

Page 19 2.5 The Planning Commission notes that requests to depart from the Street Design Standards in AMC 18.4.6.040 are subject to Exception to the Street Design Standards. The Planning Commission further notes that with the current request, over 3,000 linear feet of sidewalk installation is proposed, and of this only approximately 900 linear feet directly fronts upon the applicant's properties. Along the applicant's frontage, an Exception is requested to allow curbside sidewalks in order to install a bus pull-out lane, bus stop and transit supportive plaza. The remainder of the areas to be improved are outside the applicant's ownership or control, and there are impediments to city-standard **parkrow and street tree installation improvements** due to steepness of other's properties adjacent to the right-of-way; obstructions created by private property owners, and privately-owned encroachments into the highway right-of-way; and physical barriers including private property curbing and the railroad overpass. **The applicant proposes to install new sidewalks connecting the existing sidewalk near El Tapatio to the existing sidewalk near Schofield Street, and to widen the existing bicycle lanes in this same area where necessary to meet city standards.** The applicant emphasizes that the installation of a continuous sidewalk system will have a positive impact on the adjacent properties while providing greater connectivity, comfort and safety for bicyclists, pedestrians and transit users.

The application submittal includes proposed street cross-sections as Sheet C7.2. The first requested Exception to the Street Design Standards is **for to not install** the park row planting strip and street trees abutting the travel lanes for **those a portions of the highway improvements frontage where constraints beyond the applicant's control prevent their installation**, as further detailed below:

Page 22, Below the photo:

The Planning Commission finds that physical barriers are present for approximately 2,218-feet of the approximately 3,088-feet of **frontage highway** proposed to be improved as part of this annexation. The Commission concludes that the combination of unique and unusual aspects makes the installation of city-standard **parkrow and street trees improvements** impossible when private ownership of much of the abutting property is taken into consideration.

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The application materials explain that the subject properties abut Highway 99 N, which is under the jurisdiction of Oregon Department of Transportation (ODOT). Highway 99 N is designated by ODOT as an ‘Urban Fringe Highway’ and ODOT’s specific standards call for an eight-foot curbside sidewalk and a six-foot bike lane. City of Ashland Street Standards call for a six-foot bike lane, seven to eight-foot landscaped park row planting strip with irrigated street trees and a six-foot sidewalk. ODOT accepts the sidewalk buffered by a parkrow as required by the city standards as an alternative **which exceeds** the ODOT-standard eight-foot curbside sidewalk **minimum requirement**. The applicant asserts, and ODOT has confirmed, that the proposed improvements include public infrastructure improvements that comply with the ODOT standards for the entirety of the **proposed** highway **frontage** improvements, and in addition to a Traffic Impact Analysis the application materials also include a “Technical Memo, Grand Terrace Development – Access Safety Evaluation” which provides detailed safety findings from the project’s Transportation Engineer.

Condition #8e

Engineered construction drawings for the required **street** improvements **along the property's Highway 99N frontage**, from the existing terminus of the sidewalk south of the site near Schofield Street to the existing terminus of the sidewalk north of the site **near El Tapatio** shall be provided for review and approval by the Oregon Department of Transportation and the City of Ashland's Planning and Engineering Departments prior to any work within the street right-of-way or pedestrian corridor. The required improvements shall be as described herein and illustrated in the applicant's civil drawings, and shall generally consist of:

Condition #10c

That all infrastructure improvements associated with the annexation and subdivision including but not limited to utilities, driveways, **street frontage improvements** and common area improvements shall be completed according to approved plans, inspected and approved.