



PA-T2-2023-00043

# Beach Creek

PLANNING COMMISSION

NOV 14, 2023

3

## Current Request

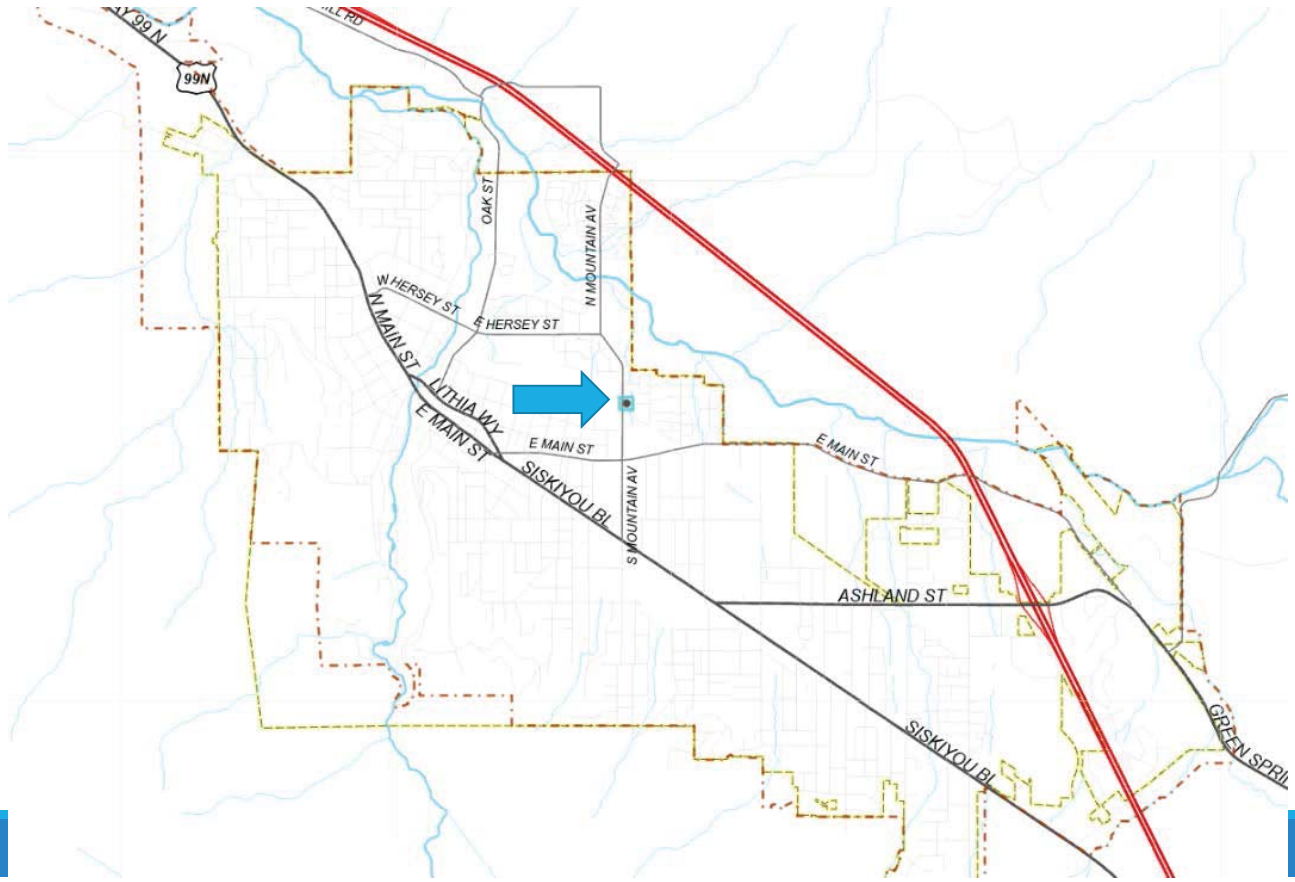


A Minor Modification to revise the approved subdivision plan to include a private alley and to add one additional parcel within the Phase III area of the development.

This increases the total number of residential lots from 52 to 53.

The modification is to the outline plan (for the overall subdivision) and concurrent review of the resultant final plan.

4



Thu Jun 15 2023

Imagery © 2023 Nearmap, Inc. 00 00



# History of development / timeline



PC Approval	9/28/2021	
Council Approval	11/2/2021	ORD 3203
Phase 1 recorded	7/12/22	CS23684
Phase 2 recorded	9/27/23	CS23991
Application	10/12/23	
Hearing	11/14/23	
120 Day	2/22/24	

**Current Request**

Addition of a private alley and to add one additional parcel

This increases the total number of residential lots from 52 to 53.

Lot #	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
3	10,850	192 N. Mountain Ave	10,035.00		
4	7,290	190 N. Mountain Ave	7,290.00		
5					
6	4,781.00	1251 Hagen Way	4,781.00		
7	4,865.00	1267 Hagen Way	4,865.00		
8	4,459.00	1268 Hagen Way	4,459.00		
9	4,459.00	1291 Hagen Way	4,459.00		
10	4,459.00	1299 Hagen Way	4,459.00		
11	4,652.00	184 Village Park Drive	4,652.00		
12	4,652.00	183 Village Park Drive	4,652.00		
13	6,314.00	185 Village Park Drive	6,314.00		
14	3,937.00	130 Hagen Way	3,937.00		
15	2,247.00	1309 Hagen Way	2,247.00		
16	2,247.00	1309 Hagen Way	2,247.00		
17	2,247.00	1309 Hagen Way	2,247.00		
18	2,247.00	1309 Hagen Way	2,247.00		
19	2,247.00	1309 Hagen Way	2,247.00		
20	2,247.00	1309 Hagen Way	2,247.00		
21	2,247.00	1309 Hagen Way	2,247.00		
22	2,247.00	1309 Hagen Way	2,247.00		
23	2,247.00	1309 Hagen Way	2,247.00		
24	2,247.00	1309 Hagen Way	2,247.00		
25	2,247.00	1309 Hagen Way	2,247.00		
26	2,247.00	1309 Hagen Way	2,247.00		
27	2,247.00	1309 Hagen Way	2,247.00		
28	2,247.00	1309 Hagen Way	2,247.00		
29	2,247.00	1309 Hagen Way	2,247.00		
30	2,247.00	1309 Hagen Way	2,247.00		
31	2,247.00	1309 Hagen Way	2,247.00		
32	2,247.00	1309 Hagen Way	2,247.00		
33	2,247.00	1309 Hagen Way	2,247.00		
34	2,247.00	1309 Hagen Way	2,247.00		
35	2,247.00	1309 Hagen Way	2,247.00		
36	2,247.00	1309 Hagen Way	2,247.00		
37	2,247.00	1309 Hagen Way	2,247.00		
38	2,247.00	1309 Hagen Way	2,247.00		
39	2,247.00	1309 Hagen Way	2,247.00		
40	2,247.00	1309 Hagen Way	2,247.00		
41	2,247.00	1309 Hagen Way	2,247.00		
42	2,247.00	1309 Hagen Way	2,247.00		
43	2,247.00	1309 Hagen Way	2,247.00		
44	2,247.00	1309 Hagen Way	2,247.00		
45	2,247.00	1309 Hagen Way	2,247.00		
46	2,247.00	1309 Hagen Way	2,247.00		
47	2,247.00	1309 Hagen Way	2,247.00		
48	2,247.00	1309 Hagen Way	2,247.00		
49	2,247.00	1309 Hagen Way	2,247.00		
50	2,247.00	1309 Hagen Way	2,247.00		
51	2,247.00	1309 Hagen Way	2,247.00		
52	2,247.00	1309 Hagen Way	2,247.00		
53	2,247.00	1309 Hagen Way	2,247.00		
54	2,247.00	1309 Hagen Way	2,247.00		
55	2,247.00	1309 Hagen Way	2,247.00		

RLA Design LLC

DEL NERO DESIGNS LLC

VERSIONS

Beach Creek Subdivision

KDA Homes

Site Plan

# Allowed density



Better Together

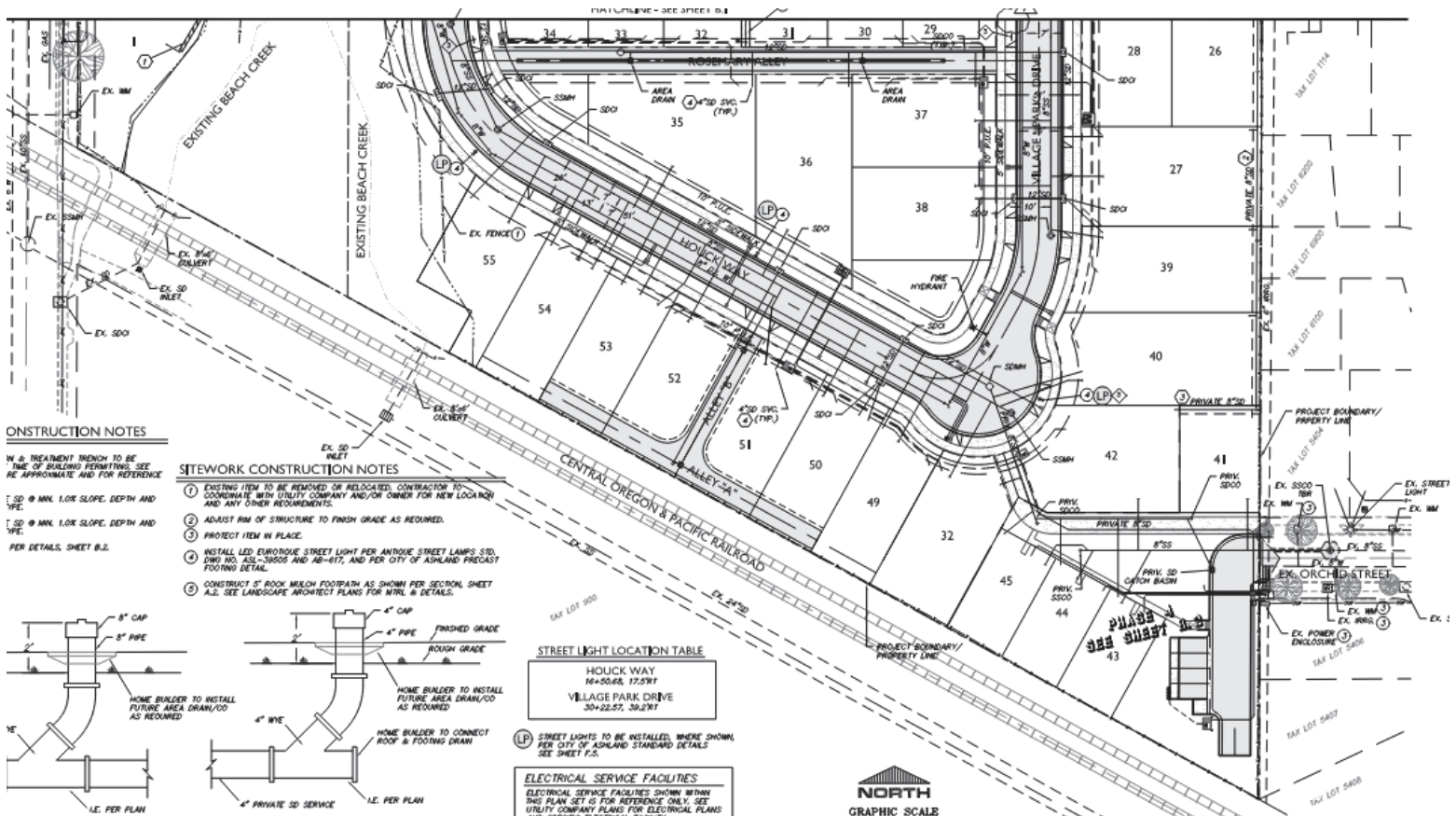
10 acres x 4.5 du/ac = 45

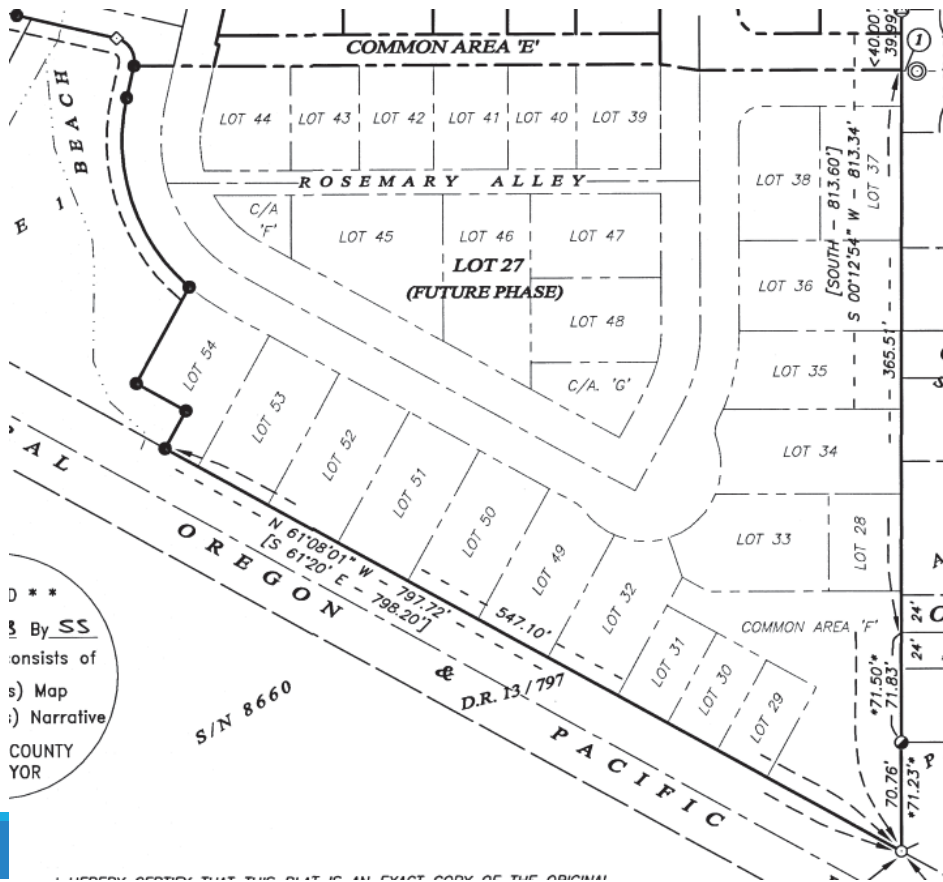
- Bonus Density Strategies: total 60%
- Conservation housing: 15%
- Open space: 10%
- Affordable Housing: (up to) 35%

Total allowed density with bonus: 45 x 1.6 = 72

53 < 72

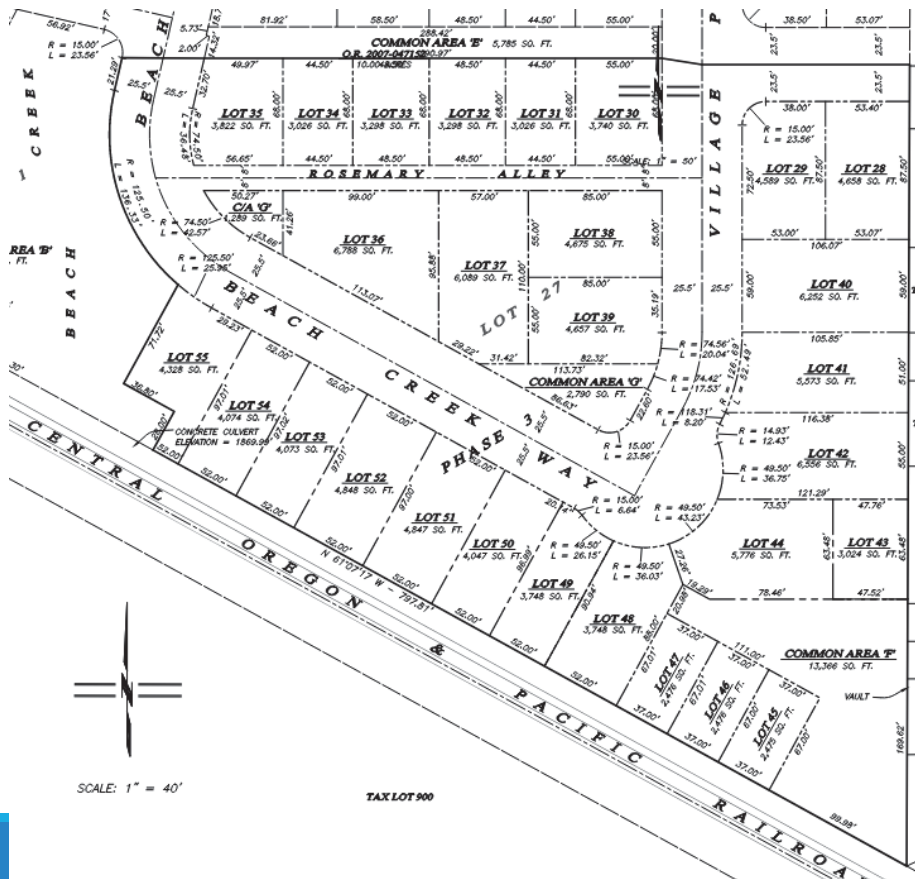
53 units is 18%





D \* \*  
 § By SS  
 consists of  
 s) Map  
 i) Narrative  
 COUNTY  
 YOR

PLEASE VERIFY THAT THIS PLAN IS AN EXACT COPY OF THE ORIGINAL

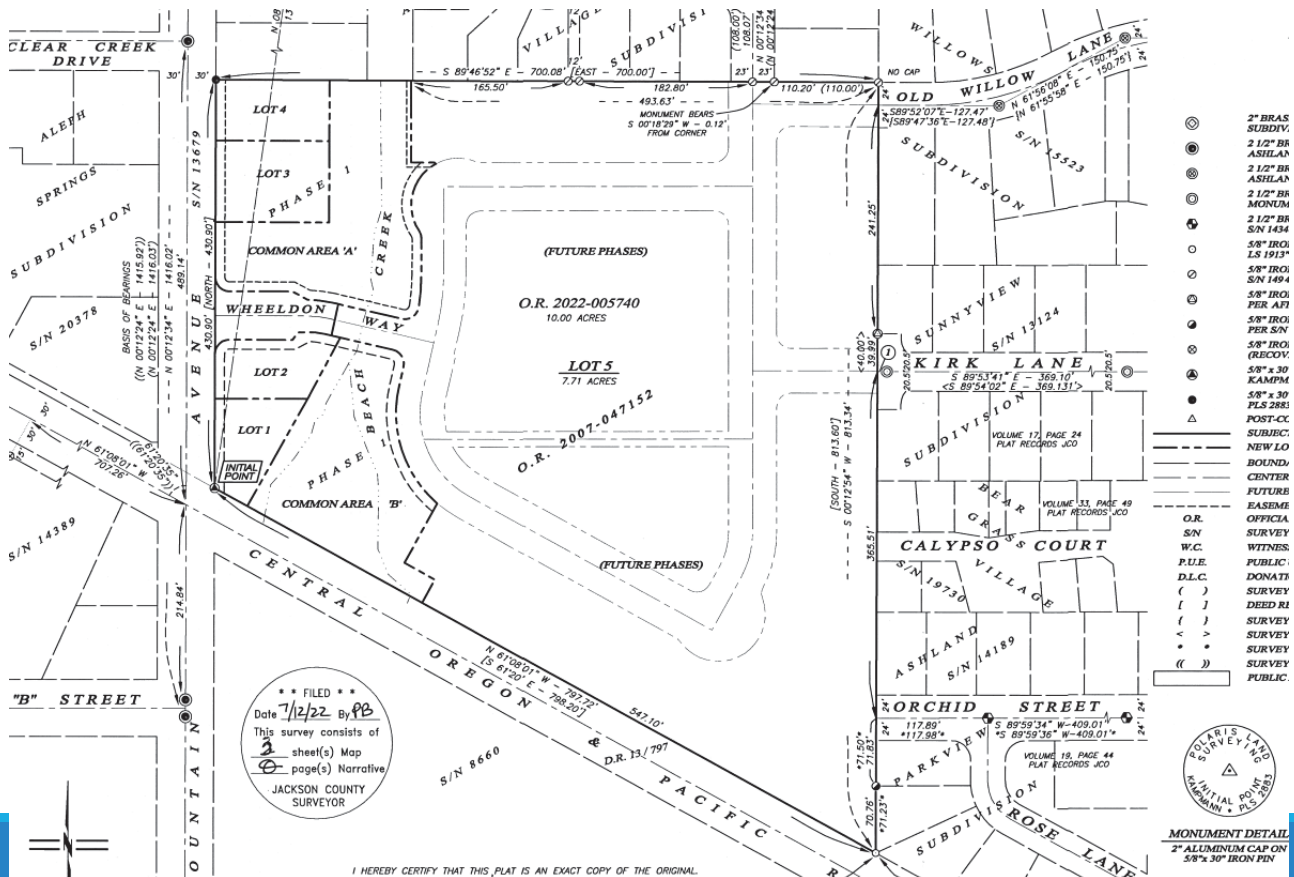


# number of lots / numbering

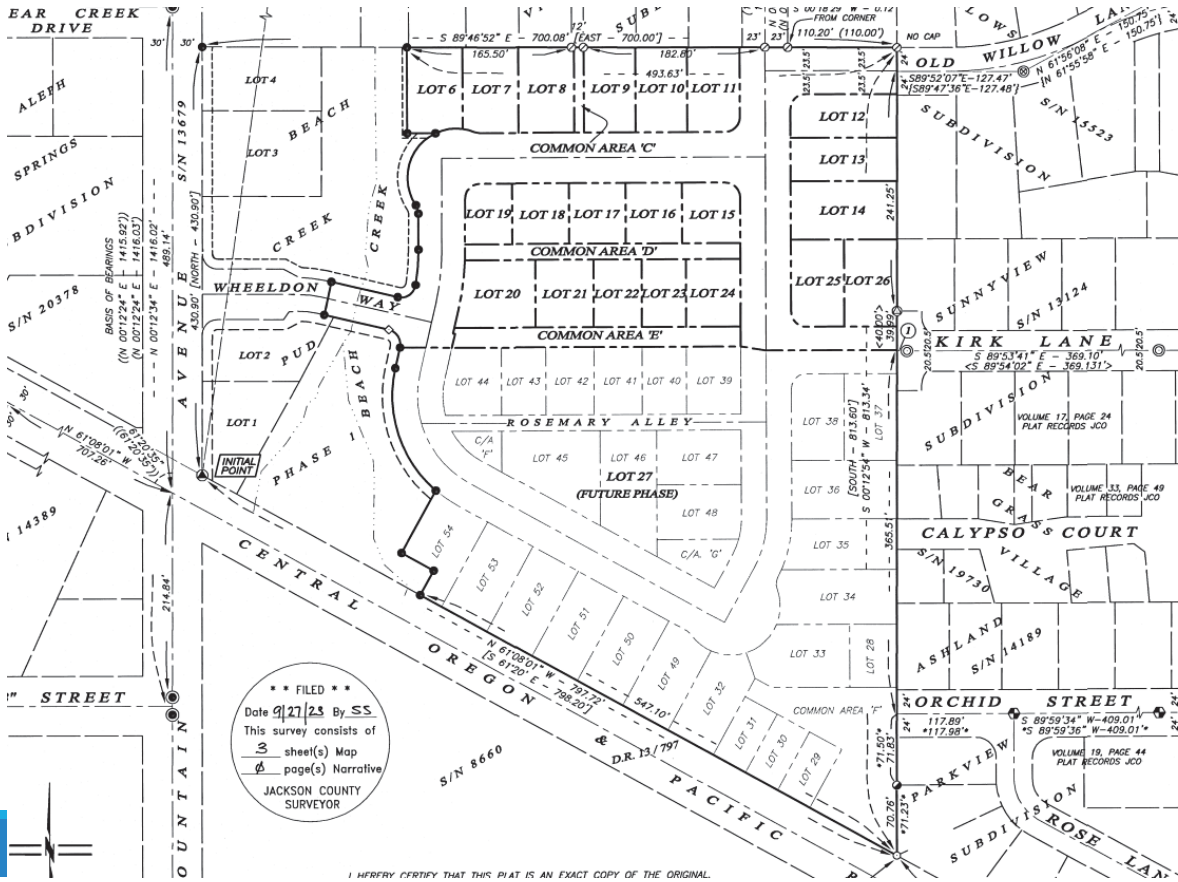


Better Together

Phase 1:	1-5	4 home sites	lot 5 future
Phase 2:	6-27	21 home sites	lot 27 future
Phase 4:	28-55	28 home site	
Total residential lots		53	



I HEREBY CERTIFY THAT THIS PLAT IS AN EXACT COPY OF THE ORIGINAL.



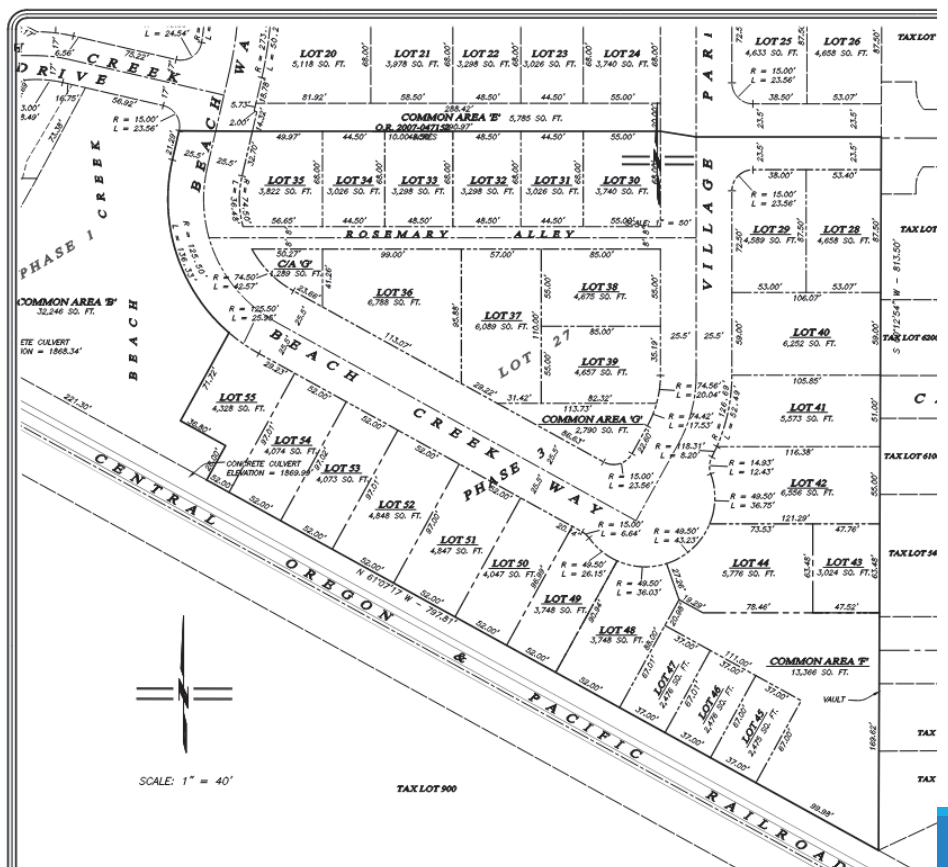
- ⊙ 2" BRASS SUBDIVI
- ⊙ 2 1/2" BR. ASHLAN
- ⊙ 2 1/2" BR. ASHLAN
- ⊙ 2 1/2" BR. MONUM.
- ⊙ 2 1/2" BR. S/N 14344
- ⊙ 5/8" IRON LS 1913"
- ⊙ 5/8" IRON S/N 14944
- ⊙ 5/8" IRON PER. AFF.
- ⊙ 5/8" IRON PER. S/N.
- ⊙ 5/8" IRON HIBBS (R)
- ⊙ 5/8" x 30" KAMPM
- ⊙ 5/8" x 30" KAMPM
- ⊙ 1" BERNY 2883" (E)
- ⊙ SUBJECT NEW LOT
- ⊙ BOUNDARY CENTER
- ⊙ FUTURE EASEMENT
- ⊙ OFFICIAL SURVEY WITNESS
- ⊙ P.U.E. PUBLIC DONATION SURVEY DEED RE SURVEY SURVEY SURVEY PUBLIC

\*\*\* FILED \*\*\*  
 Date 9/27/23 By SS  
 This survey consists of  
 3 sheet(s) Map  
 6 page(s) Narrative  
 JACKSON COUNTY SURVEYOR



MONUMENT DETAIL  
 2" ALUMINUM CAP ON  
 5/8" x 30" IRON PIN

I HEREBY CERTIFY THAT THIS PLAT IS AN EXACT COPY OF THE ORIGINAL.



SCALE: 1" = 40'

## Public input / concerns

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Grading / Solar Access

Development of Affordable Housing

Storm Drain

## Affordable Housing

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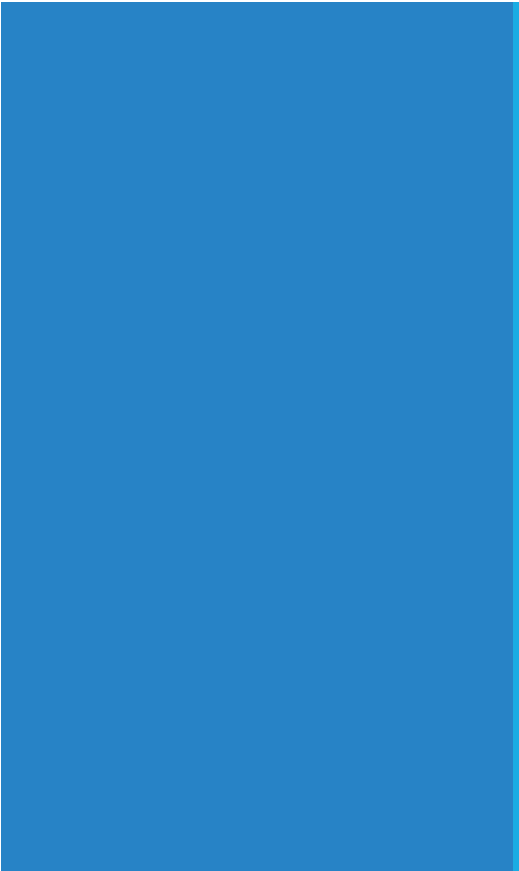


There are no changes to the number of affordable units required or provided.

Habitat has ownership and has applied for 2 building permits in phase 2

Lot 27 is deed restricted to ensure the development of six more.







Ashland Planning Commission Meeting 11/14/23  
KDA Storm Drain Outfall

Sue Whiteman, Ashland Village HOA Representative  
Gery Whiteman, Resident  
Sarah Seybold, Co-President AVHOA

Our HOA borders the KDA development. We are speaking today about the storm drain outfall area close to the border between KDA and Ashland Village HOA (AVHOA). As outlined by Aaron Anderson it is not in accordance with engineering requirements.

Over the past 2 ½ years, AVHOA has been restoring our section of Beach Creek under the guidance of the State, City, KDA, and Jackson Soil and Water Conservation District (JSWCD). Lomokatsi is contracted with KDA and AVHOA for the restoration.

Under our JSWCD grant we are required to have regular onsite visits over 3 years to assure a successful project. Following our 8/29/23 visit, we attempted to contact KDA with our concerns about the drainage area. Since we were unsuccessful, we contacted Aaron and met with him on 11/3/23.

On Monday, 11/13/23, we met with KDA and their contractors about the proposed changes to the drainage.

We would like to review a few pictures and the JSWCD 8/29/23 report to acquaint you with the project followed by our questions and concerns.

Review handouts

Question:

Why is KDA not planting or seeding the area closest to the storm drain outfall? The pictures show that this has been done further to the south where erosion is less significant. In JSWCD's report they recommend smoothing out the banks **and planting**. Also "**Need for soil protection on the KDA side for fall/winter rains; exposed soil will flow into creek**". This has been done on AVHOA side.

AVHOA would like a copy of the City's final inspection stating the changes made in the storm drain outfall area has been constructed in accordance with the City's engineering requirements and riparian standards.

Thank you for your attention to this matter.



BEFORE

KDA  
(55.17)

AVHOK  
(11.11)

Cover

4/18/21

CURRENT

7/4/23

AVHDA (north)

KDA (south)



storm drain outfall

Bare shear zone

willow mattresses and erosion netting (lasted 3-5 years)

Pipe + CAVEM

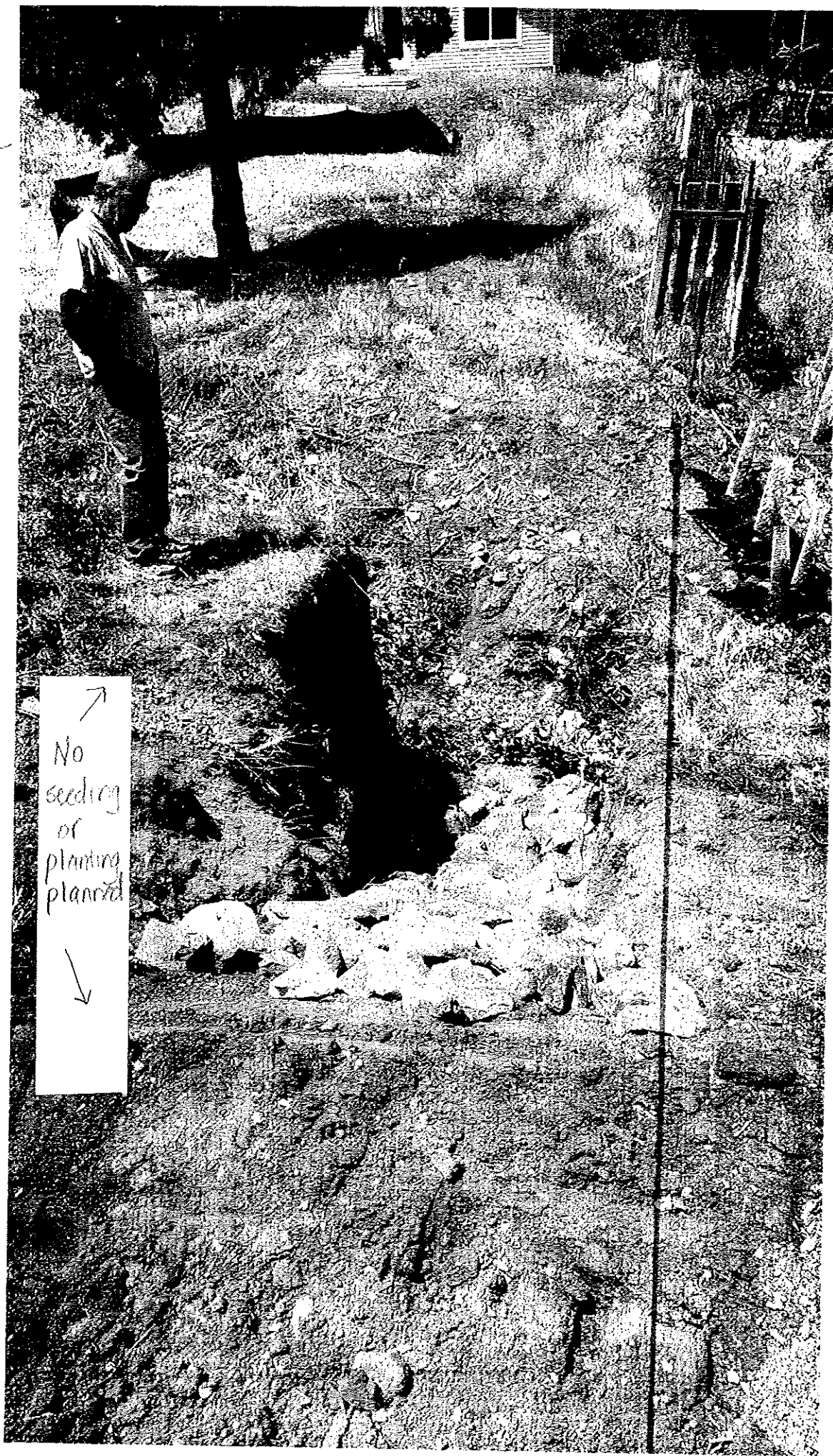
6/21/23

CURRENT

KDA  
(south)

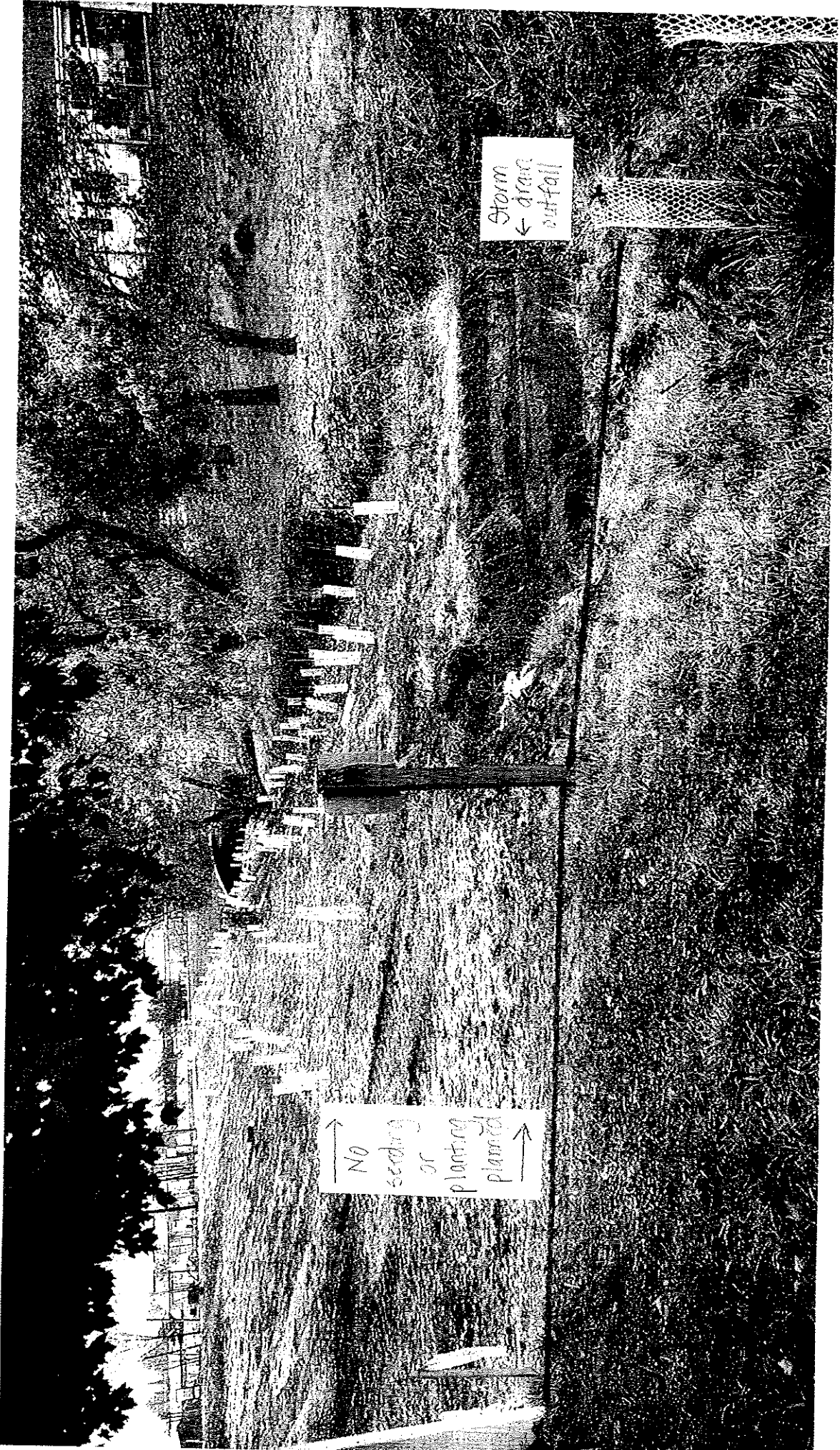
AVHSA  
(north)

↗  
No seeding  
or planting  
planned  
↘



11/13/23

CURRENT  
KDA (south)



AVHDA (north)



Jackson Soil & Water Conservation District  
 89 Alder Street Central Point OR 97502  
 Telephone: 541-423-6159 Fax: 541-727-7471  
[www.jswcd.org](http://www.jswcd.org)

## AVHOA - SITE VISIT SUMMARY

PROPERTY ADDRESS:	1123 Village Square Drive, Ashland OR.
TAXLOT(s):	391E1OBB, 3718
WATERSHED (HUC12):	Hamilton Creek-Bear Creek (171003080105)
DATE OF SITE VISIT:	August 29, 2023

ATTENDEES	ORGANIZATION	CONTACT INFORMATION
Sue & Gery Whiteman	AVHOA Landowners	<a href="mailto:suewhiteman063@gmail.com">suewhiteman063@gmail.com</a> ; 970-217-9956
Jack Seybold	AVHOA Co-presidents, Landowners	<a href="mailto:sseybold@mind.net">sseybold@mind.net</a> <a href="mailto:gael63@mind.net">gael63@mind.net</a>
Clint Nichols	Jackson SWCD	<a href="mailto:clint.nichols@jswcd.org">clint.nichols@jswcd.org</a> 541-423-6180
Kora Mousseaux	Jackson SWCD	<a href="mailto:kora.mousseaux@jswcd.org">kora.mousseaux@jswcd.org</a> 541-423-6181

Dear Sue & Team,

Thank you for inviting JSWCD staff to your property. We look forward to assisting you in achieving your natural resource goals. Below please find a summary of our recommendations.

### Natural Resource Concerns & Recommendations

#### Primary Concern: Erosion Control

- Sheer face dug on KDA side, need for bank protection
  - Smooth banks out/pull back & plant OR
  - Back fill with soil, install willow mattress, plant top
  - Isn't all the way to creek, likely above the ordinary high water mark
- Take pictures during storms
- Need for soil protection on KDA side for fall/winter rains; exposed soil will flow into creek
  - KDA has a drainage plan in the opposite direction of the creek to the East





Sue Whiteman <suewhiteman063@gmail.com>

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## Ashland Village HOA site visit 11/3/23 with City of Ashland

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**Aaron Anderson** <aaron.anderson@ashland.or.us>  
To: Sue Whiteman <suewhiteman063@gmail.com>  
Cc: Derek Severson <derek.severson@ashland.or.us>

Mon, Nov 13, 2023 at 11:25 AM

Hi Sue,

I wanted to let you know that I have heard back from the engineering dept and they confirm that the storm drain outfall closest to your home is not constructed in accordance with the engineering requirements. I was told that KDA is aware, and their engineering firm is working on it. I have provided your contact information as they need to coordinate with your HOA as repair will require encroaching on your land (I presume for the excavator)

Please let me know if you have any questions, and I look forward to seeing you tomorrow.

[Quoted text hidden]

**Fw: Public Comment, PA-T2-2023-00043**

Derek Severson <derek.severson@ashland.or.us>

Mon 2023-10-30 11:54 AM

To: Mark Knox <knox@mind.net>; 'Laz Ayala' <laz@kda-homes.com>

Cc: Aaron Anderson <aaron.anderson@ashland.or.us>; Brandon Goldman <brandon.goldman@ashland.or.us>

Mark & Laz,

FYI The comments below were received from James Jarrard. We'll add these to the record and address in the staff report, and I wanted to make you aware.

Thanks,

**Derek Severson, Planning Manager**

[Pronouns](#) He/him/his



**City of Ashland**

**Community Development**

51 Winburn Way, Ashland, Oregon 97520

541.552.2040 | TTY 800.735.2900

[derek.severson@ashland.or.us](mailto:derek.severson@ashland.or.us)

Online [ashland.or.us](http://ashland.or.us); social media (Facebook [@CityOfAshlandOregon](#) | Twitter [@CityofAshland](#))

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**From:** James Jarrard <jjarrard51@gmail.com>

**Sent:** Monday, October 30, 2023 11:47 AM

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

**Cc:** James Jarrard <jjarrard51@gmail.com>; Designated Agent <designated.agent.256@gmail.com>

**Subject:** Public Comment, PA-T2-2023-00043

[EXTERNAL SENDER]

October 30, 2023

TO: City of Ashland  
Community Development Department

RE: PA-T2-2023-00043, October 25, 2023

I am writing to express concern about proposed changes to the Beach Creek subdivision plan before the builder fulfills its original affordable housing obligations. The proposed changes are distributed to nearby city residents as Planning Action: PA-T2-2023-00043 dated October 25, 2023.

As I understand, the initial agreement required the builder to provide 8 lots to nonprofit organizations for affordable housing, with no infrastructure costs. However, the builder later asked the nonprofits to pay \$70,000 per lot for infrastructure. This caused the initial partner, Habitat for Humanity, to withdraw. Subsequently, the builder agreed to fulfill its obligations for 25% of its obligations (2 of 8 lots)

While the builder has since provided 2 affordable lots, they still need to find nonprofit partners for the remaining 6 before any modifications should be approved. The builder made a commitment to this community to provide 8 affordable lots, and it is imperative that the full obligation is met. While I understand the builder's desire for flexibility, it is imperative that the city holds firm on the initial affordable housing obligations. Ashland is facing a severe shortage of affordable workforce housing. This obligation may also be codified in Ashland Municipal Code (AMC).

I urge the Commission to reject any proposed subdivision changes until the builder secures partners for the remaining 6 affordable lots. The City of Ashland has a severe shortage of affordable workforce housing. Reducing guaranteed affordable units from 8 to 2 would represent a major setback in addressing this critical need. In the absence of effective leadership in Ashland, responsibility of upholding community standards falls to the Planning Commission on this issue. The wealth and community heft of the builder (KDA Homes, Incorporated) should hold no sway with the Planning Commission.

Please stand firm and require the builder to fulfill the original affordable housing commitment of 8 lots before approving any modifications. Doing so will demonstrate Ashland's dedication to equitable development and serving the housing needs of all its residents.

Thank you for your strong leadership on this issue. I am confident the Commission will make the fair decision and hold the builder accountable to their promises.

--signed--

Sincerely,  
James P. Jarrard

Ashland Resident  
1072 Clear Creek Drive  
Ashland, Oregon 97520

October 30, 2023

City of Ashland  
ATTN: Lisa Verner, Commission Chairperson  
City Planning Commission  
51 Winburn Way  
Ashland, Oregon 97520

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While the builder has since provided 2 affordable lots, they still need to find nonprofit partners for the remaining 6 before any modifications should be approved. The builder made a commitment to this community to provide 8 affordable lots, and it is imperative that the full obligation is met. While I understand the builder's desire for flexibility, it is imperative that the city holds firm on the initial affordable housing obligations. Ashland is facing a severe shortage of affordable workforce housing. This obligation may also be codified in Ashland Municipal Code (AMC).

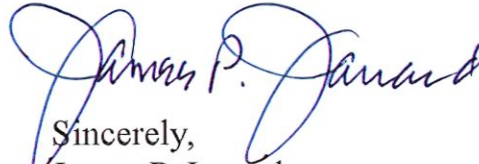
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Sincerely,  
James P. Jarrard

Ashland Resident  
1072 Clear Creek Drive  
Ashland, Oregon 97520



**From:** [Brandon Goldman](#)  
**To:** [Doug McGeary](#)  
**Cc:** [Carmel Zahran](#); [Michael Sullivan](#); [Lisa Verner](#); [Derek Severson](#); [Paula Hyatt](#)  
**Subject:** Jerrard Public Comment PA-T2-2023-0043  
**Date:** Friday, November 03, 2023 3:14:40 PM  
**Attachments:** [image001.png](#)  
[2023-10-25 Public Comment Jarrard - Goldman.pdf](#)  
[image002.png](#)

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City Attorney McGeary,

I am writing to address a matter of significant concern related to the public comments submitted by Mr. Jerrard on a proposed amendment to the Beach Creek Subdivision recently submitted by KDA Homes. Both the City Planning Department and individual Planning Commissioners have received correspondence from Mr. Jerrard urging the Commission not to approve the aforementioned amendment which was publicly noticed and will be presented to the Planning Commission in the coming month. These public comment letters submitted by Mr. Jerrard were received within the stipulated timeframe and will be included in the upcoming Planning Commission packets relating to the planning action.

I am not reaching out to discuss Mr. Jerrard's position on the planning application proposed but to address a specific allegation made in his letters.

Mr. Jerrard asserts that the developer, KDA Homes, requested a payment of \$70,000 be made by Habitat for Humanity, to me directly in connection with their affordable housing partnership. I want to clarify unequivocally that this claim is entirely false. There appears to be a critical error in his letters, as it has come to my attention that the same accusation was made against various recipients including Staff, Planning Commissioners, and the Council Liaison to the Planning Commission, with the insertion of their individual names into the text concerning the alleged payment. A snippet of the letter is below with the relevant sentence highlighted.

As I understand, the initial agreement required the builder to provide 8 lots to nonprofit organizations for affordable housing, with no infrastructure costs. However, the builder later asked the nonprofits to pay Brandon Goldman \$70,000 per lot for infrastructure. This caused the initial partner, Habitat for Humanity, to

For the record, it is my understanding that KDA Homes had indeed requested that Habitat for Humanity contribute \$70,000 per lot to KDA Homes to assist with the development infrastructure costs for the affordable housing units. However, upon review, the board of Habitat for Humanity elected not to meet this request, and subsequently, KDA Homes donated two lots to Habitat for Humanity without any requirement for payment.

The erroneous assertion by Mr. Jerrard that City Staff, Planning Commission members, or the Council Liaison were to be paid direct payments in relation to this subdivision is not only baseless but also damaging. There is no truth to this allegation, and I am concerned that such misinformation now part of the public record, even if made in error, could be misconstrued as fact. To address this potential, a copy of this response clarification letter will also be included in the planning record.

Given that the receipt of these letters could raise questions during the upcoming deliberations on the planning application, I felt it necessary to inform you of this issue promptly. It is important that both the integrity of our processes and the reputations of the individuals and entities involved are not wrongfully tarnished by such allegations.

Attached please find a copy of Mr. Jerrard's letter which was addressed to me directly and received by mail today. Should you require any further clarification on this matter or if any questions arise, please do not hesitate to reach out to me.

Thank you for your attention to this important issue.

**Brandon Goldman, AICP**

**Director of Community Development**

Pronouns: he, him, his



*Better Together*

**City of Ashland**

**Community Development**

51 Winburn Way, Ashland, Oregon 97520

541-552-2076 | TTY 800.735.2900

Brandon.goldman@ashland.or.us

Online [ashland.or.us](http://ashland.or.us); social media (Facebook @CityOfAshlandOregon | Twitter @CityofAshland)

*This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at 541-552-2076.*

cc. Carmel Zahan  
Lisa Verner  
Michael Sullivan  
Derek Severson  
Paula Hyatt

**From:** [Doug McGeary](#)  
**To:** [Brandon Goldman](#)  
**Cc:** [Carmel Zahran](#); [Michael Sullivan](#); [Lisa Verner](#); [Derek Severson](#); [Paula Hyatt](#)  
**Subject:** RE: Jerrard Public Comment PA-T2-2023-0043  
**Date:** Monday, November 06, 2023 12:50:06 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Dear Brandon,

I appreciate our phone conversation last Friday regarding Mr. Jarrard's letter. It served as a reminder that our office had advised staff not to engage with Mr. Jarrard's repeated and confrontational comments. However, this time, his accusations have crossed a line and become part of the public record in the land use matter, necessitating a response.

In his letter, Mr. Jarrard alleges that you received money from the land use applicant through one of the involved parties. While Mr. Jarrard's statement could be seen as an accusation of wrongdoing against you and others, such a significant claim should, in theory, be evident to everyone and easily refuted due to the lack of evidence or explanation. Additionally, you noted that essentially identical letters, with only the names changed, have been sent to other official parties involved in this matter. We both observed that there is an absence of spacing between your name and the dollar sign in the alleged monetary figure. This suggests a likely systemic error in inserting names in the word processing process. Such errors make the preposterousness of his claims even more evident.

Considering Mr. Jarrard's history and the identical letters sent to others, it's clear that these accusations lack credibility. Rather than seeking a retraction from Mr. Jarrard, which I doubt he would provide, your response letter effectively addresses the issue and documents our stance. If you believe it would be beneficial, I'm willing to include this response in the official record for a more comprehensive review.

Thank you for your attention to this matter.

Douglas M McGeary  
Acting City Attorney  
City of Ashland  
20 E. Main Street  
Ashland, Oregon 97520  
(541) 552-2091

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**From:** Brandon Goldman <[brandon.goldman@ashland.or.us](mailto:brandon.goldman@ashland.or.us)>



**Sent:** Friday, November 3, 2023 3:15 PM

**To:** Doug McGeary <doug.mcgeary@ashland.or.us>

**Cc:** Carmel Zahran <carmel.zahran@ashland.or.us>; Michael Sullivan <michael.sullivan@ashland.or.us>; Lisa Verner <lisaverner815@icloud.com>; Derek Severson <derek.severson@ashland.or.us>; Paula Hyatt <Paula.Hyatt@council.ashland.or.us>

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City Attorney McGeary,

I am writing to address a matter of significant concern related to the public comments submitted by Mr. Jerrard on a proposed amendment to the Beach Creek Subdivision recently submitted by KDA Homes. Both the City Planning Department and individual Planning Commissioners have received correspondence from Mr. Jerrard urging the Commission not to approve the aforementioned amendment which was publicly noticed and will be presented to the Planning Commission in the coming month. These public comment letters submitted by Mr. Jerrard were received within the stipulated timeframe and will be included in the upcoming Planning Commission packets relating to the planning action.

I am not reaching out to discuss Mr. Jerrard's position on the planning application proposed but to address a specific allegation made in his letters.

Mr. Jerrard asserts that the developer, KDA Homes, requested a payment of \$70,000 be made by Habitat for Humanity, to me directly in connection with their affordable housing partnership. I want to clarify unequivocally that this claim is entirely false. There appears to be a critical error in his letters, as it has come to my attention that the same accusation was made against various recipients including Staff, Planning Commissioners, and the Council Liaison to the Planning Commission, with the insertion of their individual names into the text concerning the alleged payment. A snippet of the letter is below with the relevant sentence highlighted.

**As I understand, the initial agreement required the builder to provide 8 lots to nonprofit organizations for affordable housing, with no infrastructure costs. However, the builder later asked the nonprofits to pay Brandon Goldman \$70,000 per lot for infrastructure.** This caused the initial partner, Habitat for Humanity, to

For the record, it is my understanding that KDA Homes had indeed requested that Habitat for Humanity contribute \$70,000 per lot to KDA Homes to assist with the development infrastructure costs for the affordable housing units. However, upon review, the board of Habitat for Humanity elected not to meet this request, and subsequently, KDA Homes donated two lots to Habitat for Humanity without any requirement for payment.

The erroneous assertion by Mr. Jerrard that City Staff, Planning Commission members, or the Council Liaison were to be paid direct payments in relation to this subdivision is not only baseless but also damaging. There is no truth to this allegation, and I am concerned that such misinformation now part of the public record, even if made in error, could be misconstrued as fact. To address this potential, a copy of this response clarification letter will also be included in the planning record.

Given that the receipt of these letters could raise questions during the upcoming deliberations on the planning application, I felt it necessary to inform you of this issue promptly. It is important that both the integrity of our processes and the reputations of the individuals and entities involved are not wrongfully tarnished by such allegations.

Attached please find a copy of Mr. Jerrard's letter which was addressed to me directly and received by mail today. Should you require any further clarification on this matter or if any questions arise, please do not hesitate to reach out to me.

Thank you for your attention to this important issue.

**Brandon Goldman, AICP**

**Director of Community Development**

Pronouns: he, him, his



*Better Together*

**City of Ashland**

**Community Development**

51 Winburn Way, Ashland, Oregon 97520

541-552-2076 | TTY 800.735.2900

[Brandon.goldman@ashland.or.us](mailto:Brandon.goldman@ashland.or.us)

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*This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at 541-552-2076.*

cc. Carmel Zahan  
Lisa Verner  
Michael Sullivan  
Derek Severson  
Paula Hyatt

**From:** [Kay Sandberg](#)  
**To:** [planning](#)  
**Cc:** [Aaron Anderson](#)  
**Subject:** questions for 11/14/23 meeting  
**Date:** Monday, November 06, 2023 3:18:21 PM

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[EXTERNAL SENDER]

Hello,

I have a few questions for the 11/14 meeting regarding the Beach Creek development that I ask to be included in the meeting that evening...

1. What are the specific plans for affordable housing--all/only cottages? locations? all to be completed by Habitat for Humanity and if so, when (please update)?
2. What is the timeframe for phase 3; is this the parcel of field nearest the tracks?
3. Who may we contact at KDA Homes with further questions or concerns who will be responsive to our inquiries and answer in a timely manner?
4. When will the Orchid Street entrance no longer be used for trucks and other construction vehicles (approximate date)?
5. Will the public be permitted to ask questions and make comments at the meeting?

Thank you. kind regards,  
Kay Sandberg

## Eliminating Parking Minimums

Ray Chirgwin <rayc@kswarchitects.com>

Fri 2022-10-14 10:18 AM

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

[EXTERNAL SENDER]

Derek – Please forward this to Ashland Planning Commission and Staff. Thank you!

Dear Members of the Ashland Planning Staff and Commission –

On behalf of KSW Architecture and Planning, we have compiled important resources on eliminating mandatory parking minimums.

Please take sufficient time to study these as you consider parking reform as a part of the “Climate-Friendly and Equitable Communities” rulemaking.

Videos:

<https://www.strongtowns.org/journal/2017/7/24/parking-has-shaped-our-cities>

<https://www.youtube.com/watch?v=lgA4FIWjl8>

<https://www.youtube.com/watch?v=H6wBSRj3NWg>

<https://www.youtube.com/watch?v=3g-z-PEzTas>

Articles/ Reports/ Resources:

[https://www.oregon.gov/lcd/CL/Documents/StPaulMN\\_ParkingSlides.pdf](https://www.oregon.gov/lcd/CL/Documents/StPaulMN_ParkingSlides.pdf)

[https://www.mba.org/docs/default-source/research---riha-reports/18806-research-riha-parking-report.pdf?sfvrsn=d59a2d33\\_0](https://www.mba.org/docs/default-source/research---riha-reports/18806-research-riha-parking-report.pdf?sfvrsn=d59a2d33_0)

<https://www.strongtowns.org/parking>

<https://www.eesi.org/articles/view/how-eliminating-parking-actually-makes-cities-better>

We hope that you find this informative.

KSW fully supports the removal of mandatory parking minimums. The benefits include:

- Promotes infill development
- Increases tax value of properties
- Reduces pressure on surrounding rural land
- Reduces pressure on existing road capacity and maintenance
- Increases places for humans to enjoy (green space, pedestrian space, etc)
- Promotes healthier lifestyles (physical and social)
- Reduces stormwater pollution and heat island effect
- Promotes healthier forms of transportation (bike, walk, transit)
- Community resiliency in the wake of Amazon, work-from-home, ride-share & autonomous vehicles, cyber-Monday
- Reduces single occupancy vehicle trips counts and distances
- Reduces noise pollution
- Promotes better building design and landscape design

Remember that removing parking minimums will not drastically change our city overnight. Any change will be very slow.

Developers and designers can continue to build parking. It just gives us more opportunities to build slightly better places for our community.

Please don't hesitate to call and discuss parking with us more. We would appreciate the opportunity!

Kindest regards,

**Ray Chirgwin** R.A., LEED AP

**KSW** Architects

66 Water Street Suite 101

Ashland, OR 97520

m. 541.601.9478 (primary)

o. 541.488.8200 x.19

[rayc@kswarchitects.com](mailto:rayc@kswarchitects.com)



# Climate Friendly Equitable Communities Parking Reform

Planning Commission  
11/14/2023

## State Rules

- State Adopted CFEC Parking rules
- Adopted by LCDC July 2022
- Aimed at promoting climate friendly and equitable urban development
- Statewide implementation effective January 1, 2023

## Select Options

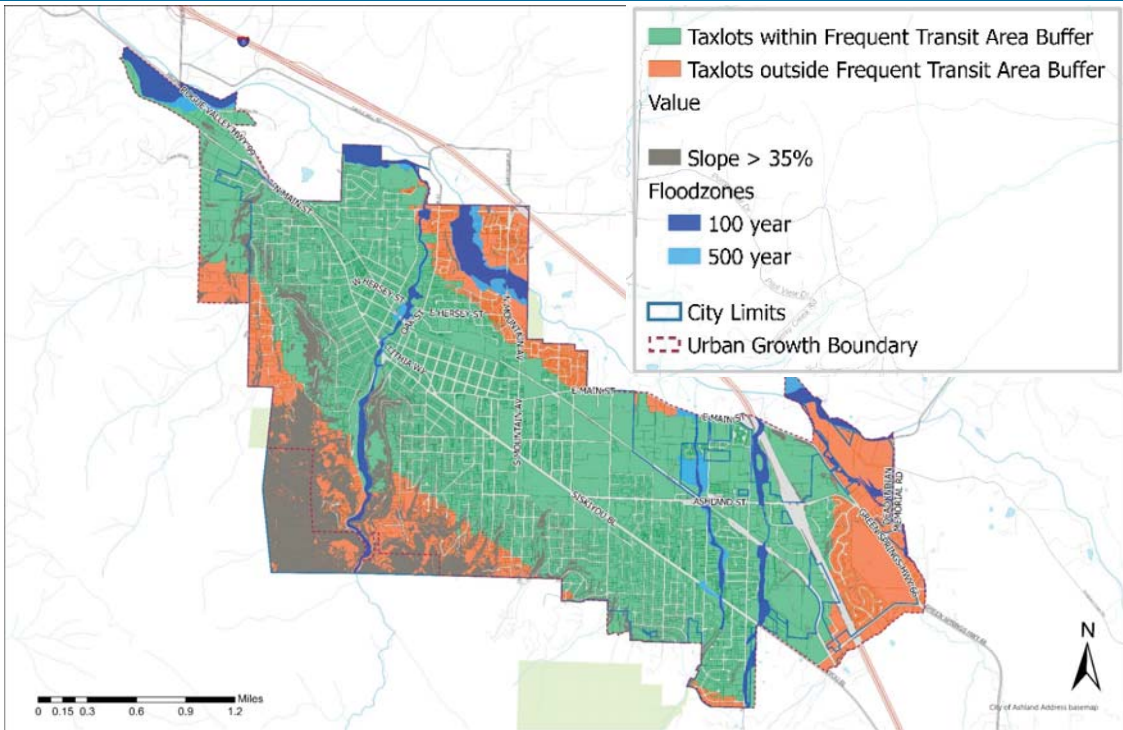
- City to select approach to address parking under CFEC rules, and Draft Ordinance amendments
  - **Option 1** – Eliminate all parking mandates citywide
  - **Option 2** – Maintain some parking mandates (in 20% of City) and apply new detailed standards and performance measures

## Adopt

- Adopt Land Use changes by December 31, 2023
- Implement



<p><b>Option 1</b> 660-012-0420</p>	<p><b>Options 2 and 3</b> 660-012-0425 through 0450</p>	
<p>Repeal parking mandates</p>	<p>Reduce parking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. Must unbundle parking for multifamily units near frequent transit. May not require garages/carports.</p>	
	<p>Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units</p>	
	<p>Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% by September 30, 2025</p>	
<p>no additional action needed</p>	<p><b>Option 2</b> <b>enact at least three of:</b></p> <ol style="list-style-type: none"> <li>1. Unbundle parking for residential units</li> <li>2. Unbundle leased commercial parking</li> <li>3. Flexible commute benefit for businesses with more than 50 employees</li> <li>4. Tax on parking lot revenue</li> <li>5. No more than ½ parking space/unit mandated for multifamily development</li> </ol>	<p><b>Option 3</b></p> <p>No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc.</p> <p>No additional parking for changes in use, redevelopments, expansions of over 30%.</p> <p>Adopt parking maximums.</p> <p>No mandates within ½ mile walking distance of Climate-Friendly Areas.</p> <p>Designate district to manage on-street residential parking.</p>



## Climate Friendly and Equitable Communities (CFEC) rules

Aim: To help local governments in Oregon create Climate Friendly Areas (CFAs) for more housing and transportation choices, aligning with Oregon's 2050 Climate Pollution Reduction Targets.

CFEC rules require metropolitan cities (including Ashland) to reform in parking standards, promoting diverse development by addressing current parking standards:

- Eliminate parking minimums and set maximum parking allowances
- Mandating bike parking spaces based on development type - Cargo-Bike and Bicycle Parking graphics updated
- Requiring new multifamily-housing/mixed-use developments to have electrical conduit extended for Electric Vehicles to 40% of parking spots voluntarily provided.
- Establishes tree canopy coverage and landscaping requirements for parking lots



## CFEC Parking Reforms

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## Climate Friendly and Equitable Communities (CFEC) rules

### Eliminating mandated parking requirements

- Removing parking mandates gives developers the discretion to include parking based on project-specific needs and contexts, rather than following a uniform requirement.
- Developers can assess factors like location, target demographic, and access to public transportation to determine if parking is necessary for their project.
- The elimination of mandated parking removes the requirement for on-site vehicular parking ratios by use, thereby enabling property developers and landlords to voluntarily unbundle parking from housing and commercial spaces.



## CFEC Parking Reforms

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## City of Ashland specific amendments (not CFEC required)

Aim: The aim of the City of Ashland's additional parking requirements, such as permitting exceptions to exceed maximum thresholds, mandating accessible parking for certain developments, and revising past parking and circulation ordinances, is to enhance flexibility, accessibility, and regulatory consistency in urban development while aligning with broader climate and community goals.



## CFEC Parking Reforms

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## City of Ashland specific amendments (not CFEC required)

**ADA-Accessible Parking Requirement:** New draft code mandates at least one ADA-accessible parking space in developments where no other parking is proposed, ensuring accessibility compliance. (18.4.3.050).



Where parking is proposed with a development the State Building Code stipulates the requisite number of accessible spaces required based on the size of the parking lot.



## CFEC Parking Reforms

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## City of Ashland specific amendments (not CFEC required)

**Conditional Use Permit for Excess Parking:** Added draft code language allows applicants to request a Conditional Use Permit when demand exceeds maximums parking space allotment, offering flexibility in parking planning (18.4.3.030.B.2)



## CFEC Parking Reforms

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## City of Ashland specific amendments (not CFEC required)

**On-Street Parking in Subdivisions:** Amended code language focuses on the association of on-street parking with Performance Standards Options in subdivisions, aiming to streamline and clarify parking regulations in these areas. (18.3.9.060.A)

*For all Performance Standards Subdivisions in R-1 zones, and for all Performance Standards Subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions.*

- 1. Where on-street parking is provided on newly created or improved streets, the total number of on-street spaces required should not surpass the available street frontage, with each parking space being considered equivalent to 22 feet in length without interruption and exclusive of designated no-parking areas.*
- 2. Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.*
- 3. Lots containing cottage housing developments, housing units smaller than 750 square feet, or affordable housing are not subject to the requirement of providing on-street parking in Performance Standards Subdivisions.*



## CFEC Parking Reforms

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## City of Ashland specific amendments (not CFEC required)

**Driveway Separation Standards:** Removed the 50' driveway separation requirement on neighborhood streets for lots serving three or more units, retaining the 24' separation standard for these lower order streets. (18.4.3.080.C.3.c.i)

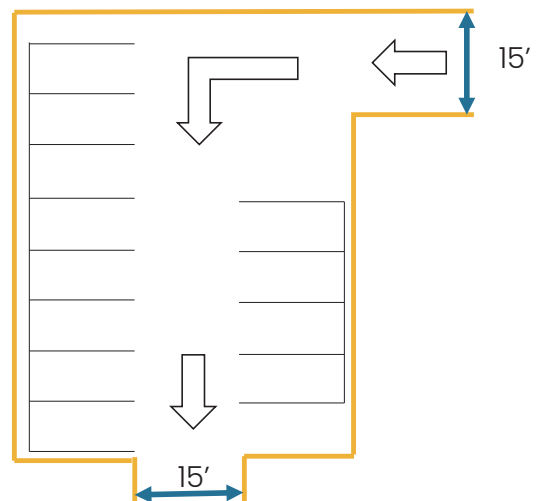
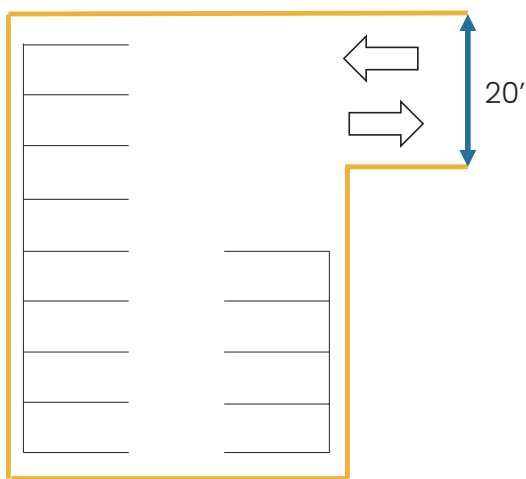
### i. Distance between driveways.

on boulevard streets:	100 feet
on collector streets:	75 feet
on neighborhood streets:	24 feet <b>for 2 units or fewer per lot, 50 feet for three or more units per lot</b>



## City of Ashland specific amendments (not CFEC required)

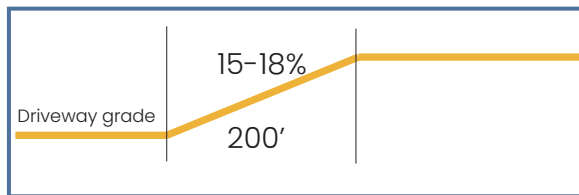
**Vehicular Circulation Width Standards:** Amended code for two-way and one-way vehicular circulation width, aligning with past variance approvals for consistency. (18.4.3.080.D.3).



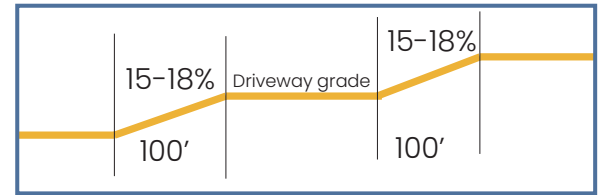
## CFEC Parking Reforms

## City of Ashland specific amendments (not CFEC required)

**Maximum Grade for Flag Drives:** Revised code to allow flag drives multiple sections to exceed a 15% grade, up to a maximum of 18%, ensuring clarity and consistency with previous variance approvals. (18.5.3.060.F )



Existing



Proposed

*Flag drive grades shall not exceed a maximum grade of 15 percent. Variances may be granted for flag drives for grades in excess of 15 percent but no greater than 18 percent ~~for not more than~~ **provided that the cumulative length of such variances across multiple sections of the flag drive does not exceed** 200 feet. Such variances shall be required to meet all of the criteria for approval in chapter 18.5.5 Variances.*



## CFEC Parking Reforms

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### NEXT STEPS

Planning Commission Public Hearing:	11/14
Transportation Advisory Committee:	11/16
Planning Commission Adoption of Findings:	11/28
City Council Public Hearing & First Reading:	12/05
City Council Second Reading:	12/19

Local Adoption and State Acknowledgement by 12/31/2023



## CFEC Parking Reforms

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