

From: Craig Anderson [<mailto:Craig@rogueadvocates.org>]
Sent: Thursday, September 23, 2021 3:11 PM
To: Maria Harris <maria.harris@ashland.or.us>
Cc: Bill Molnar <bill.molnar@ashland.or.us>
Subject: Re: draft code amendments to annexation standards

[EXTERNAL SENDER]

Thanks Maria. I'm wondering if you also want to change 18.5.8.050(C) which reads: "The land is currently contiguous with the present city limits." Due to the presence of the RR ROW Kendrick's property does not appear to be "contiguous" with the city limits.

Also, 1/4 mile distance is appropriate for peds but not for bikes. Page I-5 of the Oregon Bicycle and Pedestrian Design guide (https://www.oregon.gov/odot/Engineering/Documents_RoadwayEng/HDM_L-Bike-Ped-Guide.pdf) says:

"Typical bicyclist speeds range from 10-15 MPH, enabling them to make trips up to 5 miles or so in urban areas in about 25 minutes; this is equivalent to a typical suburban commuter trip time."

Thanks again.

Craig

From: Maria Harris <maria.harris@ashland.or.us>
Sent: Thursday, September 23, 2021 11:21 AM
To: Craig Anderson <Craig@rogueadvocates.org>
Cc: Bill Molnar <bill.molnar@ashland.or.us>
Subject: draft code amendments to annexation standards

Hi Craig,

Here is the link to the 9/28 Planning Commission meeting packet. The draft code amendments to the annexation standards are on the agenda and included in the packet.

http://www.ashland.or.us/files/2021-09-28_PC_Mtg_PACKET-web.pdf

And here is the link to the meeting info including how to send in written comments and/or signing up to submit oral testimony during the meeting.

<http://www.ashland.or.us/Agendas.asp?AMID=7871>

Best Regards,
Maria Harris, AICP
Planning Manager
City of Ashland, Community Development Department
20 E. Main St., Ashland, OR 97520
541.552.2045 Tel
800.735.2900 TTY
541.552.2050 Fax

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From: Craig Anderson <craig.ashland@gmail.com>

Sent: Monday, September 27, 2021 9:54 AM

To: Planning Commission - Public Testimony <PC-public-testimony@ashland.or.us>

Subject: Amendments to Annexation Code - PC Agenda 9/28 Discussion Item

[EXTERNAL SENDER]

Dear Commissioners,

The proposed amendments to the annexation code are not an attempt to provide "clarity" or "consistency" as alleged by staff. They are a weasley, back-door way of dealing with the obvious legal shortcomings and serious public safety issues associated with a half-baked annexation request.

Amendments to the municipal code are "Type III" planning actions subject to review by the Transportation Commission under AMC 2.13.030. Not only were the Transportation Commission's recommendations to you ignored during your proceedings of Kendrick's annexation request, their role as a review body for these legislative changes - changes that have direct bearing on their purpose and mission as described under AMC 2.13.010 - has not even been considered.

Staff's suggested amendments to the annexation code have the legal effect of allowing annexations that directly and negatively impact the safety of bicyclists and pedestrians, in direct contradiction to numerous goals and policies within Ashland's adopted Comprehensive Plan/TSP. In the particular case of Grand Terrace, suggested code changes will provide a legal mechanism to allow development that makes absolutely no provision for the safe crossing by bicyclists and pedestrians of a 45 mph State Highway.

Mike Reeder, Kendrick's attorney at LUBA and the probable ghostwriter of several of these code changes, was asked a specific question by LUBA judge Melissa Ryan during Ashland's failed attempt at defending their illegal annexation approval, i.e., How is a wheelchair-bound bus rider supposed to get across Highway 99 in the vicinity of this development? The best response that Reeder could muster was, "I'm sorry, I forgot my magnifying glass."

This is the level of idiocy, short-sightedness and obsequious pandering to money-grubbing poseurs that passes for "planning" in Ashland today. Sad.

Craig Anderson