single-family detached housing, 25% is multifamily housing and 9% is single-family attached housing. The majority of Ashland homeowners (88%) lived in single-family detached housing, while almost half of renters (51%) live in multifamily housing.
- **Since 2000, Ashland's housing mix has remained relatively static.** The housing stock grew by about 18% (about 1,634 new units) between 2000 and the 2014-2018 period, with the share of single-family detached housing increasing from 62% to 66% of all housing.
- **Single-family housing accounted for more than half of new housing growth in Ashland between fiscal year 2010-11 and fiscal year 2019-20.** About 63% of new housing permitted in that time was for single-family housing units (417 dwelling units), 25% was for multifamily housing (163 dwelling units), and 13% was for accessory dwelling units (83 dwelling units).
- **Demographic and economic trends will drive demand for affordable and diverse housing in Ashland.** Key demographic and economic trends affecting Ashland's future housing needs are the aging of the baby boomers, the aging of the millennials and Generation Z, and the continued growth in Hispanic and Latino population.
 - Baby boomers are expected to remain in their homes as long as possible but demand for specialized senior housing, such as age-restricted housing or continuum of care housing, may grow in Ashland.
 - The ability to attract millennials and Generation Z will depend on the City's availability of renter- and ownership-housing large enough to accommodate families while still being relatively affordable, as homeownership decline among Millennials and Generation Z may have more to do with financial barriers rather than the preference to rent.
 - Growth in Latino households will drive demand for housing for families with children and possibly multiple-generation households. Given the lower income average for Latino households (especially first-generation immigrants), growth will also drive demand for affordable housing, for ownership and renting.
- **Ashland lacks enough housing that is affordable, both for renter and homeowners.** Ashland's median household income was \$50,613, in line with the County's median

household income of \$50,851. Approximately 26% of Ashland’s households earn less than \$25,000 per year, compared to 24% in Jackson County and 20% in Oregon. About 46% of Ashland’s households were cost burdened, compared to the countywide average of 39%. About 63% of Ashland’s renters are cost burdened and about 31% of homeowners were cost burdened.

- **Housing affordability is a growing challenge in Ashland.** Housing prices are increasing faster than incomes in Ashland and Jackson County, which is consistent with state and national challenges. On average, the reported value of a house in Ashland was 5.8 times the median household income in 2000, and 8.5 times median household income in the 2014-2018 period. Ashland’s median home sales price in August-October 2020 was \$434,000, which is about \$130,000 higher than other cities in the county, except for Jacksonville. According to a review of currently available rental properties as of December 2020, the typical rent for a two-bedroom unit ranged from \$1,145 to \$1,560 and the typical rent for a three-bedroom unit ranged from \$1,595 to \$1,995 (CPM Real Estate Services).
- **The Almeda wildfire increased the regional need for affordable housing.** The Almeda fire burned from north Ashland to just south of Medford, destroying about 2,549 dwellings in September 2020. These losses increased regional need for affordable housing and overall pressure on the Ashland housing market.

How much population growth is Ashland planning for?

Ashland’s population within its urban growth boundary is projected to grow by over 1,691 people between 2021 and 2041, at an average annual growth rate of 0.37%.

Exhibit 1 Forecast of Population Growth, Ashland UGB, 2021 to 2041

Source: Oregon Population Forecast Program, Portland State University, Population Research Center, 2018.

21,936 Residents in 2021	23,627 Residents in 2041	1,691 New residents 2021 to 2041	8% increase 0.37% AAGR
---------------------------------------	---------------------------------------	-----------------------------------------------	----------------------------------

How much housing will Ashland need?

To accommodate the city’s forecasted population growth of 1,691 people, Ashland needs to plan for 858 new dwelling units between 2021 and 2041. About 300 units of new housing will be single-family detached (35%); 86 units of new housing will be single-family attached (10%); 172 units of new housing will be duplexes, triplexes, or quadplexes (20%); and about 300 units will be multifamily housing with five or more units per structure (35%).

This housing mix is a shift from the 2014-2018 period, when 66% of Ashland’s housing stock was single-family detached, 9% was single-family attached, 11% was multifamily (with two to four units per structure), and 14% was multifamily (with five or more units per structure).

How much buildable residential land does Ashland currently have?

In 2019, the City of Ashland’s Department of Community Development prepared the City’s BLI. ECONorthwest worked with City staff to update the 2019 BLI results based on development that was permitted between July 1, 2019 through June 30, 2020, which accounted for housing development that occurred after development of the 2019 BLI. The 2020 BLI results determined that Ashland’s UGB has 643 net buildable acres with a capacity for 2,764 dwelling units.

Exhibit 2. Net Buildable Acreage and Housing Capacity by Plan Designations, Ashland UGB, 2020
Source: City of Ashland Buildable Lands Inventory (2019) and City of Ashland building permit data.

Plan Designation	2019 Residential BLI		Building Permits July 1, 2019 to June 30, 2020		Revised Residential BLI and Capacity Estimate	
	Net Buildable Acres	Dwelling Unit Capacity	Net Acres Consumed	Dwelling Units Permitted	Net Buildable Acres	Dwelling Unit Capacity
Residential						
Woodland	6.6	10			6.6	10
Single-Family Residential Reserve	96.7	145			96.7	145
Low Density Residential	18.8	65	0.7	2	18.1	63
Single-Family Residential	205.1	744	4.2	38	200.9	706
Suburban Residential	7.5	44			7.5	44
Multifamily Residential	42.2	352	0.2	3	42.0	349
High Density Residential	11.7	132	0.1	3	11.6	129
Normal Neighborhood	69.7	474			69.7	474
North Mountain Neighborhood	16.4	73	0.2	1	16.2	72
Croman Mill District	61.1	243			61.1	243
Commercial and Other						
Commercial	16.7	245	0.3	34	16.4	211
Downtown	0.4	48			0.4	48
Employment	92.4	256	0.1	2	92.3	254
Health Care	1.2	16			1.2	16
Southern Oregon University	1.8	-			1.8	-
Total	648.3	2,847	5.8	83	642.5	2,764

How much land will be required for housing?

In total, Ashland is forecast to grow by 858 dwelling units and has capacity for 2,764 dwelling units. Ashland has capacity for 1,455 dwelling units within its city limits and 1,299 dwelling units in the urbanizing area. Accommodating this growth will require annexing land into the city limits.

Exhibit 3 shows a comparison of Ashland’s land capacity within the urban growth boundary with demand for new units (including land for group quarters). It shows that Ashland has enough land in all of its Plan Designations to accommodate the forecast of housing growth.

- **Low Density Residential:** Ashland has a surplus capacity of 764 dwelling units (with 368 units inside City Limits and 396 units inside Ashland’s urbanizing area).
- **Suburban Residential:** Ashland has a surplus capacity of 26 dwelling units.

- **Normal Neighborhood:** Ashland has a surplus capacity of 224 dwelling units.
- **Multifamily Residential:** Ashland has a surplus capacity of 158 dwelling units.
- **High Density Residential:** Ashland has a surplus capacity of 15 dwelling units.
- **Croman Mill District:** Ashland has a surplus capacity of 209 dwelling units (with 49 units inside City Limits and 160 units inside Ashland’s urbanizing area).
- **Commercial and Employment:** Ashland has a surplus capacity of 443 dwelling units (with 389 units inside City Limits and 54 units inside Ashland’s urbanizing area).

Exhibit 3. Final comparison of capacity of existing residential land with demand for new dwelling units and land surplus or deficit, Ashland UGB, 2021 to 2041

Source: Calculations by ECONorthwest.

*Note: Low Density Residential includes SFRR, Low Density, Single family residential, and North Mountain

Commercial & Employment includes Commercial, Employment, Downtown, Health Care, and Southern Oregon University

Plan Designations *	Capacity in City Limits (Dwelling Units)	Capacity in Urbanizing Area (Dwelling Units)	Demand (Dwelling Units)	Demand (Group Quarters)	Capacity in City Limits less Demand (Dwelling Units)	Capacity in Urbanizing Area less Demand (Dwelling Units)
Low Density Residential *	590	396	222	-	368	396
Suburban Residential	1	43	18	-	-	26
Normal Neighborhood	-	474	231	19	-	224
Multifamily Residential	177	172	172	19	-	158
High Density Residential	129	-	95	19	15	-
Croman Mill District	83	160	34	-	49	160
Commercial & Employment *	475	54	86	-	389	54
Total	1,455	1,299	858	58	821	1,018

What are the key findings of the Housing Capacity Analysis?

The key findings of the Ashland’s Housing Capacity Analysis are that:

- **Ashland has sufficient land to accommodate its housing forecast between 2021 and 2041** and can accommodate growth (858 dwelling units) over the next 20-years with a surplus of capacity. Some development in the Suburban Residential, Normal Neighborhood, and Multifamily Residential Plan Designations will need to be accommodated in the City’s urban growth boundary, outside the City Limits.
- **Ashland is planning for the continued growth of single-family detached units, however, more opportunities for multifamily and single-family attached will need to occur to meet the City’s needs.** The factors driving the shift in types of housing needed in Ashland include changes in demographics and decreases in housing affordability. The aging of the baby boomers and the household formation of the millennials and Generation Z will drive demand for renter- and owner-occupied housing, such as single-family detached housing, townhouses, duplexes, tri- and quad-plexes, and apartments. Both groups may prefer housing in walkable neighborhoods, with access to services.
- **Over the 2021 to 2041 period, Ashland will need to plan for more multifamily dwelling units in the future to meet the City’s housing needs.** Historically, 66% of Ashland’s housing was single-family detached. While 35% of new housing in Ashland is forecast to be single-family detached, the City will need to provide opportunities for the

development of new single-family attached (10% of new housing); duplex, triplex, and quadplex housing (10% of new housing); and multifamily units (35% of new housing).

- **Ashland has unmet needs for affordable housing.** Ashland has unmet housing needs for households with extremely-low and very-low-income households, as well as households with low- and middle-income. The forecast shows 273 of Ashland's new households will have incomes of \$32,600 (in 2019 dollars) or less. These households can afford monthly housing costs of \$820, which is considerably below market rate rents starting around \$1,145 for a two-bedroom unit. About 127 of Ashland's new households will have incomes between \$32,600 and \$52,000 and can afford \$820 to \$1,300 in monthly housing costs.
- **Ashland will need more diverse housing types to meet these housing needs and address demographic changes.** These housing types include rental and ownership opportunities such as: small single-family detached housing, accessory dwelling units, cottage housing, townhouses, duplexes, tri- and quad-plexes, and apartments. Without the diversification of housing types, lack of affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs.

The memorandum *Ashland Housing Strategy* (Appendix A of this report) was developed to present recommendations for policy changes to address Ashland's unmet housing needs. Based on this Housing Capacity Analysis report and using the *Ashland Housing Strategy* for guidance, Ashland will need to develop a Housing Production Strategy within one year of adoption of this report. The Housing Production Strategy will further describe Ashland's housing needs based on the information in this report and will include specific strategies to address Ashland's unmet housing needs.

1. Introduction

This report presents Ashland’s Housing Capacity Analysis for the 2021 to 2041 period. It is intended to comply with statewide planning policies that govern planning for housing and residential development, including Goal 10 (Housing) and OAR 660 Division 8. The methods used for this study generally follow the *Planning for Residential Growth* guidebook, published by the Oregon Transportation and Growth Management Program (1996).

Over the last two decades, Ashland has changed considerably. The city grew from 19,522 people in 2000 to 20,960 people in 2019, an addition of 1,438 people or 7% growth.

Housing affordability is a challenge across Jackson County, with housing costs in Ashland considerably above regional averages. In 2020, the median home sales price in Ashland was \$434,000, more than \$130,000 above the median sales prices for Medford, Central Point, and other cities in the region. The only other city with sales prices comparable to Ashland was Jacksonville. In addition, 46% of Ashland’s households were cost burdened, above the county average of 39% of households. Cost burden in Ashland increased from 41% in 2000 to 46% in 2014-2018, based on data from the Census’ American Community Survey.

The Almeda wildfire increased the regional need for affordable housing by destroying about 2,549 dwellings in September 2020. The Almeda fire burned from north Ashland to just south of Medford, with the cities of Phoenix and Talent losing the majority of housing.³ These losses increased regional need for affordable housing and overall pressure on the Ashland housing market.

This report provides Ashland with a factual basis to update the Housing Element of the City’s Comprehensive Plan and zoning code and to support future planning efforts related to housing and options for addressing unmet housing needs in Ashland. This report provides information to inform future planning efforts, including development and redevelopment. This report also provides the City with information about the housing market in Ashland and describes the factors that will affect future housing demand in Ashland, such as changing demographics. This analysis will help decision makers understand whether Ashland has enough land to accommodate growth over the next 20 years.

³ Based on information from Jackson County.

<https://jcgis.maps.arcgis.com/apps/opsdashboard/index.html#/9c9c796ff7ff44c0b1e5d21f2d71c9fb>

Framework for a Housing Capacity Analysis

Housing is a bundle of services for which people are willing to pay: shelter, certainly, but also proximity to other attractions (job, shopping, recreation), amenities (type and quality of fixtures and appliances, landscaping, views), prestige, and access to public services (quality of schools). Because it is impossible to maximize all these services and simultaneously minimize costs, households must, and do, make tradeoffs. What they can get for their money is influenced both by economic forces and government policy. Moreover, different households will value what they can get differently. They will have different preferences, which in turn are a function of many factors like income, age of household head, number of people and children in the household, number of workers and job locations, number of automobiles, and so on.

The majority of housing in the United States is built by the private market, and therefore responds to economic and market factors. These economic and market forces have resulted in the production of units that have housed most of our nation's households. However, they have consistently left lower-income communities and communities of color with fewer housing options and competition for a limited supply of affordable housing units. The last two decades have seen significant increases in housing costs, with much slower growth in household income, resulting in increasing unmet need for affordable housing.

This report provides information about how the choices of individual households and the housing market in Jackson County and Ashland have interacted, focusing on implications for future housing need in Ashland over the 2021 to 2041 period. This report and the Ashland *Housing Strategy* memorandum discuss ways that the City of Ashland's policies can influence future housing development and consider opportunities to increase access to affordable housing for lower-income communities and communities of color as well as housing needs for all residents of Ashland.

Statewide Planning Goal 10: Housing

Oregon has long been a national leader in planning to accommodate growth. The state mandates local government compliance with 19 statewide planning goals which include public engagement, planning for natural areas, planning for housing, and planning for adequate land to support economic development and industry growth, among others. Oregon's Goal 10 requires each city to develop a Housing Capacity Analysis, which must tie twenty years of projected household growth to units of varying densities, and then determine whether there is adequate land inside the city's urban growth boundary to accommodate those units. Goal 10 directs cities to plan for "...housing that meets the housing needs of households of all income levels." Oregon's statewide land use planning system requires one of the most comprehensive approaches to planning for housing in the country.

Goal 10 provides guidelines for local governments to follow in developing their local comprehensive land use plans and implementing policies. At a minimum, local housing policies must meet the requirements of Goal 10 and the statutes and administrative rules that

implement it (ORS 197.295 to 197.314, ORS 197.475 to 197.490, and OAR 600-008).⁴ Goal 10 requires incorporated cities to complete an inventory of buildable residential lands. Goal 10 also requires cities to encourage the numbers of housing units in price and rent ranges commensurate with the financial capabilities of its households.

Goal 10 defines needed housing types as “all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low-incomes, very low-incomes and extremely low-incomes.” ORS 197.303 defines needed housing types:

- (a) Housing that includes, but is not limited to, attached and detached single-family housing and multiple family housing for both owner and renter occupancy.
- (b) Government assisted housing.⁵
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490.
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions.
- (e) Housing for farmworkers.

DLCD provides guidance on conducting a Housing Capacity Analysis in the document *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, referred to as the Workbook.

Ashland must identify needs for all of the housing types listed above as well as adopt policies that increase the likelihood that needed housing types will be developed. This Housing Capacity Analysis was developed to meet the requirements of Goal 10 and its implementing administrative rules and statutes.

Public Process

At the broadest level, the purpose of the project was to understand how much Ashland will grow over the next 20 years. The project can be broken into two components (1) technical analysis, and (2) housing strategies. Both benefited from public input. The technical analysis required a broad range of assumptions that influence the outcomes; the housing strategy is a series of high-level policy choices that will affect Ashland residents.

⁴ ORS 197.296 only applies to cities with populations over 25,000, which does not currently include Ashland based on Portland State University's estimate of 20,960 people within the Ashland UGB in 2019.

⁵ Government assisted housing can be any housing type listed in ORS 197.303 (a), (c), or (d).

The intent of the public process was to establish broad public engagement throughout the project as work occurs. Public engagement was accomplished through various avenues. We discuss the three primary avenues below.

Project Advisory Committee Engagement

The City of Ashland and ECONorthwest solicited public input from an ad-hoc Project Advisory Committee. The Project Advisory Committee met four times to discuss project assumptions, results, and implications.⁶ The project relied on the Project Advisory Committee to review draft products and provide input at key points (e.g., before recommendations and decisions were made and before draft work products were finalized).

The project required many assumptions and policy choices that the committee needed to vet and agree upon, as these choices affect current and future residents. In short, local review and community input were essential to developing a locally appropriate and actionable Housing Capacity Analysis and housing strategy.

Housing and Human Services Commission (HHSC) and Planning Commission Meetings

The City of Ashland and ECONorthwest solicited input on the preliminary results of the Housing Capacity Analysis from the HHSC and the Planning Commission at a joint meeting held on January 28, 2021. The process also involved another meeting with the Planning Commission on March 23, 2021 and the HHSC on March 25, 2021 to gather their input on the preliminary results of Housing Capacity Analysis.

Public Engagement

The City of Ashland and ECONorthwest solicited input from the general public at a virtual open house, held on-line in April. The open house provided information about Ashland's housing market and inquired about the community's housing needs, preferences, and values.

The Virtual Open House was open from April 1 to April 15, 2021. About 394 people attended the open house and 267 people responded to the survey. The City advertised the Open House through Engage Ashland, on the City's website as a news item, and on Facebook and Twitter. The local news station (KDRV) also had a segment about the Open House.

⁶ Project Advisory Committee meeting dates: December 7, 2020; January 11, 2021; March 1, 2021; and April 26, 2021.

Organization of this Report

The rest of this document is organized as follows:

- **Chapter 2. Residential Buildable Lands Inventory** presents the methodology and results of Ashland’s inventory of residential land.
- **Chapter 3. Historical and Recent Development Trends** summarizes the state, regional, and local housing market trends affecting Ashland’s housing market.
- **Chapter 4. Demographic and Other Factors Affecting Residential Development in Ashland** presents factors that affect housing need in Ashland, focusing on the key determinants of housing need: age, income, and household composition. This chapter also describes housing affordability in Ashland relative to the larger region.
- **Chapter 5. Housing Need in Ashland** presents the forecast for housing growth in Ashland, describing housing need by density ranges and income levels.
- **Chapter 6. Residential Land Sufficiency in Ashland** estimates Ashland’s residential land sufficiency needed to accommodate expected growth over the planning period.
- **Appendix A: Ashland’s Housing Strategy**
- **Appendix B: City of Ashland’s 2019 Buildable Lands Inventory**
- **Appendix C: Additional Buildable Lands and Housing Capacity Information**

2. Residential Buildable Lands Inventory

This chapter presents Ashland’s residential buildable lands inventory (BLI). A BLI estimates the number of unconstrained buildable acres a jurisdiction has within its urban growth boundary (UGB). The methodology and detailed results of the Ashland BLI are documented in the report *City of Ashland Buildable Lands Inventory* (2019),⁷ which was adopted by the City of Ashland in January 2020 (see Appendix B for more information).⁸

The Housing Capacity Analysis uses the inventory to assess whether Ashland has sufficient land within its Urban Growth Boundary (UGB) to accommodate future population growth and resulting need for new housing.⁹ The legal requirements that govern the BLI for the City of Ashland are defined in Statewide Planning Goal 10 and OAR 660-008.

Results of the 2019 Inventory

In 2019, the City of Ashland’s Department of Community Development prepared the City’s BLI. The 2019 analysis determined it had approximately 648 net, unconstrained,¹⁰ buildable acres in Plan Designations that allow housing outright with clear and objective standards. These 648 acres result in a capacity of 2,847 dwelling units. About 26% of Ashland’s housing capacity is located in its Single-Family Residential Plan Designation.

Exhibit 4 presents the results from the 2019 analysis and Exhibit 5 shows the results of the 2019 BLI in a map.

⁷ The report can be downloaded from the City’s website: <https://www.ashland.or.us/Page.asp?NavID=11740>

⁸ Resolution No. 2020-01

⁹ Additional information about Ashland’s buildable lands (1) inside City Limits and (2) outside City Limits and inside the UGB is presented in Appendix C.

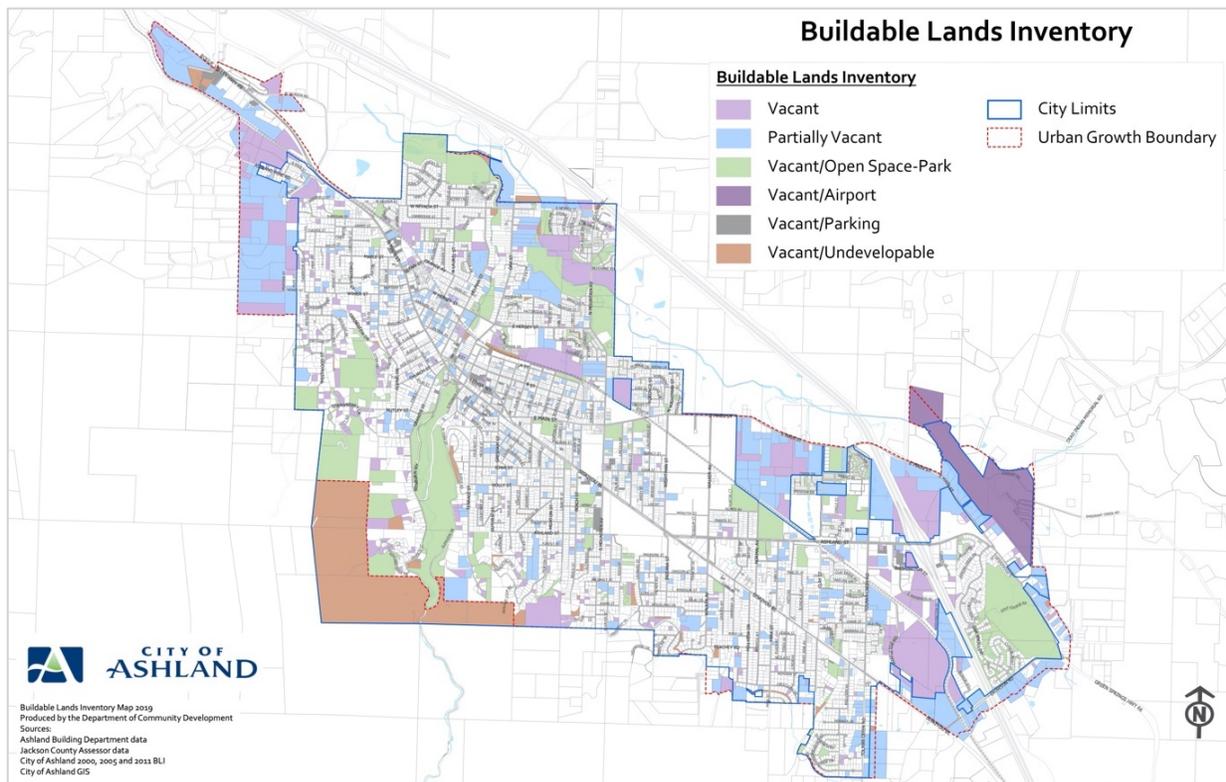
¹⁰ Land constraints taken into account: slopes greater than 35%, lands within the floodway or flood plain, and lands within resource protection areas.

Exhibit 4. Net Buildable Acreage and Housing Capacity by Plan Designations, Ashland UGB, 2019
 Source: City of Ashland Buildable Lands Inventory, 2019.

Plan Designation	Net Acres	Capacity for Dwelling Units (Adjusted)
Residential		
Woodland	7	10
Single-Family Residential Reserve	97	145
Low Density Residential	19	65
Single-Family Residential	205	744
Suburban Residential	8	44
Multifamily Residential	42	352
High Density Residential	12	132
Normal Neighborhood	70	474
North Mountain Neighborhood	16	73
Croman Mill District	61	243
Commercial		
Commercial	17	245
Downtown	0	48
Employment	92	256
Health Care	1	16
Southern Oregon University	2	-
Total	648	2,847

Exhibit 5. Buildable Land, Ashland UGB, 2019

Source: City of Ashland Buildable Lands Inventory (2019) and City of Ashland building permit data.



2020 Inventory Update

ECONorthwest worked with City staff to update the 2019 BLI results based on development that was permitted between July 1, 2019 and June 30, 2020, which accounted for housing development that occurred after development of the 2019 BLI.

In the July 2019 – June 2020 period, the City permitted 83 dwelling units, which consumed about 5.8 net acres of buildable land. ECONorthwest subtracted these acres of land and capacity for new housing from the 2019 results, as shown in Exhibit 6. Thus, the 2020 BLI results determined that Ashland’s UGB has 643 net buildable acres with a capacity for 2,764 dwelling units.

Exhibit 6. Net Buildable Acreage and Housing Capacity by Plan Designations, Ashland UGB, 2020
Source: City of Ashland Buildable Lands Inventory (2019) and City of Ashland building permit data.

Plan Designation	2019 Residential BLI		Building Permits July 1, 2019 to June 30, 2020		Revised Residential BLI and Capacity Estimate	
	Net Buildable Acres	Dwelling Unit Capacity	Net Acres Consumed	Dwelling Units Permitted	Net Buildable Acres	Dwelling Unit Capacity
Residential						
Woodland	6.6	10			6.6	10
Single-Family Residential Reserve	96.7	145			96.7	145
Low Density Residential	18.8	65	0.7	2	18.1	63
Single-Family Residential	205.1	744	4.2	38	200.9	706
Suburban Residential	7.5	44			7.5	44
Multifamily Residential	42.2	352	0.2	3	42.0	349
High Density Residential	11.7	132	0.1	3	11.6	129
Normal Neighborhood	69.7	474			69.7	474
North Mountain Neighborhood	16.4	73	0.2	1	16.2	72
Croman Mill District	61.1	243			61.1	243
Commercial and Other						
Commercial	16.7	245	0.3	34	16.4	211
Downtown	0.4	48			0.4	48
Employment	92.4	256	0.1	2	92.3	254
Health Care	1.2	16			1.2	16
Southern Oregon University	1.8	-			1.8	-
Total	648.3	2,847	5.8	83	642.5	2,764

3. Historical and Recent Development Trends

Analysis of historical development trends in Ashland provides insight into the functioning of the local housing market. The mix of housing types and densities, in particular, are key variables in forecasting the capacity of residential land to accommodate new housing and to forecast future land need. The specific steps are described in Task 2 of the DLCD *Planning for Residential Lands Workbook* as:

1. Determine the time period for which the data will be analyzed.
2. Identify types of housing to address (all needed housing types).
3. Evaluate permit/subdivision data to calculate the actual mix, average actual gross density, and average actual net density of all housing types.

This Housing Capacity Analysis examines changes in Ashland's housing market from 2000 to 2018. We selected this time period because the period provides information about Ashland's housing market before and after the national housing market bubble's growth and deflation, and the more recent increase in housing costs. Data about Ashland's housing market during this period is readily available from sources such as the Census and the City building permit database.

The Housing Capacity Analysis presents information about residential development by housing type. There are multiple ways that housing types can be grouped. For example, they can be grouped by:

1. Structure type (e.g., single-family detached, apartments, etc.).
2. Tenure (e.g., distinguishing unit type by owner or renter units).
3. Housing affordability (e.g., subsidized housing or units affordable at given income levels).
4. Some combination of these categories.

For the purposes of this study, we grouped housing types based on: (1) whether the structure is stand-alone or attached to another structure and (2) the number of dwelling units in each structure. The housing types used in this analysis are consistent with needed housing types as defined in ORS 197.303:¹¹

- **Single-family detached** includes single-family detached units, manufactured homes on lots and in mobile home parks, and accessory dwelling units (accessory residential units).

¹¹ ORS 197.303 defines needed housing as "...all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes."

- **Single-family attached** is all structures with a common wall where each dwelling unit occupies a separate lot, such as row houses or townhouses.
- **Multifamily** is all attached structures (e.g., duplexes, tri-plexes, quad-plexes, and structures with five or more units) other than single-family detached units, manufactured units, or single-family attached units.

In Ashland, government assisted housing (ORS 197.303(b)) and housing for farmworkers (ORS 197.303(e)) can be any of the housing types listed above. Analysis within this report discusses housing affordability at a variety of incomes, as required in ORS 197.303.

Data Used in this Analysis

Throughout this analysis (including the subsequent Chapter 4), we used data from multiple well-recognized and reliable data sources. One of the key sources for housing and household data is the U.S. Census. This report primarily uses data from three Census sources:

- The **Decennial Census**, which is completed every ten years and is a survey of *all* households in the U.S. The Decennial Census is considered the best available data for information such as demographics (e.g., number of people, age distribution, or ethnic or racial composition), household characteristics (e.g., household size and composition), and housing occupancy characteristics. As of 2010, the Decennial Census does not collect more detailed household information, such as income, housing costs, housing characteristics, and other important household information. Decennial Census data is available for 2000 and 2010.
- The **American Community Survey (ACS)**, which is completed every year and is a *sample* of households in the U.S. The ACS collects detailed information about households, including demographics (e.g., number of people, age distribution, ethnic or racial composition, country of origin, language spoken at home, and educational attainment), household characteristics (e.g., household size and composition), housing characteristics (e.g., type of housing unit, year unit built, or number of bedrooms), housing costs (e.g., rent, mortgage, utility, and insurance), housing value, income, and other characteristics.
- **Comprehensive Housing Affordability Strategy (CHAS)**, which is a custom tabulation of American Community Survey (ACS) data from the U.S. Census Bureau for the U.S. Department of Housing and Urban Development (HUD). CHAS data show the extent of housing problems and housing needs, particularly for low-income households. CHAS data are typically used by local governments as part of their consolidated planning work to plan how to spend HUD funds and by HUD to distribute grant funds. The most up-to-date CHAS data covers the 2013-2017 period, which is a year older than the most recent ACS data for the 2014-2018 period.

This report uses data from the 2014-2018 and 2015-2019 ACSs for Ashland. Where information is available and relevant, we report information from the 2000 and 2010 Decennial Census.

Among other data points, this report includes data from the United States Department of Housing and Urban Development, Oregon Department of Housing and Community Services, Property Radar, Costar, and the City of Ashland.

The foundation of the Housing Capacity Analysis is the population forecast for Ashland from the Oregon Population Forecast Program.¹² The forecast is prepared by the Portland State University Population Research Center. Using this population forecast is required under State law for planning purposes like developing a housing capacity analysis.¹³

It is worth commenting on the methods used for the American Community Survey.¹⁴ The American Community Survey (ACS) is a national survey that uses continuous measurement methods. It uses a sample of about 3.54 million households to produce annually updated estimates for the same small areas (census tracts and block groups) formerly surveyed via the decennial census long-form sample. It is also important to keep in mind that all ACS data are estimates that are subject to sample variability. This variability is referred to as “sampling error” and is expressed as a band or “margin of error” (MOE) around the estimate.

This report uses Census and ACS data because, despite the inherent methodological limits, they represent the most thorough and accurate data available to assess housing needs. We consider these limitations in making interpretations of the data and have strived not to draw conclusions beyond the quality of the data.

¹² The *Coordinated Population Forecast for Jackson County, its Urban Growth Boundaries (UGB), and Area Outside UGBs 2018-2068* can be found at this location:

<https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1042&context=opfp>

¹³ In 2015, the Land Conservation and Development Commission adopted rules ([OAR 660-032](#)) to require the use of PSU’s Population Research Center’s forecasts for comprehensive planning purposes by cities within Oregon.

¹⁴ A thorough description of the ACS can be found in the Census Bureau’s publication “What Local Governments Need to Know.” <https://www.census.gov/library/publications/2009/acs/state-and-local.html>

Trends in Housing Mix

This section provides an overview of changes in the mix of housing types in Ashland and compares Ashland to Jackson County and to Oregon. These trends demonstrate the types of housing developed in the area historically. Unless otherwise noted, this chapter uses data from the 2000 and 2010 Decennial Census and the 2014-2018 American Community Survey 5-Year Estimates.

This section shows the following trends in housing mix in Ashland:

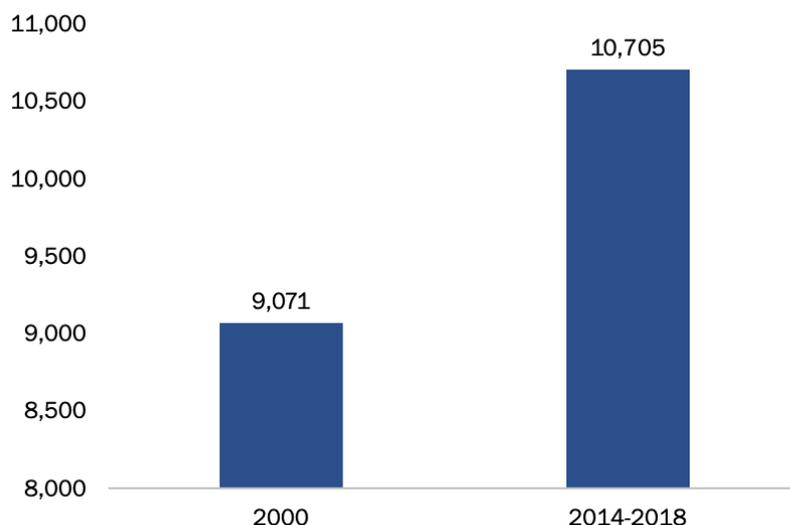
- **Ashland’s housing stock is predominantly single-family detached housing units.** Sixty-six percent of Ashland’s housing stock is single-family detached housing, 25% is multifamily housing (inclusive of smaller and larger multifamily structures), and 9% is single-family attached (e.g., townhouses).
- **Since 2000, Ashland’s housing mix has remained relatively static.** Ashland’s housing stock grew by about 18% (about 1,634 new units) between 2000 and the 2014-2018 period, with share of single-family detached housing increasing from 62% to 66% of all housing.
- **Single-family housing accounted for more than half of new housing growth in Ashland between fiscal year 2010-11 and fiscal year 2019-20.** About 63% of new housing permitted in that time was for single-family housing units (417 dwelling units), 25% was for multifamily housing (163 dwelling units), and 13% was for accessory dwelling units (83 dwelling units).

Housing Mix

The total number of dwelling units in Ashland increased by 18% from 2000 to 2014-2018.

In this time, Ashland added 1,634 units.

Exhibit 7. Total Dwelling Units, Ashland, 2000 and 2014-2018
Source: U.S. Census Bureau, 2000 Decennial Census, SF3 (Table H030) and 2014-2018 ACS (Table B25024).

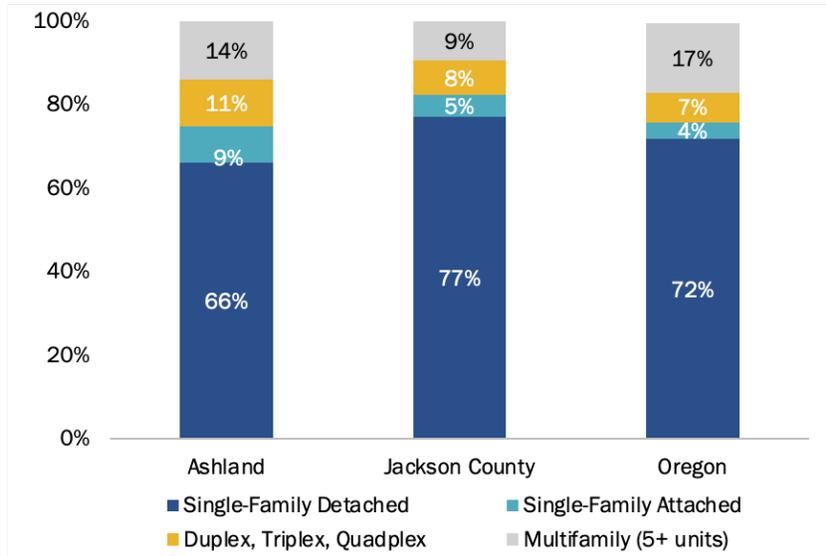


Sixty-six percent of Ashland's housing stock was single-family detached.

Ashland had a larger share of multifamily housing than Jackson County.

Exhibit 8. Housing Mix, Ashland, Jackson County, and Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS Table B25024.



From 2000 to 2014-2018, the share of multifamily housing (with five or more units per structure) decreased by 6% in Ashland.

Exhibit 9. Change in Housing Mix, Ashland, 2000 and 2014-2018

Source: U.S. Census Bureau, 2000 Decennial Census, SF3 Table H030, and 2014-2018 ACS Table B25024.

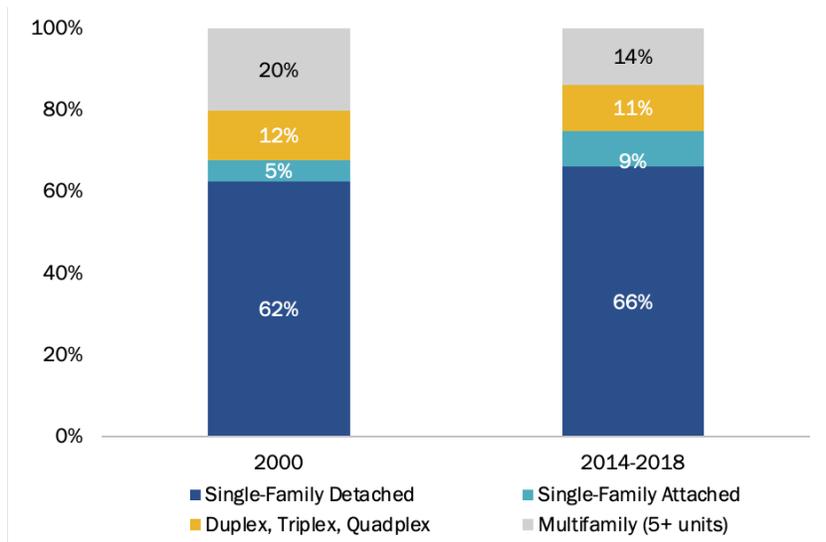


Exhibit 10 shows the types of dwelling units by race and ethnicity in Ashland. It shows that households that identified as Asian Alone were most likely to live in single-family detached housing (78%). Households that identified as Black/African American Alone or Some other Race Alone were most likely to live in multifamily housing. Of any race, about 41% of the households that identified as Latino lived in single-family detached housing.

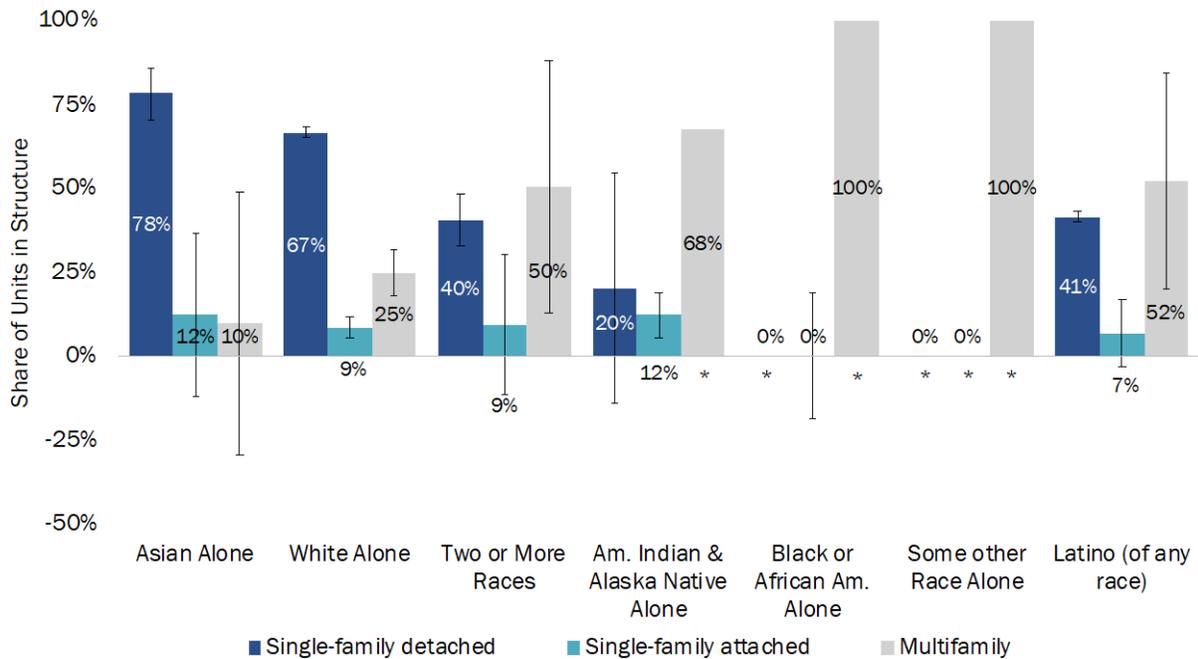
Exhibit 10 includes an indication of margin of error (the “whisker” lines shown in the graph). The number of people of color in Ashland is relatively small. Exhibit 30 shows that groups like Black or American Indian account for less than 2% of residents in Ashland. Exhibit 10 shows a high margin of error in the data for these groups, with either a long “whisker” line or an asterisk (*) to indicate that the margin of error exceeds 50% (indicating high uncertainty about the data).

The take-away point from Exhibit 10 is that some people of color (not including Asians) are more likely to live in multifamily housing than the Ashland average in Exhibit 8, which shows that 14% of households live in multifamily housing.

Exhibit 10. Occupied Housing Structure by Race and Ethnicity, Ashland, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS Table B25032 A-I.

Note: Margin of errors marked with an asterisk (*) indicate the value exceeds 50%.

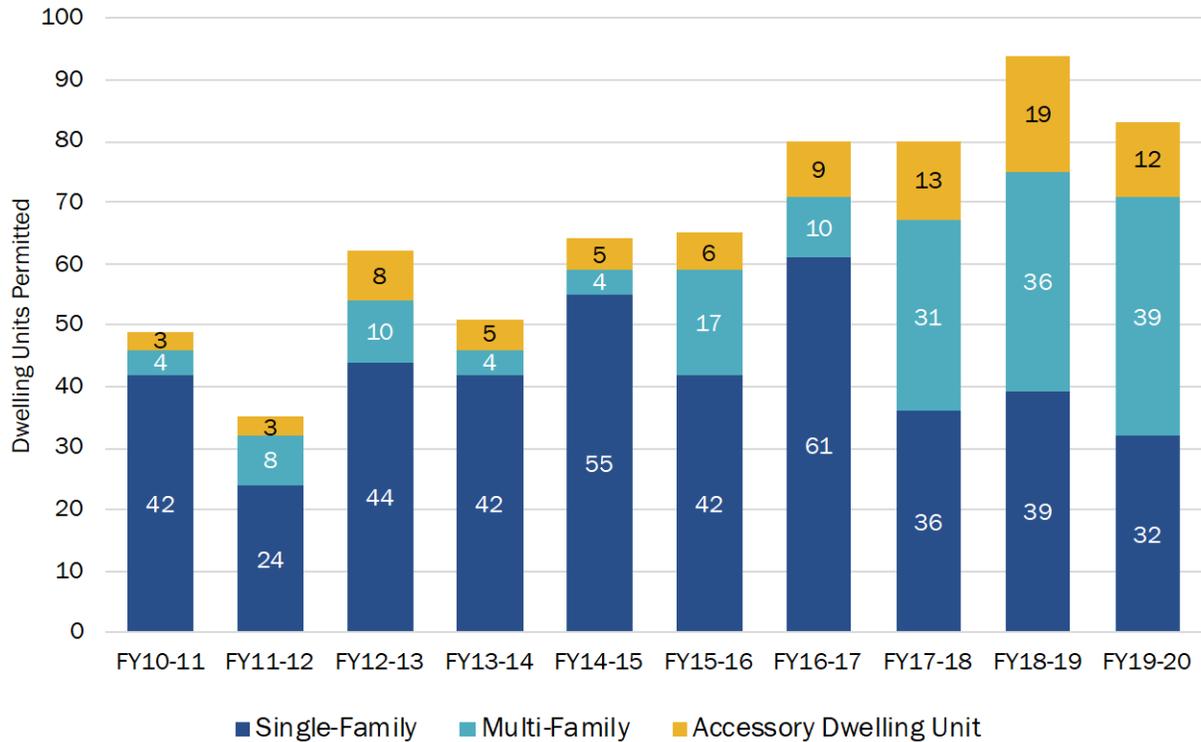


Building Permits

Exhibit 11 shows dwelling units permitted in Ashland over the fiscal year 2010-2011 to 2019-2020 period. In this time, Ashland issued permits for 663 new dwelling units, at an annual average of 66 per year. Of these 663 permits, 63% were for single-family units, 25% were for multifamily units, and 13% were for accessory dwelling units.

Exhibit 11. Building Permits Issued for New Residential Construction by Type of Unit, Ashland, Fiscal Year 2010-11 through Fiscal Year 2019-20

Source: City of Ashland, Residential Building Permit Database.



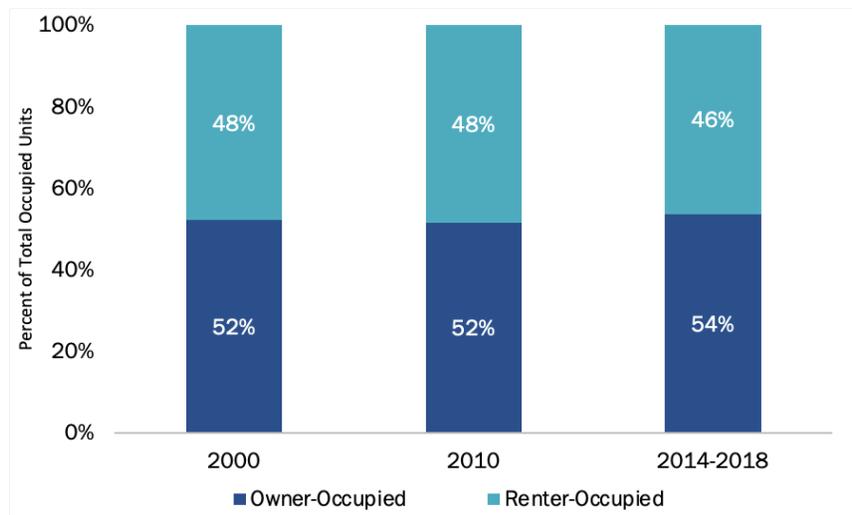
Trends in Tenure

Housing tenure describes whether a dwelling is owner- or renter-occupied. This section shows:

- **Homeownership rates in Ashland were lower than rates in Jackson County and Oregon.** About 54% of Ashland’s households owned their home in the 2014-2018 period. In comparison, 63% of Jackson County households and 62% of Oregon households were homeowners in that time.
- **Homeownership rates in Ashland increased between 2000 and 2014-2018.** In 2000, 52% of Ashland households were homeowners. This increased to 54% in 2014-2018.
- **The majority of Ashland homeowners (88%) lived in single-family detached housing,** while almost half of renters (51%) live in some form of multifamily housing (duplexes on through units in larger multifamily structures).

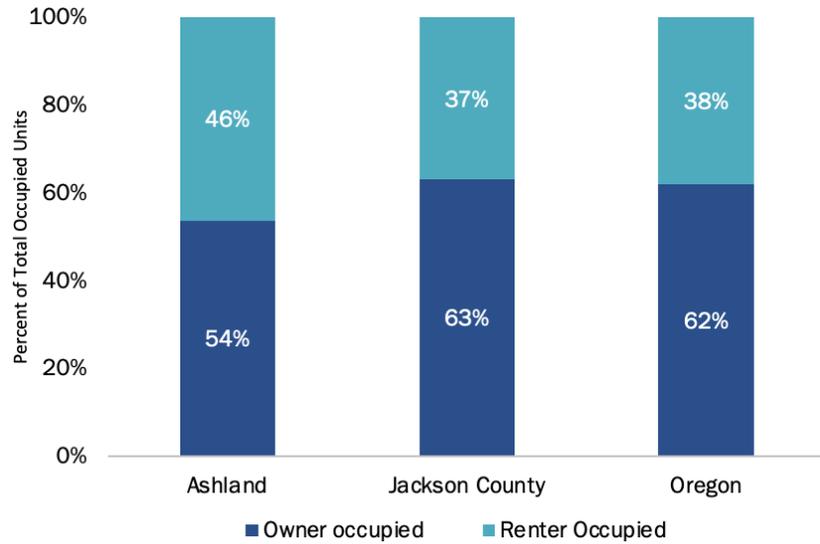
The homeownership rate in Ashland increased by 2% from 2000 to 2014-2018.

Exhibit 12. Tenure, Occupied Units, Ashland, 2000 - 2014-18
Source: U.S. Census Bureau, 2000 Decennial Census SF1 Table H004, 2010 Decennial Census SF1 Table H4, 2014-2018 ACS Table B24003.



Ashland had a lower homeownership rate than Jackson County and Oregon.

Exhibit 13. Tenure, Occupied Units, Ashland, 2014-2018
 Source: U.S. Census Bureau, 2014-2018 ACS 5-Year Estimates, Table B24003.



The majority of homeowners (88%) lived in single-family detached housing.

In comparison, less than half of Ashland's renters (40%) lived in single-family detached housing; over half lived in some form of multifamily housing (51%)

Exhibit 14. Housing Units by Type and Tenure, Ashland, 2014-2018
 Source: U.S. Census Bureau, 2014-2018 ACS Table B25032.

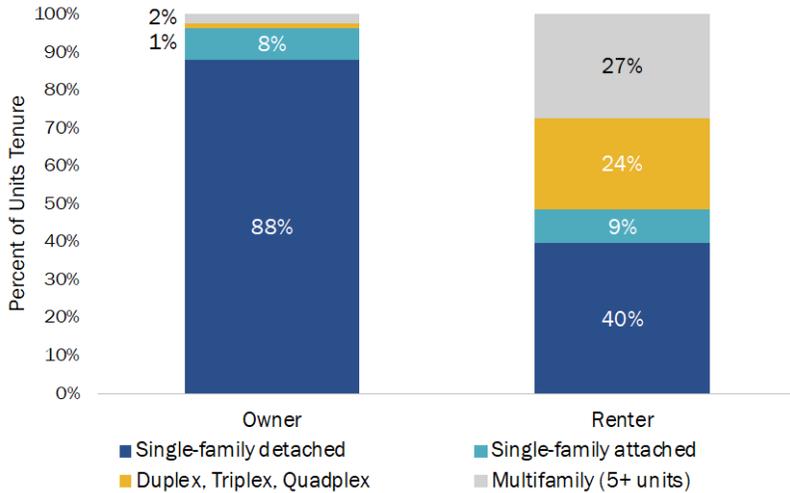


Exhibit 15 shows housing tenure by race and ethnicity of Ashland’s households. Households that identified as White Alone or Asian Alone had the highest rates of home ownership (55% and 42%). About 34% of households who identified as Latino (of any race) owned their own home.

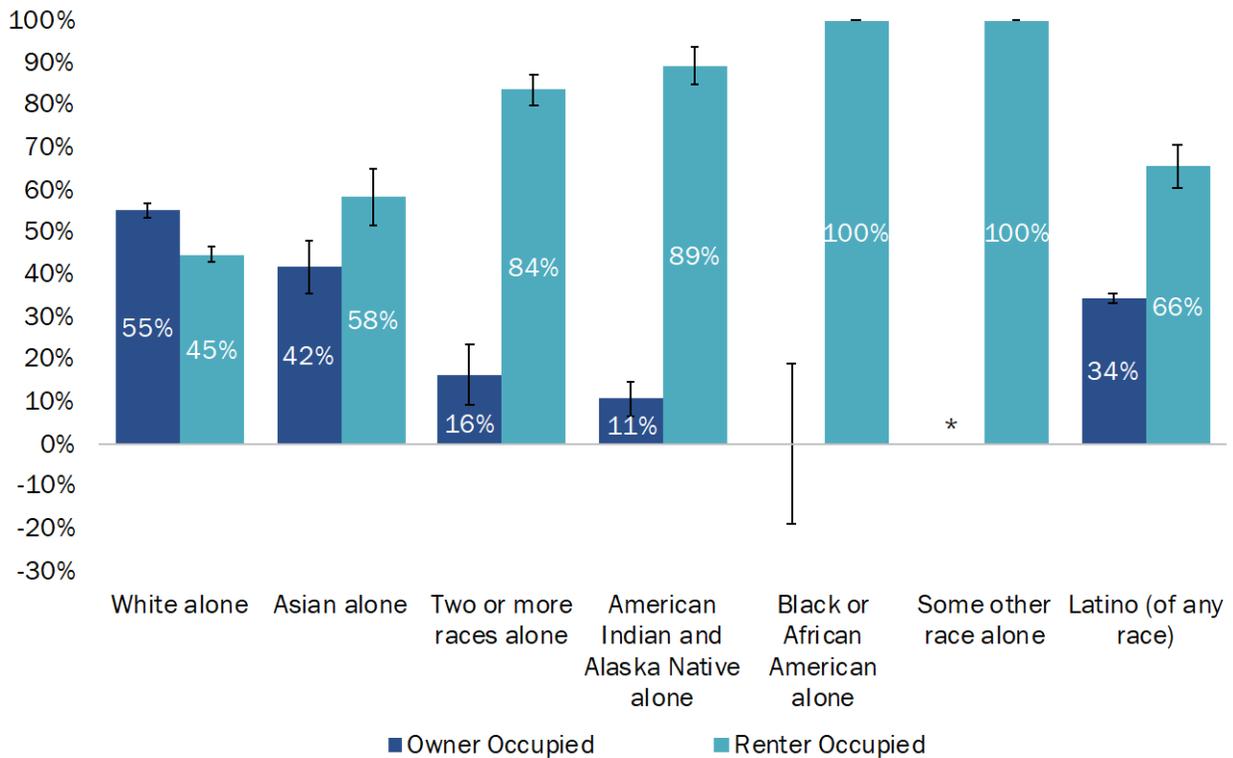
Exhibit 15 includes an indication of margin of error (the “whisker” lines shown in the graph). The number of people of color in Ashland is relatively small. Exhibit 30 shows that groups like Black for about 1.4% of residents of Ashland. Exhibit 15 shows a high margin of error in the data for Black and “some other race” groupings, with either a long “whisker” line or an asterisk (*) to indicate that the margin of error exceeds 50% (indicating high uncertainty about the data).

The take-away point from asterisk is that some people of color are more likely to rent their housing than the Ashland average in Exhibit 13, which shows that 54% of Ashland’s households are homeowners.

Exhibit 15. Tenure by Race and Ethnicity, Ashland, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS Tables B25003A-I.

Note: Margin of errors marked with an asterisk (*) indicate the value exceeds 50%.



Vacancy Rates

Housing vacancy is a measure of housing that is available to prospective renters and buyers. It is also a measure of unutilized housing stock. The Census defines vacancy as: "Unoccupied housing units... determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The 2010 Census identified vacancy through an enumeration, separate from (but related to) the survey of households. Enumerators are obtained using information from property owners and managers, neighbors, rental agents, and others.

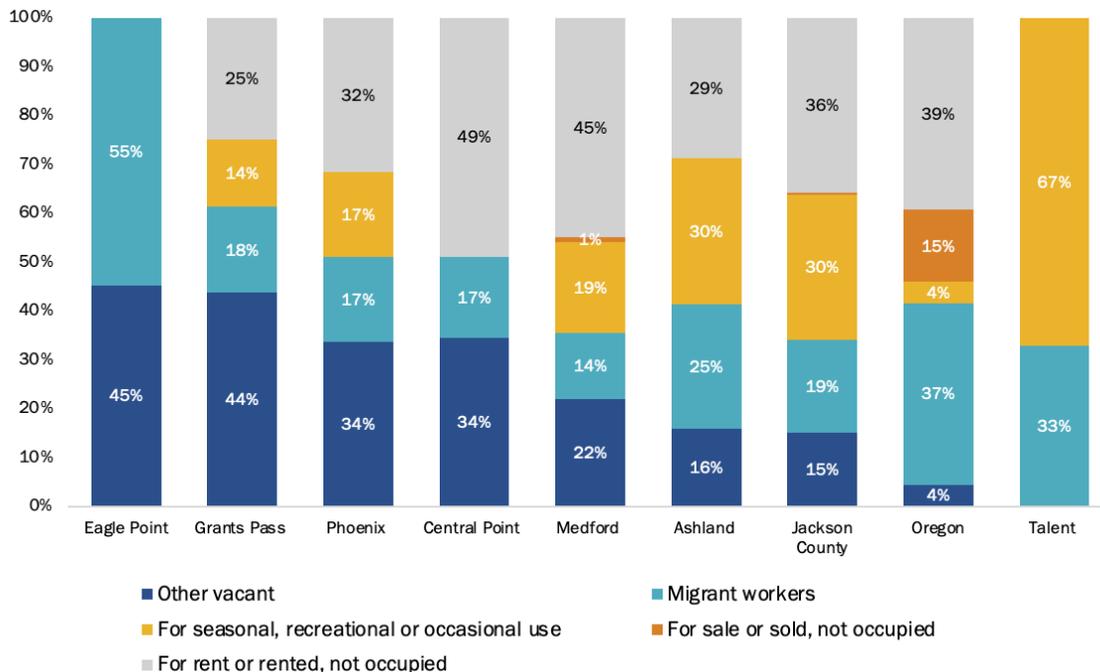
According to the 2014-2018 Census, the vacancy rate in Ashland was 8.3%, compared to 7.5 % for Jackson County and 9.1% for Oregon. About 30% of Ashland’s vacant units are vacant for seasonal, recreational, or other occasional use reasons (see Exhibit 16).

Real estate professionals who work in Ashland indicate that vacancy rates in 2020 and 2021 are 1% or below for housing for sale or for rent. The difference between this vacancy rate and the one reported by the Census (8.3%) is:

- **Time period.** The vacancy rate from the Census is reported for the 2014 through 2018 period, while real estate professionals are focused on more recent vacancy rates.
- **Type of vacancy.** The vacancy rate from the Census includes vacancies for many reasons, including vacant for rent or sales but also vacant for seasonal/recreational uses (e.g., second homes) and vacant for migrant workers.

Exhibit 16. Vacancy by Reason, Ashland, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS Table B25004.



Government-Assisted Housing

Governmental agencies and nonprofit organizations offer a range of housing assistance to low- and moderate-income households renting or purchasing a home. There are 10 government-assisted housing developments in Ashland.

Exhibit 17. Government Assisted Housing, Ashland, 2019

Source: Oregon Health Authority. (November 2019). Affordable Housing Inventory in Oregon.

Development Name	Total Affordable Units	Studio units	1-bedroom units	2-bedroom units	3-bedroom units
Chestnut Apts	40		8	28	4
Ashley Senior Center Apts	83	29	54		
Bridget Street	4			2	2
Chestnut Apts	4			2	2
Grant Street Apts	2			2	
Hyde Park	6		3	1	2
Parkview Apts	6	2		3	1
Snowberry Brook	60		12	38	10
Star Thistle Apts	11		11		
Stratford Apts	51		17	29	5
Total	267	31	105	105	26

The Jackson County Continuum of Care (CoC) region has 133 emergency shelter beds, 272 transitional shelter beds, and 857 permanently supportive housing beds supporting persons experiencing homelessness in the Jackson County region.

Exhibit 18. Facilities and Housing Targeted to Households Experiencing Homelessness, Medford/Ashland/Jackson County Continuum of Care Region, 2019

Source: HUD 2019 Continuum of Care Homeless Assistance Programs, Housing Inventory Count Report, Medford, Ashland/Jackson County CoC (from Medford's 2020-2024 Consolidated Plan).

Population Served	Emergency, Safe Haven, and Transitional Beds		Permanent Housing Beds
	Emergency Shelter	Transitional Housing	
Households with Adult(s) and Children	57	69	256
Households with Only Adults	32	143	220
Chronically Homeless Households	19	N/A	68
Veterans	10	58	313
Unaccompanied Youth	15	2	0

Manufactured Homes

Manufactured homes provide a source of affordable housing in Ashland. They provide a form of homeownership that can be made available to low- and moderate-income households. Cities are required to plan for manufactured homes—both on lots and in parks (ORS 197.475-492).

Generally, manufactured homes in parks are owned by the occupants who pay rent for the space. Monthly housing costs are typically lower for a homeowner in a manufactured home park for several reasons, including the fact that property taxes levied on the value of the land are paid by the property owner, rather than the manufactured homeowner. The value of the manufactured home generally does not appreciate the way a conventional home would, however. Manufactured homeowners in parks are also subject to the mercy of the property owner in terms of rent rates and increases. It is generally not within the means of a manufactured homeowner to relocate to another manufactured home to escape rent increases. Living in a park is desirable to some homeowners because it can provide a more secure community with on-site managers and amenities, such as laundry and recreation facilities.

OAR 197.480(4) requires cities to inventory the mobile home or manufactured dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high-density residential development. Exhibit 19 presents the inventory of mobile and manufactured home parks within Ashland as of November 2020. It shows that Ashland had a total of 255 manufactured home spaces in five communities within the UGB. As of November 2020, about 21 spaces were vacant.

Exhibit 19. Inventory of Mobile/Manufactured Home Parks, Ashland, 2020

Source: Oregon Manufactured Dwelling Park Directory as of November 2020.

Community Name	Location	Type	Total Spaces	Vacant Spaces	Comprehensive Plan Designation
Pines Mobile Home & RV	1565 Siskiyou Blvd	Family	52	1	Commercial
Siskiyou Village	2799 Siskiyou Blvd	Family	49	10	Employment
Tolman Creek Park	215 Tolman Creek Rd	Family	38	-	Residential - Suburban
Wingspread	321 Clay St	Family	116	-	Residential - Low Density Multiple Family
Total		-	255	21	-

4. Demographic and Other Factors Affecting Residential Development in Ashland

Demographic trends are important for a thorough understanding of the dynamics of the Ashland housing market. Ashland exists in a regional economy; trends in the region impact the local housing market. This chapter documents demographic, socioeconomic, and other trends relevant to Ashland at the national, state, and regional levels.

Demographic trends provide a context for growth in a region; factors such as age, income, migration, and other trends show how communities have grown and how they will shape future growth. To provide context, we compare Ashland to Jackson County and Oregon. We also compare Ashland to nearby cities where appropriate. Characteristics such as age and ethnicity are indicators of how the population has grown in the past and provide insight into factors that may affect future growth.

A recommended approach to conducting a Housing Capacity Analysis is described in *Planning for Residential Growth: A Workbook for Oregon's Urban Areas*, the Department of Land Conservation and Development's guidebook on local housing needs studies. As described in the workbook, the specific steps in the Housing Capacity Analysis are:

1. Project the number of new housing units needed in the next 20 years.
2. Identify relevant national, state, and local demographic and economic trends and factors that may affect the 20-year projection of structure type mix.
3. Describe the demographic characteristics of the population and, if possible, the housing trends that relate to demand for different types of housing.
4. Determine the types of housing that are likely to be affordable to the projected households based on household income.
5. Determine the needed housing mix and density ranges for each Plan Designation and the average needed net density for all structure types.
6. Estimate the number of additional needed units by structure type.

This chapter presents data to address steps 2, 3, and 4 in this list. Chapter 5 presents data to address steps 1, 5, and 6 in this list.

Demographic and Socioeconomic Factors Affecting Housing Choice¹⁵

Analysts typically describe housing demand as the preferences for different types of housing (e.g., single-family detached or apartment) and the ability to pay for that housing (the ability to exercise those preferences in a housing market by purchasing or renting housing; in other words, income or wealth).

Many demographic and socioeconomic variables affect housing choice. However, the literature about housing markets finds that age of the householder, size of the household, and household income are most strongly correlated with housing choice.

- **Age of householder** is the age of the person identified (in the Census) as the head of household. Households make different housing choices at different stages of life. This chapter discusses generational trends, such as housing preferences of baby boomers (people born from about 1946 to 1964), millennials (people born from about 1980 to 2000), and Generation Z (people born after 1997).
- **Size of household** is the number of people living in the household. Younger and older people are more likely to live in single-person households. People in their middle years are more likely to live in multi-person households (often with children).
- **Household income** is probably the most important determinant of housing choice. Income is strongly related to the type of housing a household chooses (e.g., single-family detached, duplex, or a building with more than five units) and to household tenure (e.g., rent or own).

This chapter focuses on these factors, presenting data that suggests how changes to these factors may affect housing need in Ashland over the next 20 years.

¹⁵ The research in this chapter is based on numerous articles and sources of information about housing, including:

D. Myers and S. Ryu, *Aging Baby Boomers and the Generational Housing Bubble*, Journal of the American Planning Association, Winter 2008.

Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

L. Lachman and D. Brett, *Generation Y: America's New Housing Wave*, Urban Land Institute, 2010.

George Galster. People Versus Place, People and Place, or More? New Directions for Housing Policy, Housing Policy Debate, 2017.

Herbert, Christopher and Hrabchak Molinsky. "Meeting the Housing Needs of an Aging Population," 2015.

J. McIlwain, *Housing in America: The New Decade*, Urban Land Institute, 2010.

Schuetz, Jenny. Who is the new face of American homeownership? Brookings, 2017.

The American Planning Association, "Investing in Place; Two generations' view on the future of communities," 2014.

Transportation for America, "Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," 2014.

National Trends¹⁶

This brief summary on national housing trends builds on previous work by ECONorthwest as well as Urban Land Institute (ULI) reports and conclusions from *The State of the Nation's Housing* report from the Joint Center for Housing Studies of Harvard University. The Harvard report (2020) summarizes the national housing outlook as follows:

Given the profound impact of the pandemic on how US households live and work, there is plenty of reason to believe that it could bring meaningful changes to housing markets. With millions of people forced to work remotely, employers and employees alike may find this an attractive option even after the pandemic ends. If so, demand would likely increase for homes large enough to provide office space, as well as easy access to outdoor spaces to exercise and socialize. And if long commutes are no longer everyday requirements, many households may move to lower-density areas where housing is less expensive. However, a major shift in residential development patterns is far from certain. What is certain is that the need for more housing of all types, locations, and price points will persist. In the near term, the outlook for housing markets is bright, fueled by very low interest rates as well as unabated demand from more affluent households. If the pandemic persists, however, it will remain a serious drag on the labor market and wage growth, and ultimately on household formations. Still, the pandemic's negative impact on markets should be relatively muted given historically tight conditions on the supply side.

However, challenges to a strong domestic housing market remain. Rising mortgage rates, the tight credit market, and a limited inventory of entry-level homes make housing unaffordable for many Americans, especially younger Americans. In addition to rising housing costs, wages have also failed to keep pace, worsening affordability pressures. Single-family and multifamily housing supply remains tight, which compounds affordability issues. *The State of the Nation's Housing* report emphasizes the importance of government assistance and intervention to keep housing affordable moving forward. Several challenges and trends shaping the housing market are summarized below:

- **Bounce back in residential construction led by single-family starts.** New construction made a sharp comeback in summer 2020 led by single-family construction. Single-family starts in 2020 began at about a 900,000-unit annual rate (the fastest pace since the Great Recession), before dipping to a below 700,000-unit annual rate in April due to the COVID-19 pandemic. Then, single-family starts hit a 1.1-million-unit annual rate in September 2020—marking it as the strongest month for single-family homebuilding in over 13 years. Multifamily unit starts also continued to climb, increasing by 7.5% from about 374,000 units in 2018 to about 402,000 units in 2019. Notably, 2019 marked the first

¹⁶ These trends are based on information from (1) the Joint Center for Housing Studies of Harvard University's publication "The State of the Nation's Housing 2020," (2) Urban Land Institute, "2021 Emerging Trends in Real Estate," and (3) the U.S. Census.

year since 1988 that multifamily starts topped 400,000. In 2019, home sales averaged 3.9 months which is below what is considered balanced (six months), with lower-cost and moderate-cost homes experiencing the tightest inventories. *The State of the Nation's Housing* report cited lack of skilled labor, rising construction costs, land use regulations (particularly density restrictions), and development fees as constraints on new construction.

- **Demand shift from renting to owning.** After years of decline, the national homeownership rate increased slightly from 64.4% in 2018 to 64.6% in 2019. Trends suggest the recent homeownership increases are among householders of all age groups; however, new growth in homeownership since the post-Great Recession low of 2013 resulted from households with higher incomes. About 88% of net new growth (2013 to 2019) was among households with incomes of \$150,000 or more.
- **Housing affordability.** Despite a recent downward trend, 37.1 million American households spent more than 30% of their income on housing in 2019 which is 5.6 million more households than in 2001. Renter households experienced cost-burden at more than double the rate of homeowners (46% versus 21%) with the number of cost-burdened renters exceeding cost-burdened homeowners by 3.7 million in 2019. Affordability challenges continued to move up the income ladder, with the share of cost-burdened middle-income households increasing slightly from 2018 to 2019 even as the share of low-income households experiencing cost burden declined slightly over the same period. Households under the age of 25 and over the age of 85 had the highest rates of housing cost burden.
- **Long-term growth and housing demand.** The Joint Center for Housing Studies forecasts that nationally, demand for new homes could total as many as 12 million units between 2018 and 2028.¹⁷ Much of the demand will come from baby boomers, millennials, Generation Z,¹⁸ and immigrants. The Urban Land Institute cites the trouble of overbuilding in the luxury sector while demand is in mid-priced single-family houses affordable to a larger buyer pool.
- **Growth in rehabilitation market.**¹⁹ Aging housing stock and poor housing conditions are growing concerns for jurisdictions across the United States. With almost 80% of the nation's housing stock at least 20 years old (and 40% at least 50 years old), Americans are spending in excess of \$400 billion per year on residential renovations and repairs. As housing rehabilitation becomes the go-to solution to address housing conditions, the

¹⁷ The Joint Center for Housing Studies of Harvard University. *The State of the Nation's Housing 2019*.

¹⁸ According to the Pew Research Center, Millennials were born between the years of 1981 to 1996 and Generation Z were born between 1997 to 2012 (inclusive). Read more about generations and their definitions here: <http://www.pewresearch.org/fact-tank/2018/03/01/defining-generations-where-millennials-end-and-post-millennials-begin/>.

¹⁹ These findings are copied from: Joint Center for Housing Studies. (2019). *Improving America's Housing*, Harvard University. Retrieved from: https://www.jchs.harvard.edu/sites/default/files/Harvard_JCHS_Improving_Americas_Housing_2019.pdf

home remodeling market has grown more than 50% since the recession ended—generating 2.2% of national economic activity (in 2017).

Despite trends suggesting growth in the rehabilitation market, rising construction costs and complex regulatory requirements pose barriers to rehabilitation. Lower-income households or households on fixed incomes may defer maintenance for years due to limited financial means, escalating rehabilitation costs. At a certain point, the cost of improvements may outweigh the value of the structure, which may necessitate new responses such as demolition or redevelopment.

- **Declining residential mobility.**²⁰ Residential mobility rates have declined steadily since 1980. Nearly one in five Americans moved every year in the 1980s, compared to one in ten Americans between 2018 and 2019. While reasons for decline in residential mobility are uncertain, contributing factors include demographic, housing affordability, and labor-related changes. For instance, as baby boomers and millennials age, mobility rates are expected to fall as people typically move less as they age. Harvard University’s Research Brief (2020) also suggests that increasing housing costs could be preventing people from moving if they are priced out of desired neighborhoods or if they prefer to stay in current housing as prices rise around them. Other factors that may impact mobility include the rise in dual-income households (which complicates job-related moves), the rise in work-from-home options, and the decline in company-funded relocations. While decline in mobility rates span all generations, they are greatest among young adults and renters, two of the more traditionally mobile groups.
- **Changes in housing preference.** Housing preference will be affected by changes in demographics, most notably: the aging of baby boomers, housing demand from millennials and Generation Z, and growth of immigrants.
 - *Baby boomers.* In 2020, the oldest members of this generation were in their seventies and the youngest were in their fifties. The continued aging of the baby boomer generation will affect the housing market. In particular, baby boomers will influence housing preference and homeownership trends. Preferences (and needs) will vary for boomers’ moving through their 60s, 70s, and 80s (and beyond). They will require a range of housing opportunities. For example, “aging baby boomers are increasingly renters-by-choice, [preferring] walkable, high-energy, culturally evolved communities.”²¹ Many seniors are also moving to planned retirement destinations earlier than expected as they experience the benefits of work-from-home trends (accelerated by COVID-19). Additionally, the supply of caregivers is decreasing as people in this cohort move from giving care to needing care, making more inclusive, community-based, congregate settings more important. Senior households earning different incomes may make distinctive housing choices. For instance, low-income seniors may not have the financial resources to live out their

²⁰ Frost, R. (2020). “Are Americans stuck in place? Declining residential mobility in the US.” Joint Center for Housing Studies of Harvard University’s Research Brief.

²¹ Urban Land Institute. *Emerging Trends in Real Estate, United States and Canada.* 2019.

years in a nursing home and may instead choose to downsize to smaller, more affordable units. Seniors living in proximity to relatives may also choose to live in multigenerational households.

Research shows that “older people in western countries prefer to live in their own familiar environment as long as possible,” but aging in place does not only mean growing old in their own homes.²² A broader definition exists, which explains that aging in place means “remaining in the current community and living in the residence of one’s choice.”²³ Some boomers are likely to stay in their home as long as they are able, and some will prefer to move into other housing products, such as multifamily housing or age-restricted housing developments, before they move into a dependent living facility or into a familial home. Moreover, “the aging of the U.S. population, [including] the continued growth in the percentage of single-person households, and the demand for a wider range of housing choices in communities across the country is fueling interest in new forms of residential development, including tiny houses.”²⁴

- *Millennials.* Over the last several decades, young adults have increasingly lived in multigenerational housing—more so than older demographics.²⁵ However, as millennials move into their early to mid-thirties, postponement of family formation is ending, and millennials are likely to prefer detached, single family homes in suburban areas.

At the beginning of the 2007–2009 recession, millennials had only started forming their own households. Today, millennials are driving much of the growth in new households, albeit at slower rates than previous generations. As this generation continues to progress into their homebuying years, they will seek out affordable, modest-sized homes. This will prove challenging as the market for entry-level, single-family homes has remained stagnant. Although construction of smaller homes (less than 1,800 sq. ft.) increased in 2019, they only represented 24% of single-family units.

Millennials’ average wealth may remain far below boomers and Gen Xers, and student loan debt will continue to hinder consumer behavior and affect retirement savings. As of 2020, millennials comprised 38% of home buyers, while Gen Xers comprised 23% and Boomers 33%.²⁶ “By the year 2061, it is estimated that \$59 trillion

²² Vanleerberghe, Patricia, et al. (2017). The quality of life of older people aging in place: a literature review.

²³ *Ibid.*

²⁴ American Planning Association. Making Space for Tiny Houses, Quick Notes.

²⁵ According to the Pew Research Center, in 1980, just 11% of adults aged 25 to 34 lived in a multigenerational family household, and by 2008, 20% did (82% change). Comparatively, 17% of adults aged 65 and older lived in a multigenerational family household, and by 2008, 20% did (18% change).

²⁶ National Association of Realtors. (2020). 2020 Home Buyers and Sellers Generational Trends Report, March 2020. Retrieved from: <https://www.nar.realtor/research-and-statistics/research-reports/home-buyer-and-seller-generational-trends>

will be passed down from boomers to their beneficiaries,” presenting new opportunities for millennials (as well as Gen Xers).²⁷

- *Generation Z.* In 2020, the oldest members of Generation Z were in their early 20s and the youngest in their early childhood years. By 2040, Generation Z will be between 20 and 40 years old. While they are more racially and ethnically diverse than previous generations, when it comes to key social and policy issues, they look very much like millennials. Generation Z was set to inherit a strong economy and record-low unemployment.²⁸ However, because the long-term impacts of COVID-19 are unknown, Generation Z may now be looking at an uncertain future.

While researchers do not yet know how Generation Z will behave in adulthood, many expect they will follow patterns of previous generations. A segment is expected to move to urban areas for reasons similar to previous cohorts (namely, the benefits that employment, housing, and entertainment options bring when they are in close proximity). However, this cohort is smaller than millennials (67 million vs. 72 million) which may lead to slowing real estate demand in city centers.

- *Immigrants.* Research on foreign-born populations shows that immigrants, more than native-born populations, prefer to live in multigenerational housing. Still, immigration and increased homeownership among minorities could also play a key role in accelerating household growth over the next 10 years. Current Population Survey estimates indicate that the number of foreign-born households rose by nearly 400,000 annually between 2001 and 2007, and they accounted for nearly 30% of overall household growth. Beginning in 2008, the influx of immigrants was stanchied by the effects of the Great Recession. After a period of declines, the foreign-born population again began contributing to household growth, despite decline in immigration rates in 2019. The Census Bureau’s estimates of net immigration in 2019 indicate that 595,000 immigrants moved to the United States from abroad, down from 1.2 million immigrants in 2017–2018. However, as noted in *The State of the Nation’s Housing* (2020) report, “because the majority of immigrants do not immediately form their own households upon arrival in the country, the drag on household growth from lower immigration only becomes apparent over time.”
- *Diversity.* The growing diversity of American households will have a large impact on the domestic housing markets. Over the coming decade, minorities will make up a larger share of young households and constitute an important source of demand for both rental housing and small homes. The growing gap in homeownership rates between Whites and Blacks, as well as the larger share of minority households that are cost burdened warrants consideration. White households had a 73%

²⁷ PNC. (n.d.). Ready or Not, Here Comes the Great Wealth Transfer. Retrieved from: <https://www.pnc.com/en/about-pnc/topics/pnc-pov/economy/wealth-transfer.html>

²⁸ Parker, K. & Igielnik, R. (2020). On the cusp of adulthood and facing an uncertain future: what we know about gen Z so far. Pew Research Center. Retrieved from: <https://www.pewsocialtrends.org/essay/on-the-cusp-of-adulthood-and-facing-an-uncertain-future-what-we-know-about-gen-z-so-far/>

homeownership rate in 2019 compared to a 43% rate for Black households. This 30-percentage point gap is the largest disparity since 1983. Although homeownership rates are increasing for some minorities, Black and Hispanic households are more likely to have suffered disproportionate impacts of the pandemic and forced sales could negatively impact homeownership rates. This, combined with systemic discrimination in the housing and mortgage markets and lower incomes relative to White households, leads to higher rates of cost burden for minorities — 43% for Blacks, 40% for Latino, 32% for Asians and 25% for Whites in 2019. As noted in *The State of the Nation's Housing (2020)* report “the impacts of the pandemic have shed light on the growing racial and income disparities in the nation between the nation’s haves and have-nots are the legacy of decades of discriminatory practices in the housing market and in the broader economy.”

- **Changes in housing characteristics.** The U.S. Census Bureau’s Characteristics of New Housing Report (2019) presents data that show trends in the characteristics of new housing for the nation, state, and local areas. Several long-term trends in the characteristics of housing are evident from the New Housing Report:²⁹
 - *Larger single-family units on smaller lots.* Between 1999 and 2019, the median size of new single-family dwellings increased by 13% nationally, from 2,028 sq. ft. to 2,301 sq. ft., and 14% in the western region from 2,001 sq. ft. in 1999 to 2,279 sq. ft. in 2019. Moreover, the percentage of new units smaller than 1,400 sq. ft. nationally decreased by more than half, from 16% in 1999 to 7% in 2019. The percentage of units greater than 3,000 sq ft increased from 17% in 1999 to 25% of new one-family homes completed in 2019. In addition to larger homes, a move toward smaller lot sizes was seen nationally. Between 2009 and 2019, the percentage of lots less than 7,000 sq. ft. increased from 25% to 33% of lots.

Based on national study about homebuying preferences that differ by race and ethnicity, African Americans home buyers wanted a median unit size of 2,664 square feet, compared to 2,347 sq ft for Hispanic buyers, 2,280 sq ft for Asian buyers, and 2,197 sq ft for White buyers.³⁰ This same study found that minorities were less likely to want large lots.

- *Larger multifamily units.* Between 1999 and 2019, the median size of new multifamily dwelling units increased by 3.4% nationally. In the western region, the median size decreased by 1.9%. Nationally, the percentage of new multifamily units with more than 1,200 sq ft increased from 28% in 1999 to 35% in 2019 and increased from 25% to 27% in the western region.
- *Household amenities.* Across the United States since 2013, an increasing number of new units had air-conditioning (fluctuating year by year at over 90% for both new

²⁹ U.S. Census Bureau, Highlights of Annual 2019 Characteristics of New Housing. Retrieved from: <https://www.census.gov/construction/chars/highlights.html>

³⁰ Quint, Rose. (April 2014). *What Home Buyers Really Want: Ethnic Preferences*. National Association of Home Builders.

single-family and multifamily units). In 2000, 93% of new single-family houses had two or more bathrooms, compared to 96% in 2019. The share of new multifamily units with two or more bathrooms decreased from 55% of new multifamily units to 45%. As of 2019, 92% of new single-family houses in the United States had garages for one or more vehicles (from 89% in 2000). Additionally, if work-from-home dynamics become a more permanent option, then there may be rising demand for different housing amenities such as more space for home offices or larger yards for recreation.

- *Shared amenities.* Housing with shared amenities grew in popularity, as it may improve space efficiencies and reduce per-unit costs/maintenance costs. Single-room occupancies (SROs),³¹ cottage clusters, cohousing developments, and multifamily products are common housing types that take advantage of this trend. Shared amenities may take many forms and include shared bathrooms, kitchens, other home appliances (e.g., laundry facilities, outdoor grills), security systems, outdoor areas (e.g., green spaces, pathways, gardens, rooftop lounges), fitness rooms, swimming pools, tennis courts, and free parking.³²

State Trends

In August 2019, the State of Oregon passed statewide legislation – Oregon House Bill 2001 and 2003. **House Bill 2001 (HB2001)** required many Oregon communities to accommodate middle housing within single-family neighborhoods. “Medium Cities” – those with 10,000 to 25,000 residents outside the Portland metro area – are required to allow duplexes on each lot or parcel where a single-family home is allowed. “Large Cities” – those with over 25,000 residents and nearly all jurisdictions in the Portland metro urban growth boundary (UGB) – must meet the same duplex requirement as well as allow triplexes, fourplexes, townhomes, and cottage clusters in all areas that are zoned for residential use and allow single-family homes. Note that middle housing types (other than duplexes) do not have to be allowed on *every* lot or parcel that allows single-family homes, which means that larger cities maintain some discretion.

Middle housing is generally built at a similar scale as single-family homes but at higher residential densities. It provides a range of housing choices at different price points within a community.

House Bill 2003 (HB2003) envisions Oregon’s housing planning system is reformed from a singular focus (on ensuring adequate available land) to a more comprehensive approach that also achieves these critical goals: (1) support and enable the construction of sufficient units to

³¹ Single-room occupancies are residential properties with multiple single-room dwelling units occupied by a single individual. From: U.S. Department of Housing and Urban Development. (2001). *Understanding SRO*. Retrieved from: <https://www.hudexchange.info/resources/documents/Understanding-SRO.pdf>

³² Urbsworks. (n.d.). Housing Choices Guidebook: A Visual Guide to Compact Housing Types in Northwest Oregon. Retrieved from: https://www.oregon.gov/lcd/Publications/Housing-Choices-Booklet_DIGITAL.pdf

Saiz, Albert and Salazar, Arianna. (n.d.). Real Trends: The Future of Real Estate in the United States. Center for Real Estate, Urban Economics Lab.

accommodate current populations and projected household growth and (2) reduce geographic disparities in access to housing (especially affordable and publicly supported housing). In that, HB 2003 required the development of a methodology for projecting *regional* housing need and allocate that need to local jurisdictions. It also expanded local government responsibilities for planning to meet housing need by requiring cities to develop and adopt Housing Production Strategies.

Prior to the passage of these bills, Oregon developed its *2016–2020 Consolidated Plan* which includes a detailed housing needs analysis as well as strategies for addressing housing needs statewide. The plan concluded that “a growing gap between the number of Oregonians who need affordable housing and the availability of affordable homes has given rise to destabilizing rent increases, an alarming number of evictions of low- and fixed- income people, increasing homelessness, and serious housing instability throughout Oregon.” It identified the following issues that describe housing need statewide:³³

- For housing to be considered affordable, a household should pay up to one-third of their income toward rent, leaving money left over for food, utilities, transportation, medicine, and other basic necessities. Today, one in two Oregon households pays more than one-third of their income toward rent, and one in three pays more than half of their income toward rent.
- More school children are experiencing housing instability and homelessness. The rate of K–12 homeless children increased by 12% from the 2013–2014 school year to the 2014–2015 school year.
- Oregon has 28,500 rental units that are affordable and available to renters with extremely low incomes. There are about 131,000 households that need those apartments, leaving a gap of 102,500 units.
- Housing instability is fueled by an unsteady, low-opportunity employment market. Over 400,000 Oregonians are employed in low-wage work. Low-wage work is a growing share of Oregon’s economy. When wages are set far below the cost needed to raise a family, the demand for public services grows to record heights.
- Women are more likely than men to end up in low-wage jobs. Low wages, irregular hours, and part-time work compound issues.
- People of color historically constitute a disproportionate share of the low-wage work force. About 45% of Latino, and 50% of African Americans are employed in low-wage industries.
- The majority of low-wage workers are adults over the age of 20, many of whom have earned a college degree or some level of higher education.

³³ These conclusions are copied directly from the report: Oregon’s 2016–2020 Consolidated Plan. Retrieved from: <http://www.oregon.gov/ohcs/docs/Consolidated-Plan/2016-2020-Consolidated-Plan-Amendment.pdf>.

- In 2019, minimum wage in Oregon was \$11.25, compared to \$12.50 in the Portland Metro, and \$11.00 for nonurban counties.³⁴

Oregon developed its *Statewide Housing Plan* in 2018. The Plan identified six housing priorities to address in communities across the State over the 2019 to 2023 period (summarized below). In August 2020, Oregon Housing and Community Services (OHCS) released a summary of their progress.³⁵ The following section includes summaries and excerpts from their status report:

- **Equity and Racial Justice.** *Advance equity and racial justice by identifying and addressing institutional and systemic barriers that have created and perpetuated patterns of disparity in housing and economic prosperity.*

OHCS built internal organizational capacity through staff trainings on Equity and Racial Justice (ERJ) and hired an Equity, Diversity and Inclusion Manager. OHCS established a workgroup to support equity in their data system and approved an internal organizational structure to advance and support ERJ within all areas of OHCS. Now, OHCS is developing funding mechanisms to encourage culturally specific organizations to increase services to underserved communities and to increase the number and dollar amounts of contracts awarded to minority, women, and emerging small businesses (MWESBs).

- **Homelessness.** *Build a coordinated and concerted statewide effort to prevent and end homelessness, with a focus on ending unsheltered homelessness of Oregon’s children and veterans.*

The Homeless Services Section (HSS) made progress in building a foundation for planning and engagement across intersecting economic, social, and health systems. The OHCS Veteran Leadership team established recurring information-sharing sessions with federal, state, and local partners. HSS convened Oregon Homeless Management Information System (HMIS) stakeholders to build recommendations and co-construct a path toward a new HMIS implementation and data warehouse. HSS established successful workflows to analyze demographic data of people entering and exiting the homeless service system.

- **Permanent Supportive Housing.** *Invest in permanent supportive housing (PSH), a proven strategy to reduce chronic homelessness and reduce barriers to housing stability.*

OHCS funded 405 of their 1,000 PSH-unit targets. Almost half of these units were the result of the NOFA tied to the first PSH Institute cohort.

³⁴ The 2016 Oregon Legislature, Senate Bill 1532, established a series of annual minimum wage rate increases beginning July 1, 2016, through July 1, 2022. Retrieved from: <https://www.oregon.gov/boli/whd/omw/pages/minimum-wage-rate-summary.aspx>

³⁵ This section uses many direct excerpts from the OHCS Statewide Housing Plan Year One Summary August 2020 Report to HSC. Oregon Statewide Housing Plan, Status Reports. <https://www.oregon.gov/ohcs/Documents/swhp/SWHP-Report-Y1-Summary.pdf>

- **Affordable Rental Housing.** *Work to close the affordable rental housing gap and reduce housing cost burden for low-income Oregonians.*

OHCS implemented a new electronic application and widespread adoption of system work modules. They also established a capacity building team to assess and recommend opportunities for growth in their development priorities and began training and technical assistance to potential PSH and rural developers. OHCS increased their units by 8,408 representing 22.8% of their 25,000 unit 5-year target.

- **Homeownership.** *Provide more low- and moderate-income Oregonians with the tools to successfully achieve and maintain homeownership, particularly in communities of color.*

OHCS pursued a strategy to align programs with the needs of communities of color, improved their Homeownership Center framework and Down Payment Assistance product, began developing their TBA program and focused on low-cost homeownership through manufactured housing. Additionally, they began developing the Restore Health and Safety program and reopening the Oregon Homeownership Stabilization Initiative (OHSI) program. OHCS also supported the Joint Task Force on Racial Equity in Homeownership and advocating for additional funds to support communities of color. OHCS provided 678 mortgage lending products of their 6,500 5-year goal with 170 products going to households of color.

- **Rural Communities.** *Change the way OHCS does business in small towns and rural communities to be responsive to the unique housing and service needs and unlock the opportunities for housing development.*

OHCS focused on developing a better understanding of rural community needs and increasing rural capacity to build more affordable housing. OHCS hired a full-time capacity building analyst who has conducted outreach to key stakeholders across the state representing rural communities and developed a strategy to address those needs. OHCS has funded 532 units in rural communities, out of a total of 2,543 units in the 5-year goal (21% of target).

Regional and Local Demographic Trends May Affect Housing Need in Ashland

Demographic trends that might affect the key assumptions used in the baseline analysis of housing need are (1) the aging population, (2) changes in household size and composition, and (3) increases in diversity.

An individual's housing needs change throughout their life, with changes in income, family composition, and age. The types of housing needed by a 20-year-old college student differ from the needs of a 40-year-old parent with children, or an 80-year-old single adult. As Ashland's population ages, different types of housing will be needed to accommodate older residents. The housing characteristics by age data below reveal this cycle in action in Ashland.

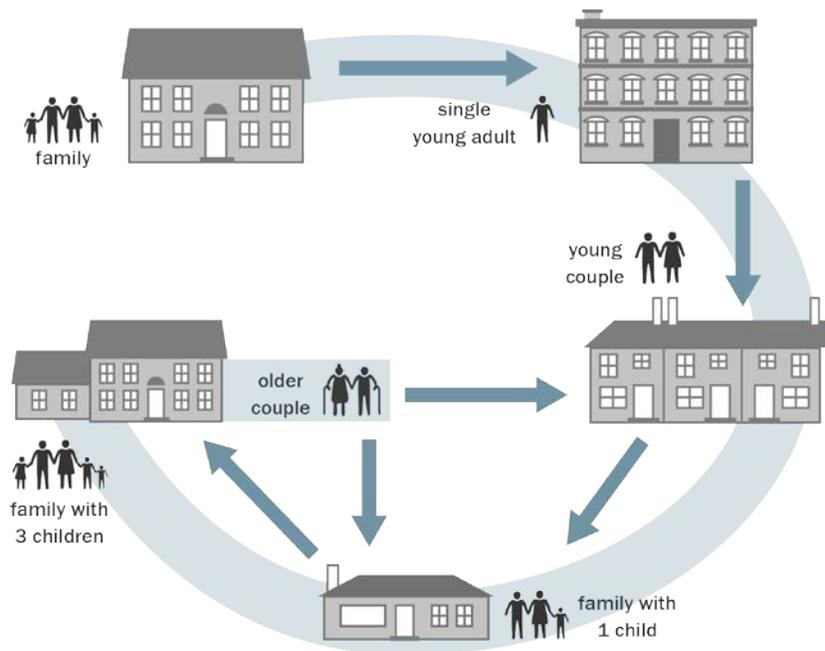
Housing needs and preferences change in predictable ways over time, such as with changes in marital status and size of family. Changes in income, which changes over a person's life with age, strongly influence the types of housing selected.

Families of different sizes need different types of housing. Changes in income is also a key factor in housing demand.

This graphic illustrates an example of changes in housing needs across a person's life.

Exhibit 20. Effect of Demographic Changes on Housing Need

Source: ECONorthwest, adapted from Clark, William A.V. and Frans M. Dieleman. 1996. Households and Housing. New Brunswick, NJ: Center for Urban Policy Research.



Growing Population

Ashland’s population growth will drive future demand for housing in the City over the planning period.

Exhibit 21 shows that Ashland’s population (within its city limits) grew by 8% between 2000 and 2020. Ashland added 1,583 new residents, at an average annual growth rate of 0.4%.

Exhibit 22 shows that the population within Ashland UGB is also forecast to grow over the planning period (2021-2041). The official population forecast, from the Oregon Population Forecast Program, finds that Ashland will add 1,691 people, at an average annual growth rate of 0.37%.

Exhibit 21. Population, Ashland, Jackson County, Oregon, U.S., 2000, 2010, and 2020

Source: U.S. Decennial Census and Portland State University, Census World Clock, and Population Research Center.

				Change 2000 to 2020		
	2000	2010	2020	Number	Percent	AAGR
U.S.	281,421,906	308,745,538	330,034,257	48,612,351	17%	0.8%
Oregon	3,421,399	3,831,074	4,268,055	846,656	25%	1.1%
Jackson County	181,269	203,206	223,240	41,971	23%	1.0%
Ashland	19,522	20,078	21,105	1,583	8%	0.4%

Ashland’s population within its urban growth boundary is projected to grow by over 1,691 people between 2021 and 2041, at an average annual growth rate of 0.37%.³⁶

Exhibit 22. Forecast of Population Growth, Ashland UGB, 2021 to 2041

Source: Oregon Population Forecast Program, Portland State University, Population Research Center, 2018.

21,936	23,627	1,691	8% increase
Residents in 2021	Residents in 2041	New residents 2021 to 2041	0.37% AAGR

³⁶ This forecast of population growth is based on Ashland UGB’s official population forecast from the Oregon Population Forecast Program. ECONorthwest extrapolated the population forecast for 2020 (to 2021) and 2040 (to 2041) based on the methodology specified in the following file (from the Oregon Population Forecast Program website): http://www.pdx.edu/prc/sites/www.pdx.edu/prc/files/Population_Interpolation_Template.xlsx

Aging Population

This section shows two key characteristics of Ashland’s population, with implications for future housing demand in Ashland:

- **Seniors.** Ashland has a larger share of people over 60 years old compared to Jackson County and Oregon. As Ashland’s senior population grows, it will have increasing demand for housing that is suitable for elderly residents.

Demand for housing for seniors will grow over the planning period, as the baby boomers continue to age and retire. The Jackson County forecast share of residents aged 60 years and older will account for 32% of its population in 2040, up from 30% in 2020.

The impact of growth in seniors in Ashland will depend, in part, on whether older people already living in Ashland continue to reside there as they retire. National surveys show that, in general, most retirees prefer to age in place by continuing to live in their current home and community as long as possible.³⁷

Growth in the number of seniors will result in demand for housing types specific to seniors, such as small and easy-to-maintain dwellings, assisted living facilities, or age-restricted developments. Senior households will make a variety of housing choices, including remaining in their homes as long as they are able, downsizing to smaller single-family homes (detached and attached) or multifamily units, or moving into group housing (such as assisted living facilities or nursing homes), as their health declines. The challenges aging seniors face in continuing to live in their community include changes in healthcare needs, loss of mobility, the difficulty of home maintenance, financial concerns, and increases in property taxes.³⁸

Ashland has a smaller share of younger people than Jackson County and Oregon.

About 19% of Ashland’s population is under 20 years old, compared to 23% of Jackson County’s population and 24% of Oregon’s population. By 2040, the millennial generation will be about 40 to 60 years of age and Generation Z will be between 25 and 40 years old. The forecast for Jackson County shows a decrease in millennials and Generation Z as a percent of overall population from about 46% of the population in 2020 to about 41% of the population in 2040.

Millennials and Generation Z will be drivers in housing need over the planning period. Ashland’s ability to attract people in these age groups will depend, in large part, on whether the city has opportunities for housing that both appeals to and is affordable to millennials and Generation Z, as well as jobs that allow younger people to live and work in Ashland.

³⁷ A survey conducted by the AARP indicates that 90% of people 50 years and older want to stay in their current home and community as they age. See <http://www.aarp.org/research>.

³⁸ “Aging in Place: A toolkit for Local Governments” by M. Scott Ball.

In the near-term, millennials and Generation Z may increase demand for rental units. Research suggests that millennials' housing preferences may be similar to the baby boomers, with a preference for smaller, less costly units. Surveys about housing preference suggest that millennials want affordable single-family homes in areas that offer transportation alternatives to cars, such as suburbs or small cities with walkable neighborhoods.³⁹ Little information is available about the effect that Generation Z will have on the housing market and their future housing preferences.

A survey of people living in the Portland region shows that millennials prefer single-family detached housing. The survey finds that housing price is the most important factor in choosing housing for younger residents.⁴⁰ The survey results suggest millennials are more likely than other groups to prefer housing in an urban neighborhood or town center. While this survey is for the Portland region, it shows similar results to national surveys and studies about housing preference for millennials.

Growth in millennials and Generation Z in Ashland will result in increased demand for both affordable single-family detached housing (such as small single-family detached units like cottages), middle-income housing types (such as townhouses, duplexes, triplexes, and quadplexes), and multifamily housing. One of the barriers to household formation and homeownership for these groups is potential for greater levels of debt than the baby boomers or Generation X, which may delay household formation and delay or prevent some from becoming homeowners. Over the long-term, growth in these groups will result in increased demand for both ownership and rental opportunities, with an emphasis on housing that is comparatively affordable. There is potential for attracting new residents to housing in Ashland's commercial areas, especially if the housing is relatively affordable and located in proximity to services.

³⁹ The American Planning Association, "Investing in Place; Two generations' view on the future of communities." 2014.

"Access to Public Transportation a Top Criterion for Millennials When Deciding Where to Live, New Survey Shows," Transportation for America.

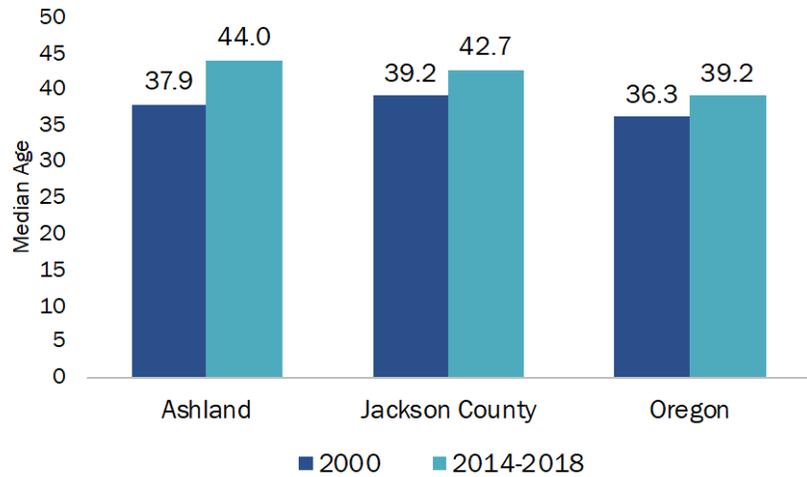
"Survey Says: Home Trends and Buyer Preferences," National Association of Home Builders International Builders

⁴⁰ Davis, Hibbits, & Midghal Research, "Metro Residential Preference Survey," May 2014.

From 2000 to 2014-2018, Ashland's median age increased from 37.9 to 44 years.

Exhibit 23. Median Age, Ashland, Jackson County, and Oregon, 2000 to 2014-2018

Source: U.S. Census Bureau, 2000 Decennial Census Table B01002, 2014-2018 ACS, Table B01002.

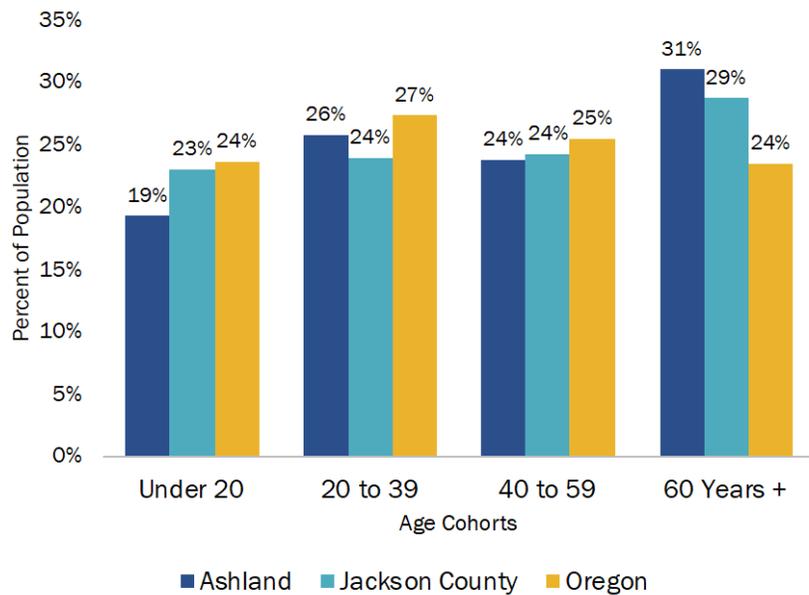


In the 2014-2018 period, 50% of Ashland's residents were between the ages of 20 and 59 years.

Ashland had a larger share of people over the age of 60 than the county and state and a smaller share residents under the age of 20.

Exhibit 24. Population Distribution by Age, Ashland, Jackson County, and Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS, Table B01001.



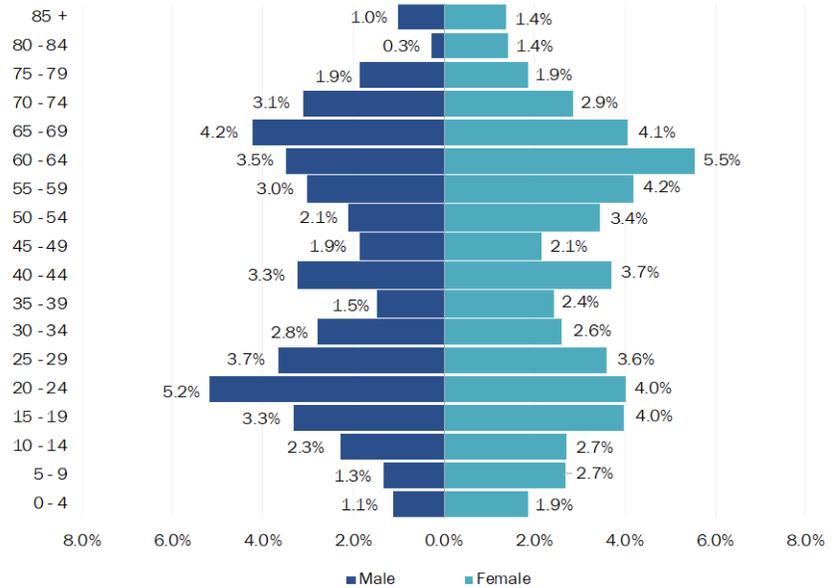
Ashland has a larger female population, compared to the county average and they are generally older than males in the city.

About 54% of Ashland's population is female, compared to 51% of Jackson County's population.

On average, Ashland's female population is older than the male population. About 31% of Ashland's population is females over 40 years old, compared to 24% of the city's male population in this age category.

Exhibit 25. Population by Age and Sex, Ashland, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS, Table S0101.

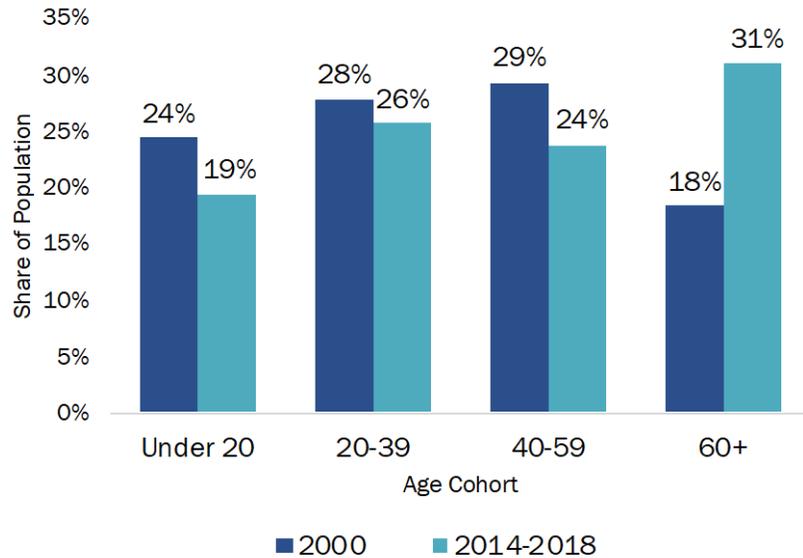


Between 2000 and the 2014-2018 period, the population aged 60 and older grew the most.

In this time, those aged 60 years and older grew by 2,909 people (from 3,509 people in 2000 to 6,499 people in 2018).

Exhibit 26. Population Growth by Age, Ashland, 2000 to 2014-2018

Source: U.S. Census Bureau, 2000 Decennial Census Table P012 and 2014-2018 ACS, Table B01001.



By 2040, Jackson County's population over 60 years old is forecast to grow 27%. This is an increase in 18,458 people.

Exhibit 27. Fastest-growing Age Groups, Jackson County, 2020 to 2040

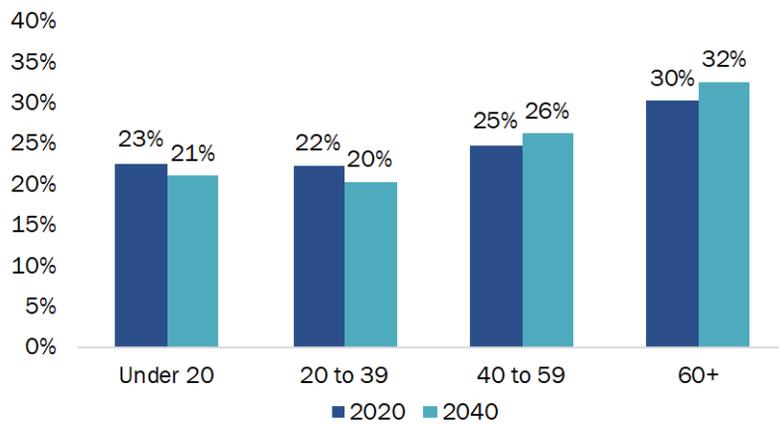
Source: PSU Population Research Center, Jackson County Forecast, June 2017.

11%	8%	25%	27%
5,363 People	4,211 People	13,901 People	18,458 People
Under 20	20-39 Yrs	40-59 Yrs	60+ Yrs

By 2040, Jackson County residents 60 years of age and older are forecast to comprise 32% of the total population, up from 30% in 2020.

Exhibit 28. Population Growth by Age Group, Jackson County, 2020 and 2040

Source: PSU Population Research Center, Jackson County Forecast, June 2017.



Increased Ethnic Diversity

The number of Latino residents increased in Ashland, by 714 people, from 2000 to the 2014-2018 period. The U.S. Census Bureau forecasts that at the national level, the Latino population will continue growing faster than most other non-Latino populations between 2020 and 2040. The Census forecasts that the Latino population in the U.S. will increase 93%, from 2016 to 2060, and foreign-born Latino populations will increase by about 40% in that same time.⁴¹

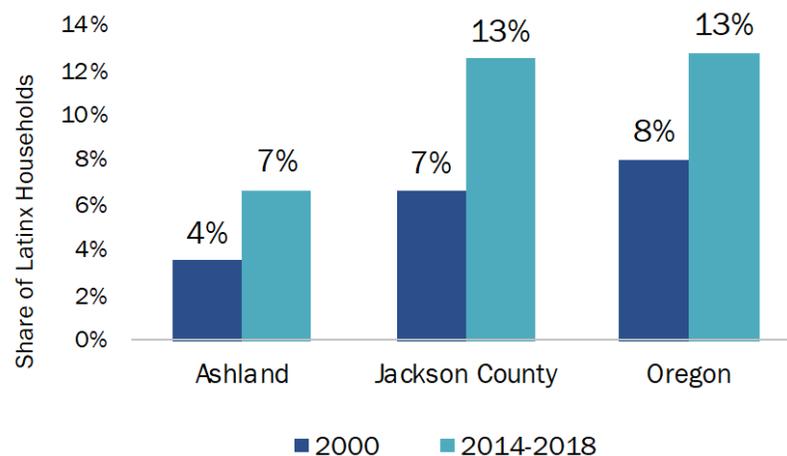
Continued growth in the Latino population may affect Ashland's housing needs in a variety of ways. Growth in first and, to a lesser extent, second and third generation Latino immigrants, will increase demand for larger dwelling units to accommodate the, on average, larger household sizes for these households. In that, Latino households are twice as likely to include multiple generations households than the general populace.⁴² As Latino households change over generations, household size typically decreases, and housing needs become similar to housing needs for all households.

According to the *State of Hispanic Homeownership* report from the National Association of Hispanic Real Estate Professionals:⁴³ the Latino population accounted for 31% of the nation's new households in 2019, up 2.8 percentage points from 2017. The rate of homeownership for Latino households increased from 45.6% in 2015 to 47.5% in 2019. In that time, Latino households were the only demographic that increased their rate of homeownership.

The share of Ashland's households that identified as Latino increased between 2000 and 2014-2018.

However, Ashland was less ethnically diverse than both Jackson County and Oregon in 2000 and in the 2014-2018 period.

Exhibit 29. Latino Population as a Percent of the Total Population, Ashland, Jackson County, Oregon, 2000 and 2014-2018
Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2014-2018 ACS Table B03002.



⁴¹ U.S. Census Bureau, *Demographic Turning Points for the United States: Population Projections for 2020 to 2060*.

⁴² Pew Research Center. (2013). *Second-Generation Americans: A Portrait of the Adult Children of Immigrants*. National Association of Hispanic Real Estate Professionals (2019). *2019 State of Hispanic Homeownership Report*.

⁴³ National Association of Hispanic Real Estate Professionals (2019). *2019 State of Hispanic Homeownership Report*.

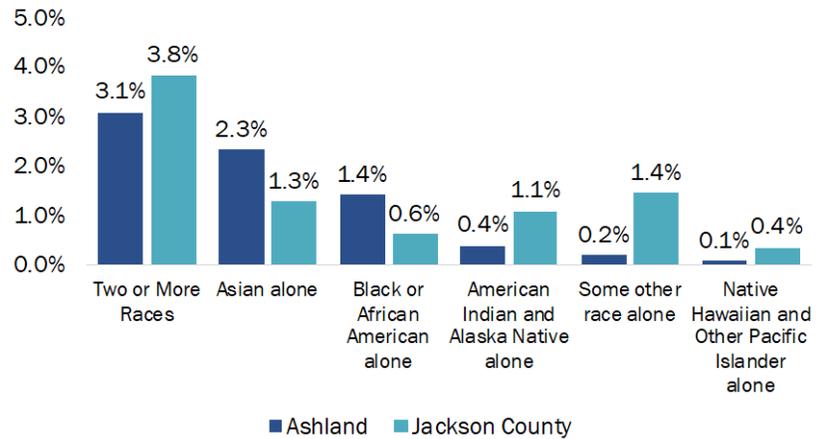
Racial Diversity

While the majority of Ashland’s population is White, Ashland has residents of many races, as shown in Exhibit 30, consistent with Jackson County’s population.

About 92% of Ashland’s population was White in 2014-2018. The largest communities of color were people from two or more races, Asians, and Blacks.

Exhibit 30. Non-White Population by Race as a Percent of Total Population, Ashland and Jackson County, 2014–2018

Source: U.S. Census Bureau, 2000 Decennial Census Table P008, 2014–2018 ACS Table B02001.



Household Size and Composition

Ashland’s household composition shows that households in Ashland are different compared households in Jackson County and Oregon. In that, over half of Ashland’s households (53%) are comprised of non-family households (i.e., one-person households or two or more unrelated people living together), compared to 36% in Jackson County and 37% in Oregon. On average, Ashland’s households are smaller than Jackson County’s and Oregon’s households.

Ashland’s average household size was smaller than Jackson County and Oregon’s.

Exhibit 31. Average Household Size, Ashland, Jackson County, and Oregon, 2014-2018

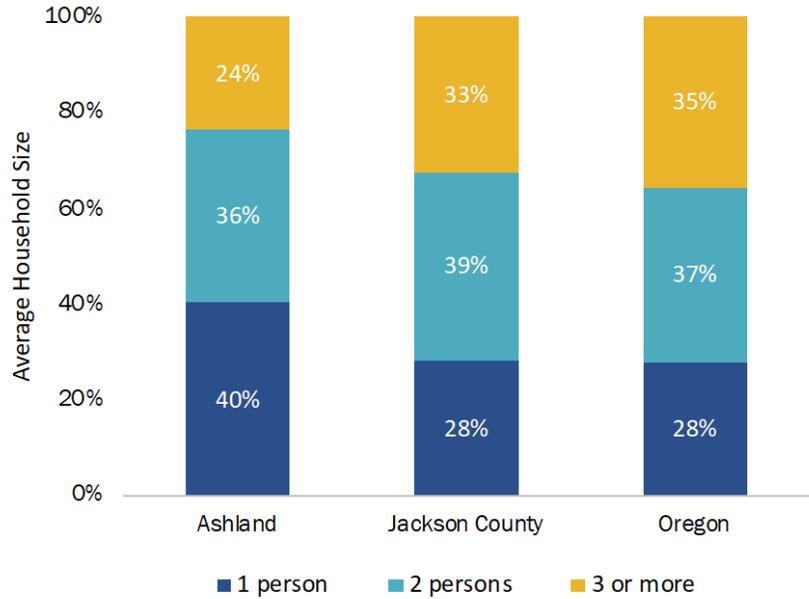
Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B25010.



Ashland had a larger share of one-person households compared to the County and State.

Exhibit 32. Household Size, Ashland, Jackson County, and Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B25010.

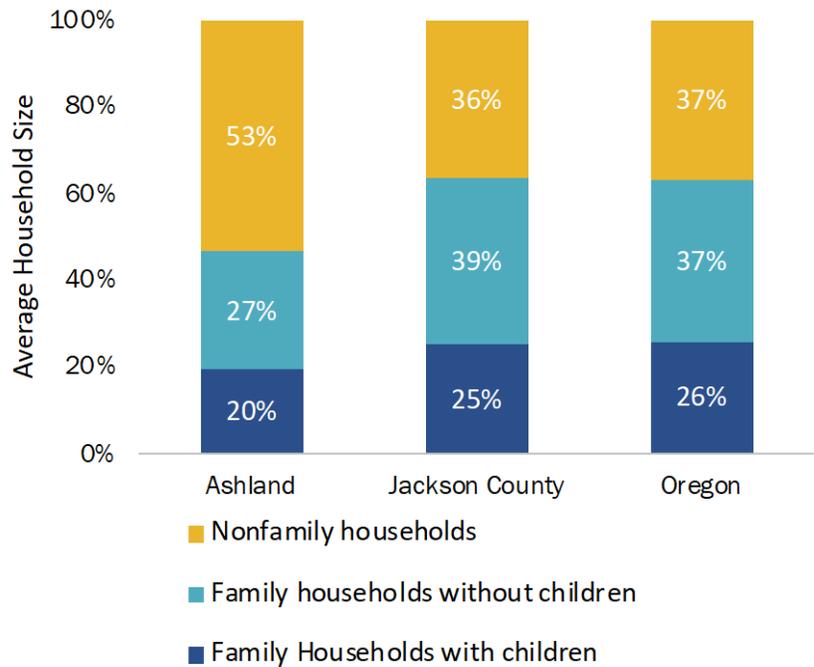


Ashland had a larger share of nonfamily households than Jackson County and Oregon.

About 20% of Ashland households were family households with children, compared with 25% of Jackson County households and 26% of Oregon households.

Exhibit 33. Household Composition, Ashland, Jackson County, Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table DP02.



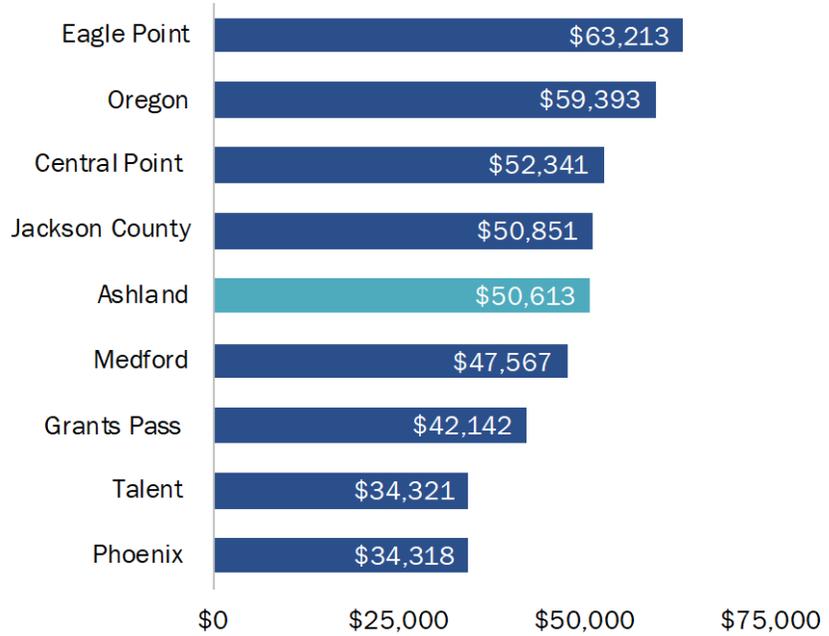
Income of Ashland Residents

Income is one of the key determinants in housing choice and households' ability to afford housing. Income for residents living in Ashland is lower than the Jackson County median household income and Oregon median household income.

In the 2014-2018 period, Ashland's median household income (\$50,613) was similar to the counties, but about \$8,700 less than the state's median household income (MHI).

Exhibit 34. Median Household Income, Ashland, Jackson County, Oregon, and Comparison Cities, 2014-2018

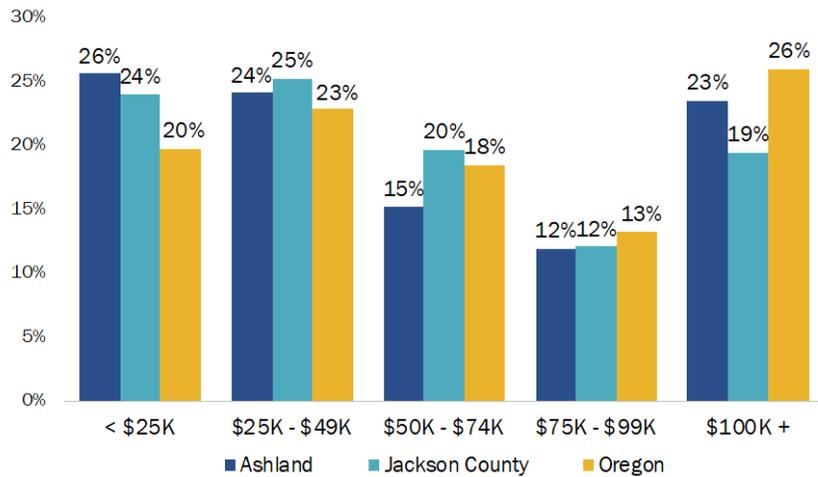
Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B19013.



In the 2014-2018 period, about 50% of Ashland's households earned less than \$50,000 per year, compared to 49% of Jackson County's households and 42% of Oregon's households.

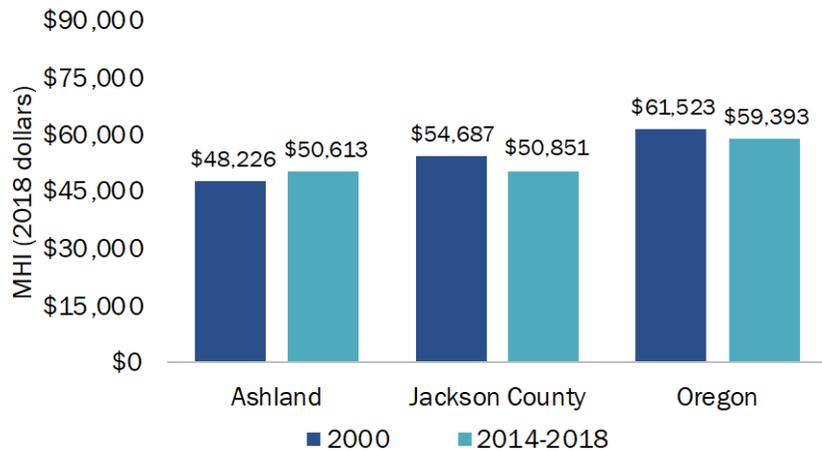
Exhibit 35. Household Income, Ashland, Jackson County, and Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B19001.



From 2000 to the 2014-2018 period, and after adjusting for inflation, Ashland's median household income (MHI) increased by 5% or about \$2,400.

Exhibit 36. Change in Median Household Income (2018 inflation-adjusted), Ashland, Jackson County, Oregon, 2000 to 2014-2018, Source: U.S. Census Bureau, 2000 Decennial Census, Table HCT012; 2014-2018 ACS 5-year estimate, Table B25119.



Earnings for females in Ashland were lower than for males, consistent with countywide averages.

Females in Ashland had average earnings that were 78% of male earnings, compared to 75% for the county average

Exhibit 37. Mean Earnings in the Last Year by Sex (2018 dollars), Ashland, Jackson County, Oregon, 2014-2018,

Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table S2001.

Estimate	Jackson County		Ashland	
	Male	Female	Male	Female
Mean Earnings (Full-time, year-round workers)	\$60,054	\$45,324	\$77,583	\$60,786

Commuting Trends

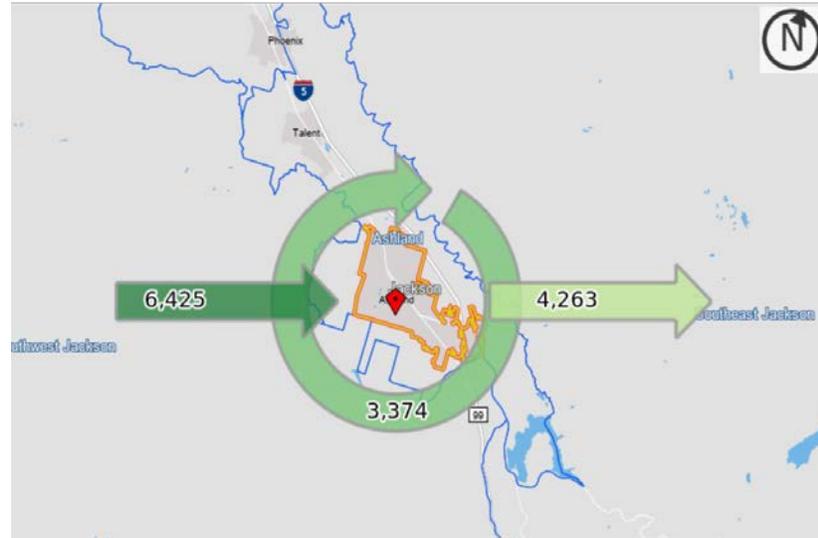
Ashland is part of the complex, interconnected economy of Southern Oregon. Of the more than 9,799 people who work in Ashland, 66% of workers commuted into Ashland from other areas, most notably Medford. More than 4,000 residents of Ashland commute out of the city for work, many of them to Medford.

About 6,400 people commuted into Ashland for work and more than 4,200 people living in Ashland commuted out of the city for work.

About 3,400 people lived and worked in Ashland.

Exhibit 38. Commuting Flows, Ashland, 2017

Source: U.S. Census Bureau, Census On the Map.



About 34% of people who worked at businesses in Ashland also lived in Ashland.

Exhibit 39. Places Where Workers at Businesses in Ashland Lived, 2017

Source: U.S. Census Bureau, Census On the Map.



About 44% of Ashland residents worked in Ashland.

Exhibit 40. Places Where Ashland Residents were Employed, 2017

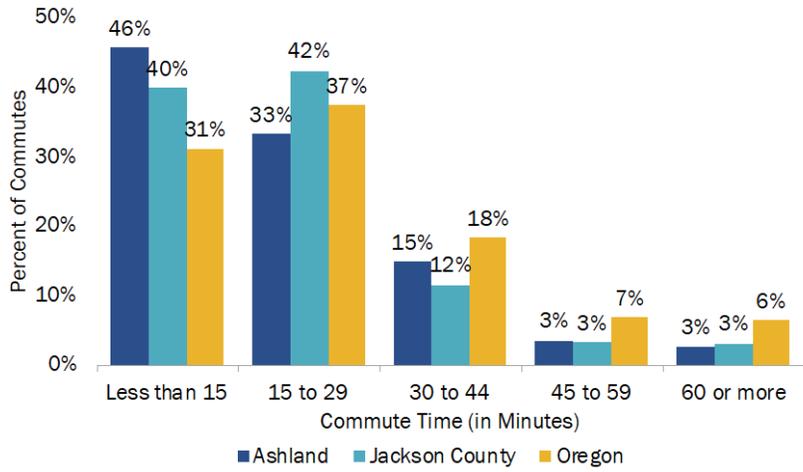
Source: U.S. Census Bureau, Census On the Map.



Almost half of Ashland residents (46%) had a commute time that took less than 15 minutes.

Exhibit 41. Commute Time by Place of Residence, Ashland, Jackson County, Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B08303.



Populations with Special Needs

People Experiencing Homelessness

Gathering reliable data from individuals experiencing homelessness is difficult precisely because they are unstably housed. People can cycle in and out of homelessness and move around communities and shelters. Moreover, the definition of homelessness can vary between communities. Individuals and families temporarily living with relatives or friends are insecurely housed, but they are often neglected from homelessness data. Even if an individual is identified as lacking sufficient housing, they may be reluctant to share information. As a result, information about people experiencing homelessness in Ashland is not readily available.

This section presents information about people experiencing homelessness in Jackson County based on the following sources of information:

- **Point-in-Time (PIT) count:** The PIT count is a snapshot of individuals experiencing homelessness on a single night in a community. It records the number and characteristics (e.g., race, age, veteran status) of people who live in emergency shelters, transitional housing, rapid re-housing, Safe Havens, or PSH; as well as recording those who are unsheltered. HUD requires that communities and Continuums of Care (CoC) perform the PIT count during the last ten days of January on an annual basis for sheltered people and on a biennial basis for unsheltered people. Though the PIT count is not a comprehensive survey, it serves as a measure of homelessness at a given point of time and is used for policy and funding decisions.
- **McKinney Vento data:** The McKinney Vento Homeless Assistance Act authorized, among other programs, the Education for Homeless Children and Youth (EHCY) Program to support the academic progress of children and youths experiencing homelessness. The U.S. Department of Education works with state coordinators and local liaisons to collect performance data on students experiencing homelessness. The data records the number of school-aged children who live in shelters or hotels/motels and those who are doubled up, unsheltered, or unaccompanied. This is a broader definition of homelessness than that used in the PIT.

Although these sources of information are known to undercount people experiencing homelessness, they are consistently available for counties in Oregon.

Jackson County's Point-in-Time Homeless count increased by 5% from 2015 to 2019.

Exhibit 42. Number of Persons Homeless, Jackson County, Point-in-Time Count, 2015, 2017, and 2019

Source: Oregon Housing and Community Services.

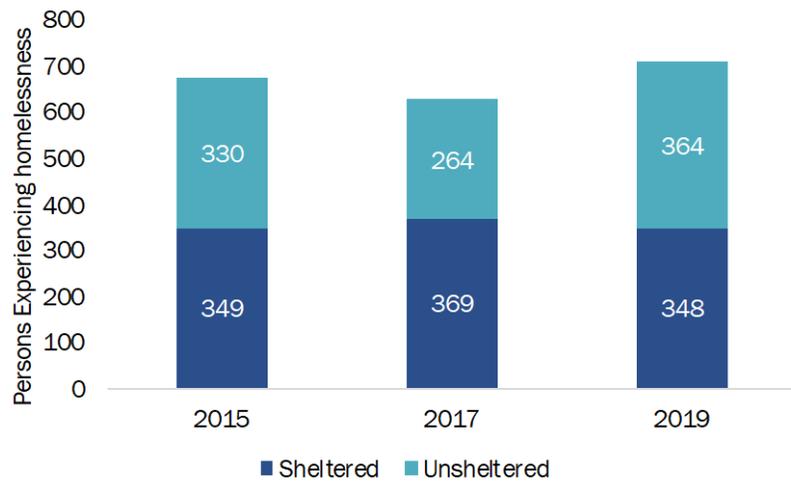
679 Persons
2015

633 Persons
2017

712 Persons
2019

Between 2015 and 2019, the number of persons that experienced sheltered homelessness stayed about the same while the number of persons that experienced unsheltered homelessness increased by about 10%.

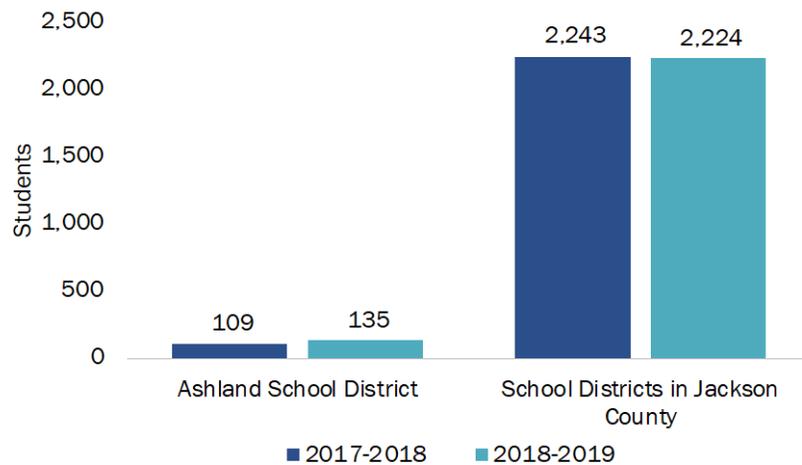
Exhibit 43. Number of Persons Homeless by Living Situation, Jackson County, Point-in-Time Count, 2015, 2017, and 2019
Source: Oregon Housing and Community Services.



About 135 students in the Ashland School District experiences homelessness in the 2018-2019 school year.

Jackson County comprises eight school districts. Of the total student population experiencing homelessness in these districts, 6% attended the Ashland School District in the 2018-2019 school year.

Exhibit 44. Number of Students Homeless by Living Situation, School District, 2017-2018 and 2018-2019
Source: McKinney Vento, 2017-18 and 2018-19 Homeless Student Data.

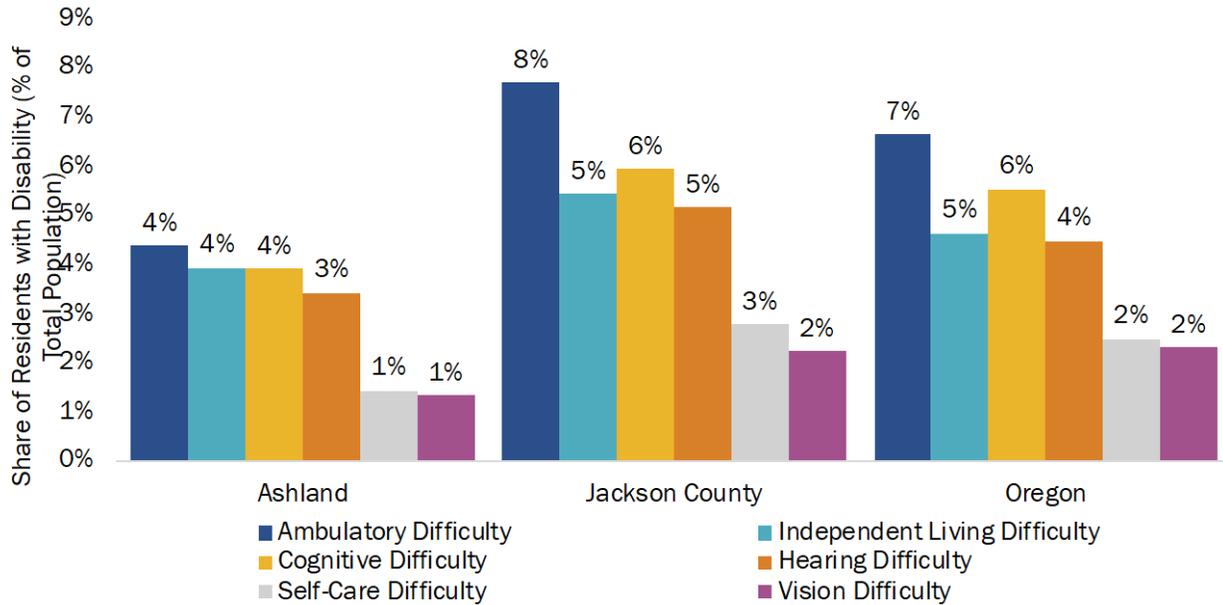


People with Disabilities

Exhibit 45 presents data on the share of residents living with disabilities in Ashland, Jackson County, and Oregon. Persons with disabilities often require special housing accommodations such as single-story homes or ground floor dwelling units, unit entrances with no steps, wheel in showers, widened doorways, and other accessibility features. Limited supply of these housing options poses additional barriers to housing access for these groups.

Exhibit 45. Persons Living with a Disability by Type and as a Percent of Total Population, Ashland, Jackson County, Oregon, 2014-2018

Source: U.S. Census Bureau 2014-2018 ACS, Table S1810_C02.



Regional and Local Trends Affecting Affordability in Ashland

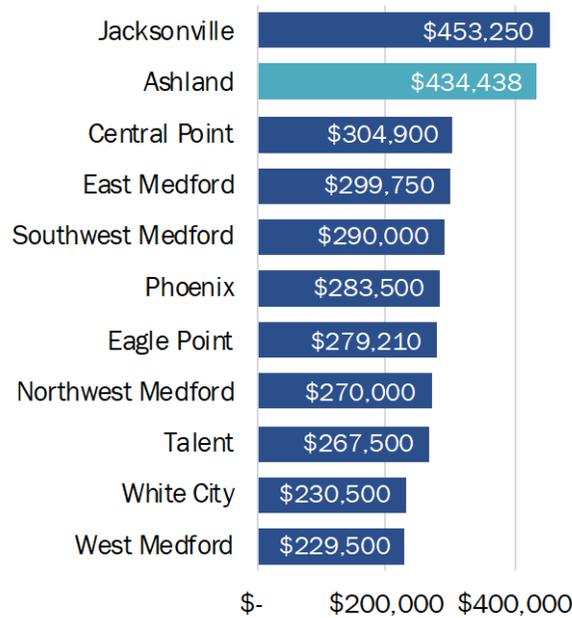
This section describes changes in sales prices, rents, and housing affordability in Ashland, compared to cities and submarkets in Southern Oregon, as well as Jackson County and Oregon.

Changes in Housing Costs

Ashland’s median home sales price was higher than most other Southern Oregon submarkets.

Exhibit 46. Median Home Sales Price, Ashland and Comparison Cities, August-October 2020

Source: Southern Oregon Multiple Listing Service.



Since 2017, the median price of a home in Ashland typically stayed above \$400,000.

Exhibit 47. Median Home Sales Price, Ashland and Comparison Cities, 2017 through 2020

Source: Southern Oregon Multiple Listing Service.

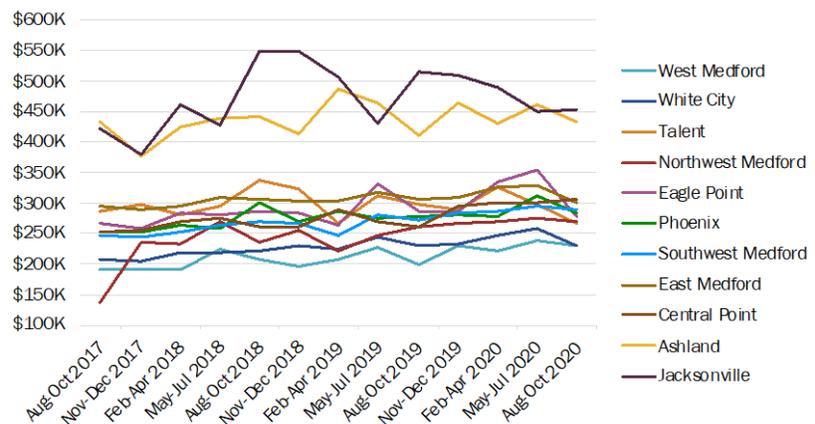
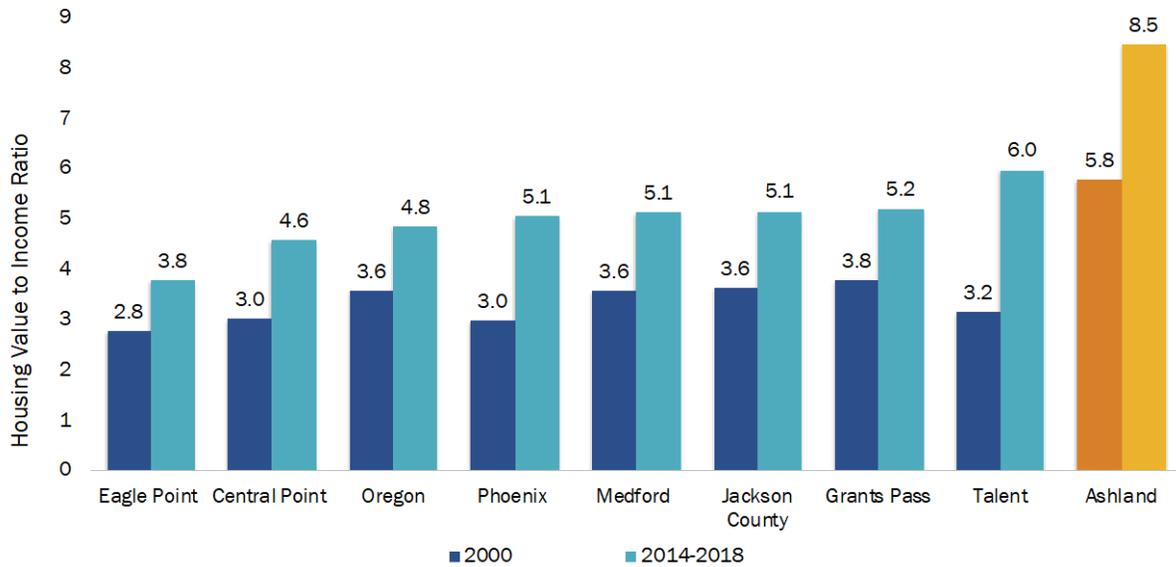


Exhibit 48 shows that, since 2000, housing costs in Ashland have increased faster than incomes, and to a greater degree than in Jackson County and Oregon. The household reported median value of a house in Ashland was 5.8 times the median household income (MHI) in 2000, and 8.5 times MHI in the 2014-2018 period. Decline of housing affordability was also more extreme in Ashland compared to other cities within the region.

Exhibit 48. Ratio of Median Housing Value to Median Household Income, Ashland, Jackson County, Oregon, and Comparison Cities, 2000 to 2014-2018⁴⁴

Source: U.S. Census Bureau, 2000 Decennial Census, Tables HCT012 and H085, and 2014-2018 ACS, Tables B19013 and B25077.



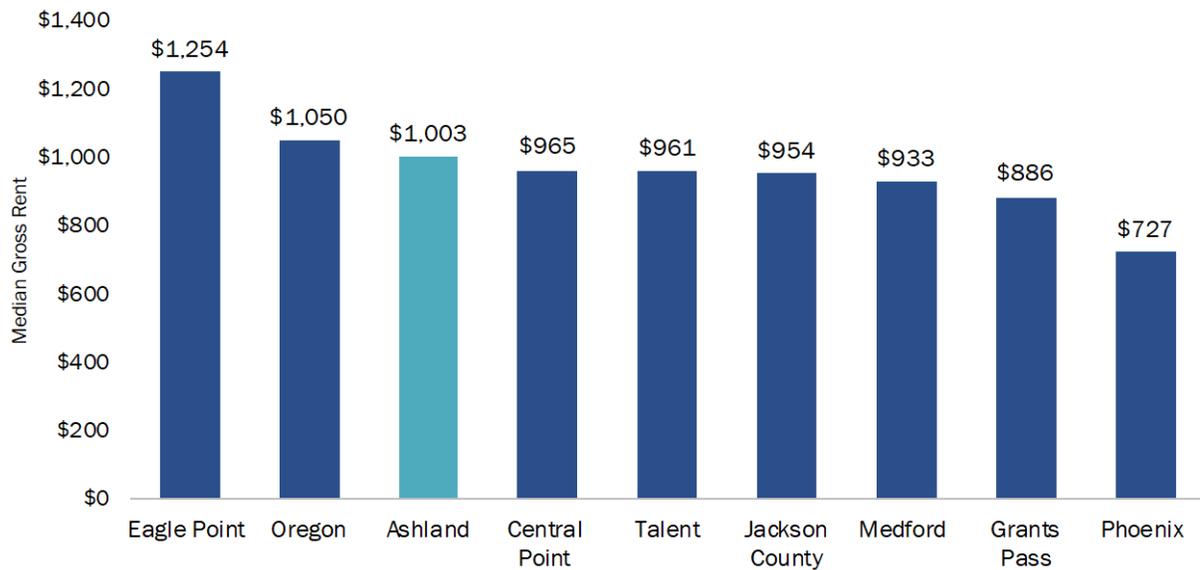
⁴⁴ This ratio compares the median value of housing in Ashland (and other places) to the median household income. Inflation-adjusted median owner values in Ashland increased from \$278,840 in 2000 to \$4,28,100 in 2014-2018. Over the same period, inflation-adjusted median income increased from \$48,226 to \$50,613.

Rental Costs

Rent costs in Ashland are higher than average for Jackson County. The following charts show gross rent (which includes the cost of rent plus utilities). Exhibit 49 shows that the median gross rent in Ashland was \$1,003 in the 2014-2018 period. However, in a review of currently available rental properties as of December 2020, the typical rent for a two-bedroom unit ranged from \$1,145 to \$1,560 and the typical rent for a three-bedroom unit ranged from \$1,595 to \$1,995 (CPM Real Estate Services).

Exhibit 49. Median Gross Rent, Ashland, Jackson County, Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS 5-year estimate, Table B25064.



About 52% of renters in Ashland paid less than \$1,000 per month.

About 32% of Ashland's renters paid \$1,250 or more in gross rent per month.

Exhibit 50. Gross Rent, Ashland, Jackson County, Oregon, 2014-2018

Source: U.S. Census Bureau, 2014-2018 ACS Table B25063.

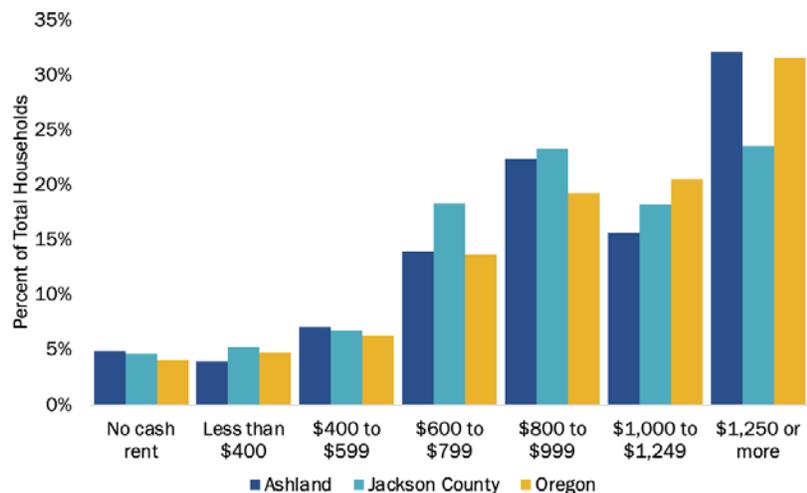


Exhibit 51 shows asking rent for multifamily housing in Ashland based on CoStar data. Additional research shows that asking rents for currently available rental properties in Ashland in December 2020 were \$1,145 to \$1,560 for a 2-bedroom unit and \$1,595 to \$1,995 for a 3-bedroom unit.⁴⁵

The average asking price per multifamily unit in Ashland has increased steadily over the past few years after dropping slightly in 2015.

Between 2015 and 2019, Ashland’s average multifamily asking rent increased by about \$95, from \$701 per month to \$796 per month.

Exhibit 51. Average Multifamily Asking Rent per Unit, Ashland, 2010 through 2019

Source: CoStar.

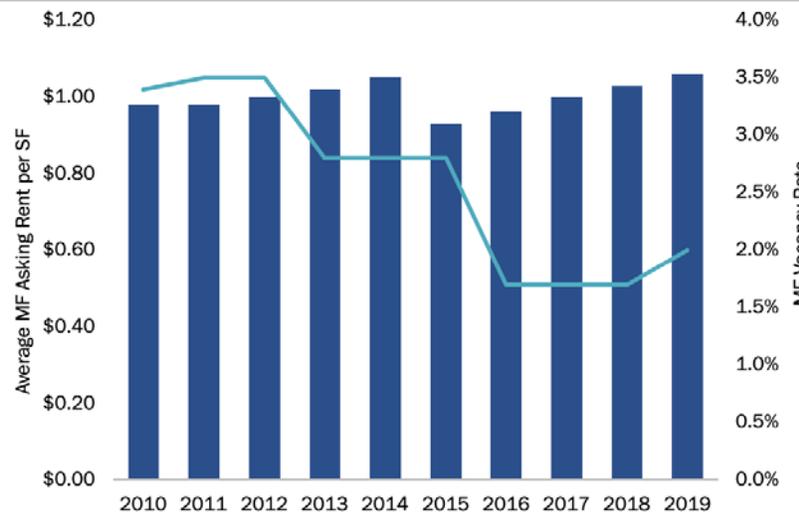


In 2019, Ashland’s average multifamily asking rent was \$1.06 per square foot, up from \$0.93 per square foot in 2015.

In this time, Ashland’s multifamily vacancy rate decreased from 2.8% in 2015 to 2.0% in 2019.

Exhibit 52. Average Multifamily Asking Rent per Square Foot and Average Multifamily Vacancy Rate, Ashland, 2010 through 2019

Source: CoStar.



⁴⁵ CMP Real Estate Services, Inc., December 2020.

Housing Affordability

A typical standard used to determine housing affordability is that a household should pay no more than a certain percentage of household income for housing, including payments and interest or rent, utilities, and insurance. The Department of Housing and Urban Development's guidelines indicate that households paying more than 30% of their income on housing experience "cost burden," and households paying more than 50% of their income on housing experience "severe cost burden." Using cost burden as an indicator is one method of determining how well a city is meeting the Goal 10 requirement to provide housing that is affordable to all households in a community.

About 45% of Ashland's households are cost burdened and 24% are severely cost burdened. About 63% of renter households are cost burdened, compared with 31% of homeowners. About 27% of households in Ashland are rent burdened households.⁴⁶ Overall, Ashland has a slightly larger share of cost-burdened households than Jackson County and Oregon.

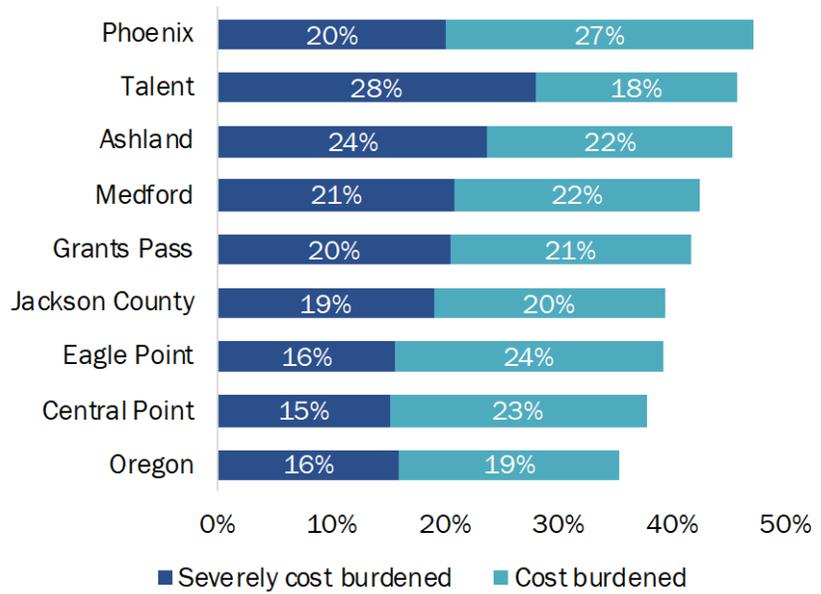
The information in this section does not reflect the impact of the Almeda wildfire, with destroyed more than 2,500 dwelling units located between Ashland and Medford. Many of these dwelling units were relatively affordable, such as manufactured housing. The loss of this housing decreased the supply of affordable housing and increases need for it, within the region and within Ashland.

⁴⁶ Cities with populations >10,000 are required, per HB 4006, to assess "rent burden" if more than 50% of renters are cost burdened. In Ashland as of the 2014-2018 period, 63% of total renters were cost burdened.

Overall, about 46% of all households in Ashland were cost burdened.

Exhibit 53. Housing Cost Burden, Ashland, Jackson County, Oregon, and Comparison Cities, 2014-2018

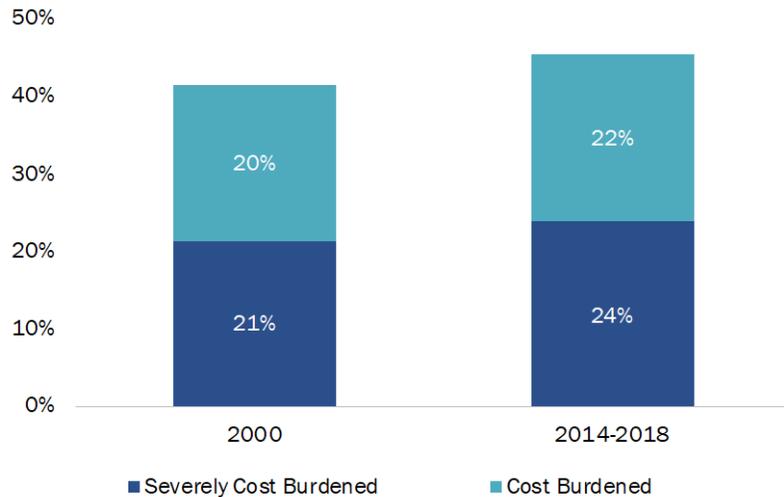
Source: U.S. Census Bureau, 2014-2018 ACS Tables B25091 and B25070.



From 2000 to the 2014-2018 period, the number of cost-burdened and severely cost-burdened households increased slightly.

Exhibit 54. Change in Housing Cost Burden, Ashland, 2000 to 2014-2018

Source: U.S. Census Bureau, 2000 Decennial Census, Tables H069 and H094 and 2014-2018 ACS Tables B25091 and B25070.

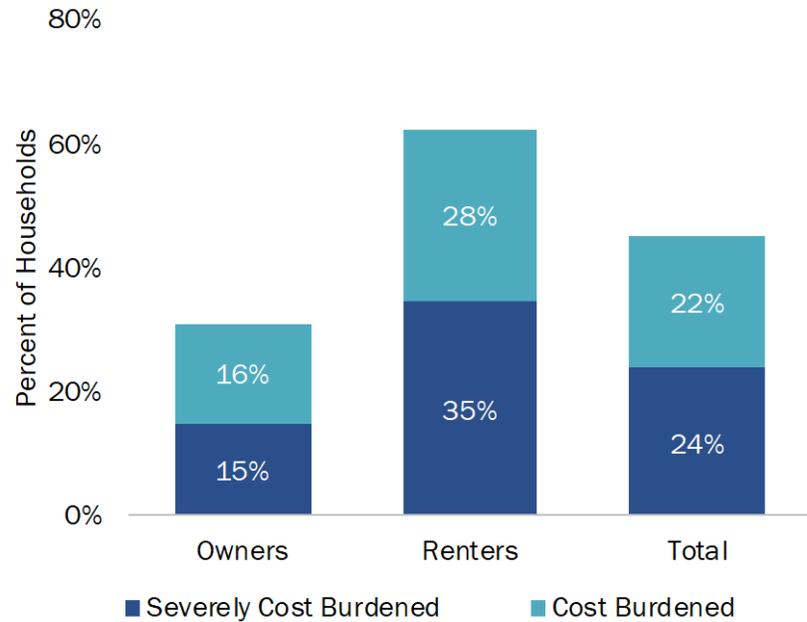


Renters were much more likely to be cost burdened than homeowners in Ashland.

In the 2014-2018 period, about 63% of Ashland’s renters were cost burdened or severely cost burdened, compared to 31% of homeowners.

About 35% of Ashland’s renters were severely cost burdened, meaning they paid 50% or more of their gross income on housing costs.

Exhibit 55. Housing Cost Burden by Tenure, Ashland, 2014-2018
Source: U.S. Census Bureau, 2014-2018 ACS Tables B25091 and B25070.



Nearly all of Ashland’s renter households earning less than \$20k per year were severely cost burdened, spending 50% or more of their income on housing costs.

Exhibit 56. Cost Burdened Renter Households, by Household Income, Ashland, 2014-2018
Source: U.S. Census Bureau, 2014-2018 ACS Table B25074.

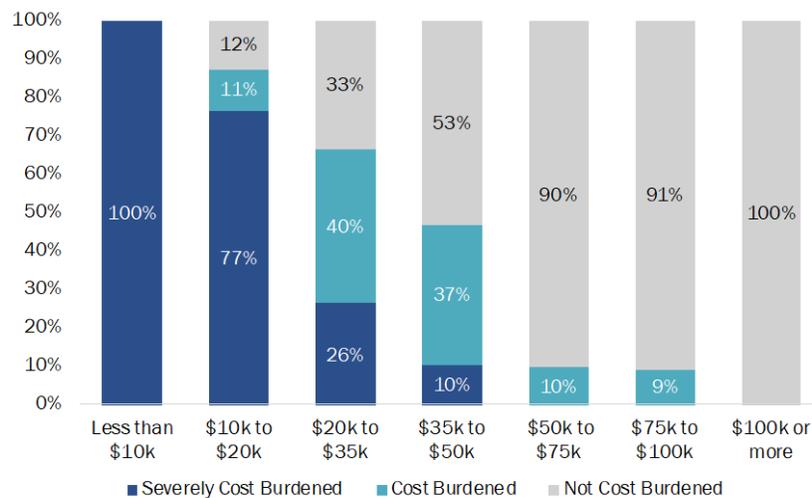


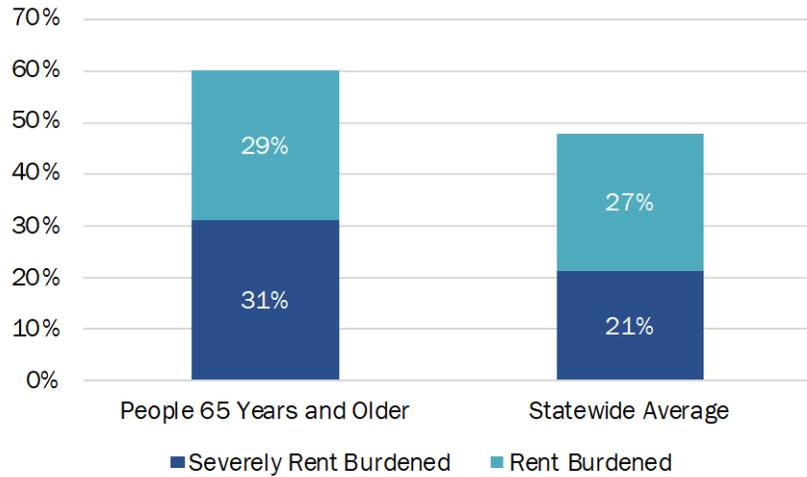
Exhibit 57 to Exhibit 59 show cost burden in Oregon for renter households for seniors, people of color, and people with disabilities.⁴⁷ This information is not readily available for a city with a population as small as Ashland, which is why we present regional information. These exhibits show that these groups experience cost burden at higher rates than the overall statewide average.

Renters 65 years of age and older were disproportionately rent burdened compared to the state average.

About 60% of renters aged 65 years and older were rent burdened, compared with the statewide average of 48% of renters.

Exhibit 57. Cost Burdened Renter Households, for People 65 Years of Age and Older, Oregon, 2018

Source: S. Census, 2018 ACS 1-year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.

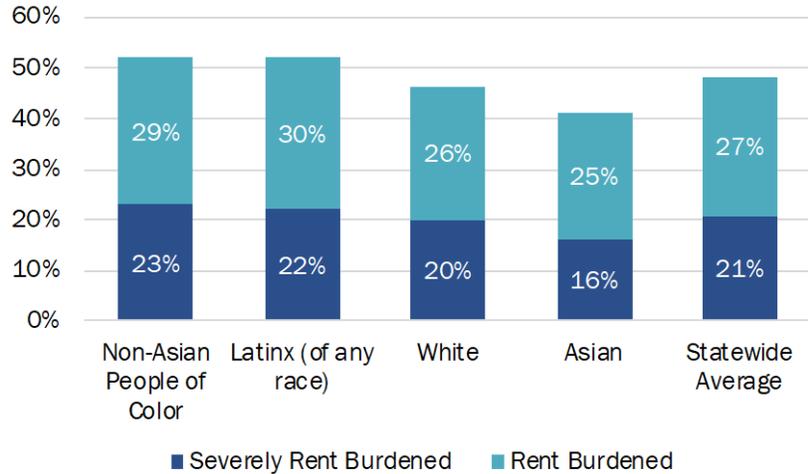


⁴⁷ From the report *Implementing a Regional Housing Needs Analysis Methodology in Oregon*, prepared for Oregon Housing and Community Services by ECONorthwest, March 2021.

Compared to the average renter household in Oregon, those that identified as a non-Asian person of color or as Latino were disproportionately rent burdened.

Exhibit 58. Cost Burdened Renter Households, by Race and Ethnicity, Oregon, 2018

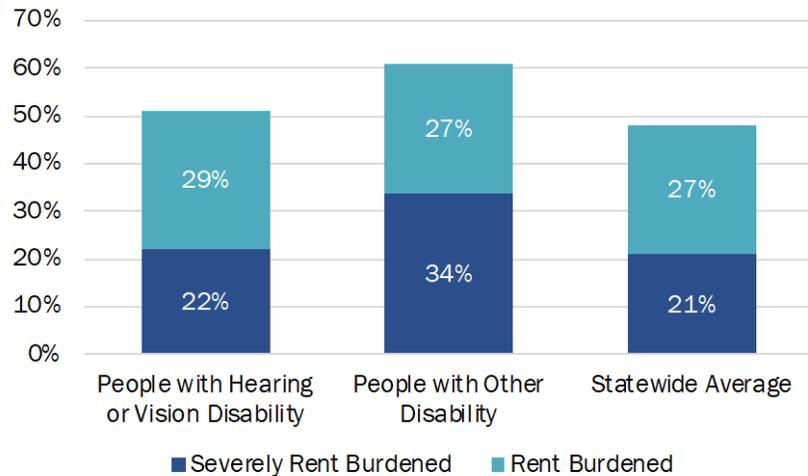
Source: U.S. Census, 2018 ACS 1-year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



Renters with a disability in Oregon were disproportionately cost burdened compared with the statewide average.

Exhibit 59. Cost Burdened Renter Households, for People with Disabilities, Oregon, 2018

Source: S. Census, 2018 ACS 1-year PUMS Estimates. From the Report *Implementing a Regional Housing Needs Analysis Methodology in Oregon: Approach, Results, and Initial Recommendations* by ECONorthwest, August 2020.



While cost burden is a common measure of housing affordability, it does have some limitations. Two important limitations are:

- A household is defined as cost burdened if the housing costs exceed 30% of their income, regardless of actual income. The remaining 70% of income is expected to be spent on non-discretionary expenses, such as food or medical care, and on discretionary expenses. Households with higher incomes may be able to pay more than 30% of their income on housing without impacting the household’s ability to pay for necessary non-discretionary expenses.
- Cost burden compares income to housing costs and does not account for accumulated wealth. As a result, the estimate of how much a household can afford to pay for housing does not include the impact of a household’s accumulated wealth. For example, a household of retired people may have relatively low income but may have accumulated assets (such as profits from selling another house) that allow them to purchase a house that would be considered unaffordable to them based on the cost burden indicator.
- Cost burden does not account for debts, such as college loans, credit card debt, or other debts. As a result, households with high levels of debt may be less able to pay up to 30% of their income for housing costs.

Another way of exploring the issue of financial need is to review housing affordability at varying levels of household income. Exhibit 60 and Exhibit 61 provide some information about housing costs and necessary wages to afford housing in Jackson County.

Fair Market Rent for a 2-bedroom apartment in Jackson County is \$1,039.

Exhibit 60. HUD Fair Market Rent (FMR) by Unit Type, Jackson County, 2021

Source: U.S. Department of Housing and Urban Development.

\$727	\$788	\$1,039	\$1,487	\$1,799
Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom

A household must earn at least \$17.98 per hour to afford a two-bedroom unit at Fair Market Rent (\$1,039) in Jackson County.

Exhibit 61. Affordable Housing Wage, Jackson County, 2021

Source: U.S. Department of Housing and Urban Development; Oregon Bureau of Labor and Industries.

\$17.98 per hour

Affordable housing wage for two-bedroom unit in Jackson County

A household earning median family income (\$65,100) can afford a monthly rent of about \$1,600 or a home roughly valued between \$228,000 and \$260,000. Exhibit 63 shows that about 35% of Ashland’s households earn less than \$32,550 (less than 50% of MFI) and cannot afford a two-bedroom apartment at Jackson County’s Fair Market Rent (FMR) of \$1,043.

To afford the average asking rent for a 2-bedroom unit of \$1,145 to \$1,560, a household would need to earn about \$46,000 to \$62,000 or 70% to 96% of MFI. About 45% of Ashland’s households earn less than \$50,000 and cannot afford these rents. In addition, about 19% of Ashland’s households have incomes of less than \$19,500 (30% of MFI) and are at-risk of becoming homeless.

To afford the median home sales price of \$435,000, a household would need to earn about \$109,000 or 167% of MFI. Less than one-quarter of Ashland’s households have income sufficient to afford this median home sales price.

Exhibit 62. Financially Attainable Housing, by Median Family Income (MFI) for Jackson County (\$65,100), Ashland, 2020

Source: U.S. Department of Housing and Urban Development, Jackson County, 2020. Oregon Employment Department.

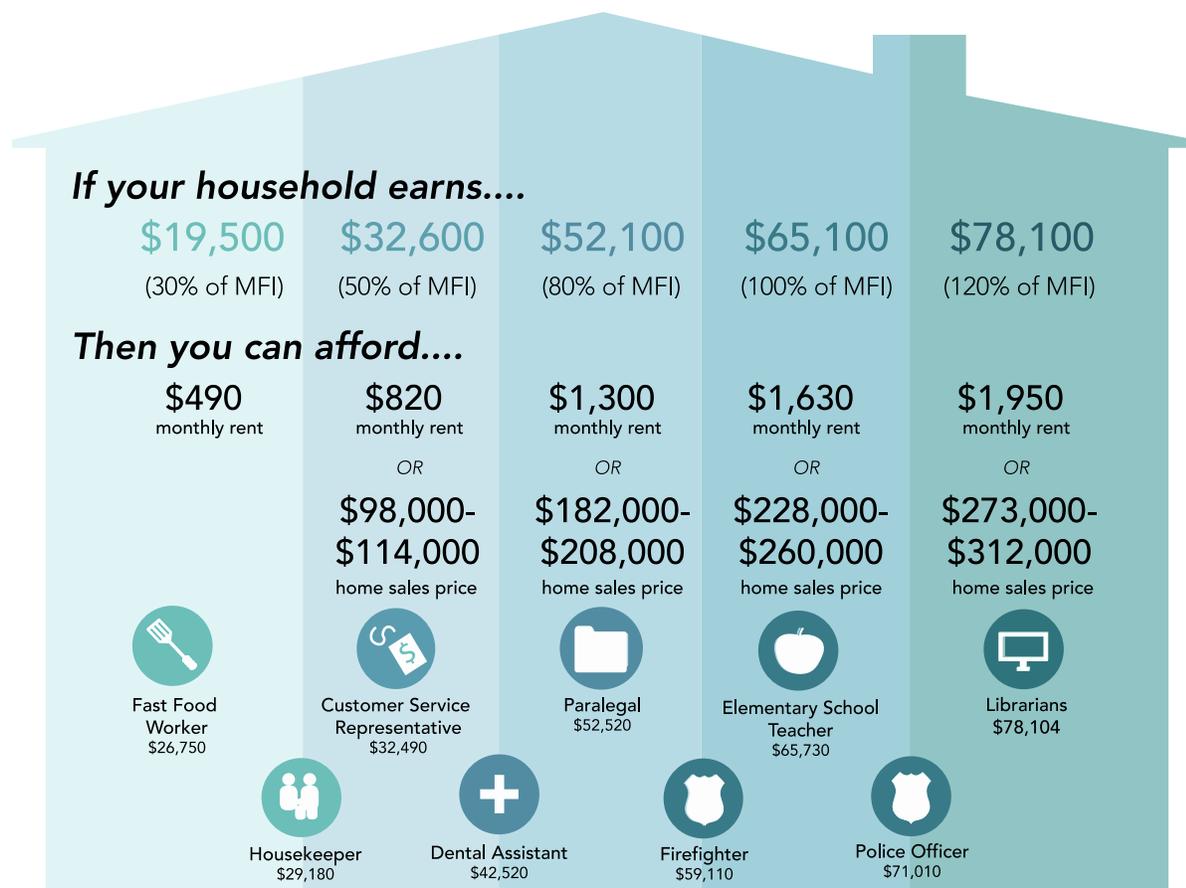


Exhibit 63. Share of Households MFI for Jackson County (\$65,100), Ashland, 2019

Source: U.S. Department of HUD, Jackson County, 2020. U.S. Census Bureau, 2015-2019 ACS Table 19001.

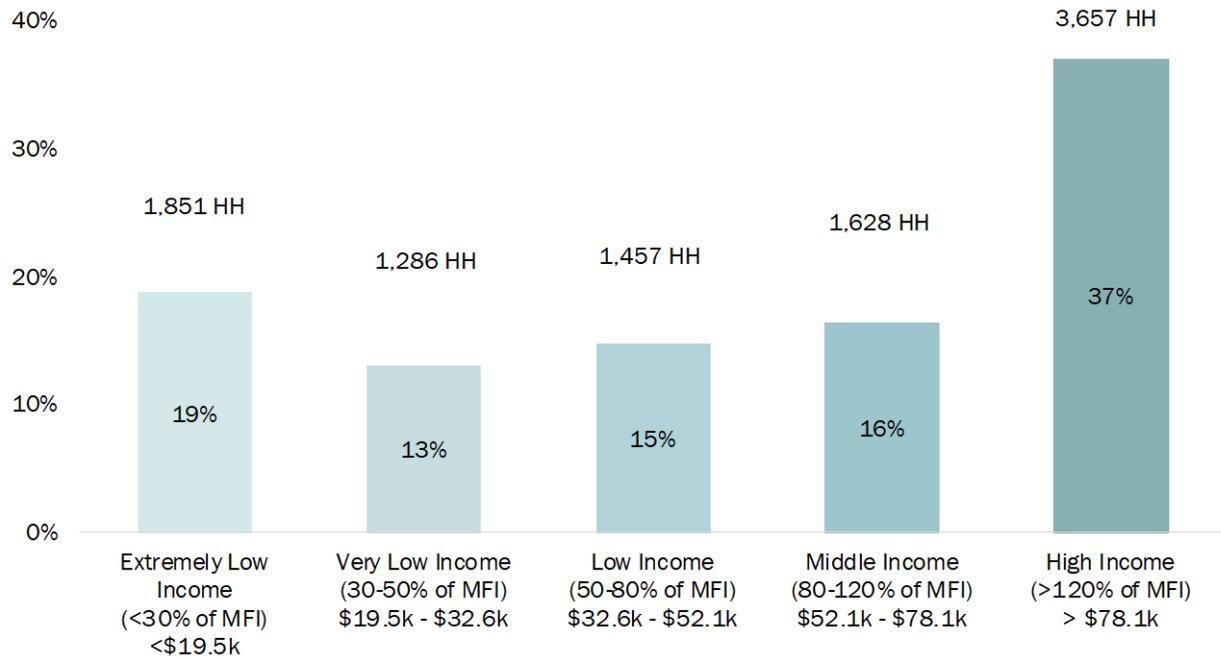


Exhibit 64 illustrates the types of financially attainable housing by income level in Jackson County. Generally speaking, however lower-income households will be renters occupying existing housing. Newly built housing will be a combination of renters (most likely in multifamily housing) and homeowners. The types of housing affordable for the lowest income households is limited to government subsidized housing, manufactured housing, lower-cost single-family housing, and multifamily housing. The range of financially attainable housing increases with increased income.

Exhibit 64. Types of Financially Attainable Housing by Median Family Income (MFI) for Jackson County (\$65,100), Ashland, 2020

Source: U.S. Department of Housing and Urban Development, Ashland, 2020. Oregon Employment Department.

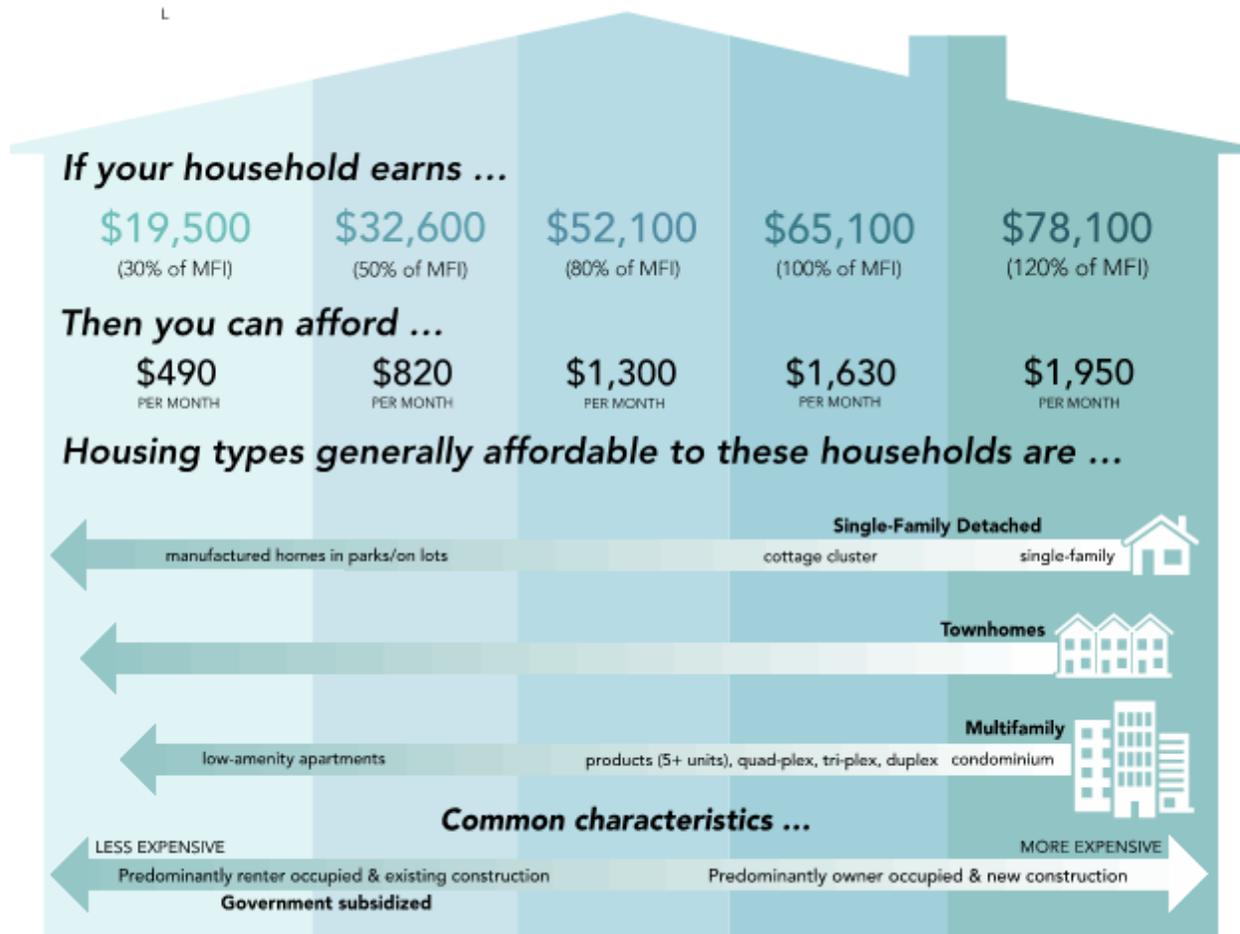


Exhibit 65 compares the number of households by income category with the number of units affordable to those households in Ashland. Ashland currently has a deficit of housing units for households earning 0-50% of the MFI (less than \$32,500 per year) with nearly 40% of households occupying units that are not affordable to their income level, resulting in cost burden of these households. Similarly, approximately 26% of Ashland households with incomes that are 50-80% of the MFI (\$32,500 to \$52,080) are cost burdened.

This indicates a deficit of more affordable housing types (such as government-subsidized housing, existing lower-cost apartments, and manufactured housing). For households earning more than 80% of the MFI, 26% are renting or buying down, which means that they are occupying units affordable to lower income households. These households could afford more costly housing but either choose to live in less costly housing or cannot find higher cost housing that meets their needs.

Exhibit 65. Unit Affordability by Household Income, Ashland, 2013-2017

Source: CHAS, 2013-2017, Table 18.

Unit Affordability	Household Income			
	0-50% MFI \$0 to \$32,500	50-80% MFI \$32,500 to \$52,080	80%+ MFI \$52,080 +	
0-50%	560	855	983	*Renting/
50-80%	100	430	838	Buying Down*
+80%	270	444	5244	

Summary of the Factors Affecting Ashland's Housing Needs

The purpose of the analysis thus far has been to provide background on the kinds of factors that influence housing choice. While the number and interrelationships among these factors ensure that generalizations about housing choice are difficult to make and prone to inaccuracies, it is a crucial step to informing the types of housing that will be needed in the future.

There is no question that age affects housing type and tenure. Mobility is substantially higher for people aged 20 to 34. People in that age group will also have, on average, less income than people who are older and they are less likely to have children. These factors mean that younger households are much more likely to be renters, and renters are more likely to be in multifamily housing.

The data illustrates what more detailed research has shown and what most people understand intuitively: life cycle and housing choice interact in ways that are predictable in the aggregate; age of the household head is correlated with household size and income; household size and age of household head affect housing preferences; and income affects the ability of a household to afford a preferred housing type. The connection between socioeconomic and demographic factors and housing choice is often described informally by giving names to households with certain combinations of characteristics: the "traditional family," the "never-marrieds," the "dinks" (dual-income, no kids), and the "empty-nesters."⁴⁸ Thus, simply looking at the long wave of demographic trends can provide good information for estimating future housing demand.

Still, one is ultimately left with the need to make a qualitative assessment of the future housing market. The following is a discussion of how demographic and housing trends are likely to affect housing in Ashland over the next 20 years:

- **Growth in housing will be driven by growth in population.** Between 2000 and 2019, Ashland's population grew by 1,438 people (7%). The population in Ashland's UGB is forecasted to grow from 21,936 people to 23,627 people, an increase of 1,691 residents (8%) between 2021 and 2041.⁴⁹
- **Housing affordability is a growing challenge in Ashland.** Housing affordability is a challenge in most of the Southern Oregon region in general, and Ashland is affected by these regional trends. Housing prices are increasing faster than incomes in Ashland and Jackson County, which is consistent with state and national challenges. Ashland has a modest supply of multifamily housing (about 25% of the city's housing stock), but over half of renter households are cost burdened (63%).

⁴⁸ See *Planning for Residential Growth: A Workbook for Oregon's Urban Areas* (June 1997).

⁴⁹ This forecast is based on Jackson County's certified population estimate and official forecast from the Oregon Population Forecast Program for the 2021 to 2041 period, shown in Exhibit 22.

Ashland's key challenge over the next 20 years is providing opportunities for development of relatively affordable housing of all types, such as lower-cost single-family housing, townhomes, cottage housing, duplexes, tri- and quad-plexes, market-rate multifamily housing, and government-subsidized affordable housing.

In addition, the region has a lack of housing and services for people experiencing homelessness. Ashland can play a role in both addressing housing needs of people currently experiencing homelessness and ensuring that people at risk of homelessness do not become homeless. About 19% of Ashland's households have income below 30% of MFI and are at-risk of becoming homeless.

- **Without substantial changes in housing policy, on average, future housing will look a lot like past housing.** That is the assumption that underlies any trend forecast, and one that is important when trying to address demand for new housing.

The City's residential policies can impact the amount of change in Ashland's housing market to some degree. If the City adopts policies to increase opportunities to build smaller-scale single-family and a wide range of multifamily housing types (particularly multifamily that is affordable to low- and moderate-income households), a larger percentage of new housing developed over the next 20 years in Ashland may begin to address the city's needs. Examples of policies that the City could adopt to achieve this outcome include: increasing the allowable densities in the Multi-Family Residential (R-2), High Density Residential (R-3), and parts of the Normal Neighborhood Plan Designations; evaluating decreasing multifamily parking requirements; increasing the supply of High Density Residential lands by rezoning lands within lower density Plan Designations that have a surplus of capacity; supporting development of income-restricted affordable housing through use of incentives like the Multiple Unit Property Tax Exemption; and identifying opportunities to participate in a land bank and/or land trust to support development of affordable housing.

If the future differs from the past, it is likely to move in the direction, on average, of smaller units and more diverse housing types. Most of the evidence suggests that the bulk of the change will be in the direction of smaller average house and lot sizes for single-family housing. This includes providing opportunities for the development of smaller single-family detached homes, townhomes, and multifamily housing. However, the impact of the 2020 COVID-19 pandemic may trigger a reversal of these trends, if more working-aged persons transition to permanent work-from-home situations.

Key demographic and economic trends that will affect Ashland's future housing needs are: (1) the aging of the baby boomers, (2) the aging of the millennials and Generation Z, and (3) the continued growth in Hispanic and Latino population.

- *The baby boomer's population is continuing to age.* The changes that affect Ashland's housing demand as the population ages are that household sizes and homeownership rates decrease. In addition, Ashland has a larger share of female population, who are on average older and have lower earnings than their male

counterparts. The majority of baby boomers are expected to remain in their homes as long as possible, downsizing or moving when illness or other issues cause them to move. Demand for specialized senior housing, such as age-restricted housing or housing in a continuum of care from independent living to nursing home care, may grow in Ashland.

- *Millennials and Generation Z will continue to form households and make a variety of housing choices.* As millennials and Generation Z age, generally speaking, their household sizes will increase, and their homeownership rates will peak by about age 55. Between 2021 and 2041, millennials and Generation Z will be a key driver in demand for housing for families with children. The ability to attract millennials will depend on the City's availability of renter and ownership housing that is large enough to accommodate families while still being relatively affordable. It will also depend on the location of new housing in Ashland as many millennials prefer to live in more urban environments.⁵⁰ The decline in homeownership among the millennial generation has more to do with financial barriers rather than the preference to rent.⁵¹ Housing preferences for Generation Z are not yet known but it is reasonable that they will also need affordable housing, both for rental and later in life for ownership. Some millennials and Generation Z households will occupy housing that is currently occupied but becomes available over the planning period, such as housing that is currently owned or occupied by Baby Boomers. Some need for housing large enough for families may be accommodated in these existing units.
- *The Latino population will continue to grow.* Latino population growth will be an important driver in growth of housing demand, both for owner- and renter-occupied housing. Growth in Latino households will drive demand for housing for families with children and possibly multiple-generation households. Given the lower income for Latino households on average (especially first-generation immigrants), growth in this group will also drive demand for affordable housing, both for ownership and renting.

In summary, an aging population, increasing housing costs, housing affordability concerns for Millennials, Generation Z, and Latino populations, and other variables are factors that support the conclusion of need for smaller and less expensive units and a broader array of housing choices.

⁵⁰ Choi, Hyun June; Zhu, Jun; Goodman, Laurie; Ganesh, Bhargavi; Stochak, Sarah. (2018). Millennial Homeownership, Why is it So Low, and How Can We Increase It? Urban Institute. https://www.urban.org/research/publication/millennial-homeownership/view/full_report

⁵¹ Ibid.

5. Housing Need in Ashland

Projected New Housing Units Needed in the Next 20 Years

The results of the Housing Capacity Analysis are based on: (1) the official population forecast for growth in Ashland over the 20-year planning period, (2) information about Ashland’s housing market relative to Jackson County, Oregon, and nearby cities, and (3) the demographic composition of Ashland’s existing population and expected long-term changes in the demographics of Jackson County.

Forecast for Housing Growth

This section describes key assumptions and presents an estimate of new housing units needed in Ashland between 2021 and 2041. The key assumptions are based on the best available data and may rely on safe harbor provisions, when available.⁵²

- **Population.** A 20-year population forecast (in this instance, 2021 to 2041) is the foundation for estimating needed new dwelling units. Ashland’s UGB will grow from 21,936 persons in 2021 to 23,627 persons in 2041, an increase of 1,691 people.⁵³
- **Persons in Group Quarters.**⁵⁴ Persons in group quarters do not consume standard housing units; any forecast of new people in group quarters is typically derived from the population forecast for the purpose of estimating housing demand. Group quarters can have a big influence on housing in cities with colleges (dorms), prisons, or a large elderly population (nursing homes). In general, any new requirements for these housing types will be met by institutions (colleges, government agencies, health-care corporations) operating outside what is typically defined as the housing market. Nonetheless, group quarters require residential land. They are typically built at densities that are comparable to that of multifamily dwellings.

⁵² A safe harbor is an assumption that a city can use in a Housing Capacity Analysis that the State has said will satisfy the requirements of Goal 14. OAR 660-024 defines a safe harbor as “... an optional course of action that a local government may use to satisfy a requirement of Goal 14. Use of a safe harbor prescribed in this division will satisfy the requirement for which it is prescribed. A safe harbor is not the only way, or necessarily the preferred way, to comply with a requirement and it is not intended to interpret the requirement for any purpose other than applying a safe harbor within this division.”

⁵³ This forecast is based on Ashland UGB’s official forecast from the Oregon Population Forecast Program for the 2021 to 2041 period.

⁵⁴ The Census Bureau's definition of group quarters is as follows: A group quarters is a place where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents. The Census Bureau classifies all people not living in housing units (house, apartment, mobile home, rented rooms) as living in group quarters. There are two types of group quarters: (1) Institutional, such as correctional facilities, nursing homes, or mental hospitals and (2) Non-Institutional, such as college dormitories, military barracks, group homes, missions, or shelters.

The 2015-2019 American Community Survey shows that 3.5% of Ashland’s population was in group quarters. **For the 2021 to 2041 period, we assume that 3.5% of Ashland’s new population, approximately 58 people, will be in group quarters.**

- **Household Size.** OAR 660-024 established a safe harbor assumption for average household size—which is the figure from the most recent Decennial Census at the time of the analysis. According to the 2015-2019 American Community Survey, the average household size in Ashland was 2.06 people. **Thus, for the 2021 to 2041 period, we assume an average household size of 2.06 persons.**
- **Vacancy Rate.** The Census defines vacancy as: "unoccupied housing units are considered vacant. Vacancy status is determined by the terms under which the unit may be occupied, e.g., for rent, for sale, or for seasonal use only." The 2010 Census identified vacancy through an enumeration, separate from (but related to) the survey of households. The Census determines vacancy status and other characteristics of vacant units by enumerators obtaining information from property owners and managers, neighbors, rental agents, and others.

Vacancy rates are cyclical and represent the lag between demand and the market’s response to demand for additional dwelling units. Vacancy rates for rental and multifamily units are typically higher than those for owner-occupied and single-family dwelling units.

According to the 2015-2019 American Community Survey, Ashland’s vacancy rate was 10.8%. After deducting units vacant for seasonal, recreational, or occasional use, Ashland’s vacancy rate was 8.2%. **For the 2021 to 2041 period, we assume a vacancy rate of 8.2%.**

Ashland will have demand for 858 new dwelling units over the 20-year period, with an annual average of 43 dwelling units.

Exhibit 66. Forecast of demand for new dwelling units, Ashland UGB, 2021 to 2041

Source: Calculations by ECONorthwest.

Variable	New Dwelling Units (2021-2041)
Change in persons	1,691
<i>minus</i> Change in persons in group quarters	58
<i>equals</i> Persons in households	1,633
Average household size	2.06
New occupied DU	793
<i>times</i> Vacancy rate	8.2%
<i>equals</i> Vacant dwelling units	65
Total new dwelling units (2021-2041)	858
Annual average of new dwelling units	43

Housing Units Needed Over the Next 20 Years

Exhibit 66 above presents a forecast of new housing in Ashland's UGB for the 2021 to 2041 period. This section determines the needed mix and density for the development of new housing developed over this 20-year period in Ashland.

Over the next 20-years, the need for new housing developed in Ashland will generally include a wider range of housing types and housing that is more affordable. This conclusion is based on the following information, found in Chapter 3 and 4:

- Ashland's housing mix is predominately single-family detached (although the city has a smaller share of this housing type than Jackson County). In the 2014-2018 period, 66% of Ashland's housing stock was single-family detached, 9% was single-family attached, 11% was multifamily (with two to four units per structure), and 14% was multifamily (with five or more units per structure).
- Demographic changes across Ashland suggest increases in demand for single-family attached housing and multifamily housing. The key demographic trends that will affect Ashland's future housing needs are the aging of the baby boomers, the household formation of the millennials and Generation Z, and growth in Latino populations. The implications of these trends are increased demand from older (often single person and more likely to be female) households and increased demand for affordable housing for families, both for ownership and rent.
- Ashland's median household income was \$50,613, in line with the County's median household income of \$50,851. Approximately 26% of Ashland's households earn less than \$25,000 per year, compared to 24% in Jackson County and 20% in Oregon.
- About 46% of Ashland's households are cost burdened (paying 30% or more of their household income on housing costs).⁵⁵ About 63% of Ashland's **renters** are cost burdened and about 31% of Ashland's **homeowners** are cost burdened. Cost burden rates in Ashland are slightly greater compared to cost burdened rates in Jackson County.
- Ashland needs more affordable housing types for homeowners. The median housing sales price in typically stayed above \$400,000 over the last three years. These prices are unattainable for many households in the region.

A household earning 100% of Ashland's median household income (\$50,613) could afford home valued between about \$177,100 to \$202,500, which is less than the median home sales price of about \$434,000 in Ashland. A household can start to afford median home sale prices at about 167% of Ashland's median household income.

- Ashland needs more affordable housing types for renters. A household can start to afford typical asking rents of currently available properties in Ashland at about 70% to

⁵⁵ The Department of Housing and Urban Development's guidelines indicate that households paying more than 30% of their income on housing experience "cost burden," and households paying more than 50% of their income on housing experience "severe cost burden."

96% of Ashland's median household income. High rates of housing cost burden for Ashland renters suggests a need for more affordable housing types for renters. Limited multifamily housing was built in Ashland between 2010 and 2016. However, since 2017, 60% of new housing permitted was accessory dwelling unit or multifamily housing.

These factors suggest that Ashland needs a broader range of housing types with a wider range of price points than are currently available in Ashland's housing stock. This includes providing opportunities for the development of housing types across the affordability spectrum such as: single-family detached housing (e.g., small-lot single-family detached units, cottages, accessory dwelling units, and "traditional" single-family), townhouses, duplexes, tri- and quad-plexes, and multifamily structures with five or more units.

Exhibit 67 shows a preliminary forecast of needed housing in the Ashland UGB during the 2021 to 2041 period. The projection is based on the following assumptions:

- Ashland's official forecast for population growth shows that the City will add 1,691 people over the 20-year period. Exhibit 66 shows that the new population will result in need for 858 new dwelling units over the 20-year period.
- The assumptions about the mix of housing in Exhibit 67 are:
 - **About 35% of new housing will be single-family detached**, a category which includes manufactured housing. About 66% of Ashland's housing was single-family detached in the 2014-2018 period. About 13% of new housing developed in Ashland over the 2011 to 2020 period were accessory dwelling units (accessory residential units). If 13% of Ashland's new housing are accessory dwelling units, then 111 new dwelling units may be accessory dwelling units.
 - **Nearly 10% of new housing will be single-family attached.** About 9% of Ashland's housing was single-family attached in the 2014-2018 period.
 - **Nearly 20% of new housing will be duplexes, triplexes, or quadplexes.** About 11% of Ashland's housing was duplex, triplex, or quadplex housing in the 2014-2018 period.
 - **About 35% of new housing will be multifamily housing with five or more units per structure.** About 14% of Ashland's housing was multifamily in the 2014-2018 period.

Ashland will demand 858 new dwelling units over the 20-year period, 35% of which will be single-family detached housing.

Exhibit 67. Forecast of demand for new dwelling units, Ashland UGB, 2021 to 2041

Source: Calculations by ECONorthwest.

Variable	Housing Mix
Needed new dwelling units (2021-2041)	858
Dwelling units by structure type	
Single-family detached	
Percent single-family detached	35%
Total new single-family detached	300
Single-family attached	
Percent single-family attached	10%
Total new single-family attached	86
Duplex, Triplex, Quadplex	
Percent duplex, triplex, quadplex	20%
Total new duplex, triplex, quadplex	172
Multifamily (5+ units)	
Percent multifamily (5+ units)	35%
Total new multifamily (5+ units)	300
Total new dwelling units (2021-2041)	858

Exhibit 68 allocates needed housing to Plan Designations in Ashland. The allocation is based, in part, on the types of housing allowed in each Plan Designation. Exhibit 68 shows:

- **Low Density Residential**⁵⁶ land will accommodate new single-family detached and attached housing and cottage cluster housing. North Mountain also accommodates broadly defined “residential uses.”
- **Suburban Residential** land will accommodate new single-family detached and attached housing, multifamily housing (duplexes and larger).
- **Normal Neighborhood** land will accommodate new single-family detached and attached uses, cottage clusters, multifamily housing (duplexes and larger), and manufactured housing on lots and in parks.
- **Multifamily Residential** land will accommodate new single-family detached and attached housing and multifamily housing (duplexes and larger).
- **High Density Residential** land will accommodate new single-family detached and attached housing and multifamily housing (duplexes and larger).
- **Croman Mill District** land will accommodate new multifamily housing.
- **Commercial and Employment**⁵⁷ land will accommodate new multifamily housing.

Exhibit 68. Allocation of Needed Housing by Housing Type and Plan Designation, Ashland UGB, 2021 to 2041

Source: ECONorthwest.

Housing Type	Plan Designations							TOTAL
	Low Density Residential *	Suburban Residential	Normal Neighborhood	Multifamily Residential	High Density Residential	Croman Mill District	Commercial & Employment *	
Dwelling Units								
Single-family detached	170	9	103	9	9	-	-	300
Single-family attached	9	-	43	17	17	-	-	86
Duplex, triplex, quadplex	26	9	51	60	26	-	-	172
Multifamily (5+ units)	17	-	34	86	43	34	86	300
Total	222	18	231	172	95	34	86	858
Percent of Units								
Single-family detached	20%	1%	12%	1%	1%	0%	0%	35%
Single-family attached	1%	0%	5%	2%	2%	0%	0%	10%
Duplex, triplex, quadplex	3%	1%	6%	7%	3%	0%	0%	20%
Multifamily (5+ units)	2%	0%	4%	10%	5%	4%	10%	35%
Total	26%	2%	27%	20%	11%	4%	10%	100%

⁵⁶ This group includes the Single-Family Rural Reserve, Low Density Residential, Single Family Residential, and North Mountain Plan Designations.

⁵⁷ The group includes the Commercial, Employment, Downtown, Health Care, and Southern Oregon University Plan Designations.

Needed Housing by Income Level

The next step in the Housing Capacity Analysis is to develop an estimate of need for housing by income and housing type. This analysis requires an estimate of the income distribution of current and future households in the community. Estimates presented in this section are based on secondary data from the Census and analysis by ECONorthwest.

The analysis in Exhibit 69 is based on Census data about household income levels for existing households in Ashland. Income is distributed into market segments consistent with HUD income level categories using Jackson County’s 2020 Median Family Income (MFI) of \$65,100. The estimate assumes that approximately the same percentage of households will be in each market segment in the future.

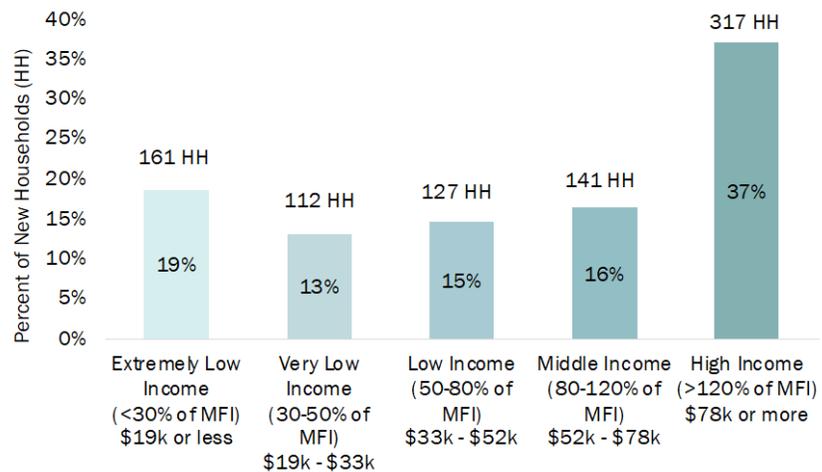
About 32% of Ashland’s future households will have income below 50% of Jackson County’s median family income (less than \$32,550 in 2019 dollars).

About 31% will have incomes between 50% and 120% of the county’s MFI (between \$32,550 and \$78,120).

This graph shows that, as Ashland’s population grows, Ashland will continue to have demand for housing across the affordability spectrum.

Exhibit 69. Future (New) Households by Median Family Income (MFI) for Jackson County (\$65,100), Ashland, 2021 to 2041

Source: U.S. Department of HUD, Jackson County, 2020. U.S. Census Bureau, 2015-2019 ACS Table 19001.



Other Housing Needs

ORSs 197.303, 197.307, 197.312, and 197.314 require cities to plan for government-assisted housing, farmworker housing, manufactured housing on lots and in parks, and housing for people with disabilities and people experiencing homelessness.

- **Government-subsidized housing.** Government subsidies can apply to all housing types (e.g., single family detached, apartments, etc.). Ashland allows development of government-assisted housing in all residential Plan Designations, with the same development standards for market-rate housing. This analysis assumes that Ashland will continue to allow government-subsidized housing in all of its residential Plan Designations. Because government-assisted housing is similar in character to other housing (with the exception being the subsidies), it is not necessary to develop separate forecasts for government-subsidized housing.
- **Farmworker housing.** Farmworker housing can also apply to all housing types. The City allows development of farmworker housing in all residential zones with the same development standards as market-rate housing. This analysis assumes that Ashland will continue to allow farmworker housing in all of its residential zones. Because it is similar in character to other housing (with the possible exception of government subsidies, if population restricted), it is not necessary to develop separate forecasts for farmworker housing. To the extent that farmworkers have lower than average incomes, they, like other low-income households, may have difficulty finding affordable housing in Ashland.
- **Manufactured housing on lots.** Ashland explicitly allows manufactured homes on lots in its Normal Neighborhood Plan Designation, which is composed of the NN-1.5, NN 1-3.5, NN 1-3.5a, and the NN-2 zone. In addition, manufactured homes on lots are permitted with special use standards in the R-1, R-1-3.5, R-2, and R-3 zone.
- **Manufactured housing in parks.** Ashland allows manufactured homes in parks (referred to as Manufactured Housing Developments in Ashland’s code) in the R-1-3.5 and the R-2 zone, except within the Historic District Overlay. In addition, manufactured homes in parks are allowed in the Normal Neighborhood, which is composed of the NN-1.5, NN 1-3.5, NN 1-3.5a, and the NN-2 zone. OAR 197.480(4) requires cities to inventory their mobile home or manufactured dwelling parks sited in areas planned and zoned for (or generally used for) commercial, industrial, or high-density residential development. According to the Oregon Housing and Community Services’ *Manufactured Dwelling Park Directory*,⁵⁸ Ashland has four manufactured home parks within its UGB, with 255 spaces.
 - ORS 197.480(2) also requires Ashland to project need for mobile home or manufactured dwelling parks based on: (1) population projections, (2) household income levels, (3) housing market trends, and (4) an inventory of manufactured

⁵⁸ Oregon Housing and Community Services, *Oregon Manufactured Dwelling Park Directory*.

- dwelling parks sited in areas planned and zoned or generally used for commercial, industrial, or high density residential.
- Exhibit 66 shows that Ashland will grow by 858 dwelling units over the 2021 to 2041 period.
 - Analysis of housing affordability shows that about 32% of Ashland's new households will be considered very-low or extremely-low-income, earning 50% or less of the region's median family income or less. One type of housing affordable to these households is manufactured housing.
 - Manufactured housing accounts for about 2% (about 225 dwelling units) of Ashland's current housing stock within city limits. At 2% of all housing, Ashland may have 17 new manufactured units over the planning period.
 - National, state, and regional trends since 2000 showed that manufactured housing parks are closing rather than being created. For example, between 2000 and 2015, Oregon had 68 manufactured parks close, with more than 2,700 spaces. Discussions with several stakeholders familiar with manufactured home park trends suggest that over the same period, few to no new manufactured home parks have opened in Oregon.
 - The households most likely to live in manufactured homes in parks are those with incomes between \$19,530 and \$32,550 (30% to 50% of MFI), which includes 13% of Ashland's households. However, households in other income categories may live in manufactured homes in parks.
 - National and state trends of closure of manufactured home parks, and the fact that no new manufactured home parks have opened in Oregon in over the last 15 years, demonstrate that development of new manufactured home parks in Ashland is unlikely. Thus, our conclusion from this analysis is that development of new manufactured home parks or subdivisions in Ashland over the 2021-2041 planning period is unlikely.
 - The forecast of housing assumes that no new manufactured home parks will be opened in Ashland over the 2021-2041 period. However, if the City has need for a new manufactured home park, it would be for 24 new units (2.8% of new units), which at about 8 dwelling units per acre will need three acres of land. The City has sufficient capacity if a new manufactured home park was developed in Ashland to accommodate it (in the R-2 or R-3 zones). The housing forecast includes new manufactured homes on lots in the category of single-family detached housing and the City has capacity for them in the R-1 zone).
 - Over the next 20 years (or longer) one or more manufactured home parks may close in Ashland. This may be a result of manufactured home park landowners selling or redeveloping their land for uses with higher rates of return, rather than lack of demand for spaces in manufactured home parks. Manufactured home parks

contribute to the supply of low-cost affordable housing options, especially for affordable homeownership.

- While there is statewide regulation to lessen the financial difficulties of manufactured home park closures for park residents,⁵⁹ the City has a role to play in ensuring that there are opportunities for housing for the displaced residents. The City's primary roles are to ensure that there is sufficient land zoned for new multifamily housing and to reduce barriers to residential development to allow for development of new, relatively affordable housing.

In addition to these required housing types, this section also addresses housing for people with disabilities and housing for people experiencing homelessness.

- **Housing for People with Disabilities.** Housing for people with disabilities can be any housing type. It can also apply to other residential/group living uses (such as nursing homes, residential care homes or facilities, or room and boarding facilities) as well as government-subsidized housing (including units which are population restricted). Broadly, housing options for people with disabilities include (1) living in housing independently – alone or with roommates/family, (2) living in housing with supportive services (e.g., with help from a live-in or visiting caregiver), or (3) living in housing in a supervised residential setting. Housing for people with disabilities may include physical characteristics needed to address disabilities (such as ramps or wider doorways for people with ambulatory disabilities), services for people with cognitive or other disabilities, or adaptations needed by people with other disabilities. Ashland may want to consider policies to support housing for people with disabilities.
- **Housing for People Experiencing Homelessness.** Housing for people experiencing homelessness can apply to all housing types, with the same development standards as market-rate housing. It can also apply to other residential/group living uses and government-subsidized housing. Housing needs for people experiencing homelessness range, including temporary shelter to rapid re-housing, permanently supportive housing, rental assistance, and income-restricted affordable housing.

⁵⁹ ORS 90.645 regulates rules about closure of manufactured dwelling parks. It requires that the landlord must do the following for manufactured dwelling park tenants before closure of the park: give at least one year's notice of park closure, pay the tenant between \$5,000 to \$9,000 for each manufactured dwelling park space, and cannot charge tenants for demolition costs of abandoned manufactured homes.

6. Residential Land Sufficiency in Ashland

This chapter presents an evaluation of the sufficiency of vacant residential land in Ashland to accommodate expected residential growth over the 2021 to 2041 period. This chapter includes an estimate of residential development capacity (measured in new dwelling units) and an estimate of Ashland's ability to accommodate needed new housing units for the 2021 to 2041 period, based on the analysis in the Housing Capacity Analysis. The chapter ends with a discussion of the conclusions and recommendations for the Housing Capacity Analysis.

Capacity Analysis

The buildable lands inventory summarized in Chapter 2 (and presented in full in Appendix B) provided a *supply* analysis (buildable land by type), and Chapter 5 provided a *demand* analysis (population and growth leading to demand for more residential development). The comparison of supply and demand allows the determination of land sufficiency.

The Ashland Buildable Lands Analysis (in Appendices B and C) presents an estimate of capacity for new housing in Ashland. The capacity analysis shows capacity of land within city limits distinct from the capacity of land in the urbanizing area (the area between the city limits and urban growth boundary). The reason for presenting information this way is to address one of the concerns expressed by members of the Project Advisory Committee (and echoed by members of the Ashland HHSC and Planning Commission) about whether Ashland has enough capacity to accommodate the forecast of housing solely on lands within the city limits. Annexing land into the city limits from the urbanizing area (the area between the city limits and urban growth boundary) can be time consuming and require greater infrastructure costs, creating barriers to development.

Exhibit 76 and Exhibit 78 in Appendix C show dwelling unit capacity in 2020 for areas within the city limits and within the urbanizing area, excluding land where development occurred between 7/1/2019 and 6/30/2020. Exhibit 70 summarizes the results of these tables. Ashland has capacity for 1,455 dwelling units within its city limits and 1,299 dwelling units in the urbanizing area. Altogether, Ashland has capacity for 2,754 dwelling units on buildable land within its urban growth boundary.

Exhibit 70. Estimated capacity, Ashland city limits and urbanizing area, 2020

Source: Buildable Lands Inventory; Calculations by ECONorthwest. *Note: Low Density Residential includes SFRR, Low Density, Single family residential, and North Mountain

Commercial & Employment includes Commercial, Employment, Downtown, Health Care, and Southern Oregon University

This estimate excludes the Woodland Plan Designation, which is intended for minimal development and only has capacity for 12 dwelling units

Plan Designations *	Capacity in City Limits (Dwelling Units)	Capacity in Urbanizing Area (Dwelling Units)
Low Density Residential *	590	396
Suburban Residential	1	43
Normal NH	-	474
Multifamily Residential	177	172
High Density Residential	129	-
Croman Mill District	83	160
Commercial & Employment *	475	54
Total	1,455	1,299

Residential Land Sufficiency

The next step in the analysis of the sufficiency of residential land within Ashland is to compare the demand for housing by Plan Designation (Exhibit 68) with the capacity of land by Plan Designation (Exhibit 70). **Exhibit 71 shows that Ashland has sufficient land to accommodate housing development within the urban growth boundary.** In total, Ashland is forecast to grow by 858 dwelling units and has capacity for 2,754 dwelling units.

Accommodating this growth will require annexing land into the city limits. In particular, development of 231 dwelling units in the Normal Neighborhood will require annexation of land from the urbanizing area into the city limits. While Exhibit 71 shows assumes that land within the city limits will develop before development occurs on land in the urbanizing area, in all likelihood, some land in the urbanizing area may annex and develop before some land within the city limits.

Exhibit 71. Preliminary comparison of capacity of existing residential land with demand for new dwelling units and land surplus or deficit, Ashland UGB, 2021 to 2041

Source: Buildable Lands Inventory; Calculations by ECONorthwest.

*Note: Low Density Residential includes SFRR, Low Density, Single family residential, and North Mountain Commercial & Employment includes Commercial, Employment, Downtown, Health Care, and Southern Oregon University

Plan Designations *	Capacity in City Limits (Dwelling Units)	Capacity in Urbanizing Area (Dwelling Units)	Demand (Dwelling Units)	Capacity in City Limits less Demand (Dwelling Units)	Capacity in Urbanizing Area less Demand (Dwelling Units)
Low Density Residential *	590	396	222	368	396
Suburban Residential	1	43	18	-	26
Normal Neighborhood	-	474	231	-	243
Multifamily Residential	177	172	172	5	172
High Density Residential	129	-	95	34	-
Croman Mill District	83	160	34	49	160
Commercial & Employment *	475	54	86	389	54
Total	1,455	1,299	858	845	1,051

For the 2021 to 2041 planning period, 57 group quarter units were deducted from the housing forecast. The analysis still must account for their land need. For purposes of this analysis, new group quarters are assumed to develop proportionally in the Normal Neighborhood, Multifamily Residential, and High-Density Residential Plan Designations, shown in Exhibit 72.

Exhibit 72. Land Needed for Group Quarters, Ashland UGB, 2021 to 2041

Source: Calculations by ECONorthwest.

Note: Group quarters assumes one person per dwelling unit.

*Note: Low Density Residential includes SFRR, Low Density, Single family residential, and North Mountain Commercial & Employment includes Commercial, Employment, Downtown, Health Care, and Southern Oregon University

Plan Designations *	New Population in GQs
Low Density Residential *	0
Suburban Residential	0
Normal Neighborhood	19
Multifamily Residential	19
High Density Residential	19
Croman Mill District	0
Commercial & Employment *	0

Exhibit 73 presents a revised version of Exhibit 71 to account for land needed for new dwelling units as well as group quarters. In summary:

- Low Density Residential Plan Designations⁶⁰ have a surplus capacity of 764 dwelling units (with 368 dwelling units inside Ashland’s City Limits and 396 dwelling units inside Ashland’s urbanizing area).
- Suburban Residential Plan Designation has a surplus capacity of 26 dwelling units (all of which are inside Ashland’s urbanizing area).
- Normal Neighborhood Plan Designation has a surplus capacity of 224 dwelling units (all of which are inside Ashland’s urbanizing area).
- Multifamily Residential Plan Designation has a surplus capacity of 158 dwelling units (all of which are inside Ashland’s urbanizing area).
- High Density Residential Plan Designation has a surplus capacity of 15 dwelling units (all of which are inside Ashland’s City Limits).
- Croman Mill District Plan Designation has a surplus capacity of 209 dwelling units (with 49 dwelling units inside Ashland’s City Limits and 160 dwelling units inside Ashland’s urbanizing area).
- Commercial and Employment Plan Designation has a surplus capacity of 443 dwelling units (with 389 dwelling units inside Ashland’s City Limits and 54 dwelling units inside Ashland’s urbanizing area).

Exhibit 73. Final comparison of capacity of existing residential land with demand for new dwelling units and land surplus or deficit, Ashland UGB, 2021 to 2041

Source: Calculations by ECONorthwest.

*Note: Low Density Residential includes SFRR, Low Density, Single family residential, and North Mountain

Commercial & Employment includes Commercial, Employment, Downtown, Health Care, and Southern Oregon University

Plan Designations *	Capacity in City Limits (Dwelling Units)	Capacity in Urbanizing Area (Dwelling Units)	Demand (Dwelling Units)	Demand (Group Quarters)	Capacity in City Limits less Demand (Dwelling Units)	Capacity in Urbanizing Area less Demand (Dwelling Units)
Low Density Residential *	590	396	222	-	368	396
Suburban Residential	1	43	18	-	-	26
Normal Neighborhood	-	474	231	19	-	224
Multifamily Residential	177	172	172	19	-	158
High Density Residential	129	-	95	19	15	-
Croman Mill District	83	160	34	-	49	160
Commercial & Employment *	475	54	86	-	389	54
Total	1,455	1,299	858	58	821	1,018

⁶⁰ Low Density Residential includes SFRR, Low Density, Single family residential, and North Mountain

Conclusions

The key findings of the Ashland's Housing Capacity Analysis are that:

- **Ashland's population is forecast to grow at a similar pace as in the past.** Ashland UGB is forecast to grow from 21,936 people in 2021 to 23,627 people in 2041, an increase of 1,691 people. This population growth will occur at an average annual growth rate of 0.37%.
- **Ashland is planning for 858 new dwelling units.** The growth of 1,691 people will result in demand for 858 new dwelling units over the 20-year planning period, averaging 43 new dwelling units annually.
- **Ashland has enough land to accommodate its housing forecast between 2021 and 2041.** Ashland can accommodate growth (858 dwelling units) over the next 20-years with a surplus of capacity remaining. However, some development in Ashland's Suburban Residential, Normal Neighborhood, and Multifamily Residential Plan Designations will need to be accommodated in the city's urbanizing area.
- **Ashland has unmet needs for affordable housing.** About 63% of Ashland's households that rent are cost burdened (with 35% severely cost burdened) and 31% of Ashland's households that own their own home are cost burdened. Ashland has unmet housing needs for households with extremely-low and very-low-income households, as well as households with low- and middle-income.
 - *About 32% of Ashland's households have extremely low-income or very low-income, with household income below \$32,600.* At most, these households can afford \$820 in monthly housing costs. Median gross rent in Ashland was \$1,003 in the 2014-2018 period and has increased since. Home sales are very rarely affordable to households with these levels of income. This is shown in the high rates of cost burden for renters, with nearly 51% of renter households in cost burdened. Development of housing affordable to these households rarely occurs without government subsidy or other assistance. Meeting the housing needs of extremely-low-income households and very-low-income households will be a challenge to Ashland, as it is in all cities.
 - *About 31% of Ashland's households are low-income or middle-income, with household income between \$32,600 and \$78,100.* These households can afford between \$820 to \$1,950 in monthly housing costs. Households at the lower end of this income category may struggle to find affordable rental housing, especially with growing costs of rental housing across Southern Oregon. Middle-income households may still struggle to afford Ashland's median home sales price of \$434,400. Development of rental housing affordable to households in this income category, especially those at middle-income, can occur without government subsidy but the City's zoning code will need to provide opportunities for development of a wider range of housing types in more places to accommodate more of this type of housing (as shown in Exhibit 64). Homeownership opportunities for households in this income category

may be limited to existing housing, unless there are opportunities to build new housing at lower costs.

- **Over the 2021 to 2041 period, Ashland will need to plan for more multifamily dwelling units in the future to meet the City’s housing needs.** Historically, about 66% of Ashland’s housing was single-family detached. While 35% of new housing in Ashland is forecast to be single-family detached, the City will need to provide opportunities for development of new single-family attached (10% of new housing); duplex, triplex, and quadplex housing (10% of new housing); and multifamily units (35% of new housing).
 - The factors driving the shift in types of housing needed in Ashland include changes in demographics and decreases in housing affordability. The aging of the baby boomers and the household formation of the millennials and Generation Z will drive demand for renter- and owner-occupied housing, such as single-family detached housing, townhouses, duplexes, tri- and quad-plexes, and apartments. Both groups may prefer housing in walkable neighborhoods, with access to services.
 - About 46% of Ashland’s households are cost burdened (paying more than 30% of their income on housing), including a cost burden rate of 63% for renter households.
 - Without the diversification of housing types, lack of affordability will continue to be a problem, possibly growing in the future if incomes continue to grow at a slower rate than housing costs. A continuation of the current situation into the future suggests that 273 of Ashland’s new households will have incomes of \$32,600 (in 2019 dollars) or less. These households often cannot afford market-rate housing without government subsidy. More than 268 of Ashland’s new households will have incomes between \$32,600 and \$78,100. These households will all need access to affordable housing, such as the housing types described above.

The memorandum *Ashland Housing Strategy* (Appendix A of this report) was developed to present recommendations for policy changes to address Ashland’s unmet housing needs. Based on this Housing Capacity Analysis report and using the *Ashland Housing Strategy* for guidance, Ashland will need to develop a Housing Production Strategy within one year of adoption of this report. The Housing Production Strategy will further describe Ashland’s housing needs, based on the information in this report, and will include specific strategies to address Ashland’s unmet housing needs.

Appendix A: Ashland Housing Strategy

This appendix presents Ashland’s Housing Strategy memorandum, developed with the Housing Capacity Analysis.

DATE: April 26, 2021
TO: City of Ashland Planning Commission and Housing and Human Services Commission
FROM: Beth Goodman, ECONorthwest
SUBJECT: **FINAL** ASHLAND HOUSING STRATEGY

ECONorthwest is working with the City of Ashland to develop a Housing Capacity Analysis. The Housing Capacity Analysis will determine whether the City of Ashland has enough land to accommodate 20 years of population and housing growth. In addition to this analysis, ECONorthwest is working with the City of Ashland and an advisory committee to develop a Housing Strategy. The Housing Strategy is meant to propose actions that can address Ashland’s strategy housing priorities.

This project is funded by Oregon general fund dollars through the Department of Land Conservation and Development. The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

Ashland Housing Strategy

Ashland’s housing strategy presents a comprehensive package of interrelated actions that the Ashland HCA Advisory Committee has evaluated, with input from the Planning Commission and Housing and Human Services Commission, to implement and address the City’s strategic housing priorities over the next eight years.

The City will need to develop a Housing Production Strategy within one year of adopting the Housing Capacity Analysis. This Housing Strategy will provide the City with a starting point for the Housing Production Strategy. Developing the Housing Production Strategy will involve revisiting the recommended actions in this document, providing more detail about each strategy, setting an implementation schedule, getting stakeholder input on the strategies in this document, and assessing whether there are additional strategies that should be incorporated into the Housing Production Strategy. Implementation of the Housing Production Strategy will occur over an eight year period and will require additional public and stakeholder involvement.

Introduction

Ashland last updated its Comprehensive Plan, including policies in the Housing Element, in June 2019. As a result, Ashland does not need an analysis to revise all of its housing policies in the Comprehensive Plan. The City needs a housing strategy that provides guidance on

strategies the City could implement to meet the unmet housing needs identified in the Housing Capacity Analysis.

This housing strategy recognizes that the City does not build housing. The strategy focuses on tools to ensure there is adequate land planned and zoned to meet the variety of housing needs and opportunities for a variety of housing types, whether market rate or subsidized. This strategy strives to provide opportunities for lower-cost market rate housing, to the extent possible, to achieve more housing affordability without complete reliance on subsidies if and when possible.

The housing strategy primarily addresses the needs of households with middle, low, very low, or extremely low income. It distinguishes between two types of affordable housing: (1) housing affordable to very low-income and extremely low-income households and (2) housing affordable to low-income and middle-income households. The following describes these households, based on information from the Ashland Housing Capacity Analysis.

- **Very-low-income and extremely-low-income households** are those who have an income of 50% or less of Jackson County Median Family Income (MFI)⁶¹ which is an annual household income of \$32,600. About 34% of Ashland's households fit into this category. They can afford a monthly housing cost of \$820 or less.⁶² Development of housing affordable to households at this income level is generally accomplished through development of government-subsidized income-restricted housing.
- **Low-income and middle-income households** are those who have an income of 50% to 120% of Jackson County's MFI or income between \$32,600 to \$78,100. About 31% of Ashland's households fit into this category. They can afford a monthly housing cost of \$820 to \$1,630. The private housing market may develop housing affordable to households in this group, especially for the higher income households in the group.

Summary and Schedule of Actions

Exhibit 74 presents a summary of actions items, listed in this strategy. This strategy recognizes that some actions will be more productive than others; thus, Exhibit 74 also identifies the scale of impact for each action. A low impact strategy may result in 1% or less of new housing, a moderate impact strategy may result in 1% to 5% of new housing, and a high impact strategy may result in 5% or more of new housing.

⁶¹ Median Family Income is determined by the U.S. Department of Housing and Urban Development. In 2020, Jackson County's MFI was \$65,100.

⁶² This assumes that households pay less than 30% of their gross income on housing costs, including rent or mortgage, utilities, home insurance, and property taxes.

Exhibit 74. Summary and Schedule of Actions

Source: Summarized by ECONorthwest.

Action		Scale of Impact		
		Low	Moderate	High
Strategy 1: Ensure an adequate supply of land is available and serviced				
1.1	Evaluate increasing the maximum allowed densities in the Multi-Family Residential (R-2), High Density Residential (R-3), and parts of the Normal Neighborhood designations.		X	
1.2	Evaluate increasing allowed height in the R-2 and R-3 multi-family residential zones, outside of designated historic districts.		X	
1.3	Identify opportunities to increase allowances for residential uses on the ground floor of buildings within commercial and employment zones.		X	
1.4	Evaluate decreasing multifamily parking requirements.			X
1.5	Evaluate decreasing parking requirements for affordable housing developments in areas with access to transit.	X		
1.6	Evaluate increasing lot coverage allowances slightly in the R-2 and R-3 zones.		X	
1.7	Identify opportunities to create greater certainty and clarity in the annexation process	X		
1.8	Evaluate changes to Ashland’s zoning code to disallow single-family detached housing in the High Density Residential Plan Designation (R-3 zone).			X
1.9	Increase supply of High Density Residential lands by rezoning lands within lower density Plan Designations that have a surplus of capacity.		X	
1.10	Create processes and materials necessary to support developers in their development applications.	X		
Strategy 2: Provide opportunities for housing development to meet the City’s identified housing needs				
2.1	Broaden the definition of dwelling unit to include other types of units such as shared housing and co-housing, single-room occupancies, and other dwelling units.	X		
2.2	Evaluate opportunities incentivize smaller units through amendments to allowable densities.		X	
2.3	Identify and reduce any local obstacles to building with less conventional construction materials.	X		
2.4	Evaluate increasing allowances for residential dwellings in commercial and employment zones, such as allowing an increased amount of residential uses in ground floor commercial spaces..		X	
2.5	Develop an equitable housing plan.	X		

Action		Scale of Impact		
		Low	Moderate	High
2.6	Encourage development of diverse housing types in high opportunity neighborhood.		X	
Strategy 3: Provide opportunities for development affordable to all income levels				
3.1	Create processes and materials necessary to support developers in development of affordable housing.	X		
3.2	Evaluate using the Multiple Unit Property Tax Exemption.		X	
3.3	Adopt a property tax exemption program for affordable rental housing developed by nonprofit affordable housing developers.		X	
3.4	Evaluate participating in or establish a land bank.	X		
3.5	Evaluate opportunities to participate in a land trust to manage and develop housing that is affordable for rent or ownership at below-market pricing for households earning 120% or less of MFI (or possibly 80% or less of MFI).	X		
3.6	Evaluate whether the City or other public agencies have vacant or redevelopable publicly owned property could be used for development of affordable housing.		X	
3.7	Identify opportunities to purchase land in Ashland's urbanizing area (within the Ashland UGB and outside of the City limits) as part of a land banking strategy.			X
3.8	Identify partnerships with area employers to increase development of housing affordable to workers in Ashland.	X		
3.9	Continue to collaborate with community partners to work towards providing housing and support services to alleviate homelessness.	X		
3.10	Evaluate opportunities to make development of housing less costly to the development through changes in City fees.	X		
Strategy 4: Identify funding sources to support development of infrastructure and housing affordability programs				
4.1	Evaluate establishing a Construction Excise Tax.		X	
4.2	Evaluate using Urban Renewal to support development of infrastructure necessary to support housing development.		X	
4.3	Coordinate Capital Improvements Program and Transportation System Plan infrastructure investments.		X	
4.4	Continue to identify a variety of funding sources to support the Affordable Housing Trust Fund.	X		
4.5	Identify additional funds to support development of new affordable housing.		X	
Strategy 5: Align housing planning with the Climate and Energy Action Plan				
5.1	Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing.	X		

Action		Scale of Impact		
		Low	Moderate	High
5.2	Evaluate opportunities to incorporate elements of the CEAP into housing developments.	X		
5.3	Initiate a process to identify opportunities for development or redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.		X	
5.4	Evaluate opportunities to develop new housing closer to downtown and commercial centers to reduce dependence on automobiles for transportation.		X	
5.5	Evaluate opportunities for planning transit-oriented development as transit becomes more available in Ashland.		X	
5.6	Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.	X		

Strategic Issue 1: Ensure an adequate supply of land is available and serviced

This strategy is about ensuring an adequate land supply—not only a 20-year supply (as Goal 10 requires) but also a pipeline of serviced land that is available for immediate development. The following recommended strategies and actions are intended to ensure an adequate supply of residential land through a combination of changes to development standards, annexation policies, and other changes. Efficient use of Ashland’s residential land is key to ensuring that Ashland has adequate opportunities to grow from 2021 to 2041 and beyond.

Issue Statement

Statewide planning Goal 10 (Housing) requires cities to inventory residential lands and provide a 20-year supply of land for residential uses. Moreover, land in the UGB is not necessarily development ready. Land requires the full suite of backbone services (water, wastewater, transportation) before it is development ready. The experience throughout Oregon in recent years is that the cost of services is increasing, and cities are turning to creative ways to finance infrastructure. This priority addresses both long- and short-term supply and availability of land.

- a) Provide a 20-year supply of land for residential use. The HNA concluded that Ashland has enough residential land and housing capacity within the Ashland UGB.
- b) Ensure short-term supply to support development. Land in the UGB is not necessarily development ready. Land requires the full suite of backbone services (water, wastewater, transportation) before it is development ready. In addition, HCA Advisory Committee members suggested that there were opportunities to improve the

annexation process for bringing land from Ashland’s urbanizing area into the city limits by creating greater certainty that in turn could expedite approvals and reduce costs.

The Housing Capacity Analysis provides a thorough analysis of the existing supply and affordability of housing in Ashland. It concludes that Ashland will need 858 new housing units between 2021 and 2041. It shows that Ashland has sufficient land within the UGB to accommodate growth over the 2021-2041 period but has very limited capacity (and nearly a deficit of land) for housing in the High-Density Residential zone. Ashland is expected to add 1,691 people, resulting in demand for 858 dwelling units. Ashland has capacity for development of 2,754 dwelling units within the UGB under current policies, with much (36%) of the current capacity within Low Density Residential Plan Designations.

However, about 1,299 dwelling units of total capacity (47%) is in the urbanizing area (the area between the city limits and UGB) and will require annexation before development occurs. The Plan Designations with the most capacity in the urbanizing area are Normal Neighborhood and Single-Family Residential.

Ashland needs land that is vacant with urban services that support residential development such as municipal water service, sewer and wastewater service, stormwater management systems, and transportation connections with adequate capacity to accommodate growth. A part of ensuring that there are development opportunities is making zoning code changes to allow for a wider range of development, especially multifamily housing types, and streamlining the annexation and development process to make annexation faster and provide more predictability in the process to developers.

Recommended Actions

The recommended actions to address Strategic Issue 1 under consideration include:

- Action 1.1: Evaluate increasing the maximum allowed densities, or removing density limitations, in the Multi-Family Residential (R-2), High Density Residential (R-3), and parts of the Normal Neighborhood designations. Prior analysis shows that two to three as many units per acre as allowed under the current density standards can potentially fit on a typical site with limited changes to other development standards.⁶³ Higher densities are especially important for small infill sites where efficiency is at a premium. Allowing more housing on a given infill site helps the City meet its housing needs with less outward expansion and spreads the land and infrastructure cost across more units.
- Action 1.2: Evaluate increasing allowed height in the R-2 and R-3 multi-family residential zones, outside of designated historic districts, from 2 1/2 to 3 stories and from 35 to at least 40 feet.

⁶³ ECONorthwest, *Ashland Housing Strategy Implementation Plan*, June 2019.

- Action 1.3: Identify opportunities to increase allowances for residential uses on the ground floor of buildings within commercial and employment zones.
- Action 1.4: Evaluate decreasing multifamily parking requirements. Parking reductions increase efficiency and reduce costs when combined with increases in density. In addition, parking reductions may be an important part of Strategic Issue 5, Action 5.1.
- Action 1.5: Evaluate decreasing parking requirements for affordable housing developments in areas with access to transit. In addition, parking reductions may be an important part of Strategic Issue 5, Action 5.1.
- Action 1.6: Evaluate increasing lot coverage allowances slightly in the R-2 and R-3 zones to support the other code amendments discussed in Actions 1.1, 1.2, and 1.3.
- Action 1.7: Identify opportunities to create greater certainty and clarity in the annexation process through evaluation of the level of design necessary for assessment of compliance with development standards, with the goal of reducing the time and expense of preparing annexation applications.
- Action 1.8: Evaluate changes to Ashland’s zoning code to disallow single-family detached housing in the High Density Residential Plan Designation (R-3 zone), to preserve this zone for higher-density housing. Such a change would not include very small existing lots, where single-family detached housing is all that is buildable.
- Action 1.9: Increase supply of High Density Residential lands by rezoning lands within lower density Plan Designations that have a surplus of capacity, such as land in the Single-Family Residential Plan Designation. The purpose of increasing the supply of High Density Residential land is that Ashland has a small surplus of land in this zone and increasing the supply now, while there is a surplus of land in other zones, provides an opportunity to coordinate long-term planning for multifamily land with other planning processes that the City engages in over the next five to 10 years.
- Action 1.10: Create processes and materials necessary to support developers in their development applications, with the purpose of increasing clarity and certainty of in the development review process.

Areas for further consideration

The following are actions suggested by members of the HCA Advisory Committee, Planning Commission, and Housing and Human Services Commission that should be further considered by the City of Ashland as it develops its housing policies.

- Evaluate revision to development standards that may result in lower density development, such as requirements for traffic analysis for developments that generate more than 50 trips per day.
- Evaluate the impacts on housing capacity and density of development resulting from Ashland’s physical and environmental constraints and water resources protection zone overlays.

- Evaluate the impact of the Ashland Solar Ordinance on limiting development of multi-story multifamily and mixed-use housing in consideration of energy conservation goals.
- Evaluate requiring more housing as part of new development in commercial and employment zones.
- Evaluate allowing smaller single-family detached housing on 2,500 sq ft lots, such as part of cottage clusters or stand-alone single-family detached units.
- Identify opportunities to up-zone land from lower density to medium- or high-density land, to provide more opportunities for developing smaller single-family units and multifamily housing.

Strategic Issue 2: Provide opportunities for housing development to meet the City’s identified housing needs

This strategy focuses on actions that are intended to ensure new residential structures developed in Ashland are diverse and include affordable housing for households with incomes below 60% of MFI, housing affordable to households with incomes of between 60% and 120% of MFI, housing for families with children, low- to moderate-income households, senior housing, and other housing products to achieve housing affordability for households and to meet Ashland’s 20-year housing needs.

Issue Statement

Continued increases in housing costs may increase demand for denser housing (e.g., multifamily housing, single-family attached housing, and compact single-family detached housing). To the extent that denser housing types are more affordable than larger housing types (i.e., single-family detached units on larger lots, such as 2,500 square foot dwelling units on lots larger than 5,000 square feet), continued increases in housing costs will increase demand for denser housing.

Ashland’s housing mix in the 2015–2019 period was 66% single-family detached, 9% single-family attached, 12% duplex/triplex/quadplex, and 13% multifamily with 5 or more units per structure.⁶⁴ The HCA assumes that the housing mix of new dwelling units in Ashland will be about 35% single-family detached, 10% single-family attached 20% duplex/triplex/quadplex, and 35% multifamily with 5 or more units per structure.

To achieve this mix, Ashland will need to implement policies that allow a wider variety of housing types, including smaller housing and housing produced with innovative processes or building materials, as well as more mixed-use housing.

In addition, Ashland will allow for development of housing that is affordable to workers in Ashland and is located in proximity to employment opportunities to attract needed labor force for its employment and mixed-use lands. These types of housing include (but are not limited to)

⁶⁴ Based on 2015–2019 ACS five-year estimates for Ashland.

live-work units, “skinny” single-family detached housing, townhouses, cottage housing, duplexes and triplexes, and less costly types of multifamily housing.

Ashland is in the process of amending the land use code to allow duplexes wherever a single-family dwelling unit is permitted per the requirements of HB2001. Code amendments will be enacted before July 1, 2021.

Recommended Actions

The recommended actions to address Strategic Issue 2 under consideration include:

- Action 2.1: Broaden the definition of dwelling unit to include other types of units such as shared housing and co-housing, single-room occupancies, and other dwelling units. Broadening the definition of dwelling units, which would broaden the types of units allowed in residential districts, would allow for greater flexibility of housing type.
- Action 2.2: Evaluate opportunities incentivize smaller units through amendments to allowable densities, such as allowing tiny house clusters or smaller units in medium density zones such as units as small as 200 square feet.
- Action 2.3: Identify and reduce any local obstacles to building with less conventional construction materials, such as shipping containers, prefabricated construction materials, 3-D printed materials, etc., with the purpose of allowing for development of more affordable housing. However, the building code is managed and applied by the State and not under local control.
- Action 2.4: Evaluate increasing allowances for residential dwellings in commercial and employment zones, such as allowing an increased amount of residential uses in ground floor commercial spaces.
- Action 2.5: Develop an equitable housing plan, which could include initial steps, action plan with goals and a method to measure progress to achieve more equitable housing and continuously examine ways to make improvements to the housing system to achieve equity. The equitable housing plan could address the issues identified in the *2020-2024 Fair Housing Analysis of Impediments to Fair Housing Choice Update for the City of Ashland*. This report identified impediments such as: limited community awareness about fair housing protections and resources, instances of discrimination in housing transactions, and a lack of affordable housing.
- Action 2.6: Encourage development of diverse housing types in high opportunity neighborhoods,⁶⁵ with a goal of reversing historical patterns of racial, ethnic, cultural and socio-economic exclusion.

⁶⁵ HUD defines high opportunity neighborhoods as areas that have a positive effect on economic mobility of residents, such as access to jobs, high quality schools, and lower concentration of poverty.

Strategic Issue 3: Provide opportunities for development of housing affordable to all income levels

The following recommended strategy and actions are intended to use a deliberate set of mandates and incentives to support the development of new affordable housing and preserve existing affordable housing.

Issue Statement

The Housing Capacity Analysis clearly identifies a lack of housing that is affordable to households with lower and moderate incomes. It is clear that the private sector cannot feasibly develop lower cost housing without government intervention. The amount of government support that is available for lower cost housing is insufficient to meet identified needs.

Availability of housing that is affordable to households at all income levels is a key issue in Ashland. For the purposes of this strategy, affordable housing is defined as: (1) housing for very-low-income and extremely-low-income households at 50% or below the median family income (MFI)⁶⁶ \$32,600 in 2020); (2) housing for low-income households with incomes between 50% and 80% of the MFI (\$32,600 to \$52,100 in 2020); and (3) housing for middle-income households with incomes between 80% and 120% of the MFI (\$52,100 to \$78,100 in 2020).

In Ashland, 63% of renter households and 31% of homeowner households are considered cost burdened (paying more than 30% of their income on housing). These are households struggling to find affordable housing, at all points along the income spectrum. This strategic priority is to evaluate mechanisms (mandates and/or incentives) that will support development of affordable housing in Ashland.

The City's policy options for providing opportunities to build housing, especially affordable housing (both market-rate and government-subsidized affordable housing) are limited. The most substantial ways the City can encourage development of housing is through ensuring that enough land is zoned for residential development and within the city limits, in addition to assembling and purchasing land for affordable housing development, eliminating barriers to residential development where possible, and providing infrastructure in a cost-effective way.

A key part of this strategy is providing informational resources to developers of housing affordable to both very-low- and extremely-low-income households, as well as low- and middle-income households. Smaller, local developers need resources to better understand the kinds of support that is available to build more affordable housing, such as funding opportunities, partnerships, etc. The affordable housing realm is very complex and existing developers/builders would benefit from additional assistance and clarification about the requirements for development and management of affordable housing, as well as City

⁶⁶ Based on U.S. Department of Housing and Urban Development Median Family Income of \$65,100 for Jackson County in 2020.

assistance identifying potential non-profit affordable housing development partners that can secure funding for affordable housing development.

In addition to supporting development, an important angle of this strategic priority is to identify strategies that preserve naturally occurring affordable housing that already exists in Ashland. Naturally occurring affordable housing are dwelling units that are unsubsidized, yet affordable to households earning incomes below the area's median household or family income.

Recommended Actions

The recommended actions to address Strategic Issue 3 under consideration include:

- Action 3.1: Create processes and materials necessary to support developers in development of affordable housing, with the purpose of making it easier to develop affordable housing in Ashland. The City could act as a convener between “market-rate developers” required to provide affordable housing and those nonprofits and other organizations who are well versed in the complexities of developing affordable housing.⁶⁷
- Action 3.2: Evaluate using the Multiple Unit Property Tax Exemption to incentivize preservation and development of housing for low- to middle-income households for needed housing types.
- Action 3.3: Adopt a property tax exemption program for affordable rental housing developed by nonprofit affordable housing developers. Evaluate which of the two available options under state statute is better suited to the needs of housing providers in Ashland. The options are the Low-Income Rental Housing Tax Exemption and the Nonprofit Corporation Low Income Housing Tax Exemption.
- Action 3.4: Evaluate participating in or establish a land bank for development of housing affordable to households within incomes below 80% of MFI for renters or below 120% of MFI for homeowners. The land bank may best be run by a nonprofit, with the City participating as a partner in the land bank.
- Action 3.5: Evaluate opportunities to participate in a land trust to manage and develop housing that is affordable for rent or ownership at below-market pricing for households earning 120% or less of MFI (or possibly 80% or less of MFI).
- Action 3.6: Evaluate whether the City or other public agencies have vacant or redevelopable publicly owned property that is not being otherwise used and could be used for development of affordable housing. This property could be used for affordable housing, either as part of a land bank (Action 3.4) or directly in development of an affordable housing project.
- Action 3.7: Identify opportunities to purchase land in Ashland's urbanizing area (within the Ashland UGB and outside of the City limits) as part of a land banking strategy. The

⁶⁷ The City of Medford is developing a toolkit to help developers gain support for development of affordable housing in Medford. This toolkit may provide good ideas that could be customized for use in Ashland.

City could acquire land and write down land costs for developers who are willing to build housing either affordable to households with incomes below 60% of MFI or for households with incomes between 60% and 80% of MFI.

- Action 3.8: Identify partnerships with area employers to increase development of housing affordable to workers in Ashland. Potential partnerships may be with Southern Oregon University (SOU), for development of workforce housing for people employed at SOU or students at SOU, Ashland School District, or with the Oregon Shakespeare Festival.
- Action 3.9: Continue to collaborate with community partners to work towards providing housing and support services to alleviate homelessness for families with children, domestic violence victims, veterans, and other vulnerable populations.
- Action 3.10: Evaluate opportunities to make development of housing less costly to the development through changes in City fees. For example, the City might allow a developer to pay application fees over time, rather than requiring the fee at the beginning of the development process. The City might also set a cap on application fees.

Areas for further consideration

The following are actions suggested by members of the HCA Advisory Committee, Planning Commission, and Housing and Human Services Commission that should be further considered by the City of Ashland as it develops its housing policies.

- Identify opportunities to increase affordable homeownership for households with children.
- Identify barriers to development of housing that is affordable for families with children, both regulated affordable housing and market-rate affordable housing. This could include small changes to the zoning code to allow development of housing for families with children.

Strategic Issue 4: Identify funding sources to support development of infrastructure and housing affordability programs

The following recommended strategy and actions are intended to consider a range of funding tools that Ashland may implement and use to support residential development.

Issue Statement

A primary barrier to residential development, particularly for housing for very low-income and low-income households, is costs and financing. This strategic priority intends to evaluate opportunities for the City of Ashland to support needed residential development by evaluating creative funding and financing mechanisms that reduce development costs. Funding opportunities may include options to reduce the cost of land, reduce hard costs (such as

infrastructure development), and reduce soft costs (such as system development charges or permit costs).

Recommended Actions

The recommended actions to address Strategic Issue 4 are:

- Action 4.1: Evaluate establishing a Construction Excise Tax (CET) for residential, commercial, and industrial development.⁶⁸ When the City evaluates implementing a CET, the City should consider how much funding the CET could produce and decide if that funding would meaningfully help in production of affordable housing. The City may want to consider a methodology that exempts a portion of the permit value (such as the first \$100,000 or more permit value), as a way of focusing CET charges on units with a higher permit value.
- Action 4.2: Evaluate using Urban Renewal to support development of infrastructure necessary to support housing development, as well as to support development of housing affordable to households with incomes below 80% of MFI. For example, a Tax Increment Financing (TIF) set-aside of a minimum of 30% for affordable housing development to serve households earning 0-60% Median Family Income, to apply to existing and future urban renewal areas in the City. TIF set-aside funds would also potentially be available for affordable housing units within market rate, mixed-use and mixed-income development. If the City wants to use Urban Renewal on areas currently outside the city limits, the City will need to annex the land into the city limits before implementing the Urban Renewal District.
- Action 4.3: Coordinate Capital Improvements Program infrastructure investments and Transportation System Plan to strategically develop needed infrastructure within areas where residential growth is expected.
- Action 4.4: Continue to identify a variety of funding sources to support the Affordable Housing Trust Fund.
- Action 4.5: Identify additional funds to support development of new affordable housing, including housing options for people experiencing homelessness, increasing housing stability and reducing risk of homelessness, and housing for households with incomes of less than 60% of MFI. These funds may be contributed to Ashland's existing Affordable Housing Trust Fund. One funding option with substantial revenue potential is a General Obligation (GO) bond. Cities or other jurisdictions can issue bonds backed by the full faith and credit of the jurisdiction to pay for capital construction and improvements.

⁶⁸ The Ashland School District has an existing CET of \$1.07 per square foot of residential construction or \$0.53 per square foot of commercial construction.

Strategic Issue 5: Align housing planning with the Climate and Energy Action Plan

The following recommended strategy and actions are intended ensure that planning for housing is aligned with Ashland’s plans for climate change.

Issue Statement

The City of Ashland adopted its Climate and Energy Action Plan (CEAP) in March of 2017 “to reduce its emissions and improve its resilience to future impacts of climate change on its environment, infrastructure, and people.”⁶⁹ The plan identified six strategic initiatives:

- Transition to clean energy
- Maximize conservation of water and energy
- Support climate-friendly land use and management
- Reduce consumption of carbon-intensive goods and services
- Inform and work with residents, organizations, and government
- Lead by example

To the extent possible, housing planning and actions to address Ashland’s housing needs should emphasize these initiatives and allow them to guide decision-making. The nexus between the CEAP and housing development includes:

- **Location of housing.** Housing that is located in areas where less driving is necessary, either through more use of transit or a closer location to services and work, may help the City meet its CEAP goals. Some of Ashland’s residential development is located in areas with access to transit and closer to services and employment, but some land does not have these locational advantages. In addition, some people will choose to locate in Ashland but work in other parts of the region.
- **Energy efficiency of housing development and the structures.** Housing that is developed with energy-efficient processes, uses energy-efficient materials, and operates in an energy efficient way over time can also help the City meet its CEAP goals. Increasing energy-efficiency can both increase development costs, through more expensive materials or development process, as well as lower long-term energy costs. Ashland should be careful to consider the advantages and disadvantages when requiring energy-efficient development, to make sure that the requirements do not make housing substantially less affordable in Ashland.

⁶⁹ Climate and Energy Action Plan:

http://www.ashland.or.us/Files/Ashland%20Climate%20and%20Energy%20Action%20Plan_pages.pdf

Recommended Actions

The recommended actions to address Strategic Issue 5 are:

- Action 5.1: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). The prior action that suggests parking reductions (Action 1.3) may reduce reliance upon automobiles and decrease of impervious surfaces dedicated to parked vehicles.
- Action 5.2: Evaluate opportunities to incorporate elements of the CEAP into housing developments, including increased energy efficiency, solar access, electrical vehicle parking and charging opportunities, reduction of fossil fuels dependency, and increased resilience to natural hazards resulting from a changing climate (such as the risk of wildfire).
- Action 5.3: Initiate a process to identify opportunities for development or redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.
- Action 5.4: Evaluate opportunities to develop new housing closer to downtown and commercial centers to reduce dependence on automobiles for transportation. For example, redevelopment of the Railroad property provides such an opportunity.
- Action 5.5: Evaluate opportunities for planning transit-oriented development as transit becomes more available in Ashland, consistent with mixed-use planning.
- Action 5.6: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.

Potential Housing Policies and Actions

This section provides the City with information about potential policies that could be implemented in Ashland to address the City's housing needs. This appendix provides a range of housing policy options for the City of Ashland to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- Land Use Regulations
- Increase Housing Types
- Financial Assistance to Homeowners and Renters
- Lower Development or Operational Costs
- Funding Sources to Support Residential Development

The intention of this memorandum is to provide a toolbox of potential policies and actions that the City can use to address strategic issues. For many of the policy tools described below, we give an approximate scale of impact. **The purpose of the scale of impact is to provide some context for whether the policy tool generally results in a little or a lot of change in the housing market.** The scale of impact depends on conditions in the City, such as other the City's other existing (or newly implemented) housing policies, the land supply, and housing market conditions. We define the scale of impact as follows:

- A **small** impact may not directly result in development of new housing or it may result in development of a small amount of new housing, such as 1% to 3% of the needed housing. In terms of housing affordability, a small impact may not improve housing affordability in and of itself. A policy with a small impact may be necessary but not sufficient to increase housing affordability.
- A **moderate** impact is likely to directly result in development of new housing, such as 3% to 5% of needed housing. In terms of housing affordability, a moderate impact may not improve housing affordability in and of itself. A policy with a moderate impact may be necessary but not sufficient to increase housing affordability.
- A **large** impact is likely to directly result in development of new housing, such as 5% to 10% (or more) of needed housing. In terms of housing affordability, a **large** impact may improve housing affordability in and of itself. A policy with a large impact may still need to work with other policies to increase housing affordability.

Land Use Regulations

These policies focus on ways the City can modify its land use regulations to increase housing affordability and available housing stock.

Action Name	Description	Implementation in Ashland	Scale of Impact
Regulatory Changes			
Administrative and Procedural Reforms	<p>Regulatory delay can be a major cost-inducing factor in development. Oregon has specific requirements for review of development applications. However, complicated projects frequently require additional analysis such as traffic impact studies, etc.</p> <p>A key consideration in these types of reforms is how to streamline the review process and still achieve the intended objectives of local development policies.</p>		<p>Scale of Impact - Small. The impact on production of housing and housing affordability is small and depends on changes made to City procedures. Streamlining procedures may not be sufficient to increase production.</p>
Expedited / Fast-tracked Building Permit	<p>Expedite building permits for pre-approved development types or building characteristics (e.g. green buildings). City of Bend offers expedited review and permitting for affordable housing. Any residential or mixed-use development that receives local, state or federal affordable housing funding is eligible to receive a written decision by the Planning Department within two weeks of the date of submittal. For projects that require more complex planning review, a decision will be written, or the first public hearing will be held within six weeks of the date of submittal.</p>	<p>Priority planning action processing and building permit issuance for affordable housing is not codified in Ashland Municipal Code. Ashland does provide priority plan check and planning action processing for green buildings pursuing certification under the Leadership in Energy and Environmental Design (LEED) rating system.</p>	<p>Scale of Impact - Small. Expedited permit processing will benefit a limited number of projects. It may be necessary but not sufficient to increase housing production on its own.</p>
Streamline Zoning Code and other Ordinances	<p>Complexity of zoning, subdivision, and other ordinances can make development more difficult, time consuming,</p>		<p>Scale of Impact - Small to moderate. The level of impact on</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
	<p>and costly. Streamlining development regulations can result in increased development.</p> <p>As part of the streamlining process, cities may evaluate potential barriers to affordable workforce housing and multifamily housing. Potential barriers may include height limitations, complexity of planned unit development regulations, parking requirements, and other zoning standards.</p> <p>Many of the remaining tools in this section focus on changes to the zoning code.</p>		<p>production of housing and housing affordability will depend on the changes made to the zoning code and other ordinances.</p>
<p>Allow Small Residential Lots</p>	<p>Small residential lots are generally less than 5,000 SF and sometimes closer to 2,000 SF. This policy allows individual small lots within a subdivision. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances.</p> <p>This policy is intended to increase density and lower housing costs. Small-lots limit sprawl, contribute to a more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types.</p> <p>Cities across Oregon allow small residential lots, including many cities in the Metro area.</p>	<p>Planned Unit Developments in all SFR and MFR zones will allow for small lots (up to zero lot line) at allowable Densities. Additionally, cottage housing developments in SFR zones (R-1-5 & R-1-7.5) allow lots smaller than the minimum lot size for the zone in conjunction with common open space.</p> <p>Ashland's R-1-3.5 zone has a minimum lot size of 3,500 SF.</p>	<p>Scale of Impact – Small to moderate.</p> <p>Cities have adopted minimum lot sizes as small as 2,000 SF. However, it is uncommon to see entire subdivisions of lots this small. Small lots typically get mixed in with other lot sizes. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
Mandate Maximum Lot Sizes	<p>This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 SF minimum lot size might have an 8,000 SF maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.</p> <p>This approach ensures minimum densities in residential zones by limiting lot size. It places bounds on building at less than maximum allowable density. Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources, and reduce sprawl development.</p> <p>This tool is used by some cities but is used less frequently than mandating minimum lot sizes.</p>	<p>Ashland does not have a maximum lot size or minimum density requirement in Single Family Residential zones, although market development typically maximizes the number of units provided.</p> <p>In cases where lot sizes are proposed that exceed the minimum lot size it is often in response to physical or environmental constraints that limit the buildable portion of a site (e.g. steep slopes, floodplains, wetlands and riparian areas)</p>	<p>Scale of Impact— Small to moderate. Mandating maximum lot size may be most appropriate in areas where the market is building at substantially lower densities than are allowed or in cities that do not have minimum densities.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Mandate Minimum Residential Densities	<p>This policy is typically applied in single-family residential zones and places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multifamily zones, they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones. This policy increases land-holding capacity. Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. They reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective. Mandating minimum density</p>	<p>Minimum Density requirements (80% base density) are in place in MFR zones (R-2 and R-3) on lots large enough to accommodate 3 or more units. Minimum densities are required of any residential annexation (90% Base Density).</p>	<p>Scale of Impact— Small to moderate. Increasing minimum densities and ensuring clear urban conversion plans may have a small to moderate impact depending on the observed amount of underbuild and the minimum density standard. For cities that allow single-family</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
	is generally most effective in medium and high-density zones where single-family detached housing is allowed. The minimum density ensures that low-density single-family housing is not built where higher-density multifamily housing could be built.		detached housing in high density zones, this policy can result in a moderate or larger impact.
Increase Allowable Residential Densities	<p>This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development code. This strategy is most commonly applied to multifamily residential zones.</p> <p>For cities with maximum densities, consider removing maximum allowable densities. This change may be most relevant.</p> <p>Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective.</p>	<p>Ashland recently removed the maximum residential densities within the Transit Triangle Overlay area (Ashland Street, portions of Siskiyou Blvd, and Tolman Creek Road). A form-based approach is used where limitations on height, lot coverage, and setback requirements create the 3D envelope in which units can be developed. This allows for many smaller units within the same space when compared to a base density approach which can produce fewer, large apartments or condominiums.</p> <p>Ashland has not increased residential densities outside of the this Overlay area.</p>	<p>Scale of Impact— Small to moderate.</p> <p>This tool can be most effective in increasing densities where very low density is currently allowed or in areas where a city wants to encourage higher density development.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Allow Clustered Residential Development	<p>Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.</p>	<p>Ashland permits Planned Unit Developments in SFR and MFR zones which allows clustering of units and transfer of density from naturally constrained areas to the developable portion of the site.</p>	<p>Scale of Impact— Moderate. Clustering can increase density, however, if other areas of the site that could otherwise be developed are not developed, the scale of impact can be reduced.</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
<p>Reduced Parking Requirements</p>	<p>Jurisdictions can reduce or eliminate minimum off-street parking requirements, as well as provide flexibility in meeting parking requirements. Reducing parking requirements positively impact development of any type of housing, from single-family detached to multifamily housing.</p> <p>Reduced parking requirements are most frequently used in conjunction of development of subsidized affordable housing, but cities like Portland have reduced or eliminated parking requirements for market-based multifamily housing in specific circumstances.</p> <p>City of Bend offers parking reductions for affordable housing and transit proximity. Parking for affordable housing units is 1 space per unit regardless of size, compared to 1 space per studio or 1-bedroom unit, 1.5 spaces per 2-bedroom unit, and 2 spaces per 3- or more bedroom unit for market-rate multifamily development or 2 spaces per market rate detached dwelling unit. Affordable housing units must meet the same eligibility criteria as for other City of Bend affordable housing incentives</p> <p>City of Portland offers parking exceptions for affordable housing and sites adjacent to transit. The City of Portland allows housing developments that meet the inclusionary zoning requirements to reduce parking requirements to zero if located near frequent transit service, and to exclude the affordable housing units from parking requirements for developments located further from frequent transit service. The City also allows market rate housing developments located near frequent transit service to provide little or no parking, depending on the number of units in the development.</p>	<p>Ashland provides parking reductions for small units city-wide (one space per unit for units 500 SF or less).</p> <p>Within the Transit Triangle Overlay parking requirements are reduced to one space per unit for units 800 SF or less Cottages of 800 SF or less within approved cottage housing developments require one space per unit.</p> <p>Many parking credits may be allocated to projects including: An off-street parking credit for each on-street parking space along the properties frontage; joint use and mixed-use development credits (sharing the same space between a commercial use and residential use when demonstrated their time of use is not in conflict); off-site shared parking; transit facilities credit; Transportation Demand Management plan implementation.</p> <p>Ashland does not have a specific parking reduction available for units designated and regulated as affordable housing.</p>	<p>Scale of Impact— Small to moderate.</p> <p>The City could require the developer to prove the need and public benefit or reducing parking requirements to increase housing affordability.</p> <p>Reducing parking requirements can have a moderate to large impact on housing affordability if little or no parking is required.</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
Reduce Street Width Standards	<p>This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. This strategy could be applied to alleys, when required, to ensure that alleys are relatively narrow to reduce development and maintenance costs.</p> <p>Narrower streets make more land available to housing and economic-based development. Narrower streets can also reduce long-term street maintenance costs.</p>	<p>Ashland has long implemented a “Narrow Street” standard through the Street Standards and Transportation System Plan.</p>	<p>Scale of Impact— Small. This policy is most effective in cities that require relatively wide streets.</p>
Preserving Existing Housing Supply	<p>Housing preservation ordinances typically condition the demolition or replacement of certain housing types on the replacement of such housing elsewhere, fees in lieu of replacement, or payment for relocation expenses of existing tenants. Preservation of existing housing may focus on preservation of smaller, more affordable housing. Approaches include:</p> <ul style="list-style-type: none"> • Housing preservation ordinances • Housing replacement ordinances • Manufactured home preservation • Single-room-occupancy ordinances • Regulating demolitions 	<p>Ashland does have ordinances that regulate the closure of manufactured home parks and displacement of the residents, as well as the conversion of apartments into condominiums, wherein longer notice periods prior to tenant displacement and relocation assistance can be required.</p> <p>Ashland’s demolition ordinance does regulate demolitions but does not have standards relating to tenant displacement.</p>	<p>Scale of Impact— Small to moderate. Preserving small existing housing can make a difference in the availability of affordable housing in a city but it is limited by the existing stock housing, especially smaller, more affordable housing. Cities with older housing stock are more likely to benefit from this policy.</p>
Inclusionary Zoning	<p>Inclusionary zoning policies tie development approval to, or provide regulatory incentives for, the provision of low- and moderate-income housing as part of a proposed development. Mandatory inclusionary zoning requires developers to provide a certain percentage of low-income housing. Incentive-based inclusionary zoning provides density or other types of incentives.</p>	<p>Ashland requires a percentage of affordable housing (25% of the base density exclusive of unbuildable areas) as part of annexations and zone changes for residential developments.</p>	<p>Scale of Impact— Small to moderate. Inclusionary zoning has recently been made legal in Oregon. The scale of impact would depend on the inclusionary zoning</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
	<p>The price of low-income housing is often passed on to purchasers of market-rate housing. Critics of inclusionary zoning contend it impedes the "filtering" process where residents purchase new housing, freeing existing housing for lower-income residents.</p> <p>Oregon's inclusionary zoning laws apply to structures with 20 or more multifamily units, with inclusion of units that are affordable at 80% of the median family income of the city.</p> <p>The City of Portland has implemented an inclusionary zoning program. While Portland's inclusionary zoning program is resulting in production of affordable multifamily units, there is considerable discussion and disagreement about the impact of number of multifamily units being built and potential changes in the location of units.</p>	<p>Ashland has not implemented an inclusionary zoning ordinance for residential developments within the City Limits for proposed structures containing 20 units or more under the State's newly approved inclusionary zoning legislation.</p>	<p>policies adopted by the city.</p>
<p>Re-designate or rezone land for housing</p>	<p>The types of land rezoned for housing are vacant or partially vacant low-density residential and employment land rezoned to multifamily or mixed use. In rezoning land, it is important to choose land in a compatible location, such as land that can be a buffer between an established neighborhood and other denser uses or land adjacent to existing commercial uses. When rezoning employment land, it is best to select land with limited employment capacity (i.e., smaller parcels) in areas where multifamily housing would be compatible (i.e., along transit corridors or in employment centers that would benefit from new housing).</p> <p>This policy change increases opportunity for comparatively affordable multifamily housing and provides opportunities for mixing residential and other compatible uses.</p> <p>Cities across Oregon frequently re-zone and re-designate land to address deficits of land for new housing.</p>	<p>Rezoning land in Ashland is not a common practice.</p> <p>The City has implemented a number of master planning Efforts (Normal Neighborhood, North Mountain Plan, Croman Mill District) which have identified lands to be developed as multifamily or mixed-use development. Individual property owners have requested and received rezoning of their properties to multifamily zones for specific development proposals.</p> <p>However, there has not been an effort to examine vacant low density and employment properties within the City Limits as candidates for a</p>	

Action Name	Description	Implementation in Ashland	Scale of Impact
		comprehensive plan and zone change to increase the supply of multifamily zoned properties.	
Encourage multifamily residential development in commercial zones	<p>This tool seeks to encourage denser multifamily housing as part of mixed-use projects in commercial zones. Such policies lower or eliminate barriers to residential development in commercial or mixed-use zones. They include eliminating requirements for non-residential uses in commercial zones (e.g., requirements for ground floor retail) or requiring minimum residential densities.</p> <p>This policy can increase opportunities for multifamily development on commercial or mixed-use zones or increase the density of that development.</p> <p>Cities across Oregon frequently encourage multifamily housing development in commercial zones, either as stand-alone residential buildings or as mixed-use buildings.</p>	Mixed use projects are permitted and encouraged in Ashland Commercial and Employment zoned. There is current discussion regarding the percentage of the ground floor that is to be reserved for commercial uses and whether those ratios can be modified in consideration of changing market demands for in retail and office space.	
Transfer or Purchase of Development Rights	<p>This policy is intended to move development from sensitive areas to more appropriate areas. Development rights are transferred to “receiving zones” and can be traded and can increase overall densities. This policy is usually implemented through a subsection of the zoning code and identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed).</p> <p>Transfer of development rights is done less frequently in Oregon, as cities generally zone land for higher density housing where they would like it to occur. This policy is frequently used by cities outside of Oregon.</p>	Ashland does not have a Transfer of Development Rights program or designated receiving zones.	
Provide Density Bonuses to Developers	The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired	Ashland has four density bonuses, one of which is for development of affordable housing at higher densities and	

Action Name	Description	Implementation in Ashland	Scale of Impact
	<p>areas, provided certain requirements are met. This strategy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.</p> <p>Bonus densities can also be used to encourage development of low-income or workforce affordable housing. An affordable housing bonus would allow for more housing units to be built than allowed by zoning if the proposed project provides a certain number of affordable units.</p> <p>City of Bend offers affordable housing density and height bonuses. Qualifying affordable housing projects are eligible for a 10-foot building height bonus for multifamily housing when affordable housing units are gained and for a density bonus. The density increase is based on the percentage of affordable housing units within the proposed development: if 10% of the units are affordable, the maximum density is 110% of the standard maximum density. The maximum density bonus is 50% above the base density. Qualifying projects must be affordable to households at or below 60% of the AMI for rental housing and at or below 80% of the AMI for ownership housing and require development agreements and restrictions to ensure continued affordability.</p> <p>Kirkland, WA offers density bonuses for duplex, triplex, and cottages. Cottage homes (limited to 1,500 SF of floor area) and two- and three-unit homes (up to 1,000 SF of floor area average per unit) are allowed at double the density of detached dwelling units in the underlying zone.</p>	<p>another for energy-efficient housing.</p> <p>Affordable housing projects meeting eligibility requirements (including rental or ownership housing affordable to households at 80% or less of AMI for a min. of 30 years) receive a density bonus of two units for each affordable unit provided, up to a max. of a 35% increase in density.</p> <p>The max. density bonus inclusive of other bonuses (open space, conservation) can be 60% over the base density within the zone.</p> <p>Ashland's Cottage Housing Development ordinance effectively provides a doubling of the allowable density in the zone for provision of the small cottage housing units.</p> <p>Ashland classifies small units, of 500 SF or less, as only 75% of a unit for the purposes of density calculations. A greater number of small units can be developed within existing density allowances without employing a density bonus.</p>	

Increase Housing Types

The following policies focus on ways in which the City can increase the types of housing available in order to increase housing affordability. Policies focus on increasing housing density or the number of residents within existing City lots.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Allow Duplexes, Cottage housing, Townhomes, Row Houses, and Tri- and Quad-Plexes in low density zones	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p> <p>House Bill 2001 requires cities to allow these housing types in single-family zones.</p>	<p>Ashland is in the process of amending the land use code to allow duplexes wherever a single-family dwelling unit is permitted per the requirements of HB2001. Code amendments will be enacted before July 1, 2021.</p>	<p>Scale of Impact – Small to moderate. Allowing these types of housing in more zoning districts may provide relatively few number of new, relatively affordable, housing opportunities.</p>
Allow Cottage housing, Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses, Cottage Courts, Duplex/Townhouse Courts, & Garden Apartments in medium density zones	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p>	<p>Ashland passed a cottage housing ordinance in 2018 and allows cottage housing developments in the R-1-5 and R-1-7.5 zones on lots that are greater than 1.5 times the minimum lot size for the zone. Cottage Housing developments can be between 3 to 12 units depending on lot size. Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses are permissible in Ashland's</p>	<p>Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in medium density zones, as well as the types of housing newly</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
		Medium Density zone (R-2), and Townhomes are further permitted in the R-1-3.5 zone or other residential zones (R-1-5, R-1-7.5, R-1-10) through planned unit developments.	allowed in the medium density zone.
Allow Stacked Townhouses, Garden Apartments and larger-scale Apartments in high density zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Stacked townhomes, condominiums, garden apartments and larger-scale apartments are permitted in R-2 and R-3 zones. However due to small lot sizes of vacant/partially vacant properties available in these zones, larger scale apartments are not often achievable given existing lot sizes, height limitations, and density allowances.	Scale of Impact – Small to Large. Allowing these types of housing in more zones may provide a large number of new, relatively affordable, housing opportunities. The scale of impact depends on the amount of vacant/redevelopable land in high density zones and the housing types allowed in the zones.
Allow Live-Work housing or Mixed-use housing in commercial zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Live-work housing and mixed-development would be a permitted use within commercial zones although not specifically listed in the allowable use table for either commercial or residential zones. Home Occupations are special permitted in all zoning designations with the exception of industrial (M-1).	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Remove barriers to Development of Accessory Dwelling Units (ADUs) in single-family zones	<p>As of July 1, 2018, ORS 197.312 requires cities to allow at least one ADU for each detached single-family dwelling in areas zoned for detached single-family dwellings.</p> <p>Jurisdictions can make development of ADUs more likely by limiting restrictive standards and procedures, such as reducing systems development charges for ADUs, reducing or eliminating parking requirements, or allowing ADUs regardless of where the primary dwelling is owner-occupied.</p>	<p>Ashland allows Accessory Residential Units (ARU or ADU) as an accessory use to single-family homes throughout the City, and further provides reduced SDCs for small units of less than 500 SF.</p> <p>Per ORS 197.312 no additional parking is required for ARUs in Ashland, and there has never been any owner-occupied requirement for the development of an ARU within the City.</p>	<p>Scale of Impact - Small. Oregon law recently changed to require cities to allow ADUs.</p>
Allow small or “tiny” homes	<p>“Tiny” homes are typically dwellings that are 500 SF or smaller. Some tiny houses are as small as 100 to 150 SF. They include stand-alone units or very small multifamily units.</p> <p>Tiny homes can be sited in a variety of ways: locating them in RV parks (they are similar in many respects to Park Model RVs), tiny home subdivisions, or allowing them as accessory dwelling units.</p> <p>Smaller homes allow for smaller lots, increasing land use efficiency. They provide opportunities for affordable housing, especially for homeowners.</p> <p>Portland and Eugene allow tiny homes as temporary shelter for people experiencing homelessness.</p>	<p>Small, or tiny, units that are built on a foundation are permitted in Ashland and have been developed as ARUs. Tiny homes on wheels would have to be located in an RV park, and there are thus limited opportunities for their placement in Ashland.</p> <p>As an emergency provision in response to the Alameda fire, RVs, campers, and trailers can be located on residential properties in Ashland as temporary shelter provided, they are connected to sanitation and utilities.</p>	<p>Scale of Impact - Small: Scale of impact depends on regulation of tiny homes, where they are allowed, and market demand for tiny homes.</p>

Lower Development or Operational Costs

The following policies focus on ways in which the City and other entities involved in development can provide financial assistance to lower development or operational costs in a city in order to increase housing affordability and available housing stock.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Programs or policies to lower the cost of development			
Parcel Assembly	<p>Parcel assembly involves the city’s ability to purchase lands for the purpose of land aggregation or site assembly. It can directly address the issues related to limited multifamily lands being available in appropriate locations (e.g., near arterials and commercial services). Typical goals of parcel assembly programs are: (1) to provide sites for rental apartments in appropriate locations close to services and (2) to reduce the cost of developing multifamily rental units</p> <p>Parcel assembly can lower the cost of multifamily development because the City is able to purchase land in strategic locations over time. Parcel assembly is often associated with development of affordable housing (affordable to households with income below 60% of MFI), where the City partners with nonprofit affordable housing developers.</p> <p>Parcel assembly can be critically important role for cities to kick start quality affordable housing and work force housing projects that can be positive catalysts too for market rate development.</p>	<p>The City has limited experience acquiring property for the future development of affordable housing, having acquired 10 acres on Clay Street in cooperation with the Housing Authority of Jackson County. Over the last decade this property provided a location for 120 units of affordable housing (60 units developed, 60 units under construction).</p> <p>The City typically relies on affordable housing partners to identify property for a proposed development and has provided financial assistance (CDBG or Affordable Housing Trust Fund (AHTF)) to assist in acquisition. Most recently the City helped purchase a parcel using AHTF for Columbia Care to develop a 30-unit affordable housing project.</p>	<p>Scale of Impact - Small to large. Parcel assembly is most likely to have an effect on a localized area, providing a few opportunities for new multifamily housing development over time.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
Land Banking	<p>Land banks support housing development by reducing or eliminating land cost from development, with the goal of increasing the affordability of housing. They can take several forms. Many are administered by a non-profit or non-governmental entity with a mission of managing a portfolio of properties to support affordable housing development over many years or decades. Ideally, a land bank is set up to manage financial and administrative resources, including strategic property disposal, for the explicit purpose of supporting affordable housing development. Cities can partner with non-profits or sometimes manage their own land banks. Cities may also donate, sell, or lease publicly owned land for the development of affordable housing even without a formal 'land bank' organization.</p> <p>Land banks are purposed for short-term ownership of lands. Lands acquired are often vacant, blighted, or environmentally contaminated. Land banks may also acquire lands with title defects or of which derelict structures sit. Lands are eventually transferred to a new owner for reuse and redevelopment.</p>	There is no administrator of a Land Bank within Ashland.	<p>Scale of Impact - Small to large. A land bank will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>
Land Trusts	<p>A land trust is typically a nonprofit organization that owns land and sells or leases the housing on the land to income-qualified buyers. Because the land is not included in the housing price for tenants / buyers, land trusts can achieve below-market pricing. Land trusts are most commonly used as a method for supporting affordable home ownership goals.</p> <p>Land trusts are purposed for long-term stewardship of lands and buildings. Lands / buildings acquired may have need for remediation or redevelopment. Lands / buildings may have also been acquired to preserve affordability, prevent deferred maintenance, or protect against foreclosure</p> <p>Proud Ground (Portland Metro Area) was founded in 1999 and has grown into one of the largest community land trusts in the country. The organization focuses on affordable homeownership and controls ground leases associated with</p>	<p>There are 49 units within Ashland that are operated under the land Trust model. Beginning in 2000 the Ashland Community Land Trust developed 18 land trusted affordable housing units, which are currently administered by ACCESS Inc.</p> <p>Rogue Valley Community Development Corporation developed 31 units under the land trust model which were</p>	<p>Scale of Impact - Small to large. A land trust will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
	270 homes in Multnomah, Washington, Clackamas, and Clark County.	transferred to NeighborWorks Umpqua for administration. NeighborWorks Umpqua was granted \$50,000 in Ashland's Affordable Housing Trust Funds in 2020 to assist in refining the legal structure of the land trust agreements for use in Ashland.	build affordable housing.
Public Land Disposition	<p>The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. Land acquired with funding sources such as tax increment, EB-5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below market rates for various projects to help achieve redevelopment objectives. This increases development feasibility by reducing development costs and gives the public sector leverage to achieve its goals via a development agreement process with the developer. Funding can come from Tax Increment, CDBG/HUD 108, or EB-5.</p> <p>Cities across Oregon use publicly land to support affordable and market-rate of housing development. In some cases, municipalities put surplus public land into land banks or land trusts.</p> <p>Tri-Met is evaluating re-use of construction staging sites for future affordable housing and/or transit-orient development sites.</p> <p>Cottage Grove is working with the school district to discuss and plan for use of surplus school district land for future housing development.</p>	<p>Ashland has dedicated surplus City property for the development of affordable housing or sold surplus City property and directed the proceeds into the Ashland Housing Trust Fund to support affordable housing development.</p> <p>Ashland is a CDBG entitlement community and prioritizes the use of CDBG funds to support affordable housing development and preservation. Local non-profit affordable housing providers including ACLT, RVCDC, ACCESS Inc, Habitat for Humanity and the Housing Authority of Jackson County have utilized Ashland's CDBG funds to acquire property or complete public improvements for affordable housing developments.</p>	<p>Scale of Impact – Small to moderate. Depends on whether the City has surplus land that would be appropriate for future housing development.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
		Ashland has not utilized the section 108 loan program to leverage up to 5 years of CDBG allocations for land acquisition for affordable housing.	
Reduced / Waived Building Permit fee, Planning fees, or SDCs	<p>Programs that reduce various development fees as an incentive to induce qualifying types of development or building features. There are a number of avenues to seek reduced or waived fees. For example, stormwater improvements can be made through the Commercial Stormwater Fee Reduction. There are commonly used tools, often implemented in conjunction with development agreements or other development negotiation processes.</p> <p>City of Portland offers SDC exemptions for affordable housing. Portland's SDC Exemption Program exempts developers of qualifying affordable housing projects from paying SDCs levied by the City of Portland for transportation, water, parks and environmental services. Eligible rental projects must serve households earning at or below 60% of the AMI for a 60-year period. Portland also offers SDC waivers for development of ADUs.</p> <p>City of McMinnville offers SDC exemptions and reduced permit fees for affordable housing. Building and planning permit fees for new or remodel housing construction projects are reduced by 50% for eligible projects and SDCs for transportation, wastewater and parks are exempted at 100%. Reductions/exemptions are prorated for mixed use or mixed-income developments. The property must be utilized for housing for low-income persons for at least 10 years or the SDCs must be paid to the city.</p>	<p>Ashland waives or defers all System Development Charges including Parks, Transportation, Water, Sewer and Storm Water SDCs for qualified affordable housing units targeted to households earning 80% AMI or less and meeting the rent or sale requirements of the Ashland Housing Program.</p> <p>Ashland waives Community Development Fees, and Engineering Services fees for voluntarily provided affordable housing units that remain affordable for 60 years.</p> <p>Affordable ownership units that leave the program after 30 years, but less than 60 years, must repay a prorated amount of SDCs, Community Development Fees, and Engineering Services Fees that were deferred.</p>	Scale of Impact - Small.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Scaling SDCs to Unit Size	<p>Cities often charge a set SDC per dwelling unit, charging the same SDCs for large single-family detached units as for small single-family detached units or accessory dwelling units. Some cities have started scaling SDC based on the size of the unit in SF. Offering lower SDC for smaller units can encourage development of smaller units, such as small single-family detached units or cottage cluster units.</p> <p>Newport Oregon scales SDCs for water, wastewater, stormwater, and transportation. The City has a base SDC rate (per SF) of built space. For example, a 1,000 SF unit would be charged \$620 for water SDC (\$0.62 per SF). A 2,000 SF unit would be charged \$1,204 for the water SDC (\$0.62 per SF for the first 1,700 SF and \$0.50 for the additional 300 SF).</p>	<p>Ashland's SDC method charges 50% of the calculated per unit SDC amount for units less than 500 SF and 75% of the calculated per unit SDC amount for units between 500 and 800 SF. Thus, smaller units pay proportionately less SDCs for Transportation, Parks, and Sewer and Water compared to full size units due to their potential for smaller household sizes and commensurate impacts. Storm Water SDCs are based on lot coverage and thus, smaller units have lower Storm Water SDCs.</p>	<p>Scale of Impact – Small to moderate</p>
SDC Financing Credits	<p>May help to offset an SDC charge, which is a one-time fee that is issued when there is new development or a change in use. SDC financing enables developers to stretch their SDC payment over time, thereby reducing upfront costs. Alternately, credits allow developers to make necessary improvements to the site in lieu of paying SDCs. Note that the City can control its own SDCs, but often small cities manage them on behalf of other jurisdictions including the County and special districts. SDCs are granted when the project makes lasting improvements, such as improving roads, reducing number of trips, create or improve parks or recreational centers, and permanently removing water services.</p>	<p>Ashland amended the SDC collection of charge provisions in 2019 within the Ashland Municipal Code (4.20.090). These amendments allow SDCs to be paid over a 10-year period in semi-annual installments. A one-year installment loan shall not be subject to an annual interest rate provided all charges are paid prior to the City's issuance of the Certificate of Occupancy, time of sale, or within one</p>	<p>Scale of Impact – Small to moderate. The City may consider changes in SDCs to allow financing, but the City would want to ensure that the impact should be spread-out and non-negatively impact one entity.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
		<p>year of when the charge was imposed, whichever comes first.</p> <p>For installments that exceed one year, repayment interest on the unpaid balance at annual rate of six percent (6%) is assessed for a five-year installment loan or seven percent (7%) for a 10-year installment loan.</p>	
Sole Source SDCs	Retains SDCs paid by developers within a limited geographic area that directly benefits from new development, rather than being available for use city-wide. This enables SDC-eligible improvements within the area that generates those funds to keep them for these improvements. Improvements within smaller areas can enhance the catalytic and redevelopment value of the area. This tool can also be blended with other resources such as LIDs and Urban Renewal (Tax Increment Financing). Funding can come from an SDC fund or general fund. In some cases, there may be no financial impact. The housing can come in the form of student, low-income, or workforce housing.	<p>Ashland does not employ a geographic area specific dedication of SDCs, rather they are applied to the capital projects outlined in the respective masterplan (Water/Sewer, Transportation, Parks).</p> <p>Ashland does not have an Urban Renewal District for Tax Increment Financing.</p>	<p>Scale of Impact – Small to moderate.</p> <p>Depends on how the tool is implemented and whether it is used with other tools, such as LIDs or Urban Renewal.</p>
Fees or Other Dedicated Revenue	Directs user fees into an enterprise fund that provides dedicated revenue to fund specific projects. Examples of those types of funds can include parking revenue funds, stormwater/sewer funds, street funds, etc. The City could also use this program to raise private sector funds for a district parking garage wherein the City could facilitate a program allowing developers to pay fees-in-lieu or “parking credits” that developers would purchase from the City for access “entitlement” into the shared supply. The shared supply could meet initial parking need when the development comes online while also maintaining the flexibility to adjust to parking need	Ashland has an Affordable Housing Trust Fund, and the City Council has dedicated Marijuana Tax revenue (up to \$100,000 annually) to support the AHTF through the annual budgeting process.	

Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>over time as elasticity in the demand patterns develop in the district and influences like alternative modes are accounted for. Funding can come from residents, businesses, and developers. Also, these fees or revenues allow for new revenue streams into the City.</p>		
Reimbursement District	<p>A Reimbursement District is a cost sharing mechanism, typically Initiated by a developer. The purpose is to provide a reimbursement method to the developer of an infrastructure improvement, through fees paid by property owners at the time the property benefits from the improvement. A developer applies to create a Reimbursement District by demonstrating benefit to properties beyond their own. In addition, the size of the improvement must be measurably greater than would otherwise be ordinarily required for the improvement</p> <p>Eligible Reimbursement District projects typically include (but are not limited to) construction or connections of a sewer, water, storm water or street improvements. Applications typically include: a fee sufficient to cover the cost of administrative review, a description of the project, properties that would be impacted, and a detailed methodology and calculation of how the estimated costs would be reimbursed by payments from benefitted properties over a specified timeframe. A report from the City Engineer is generated in review of the submitted application. After a public hearing process, the council will approve, reject or modify the proposal. The approval of a Reimbursement District results in a resolution and distribution of notice among benefitted properties before construction can begin.</p> <p>Benefitted properties must pay the Reimbursement Fee when they make a physical connection to the improvement (or in the case of a sewer project, when the benefitted property creates an impervious surface that drains into the public sewer) within the Reimbursement District Area. Reimbursement fees are collected by the City and are distributed to the developer for the</p>	<p>Ashland’s municipal code (13.30.0150) was amended in 2010 to enable a developer to request the City establish a Reimbursement District to collect public improvement costs that exceed those attributable to service the property owned by the applicant.</p> <p>Examples of excess costs include (but are not limited to): Full street improvements instead of half street improvements; Off-site sidewalks; Connection of street sections for continuity; Extension of water lines; and Extension of sewer lines.</p>	<p>Scale of Impact – Small to moderate.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>duration of the Reimbursement District, which are typically 10-15 years.</p> <p>Paid by benefitted properties at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system.</p>		
Linkage Fees	<p>Linkage fees are charges on new development, usually commercial and / or industrial development only, that can be used to fund affordable housing. To implement them, a city must undertake a nexus study that identifies a legal connection between new jobs housed in the developments, the wages those jobs will pay, and the availability of housing affordable to those employees.</p> <ul style="list-style-type: none"> • Can be used for acquisition and rehabilitation of existing affordable units. • Can be used for new construction. 	Ashland does not assess linkage fees on new developments within the City,	Scale of Impact – Small to moderate.
Tax abatement programs that decrease operational costs by decreasing property taxes			
Vertical Housing Tax Abatement (Locally Enabled and Managed)	<p>The 2017 Legislature passed legislation moving the administration of Vertical Housing Program from Oregon Housing and Community Services (OHCS) to the local City and County beginning Oct 6th, 2017. OHCS no longer administers this program.</p> <p>The legislation subsidizes "mixed-use" projects to encourage dense development or redevelopment by providing a partial property tax exemption on increased property value for qualified developments. The exemption varies in accordance with the number of residential floors on a mixed-use project with a maximum property tax exemption of 80 percent over 10 years. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area is median income or below).</p>	On December 15, 2020, Ashland passed a Vertical Housing Tax Credit and designated Commercially zoned properties within the Transit Triangle overlay area as an eligible Vertical Housing Development Zone.	Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.

Action Name	Description	Implemented in Ashland?	Scale of Impact
<p>Multiple-Unit Limited Tax Exemption Program (Locally Enabled and Managed)</p>	<p>Through the multifamily tax exemption, a jurisdiction can incent diverse housing options in urban centers lacking in housing choices or workforce housing units. Through a competitive process, multi-unit projects can receive a property tax exemption for up to ten-years on structural improvements to the property. Though the state enables the program, each City has an opportunity to shape the program to achieve its goals by controlling the geography of where the exemption is available, application process and fees, program requirements, criteria (return on investment, sustainability, inclusion of community space, percentage affordable or workforce housing, etc.), and program cap. The City can select projects on a case-by-case basis through a competitive process.</p> <p>The passing of HB 2377 - Multiunit Rental Housing Tax Exemption allows cities and counties to create a property tax exemption for newly rehabilitated or newly constructed multi-unit rental housing within their boundaries depending on the number of units made available to low-income households, for up to 10 consecutive years. The bill was crafted to strengthen the connection to affordability by requiring cities and counties to establish a schedule in which the number of years an exemption is provided increases directly with the percentage of units rented to households with an annual income at or below 120 percent of MFI, and at monthly rates that are affordable to such households. While not specifically referenced in the measure, ORS 308.701 defines “Multi-unit rental housing” as: “(a) residential property consisting of four or more dwelling units” and; “does not include assisted living facilities.”</p> <p>All new multifamily units that are built or renovated that offer rent below 120% of AMI are potentially eligible for this tax exemption. In a city with an AMI of \$55,000 (common outside of Portland), that’s rent of \$1,650 per month or less. The tax exemption is for all taxing districts which is administered by the</p>	<p>Ashland has not enacted a Multi-Unit Limited Tax Exemption program.</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>City. Due to this, smaller jurisdictions may have more trouble managing this program.</p> <p>Local taxing jurisdictions that agree to participate—cities, school districts, counties, etc.</p> <p>The City of Eugene offers a ten-year Multi-Unit Property Tax Exemption (MUPTE) for projects in its eastern downtown core. Eugene’s criteria for granting MUPTE include: Project must provide 5 or more units of housing (not including student housing), development must meet minimum density standards, development must comply with minimum green building requirements, a portion of construction and other contracting requirements must be through local business, the development must provide 30% of the units affordable at 100% of AMI or pay a fee of 10% of the value of the tax abatement toward supporting moderate income housing development, demonstrate that the project would not be financially feasible without the exemption by providing 10-year pro forma with and without MUPTE and comply with other criteria.</p> <p>The City of Salem’s Multi-Unit Housing Tax Incentive Program (MUHTIP) was adopted in 2012 to spur the construction of “transit supportive”⁷⁰ multi-unit housing in the city’s downtown core. In order to qualify for the exemption, projects must consist of at least two dwelling units, be located in the city’s “core area,” and include at least one public benefit.</p>		
<p>Nonprofit Corporation Low Income Housing Tax Exemption</p> <p>and</p>	<p>Note: These are two separate tax exemptions available under statute (ORS 307.515 to 307.523 / ORS 307.540 to 307.548). They are grouped together for their similarities (but differences are noted).</p> <p>Land and improvement tax exemption used to reduce operating costs for regulated affordable housing affordable at 60% AMI or</p>	<p>Ashland has not implemented a low-income rental housing tax exemption for market rate developers that provide low-income housing.</p>	<p>Scale of Impact – Small to moderate.</p> <p>The exemption reduces operating costs, meaning it is a tool more useful to property owners of</p>

⁷⁰ City of Salem, “Multi Unit Housing Tax Incentive Program,” <https://www.cityofsalem.net/Pages/multi-unit-housing-tax-incentive-program.aspx>.

Action Name	Description	Implemented in Ashland?	Scale of Impact
<p>Low-Income Rental Housing Tax Exemption</p>	<p>below. Requires the City to adopt standards and guidelines for applications and enforcement mechanisms.</p> <p>The low-income rental housing program exemption lasts 20 years. The nonprofit corporation low-income housing program must be applied for every year but can continue as long as the property meets the criteria. Rents must reflect the full value of the property tax abatement and City can add additional criteria.</p> <p>There is no requirement that construction must be complete prior to application.</p> <p>Programs both work well in tandem with other incentives, such as land banking.</p>	<p>The Jackson County Assessor office has historically worked with the City of Ashland to reduce the assessed value of ownership units within Ashland Affordable Housing Program, and as such they are taxed at their restricted resale value instead of their Real Market Value (RMV).</p> <p>Affordable Multifamily rental units owned by non-profit affordable housing providers are also provided with property tax relief by the Jackson County Assessor office due to their non-profit status.</p>	<p>affordable housing projects. Developers, who do not own and operate their own projects, may be less inclined to use the program.</p>

Funding Sources to Support Residential Development

These policies focus on ways to pay for the costs of implementing the affordable housing programs and infrastructure development.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Urban Renewal / Tax Increment Finance (TIF)	<p>TIF revenues are generated by the increase in total assessed value in an urban renewal district from the time it is first established. As property values increase in the district, the increase in property taxes pays off bonds. When the bonds are paid off, the valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the district expires/pays off bonds. Over the long term (typically 20+ years), the district could produce substantial revenues for capital projects. Funds can be invested in the form of low-interest loans or grants for a variety of capital investments:</p> <ul style="list-style-type: none"> • Redevelopment projects, such as mixed-use or infill housing developments • Economic development strategies, such as capital improvement loans for small or startup businesses which can be linked to family-wage jobs • Streetscape improvements, including new lighting, trees, and sidewalks • Land assembly for public or private re-use • Transportation enhancements, including intersection improvements • Historic preservation projects • Parks and open spaces <p>Urban renewal is a commonly used tool to support housing development in cities across Oregon.</p>	Ashland does not have an Urban Renewal District.	<p>Scale of Impact – Moderate to Large. Urban Renewal funding is a flexible tool that allows cities to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs). Portland used Urban Renewal to catalyze redevelopment across the City, including the Pearl District and South Waterfront.</p>

<p>Construction Excise Tax (CET)</p>	<p>CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533 which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction. The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:</p> <ul style="list-style-type: none"> • 50% must be used for developer incentives (e.g. fee and SDC waivers, tax abatements) • 35% may be used flexibly for affordable housing programs defined by the jurisdiction. • 15% flows to Oregon Housing & Community Services Dept. for homeowner programs. <p>If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives and the remaining 50% are unrestricted. The rate may exceed 1% if levied on commercial or industrial uses.</p> <p>The City of Portland's CET went into effect in 2016. It levies a 1% CET on residential, commercial, and industrial development valued at \$100,000 or more, with all revenues going toward affordable housing. The revenues pay for production of housing at or below 60% AMI, developer incentives for inclusionary zoning, along with state homeownership programs.</p> <p>City of Bend adopted a CET of 0.3% on residential, commercial, and industrial development in 2006, with revenues dedicated to loans to fund developments by profit and nonprofit</p>	<p>Ashland does not collect a Construction Excise Tax for affordable housing as allowed by SB 1533.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>
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Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>affordable housing developers. The fee has raised \$11 million as of 2016, allowing the City to lend money to fund 615 units. The fund has leveraged \$63 million in state and federal funding and \$14 million in equity.</p> <p>The City of Milwaukie adopted a CET on commercial, residential, and industrial development in November of 2017. The City exempted deed-restricted affordable housing, ADUs, and improvements less than \$100,000 from paying the CET. The adopting ordinance allocates funds as required by state statutes, specifying that flexible funds from the commercial improvements will be used 50% toward housing available to those making up to 120% of MFI, and 50% for economic development programs in areas with sub-area plans (such as Downtown, Riverfront, and urban renewal areas).</p>		
<p>General Fund and General Obligation (GO) Bonds</p>	<p>GO bonds provide capital project funding that is not dependent on revenue from the project to back the bond.</p> <p>City can use general fund monies on hand or can issue bonds backed by the full faith and credit of the city to pay for desired public improvements. Property taxes are increased to pay back the GO bonds.</p> <p>City of Portland passed \$258 million bond for affordable housing in 2016. The goal was to build or preserve up to 1,300 units in the next 5 to 7 years. The city sought opportunities to acquire existing properties of 20 or more units or vacant land that is appropriately zoned for 20+ housing units and looked for both traditional and nontraditional development opportunities.</p>	<p>General Funds in the form of the Affordable Housing Trust fund are set aside annually to support the development and preservation of affordable housing.</p> <p>The City has not utilized or presented to the voters a general obligation bond to support the development of affordable housing or acquisition of property for this purpose.</p>	<p>Scale of Impact – Moderate to large. GO Bonds can be used to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs).</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
Local Improvement District (LID)	<p>Enables a group of property owners to share the cost of a project or infrastructural improvement.</p> <p>A special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open space. For residential property, the estimated assessment cannot exceed the pre-improvement value of the property based on assessor records.</p> <p>An ordinance must be passed through a public hearing process which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs and the portion of those costs in which property owners will be responsible to pay for. The public hearing process allows for LIDs to be challenged by property owners.</p> <p>The City collects funds and regardless if the actual cost is greater than the estimated cost (on which the assessment was based), the City may make a deficit assessment for the additional cost, which would be prorated among all benefitted properties. Another public hearing would be held in the event that an additional assessment was placed property owners (due to underestimation).</p>	Ashland has utilized LIDs for specific public improvement projects within the City.	Scale of Impact – Depends on the amount of funding available and Bonding capacity.
General Fund Grants or Loans	A city can use general fund or tax increment dollars to invest in specific affordable housing projects. These grants or loans can serve as gap funding to improve development feasibility. There are options for using general fund grants or loans, including the potential for bonds to generate upfront revenue that is repaid over time. Another option uses general fund dollars to contribute to successfully operating programs, such as non-profit land trusts or government agencies that have the administrative capacity to maintain compliance requirements, using intergovernmental agreements.	Ashland’s Affordable Housing Trust Fund is part of the General Fund and is used to support the development of affordable housing. The City has not issued a bond to generate revenue for affordable housing.	Scale of Impact – Depends on the amount of funding available.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Transient Lodging Tax (TLT)	<p>Generates revenue by primarily taxing tourists and guests using temporary lodging services. Taxes for temporary lodging at hotels, motels, campgrounds, and other temporary lodgings. Oregon has a statewide TLT and cities and counties can also charge a local TLT subject to certain limitations. The statutes specify that 70% must be used for tourism promotion or tourism related facilities and 30% is unrestricted in use, and there cannot be a reduction of the total percent of room tax. The state tax is specified at 1.8%; local government tax rates vary as local governments set the rate for their jurisdiction by ordinance. Cities and counties may impose taxes on transient lodging. Alternatively, some cities have an agreement for the county to impose the tax and cities share in a percent of the revenue.</p>	<p>Ashland collects Transient Occupancy Taxes (TOT), and applies them toward tourism related activities, economic development grants, and social service grants annually in accordance to the restricted/unrestricted use parameters.</p>	<p>Scale of Impact – Small. The amount of funding from TLT is likely to be relatively small, given that only 30% of TLT funds have unrestricted use.</p>
CDBG	<p>The Community Development Block Grants program is a flexible program that provides annual grants on a formula basis to both local governments and States. Grants are awarded on a 1, 2, or 3-year period. It is required that at least 70% of the CDGB funds are used for activities that benefit low- and moderate- income. Additionally, each activity must address any threats to health or welfare in the community (for which other funding is unavailable). These funds can be used for acquisition and rehabilitation of existing affordable units, as well as new construction that prioritizes community development efforts.</p>	<p>Ashland is a direct CDBG entitlement community and receives HUD allocations of approx. \$175,000/year. The 5-year Consolidated Plan for use of CDBG funds prioritizes capital restricted CDBG funds toward affordable housing and shelter and 15% of the award is typically provided to service providers benefiting extremely low-income individuals.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>



Appendix A: Ashland Housing Strategy

This appendix presents Ashland’s Housing Strategy memorandum, developed with the Housing Capacity Analysis.

DATE: April 26, 2021
TO: City of Ashland Planning Commission and Housing and Human Services Commission
FROM: Beth Goodman, ECONorthwest
SUBJECT: **FINAL** ASHLAND HOUSING STRATEGY

ECONorthwest is working with the City of Ashland to develop a Housing Capacity Analysis. The Housing Capacity Analysis will determine whether the City of Ashland has enough land to accommodate 20 years of population and housing growth. In addition to this analysis, ECONorthwest is working with the City of Ashland and an advisory committee to develop a Housing Strategy. The Housing Strategy is meant to propose actions that can address Ashland’s strategy housing priorities.

This project is funded by Oregon general fund dollars through the Department of Land Conservation and Development. The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

Ashland Housing Strategy

Ashland’s housing strategy presents a comprehensive package of interrelated actions that the Ashland HCA Advisory Committee has evaluated, with input from the Planning Commission and Housing and Human Services Commission, to implement and address the City’s strategic housing priorities over the next eight years.

The City will need to develop a Housing Production Strategy within one year of adopting the Housing Capacity Analysis. This Housing Strategy will provide the City with a starting point for the Housing Production Strategy. Developing the Housing Production Strategy will involve revisiting the recommended actions in this document, providing more detail about each strategy, setting an implementation schedule, getting stakeholder input on the strategies in this document, and assessing whether there are additional strategies that should be incorporated into the Housing Production Strategy. Implementation of the Housing Production Strategy will occur over an eight year period and will require additional public and stakeholder involvement.

Introduction

Ashland last updated its Comprehensive Plan, including policies in the Housing Element, in June 2019. As a result, Ashland does not need an analysis to revise all of its housing policies in the Comprehensive Plan. The City needs a housing strategy that provides guidance on

strategies the City could implement to meet the unmet housing needs identified in the Housing Capacity Analysis.

This housing strategy recognizes that the City does not build housing. The strategy focuses on tools to ensure there is adequate land planned and zoned to meet the variety of housing needs and opportunities for a variety of housing types, whether market rate or subsidized. This strategy strives to provide opportunities for lower-cost market rate housing, to the extent possible, to achieve more housing affordability without complete reliance on subsidies if and when possible.

The housing strategy primarily addresses the needs of households with middle, low, very low, or extremely low income. It distinguishes between two types of affordable housing: (1) housing affordable to very low-income and extremely low-income households and (2) housing affordable to low-income and middle-income households. The following describes these households, based on information from the Ashland Housing Capacity Analysis.

- **Very-low-income and extremely-low-income households** are those who have an income of 50% or less of Jackson County Median Family Income (MFI)¹ which is an annual household income of \$32,600. About 34% of Ashland's households fit into this category. They can afford a monthly housing cost of \$820 or less.² Development of housing affordable to households at this income level is generally accomplished through development of government-subsidized income-restricted housing.
- **Low-income and middle-income households** are those who have an income of 50% to 120% of Jackson County's MFI or income between \$32,600 to \$78,100. About 31% of Ashland's households fit into this category. They can afford a monthly housing cost of \$820 to \$1,630. The private housing market may develop housing affordable to households in this group, especially for the higher income households in the group.

Summary and Schedule of Actions

Exhibit 74 presents a summary of actions items, listed in this strategy. This strategy recognizes that some actions will be more productive than others; thus, Exhibit 74 also identifies the scale of impact for each action. A low impact strategy may result in 1% or less of new housing, a moderate impact strategy may result in 1% to 5% of new housing, and a high impact strategy may result in 5% or more of new housing.

¹ Median Family Income is determined by the U.S. Department of Housing and Urban Development. In 2020, Jackson County's MFI was \$65,100.

² This assumes that households pay less than 30% of their gross income on housing costs, including rent or mortgage, utilities, home insurance, and property taxes.

Exhibit 1. Summary and Schedule of Actions

Source: Summarized by ECONorthwest.

Action		Scale of Impact		
		Low	Moderate	High
Strategy 1: Ensure an adequate supply of land is available and serviced				
1.1	Evaluate increasing the maximum allowed densities in the Multi-Family Residential (R-2), High Density Residential (R-3), and parts of the Normal Neighborhood designations.		X	
1.2	Evaluate increasing allowed height in the R-2 and R-3 multi-family residential zones, outside of designated historic districts.		X	
1.3	Identify opportunities to increase allowances for residential uses on the ground floor of buildings within commercial and employment zones.		X	
1.4	Evaluate decreasing multifamily parking requirements.			X
1.5	Evaluate decreasing parking requirements for affordable housing developments in areas with access to transit.	X		
1.6	Evaluate increasing lot coverage allowances slightly in the R-2 and R-3 zones.		X	
1.7	Identify opportunities to create greater certainty and clarity in the annexation process	X		
1.8	Evaluate changes to Ashland's zoning code to disallow single-family detached housing in the High Density Residential Plan Designation (R-3 zone).			X
1.9	Increase supply of High Density Residential lands by rezoning lands within lower density Plan Designations that have a surplus of capacity.		X	
1.10	Create processes and materials necessary to support developers in their development applications.	X		
Strategy 2: Provide opportunities for housing development to meet the City's identified housing needs				
2.1	Broaden the definition of dwelling unit to include other types of units such as shared housing and co-housing, single-room occupancies, and other dwelling units.	X		
2.2	Evaluate opportunities incentivize smaller units through amendments to allowable densities.		X	
2.3	Identify and reduce any local obstacles to building with less conventional construction materials.	X		
2.4	Evaluate increasing allowances for residential dwellings in commercial and employment zones, such as allowing an increased amount of residential uses in ground floor commercial spaces..		X	
2.5	Develop an equitable housing plan.	X		

Action		Scale of Impact		
		Low	Moderate	High
2.6	Encourage development of diverse housing types in high opportunity neighborhood.		X	
Strategy 3: Provide opportunities for development affordable to all income levels				
3.1	Create processes and materials necessary to support developers in development of affordable housing.	X		
3.2	Evaluate using the Multiple Unit Property Tax Exemption.		X	
3.3	Adopt a property tax exemption program for affordable rental housing developed by nonprofit affordable housing developers.		X	
3.4	Evaluate participating in or establish a land bank.	X		
3.5	Evaluate opportunities to participate in a land trust to manage and develop housing that is affordable for rent or ownership at below-market pricing for households earning 120% or less of MFI (or possibly 80% or less of MFI).	X		
3.6	Evaluate whether the City or other public agencies have vacant or redevelopable publicly owned property could be used for development of affordable housing.		X	
3.7	Identify opportunities to purchase land in Ashland's urbanizing area (within the Ashland UGB and outside of the City limits) as part of a land banking strategy.			X
3.8	Identify partnerships with area employers to increase development of housing affordable to workers in Ashland.	X		
3.9	Continue to collaborate with community partners to work towards providing housing and support services to alleviate homelessness.	X		
3.10	Evaluate opportunities to make development of housing less costly to the development through changes in City fees.	X		
Strategy 4: Identify funding sources to support development of infrastructure and housing affordability programs				
4.1	Evaluate establishing a Construction Excise Tax.		X	
4.2	Evaluate using Urban Renewal to support development of infrastructure necessary to support housing development.		X	
4.3	Coordinate Capital Improvements Program and Transportation System Plan infrastructure investments.		X	
4.4	Continue to identify a variety of funding sources to support the Affordable Housing Trust Fund.	X		
4.5	Identify additional funds to support development of new affordable housing.		X	
Strategy 5: Align housing planning with the Climate and Energy Action Plan				
5.1	Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing.	X		

Action		Scale of Impact		
		Low	Moderate	High
5.2	Evaluate opportunities to incorporate elements of the CEAP into housing developments.	X		
5.3	Initiate a process to identify opportunities for development or redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.		X	
5.4	Evaluate opportunities to develop new housing closer to downtown and commercial centers to reduce dependence on automobiles for transportation.		X	
5.5	Evaluate opportunities for planning transit-oriented development as transit becomes more available in Ashland.		X	
5.6	Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.	X		

Strategic Issue 1: Ensure an adequate supply of land is available and serviced

This strategy is about ensuring an adequate land supply—not only a 20-year supply (as Goal 10 requires) but also a pipeline of serviced land that is available for immediate development. The following recommended strategies and actions are intended to ensure an adequate supply of residential land through a combination of changes to development standards, annexation policies, and other changes. Efficient use of Ashland’s residential land is key to ensuring that Ashland has adequate opportunities to grow from 2021 to 2041 and beyond.

Issue Statement

Statewide planning Goal 10 (Housing) requires cities to inventory residential lands and provide a 20-year supply of land for residential uses. Moreover, land in the UGB is not necessarily development ready. Land requires the full suite of backbone services (water, wastewater, transportation) before it is development ready. The experience throughout Oregon in recent years is that the cost of services is increasing, and cities are turning to creative ways to finance infrastructure. This priority addresses both long- and short-term supply and availability of land.

- a) Provide a 20-year supply of land for residential use. The HNA concluded that Ashland has enough residential land and housing capacity within the Ashland UGB.
- b) Ensure short-term supply to support development. Land in the UGB is not necessarily development ready. Land requires the full suite of backbone services (water, wastewater, transportation) before it is development ready. In addition, HCA Advisory Committee members suggested that there were opportunities to improve the

annexation process for bringing land from Ashland’s urbanizing area into the city limits by creating greater certainty that in turn could expedite approvals and reduce costs.

The Housing Capacity Analysis provides a thorough analysis of the existing supply and affordability of housing in Ashland. It concludes that Ashland will need 858 new housing units between 2021 and 2041. It shows that Ashland has sufficient land within the UGB to accommodate growth over the 2021-2041 period but has very limited capacity (and nearly a deficit of land) for housing in the High-Density Residential zone. Ashland is expected to add 1,691 people, resulting in demand for 858 dwelling units. Ashland has capacity for development of 2,754 dwelling units within the UGB under current policies, with much (36%) of the current capacity within Low Density Residential Plan Designations.

However, about 1,299 dwelling units of total capacity (47%) is in the urbanizing area (the area between the city limits and UGB) and will require annexation before development occurs. The Plan Designations with the most capacity in the urbanizing area are Normal Neighborhood and Single-Family Residential.

Ashland needs land that is vacant with urban services that support residential development such as municipal water service, sewer and wastewater service, stormwater management systems, and transportation connections with adequate capacity to accommodate growth. A part of ensuring that there are development opportunities is making zoning code changes to allow for a wider range of development, especially multifamily housing types, and streamlining the annexation and development process to make annexation faster and provide more predictability in the process to developers.

Recommended Actions

The recommended actions to address Strategic Issue 1 under consideration include:

- Action 1.1: Evaluate increasing the maximum allowed densities, or removing density limitations, in the Multi-Family Residential (R-2), High Density Residential (R-3), and parts of the Normal Neighborhood designations. Prior analysis shows that two to three as many units per acre as allowed under the current density standards can potentially fit on a typical site with limited changes to other development standards.³ Higher densities are especially important for small infill sites where efficiency is at a premium. Allowing more housing on a given infill site helps the City meet its housing needs with less outward expansion and spreads the land and infrastructure cost across more units.
- Action 1.2: Evaluate increasing allowed height in the R-2 and R-3 multi-family residential zones, outside of designated historic districts, from 2 1/2 to 3 stories and from 35 to at least 40 feet.

³ ECONorthwest, *Ashland Housing Strategy Implementation Plan*, June 2019.

- Action 1.3: Identify opportunities to increase allowances for residential uses on the ground floor of buildings within commercial and employment zones.
- Action 1.4: Evaluate decreasing multifamily parking requirements. Parking reductions increase efficiency and reduce costs when combined with increases in density. In addition, parking reductions may be an important part of Strategic Issue 5, Action 5.1.
- Action 1.5: Evaluate decreasing parking requirements for affordable housing developments in areas with access to transit. In addition, parking reductions may be an important part of Strategic Issue 5, Action 5.1.
- Action 1.6: Evaluate increasing lot coverage allowances slightly in the R-2 and R-3 zones to support the other code amendments discussed in Actions 1.1, 1.2, and 1.3.
- Action 1.7: Identify opportunities to create greater certainty and clarity in the annexation process through evaluation of the level of design necessary for assessment of compliance with development standards, with the goal of reducing the time and expense of preparing annexation applications.
- Action 1.8: Evaluate changes to Ashland’s zoning code to disallow single-family detached housing in the High Density Residential Plan Designation (R-3 zone), to preserve this zone for higher-density housing. Such a change would not include very small existing lots, where single-family detached housing is all that is buildable.
- Action 1.9: Increase supply of High Density Residential lands by rezoning lands within lower density Plan Designations that have a surplus of capacity, such as land in the Single-Family Residential Plan Designation. The purpose of increasing the supply of High Density Residential land is that Ashland has a small surplus of land in this zone and increasing the supply now, while there is a surplus of land in other zones, provides an opportunity to coordinate long-term planning for multifamily land with other planning processes that the City engages in over the next five to 10 years.
- Action 1.10: Create processes and materials necessary to support developers in their development applications, with the purpose of increasing clarity and certainty of in the development review process.

Areas for further consideration

The following are actions suggested by members of the HCA Advisory Committee, Planning Commission, and Housing and Human Services Commission that should be further considered by the City of Ashland as it develops its housing policies.

- Evaluate revision to development standards that may result in lower density development, such as requirements for traffic analysis for developments that generate more than 50 trips per day.
- Evaluate the impacts on housing capacity and density of development resulting from Ashland’s physical and environmental constraints and water resources protection zone overlays.

- Evaluate the impact of the Ashland Solar Ordinance on limiting development of multi-story multifamily and mixed-use housing in consideration of energy conservation goals.
- Evaluate requiring more housing as part of new development in commercial and employment zones.
- Evaluate allowing smaller single-family detached housing on 2,500 sq ft lots, such as part of cottage clusters or stand-alone single-family detached units.
- Identify opportunities to up-zone land from lower density to medium- or high-density land, to provide more opportunities for developing smaller single-family units and multifamily housing.

Strategic Issue 2: Provide opportunities for housing development to meet the City’s identified housing needs

This strategy focuses on actions that are intended to ensure new residential structures developed in Ashland are diverse and include affordable housing for households with incomes below 60% of MFI, housing affordable to households with incomes of between 60% and 120% of MFI, housing for families with children, low- to moderate-income households, senior housing, and other housing products to achieve housing affordability for households and to meet Ashland’s 20-year housing needs.

Issue Statement

Continued increases in housing costs may increase demand for denser housing (e.g., multifamily housing, single-family attached housing, and compact single-family detached housing). To the extent that denser housing types are more affordable than larger housing types (i.e., single-family detached units on larger lots, such as 2,500 square foot dwelling units on lots larger than 5,000 square feet), continued increases in housing costs will increase demand for denser housing.

Ashland’s housing mix in the 2015–2019 period was 66% single-family detached, 9% single-family attached, 12% duplex/triplex/quadplex, and 13% multifamily with 5 or more units per structure.⁴ The HCA assumes that the housing mix of new dwelling units in Ashland will be about 35% single-family detached, 10% single-family attached 20% duplex/triplex/quadplex, and 35% multifamily with 5 or more units per structure.

To achieve this mix, Ashland will need to implement policies that allow a wider variety of housing types, including smaller housing and housing produced with innovative processes or building materials, as well as more mixed-use housing.

In addition, Ashland will allow for development of housing that is affordable to workers in Ashland and is located in proximity to employment opportunities to attract needed labor force for its employment and mixed-use lands. These types of housing include (but are not limited to)

⁴ Based on 2015–2019 ACS five-year estimates for Ashland.

live-work units, “skinny” single-family detached housing, townhouses, cottage housing, duplexes and triplexes, and less costly types of multifamily housing.

Ashland is in the process of amending the land use code to allow duplexes wherever a single-family dwelling unit is permitted per the requirements of HB2001. Code amendments will be enacted before July 1, 2021.

Recommended Actions

The recommended actions to address Strategic Issue 2 under consideration include:

- Action 2.1: Broaden the definition of dwelling unit to include other types of units such as shared housing and co-housing, single-room occupancies, and other dwelling units. Broadening the definition of dwelling units, which would broaden the types of units allowed in residential districts, would allow for greater flexibility of housing type.
- Action 2.2: Evaluate opportunities incentivize smaller units through amendments to allowable densities, such as allowing tiny house clusters or smaller units in medium density zones such as units as small as 200 square feet.
- Action 2.3: Identify and reduce any local obstacles to building with less conventional construction materials, such as shipping containers, prefabricated construction materials, 3-D printed materials, etc., with the purpose of allowing for development of more affordable housing. However, the building code is managed and applied by the State and not under local control.
- Action 2.4: Evaluate increasing allowances for residential dwellings in commercial and employment zones, such as allowing an increased amount of residential uses in ground floor commercial spaces.
- Action 2.5: Develop an equitable housing plan, which could include initial steps, action plan with goals and a method to measure progress to achieve more equitable housing and continuously examine ways to make improvements to the housing system to achieve equity. The equitable housing plan could address the issues identified in the *2020-2024 Fair Housing Analysis of Impediments to Fair Housing Choice Update for the City of Ashland*. This report identified impediments such as: limited community awareness about fair housing protections and resources, instances of discrimination in housing transactions, and a lack of affordable housing.
- Action 2.6: Encourage development of diverse housing types in high opportunity neighborhoods,⁵ with a goal of reversing historical patterns of racial, ethnic, cultural and socio-economic exclusion.

⁵ HUD defines high opportunity neighborhoods as areas that have a positive effect on economic mobility of residents, such as access to jobs, high quality schools, and lower concentration of poverty.

Strategic Issue 3: Provide opportunities for development of housing affordable to all income levels

The following recommended strategy and actions are intended to use a deliberate set of mandates and incentives to support the development of new affordable housing and preserve existing affordable housing.

Issue Statement

The Housing Capacity Analysis clearly identifies a lack of housing that is affordable to households with lower and moderate incomes. It is clear that the private sector cannot feasibly develop lower cost housing without government intervention. The amount of government support that is available for lower cost housing is insufficient to meet identified needs.

Availability of housing that is affordable to households at all income levels is a key issue in Ashland. For the purposes of this strategy, affordable housing is defined as: (1) housing for very-low-income and extremely-low-income households at 50% or below the median family income (MFI)⁶ \$32,600 in 2020); (2) housing for low-income households with incomes between 50% and 80% of the MFI (\$32,600 to \$52,100 in 2020); and (3) housing for middle-income households with incomes between 80% and 120% of the MFI (\$52,100 to \$78,100 in 2020).

In Ashland, 63% of renter households and 31% of homeowner households are considered cost burdened (paying more than 30% of their income on housing). These are households struggling to find affordable housing, at all points along the income spectrum. This strategic priority is to evaluate mechanisms (mandates and/or incentives) that will support development of affordable housing in Ashland.

The City's policy options for providing opportunities to build housing, especially affordable housing (both market-rate and government-subsidized affordable housing) are limited. The most substantial ways the City can encourage development of housing is through ensuring that enough land is zoned for residential development and within the city limits, in addition to assembling and purchasing land for affordable housing development, eliminating barriers to residential development where possible, and providing infrastructure in a cost-effective way.

A key part of this strategy is providing informational resources to developers of housing affordable to both very-low- and extremely-low-income households, as well as low- and middle-income households. Smaller, local developers need resources to better understand the kinds of support that is available to build more affordable housing, such as funding opportunities, partnerships, etc. The affordable housing realm is very complex and existing developers/builders would benefit from additional assistance and clarification about the requirements for development and management of affordable housing, as well as City

⁶ Based on U.S. Department of Housing and Urban Development Median Family Income of \$65,100 for Jackson County in 2020.

assistance identifying potential non-profit affordable housing development partners that can secure funding for affordable housing development.

In addition to supporting development, an important angle of this strategic priority is to identify strategies that preserve naturally occurring affordable housing that already exists in Ashland. Naturally occurring affordable housing are dwelling units that are unsubsidized, yet affordable to households earning incomes below the area's median household or family income.

Recommended Actions

The recommended actions to address Strategic Issue 3 under consideration include:

- Action 3.1: Create processes and materials necessary to support developers in development of affordable housing, with the purpose of making it easier to develop affordable housing in Ashland. The City could act as a convener between “market-rate developers” required to provide affordable housing and those nonprofits and other organizations who are well versed in the complexities of developing affordable housing.⁷
- Action 3.2: Evaluate using the Multiple Unit Property Tax Exemption to incentivize preservation and development of housing for low- to middle-income households for needed housing types.
- Action 3.3: Adopt a property tax exemption program for affordable rental housing developed by nonprofit affordable housing developers. Evaluate which of the two available options under state statute is better suited to the needs of housing providers in Ashland. The options are the Low-Income Rental Housing Tax Exemption and the Nonprofit Corporation Low Income Housing Tax Exemption.
- Action 3.4: Evaluate participating in or establish a land bank for development of housing affordable to households within incomes below 80% of MFI for renters or below 120% of MFI for homeowners. The land bank may best be run by a nonprofit, with the City participating as a partner in the land bank.
- Action 3.5: Evaluate opportunities to participate in a land trust to manage and develop housing that is affordable for rent or ownership at below-market pricing for households earning 120% or less of MFI (or possibly 80% or less of MFI).
- Action 3.6: Evaluate whether the City or other public agencies have vacant or redevelopable publicly owned property that is not being otherwise used and could be used for development of affordable housing. This property could be used for affordable housing, either as part of a land bank (Action 3.4) or directly in development of an affordable housing project.
- Action 3.7: Identify opportunities to purchase land in Ashland's urbanizing area (within the Ashland UGB and outside of the City limits) as part of a land banking strategy. The

⁷ The City of Medford is developing a toolkit to help developers gain support for development of affordable housing in Medford. This toolkit may provide good ideas that could be customized for use in Ashland.

City could acquire land and write down land costs for developers who are willing to build housing either affordable to households with incomes below 60% of MFI or for households with incomes between 60% and 80% of MFI.

- Action 3.8: Identify partnerships with area employers to increase development of housing affordable to workers in Ashland. Potential partnerships may be with Southern Oregon University (SOU), for development of workforce housing for people employed at SOU or students at SOU, Ashland School District, or with the Oregon Shakespeare Festival.
- Action 3.9: Continue to collaborate with community partners to work towards providing housing and support services to alleviate homelessness for families with children, domestic violence victims, veterans, and other vulnerable populations.
- Action 3.10: Evaluate opportunities to make development of housing less costly to the development through changes in City fees. For example, the City might allow a developer to pay application fees over time, rather than requiring the fee at the beginning of the development process. The City might also set a cap on application fees.

Areas for further consideration

The following are actions suggested by members of the HCA Advisory Committee, Planning Commission, and Housing and Human Services Commission that should be further considered by the City of Ashland as it develops its housing policies.

- Identify opportunities to increase affordable homeownership for households with children.
- Identify barriers to development of housing that is affordable for families with children, both regulated affordable housing and market-rate affordable housing. This could include small changes to the zoning code to allow development of housing for families with children.

Strategic Issue 4: Identify funding sources to support development of infrastructure and housing affordability programs

The following recommended strategy and actions are intended to consider a range of funding tools that Ashland may implement and use to support residential development.

Issue Statement

A primary barrier to residential development, particularly for housing for very low-income and low-income households, is costs and financing. This strategic priority intends to evaluate opportunities for the City of Ashland to support needed residential development by evaluating creative funding and financing mechanisms that reduce development costs. Funding opportunities may include options to reduce the cost of land, reduce hard costs (such as

infrastructure development), and reduce soft costs (such as system development charges or permit costs).

Recommended Actions

The recommended actions to address Strategic Issue 4 are:

- Action 4.1: Evaluate establishing a Construction Excise Tax (CET) for residential, commercial, and industrial development.⁸ When the City evaluates implementing a CET, the City should consider how much funding the CET could produce and decide if that funding would meaningfully help in production of affordable housing. The City may want to consider a methodology that exempts a portion of the permit value (such as the first \$100,000 or more permit value), as a way of focusing CET charges on units with a higher permit value.
- Action 4.2: Evaluate using Urban Renewal to support development of infrastructure necessary to support housing development, as well as to support development of housing affordable to households with incomes below 80% of MFI. For example, a Tax Increment Financing (TIF) set-aside of a minimum of 30% for affordable housing development to serve households earning 0-60% Median Family Income, to apply to existing and future urban renewal areas in the City. TIF set-aside funds would also potentially be available for affordable housing units within market rate, mixed-use and mixed-income development. If the City wants to use Urban Renewal on areas currently outside the city limits, the City will need to annex the land into the city limits before implementing the Urban Renewal District.
- Action 4.3: Coordinate Capital Improvements Program infrastructure investments and Transportation System Plan to strategically develop needed infrastructure within areas where residential growth is expected.
- Action 4.4: Continue to identify a variety of funding sources to support the Affordable Housing Trust Fund.
- Action 4.5: Identify additional funds to support development of new affordable housing, including housing options for people experiencing homelessness, increasing housing stability and reducing risk of homelessness, and housing for households with incomes of less than 60% of MFI. These funds may be contributed to Ashland's existing Affordable Housing Trust Fund. One funding option with substantial revenue potential is a General Obligation (GO) bond. Cities or other jurisdictions can issue bonds backed by the full faith and credit of the jurisdiction to pay for capital construction and improvements.

⁸ The Ashland School District has an existing CET of \$1.07 per square foot of residential construction or \$0.53 per square foot of commercial construction.

Strategic Issue 5: Align housing planning with the Climate and Energy Action Plan

The following recommended strategy and actions are intended ensure that planning for housing is aligned with Ashland’s plans for climate change.

Issue Statement

The City of Ashland adopted its Climate and Energy Action Plan (CEAP) in March of 2017 “to reduce its emissions and improve its resilience to future impacts of climate change on its environment, infrastructure, and people.”⁹ The plan identified six strategic initiatives:

- Transition to clean energy
- Maximize conservation of water and energy
- Support climate-friendly land use and management
- Reduce consumption of carbon-intensive goods and services
- Inform and work with residents, organizations, and government
- Lead by example

To the extent possible, housing planning and actions to address Ashland’s housing needs should emphasize these initiatives and allow them to guide decision-making. The nexus between the CEAP and housing development includes:

- **Location of housing.** Housing that is located in areas where less driving is necessary, either through more use of transit or a closer location to services and work, may help the City meet its CEAP goals. Some of Ashland’s residential development is located in areas with access to transit and closer to services and employment, but some land does not have these locational advantages. In addition, some people will choose to locate in Ashland but work in other parts of the region.
- **Energy efficiency of housing development and the structures.** Housing that is developed with energy-efficient processes, uses energy-efficient materials, and operates in an energy efficient way over time can also help the City meet its CEAP goals. Increasing energy-efficiency can both increase development costs, through more expensive materials or development process, as well as lower long-term energy costs. Ashland should be careful to consider the advantages and disadvantages when requiring energy-efficient development, to make sure that the requirements do not make housing substantially less affordable in Ashland.

⁹ Climate and Energy Action Plan:

http://www.ashland.or.us/Files/Ashland%20Climate%20and%20Energy%20Action%20Plan_pages.pdf

Recommended Actions

The recommended actions to address Strategic Issue 5 are:

- Action 5.1: Evaluate opportunities to decrease dependence on automotive transportation in areas planned for housing, such as increased focus on development in walkable and bikeable areas and increases in transit service (amount and frequency of transit, as well as increased destinations for transit). The prior action that suggests parking reductions (Action 1.3) may reduce reliance upon automobiles and decrease of impervious surfaces dedicated to parked vehicles.
- Action 5.2: Evaluate opportunities to incorporate elements of the CEAP into housing developments, including increased energy efficiency, solar access, electrical vehicle parking and charging opportunities, reduction of fossil fuels dependency, and increased resilience to natural hazards resulting from a changing climate (such as the risk of wildfire).
- Action 5.3: Initiate a process to identify opportunities for development or redevelopment of mixed-use districts and initiate an area planning process to guide redevelopment.
- Action 5.4: Evaluate opportunities to develop new housing closer to downtown and commercial centers to reduce dependence on automobiles for transportation. For example, redevelopment of the Railroad property provides such an opportunity.
- Action 5.5: Evaluate opportunities for planning transit-oriented development as transit becomes more available in Ashland, consistent with mixed-use planning.
- Action 5.6: Evaluate sustainable building practices, including certifications, to determine whether the City should offer incentives for certification or require certification of new buildings as sustainable.

Potential Housing Policies and Actions

This section provides the City with information about potential policies that could be implemented in Ashland to address the City's housing needs. This appendix provides a range of housing policy options for the City of Ashland to consider as it addresses its housing needs. These policy options are commonly used by cities in Oregon and other states. Policy options are categorized as follows:

- Land Use Regulations
- Increase Housing Types
- Financial Assistance to Homeowners and Renters
- Lower Development or Operational Costs
- Funding Sources to Support Residential Development

The intention of this memorandum is to provide a toolbox of potential policies and actions that the City can use to address strategic issues. For many of the policy tools described below, we give an approximate scale of impact. **The purpose of the scale of impact is to provide some context for whether the policy tool generally results in a little or a lot of change in the housing market.** The scale of impact depends on conditions in the City, such as other the City's other existing (or newly implemented) housing policies, the land supply, and housing market conditions. We define the scale of impact as follows:

- A **small** impact may not directly result in development of new housing or it may result in development of a small amount of new housing, such as 1% to 3% of the needed housing. In terms of housing affordability, a small impact may not improve housing affordability in and of itself. A policy with a small impact may be necessary but not sufficient to increase housing affordability.
- A **moderate** impact is likely to directly result in development of new housing, such as 3% to 5% of needed housing. In terms of housing affordability, a moderate impact may not improve housing affordability in and of itself. A policy with a moderate impact may be necessary but not sufficient to increase housing affordability.
- A **large** impact is likely to directly result in development of new housing, such as 5% to 10% (or more) of needed housing. In terms of housing affordability, a **large** impact may improve housing affordability in and of itself. A policy with a large impact may still need to work with other policies to increase housing affordability.

Land Use Regulations

These policies focus on ways the City can modify its land use regulations to increase housing affordability and available housing stock.

Action Name	Description	Implementation in Ashland	Scale of Impact
Regulatory Changes			
Administrative and Procedural Reforms	<p>Regulatory delay can be a major cost-inducing factor in development. Oregon has specific requirements for review of development applications. However, complicated projects frequently require additional analysis such as traffic impact studies, etc.</p> <p>A key consideration in these types of reforms is how to streamline the review process and still achieve the intended objectives of local development policies.</p>		<p>Scale of Impact - Small. The impact on production of housing and housing affordability is small and depends on changes made to City procedures. Streamlining procedures may not be sufficient to increase production.</p>
Expedited / Fast-tracked Building Permit	<p>Expedite building permits for pre-approved development types or building characteristics (e.g. green buildings). City of Bend offers expedited review and permitting for affordable housing. Any residential or mixed-use development that receives local, state or federal affordable housing funding is eligible to receive a written decision by the Planning Department within two weeks of the date of submittal. For projects that require more complex planning review, a decision will be written, or the first public hearing will be held within six weeks of the date of submittal.</p>	<p>Priority planning action processing and building permit issuance for affordable housing is not codified in Ashland Municipal Code. Ashland does provide priority plan check and planning action processing for green buildings pursuing certification under the Leadership in Energy and Environmental Design (LEED) rating system.</p>	<p>Scale of Impact - Small. Expedited permit processing will benefit a limited number of projects. It may be necessary but not sufficient to increase housing production on its own.</p>
Streamline Zoning Code and other Ordinances	<p>Complexity of zoning, subdivision, and other ordinances can make development more difficult, time consuming,</p>		<p>Scale of Impact - Small to moderate. The level of impact on</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
	<p>and costly. Streamlining development regulations can result in increased development.</p> <p>As part of the streamlining process, cities may evaluate potential barriers to affordable workforce housing and multifamily housing. Potential barriers may include height limitations, complexity of planned unit development regulations, parking requirements, and other zoning standards.</p> <p>Many of the remaining tools in this section focus on changes to the zoning code.</p>		<p>production of housing and housing affordability will depend on the changes made to the zoning code and other ordinances.</p>
<p>Allow Small Residential Lots</p>	<p>Small residential lots are generally less than 5,000 SF and sometimes closer to 2,000 SF. This policy allows individual small lots within a subdivision. Small lots can be allowed outright in the minimum lot size and dimensions of a zone, or they could be implemented through the subdivision or planned unit development ordinances.</p> <p>This policy is intended to increase density and lower housing costs. Small-lots limit sprawl, contribute to a more efficient use of land, and promote densities that can support transit. Small lots also provide expanded housing ownership opportunities to broader income ranges and provide additional variety to available housing types.</p> <p>Cities across Oregon allow small residential lots, including many cities in the Metro area.</p>	<p>Planned Unit Developments in all SFR and MFR zones will allow for small lots (up to zero lot line) at allowable Densities. Additionally, cottage housing developments in SFR zones (R-1-5 & R-1-7.5) allow lots smaller than the minimum lot size for the zone in conjunction with common open space.</p> <p>Ashland's R-1-3.5 zone has a minimum lot size of 3,500 SF.</p>	<p>Scale of Impact – Small to moderate. Cities have adopted minimum lot sizes as small as 2,000 SF. However, it is uncommon to see entire subdivisions of lots this small. Small lots typically get mixed in with other lot sizes. This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
Mandate Maximum Lot Sizes	<p>This policy places an upper bound on lot size and a lower bound on density in single-family zones. For example, a residential zone with a 6,000 SF minimum lot size might have an 8,000 SF maximum lot size yielding an effective net density range between 5.4 and 7.3 dwelling units per net acre.</p> <p>This approach ensures minimum densities in residential zones by limiting lot size. It places bounds on building at less than maximum allowable density. Maximum lot sizes can promote appropriate urban densities, efficiently use limited land resources, and reduce sprawl development.</p> <p>This tool is used by some cities but is used less frequently than mandating minimum lot sizes.</p>	<p>Ashland does not have a maximum lot size or minimum density requirement in Single Family Residential zones, although market development typically maximizes the number of units provided.</p> <p>In cases where lot sizes are proposed that exceed the minimum lot size it is often in response to physical or environmental constraints that limit the buildable portion of a site (e.g. steep slopes, floodplains, wetlands and riparian areas)</p>	<p>Scale of Impact— Small to moderate. Mandating maximum lot size may be most appropriate in areas where the market is building at substantially lower densities than are allowed or in cities that do not have minimum densities.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Mandate Minimum Residential Densities	<p>This policy is typically applied in single-family residential zones and places a lower bound on density. Minimum residential densities in single-family zones are typically implemented through maximum lot sizes. In multifamily zones, they are usually expressed as a minimum number of dwelling units per net acre. Such standards are typically implemented through zoning code provisions in applicable residential zones. This policy increases land-holding capacity. Minimum densities promote developments consistent with local comprehensive plans and growth assumptions. They reduce sprawl development, eliminate underbuilding in residential areas, and make provision of services more cost effective. Mandating minimum density</p>	<p>Minimum Density requirements (80% base density) are in place in MFR zones (R-2 and R-3) on lots large enough to accommodate 3 or more units. Minimum densities are required of any residential annexation (90% Base Density).</p>	<p>Scale of Impact— Small to moderate. Increasing minimum densities and ensuring clear urban conversion plans may have a small to moderate impact depending on the observed amount of underbuild and the minimum density standard. For cities that allow single-family</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
	is generally most effective in medium and high-density zones where single-family detached housing is allowed. The minimum density ensures that low-density single-family housing is not built where higher-density multifamily housing could be built.		detached housing in high density zones, this policy can result in a moderate or larger impact.
Increase Allowable Residential Densities	<p>This approach seeks to increase holding capacity by increasing allowable density in residential zones. It gives developers the option of building to higher densities. This approach would be implemented through the local zoning or development code. This strategy is most commonly applied to multifamily residential zones.</p> <p>For cities with maximum densities, consider removing maximum allowable densities. This change may be most relevant.</p> <p>Higher densities increase residential landholding capacity. Higher densities, where appropriate, provide more housing, a greater variety of housing options, and a more efficient use of scarce land resources. Higher densities also reduce sprawl development and make the provision of services more cost effective.</p>	<p>Ashland recently removed the maximum residential densities within the Transit Triangle Overlay area (Ashland Street, portions of Siskiyou Blvd, and Tolman Creek Road). A form-based approach is used where limitations on height, lot coverage, and setback requirements create the 3D envelope in which units can be developed. This allows for many smaller units within the same space when compared to a base density approach which can produce fewer, large apartments or condominiums.</p> <p>Ashland has not increased residential densities outside of the this Overlay area.</p>	<p>Scale of Impact— Small to moderate.</p> <p>This tool can be most effective in increasing densities where very low density is currently allowed or in areas where a city wants to encourage higher density development.</p> <p>This tool generally increases density and amount of single-family detached and townhouse housing in a given area, decreasing housing costs as a result of decreasing amount of land on the lot.</p>
Allow Clustered Residential Development	<p>Clustering allows developers to increase density on portions of a site, while preserving other areas of the site. Clustering is a tool most commonly used to preserve natural areas or avoid natural hazards during development. It uses characteristics of the site as a primary consideration in determining building footprints, access, etc. Clustering is typically processed during the site review phase of development review.</p>	<p>Ashland permits Planned Unit Developments in SFR and MFR zones which allows clustering of units and transfer of density from naturally constrained areas to the developable portion of the site.</p>	<p>Scale of Impact— Moderate. Clustering can increase density, however, if other areas of the site that could otherwise be developed are not developed, the scale of impact can be reduced.</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
Reduced Parking Requirements	<p>Jurisdictions can reduce or eliminate minimum off-street parking requirements, as well as provide flexibility in meeting parking requirements. Reducing parking requirements positively impact development of any type of housing, from single-family detached to multifamily housing.</p> <p>Reduced parking requirements are most frequently used in conjunction of development of subsidized affordable housing, but cities like Portland have reduced or eliminated parking requirements for market-based multifamily housing in specific circumstances.</p> <p>City of Bend offers parking reductions for affordable housing and transit proximity. Parking for affordable housing units is 1 space per unit regardless of size, compared to 1 space per studio or 1-bedroom unit, 1.5 spaces per 2-bedroom unit, and 2 spaces per 3- or more bedroom unit for market-rate multifamily development or 2 spaces per market rate detached dwelling unit. Affordable housing units must meet the same eligibility criteria as for other City of Bend affordable housing incentives</p> <p>City of Portland offers parking exceptions for affordable housing and sites adjacent to transit. The City of Portland allows housing developments that meet the inclusionary zoning requirements to reduce parking requirements to zero if located near frequent transit service, and to exclude the affordable housing units from parking requirements for developments located further from frequent transit service. The City also allows market rate housing developments located near frequent transit service to provide little or no parking, depending on the number of units in the development.</p>	<p>Ashland provides parking reductions for small units city-wide (one space per unit for units 500 SF or less).</p> <p>Within the Transit Triangle Overlay parking requirements are reduced to one space per unit for units 800 SF or less Cottages of 800 SF or less within approved cottage housing developments require one space per unit.</p> <p>Many parking credits may be allocated to projects including: An off-street parking credit for each on-street parking space along the properties frontage; joint use and mixed-use development credits (sharing the same space between a commercial use and residential use when demonstrated their time of use is not in conflict); off-site shared parking; transit facilities credit; Transportation Demand Management plan implementation.</p> <p>Ashland does not have a specific parking reduction available for units designated and regulated as affordable housing.</p>	<p>Scale of Impact— Small to moderate.</p> <p>The City could require the developer to prove the need and public benefit or reducing parking requirements to increase housing affordability.</p> <p>Reducing parking requirements can have a moderate to large impact on housing affordability if little or no parking is required.</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
Reduce Street Width Standards	<p>This policy is intended to reduce land used for streets and slow down traffic. Street standards are typically described in development and/or subdivision ordinances. Reduced street width standards are most commonly applied on local streets in residential zones. This strategy could be applied to alleys, when required, to ensure that alleys are relatively narrow to reduce development and maintenance costs.</p> <p>Narrower streets make more land available to housing and economic-based development. Narrower streets can also reduce long-term street maintenance costs.</p>	<p>Ashland has long implemented a “Narrow Street” standard through the Street Standards and Transportation System Plan.</p>	<p>Scale of Impact— Small. This policy is most effective in cities that require relatively wide streets.</p>
Preserving Existing Housing Supply	<p>Housing preservation ordinances typically condition the demolition or replacement of certain housing types on the replacement of such housing elsewhere, fees in lieu of replacement, or payment for relocation expenses of existing tenants. Preservation of existing housing may focus on preservation of smaller, more affordable housing. Approaches include:</p> <ul style="list-style-type: none"> • Housing preservation ordinances • Housing replacement ordinances • Manufactured home preservation • Single-room-occupancy ordinances • Regulating demolitions 	<p>Ashland does have ordinances that regulate the closure of manufactured home parks and displacement of the residents, as well as the conversion of apartments into condominiums, wherein longer notice periods prior to tenant displacement and relocation assistance can be required.</p> <p>Ashland’s demolition ordinance does regulate demolitions but does not have standards relating to tenant displacement.</p>	<p>Scale of Impact— Small to moderate. Preserving small existing housing can make a difference in the availability of affordable housing in a city but it is limited by the existing stock housing, especially smaller, more affordable housing. Cities with older housing stock are more likely to benefit from this policy.</p>
Inclusionary Zoning	<p>Inclusionary zoning policies tie development approval to, or provide regulatory incentives for, the provision of low- and moderate-income housing as part of a proposed development. Mandatory inclusionary zoning requires developers to provide a certain percentage of low-income housing. Incentive-based inclusionary zoning provides density or other types of incentives.</p>	<p>Ashland requires a percentage of affordable housing (25% of the base density exclusive of unbuildable areas) as part of annexations and zone changes for residential developments.</p>	<p>Scale of Impact— Small to moderate. Inclusionary zoning has recently been made legal in Oregon. The scale of impact would depend on the inclusionary zoning</p>

Action Name	Description	Implementation in Ashland	Scale of Impact
	<p>The price of low-income housing is often passed on to purchasers of market-rate housing. Critics of inclusionary zoning contend it impedes the "filtering" process where residents purchase new housing, freeing existing housing for lower-income residents.</p> <p>Oregon's inclusionary zoning laws apply to structures with 20 or more multifamily units, with inclusion of units that are affordable at 80% of the median family income of the city.</p> <p>The City of Portland has implemented an inclusionary zoning program. While Portland's inclusionary zoning program is resulting in production of affordable multifamily units, there is considerable discussion and disagreement about the impact of number of multifamily units being built and potential changes in the location of units.</p>	<p>Ashland has not implemented an inclusionary zoning ordinance for residential developments within the City Limits for proposed structures containing 20 units or more under the State's newly approved inclusionary zoning legislation.</p>	<p>policies adopted by the city.</p>
<p>Re-designate or rezone land for housing</p>	<p>The types of land rezoned for housing are vacant or partially vacant low-density residential and employment land rezoned to multifamily or mixed use. In rezoning land, it is important to choose land in a compatible location, such as land that can be a buffer between an established neighborhood and other denser uses or land adjacent to existing commercial uses. When rezoning employment land, it is best to select land with limited employment capacity (i.e., smaller parcels) in areas where multifamily housing would be compatible (i.e., along transit corridors or in employment centers that would benefit from new housing).</p> <p>This policy change increases opportunity for comparatively affordable multifamily housing and provides opportunities for mixing residential and other compatible uses.</p> <p>Cities across Oregon frequently re-zone and re-designate land to address deficits of land for new housing.</p>	<p>Rezoning land in Ashland is not a common practice.</p> <p>The City has implemented a number of master planning Efforts (Normal Neighborhood, North Mountain Plan, Croman Mill District) which have identified lands to be developed as multifamily or mixed-use development. Individual property owners have requested and received rezoning of their properties to multifamily zones for specific development proposals. However, there has not been an effort to examine vacant low density and employment properties within the City Limits as candidates for a</p>	

Action Name	Description	Implementation in Ashland	Scale of Impact
		comprehensive plan and zone change to increase the supply of multifamily zoned properties.	
Encourage multifamily residential development in commercial zones	<p>This tool seeks to encourage denser multifamily housing as part of mixed-use projects in commercial zones. Such policies lower or eliminate barriers to residential development in commercial or mixed-use zones. They include eliminating requirements for non-residential uses in commercial zones (e.g., requirements for ground floor retail) or requiring minimum residential densities.</p> <p>This policy can increase opportunities for multifamily development on commercial or mixed-use zones or increase the density of that development.</p> <p>Cities across Oregon frequently encourage multifamily housing development in commercial zones, either as stand-alone residential buildings or as mixed-use buildings.</p>	Mixed use projects are permitted and encouraged in Ashland Commercial and Employment zoned. There is current discussion regarding the percentage of the ground floor that is to be reserved for commercial uses and whether those ratios can be modified in consideration of changing market demands for in retail and office space.	
Transfer or Purchase of Development Rights	<p>This policy is intended to move development from sensitive areas to more appropriate areas. Development rights are transferred to “receiving zones” and can be traded and can increase overall densities. This policy is usually implemented through a subsection of the zoning code and identifies both sending zones (zones where decreased densities are desirable) and receiving zones (zones where increased densities are allowed).</p> <p>Transfer of development rights is done less frequently in Oregon, as cities generally zone land for higher density housing where they would like it to occur. This policy is frequently used by cities outside of Oregon.</p>	Ashland does not have a Transfer of Development Rights program or designated receiving zones.	
Provide Density Bonuses to Developers	The local government allows developers to build housing at densities higher than are usually allowed by the underlying zoning. Density bonuses are commonly used as a tool to encourage greater housing density in desired	Ashland has four density bonuses, one of which is for development of affordable housing at higher densities and	

Action Name	Description	Implementation in Ashland	Scale of Impact
	<p>areas, provided certain requirements are met. This strategy is generally implemented through provisions of the local zoning code and is allowed in appropriate residential zones.</p> <p>Bonus densities can also be used to encourage development of low-income or workforce affordable housing. An affordable housing bonus would allow for more housing units to be built than allowed by zoning if the proposed project provides a certain number of affordable units.</p> <p>City of Bend offers affordable housing density and height bonuses. Qualifying affordable housing projects are eligible for a 10-foot building height bonus for multifamily housing when affordable housing units are gained and for a density bonus. The density increase is based on the percentage of affordable housing units within the proposed development: if 10% of the units are affordable, the maximum density is 110% of the standard maximum density. The maximum density bonus is 50% above the base density. Qualifying projects must be affordable to households at or below 60% of the AMI for rental housing and at or below 80% of the AMI for ownership housing and require development agreements and restrictions to ensure continued affordability.</p> <p>Kirkland, WA offers density bonuses for duplex, triplex, and cottages. Cottage homes (limited to 1,500 SF of floor area) and two- and three-unit homes (up to 1,000 SF of floor area average per unit) are allowed at double the density of detached dwelling units in the underlying zone.</p>	<p>another for energy-efficient housing.</p> <p>Affordable housing projects meeting eligibility requirements (including rental or ownership housing affordable to households at 80% or less of AMI for a min. of 30 years) receive a density bonus of two units for each affordable unit provided, up to a max. of a 35% increase in density.</p> <p>The max. density bonus inclusive of other bonuses (open space, conservation) can be 60% over the base density within the zone.</p> <p>Ashland's Cottage Housing Development ordinance effectively provides a doubling of the allowable density in the zone for provision of the small cottage housing units.</p> <p>Ashland classifies small units, of 500 SF or less, as only 75% of a unit for the purposes of density calculations. A greater number of small units can be developed within existing density allowances without employing a density bonus.</p>	

Increase Housing Types

The following policies focus on ways in which the City can increase the types of housing available in order to increase housing affordability. Policies focus on increasing housing density or the number of residents within existing City lots.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Allow Duplexes, Cottage housing, Townhomes, Row Houses, and Tri- and Quad-Plexes in low density zones	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p> <p>House Bill 2001 requires cities to allow these housing types in single-family zones.</p>	<p>Ashland is in the process of amending the land use code to allow duplexes wherever a single-family dwelling unit is permitted per the requirements of HB2001. Code amendments will be enacted before July 1, 2021.</p>	<p>Scale of Impact – Small to moderate. Allowing these types of housing in more zoning districts may provide relatively few number of new, relatively affordable, housing opportunities.</p>
Allow Cottage housing, Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses, Cottage Courts, Duplex/Townhouse Courts, & Garden Apartments in medium density zones	<p>Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.</p>	<p>Ashland passed a cottage housing ordinance in 2018 and allows cottage housing developments in the R-1-5 and R-1-7.5 zones on lots that are greater than 1.5 times the minimum lot size for the zone. Cottage Housing developments can be between 3 to 12 units depending on lot size. Tri- and Quad-Plexes Townhomes, Row Houses, Stacked Townhouses are permissible in Ashland's</p>	<p>Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities. The scale of impact will depend, in part, on the amount of vacant or redevelopable land in medium density zones, as well as the types of housing newly</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
		Medium Density zone (R-2), and Townhomes are further permitted in the R-1-3.5 zone or other residential zones (R-1-5, R-1-7.5, R-1-10) through planned unit developments.	allowed in the medium density zone.
Allow Stacked Townhouses, Garden Apartments and larger-scale Apartments in high density zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Stacked townhomes, condominiums, garden apartments and larger-scale apartments are permitted in R-2 and R-3 zones. However due to small lot sizes of vacant/partially vacant properties available in these zones, larger scale apartments are not often achievable given existing lot sizes, height limitations, and density allowances.	Scale of Impact – Small to Large. Allowing these types of housing in more zones may provide a large number of new, relatively affordable, housing opportunities. The scale of impact depends on the amount of vacant/redevelopable land in high density zones and the housing types allowed in the zones.
Allow Live-Work housing or Mixed-use housing in commercial zones	Allowing these housing types can increase overall density of residential development and may encourage a higher percentage of multifamily housing types. This approach would be implemented through the local zoning or development code and would list these housing types as outright allowable uses in appropriate residential zones. These housing types provide additional affordable housing options and allow more residential units than would be achieved by detached homes alone.	Live-work housing and mixed-development would be a permitted use within commercial zones although not specifically listed in the allowable use table for either commercial or residential zones. Home Occupations are special permitted in all zoning designations with the exception of industrial (M-1).	Scale of Impact – Small to Large. Allowing these types of housing in more zoning districts may provide up to a large number of new, relatively affordable, housing opportunities.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Remove barriers to Development of Accessory Dwelling Units (ADUs) in single-family zones	<p>As of July 1, 2018, ORS 197.312 requires cities to allow at least one ADU for each detached single-family dwelling in areas zoned for detached single-family dwellings.</p> <p>Jurisdictions can make development of ADUs more likely by limiting restrictive standards and procedures, such as reducing systems development charges for ADUs, reducing or eliminating parking requirements, or allowing ADUs regardless of where the primary dwelling is owner-occupied.</p>	<p>Ashland allows Accessory Residential Units (ARU or ADU) as an accessory use to single-family homes throughout the City, and further provides reduced SDCs for small units of less than 500 SF.</p> <p>Per ORS 197.312 no additional parking is required for ARUs in Ashland, and there has never been any owner-occupied requirement for the development of an ARU within the City.</p>	<p>Scale of Impact - Small. Oregon law recently changed to require cities to allow ADUs.</p>
Allow small or “tiny” homes	<p>“Tiny” homes are typically dwellings that are 500 SF or smaller. Some tiny houses are as small as 100 to 150 SF. They include stand-alone units or very small multifamily units.</p> <p>Tiny homes can be sited in a variety of ways: locating them in RV parks (they are similar in many respects to Park Model RVs), tiny home subdivisions, or allowing them as accessory dwelling units.</p> <p>Smaller homes allow for smaller lots, increasing land use efficiency. They provide opportunities for affordable housing, especially for homeowners.</p> <p>Portland and Eugene allow tiny homes as temporary shelter for people experiencing homelessness.</p>	<p>Small, or tiny, units that are built on a foundation are permitted in Ashland and have been developed as ARUs. Tiny homes on wheels would have to be located in an RV park, and there are thus limited opportunities for their placement in Ashland.</p> <p>As an emergency provision in response to the Alameda fire, RVs, campers, and trailers can be located on residential properties in Ashland as temporary shelter provided, they are connected to sanitation and utilities.</p>	<p>Scale of Impact - Small: Scale of impact depends on regulation of tiny homes, where they are allowed, and market demand for tiny homes.</p>

Lower Development or Operational Costs

The following policies focus on ways in which the City and other entities involved in development can provide financial assistance to lower development or operational costs in a city in order to increase housing affordability and available housing stock.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Programs or policies to lower the cost of development			
Parcel Assembly	<p>Parcel assembly involves the city’s ability to purchase lands for the purpose of land aggregation or site assembly. It can directly address the issues related to limited multifamily lands being available in appropriate locations (e.g., near arterials and commercial services). Typical goals of parcel assembly programs are: (1) to provide sites for rental apartments in appropriate locations close to services and (2) to reduce the cost of developing multifamily rental units</p> <p>Parcel assembly can lower the cost of multifamily development because the City is able to purchase land in strategic locations over time. Parcel assembly is often associated with development of affordable housing (affordable to households with income below 60% of MFI), where the City partners with nonprofit affordable housing developers.</p> <p>Parcel assembly can be critically important role for cities to kick start quality affordable housing and work force housing projects that can be positive catalysts too for market rate development.</p>	<p>The City has limited experience acquiring property for the future development of affordable housing, having acquired 10 acres on Clay Street in cooperation with the Housing Authority of Jackson County. Over the last decade this property provided a location for 120 units of affordable housing (60 units developed, 60 units under construction).</p> <p>The City typically relies on affordable housing partners to identify property for a proposed development and has provided financial assistance (CDBG or Affordable Housing Trust Fund (AHTF)) to assist in acquisition. Most recently the City helped purchase a parcel using AHTF for Columbia Care to develop a 30-unit affordable housing project.</p>	<p>Scale of Impact - Small to large. Parcel assembly is most likely to have an effect on a localized area, providing a few opportunities for new multifamily housing development over time.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
Land Banking	<p>Land banks support housing development by reducing or eliminating land cost from development, with the goal of increasing the affordability of housing. They can take several forms. Many are administered by a non-profit or non-governmental entity with a mission of managing a portfolio of properties to support affordable housing development over many years or decades. Ideally, a land bank is set up to manage financial and administrative resources, including strategic property disposal, for the explicit purpose of supporting affordable housing development. Cities can partner with non-profits or sometimes manage their own land banks. Cities may also donate, sell, or lease publicly owned land for the development of affordable housing even without a formal 'land bank' organization.</p> <p>Land banks are purposed for short-term ownership of lands. Lands acquired are often vacant, blighted, or environmentally contaminated. Land banks may also acquire lands with title defects or of which derelict structures sit. Lands are eventually transferred to a new owner for reuse and redevelopment.</p>	There is no administrator of a Land Bank within Ashland.	<p>Scale of Impact - Small to large. A land bank will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to build affordable housing.</p>
Land Trusts	<p>A land trust is typically a nonprofit organization that owns land and sells or leases the housing on the land to income-qualified buyers. Because the land is not included in the housing price for tenants / buyers, land trusts can achieve below-market pricing. Land trusts are most commonly used as a method for supporting affordable home ownership goals.</p> <p>Land trusts are purposed for long-term stewardship of lands and buildings. Lands / buildings acquired may have need for remediation or redevelopment. Lands / buildings may have also been acquired to preserve affordability, prevent deferred maintenance, or protect against foreclosure</p> <p>Proud Ground (Portland Metro Area) was founded in 1999 and has grown into one of the largest community land trusts in the country. The organization focuses on affordable homeownership and controls ground leases associated with</p>	<p>There are 49 units within Ashland that are operated under the land Trust model. Beginning in 2000 the Ashland Community Land Trust developed 18 land trusted affordable housing units, which are currently administered by ACCESS Inc.</p> <p>Rogue Valley Community Development Corporation developed 31 units under the land trust model which were</p>	<p>Scale of Impact - Small to large. A land trust will have the biggest impact on production of low- and moderate-income affordable housing. Considering how difficult it is to build this type of affordable housing and the level of need for affordable housing, a land trust could increase nonprofits' capacity to</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
	270 homes in Multnomah, Washington, Clackamas, and Clark County.	transferred to NeighborWorks Umpqua for administration. NeighborWorks Umpqua was granted \$50,000 in Ashland's Affordable Housing Trust Funds in 2020 to assist in refining the legal structure of the land trust agreements for use in Ashland.	build affordable housing.
Public Land Disposition	<p>The public sector sometimes controls land that has been acquired with resources that enable it to dispose of that land for private and/or nonprofit redevelopment. Land acquired with funding sources such as tax increment, EB-5, or through federal resources such as CDBG or HUD Section 108 can be sold or leased at below market rates for various projects to help achieve redevelopment objectives. This increases development feasibility by reducing development costs and gives the public sector leverage to achieve its goals via a development agreement process with the developer. Funding can come from Tax Increment, CDBG/HUD 108, or EB-5.</p> <p>Cities across Oregon use publicly land to support affordable and market-rate of housing development. In some cases, municipalities put surplus public land into land banks or land trusts.</p> <p>Tri-Met is evaluating re-use of construction staging sites for future affordable housing and/or transit-orient development sites.</p> <p>Cottage Grove is working with the school district to discuss and plan for use of surplus school district land for future housing development.</p>	<p>Ashland has dedicated surplus City property for the development of affordable housing or sold surplus City property and directed the proceeds into the Ashland Housing Trust Fund to support affordable housing development.</p> <p>Ashland is a CDBG entitlement community and prioritizes the use of CDBG funds to support affordable housing development and preservation. Local non-profit affordable housing providers including ACLT, RVCDC, ACCESS Inc, Habitat for Humanity and the Housing Authority of Jackson County have utilized Ashland's CDBG funds to acquire property or complete public improvements for affordable housing developments.</p>	<p>Scale of Impact – Small to moderate. Depends on whether the City has surplus land that would be appropriate for future housing development.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
		Ashland has not utilized the section 108 loan program to leverage up to 5 years of CDBG allocations for land acquisition for affordable housing.	
Reduced / Waived Building Permit fee, Planning fees, or SDCs	<p>Programs that reduce various development fees as an incentive to induce qualifying types of development or building features. There are a number of avenues to seek reduced or waived fees. For example, stormwater improvements can be made through the Commercial Stormwater Fee Reduction. There are commonly used tools, often implemented in conjunction with development agreements or other development negotiation processes.</p> <p>City of Portland offers SDC exemptions for affordable housing. Portland's SDC Exemption Program exempts developers of qualifying affordable housing projects from paying SDCs levied by the City of Portland for transportation, water, parks and environmental services. Eligible rental projects must serve households earning at or below 60% of the AMI for a 60-year period. Portland also offers SDC waivers for development of ADUs.</p> <p>City of McMinnville offers SDC exemptions and reduced permit fees for affordable housing. Building and planning permit fees for new or remodel housing construction projects are reduced by 50% for eligible projects and SDCs for transportation, wastewater and parks are exempted at 100%. Reductions/exemptions are prorated for mixed use or mixed-income developments. The property must be utilized for housing for low-income persons for at least 10 years or the SDCs must be paid to the city.</p>	<p>Ashland waives or defers all System Development Charges including Parks, Transportation, Water, Sewer and Storm Water SDCs for qualified affordable housing units targeted to households earning 80% AMI or less and meeting the rent or sale requirements of the Ashland Housing Program.</p> <p>Ashland waives Community Development Fees, and Engineering Services fees for voluntarily provided affordable housing units that remain affordable for 60 years.</p> <p>Affordable ownership units that leave the program after 30 years, but less than 60 years, must repay a prorated amount of SDCs, Community Development Fees, and Engineering Services Fees that were deferred.</p>	Scale of Impact - Small.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Scaling SDCs to Unit Size	<p>Cities often charge a set SDC per dwelling unit, charging the same SDCs for large single-family detached units as for small single-family detached units or accessory dwelling units. Some cities have started scaling SDC based on the size of the unit in SF. Offering lower SDC for smaller units can encourage development of smaller units, such as small single-family detached units or cottage cluster units.</p> <p>Newport Oregon scales SDCs for water, wastewater, stormwater, and transportation. The City has a base SDC rate (per SF) of built space. For example, a 1,000 SF unit would be charged \$620 for water SDC (\$0.62 per SF). A 2,000 SF unit would be charged \$1,204 for the water SDC (\$0.62 per SF for the first 1,700 SF and \$0.50 for the additional 300 SF).</p>	<p>Ashland's SDC method charges 50% of the calculated per unit SDC amount for units less than 500 SF and 75% of the calculated per unit SDC amount for units between 500 and 800 SF. Thus, smaller units pay proportionately less SDCs for Transportation, Parks, and Sewer and Water compared to full size units due to their potential for smaller household sizes and commensurate impacts. Storm Water SDCs are based on lot coverage and thus, smaller units have lower Storm Water SDCs.</p>	<p>Scale of Impact – Small to moderate</p>
SDC Financing Credits	<p>May help to offset an SDC charge, which is a one-time fee that is issued when there is new development or a change in use. SDC financing enables developers to stretch their SDC payment over time, thereby reducing upfront costs. Alternately, credits allow developers to make necessary improvements to the site in lieu of paying SDCs. Note that the City can control its own SDCs, but often small cities manage them on behalf of other jurisdictions including the County and special districts. SDCs are granted when the project makes lasting improvements, such as improving roads, reducing number of trips, create or improve parks or recreational centers, and permanently removing water services.</p>	<p>Ashland amended the SDC collection of charge provisions in 2019 within the Ashland Municipal Code (4.20.090). These amendments allow SDCs to be paid over a 10-year period in semi-annual installments. A one-year installment loan shall not be subject to an annual interest rate provided all charges are paid prior to the City's issuance of the Certificate of Occupancy, time of sale, or within one</p>	<p>Scale of Impact – Small to moderate. The City may consider changes in SDCs to allow financing, but the City would want to ensure that the impact should be spread-out and non-negatively impact one entity.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
		<p>year of when the charge was imposed, whichever comes first.</p> <p>For installments that exceed one year, repayment interest on the unpaid balance at annual rate of six percent (6%) is assessed for a five-year installment loan or seven percent (7%) for a 10-year installment loan.</p>	
Sole Source SDCs	Retains SDCs paid by developers within a limited geographic area that directly benefits from new development, rather than being available for use city-wide. This enables SDC-eligible improvements within the area that generates those funds to keep them for these improvements. Improvements within smaller areas can enhance the catalytic and redevelopment value of the area. This tool can also be blended with other resources such as LIDs and Urban Renewal (Tax Increment Financing). Funding can come from an SDC fund or general fund. In some cases, there may be no financial impact. The housing can come in the form of student, low-income, or workforce housing.	<p>Ashland does not employ a geographic area specific dedication of SDCs, rather they are applied to the capital projects outlined in the respective masterplan (Water/Sewer, Transportation, Parks).</p> <p>Ashland does not have an Urban Renewal District for Tax Increment Financing.</p>	<p>Scale of Impact – Small to moderate.</p> <p>Depends on how the tool is implemented and whether it is used with other tools, such as LIDs or Urban Renewal.</p>
Fees or Other Dedicated Revenue	Directs user fees into an enterprise fund that provides dedicated revenue to fund specific projects. Examples of those types of funds can include parking revenue funds, stormwater/sewer funds, street funds, etc. The City could also use this program to raise private sector funds for a district parking garage wherein the City could facilitate a program allowing developers to pay fees-in-lieu or “parking credits” that developers would purchase from the City for access “entitlement” into the shared supply. The shared supply could meet initial parking need when the development comes online while also maintaining the flexibility to adjust to parking need	Ashland has an Affordable Housing Trust Fund, and the City Council has dedicated Marijuana Tax revenue (up to \$100,000 annually) to support the AHTF through the annual budgeting process.	

Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>over time as elasticity in the demand patterns develop in the district and influences like alternative modes are accounted for. Funding can come from residents, businesses, and developers. Also, these fees or revenues allow for new revenue streams into the City.</p>		
<p>Reimbursement District</p>	<p>A Reimbursement District is a cost sharing mechanism, typically Initiated by a developer. The purpose is to provide a reimbursement method to the developer of an infrastructure improvement, through fees paid by property owners at the time the property benefits from the improvement. A developer applies to create a Reimbursement District by demonstrating benefit to properties beyond their own. In addition, the size of the improvement must be measurably greater than would otherwise be ordinarily required for the improvement</p> <p>Eligible Reimbursement District projects typically include (but are not limited to) construction or connections of a sewer, water, storm water or street improvements. Applications typically include: a fee sufficient to cover the cost of administrative review, a description of the project, properties that would be impacted, and a detailed methodology and calculation of how the estimated costs would be reimbursed by payments from benefitted properties over a specified timeframe. A report from the City Engineer is generated in review of the submitted application. After a public hearing process, the council will approve, reject or modify the proposal. The approval of a Reimbursement District results in a resolution and distribution of notice among benefitted properties before construction can begin.</p> <p>Benefitted properties must pay the Reimbursement Fee when they make a physical connection to the improvement (or in the case of a sewer project, when the benefitted property creates an impervious surface that drains into the public sewer) within the Reimbursement District Area. Reimbursement fees are collected by the City and are distributed to the developer for the</p>	<p>Ashland’s municipal code (13.30.0150) was amended in 2010 to enable a developer to request the City establish a Reimbursement District to collect public improvement costs that exceed those attributable to service the property owned by the applicant.</p> <p>Examples of excess costs include (but are not limited to): Full street improvements instead of half street improvements; Off-site sidewalks; Connection of street sections for continuity; Extension of water lines; and Extension of sewer lines.</p>	<p>Scale of Impact – Small to moderate.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>duration of the Reimbursement District, which are typically 10-15 years.</p> <p>Paid by benefitted properties at the time the property benefits from the improvement, typically at connection to the sewer, water or storm drain system.</p>		
Linkage Fees	<p>Linkage fees are charges on new development, usually commercial and / or industrial development only, that can be used to fund affordable housing. To implement them, a city must undertake a nexus study that identifies a legal connection between new jobs housed in the developments, the wages those jobs will pay, and the availability of housing affordable to those employees.</p> <ul style="list-style-type: none"> • Can be used for acquisition and rehabilitation of existing affordable units. • Can be used for new construction. 	Ashland does not assess linkage fees on new developments within the City,	Scale of Impact – Small to moderate.
Tax abatement programs that decrease operational costs by decreasing property taxes			
Vertical Housing Tax Abatement (Locally Enabled and Managed)	<p>The 2017 Legislature passed legislation moving the administration of Vertical Housing Program from Oregon Housing and Community Services (OHCS) to the local City and County beginning Oct 6th, 2017. OHCS no longer administers this program.</p> <p>The legislation subsidizes "mixed-use" projects to encourage dense development or redevelopment by providing a partial property tax exemption on increased property value for qualified developments. The exemption varies in accordance with the number of residential floors on a mixed-use project with a maximum property tax exemption of 80 percent over 10 years. An additional property tax exemption on the land may be given if some or all of the residential housing is for low-income persons (80 percent of area is median income or below).</p>	On December 15, 2020, Ashland passed a Vertical Housing Tax Credit and designated Commercially zoned properties within the Transit Triangle overlay area as an eligible Vertical Housing Development Zone.	Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.

Action Name	Description	Implemented in Ashland?	Scale of Impact
<p>Multiple-Unit Limited Tax Exemption Program (Locally Enabled and Managed)</p>	<p>Through the multifamily tax exemption, a jurisdiction can incent diverse housing options in urban centers lacking in housing choices or workforce housing units. Through a competitive process, multi-unit projects can receive a property tax exemption for up to ten-years on structural improvements to the property. Though the state enables the program, each City has an opportunity to shape the program to achieve its goals by controlling the geography of where the exemption is available, application process and fees, program requirements, criteria (return on investment, sustainability, inclusion of community space, percentage affordable or workforce housing, etc.), and program cap. The City can select projects on a case-by-case basis through a competitive process.</p> <p>The passing of HB 2377 - Multiunit Rental Housing Tax Exemption allows cities and counties to create a property tax exemption for newly rehabilitated or newly constructed multi-unit rental housing within their boundaries depending on the number of units made available to low-income households, for up to 10 consecutive years. The bill was crafted to strengthen the connection to affordability by requiring cities and counties to establish a schedule in which the number of years an exemption is provided increases directly with the percentage of units rented to households with an annual income at or below 120 percent of MFI, and at monthly rates that are affordable to such households. While not specifically referenced in the measure, ORS 308.701 defines “Multi-unit rental housing” as: “(a) residential property consisting of four or more dwelling units” and; “does not include assisted living facilities.”</p> <p>All new multifamily units that are built or renovated that offer rent below 120% of AMI are potentially eligible for this tax exemption. In a city with an AMI of \$55,000 (common outside of Portland), that's rent of \$1,650 per month or less. The tax exemption is for all taxing districts which is administered by the</p>	<p>Ashland has not enacted a Multi-Unit Limited Tax Exemption program.</p>	<p>Scale of Impact – Small to moderate. The design of the tax abatement program will impact whether and how many developers use the tax abatement, which will affect the scale of the impact.</p>

Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>City. Due to this, smaller jurisdictions may have more trouble managing this program.</p> <p>Local taxing jurisdictions that agree to participate—cities, school districts, counties, etc.</p> <p>The City of Eugene offers a ten-year Multi-Unit Property Tax Exemption (MUPTE) for projects in its eastern downtown core. Eugene’s criteria for granting MUPTE include: Project must provide 5 or more units of housing (not including student housing), development must meet minimum density standards, development must comply with minimum green building requirements, a portion of construction and other contracting requirements must be through local business, the development must provide 30% of the units affordable at 100% of AMI or pay a fee of 10% of the value of the tax abatement toward supporting moderate income housing development, demonstrate that the project would not be financially feasible without the exemption by providing 10-year pro forma with and without MUPTE and comply with other criteria.</p> <p>The City of Salem’s Multi-Unit Housing Tax Incentive Program (MUHTIP) was adopted in 2012 to spur the construction of “transit supportive” 10 multi-unit housing in the city’s downtown core. In order to qualify for the exemption, projects must consist of at least two dwelling units, be located in the city’s “core area,” and include at least one public benefit.</p>		
<p>Nonprofit Corporation Low Income Housing Tax Exemption</p> <p>and</p>	<p>Note: These are two separate tax exemptions available under statute (ORS 307.515 to 307.523 / ORS 307.540 to 307.548). They are grouped together for their similarities (but differences are noted).</p> <p>Land and improvement tax exemption used to reduce operating costs for regulated affordable housing affordable at 60% AMI or</p>	<p>Ashland has not implemented a low-income rental housing tax exemption for market rate developers that provide low-income housing.</p>	<p>Scale of Impact – Small to moderate.</p> <p>The exemption reduces operating costs, meaning it is a tool more useful to property owners of</p>

¹⁰ City of Salem, “Multi Unit Housing Tax Incentive Program,” <https://www.cityofsalem.net/Pages/multi-unit-housing-tax-incentive-program.aspx>.

Action Name	Description	Implemented in Ashland?	Scale of Impact
<p>Low-Income Rental Housing Tax Exemption</p>	<p>below. Requires the City to adopt standards and guidelines for applications and enforcement mechanisms.</p> <p>The low-income rental housing program exemption lasts 20 years. The nonprofit corporation low-income housing program must be applied for every year but can continue as long as the property meets the criteria. Rents must reflect the full value of the property tax abatement and City can add additional criteria.</p> <p>There is no requirement that construction must be complete prior to application.</p> <p>Programs both work well in tandem with other incentives, such as land banking.</p>	<p>The Jackson County Assessor office has historically worked with the City of Ashland to reduce the assessed value of ownership units within Ashland Affordable Housing Program, and as such they are taxed at their restricted resale value instead of their Real Market Value (RMV).</p> <p>Affordable Multifamily rental units owned by non-profit affordable housing providers are also provided with property tax relief by the Jackson County Assessor office due to their non-profit status.</p>	<p>affordable housing projects. Developers, who do not own and operate their own projects, may be less inclined to use the program.</p>

Funding Sources to Support Residential Development

These policies focus on ways to pay for the costs of implementing the affordable housing programs and infrastructure development.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Urban Renewal / Tax Increment Finance (TIF)	<p>TIF revenues are generated by the increase in total assessed value in an urban renewal district from the time it is first established. As property values increase in the district, the increase in property taxes pays off bonds. When the bonds are paid off, the valuation is returned to the general property tax rolls. TIFs defer property tax accumulation by the City and County until the district expires/pays off bonds. Over the long term (typically 20+ years), the district could produce substantial revenues for capital projects. Funds can be invested in the form of low-interest loans or grants for a variety of capital investments:</p> <ul style="list-style-type: none"> • Redevelopment projects, such as mixed-use or infill housing developments • Economic development strategies, such as capital improvement loans for small or startup businesses which can be linked to family-wage jobs • Streetscape improvements, including new lighting, trees, and sidewalks • Land assembly for public or private re-use • Transportation enhancements, including intersection improvements • Historic preservation projects • Parks and open spaces <p>Urban renewal is a commonly used tool to support housing development in cities across Oregon.</p>	Ashland does not have an Urban Renewal District.	<p>Scale of Impact – Moderate to Large. Urban Renewal funding is a flexible tool that allows cities to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs). Portland used Urban Renewal to catalyze redevelopment across the City, including the Pearl District and South Waterfront.</p>

<p>Construction Excise Tax (CET)</p>	<p>CET is a tax assessed on construction permits issued by local cities and counties. The tax is assessed as a percent of the value of the improvements for which a permit is sought, unless the project is exempted from the tax. In 2016, the Oregon Legislature passed Senate Bill 1533 which permits cities to adopt a construction excise tax (CET) on the value of new construction projects to raise funds for affordable housing projects. CETs may be residential only, commercial only, or residential and commercial. If the City were to adopt a CET, the tax would be up to 1% of the permit value on residential construction and an uncapped rate on commercial and industrial construction. The allowed uses for CET funding are defined by the state statute. The City may retain 4% of funds to cover administrative costs. The funds remaining must be allocated as follows, if the City uses a residential CET:</p> <ul style="list-style-type: none"> • 50% must be used for developer incentives (e.g. fee and SDC waivers, tax abatements) • 35% may be used flexibly for affordable housing programs defined by the jurisdiction. • 15% flows to Oregon Housing & Community Services Dept. for homeowner programs. <p>If the City implements a CET on commercial or industrial uses, 50% of the funds must be used for allowed developer incentives and the remaining 50% are unrestricted. The rate may exceed 1% if levied on commercial or industrial uses.</p> <p>The City of Portland's CET went into effect in 2016. It levies a 1% CET on residential, commercial, and industrial development valued at \$100,000 or more, with all revenues going toward affordable housing. The revenues pay for production of housing at or below 60% AMI, developer incentives for inclusionary zoning, along with state homeownership programs.</p> <p>City of Bend adopted a CET of 0.3% on residential, commercial, and industrial development in 2006, with revenues dedicated to loans to fund developments by profit and nonprofit</p>	<p>Ashland does not collect a Construction Excise Tax for affordable housing as allowed by SB 1533.</p>	<p>Scale of Impact – Depends on the amount of funding available.</p>
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Action Name	Description	Implemented in Ashland?	Scale of Impact
	<p>affordable housing developers. The fee has raised \$11 million as of 2016, allowing the City to lend money to fund 615 units. The fund has leveraged \$63 million in state and federal funding and \$14 million in equity.</p> <p>The City of Milwaukie adopted a CET on commercial, residential, and industrial development in November of 2017. The City exempted deed-restricted affordable housing, ADUs, and improvements less than \$100,000 from paying the CET. The adopting ordinance allocates funds as required by state statutes, specifying that flexible funds from the commercial improvements will be used 50% toward housing available to those making up to 120% of MFI, and 50% for economic development programs in areas with sub-area plans (such as Downtown, Riverfront, and urban renewal areas).</p>		
General Fund and General Obligation (GO) Bonds	<p>GO bonds provide capital project funding that is not dependent on revenue from the project to back the bond.</p> <p>City can use general fund monies on hand or can issue bonds backed by the full faith and credit of the city to pay for desired public improvements. Property taxes are increased to pay back the GO bonds.</p> <p>City of Portland passed \$258 million bond for affordable housing in 2016. The goal was to build or preserve up to 1,300 units in the next 5 to 7 years. The city sought opportunities to acquire existing properties of 20 or more units or vacant land that is appropriately zoned for 20+ housing units and looked for both traditional and nontraditional development opportunities.</p>	<p>General Funds in the form of the Affordable Housing Trust fund are set aside annually to support the development and preservation of affordable housing.</p> <p>The City has not utilized or presented to the voters a general obligation bond to support the development of affordable housing or acquisition of property for this purpose.</p>	<p>Scale of Impact – Moderate to large. GO Bonds can be used to develop essential infrastructure or provides funding for programs that lower the costs of housing development (such as SDC reductions or low interest loan programs).</p>

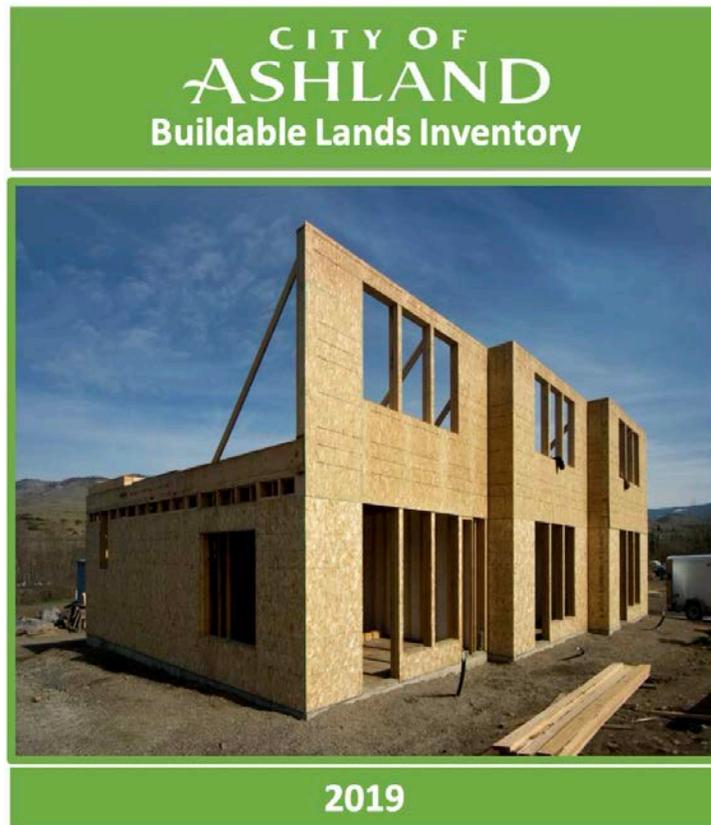
Action Name	Description	Implemented in Ashland?	Scale of Impact
Local Improvement District (LID)	<p>Enables a group of property owners to share the cost of a project or infrastructural improvement.</p> <p>A special assessment district where property owners are assessed a fee to pay for capital improvements, such as streetscape enhancements, underground utilities, or shared open space. For residential property, the estimated assessment cannot exceed the pre-improvement value of the property based on assessor records.</p> <p>An ordinance must be passed through a public hearing process which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs and the portion of those costs in which property owners will be responsible to pay for. The public hearing process allows for LIDs to be challenged by property owners.</p> <p>The City collects funds and regardless if the actual cost is greater than the estimated cost (on which the assessment was based), the City may make a deficit assessment for the additional cost, which would be prorated among all benefitted properties. Another public hearing would be held in the event that an additional assessment was placed property owners (due to underestimation).</p>	Ashland has utilized LIDs for specific public improvement projects within the City.	Scale of Impact – Depends on the amount of funding available and Bonding capacity.
General Fund Grants or Loans	A city can use general fund or tax increment dollars to invest in specific affordable housing projects. These grants or loans can serve as gap funding to improve development feasibility. There are options for using general fund grants or loans, including the potential for bonds to generate upfront revenue that is repaid over time. Another option uses general fund dollars to contribute to successfully operating programs, such as non-profit land trusts or government agencies that have the administrative capacity to maintain compliance requirements, using intergovernmental agreements.	Ashland’s Affordable Housing Trust Fund is part of the General Fund and is used to support the development of affordable housing. The City has not issued a bond to generate revenue for affordable housing.	Scale of Impact – Depends on the amount of funding available.

Action Name	Description	Implemented in Ashland?	Scale of Impact
Transient Lodging Tax (TLT)	Generates revenue by primarily taxing tourists and guests using temporary lodging services. Taxes for temporary lodging at hotels, motels, campgrounds, and other temporary lodgings. Oregon has a statewide TLT and cities and counties can also charge a local TLT subject to certain limitations. The statutes specify that 70% must be used for tourism promotion or tourism related facilities and 30% is unrestricted in use, and there cannot be a reduction of the total percent of room tax. The state tax is specified at 1.8%; local government tax rates vary as local governments set the rate for their jurisdiction by ordinance. Cities and counties may impose taxes on transient lodging. Alternatively, some cities have an agreement for the county to impose the tax and cities share in a percent of the revenue.	Ashland collects Transient Occupancy Taxes (TOT), and applies them toward tourism related activities, economic development grants, and social service grants annually in accordance to the restricted/unrestricted use parameters.	Scale of Impact – Small. The amount of funding from TLT is likely to be relatively small, given that only 30% of TLT funds have unrestricted use.
CDBG	The Community Development Block Grants program is a flexible program that provides annual grants on a formula basis to both local governments and States. Grants are awarded on a 1, 2, or 3-year period. It is required that at least 70% of the CDGB funds are used for activities that benefit low- and moderate- income. Additionally, each activity must address any threats to health or welfare in the community (for which other funding is unavailable). These funds can be used for acquisition and rehabilitation of existing affordable units, as well as new construction that prioritizes community development efforts.	Ashland is a direct CDBG entitlement community and receives HUD allocations of approx. \$175,000/year. The 5-year Consolidated Plan for use of CDBG funds prioritizes capital restricted CDBG funds toward affordable housing and shelter and 15% of the award is typically provided to service providers benefiting extremely low-income individuals.	Scale of Impact – Depends on the amount of funding available.



Appendix B: City of Ashland's 2019 Buildable Lands Inventory

This appendix presents Ashland's Buildable Lands Inventory, which was developed by City of Ashland staff. This appendix presents the sections of the report related to buildable land, excluding the demographic analysis portions of the report. The City of Ashland adopted the Buildable Lands Inventory Report in 2019.



Prepared by:
Department of Community Development

CITY OF
ASHLAND



2019 Buildable Lands Inventory

Introduction

The purpose of conducting an update of the “Buildable Lands Inventory” (BLI) is to quantify the amount vacant and partially-vacant land available within the political boundaries of the City of Ashland (City Limits and Urban Growth Boundary). In combination with a Housing Needs Analysis, and an Economic Opportunities Analysis, a BLI allows a community to determine whether or not there exists an adequate supply of buildable land to accommodate future housing and business development.

The BLI is prepared in accordance with OAR 660-24-0050(1) requiring that cities maintain a buildable lands inventory within the urban growth boundary (UGB) sufficient to accommodate the residential, employment and other urban uses such as public facilities, streets, parks and open space needed for a 20-year planning period. The BLI is effectively an analysis of development capacity. The use of the City’s geographic information systems (GIS) enables the City to evaluate development potential using 4 basic steps:

1. Identify developed property throughout the City and Urban Growth Boundary
2. Calculate development potential in terms of number of future single-family residential lots, multifamily housing units, and available commercial lands.
3. Identify development parcels that significantly underutilize their allowed (or proposed) development capacity;
4. Quantify physical constraints to development (steep slopes, floodplains, etc.) to refine estimated development capacity on a parcel by parcel basis.

If it is determined that future population growth, or economic development, will require more buildable land than is available, the community’s governing bodies can make informed decisions, and implement appropriate measures to provide for the unmet housing and commercial land needs. As a companion document to the BLI the Housing Needs Analysis (HNA) provides data necessary to determine the mix of housing types will be needed to accommodate population growth and demographic changes. The City completed a Housing Needs Analysis in 2012. In combination with this BLI, the 2012 HNA, and any future updates, will allow the City to assess whether the supply of available residential land is sufficient to accommodate each needed housing types through the 20-year planning period.

Section 1: Buildable Land Inventory

Land Use Classifications

The BLI maintains an accounting of all lands within Ashland’s Urban Growth Boundary (UGB) by Comprehensive Plan designation and by zoning designation within the city limits. Each City zone relates to a specific Comprehensive Plan designation as shown below. The BLI provides an assessment of buildable land for both the Comprehensive Plan and Zoning designations.

Comprehensive Plan	Zoning
Suburban Residential	Residential - Suburban (R-1-3.5)
Single Family Residential	Residential - Single-family (R-1-10, R-1-7.5, R-1-5)
Low Density Residential	Residential Low Density (R-1-10) Residential - Woodland (WR) Residential - Rural (RR)
Multi-Family Residential	Residential - Low Density Multiple Family (R-2)
High Density Residential	Residential - High Density Multiple Family (R-3)
Commercial	Commercial (C-1)
Downtown	Commercial - Downtown (C-1-D)
Employment	Employment (E-1)
Industrial	Industrial (M-1)
Health Care	Health Care Services Zone (HC)
Croman Mill	Croman Mill District Zone (CM) includes various district zones (CM-NC, CM-MU, CM-OE, CM-CL, CM-OS)
Normal Neighborhood	Normal Neighborhood District (NN) includes various district zones (NN-1-3.5, NN-1-3.5 C, NN-1-5, NN-2)
North Mountain Neighborhood	North Mountain Neighborhood (NM) includes various district zones (NM-R-1-7.5, NM-R-1-5, NM-MF, NM-C, NM-
Southern Oregon University	Southern Oregon University (SOU)
City Parks	Various zones
Conservation Areas	Various zones

The residential densities used to determine the number of dwelling units expected per acre of land for all zones and Comprehensive Plan designations is provided in Table 1.

Table 1: Residential Density

Zone	Assumed Density	Type
R-1-3.5	7.2 units per acre	Suburban Residential (SR), Townhouses, Manufactured Home
R-1-5 & R-1-5-P	4.5 units per acre	Single-Family Residential (SFR)
R-1-7.5 & R-1-7.5-P	3.6 units per acre	Single-Family Residential (SFR)
R-1-10 & R-1-10-P	2.4 units per acre	Single-Family Residential (SFR)
R-2	13.5 units per acre	Multi-Family Residential (MFR)
R-3	20 units per acre	High Density Residential (HDR)
RR-.5 & RR-.5-P	1.2 units per acre	Rural Residential, Low-Density (LDR)
HC	13.5 (as R-2)	Health Care
WR	Slope contingent	Woodland Residential
RR-1	0.6 units per acre	Rural Residential, Low-Density (LDR)

Definitions and common terms

The following definitions were used in evaluating land availability:

Buildable Land

Residentially and commercially designated vacant, partially vacant, and, at the option of the local jurisdiction, redevelopable land within the urban growth boundary that is not severely constrained by natural hazards, (Statewide Planning Goal 7) or subject to natural resource protection measures (Statewide Planning Goals 5 and 15).

Publicly owned land is generally not considered available for residential use. Land with slopes of 35-percent or greater and land within the 100-year flood plain was not considered buildable in conducting this BLI. For the purposes of updating the Buildable Lands Inventory, “redevelopable lands” as defined below were not included as “Buildable Land”. This is consistent with the methodology used in the 1999, 2005, and 2011 Buildable Lands Inventory’s methodologies for identifying properties with additional development potential. Properties considered “Redevelopable” that otherwise had further development potential, were included instead in the “Partially Vacant” category in order to capture that net buildable land area.

Residential Density

The number of units per acre (density) for residential properties with development potential was determined by referencing the base densities established in the City’s zoning ordinance. The density allowance coefficient (e.g. 13.5 dwelling unit per acre in

the R-2 zone) was initially established to include accommodations for needed public facilities land, thus a “gross buildable acres”- to- “net buildable acres” reduction, specifically to accommodate future public facilities, has been omitted.

Vacant:

Vacant lots were those parcels that were free of improvements (structures) and were available for future residential or commercial development. Alternative designations were assigned to those parcels that, although physically vacant, were not considered suitable for residential or commercial development.

Vacant/Undevelopable = Unbuildable acres due to physical constraints including:

- 1) with slopes in excess of 35%
- 2) within the floodway
- 3) within the 100-year flood plain
- 4) in resource protection areas

Vacant/Airport = Land reserved for Ashland Municipal Airport uses.

Vacant/Open Space = land reserved as private open space

Vacant/Parks = land reserved as public parks and open space

Vacant/Parking = paved parking lots

Partially Vacant:

Partially vacant lots were determined to have buildable acreage if the lot size was equal to, or greater than, the minimum lot size requirements set for residential density [in each zone]. In Commercially zoned lands, those parcels with additional undeveloped land area yet containing a building on a portion of the property were likewise considered partially vacant. Collectively, these partially vacant parcels account for a considerable amount of Ashland’s future land supply.

For example, a five-acre parcel occupied by only one home is considered partially vacant, however the percentage of land that is available may be 80% due to the location of the existing home. Thus, in this hypothetical example, the partially vacant property would yield four acres of net buildable land.

Redevelopable:

Redevelopable property is traditionally defined as property on which there are structures valued at less than 30% of the combined value of the improvements and the land.

For example, were a building valued at \$100,000 located on a property with a land value of \$300,000 this property would be mathematically defined as re-developable: $\$100,000/(\$100,000+\$300,000) = 25\%$

Within Ashland, the high land cost relative to building valuations makes the above standard calculation method a poor indicator of future supply of land for housing and commercial land needs in our community. However, in mapping all such “redevelopable” properties utilizing the Jackson County Assessors Department’s Real Market Values (RMV) for Land Value (LV) and Improvement Value (IV) the City was better able to

identify many properties that were underdeveloped and more appropriately defined as “Partially Vacant”.

Land Inventory

The City of Ashland contains a grand total of 4,250 acres within the City Limits. The Urban Growth Boundary (UGB) contains a total of 4,732 acres. An area of 226 acres in the southwest corner of the city is inside the city limits but outside the UGB. For this reason, the combined total area of Ashland political boundaries is 4,958 acres. When dedicated public rights-of-way are removed, there remains 4,161 (84%) net acres within the City’s urban area¹.

Public rights-of-way, parks/open space and civic uses accounted for 27.8% of the City’s total gross acreage. The remaining land is classified as Residential (60.1%), commercial (11.4%), and industrial (0.4%).

Quantifying Land Availability & Methodology

The primary data sources used in order to determine the amount of land available within Ashland’s UGB included:

- 2010 Buildable Lands Inventory data and map
- Jackson County assessor parcel data (as of June 28, 2019)
- Citywide Aerial photos (taken in April of 2018)
- City of Ashland GIS database (for building footprints, slope, flood, and impervious areas)
- Ashland Building Permit data (April 1, 2011 – June 30, 2019)

Each of these data sources were used to closely examine properties designated as available and to identify physical or other constraints to future development. Properties were analyzed for their available buildable land, and to ascertain whether the property was suitable for further development.

Building Permit data, current as of June 30, 2019, was mapped to show all residential development that had occurred since April 1, 2011, the date of the last Buildable Lands Inventory’s dataset. Mapping the City’s building permit data further ensured an accurate accounting of lands represented as “vacant” in the Jackson County Assessor’s records, but for which building permits had already been issued. Properties that received building permits for new dwellings or commercial developments after June 30, 2019, but before the publication of this inventory, are included as an appendix to this document.

¹ ‘Within the City’s Urban Area’ includes both land within the City Limits and Urban Growth Boundary combined. If reference is being made to the UGB area exclusive of land within City Limits, we will refer to ‘UGB alone’.

In the 2019 BLI's GIS project, each parcel within the City and UGB has been categorized as one of the following:

- Developed =D
- Vacant = V
- Partially-Vacant = PV
- Undevelopable = UnDev
- In addition to the primary categories above there are several sub-types of vacant lands that were classified to indicate they are not available for future development such as Airport, Parks, Open space, parking lots, and other public or quasi-public land.

In general, a vacant parcel from the 2010 BLI was classified as developed if there was an existing building, or a recent building permit issued, unless the property was large enough to be further subdivided or able to support additional dwelling units due to multi-family zoning. If a property had previously been categorized as 'partially vacant' in the 2011 BLI, it was evaluated to determine the number of additional dwelling units (or sub-dividable lots) that currently could be provided. Properties that have received Planning approval for development within the last 18 months, but have yet to obtain building permit approval by June 30, 2019, are counted as buildable in this BLI. However, as they are likely to develop in the near term they have been categorized as 'Vacant-in process' in the 2019 BLI GIS project, and are listed in Appendix B.

Using the spatial analysis tools in the GIS, the area of each individual parcel that was constrained by steep slopes (over 35%), flood zones (FEMA 100yr. floodplain), and impervious surface was calculated to better assess the likely level of future development on the property. The resultant figure was called 'Net Buildable Acres' and informed an adjustment to the number of dwelling units (Adjusted DU) in the tables provided in this inventory that present future dwelling potential.

To verify the accuracy of the draft BLI map, staff conducted site visits to numerous areas throughout the City that had experienced significant development since 2011. The 'ground truthing', and examination of an aerial photograph taken in April of 2018, allowed for refinement of the BLI to appropriately represent the consumption of property within the City.

Buildable Land

Due to the careful reassessment of each individual parcel within the Urban Growth Boundary and City Limits, and the use of improved GIS spatial analysis tools, severe constraint areas not suitable for development were more readily identified and therefore this BLI provides a more accurate assessment of developable property than did the 2011 BLI. The difference between Gross Acreage, and Net Buildable Acres in the tables below represents reductions in available land area due to severe physical constraints, developed portions of properties, and other constraints to development.

In total, there are approximately 733 net buildable acres of land within the UGB that are developable (across all Comprehensive Plan designations). When considering properties within the city limits alone there are 368 net buildable acres that are classified as developable across all zones.

Table 2 - Total Net Buildable acreage (V&PV) City Limits

BLI_STATUS	# of Parcels	Gross Acreage	Net Buildable Acres
Vacant	330	275.6	164.4
Partially Vacant	327	249.1	149.1
Vacant/Airport	9	94.2	54.5
Vacant/UnDevelopable	95	237.8	0.00 (not buildable)
Vacant /Open Space or Park	371	570.2	0.00 (not buildable)
Vacant /Parking	73	19.7	0.00 (not buildable)

Table 3 - Total Net Buildable acreage (V&PV) UGB alone

BLI_STATUS	# of Parcels	Gross Acreage	Net Buildable Acres
Vacant	56	170.6	118.5
Partially Vacant	112	351.4	230.7
Vacant/Airport	1	21	Per Airport Plan
Vacant/UnDevelopable	8	6.9	0.00 (not buildable)
Vacant /Open Space or Park	2	8.3	0.00 (not buildable)
Vacant /Parking	4	4.5	0.00 (not buildable)

Table 4 - Total Net Buildable acreage (V&PV) UGB & City Limits combined

BLI_STATUS	# of Parcels	Gross Acreage	Net Buildable Acres
Vacant	386	446.2	282.9
Partially Vacant	439	600.5	379.9
Vacant/Airport	10	1152	Per Airport Plan
Vacant/UnDevelopable	103	244.8	0.00 (not buildable)
Vacant /Open Space or Park	373	568.5	0.00 (not buildable)
Vacant /Parking	77	24.1	0.00 (not buildable)

The following tables show the number of net-buildable acres by Comprehensive Plan Designations for City Limits, UGB alone, and total Ashland Urban area (UGB + City Limits), and net-buildable acres by Zoning designation for properties within the City Limits.

Table 5 - Total Net Buildable acreage By Comprehensive Plan (V&PV) City Limits

Comprehensive Plan	# of Parcels	Net Buildable Acres
Commercial	23	12.3
Croman Mill	13	43.8
Downtown	8	0.4
Employment	60	50.7
HC	3	1.2
HDR	58	11.7
Industrial	3	5.4
LDR	57	18.8
MFR	114	22.1
NM	13	16.3
SFR	289	119.9
SFRR	3	2.5
SOU	3	1.8
Suburban R	1	0.1
Woodland	9	6.6
Totals	666	368.0

Table 6 - Total Net Buildable acreage By Comprehensive Plan (V&PV) UGB alone

Comprehensive Plan	# of Parcels	Net Buildable Acres
Airport	1	Per Airport Master Plan
Commercial	6	4.4
Croman Mill	9	17.3
Employment	28	41.7
Industrial	3	9.2
MFR	5	20.1
Normal NBHD	29	69.7
NM	1	0.1
SFR	37	85.2
SFRR	45	94.1
Suburban R	5	7.5
Totals	169	365.1

Table 7 - Total Net Buildable acreage by Comprehensive Plan (V&PV)
 UGB & City Limits combined

Comprehensive Plan	# of Parcels	Net Buildable Acres	Gross Acres
Airport	10	Per Airport Master Plan	115.2
Commercial	29	16.7	26.8
Croman Mill	22	61.1	85.7
Downtown	8	0.4	2.9
Employment	88	92.4	141.6
HC	3	1.2	1.8
HDR	58	11.7	14.7
Industrial	6	14.6	16.3
LDR	57	18.8	63.5
MFR	119	42.2	64.8
Normal Neighborhood	29	69.7	87.9
NM	14	16.4	31.7
SFR	326	205.1	322.4
SFRR	48	96.7	154.2
SOU	3	1.8	2.3
Suburban R	6	7.5	8.0
Woodland	9	6.6	22.3
Totals	835	733.1	1,161.9

Table 8 - Total Net Buildable acreage By City Zone (V&PV) City Limits

ZONE	# of Parcels	Net Buildable Acres
C-1	24	12.5
C-1-D	8	0.4
CM	12	43
E-1	57	50.4
HC	3	1.2
M-1	4	6.3
NM	12	16
R-1-10	60	20.0
R-1-3.5	1	0.1
R-1-5	89	60.5
R-1-7.5	135	40.2
R-2	115	22.5
R-3	58	11.7
RR-.5	53	15.1
RR-1	3	2.5
SO	7	0.1
WR	5	2.0
Totals		313.5

Dwelling Unit Assessment

The number of potential dwelling units as shown in Table 9 indicates that an approximate total of 1,563 new dwelling units could be accommodated upon lands within the existing City Limits using current zoning and density assumptions. This accounts for a 275 dwelling unit capacity reduction from what was estimated in the 2011 BLI. The number of potential dwelling units that can be accommodated in the entire UGB is 2,847 (see Table 10).

Table 9 - Potential Dwelling Units by Zoning Designation, City Limits

Zone	Permitted Density units per acre	Calculated Dwelling Units (Gross acres x Density)	Adjusted Dwelling Units
C-1	30	597	199
C-1-D	60	172	48
CM	Master Plan	237	83
E-1	15	977	248
HC	13.5	24	16
M-1	na	0	
NM	Master Plan	173	73
R-1-10	2.4	89	69
R-1-3.5	7.2	1	1
R-1-5	4.5	390	268
R-1-7.5	3.6	251	164
R-2	13.5	437	180
R-3	20	294	132
RR-.5	1.2	54	54
RR-1	1	3	3
SO	Master Plan	na	Master Plan
WR	Slope contingent	na	10
Total			1563

The estimated number of dwelling units assumes that upon remaining buildable lands within the City’s commercially zoned properties, with mixed-use potential², that such commercial properties will provide only 50% of the residential units that are otherwise permitted at the base densities. This 50% reduction was done at the Calculated Dwelling Unit stage of the analysis, and then further adjusted based on site constraints and existing development to estimate the number of Adjusted Dwelling Units.

Ashland has experienced a history of mixed-use development on commercial lands given the strong market for housing. However, to provide conservative estimates of future housing on commercial lands the 50% reduction from permitted densities is intended to recognize that a number of commercial developments may not elect to incorporate housing into their developments as housing is not a requirement within the zones. Efforts taken by the City to promote inclusion of mixed-use developments within commercially zoned lands along transit routes can function to accommodate more housing on such lands than is presently projected in this BLI.

Table 10 - Potential Dwelling Units by Comprehensive Plan Designation
UGB & City Limits combined

Comprehensive Plan	Calculated Dwelling Units	Adjusted Dwelling Units
Airport	0	0
Commercial	803	245
Croman Mill	237	243
Downtown	172	48
Employment	2127	256
HC	24	16
HDR	294	132
Industrial	0	0
LDR	64	65
MFR	874	352
NM	177	73
Normal NBHD	607	474
SFR	1308	744
SFRR	363	145
SOU	2	0
Suburban R	57	44
Woodland	7	10
Total		2847

² E-1 with a residential overlay, C-1, and C-1-D

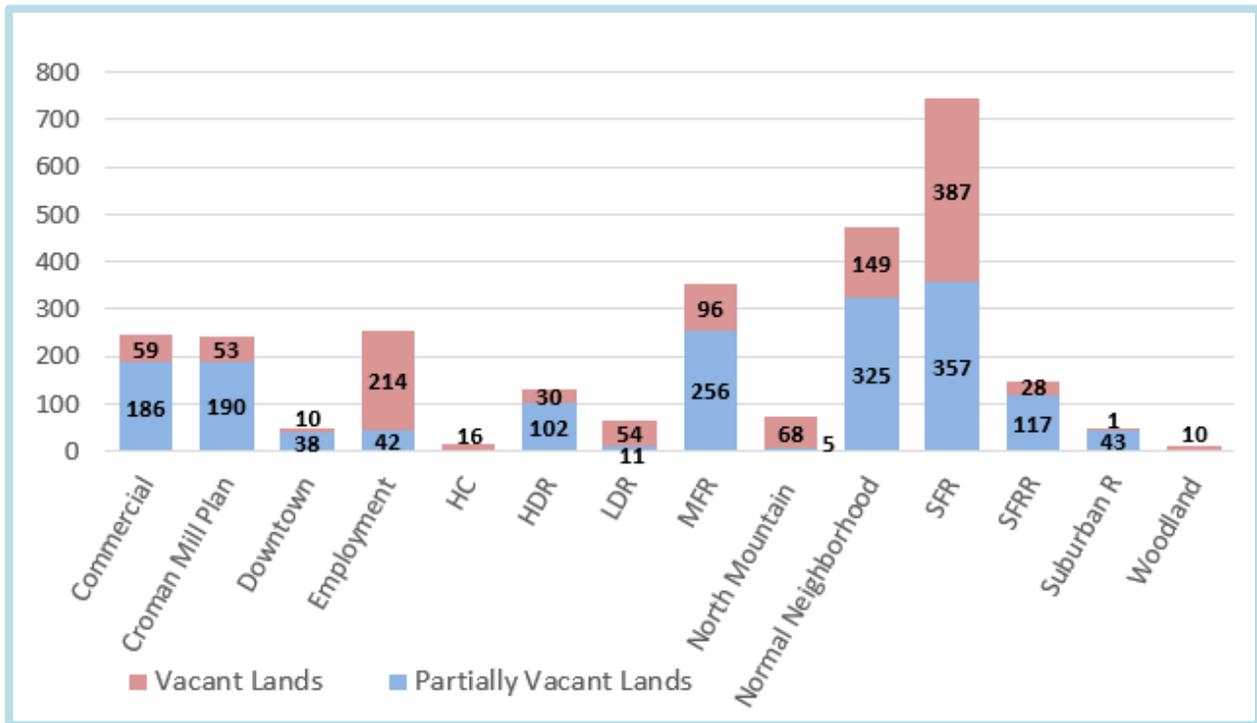


Figure 1. Dwelling Unit Capacity by Comprehensive Plan Designation (number of potential units)

Modification to base zoning densities, density bonuses, zoning or overlay changes, area master plans, or comprehensive plan changes intended to concentrate development within the UGB, could further extend the supply of buildable lands by effectively accommodating more dwelling units upon less land area. To more accurately project the number and type of needed housing the City’s Housing Needs Analysis (HNA) should be referenced. By carefully examining income, age demographics, household sizes, and local housing costs, the HNA helps quantify the expected proportions of rental to ownership, household sizes and needed housing types.

City Property- Public Use

Properties under public ownership are regarded as unlikely to be developed for additional residential uses because they are dedicated for public purposes such as public rights-of-way, parks, power substations, public works yards, or other public facilities. These city owned lands are therefore excluded from the inventory of vacant and partially vacant lands. In the event the City determined a property was not needed for public uses, the City could proceed with disposition of the property through procedures set forth in Oregon Revised Statutes (ORS 270.100-140). At such time the property was no longer restricted for public use, it would then be added to the inventory of buildable lands provided it had further development potential.

Municipalities in Oregon are currently authorized to provide transitional housing on public lands in the form of campgrounds within their urban growth boundaries for persons who lack

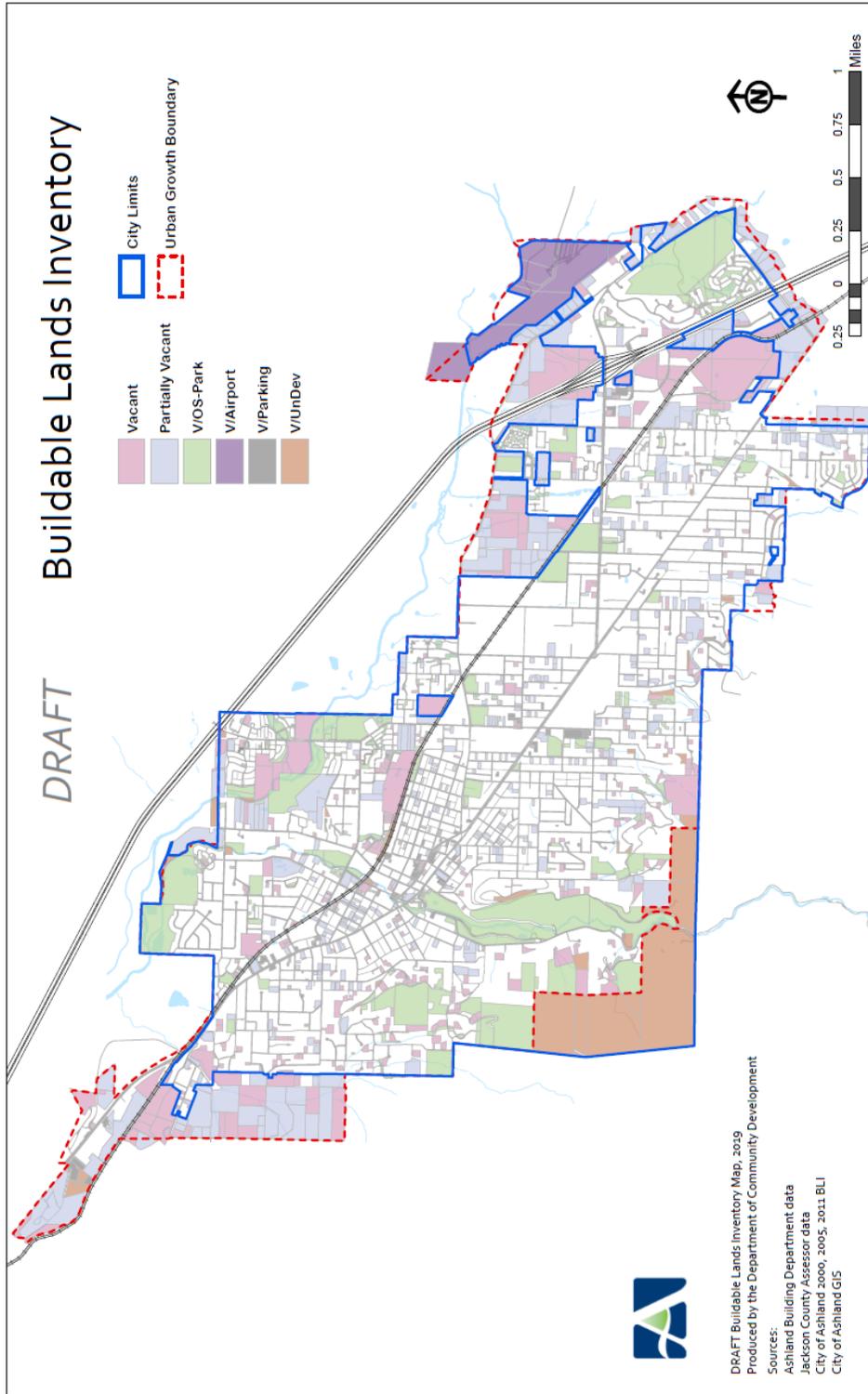
permanent housing but for whom there is no available low-income alternative, or for persons who lack safe accommodations. House Bill 2916 enacted in 2019 expands the allowance for transitional housing campgrounds with the expressed intent that such housing is temporary and may include yurts, huts, tents, and other similar structures. Such temporary housing units on public property would not be considered permanent dwellings, and as such the potential for such campgrounds does not increase dwelling unit capacity of inventoried buildable lands.

Vacant Properties– In process of development

Lands Categorized as “Vacant/In-process”. These properties had received Planning Action approval but had not yet received building permits at as of July1, 2019. As such these projects are expected to be developed in the near future and will further reduce available lands.

Map & Tax Lot	Zone	Address	Acres	Units	Status Planning Approval = PA Building Permit = BP
04CB 8800	R-1-5	Mountain View / Laurel (12 cottages)	.75	12	BP issued after 7/1/2019
04BC 143	R-1-5	702 N Laurel	0.14	1	BP issued after 7/1/2019
10BB 600	R-1-5	520 Fordyce St.	0.14	1	BP issued after 7/1/2019
05AD 200	R-1-5	Otis Street	5.92	27 lots	PA approval only – no building permits
04CA 1900	R-1-5	657 Oak Street	0.39	3	PA approval only – no building permits
23BA 319	R-1-7.5	2326 Blue Sky Ln	0.42	1	BP issued after 7/1/2019
23BA 323	R-1-7.5	2321 Blue Sky Ln	0.59	1	BP issued after 7/1/2019
09BC 7805	R-1-7.5	126 Fork St.	0.31	1	BP issued after 7/1/2019
11C 2504/2505	R-2	380 Clay Street (HAJC)	3.35	60	PA approval only – no building permits
10CB 2100/2102	R-3	Garfield St.	2.1	70	PA approval only – no building permits
09SF 2000	R-3	1010/1014/990 Eureka St	0.19	3	BP issued after 7/1/2019
10DC 9201	C-1	1675 Ashland St. (Columbia Care)	1.09	30	PA approval only – no building permits
09BA 10102/10103	C-1	Lithia Way (First Place - OSF)	0.33	34	BP issued after 7/1/2019
04CD 1803	E-1	121 Clear Creek	0.56	8	BP issued after 7/1/2019 for one building; PA approval for 4 additional buildings

2019 Buildable Lands Inventory Map



Appendix C: Additional Buildable Lands and Housing Capacity Information

This appendix presents additional buildable lands inventory (BLI) data and housing capacity data for lands within Ashland’s City Limits and lands outside Ashland’s City Limits but inside its Urban Growth Boundary (UGB). This appendix provides information from the Ashland Buildable Lands Inventory in Appendix B and updated information about development that was permitted between July 1, 2019 through June 30, 2020, which accounted for housing development that occurred after development of the 2019 BLI (as described in Chapter 2).

Buildable Land and Capacity Inside City Limits

Exhibit 75 shows that Ashland’s has about 292 net buildable acres inside its city limits. Of these 292 acres, 117 (40%) are located within the Single-Family Residential Plan Designation.

Exhibit 1. Net Buildable Lands Inventory, Ashland, City Limits, 2020

Source: City of Ashland’s 2019 Buildable Lands Inventory and Building Permit Database.

Plan Designation	Net Buildable Acres 2019 BLI Results	Net Acres Consumed July 1, 2019 to June 30, 2020	Net Buildable Acres Remaining 2020 BLI Results
Residential			
Woodland	2		2
Low Density Residential	18	0.7	17
Single-Family Residential	121	4.2	117
Suburban Residential	0		0
Multifamily Residential	23	0.2	22
High Density Residential	12	0.1	12
North Mountain Neighborhood	16	0.2	16
Croman Mill District	43		43
Commercial			
Commercial	13	0.3	12
Downtown	0		0
Employment	50	0.1	50
Health Care	1		1
Southern Oregon University	0		0
Total	298	6	292

Exhibit 76 presents Ashland’s capacity for dwelling units inside its city limits. It shows that Ashland has capacity for 1,465 dwelling units inside its city limits. Within Ashland’s city limits, Ashland has capacity for nearly 463 dwelling units within its Single-Family Residential Plan Designation.

Exhibit 2. Housing Capacity, Ashland, City Limits, 2020

Source: City of Ashland’s 2019 Buildable Lands Inventory and Building Permit Database.

Plan Designation	Capacity for Dwelling Units (Adjusted) 2019 Results	Dwelling Units Permitted July 1, 2019 to June 30, 2020	Dwelling Unit Capacity 2020 Results
Residential			
Woodland	10		10
Low Density Residential	57	2	55
Single-Family Residential	501	38	463
Suburban Residential	1		1
Multifamily Residential	180	3	177
High Density Residential	132	3	129
North Mountain Neighborhood	73	1	72
Croman Mill District	83		83
Commercial			
Commercial	199	34	165
Downtown	48		48
Employment	248	2	246
Health Care	16		16
Southern Oregon University	-		-
Total	1,548	83	1,465

Buildable Land and Capacity Outside City Limits and Inside UGB

Exhibit 77 shows that Ashland's has about 350 net buildable acres outside its city limits, but inside its UGB.

Exhibit 3. Net Buildable Lands Inventory, Ashland, Outside City Limits and Inside UGB, 2020

Source: City of Ashland's 2019 Buildable Lands Inventory and Building Permit Database.

Plan Designations	Net Buildable Acres 2019 BLI Results	Net Acres Consumed July 1, 2019 to June 30, 2020	Net Buildable Acres Remaining 2020 BLI Results
Residential			
Woodland	5	-	5
Single-Family Residential Reserve	97	-	97
Low Density Residential	1	-	1
Single-Family Residential	84	-	84
Suburban Residential	7	-	7
Multifamily Residential	20	-	20
High Density Residential	-	-	-
Normal Neighborhood	70	-	70
North Mountain Neighborhood	0	-	0
Croman Mill District	18	-	18
Commercial and Other			
Commercial	4	-	4
Downtown	-	-	-
Employment	42	-	42
Health Care	-	-	-
Southern Oregon University	2	-	2
Total	350	-	350

Exhibit 78 shows that Ashland has a capacity of 1,299 dwelling units outside its city limits, but inside its UGB.

Exhibit 4. Housing Capacity, Ashland, Outside City Limits and Inside UGB, 2020

Source: City of Ashland's 2019 Buildable Lands Inventory and Building Permit Database.

Plan Designations	Capacity for Dwelling Units (Adjusted) 2019 Results	Dwelling Units Permitted July 1, 2019 to June 30, 2020	Dwelling Unit Capacity 2020 Results
Residential			
Woodland	-	-	-
Single-Family Residential Reserve	145	-	145
Low Density Residential	8	-	8
Single-Family Residential	243	-	243
Suburban Residential	43	-	43
Multifamily Residential	172	-	172
High Density Residential	-	-	-
Normal Neighborhood	474	-	474
North Mountain Neighborhood	-	-	-
Croman Mill District	160	-	160
Commercial and Other			
Commercial	46	-	46
Downtown	-	-	-
Employment	8	-	8
Health Care	-	-	-
Southern Oregon University	-	-	-
Total	1,299	-	1,299

Appendix C: Additional Buildable Lands and Housing Capacity Information

This appendix presents additional buildable lands inventory (BLI) data and housing capacity data for lands within Ashland’s City Limits and lands outside Ashland’s City Limits but inside its Urban Growth Boundary (UGB). This appendix provides information from the Ashland Buildable Lands Inventory in Appendix B and updated information about development that was permitted between July 1, 2019 through June 30, 2020, which accounted for housing development that occurred after development of the 2019 BLI (as described in Chapter 2).

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Residential			
Woodland	2		2
Low Density Residential	18	0.7	17
Single-Family Residential	121	4.2	117
Suburban Residential	0		0
Multifamily Residential	23	0.2	22
High Density Residential	12	0.1	12
North Mountain Neighborhood	16	0.2	16
Croman Mill District	43		43
Commercial			
Commercial	13	0.3	12
Downtown	0		0
Employment	50	0.1	50
Health Care	1		1
Southern Oregon University	0		0
Total	298	6	292

Exhibit 76 presents Ashland’s capacity for dwelling units inside its city limits. It shows that Ashland has capacity for 1,465 dwelling units inside its city limits. Within Ashland’s city limits, Ashland has capacity for nearly 463 dwelling units within its Single-Family Residential Plan Designation.

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Plan Designation	Capacity for Dwelling Units (Adjusted) 2019 Results	Dwelling Units Permitted July 1, 2019 to June 30, 2020	Dwelling Unit Capacity 2020 Results
Residential			
Woodland	10		10
Low Density Residential	57	2	55
Single-Family Residential	501	38	463
Suburban Residential	1		1
Multifamily Residential	180	3	177
High Density Residential	132	3	129
North Mountain Neighborhood	73	1	72
Croman Mill District	83		83
Commercial			
Commercial	199	34	165
Downtown	48		48
Employment	248	2	246
Health Care	16		16
Southern Oregon University	-		-
Total	1,548	83	1,465

Buildable Land and Capacity Outside City Limits and Inside UGB

Exhibit 77 shows that Ashland's has about 350 net buildable acres outside its city limits, but inside its UGB.

Exhibit 3. Net Buildable Lands Inventory, Ashland, Outside City Limits and Inside UGB, 2020

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Plan Designations	Net Buildable Acres 2019 BLI Results	Net Acres Consumed July 1, 2019 to June 30, 2020	Net Buildable Acres Remaining 2020 BLI Results
Residential			
Woodland	5	-	5
Single-Family Residential Reserve	97	-	97
Low Density Residential	1	-	1
Single-Family Residential	84	-	84
Suburban Residential	7	-	7
Multifamily Residential	20	-	20
High Density Residential	-	-	-
Normal Neighborhood	70	-	70
North Mountain Neighborhood	0	-	0
Croman Mill District	18	-	18
Commercial and Other			
Commercial	4	-	4
Downtown	-	-	-
Employment	42	-	42
Health Care	-	-	-
Southern Oregon University	2	-	2
Total	350	-	350

Exhibit 78 shows that Ashland has a capacity of 1,299 dwelling units outside its city limits, but inside its UGB.

Exhibit 4. Housing Capacity, Ashland, Outside City Limits and Inside UGB, 2020

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Plan Designations	Capacity for Dwelling Units (Adjusted) 2019 Results	Dwelling Units Permitted July 1, 2019 to June 30, 2020	Dwelling Unit Capacity 2020 Results
Residential			
Woodland	-	-	-
Single-Family Residential Reserve	145	-	145
Low Density Residential	8	-	8
Single-Family Residential	243	-	243
Suburban Residential	43	-	43
Multifamily Residential	172	-	172
High Density Residential	-	-	-
Normal Neighborhood	474	-	474
North Mountain Neighborhood	-	-	-
Croman Mill District	160	-	160
Commercial and Other			
Commercial	46	-	46
Downtown	-	-	-
Employment	8	-	8
Health Care	-	-	-
Southern Oregon University	-	-	-
Total	1,299	-	1,299

Exhibit B

Appendix A: Technical Reports and Supporting Documents City of Ashland, Oregon Comprehensive Plan

Periodically, the City may choose to conduct studies and prepare technical reports to adopt by reference within the Comprehensive Plan to make available for review by the general public. These studies and reports shall not serve the purpose of creating new city policy, but rather the information, data and findings contained within the documents may constitute part of the basis on which new policies may be formulated or existing policy amended. In addition, adopted studies and reports provide a source of information that may be used to assist the community in the evaluation of local land use decisions.

Chapter II, Introduction and Definitions

The following reports are adopted by reference as a supporting document to the Ashland Comprehensive Plan, Chapter II, Introduction and Definitions.

1. Croman Mill Site Redevelopment Plan (2008) by Ordinance 3030 on August 17, 2010
2. Normal Neighborhood Plan Framework (2015) by Ordinance 3117 on December 15, 2015.

Chapter IV, Environmental Resources

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter IV, Environmental Resources.

1. City of Ashland Local Wetland Inventory and Assessment and Riparian Corridor Inventory (2005/2007) by Ordinance 2999 on December 15, 2009.

Chapter VI, Housing Element

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter VI, Housing Element.

- 1) City of Ashland: ~~Housing Needs Analysis (2012) by Ordinance 3085 on September 3, 2013~~ **Housing Capacity Analysis (2021) by Ordinance [number] on [date]**

Chapter VII, Economy

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter VII, The Economy.

1. City of Ashland: Economic Opportunities Analysis (April 2007) by Ordinance 3030 on August 17, 2010

Chapter XII, Urbanization

The following reports are adopted by reference as a support document to the Ashland Comprehensive Plan, Chapter XII, Urbanization.

1. City of Ashland: Buildable Lands Inventory by Ordinance 3055 on November 16, 2011. Updates of the Buildable Lands Inventory may be approved by Resolution of the City Council.



The Future of Housing in Ashland: Virtual Open House

April 1st through April 15th 2021.



Contents

- i. Summary of responses 2

The Future of Housing in Ashland: Virtual Open House

The City of Ashland is working on a project to understand and address the community's housing needs. As part of this process, the City is interested in hearing from Ashland's residents so that more effective and widely accepted solutions can be created.

Summary Of Responses

As of April 16, 2021, 8:58 AM, this forum had:

Attendees: 394
Responses: 267
Hours of Public Comment: 13.4

Topic Start

March 19, 2021, 11:11 AM

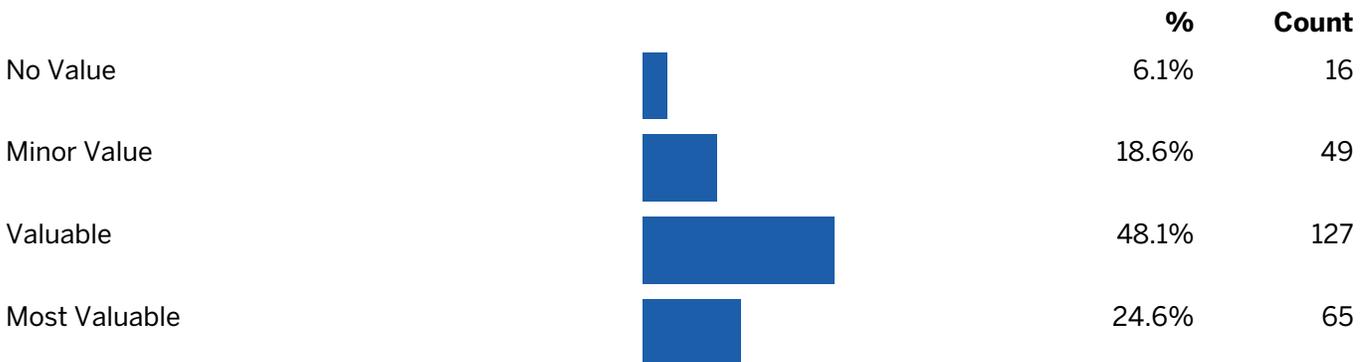
QUESTION 1

Question 1: What do you value most about living in Ashland?

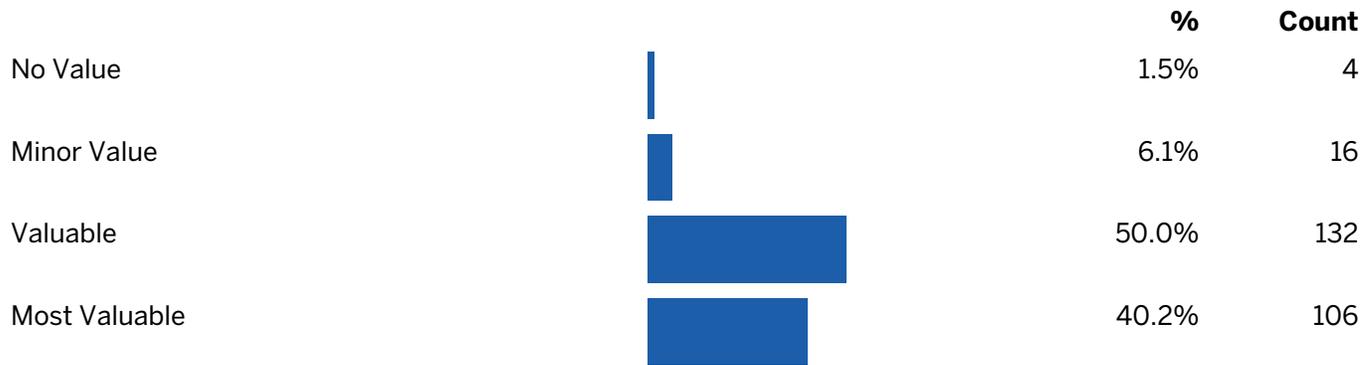
Safety of neighborhoods



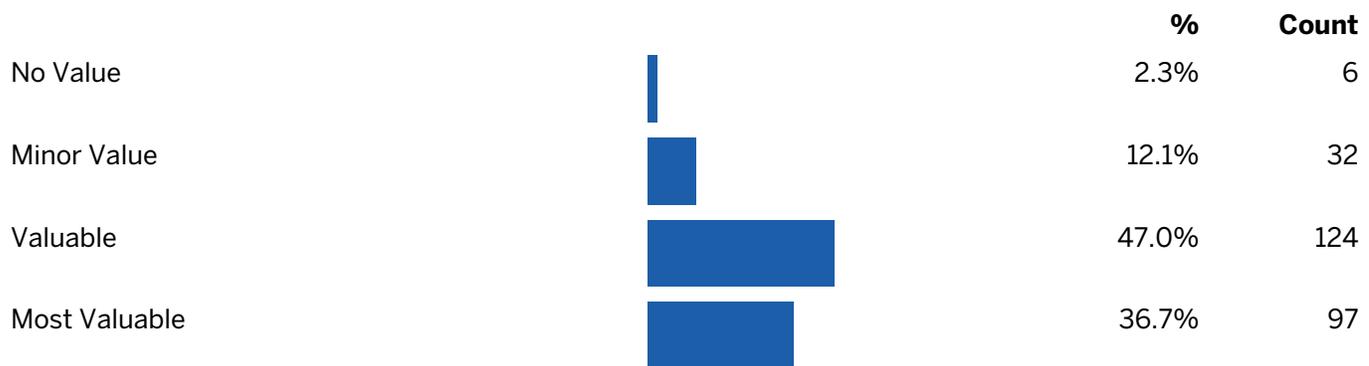
Housing options



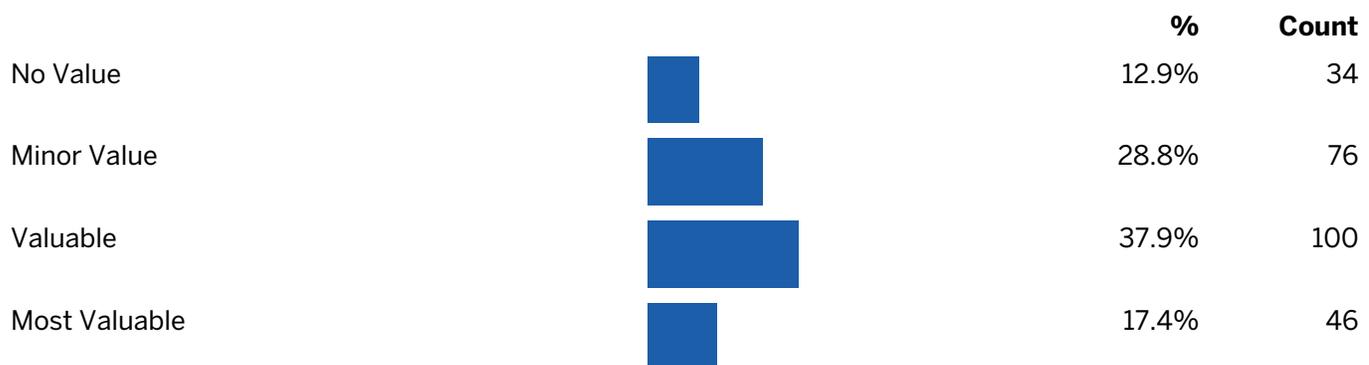
Community character



Ease of travel (transit, car, bike, walking)



Employment opportunities



Shopping and dining opportunities

		%	Count
No Value		2.3%	6
Minor Value		20.1%	53
Valuable		56.1%	148
Most Valuable		20.1%	53

Parks and outdoor recreational areas

		%	Count
No Value		1.5%	4
Minor Value		3.8%	10
Valuable		34.1%	90
Most Valuable		60.2%	159

Natural areas

		%	Count
No Value		1.5%	4
Minor Value		5.3%	14
Valuable		33.3%	88
Most Valuable		59.1%	156

Schools and educational opportunities

		%	Count
No Value		3.8%	10
Minor Value		17.8%	47
Valuable		40.2%	106
Most Valuable		35.6%	94

Cultural/Arts/Music activities

		%	Count
No Value		3.4%	9
Minor Value		9.5%	25
Valuable		48.1%	127
Most Valuable		37.5%	99

Religious or spiritual events and activities

		%	Count
No Value		39.8%	105
Minor Value		36.7%	97
Valuable		16.3%	43
Most Valuable		4.5%	12

Opportunities to participate in community matters

		%	Count
No Value		2.3%	6
Minor Value		22.3%	59
Valuable		53.4%	141
Most Valuable		20.1%	53

Availability of medical services

		%	Count
No Value		0.8%	2
Minor Value		16.7%	44
Valuable		50.0%	132
Most Valuable		30.7%	81

QUESTION 2

Question 2a: What Housing issues are you most concerned with in Ashland? (select as many as you like)

		%	Count
Cost of Home Ownership / Buying a Home		69.8%	183
Cost of Rent		63.0%	165
Housing Options and Availability		63.4%	166
Too Much Growth		28.2%	74
Too Little Growth		15.3%	40
Quality of Available Housing		42.0%	110
Discrimination in Housing		29.4%	77
Accessibility for those with Disabilities		20.2%	53
Other		24.0%	63

QUESTION 3

Question 2b: Of the above Housing issues, which one are you most concerned with in Ashland? (pick one)

		%	Count
Cost of Home Ownership/ Buying a Home		21.5%	56
Cost of Rent		18.0%	47
Housing Options and Availability		24.1%	63
Too Much Growth		14.9%	39
Too Little Growth		3.8%	10
Quality of Available Housing		5.0%	13
Discrimination in Housing		1.5%	4
Accessibility for those with Disabilities		2.3%	6
Other		8.8%	23

QUESTION 4

Question 3: What housing types do you think Ashland needs?

Single-Family Detached

		%	Count
We have too much of this housing type		24.2%	63
We have the right amount of this housing type		37.7%	98
We need more of this housing type		26.5%	69

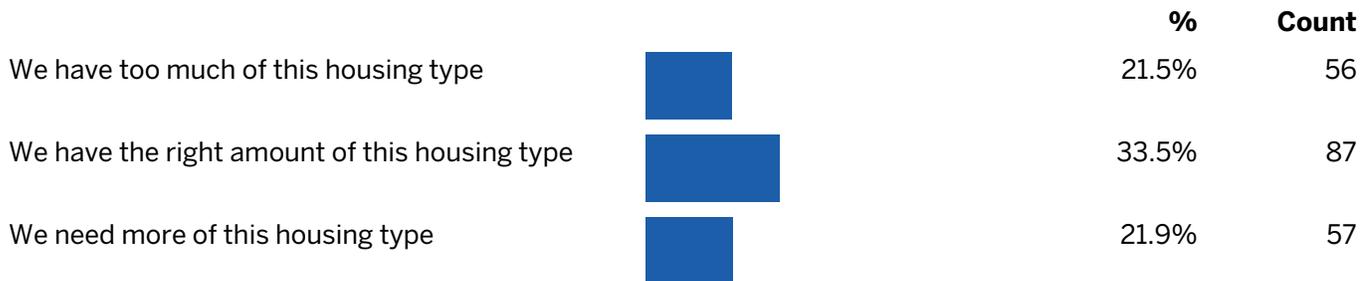
Townhomes

		%	Count
We have too much of this housing type		6.5%	17
We have the right amount of this housing type		38.1%	99
We need more of this housing type		41.2%	107

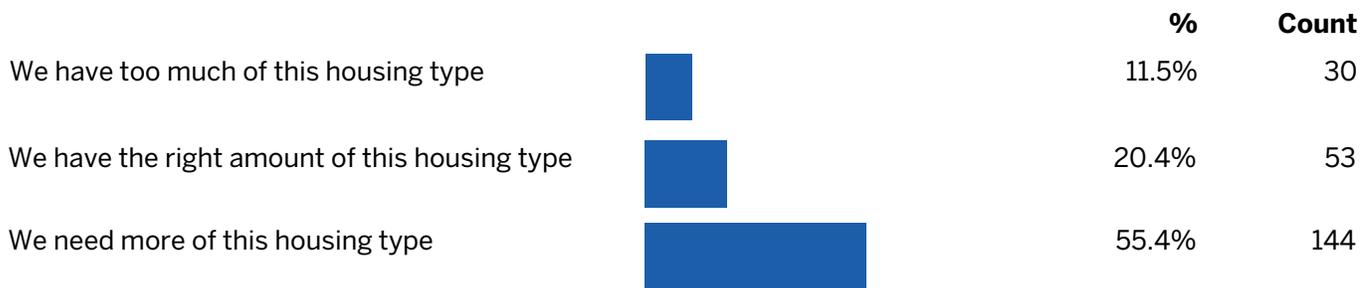
Cottage Housing



Manufactured Housing



Accessory Dwelling Units



Duplexes



Triplexes

		%	Count
We have too much of this housing type		8.1%	21
We have the right amount of this housing type		23.1%	60
We need more of this housing type		48.1%	125

Quadplexes

		%	Count
We have too much of this housing type		9.6%	25
We have the right amount of this housing type		23.1%	60
We need more of this housing type		48.5%	126

Multifamily

		%	Count
We have too much of this housing type		8.5%	22
We have the right amount of this housing type		19.2%	50
We need more of this housing type		56.5%	147

Mixed-use (housing above commercial)

		%	Count
We have too much of this housing type		6.5%	17
We have the right amount of this housing type		26.2%	68
We need more of this housing type		53.8%	140

Other Innovative Housing Types

		%	Count
We have too much of this housing type		6.5%	17
We have the right amount of this housing type		16.5%	43
We need more of this housing type		41.5%	108

QUESTION 5

If you suggested "Other Innovative Housing Types" are needed please describe the types of housing you are envisioning.

Answered 102 ([See written Responses to this question at the end of document](#))

Skipped 165

[See written Responses to this question at the end of document](#)

QUESTION 6

Question 4: Would you support increasing the amount of the ground floor in commercial buildings that could be used for residential dwellings?

		%	Count
Yes		42.0%	103
Yes, if ground floor areas used as residential could be converted to commercial uses in the future		17.6%	43
No		14.3%	35
Maybe, it depends on the area		26.1%	64

QUESTION 7

Question 5: Should the City allow an increase in building height for multifamily housing? Currently residential buildings can be up to 2 and 1/2 stories tall, or 35 feet in height. Increasing allowances to 3-stories would allow residential multi-family buildings to be up to 40 feet in height.

		%	Count
Yes, 3 stories is okay		34.1%	85
Yes, 3 or more stories is okay		18.5%	46
No		24.5%	61
Maybe, it depends on the area		22.9%	57

QUESTION 8

Question 6: What would you support for the future direction of Ashland's housing?

		%	Count
Aim to reduce housing costs: Encourage a wider variety of housing types at higher densities where appropriate		61.5%	152
Something in between (but generally try to reduce housing costs)		17.8%	44
Something in between (but generally accept higher housing costs)		15.0%	37
Accept higher housing costs: Continue building housing in the existing, traditional style (single-family detached housing)		5.7%	14

QUESTION 9

Question 7: Should the City consider reducing minimum parking requirements to promote the development of housing?

		%	Count
Yes		31.1%	78
No		25.9%	65
Maybe, depends on the area		43.0%	108

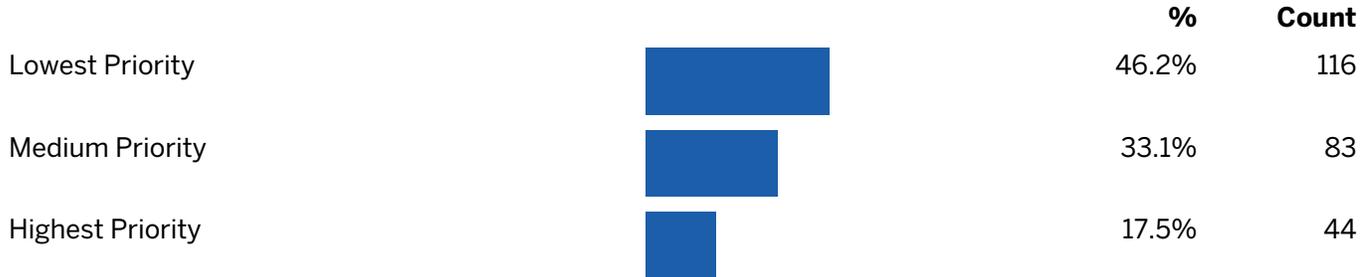
QUESTION 10

Question 8: How should Ashland prioritize its housing policies?

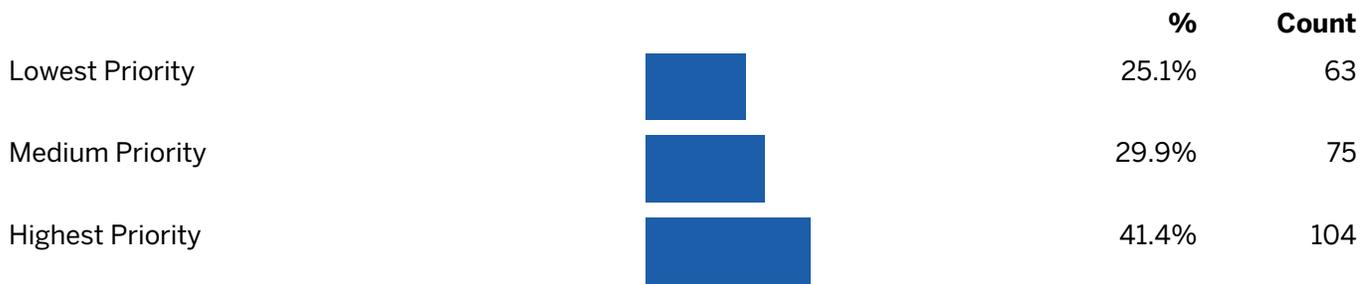
Reduce risk of natural hazards

		%	Count
Lowest Priority		6.4%	16
Medium Priority		28.3%	71
Highest Priority		60.6%	152

Expand the City's Urban Growth Boundary (UGB)



Maintain compact development with more two and three story buildings



QUESTION 11

Is there anything else related to housing in Ashland that you would like to comment on?

Answered	121
Skipped	146

[See written Responses to this question at the end of document](#)

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Question 5: If you suggested "Other Innovative Housing Types" are needed please describe the types of housing you are envisioning.

- 1 Housing complexes built from used railroad containers. Housing cooperatives.
- 2 A specified area of town needs to be dedicated to the homeless year around. It appears to me that it needs to be in the south end of town, where they have gathered over the 25 years I have lived here. Near the bus stops. Near Shop and Kart, Bi Mart , Goodwill because that is where they have typically gathered for years. There must be some vacant lot in that area that could be purchased or annexed at this time, for temporary shelters.
- 3 We need to reduce lot sizes and increase density to allow for more housing and employment development.
- 4 pallet shelters
- 5 N/A
- 6 Rent control
- 7 More high-rise (>10 story) housing with large open areas around them (innovative for Ashland, maybe)
- 8 More allowance of tiny homes, tiny villages, in yards, we have too many huge mansions with 1-2 people in them
- 9 I have not been following closely enough but I like the idea of dedicated housing for homeless, eg the transition of one of the old hotel, that would be staffed with social services, maybe mental and physical health providers
- 10 Eco friendly
- 11 Mixed aged population within apartments
- 12 Seniors should have options beyond nursing homes. Coops or communes or some type of situation where our elders can age with dignity, friendships, and choices they can make without oversight from a shareholder bottom line perspective. Should be inspiring and empowering housing for seniors to want to downsize. Traditional elder care makes it very difficult to want to go to next phase of living options.
- 13 Shipping container homes. The current building codes for the county and city make it very difficult to utilize alternative and innovative housing options.
- 14 Coop housing
- 15 co housing - as I understand there is only one co-housing project in town. At the time the neighbors resisted it being built. which was also resisted by neighbors. Perhaps the cottage project recently built would be a type of co- housing

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- 16 1. Mountain Meadows is a good example. Existing near the freeway, the stories could go to three or four with creative design, there is a community garden, a walking trail, lovely ponds and a creek. What if part of it specifically provided homes for people living and working in Ashland, meeting the goal of "low-income" housing but have a greater goal of creating a safe and active community? (we have teachers that cannot find or afford a place.) 3. In Minnesota, St. Paul Mayor Melvin Carter approved tax breaks requiring property owners to keep a fifth of their units affordable. 4. Find properties to buy and convert into affordable housing, preventing developers from building expensive housing. 5. Integrate housing and provide assurances so that families will feel secure and in charge of their lives.
- 17 Tiny house communities
- 18 In Europe they use recycled shipping containers and build apartment buildings. These companies can quickly build housing for more people while using recycling existing resources. This would also require buildings to be taller than two story. Maybe areas on the north or south sides of town can have high rise buildings that can accommodate more housing with a smaller footprint?
- 19 Co-housing, including caretaker community options
- 20 Tiny house villages, with common rooms/laundry/bathing spaces & garden areas
- 21 Housing Co-ops
- 22 If the city wants to use tax payers money to build housing for low income families, it is important to create a safe but separate place for those families. Also, it is imperative the tenants contribute in order to feel valued.
- 23 Single family type house that allows multiple non-related people to share common living areas; cottages with common open space and some shared facilities
- 24 Tiny houses and shelter areas like the ones in Eugene
- 25 Perhaps some pods or container homes for the homeless.
- 26 not sure ... tiny homes?
- 27 We need to house our houseless community, those displaced by fires first and foremost. We need homes built with fire proof materials and to start thinking climate crisis and how to maximize materials that are fire resistant at the very least.
- 28 We need to reduce lot sizes and increase density to allow for more housing and employment development.
- 29 housing co-operatives, and other ways to allow people to afford housing without a large upfront down payment

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- 30 developments with 3-D printer houses, which can be made at minimal cost and can increase accessibility to affordable housing.
- 31 certified small green housing units with multigenerational occupants
- 32 Parking should not drive planning. We need more units within walking distance from downtown
- 33 Change building codes to allow Tiny Homes to be built. Ban cigarette smoking in affordable housing apt. units.
- 34 I strongly favor an increase in the "missing middle" housing types that maintain the character of single family residential neighborhoods (ADUs, cottage housing, duplexes and triplexes) to increase the housing supply with a variety of smaller and more affordable options..
- 35 Housing eligible for subsidies
- 36 co housing. tiny home villages
- 37 Perhaps a tiny house village where people can rent a space from the city at a subsidized cost. Have quality covenants and a requirement that residents perform landscape maintenance and general tidying up of the surrounds. Thank you for asking.
- 38 Group ownership
- 39 I've seen interest in establishing another co-housing community, but mostly I see lots of interest in all the types I checked above as "need more"
- 40 Co-op or shared facilities.....for higher density and community living where families and mixed groups can enjoy more of an all age environment .community
- 41 what about co-housing? And what about rezoning so that in-law housing (multigenerational) can be OK? I think we need to reconsider zoning restrictions! Take a fresh look at them, are they too restrictive if members of a family want to live together on a lot (if big enough); in other words multigenerational housing. And how do we limit the airbnb rentals so that housing stock does not get limited by that! We stand in serious problems if the people who help the aging population cannot live in Ashland too (teachers, police, nonprofit employees) but have to commute here, especially since Talent and Phoenix are decimated. My daughter lived in Talent, lost her job due to covid, and her home was burnt to the ground so she is living with us here in Ashland. She doesn't feel like she has recourse to any help for her (she lived in a 2 bedroom/garage/washer-dryer, 1 1/2 bath townhome as a renter for \$1250/mo.) She really wants to live close by, and is trying to start an online business at age 60.
- 42 Container homes, eco-friendly or upcycled homes

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- 43 Tree houses
- 44 I like the idea of cottage housing, but the ones they built by Helman school were \$350,000 and that is too much money. I think its important to look at tiny homes and tiny home communities as well
- 45 Off the grid, natural (safe) materials.
- 46 using containers for housing/I don't know other options-but probably we haven't explored all of them
- 47 homeless housing
- 48 Shared community spaces, artist lofts (mixed use)
- 49 Tiny houses on wheels. Work parties to help people build their own for a reduced cost, and to code for safety. Create sense of community, reduce house-poverty & encourage young families. Allow them as ADUs also.
- 50 Sustainable housing possibly a permaculture community. cooperative housing.
- 51 Developments with mixed sizes and price points to encourage multigenerational community. Lifelong housing standards.
- 52 Small mobile home, less than the 800sqft of Cottage.
- 53 Tiny homes, apartments, condos, lofts, studio apartments
- 54 Energy efficient Cooperative neighbor hoods
- 55 Tiny houses, tiny houses communities
- 56 Tiny Houses
- 57 affordable housing. Especially in the wake of the fire!
- 58 affordable apartments downtown to increase density and make up for all the people that leave Ashland for the winter
- 59 Supportive housing (use of old super 8 motel & the newly proposed campground are good starts.)
- 60 Car-free (or mostly so) development with reduced requirements commensurate with lack of accommodation of private autos
- 61 Low income (this should be standard), other based on established "Eco-villages" around the country

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- 62 Eco - villages. Some of the "affordable" housing - like the project next to Ashland High School are so urban looking and ugly. Aesthetics need to be considered too.
- 63 Tiny
- 64 Progressive building materials, ie. straw bale, hemp crete. Tiny houses. Multi family units built around common spaces.
- 65 Co-housing. Inexpensive, innovative options for the unhoused, e.g., converting Motel 8 to housing.
- 66 Campgrounds, tiny home villages, and dorm style low income housing for low wage seasonal workers
- 67 co-housing
- 68 Coop housing
- 69 Meet the needs of lower income service providers and even municipal employees who cannot afford what we now have.
- 70 Rent controlled housing, affordable housing units, co housing
- 71 We need more options for lower income families and individuals, however that looks. There aren't more families here because they can't afford it. Consider adding tiny houses as an approved option.
- 72 Cottage housing CLT's that are fast forwarded, instead of seven years to reach development, developers and builders do not earn as much from CLT's, so they resist
- 73 Small units for supplemental HUD housing
- 74 Tiny house villages; ecovillages; cottage neighborhoods. Walkable, car/truck-free neighborhoods; old English Shakespearian villages.
- 75 Tiny Homes and other impermanent housing.
- 76 Tiny homes
- 77 Eco, tiny
- 78 Land and Tiny Homes. Rvs. Trailers. People need safe, peaceful, affordable places to live.
- 79 Like cottage housing, but with slightly larger homes for families.
- 80 Tiny houses
- 81 Tiny houses and low-income housing such as apartments and mobile homes

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- 82 Tiny homes
- 83 It would be great to have a few tiny home communities with community recreation and gardens (both food and recreation)
- 84 "Social housing" like residence halls, re-invented. Especially to help the student population find affordable housing, but also could be a good transitional option for unhoused residents.
- 85 Possible mixture of above options on the same property (for instance, a single home with a duplex and/or cottage and/or ADU on the same property to meet different needs and utilize available land.
- 86 Multi units on the same plot, with a yard, but not connected. Tiny homes, low income options, and grants to help with deposits and other costs for low-income.
- 87 Maybe something similar to <https://www.squareonevillages.org/emerald>
- 88 Passive solar design, smaller footprint, energy efficient. These designs are not new but sadly not "common". Include rainwater catchment options along with solar ready, permeable surfaces instead of asphalt and concrete.
- 89 Self-contained off grid living spaces separate from a traditional single family house such as a yert, off-grid cabin or any other self-sustaining living space designated for overnight lodging.
- 90 High-rises (>6 stories)
- 91 Tiny home villages
- 92 Tiny home villages, smart growth live-walk neighborhoods
- 93 too many single or couples living in a single home.
- 94 Cooperative communities sharing facilities for dining, recreation, transportation options, Also multigenerational housing
- 95 I am mostly concerned about 'infill housing' and increased density that increases the population without enough parking available or access to sufficient roads for evacuation during fire, earthquake disasters.
- 96 cohousing, ecovillage (zero net energy & water), tiny homes
- 97 allow tiny homes or groups of smaller homes. Encourage ADU development
- 98 Due to the economy, more multigenerational families are living together, but need privacy. I'm not sure where that fits in your models.

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- 99 No idea what is out there but interesting floor plans in a peaceful setting that don't make traffic for owners or nearby neighborhoods unbearable. 2,000 to 3500 sq feet.
- 100 Co-operative Housing
- 101 xxxx
- 102 Co-housing. The above question is confusing. You include all of these types of housing "manufactured homes, cottage housing, and tiny homes" as "Single-family detached homes", but then you ask about each separately. And while we need more of all of the above, it needs to be affordable. What we don't need is more \$500+ single family homes.

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Final Comments: Is there anything else related to housing in Ashland that you would like to comment on?

- 1 Surtax on property owners who do not live here, but own a house here and use it as a vacation rental for income. Tax on properties with large squarefootage.
- 2 We'll see when more info comes out.
- 3 Hopefully we are living in different times at this time. But, if not, we need to plan for future needs.
- 4 The homeless will be here forever, because we are adjacent to I-5. We need to accommodate these people at this time, but not make their lifestyle so comfortable that they don't seek other options. It is such a complicated issue that there is no easy answer. But it is extremely important that we address this issue.
- 5 Ashland is blessed to have citizens concerned with these issues, therefore having multitudes of ideas. We all want the "character" of this town to continue. Those elected to direct our town have an obligation to call on those knowledgeable and educated residents to come forth with opinions.
- 6 Above all. Quit hiring outside others who do NOT live here to conduct "surveys", "studies", "concepts", etc. I'm so tired of hearing about the cost added to our utility bills for yet another "survey", "study", "evaluation"!
- 8 I've experienced high-density, multi-family and low-income housing in places I've lived. They are well-intentioned but end up ruining towns. Ashland is big enough don't ruin it by continuing to build and crowd more people in. Besides, how can you continue building when we experience water shortages every year!?!
- 9 We need rent control!
- 10 High-rise buildings to allow compact land use and large open (park) areas around them. 2- and 3-story limits encourage sprawl and require more vehicle travel miles; build tall to allow more units in downtown or south Ashland, while allowing walking to essential and desirable services and activities.
- 11 Life is what you make of it. Frankly, if you cannot afford Ashland, move somewhere else.
- 12 Quality towns have a cost that must be met.
- 13 Save the highrise apartment multiplexes for Medford.
- 14 Those needing lower costs can live there and use our subsidised bus service to travel.

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- 15 I don't know what "reduce risk of natural hazards" in last question means- some context or explanation of what this entails would be good, I do NOT want any more expansion into hills and watershed, or subdivision of rural blocks on East side of valley this is a natural fire hazard risk increase.
- 16 Why are we trying so hard for affordable housing? There are many reasons it's a bad idea that I won't get into. But it's simple - the market is the market. And too many people are intentionally free loading to work less. People need to contribute to society fo succeed. And if they don't, they don't reap the benefits. I don't know the homeless solution, but Ashland sure as hell wasn't built to accommodate a homeless community. We need to be stricter not looser and more giving or in 20+ years Ashland will never be what it once was. The valley is extremely large, work with other towns to find an inclusive solution.
- 17 I don't think the law of supply and demand works in a community undergoing gentrification and with older residents moving here. The City allows higher density in an attempt to reduce housing costs but very quickly those units rise in value and price and the residents are left holding the bag of more traffic and reduced parking. You can't just cram more units in and maintain the quality of life. Do not reduce parking requirements. Make all new projects conduct a traffic analysis. As we cram in more units how are we going to evacuate when the next big fire comes?
- 18 I am concerned about housing the homeless and I'm not sure that these options are going to be low cost enough to do that. I am even more concerned about climate change. With likely increased drought, how will Ashland supply enough water for everyone? Also concerned about what happens to traffic and parking with more housing density. The city wasn't really designed to accommodate lots of traffic. This plan for housing needs to move in concert with water availability and public transportation goals like more bike routes that feel safe for families and seniors to get to the retail areas, at least from spring through fall. I'd suggest just making sure plans are integrated and presented to the public to show how homelessness, traffic, community character, fire prevention, and water availability are considered within context of housing. Codes for all new housing should also prioritize wildfire/embers and drought tolerant landscaping, but I'm sure that they probably already do. Thank you!
- 19 Was consideration taken into account for the fluctuating population that SOU provides? As SOU increases their enrollment, housing for their student community contributes to the lack of affordable housing for those working and living in Ashland. The lack of housing also plays a role in those SOU higher Ed grads deciding to stay and build lives in Ashland, resulting in a brain drain, lack of diversity and stunted economic growth.

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- 20 I have lived her 20 years. I have participated in two development projects - Normal and the old lumberyard property. Neither of the projects have never generated any new housing. They both have potential of substantially increasing our housing stock. I know many issues would need to be addressed but many families, people could live in work in Ashland if that land was usable.
- 21 I have a ADU in my home which I have rented for 18 years. I think the city should make it easier for owners of single family homes to build ADUs in their homes or on their properties. As this report says more and more households are single people who only need small living spaces.
- 22 Our area already supports too many people for the natural resources we have- namely water. The new building increases the fragility of an already taxed ecosystem. We saw what can happen on Sept 8. We also saw what happens with dense housing. Convert some already standing housing to duplexes. Otherwise I say, leave it alone. Without SOU or OSF a the drive to live here will not be so great. Focus on helping bolster those businesses
- 23 Convert more motels into housing for the unhoused citizens and change codes so tiny houses can be built in yards, lots, and wherever there is space and get these people sheltered to reduce risk of crime and wildfires
- 24 The city should lift the vacation rental regulations to allow owners to subsidize their income and make it easier to be a home owner. If the city continues to make it harder for people to make money on what they own already, how can they expect to help this seriously suffering community with zero job growth and businesses closing.
- 25 Housing quality in a changing climate is also important. The City should prioritize (and in some cases require) that new housing have the smallest environmental footprint possible, including by building all-electric rather than natural gas, siting and design to maximize total solar factor resources, and reducing use of highly flammable materials.
- 26 A direct link exists between how much it costs to live here and housing. Stop using utility's as a way to finance city look at high cost of fringe benefits employees can pay percentage of health and retirement benefits Do not fund capitol expenses we can not afford. No new pool!!! No bridge over Nevada !!all of these costs add to our ability to afford housing reign in city spending so people can afford to rent or live here
- 27 Stop allowing unlicensed air bib vrbo to operate this is happening all over city causing rents to climb. Enforce code compliance requiring owners to live in property. Require compliance by requiring licensing and paying lodging taxes.

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- 28 Housing should be required to have adequate evacuation exits. I live in a mobile home park with over 110 units (Wingspread on Clay St.) but there's only one way in and one way out. Across the street there are lots of multiple family housing units (more are being built as I write) with only one way in and one way out. They exit to the same street my mobile home park does. It seems like a dangerous situation. How can this be addressed?
- 29 I am vehemently opposed to growth and density without infrastructure and fire evacuation opportunities including more than one way in and out, and more freeway exits. I am not unsympathetic to housing needs but I am more afraid of fire.
- 30 The city should initiate: 1. Land bank 2. Land trust projects 3.citywide inclusionary zoning, 4.increase revenue for Housing Trust Fund by MJ tax, construction excise tax, and go to ballot for housing levy, 5. change zoning for more diverse neighborhoods, and 6. more focus on racial equity and housing discrimination.
- 31 Why are we building more houses when we do not have sufficient water to support the homes we have? It is stupid to think that the water will come from somewhere. We should NOT build any more homes until we can guarantee sufficient water to support the community.
- 32 Stop the road diet. It is unsafe for evacuations!
- 33 I support increasing building height only if it doesn't affect established home owners view. Home owners buy their houses with the understanding that it comes with a certain view. To erect a 4 story apartment complex in front of someone's view of Grizzly Peak feels like a betrayal. Put short apartment buildings near the university and tall ones on south end of town near freeway.
- 34 We could find spaces around the parks for housing but never to take away the parks, the heart and soul of Ashland.
- 35 We definitely need more affordable housing in Ashland! Our workers can't even afford to live here (let alone find available apartments or housing). Many are living with others or even in their cars!
- 36 (And many have jobs but just can't afford housing.) Because of the fire and the absence of housing for so many, we need to start working on this problem right away.
- 37 It has become vividly clear that Ashland's priority has become to gentrify this community. It seems like it is already a done deal: a town for rich white people only. We need rent control, utility tax control because it is getting more and more bloated every year. We need to stop fixating on rich people with money to burn and support our essential workers to not have to move out of town while still serving the town with their sadly low wages.

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- 38 We hear a lot of hand-wringing about housing and homelessness, but there seems to be very little political will in this community to rethink housing. Whenever there's talk about higher density the NIMBYs come out in force. One of the great things about towns like Ashland is that they are built, at least in the older commercial areas like downtown, to be walkable and bikeable. Density is good! Given the city's alleged commitment to sustainability, reducing wildfire risks, conserving water, and combating climate change, you'd think there'd be more of an effort to build more housing at increased densities in areas close to already developed commercial zones. No one in city leadership appears to be taking the lead on this, because of course they're more interested in catering to affluent people who want to drive everywhere and find a convenient place to park. A truly community oriented approach to our housing issues would plan housing in a fashion that reduces incentives for driving, and comes in tandem with better transportation options and mixed use development. In Ashland, this will be particularly important, since this is an aging community, where many people can't (or shouldn't) drive. I hope to see some clear statements about housing plans and priorities from the city soon, but I'm not optimistic.
- 39 Again, many houses here are second homes or vacation homes that are only occupied seasonally. These homes should be taxed at a higher rate in order to subsidize affordable housing for middle and lower income residents. If you can afford a vacation home, you can afford increased taxes.
- 40 Affordable housing is a noble and humane goal, but it won't solve the problem of transient camping. The Greenway and the Park should never be a nightly crash-pad for the voluntary homeless. One of their campfires will someday burn a lot of Ashland.
- 41 Although this may sound snotty, we can't all live wherever we want. If an area is out of one's price range, one looks elsewhere. Good public (and human-powered) transportation options are important for those who may want to work in an area, but can't afford to live there.
- 42 Allowing residents to expand their living area into existing garages should be STOPPED. Street parking is becoming more and more difficult in residential areas. My short, narrow street has 6 cars parked on it, daily because they can't park in their driveways or their (non-existent) garages.
- 43 Continue to promote and support transitional housing and social services for lowest income/homeless threatened families.

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- 44 I lived in Ashland's low income Senior Housing on Siskiyou Blvd, Ashley Senior Housing. My current age is 71. I was shocked to learn that residents were allowed to smoke cigarettes in their apartments and management could do nothing about it as it's Federally Subsidized housing & the Federal Government Dept of Rural Housing has no guideline about it. Low income housing is typically built with shared air vents & ducts, I soon learned, which is different with townhomes or Condos which have shared walls but separate air ducts & vents.
- 45 I moved out because my next door neighbor's cigar & cigarette smoking was making me sick. Therefore, I am hesitant about any low income housing complexes with shared walls. I believe people need physical space around them & would support Tiny Home Villages where homes are set apart from each other & there are community meetings when issues arise. People have a right to clean air! I have visited Square One Village in Eugene, OR. I would suggest Ashland look into housing models such as that.
- 46 Thank you
- 47 I understand there is a need for more affordable housing, but we live in an area where it is not a hardship to commute from Talent or Medford into Ashland (5-20 minutes). I think you need to consider the overall cost of housing in the valley vs just Ashland. For instance, you would not expect everyone to be able to afford higher priced communities in Southern California, but there are towns nearby that are more affordable and people commute for work. Because of the cultural activities, Ashland is drawing Bay Area buyers who will continue to drive up prices. These same people would probably not be relocating to Medford.
- 48 I'm very excited about Ashland's implementation of HB2001 and hope the city will promote and make it easier to develop additional smaller housing types (ADUs, cottages, duplexes and triplexes) in single family residential neighborhoods. City planning and permitting process needs to be less expensive, easier, and more timely. City could promote middle housing with an information pamphlet to current homeowners in single family neighborhoods. ...Separately, I also believe we need additional land permitted for manufactured home parks to help fill the void for very low income housing.
- 49 You survey questions/answers says nothing about assisted living facilities as a type of housing (beyond a predicted need in your text) or universal design principles.
- 50 I value mixed neighborhoods rather than developments of same size/type buildings. Given the rising construction costs, it is particularly important that our zoning and construction requirements dovetail with available housing subsidy programs because it seems unlikely contractors will choose to build less profitable affordable (without subsidies) housing.

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- 51 I am not sure what reduce natural hazards means. I am for expanding UGB if it gives us a lot of affordable homes. I am for intentionally making this a diverse income place again. I want young families, people of all races and economic background. it is why I came here 34 years ago.
- 52 Having lived in Ashland for 50+ years, there have been so many changes with housing. The RR district was the affordable area and then proceeded to gentrification. It's not a nice outcome from an affordability perspective but we also need to be careful to not jam affordable housing in a cheap fashion into the mix as it will adversely change the community. Let's face it, people buy or rent in Ashland strictly on its "status" which isn't nice but we must accept that if we were living in Los Angeles, we wouldn't be able to buy or rent in Beverly Hills. We live where our budget allows.
- 53 Water needs to be available before housing. SOU is sitting on hundreds of dorms and SFR. This is wasted. Also their decades of boarded homes decrease value and make development not happen. There needs to be consequences just like there is for Airbnb's replacing residence. SOU does the same. I have approx 12 homes, most sfr in my neighborhood owned by sou that are vacant. Some for over 10 years. There needs to be city ordinances against the boarded vacant homes so they get used
- 54 I think a \$1300/month goal is quite high for 'affordable rent' in this town. In community Facebook groups, many people are looking for a small cottage for around \$800/month, and there don't seem to be many of those. I prioritize keeping young adults here, so I would like to see attention paid to how much millennials in Ashland are actually earning, and have their rent indexed to that amount. I don't know which type of housing provides the lowest rent, although I'd guess multi-unit. We have some weird open spaces that seem like they would be good for multi-units, such as the land next to Shop 'n' Kart behind the old hardware store, or the Ross Johnson tire store property - they're both on the bus line and near the grocery stores. And whatever happened to developing the Croman Mill property? Now there's illegal camping and tons of trash along the tracks alongside it.
- 55 I think you have covered a lot of good forward thinking ground.
- 56 Reduce costs for new projects. The city overhead is bloated. Reduce number of city employees. Get rid of wastewater treatment plant that is not cost effective!!!
- 57 Desperately need more section 8 housing for disabled and elderly
- 58 Property taxes are too high, it's part of the reason rent prices are high. I would suggest allowing property owners to build more readily on their own land. Obviously there should be restrictions around this and it's a large conversation - but I do feel that direction would help.

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- 59 I would also suggest allowing Ashland to *grow* - it's very difficult to develop in Ashland due to restrictions coming from city ordinances. If we have a larger supply of housing and the demand stays the same, prices will naturally be driven down - we cannot force the market, we have to adapt to it.
- 60 I think when it comes to affordable housing in general, there is a need, yes - but I think this should happen naturally by allowing more development in Ashland (aka let Ashland grow).
- 61 Early on, you mentioned cottage and tiny houses (the latter were called something like auxiliary dwelling units). Then these two options weren't mentioned. I believe that making these two housing options more available, readily increases low-cost housing, especially for individual, low-income people.
- 62 Allow multiple tiny homes on a lot. Allow a home owner to match their square footage in tiny homes. Example, if I own a 2,000 square foot home and I have a large lot, allow 4 tiny homes that are 500 square foot.
- 63 I am very concerned overall livability will decline with growth of 860 new dwellings -- a minimum of 2,000 more people!! And, there's a real question in my mind about water supply especially during persistent drought and fire conditions. What if the drought persists? Current residents must be protected before new development occurs.
- 64 Please make housing affordable
- 65 there needs to be AFFORDABLE housing in Ashland. Too many rich people ruin the diverse quality of life Ashland needs.
- 66 Make decisions based on an ideal future. Build using recycled material (paper- or plastic-crete), set up for solar energy, collect water from roof tops and allow it to go into our own aquifer. Have many green spaces in-between developments. Set a precedent for keeping older trees and planting new ones. Set a precedent for fire safety and other possible natural disasters. Make sure there are sidewalks and bike paths. Restrict large trucks going through town to avoid weigh station.
- 67 Thank you for asking!
- 68 While Ashland remains a tourist destination (assuming it still is, after covid) demand will always outpace supply, so I don't think you will be able to do much about the cost of single-family housing. So, focus on the rental sector and the building of multi-family condo buildings. Increase density.
- 69 What is MFI?-need a glossary

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- 70 A map of what is considered 'enough' land would have been helpful Part of Ashl. 's charm is no homes on hills, not a lot of night lights It disturbs me that city allows large homes to be build-look at the monstrosity and carbon footprint of the new home next to Pioneer Hall. Builders have to get on the band wagon and think of carbon footprints as well as citizens-size of homes matter. There are not enough evacuation routes in our town.We need another access to I5 on N.Mtn Ave-for instance Look at the new homes going up near Billings Ranch and the number of cars for each home. Also you mention transportation-public transportation needs to be in the mix-in a much bigger way. The only way to reduce GHG emissions from trans is to provide public transit-and at 10:30 pm after a show. There is little ease in walking-at night the sidewalks r not safe-due to roots lifting concrete. Bike safety is lacking also.
- 71 Housing is regional. Don't over focus on just the city limits of Ashland. Keep local county housing options in the statistical considerations.
- 72 I think we don't need to expand the UGB. We should focus on restoration of the natural ecosystems for our land outside the main part of the city. I also think that we should make more of the city look like downtown, with less sprawl and more of that charming close-together look that downtown has. We should build housing on top of the businesses. I don't see a problem with building several stories. The more stories, the more housing, the better. We should have a walkable city, where one can easily walk from their home to the store and other necessary places. We should also have a better public transportation system to lessen the need for cars in the city.
- 73 Expanding the UGB is the best way to increase the tax base. That is the essential element.
- 74 Growing up here (in my 40s now) I've seen a major shift in Ashland's vibrancy and community feel. I believe it's directly related to housing and jobs. It used to be artists and lower income residents could live here, now it's not possible. The innovation and creative spirit has moved on, as well as families (all those elementary schools which have closed!) Many people live in houses/apts with roommates like collage dorms. Since many already live densely in small spaces, I urge the city to look into the tiny house movement. It's the sort of progressive movement Ashland should be embracing. A program where we can help each other out building tiny homes for our neighbors (even ones who can't afford it) is one of the most humane, community building solutions imaginable for the times. And Ashland could be a leader. It's the perfect opportunity.

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- 75 When thinking about expanding, we have to consider we have some of the most fertile soil in the country. The midwest has lost about a third of its fertile soil and in the decades to come we may regret developing our fertile farmlands. Instead I believe we need more compact housing instead of expanding into our forests which increase the burden on our fire department to protect or into our farmlands which develop in fertile soil. We also want a more diverse community so prioritizing multi family structures is more sustainable, more accessible for lower income families and more cost effective to build. I also believe providing housing for the homeless makes us all safer both from fire risk and preventing psychosis and severe mental health issues so I am looking forward to seeing how this is addressed. Thank you!
- 76 Allowing people to camp throughout the community in tents is not a good alternative. If a community were to set up a campground with proper bathroom facilities to include flush toilets and showers, that might be part of the answer. Placing a porta-potty in a parking lot and erecting a sign, "camping okay" is not good enough. That is bad for our communities and doesn't address the needs of people who need a secure place to keep their possessions and lay their heads down at night to rest.
- 77 We should have transitional housing for the homeless in relation to our size as a city.
- 78 We need to make more affordable housing available. I want to live in a diverse community.
- 79 Rent control, change policy for subsidies for 2nd home and 3rd home policy, invest in land trust, land lease.
- 80 Generally, we need more housing supply. Ashland's growth has not kept up with the region's growth, and the upward pressure on housing costs is not surprising.
- 81 Keep the community small and desirable. I did not move here to have the city council diminish the safety and lifestyle afforded to tax paying homeowners. I would like to live large beyond my means, my sense of self discipline and responsibility prevailed until I could afford what I want.
- 82 encourage infill through reduced fees, paperwork and land use code barriers for ARUS and duplexes. Fire safety is important but additional costs to construction should be carefully weighed.
- 83 We need to allow increased density not only to reduce housing costs. It is also better for the natural environment - not to reduce risk of natural hazards, but for climate change and protecting open spaces. Nothing in this survey addressed reasons to increase density other than to impact housing prices...
- 84 Get the city budget under control to help make Ashland more affordable. Please cut the fat.

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- 85 Utilities are too high. Taxes are too high. People can't afford them.
- 86 As a homeowner who bought in 2009 and a low-income renter before then I don't know how my former self would make it in Ashland as it is today. We couldn't have afforded to buy at these prices either. It's crazy.
- 87 Please no more awful, soulless cookie-cutter developments. They're ruining Ashland. There are whole sections of suburb that feel completely detached from the city. Hell, you wouldn't know they were in Ashland at all if you were looking at them without context. There's nothing wrong with keeping Ashland small. Unlimited grow is unsustainable; it should be discouraged instead of accommodated. The city shouldn't just end up as a glorified South Medford.
- 88 Thank you for the good information shared in the survey. The survey questions need more explanation though in order to make well informed responses. For example: What does "reducing risk of natural hazards" entail? What is the current UGB? What are the city's minimum parking requirements and how does this effect housing development? What are the impacts of unused ground floor commercial spaces? How would you reverse use back to commercial once occupied by residents? The cost of rent is not the only expense regarding housing. Utilities, including internet, also directly effect affordability. Adopting one of the many iterations of a "mansion tax" on very large homes would generate funds which could help to alleviate some of Ashland's high housing/utilities costs for low earning residents. I am also curious how the high rate of 60+ residents who live on savings or have substantial financial resources but do not have "income" are reflected in the statistics and might effect how they are interpreted. We should also be asking how we can break up the monopoly effect on rental properties, most of which seem to be owned by one or two California companies, which undoubtedly is driving rental increases. What can the city do to incentivize building affordable and low income housing? How can we support initiatives where there are new units in every building project specifically designated for moderate, low and very low income households? I would love to have a conversation with someone about these topics. Thank you for your work on Ashland's important housing issues.
- 89 It is critical to maintain the character of existing neighborhoods near the downtown core, this is part of what makes Ashland a special place to be and visit.
- 90 Construction in the WUI is a big concern of mine, along with others I have spoken to. After this past summer's wildfires, it is clear that we need to prioritize fire-wise building strategies (incentives for metal rooves, siding materials etc) and stop building houses in the hills.
- 91 I support 3 story buildings outside of developed neighborhoods.

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- 92 ADUs without off street parking as well as single family home rentals to students usually mean 4+ cars per house--I am very opposed to reducing off street parking requirements!! Walking or biking on streets with parked cars is already dangerous.
- 93 Can Ashland support the water needs for 800 more housing units?
- 94 Did anyone look at how an additional 200+ units will affect a fire evacuation route. Will the city of Ashland be responsible for the cost of an additional hwy 5 exit/on ramp?
- 95 I have seen decreasing K-12 enrollment as the children of baby boomers age--has Ashland considered the death rate of boomers as a source homes becoming available within the next 20 years?
- 96 It is easy to reduce the cost burden on Ashland households. The cost of owning and operating an automobile is second, only to housing itself, as a percentage of household expenditures. In fact, transportation expenditures account for almost 20 percent of households' budgets. Improving public transportation, citing affordable housing near streets with public transit service, and making bicycling safe and practical for everyone will significantly reduce the cost of living in Ashland. The Council needs to make it practical to live in Ashland without owning a car.
- 97 The City has little control over the cost of housing but it can and should make the city's transportation system more equitable by ensuring that all modes are safe and convenient; as safe and as convenient as driving an automobile. Bicycle facilities must be reconstructed in order to serve all ages and abilities and to make them safe and convenient from anywhere to everywhere in the city. Mode choice is not a choice when the choice is between a safe mode of travel (driving an automobile) and an unsafe one (riding a bicycle).
- 98 Increasing bicycling and walking mode share by one percent reduces emissions from the transportation sector by approximately one percent. Redesigning existing bicycle facilities and constructing new separated cycle tracks along major streets in the city will boost the safety and, thereby, the use of bicycles for transportation. Further, people riding bicycles patronize local stores rather than traveling to regional centers.
- 99 In summary, making bicycling, walking and transit viable forms of transportation will; a) reduce carbon emissions from the transportation sector, reduce the cost burden of Ashland households, improve public health, boost local discretionary purchases, improve the city's attractiveness to visitors, and enhance residents quality of life.

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- 100 SOU is struggling with its large amount of land - decreasing student population - and crumbling buildings and financial worries. Can the city buy up some SOU land and develop there? Rather than infill so much that the Ashland becomes less amenable - more urban? I know SOU is trying to find ways to sell off properties. Education may become more remote in the future too. Please explore this idea.
- 101 Multi Unit developments should be sure to have common spaces and green spaces. New development should be as carbon neutral as possible, we tax or permit reductions for solar/wind and water-wise landscaping and useage/appliances. Amidst development, we must maintain the amount of shade and tree coverage and overall vegetation to ensure our charm and continued quality of life.
- 102 Young families with kids are priced out of the market. And if some do manage to afford it, the overall cost of living - taxes, fees, cost of utilities, cable & other telecom services - are all through the roof. We pay the staff too much (more than other cities of comparable size) and with too many benefits. So even tho we're taxed through the roof, our streets aren't well-paved or well-maintained.
- 103 Preserve historic areas, while also allowing ADUs
- 104 The federal government needs to get back in the housing business. At the very least we should be studying these issues regionally. A town of 20 thousand people can't fund affordable housing in a way that will get much done.
- 105 It is not helpful when the Mayor goes on the local news and says Ashland doesn't have affordable rent/housing because powerful, important people are against it.
- 106 The Almeda fire was a wake up call. I looked around afterwards and many of the newer developed housing zones have very narrow streets (an example is the dense housing between Clay St. and Tolman Creek road, but there are others. These streets are narrow, winding and would be jammed with cars trying to get out in a fire. This needs to be addressed in future development and planning for a future disaster.
- 107 We need to find land whether already city owned or annexed for affordable housing and partner with existing or new non profits to build permanent affordable housing insuring reserves for maintenance. Look for creative options, other less expensive materials, reduce requirement for development and reduce fees
- 108 Landlords making a killing on renting units should be taxed heavily. Tax benefits for offering units that are affordable.
- 109 I don't have enough information to answer the last question.
- 110 Discrimination against animals. This is truly wrong. They serve as great therapy and love for all people.

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- 111 De-incentivize on-street parking. Do not allow overnight on-street parking in residential zones; create more car/truck-free zones. De-incentivize fossil fuel burning and burning in general. More trails and natural spaces. More dog-friendly open space protected from cars.
- 112 Work out the logistics of the normal UGB
- 113 Please make it a permanent change to let tiny homes, yurts, and other temporary dwellings qualify as ADU's on a property. If the dwelling moves, or the property owner decides to build a real, permanent ADU, then the tiny home or yurt would no longer be allowed to stay.
- 114 Get helpful, encouraging, honest, creative, friendly, HELPFUL City staff, fire the rest!!! Comissioners rely on staff info almost 100% to make decisions, staff can lie, be bias and flat out ruin opportunities. We tried to start a project but Derek was going to lie to the commissioner regarding code and our project so, we backed out after 2+ years and \$200k in design fees and services. Derek is a liability, we could file suit if we wanted to.
- 115 Restructure SDC fees, loosen solar setbacks between A and B standard, make a standard in the middle. Write in code to allow for more creativity of building types and ideas. There is no mention about the cost of city services which is another huge burden on anyone who lives there. Off set that cost, Ashland needs to go green and supply power at a much cheaper rate. Allow net metering in a wider area.
- 116 I own space for 50 units but, so many builders don't want to work in this city, the staff makes it hard, the fees are unportional. I'm not interested in building anymore, my land will pass on to my kids and maybe in 2-3 decades be built on.
- 117 Also it is not acceptable how some developers can waltz into an approval and get approved with very little information and then the average Joe has to give 10x more information.
- 118 PS. Studios are going for \$1300/mo. Clearly in order for the city of Ashland to reach its goals, the city itself has to give and change big time!!!!!!
- 119 Also, if Ashland wants affordable housing, Ashland needs to donate land and partner with non profit builders.
- 120 More affordable housing is needed, so that families with children can live here. Communities benefit from having a diversity of age ranges.
- 121 Cap rent costs at existing rates.

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- 122 As much infill as possible, ADUs and split lots, no more (none) growth into fire prone areas, look at innovations like community trusts for low income housing, stop letting people build crazy giant wasteful houses, hoyses over a certain value or square footage should be 100% renewable enery homes and cars with drought-tolerant gardens. No more natural gas in new construction.
- 123 Services for unhoused equals more unhoused.
- 124 Please make MORE than 50% of the new housing affordable. The prices here have gone sky-high, and so many are being forced out, while rich opportunists come and gentrify. Gross.
- 125 Please put up solar on the east side of I-5, tons of solar energy going to waste. Take it easy on the taxes, be more frugal with the city budget, lower the spending on frivolities. Develop the east side of I-5. We don't need to house every person who drives through town and falls in love with the place! If there are vacancies at SOU in student housing, open it up for rent to people in the community. Give priority of subsidized housing to people who have lived and worked in OR 5 or more years, not transients or illegal immigrants. I know they're being shipped up I-5, not our problem! Please don't let Ashland turn into Eugene or Portland. I live here because I owned property and went to SOU. Would be great to find a job after the city opens back up post-covid-hysteria!
- 126 Multnomah Village in Portland has done a good job recently of infill with mixed-use development while retaining a lot of it's charm as a neighborhood hub. But much of the development in Portland has proved that creating more multifamily housing doesn't necessarily equal affordable housing. We do need additional housing: smaller single family lots, more townhomes or du-tri-quadplexes, mixed-use, etc. But as a desirable area with a tight housing market and not many places to commute from, I think we will continue to see rents rise as people use the Ashland housing market as an "investment" when housing is a human right. Citywide rent control to discourage real estate "investments" and protect renters and owner-occupiers who are already over-burdened by housing prices could be key to protecting a community where people can afford to live where they work. Continuing a trend of moving lower-income people and families up the valley will just result in greater inequality, segregation, and traffic as the community grows. I rent in Ashland and wish I could buy, but according to your chart I can only "afford" a 100,000 home, but I have kids and need more space than a tiny home. Even the apartments and condos I see for sale here are inching towards half a million. Can new housing supply in Ashland be reserved for renters in the Rogue Valley who would like to become owners, or for people who have been forced out of Ashland due to cost, but would rather live closer to where they work? Can new housing supply in Ashland be committed to meeting the needs of the existing community here at below-market rates, rather than attracting more out-of-state retirees? <https://www.weforum.org/agenda/2019/06/10-ways-cities-are-tackling-the-global-affordable-housing-crisis/>

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- 127 1. Reduce the number of building and site development restrictions to allow for increased housing density on single home properties
- 128 2. Simplify the building/property development process, and reduce the paperwork and systems fees, to make it easier to build in Ashland. Consultants should not have to be hired to navigate a system that should work for its citizens.
- 129 3. Consider creative and site-specific solutions for property development to increase housing and affordability options, instead of applying the same rules (and more fees for variances) to all properties. Yes, there needs to be basic standards to which all properties adhere, but individual properties are not cookie-cutter lots where all rules apply equally or for good reason.
- 130 Limit giant single family houses unless shared by more than 2 -3 people. Put a tax on homes over 2000 square feet using the money to help build real affordable housing. Exempt homes of "family" groups of more than 3 people.
- 131 housing types is a serious equity issue, for a number of types of groups from students to immigrants to seniors on fixed income to the workforce wages our tourist and theater dependent businesses say they can afford. how do we crack the affordability nut without serious discussion of revised financing criteria and acceptance of quality that does not reflect only what the richest can afford: the modest housing produced after WWII served the population at the time and was affordable/not too fancy, but now we want to be compact, have neighborhoods people can know their neighbors, and not have to drive for basic necessities. our design stds need to allow this. how do you get around NIMBY: the basis of inequity in our country.
- 132 Allowing multiple families to share the same house, protected by law. Many home owners won't allow this to renters at the moment which feels discriminatory especially to single parent households who need to be able to share housing in order to afford living here. Also tiny home living should be explored, as well as allowing RV living or simplifying the process of building out buildings for extra living options attached to houses.
- 133 As a small scale landlord, I have dealt with the city on multiple occasions in the process of converting a garage to ARU. It has been an expensive and misleading process. I've gotten conflicting information from the city planning office versus the inspectors, which creates added, unexpected cost for the home owner. If the goal is to create more affordable rental options, the city planning office and inspectors are absolutely working against that. It has made me think twice about continuing rent my units versus sell for current market value, which would be unlikely to attract rental investors or future landlords.

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- 134 Future developments need to prioritize livability that encourages walking, biking and become less car centric. To promote equity in Ashland, landlords cannot continue to be allowed to charge such high rents. It drives up costs and contributes to an unaffordable city. Landlords currently (in general) take advantage of limited housing and this discourages people that work here to live here. Landlords also charge business too high a rent. This issue needs to be addressed at the city level or at the state or both.
- 135 Lack of affordable housing is keeping Ashland from growing. Ashland jobs don't compensate people enough to afford housing in Ashland. People who live in Ashland and shop in Ashland work outside of Ashland. The aging population in making Ashland less attractive to families with children and families with college students. Ashland is just feeling like an old home facility.
- 136 I see Ashland just approved building 250 units at the North end of town near Butler Hill. Does this count towards the 860 projected units needed by 2041? We need to continue to provide educational opportunities for people to get higher paying jobs.
- 137 If the city wants more land it would be cheaper for the city to pay for improvements in the existing urban growth boundary and remove stc fees to encourage building than it would to expand the boundary .
- 138 Question for
- 139 I would be open to increasing the ground floor commercial space if the rental space was officially "affordable housing and would stay that way in perpetuity
- 140 Consider how fees and taxes disproportionately effect middle class citizens who do not qualify for "help".
- 141 Such costs are passed on by Landlords and businesses. Lower income residents may have these fees subsidized but the middle class are being priced out of housing- with rent increases bringing housing to more than 63% of fixed income. Utility fees and taxes come very, very close to doubling our bill. We are reaching a tipping point which may push Ashland to the point of having a population of independent homeowners having to support increasingly lower income residents
- 142 The quality of rentals is abysmal. Slum lords need to be regulated and penalized
- 143 I think that new building and growth should not be encoraged or supported.
- 144 More consideration for multigenerational living within planned communities within Ashland. Allow for older adults requiring universal design, living next door to families who need recreation areas.

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- 145 The problem is not housing - the problem is TAXES.
- 146 I have lived in Ashland since 1980 and have been pleased with the lack of growth during that time. We have limitations on water and also have a road infrastructure that does not allow for more cars and traffic during fire, earthquake emergencies. Until we can solve those problems, we should not encourage growth that taxes our resources. Many years ago, the three new office buildings next to the post office were represented as being affordable housing on the upper level with commercial space below. Not only is the living space above not 'affordable housing', but it has caused more traffic density downtown. It also was allowed to be three stories, not reflecting the two story buildings across the street, and it also destroyed the beautiful view of Grizzly Peak from downtown. I need to see the City of A build trust with its community members over the vision of this beautiful town. If you are going to build, do so transparently and responsibly. You don't need to grow the downtown or the neighborhoods above the Boulevard. I am not a Republican; I just love my town:).
- 147 Since nothing in this document discussed natural hazards, it's strange to bring it up here. Are you asking about the urban woodland interface? Potential for flooding. We definitely should not be building in flood zones. This also does not discuss that there is lots of land in the UGB that has not been able to annex due to city policies. This seems like a first step before expanding the UGB. I'm in favor of expanding in both ways for special projects--cottage housing, cohousing, ecovillages (net zero energy and water), tiny homes. I think that expanding for ecovillages would be a great solution. It prioritizes climate policy and living within limits. Net zero energy and water standards can be found at the Living Building Challenge. This would allow us to bring in housing without further stretching our energy and water resources.
- 148 The proliferation of ADU's has negatively impacted the neighborhood character by causing congested parking and traffic and reduced housing attractiveness for families.
- 149 Too much crowded building in Ashland is changing the nature of the town.
- 150 The costs of utilities, fees and taxes are making it increasingly difficult for already "cost burdened" households to continue living in Ashland
- 151 As the population ages we need to consider ways to make housing handicapped accessible without requiring elderly to leave their homes. Assisted living is not a good solution for most of the elderly; aging in place is better if we can provide the supports in their own home.
- 152 Not your area but we need annual wildfire evacuation drills. If we have an Alameda fire here it is going to be br pandemonium.

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- 153 Please don't sell out to special needs groups and money-hungry developers. Keep Ashland small and quaint. Please don't let it become another Medford!
- 154 Young folks (of which I am one) are not having children in the same way of earlier generations and the concept of single family homes may not be realistic. Also, some people have huge houses with very few people living in them. There is a real problem with classism here and we need more affordable housing. I work in Ashland and only barely found a place I was able to afford. Many of my co-workers don't live in Ashland because they can't afford it.
- 155 If we want people who work here to be able to live here, if we truly want a diverse community, if we want young people to stay here or come back when they graduate, if we want families with young children to live here, if we want divorcing couples to be able to stay in the community, if we want older people on fixed incomes to find a home here, we have to create affordable housing options that people in all these groups can truly afford. We need areas of mixed housing so we don't end up with communities that are segregated by housing type and income. We need to tax second homes that are empty much of the year.
- 156 An increase in housing means an increase in water demands. We must enhance and enlarge our municipal water supply (Reeder Reservoir). We cannot depend on TID or TAP to supply water, especially in drought years such as this year and forecasted in the future. Reeder reservoir and the dam must be upgraded and enlarged or we will find ourselves facing a housing moratorium. With drought facing much of the Western U.S., there will be Federal funds available for such projects.