

**APPLICANT'S
REBUTTAL**

**PA-T3-2019-00001
1511 HWY 99 N**

Robert Kendrick
Casita Developments LLC
Grand Terrace

June 9, 2020

Letter of Rebuttal to Scott Knox Letter Dated June 5, 2020 and reference clarification and correction of fact in Robert Kendrick's letter of May 12, 2020

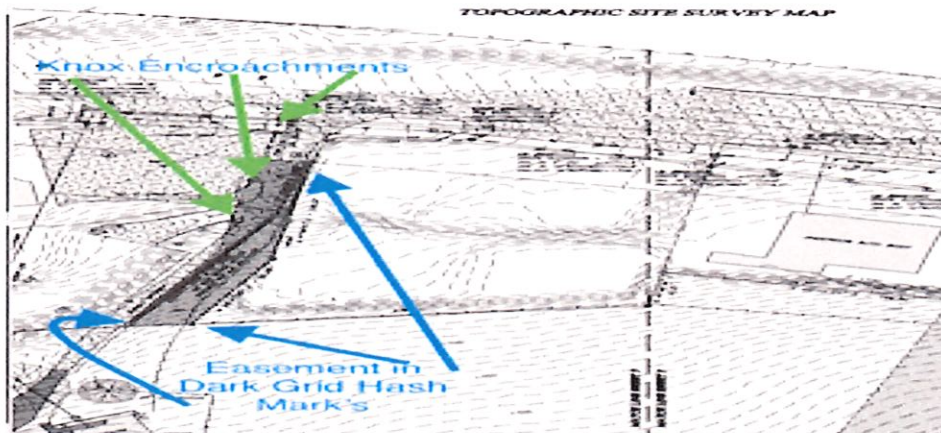
Re: Grand Terrace Development PA-T3-2019-001

Dear Commissioners

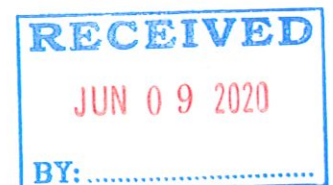
1. Mr. Knox denies encroachment into the easement. Below is the ALTA Survey section where the easement is Legally located. The easement was narrowed 5 to 6 feet by Mr. Knox's development of the Storage Facility with the installation of block walls and other structural materials. At the driveway access point to Hwy 99 landscaped mounds and signs further narrow the easement. This is documented by Polaris Survey. Mr. Knox stated he set the driveway a significant way back from the easement, this is not correct. I'm sure this wasn't done on purpose, but they will have to be removed.

2. Mr. Knox also argues my he couldn't to choose a different entry point and says there are two different property owners and he couldn't do that. The owner entity names are different but both are under Mr. Knox personal name so he is the owner of both properties. I met with Mr. Knox last year and he acknowledge that he encroached into the easement, so it is very baffling why he is now denying it, even in the face of the survey.

Please see attached copy of Survey and imprinted one below



Thank you
Robert Kendrick
Casita Development LLC



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RESPONSE TO THE TRANSPORTATION COMMISSION

Objectives for Goal #1: GREEN TEMPLATE

ASHLANDS GRAND TERRACE AGRIFOOD plan is to develop a working farm, Farm House and functioning Barn for use of residents. Our green template is the development of a AGRIFOOD.

By the production of food on site the average piece of produce is shipped 1,500 miles (2,400 km) before it reaches the plate. Eating seasonal foods that require less processing in combination with transporting products over shorter distances can lead to lower greenhouse gas emissions. Local foods are often produced using organic methods, which can lower emissions associated with petroleum-based fertilizers.

Compact development and open-space preservation can help protect water quality by reducing the amount of paved surface and by allowing natural lands to filter rainwater and runoff before they reach drinking-water supplies.

Below are the benefits of a AGRIFOOD which talk to and meets the standards outlined in GOAL 1, A GREEN TEMPLATE

From the URBAN LAND INSTITUTE

AGRIFOODS CULTIVATING BEST PRACTICES

Around the world, communities face pressing health challenges related to the built environment. Through the Building Healthy Places Initiative, launched in 2013, ULI is leveraging the power of ULI's global networks to shape projects and places in ways that improve the health of people and communities. Learn more and connect with Building Healthy

Benefits of Agrihood Development

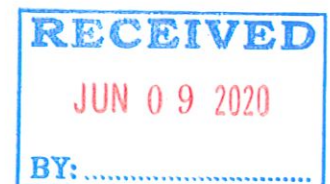
Agrihoods offer proven financial, health, and environmental benefits—to the stakeholders involved in their implementation, to surrounding communities, and to the planet.

Agrihoods present a competitive edge.

Of U.S. residents, 73 percent consider access to fresh, healthy foods to be a top or high priority when deciding where to live.

Interviews with agrihood project leaders show that including food-production spaces in residential or mixed-use developments can be less expensive to build and operate than certain other amenities, such as golf courses.

Agrihoods promote health and social interaction. A community farm can be the centerpiece of a development, and associated programming and educational opportunities can foster community social ties. Studies show that people who have satisfying relationships are happier, have fewer health issues, and live longer. Farms in communities provide residents with access to fresh produce, supporting positive health outcomes.



Agrihoods can support an attractive return on investment. Many studies find as much as a 15 to 30 percent increase in the value of properties adjacent to parks and open space, which can include working farms.

Agrihoods can provide environmental benefits. Clustering development around working farms allows developers and communities to conserve productive farmland and natural areas and to mitigate increases in impervious surfaces.

Agrihoods create jobs and support the local economy. Growing and selling food locally keeps food dollars in the community and provides jobs for farmers.

Agrihoods are growing. The number of agrihoods in North America has been expanding in recent years. As of 2018, ULI has identified projects in 27 U.S. states and Canadian provinces.

GOAL #2 Travel Safety

2E. ODOT has worked with the project team, the City, and our Transportation expert who together developed a working solution for the traffic from the development and onto the Hwy that meets the safety standards of the Oregon Transportation Department.

GOAL #3

Developing the AGRIBOOD will meet this goal as explained above.

3B. Travel options are Bus, Bicycle, on Site Electric Cars, and multiple walking and biking paths on site, and off site.

3C. Noted

3D. The installation and development of a RVTB bus stop at the entrance of the community is a significant achievement that meets high density development housing Transit Oriented Development, that will encourage the use of Public Transit and eliminating the use of vehicles.

3E. Bike paths are being developed on site and off through the development of bike lanes and 3100 lineal feet of sidewalk improvements to safely walk to the North and South.

GOAL #4

Incorporation of the RVTB terminal at the development entrance with facilities and lighting will greatly encourage the use of public transit to all parts of the City.

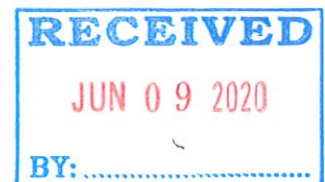
4C. Pedestrian facilities will be ADA compliant.

4G. Comprehensive development of different modes of travel will be walking, biking, bus and car. Electric cars will be provided on site for use locally for those in need.

GENERAL

The development of a AGRIBOOD will be a one of 27 such developments in the nation as well as being a Transit Oriented development.

"transit-oriented housing will probably reduce total vehicle travel at the regional level, compared to the counterfactual where that housing was not built or was built in a more sprawling location. Granting reductions in trip generation for the transit-oriented nature of that housing is certainly a step in the right direction, but fundamentally it is misleading to think that such transit-oriented housing generates any



trips at all at a regional scale. A more reasonable starting point is to consider that new development is just as likely to reduce traffic, air pollution, and greenhouse gas emissions as it is to increase them."
Adam Millard-Ball from the University of Santa Cruz

Critical to creating transit-oriented communities is that ridership is highest among low to moderate income households, this promotes transit ridership, and creates a more vibrant, transit-oriented community. It should be further noted that typical households in auto-dependent neighborhoods spend about 25 percent of their income on transportation costs, but this number drops to 9 percent in neighborhoods with a variety of mobility options. Although the TIA indicates volumes of traffic, this development will greatly reduce traffic within the Transit District.

Bike facilities, shared vehicles, electric charging infrastructure, will be installed on site, Compact development and open-space preservation can help protect water quality by reducing the amount of paved surface and by allowing natural lands to filter rainwater and runoff before they reach drinking-water supplies, permeable parking lots will be placed over top of the 100 foot wide easement which is called the Billings Syphon, bike path and trail development, solar, and storm water filtration systems are already in the civil plans. Community gardens are now elevated to AGRIFOOD for the health of the community and the earth.

Ingress/Egress:

All safety measures available from and approved by ODOT will be incorporated into all full access areas.

Pedestrian connectivity:

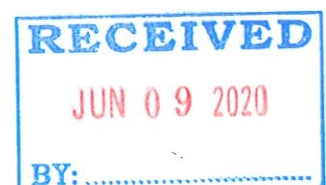
This is fully designed into the development. Physical barriers have been requested from ODOT but they feel it isn't safe and disapproved the displays and designs we provided for such items because they felt it was unsafe for bicyclist. We can talk to them again, but all the sidewalks are under the design criteria of ODOT and not the developers or the City.

Concern over pedestrian and cyclist safety: We asked ODOT if it was possible to reduce the speed limits, but they said the traffic will slow down just by what they call Traffic Culture. From their experience with the installation of sidewalks, bike paths and people walking down the highway creates a culture of safety and that drivers will slow down when they see sidewalks and pedestrians.

Bicycle connectivity: A northbound bike facility is not under the developer's power but was discussed with ODOT. They feel there isn't enough ODOT property on the opposite side of the Highway for these improvements. Of course, if we could do it we would. ODOT has stated that after the development is installed and road study will be conducted and at that time it will be determined if the speed should be reduced. Concurrently the knowledge they have of Traffic Culture under these circumstances should help with the speed and make it safer.

Transit connectivity: There will be Bus Stop at the entrance and there is no need to walk uphill to the next Bus Stop. The Northbound Bus Stop is a 9-minute walk with a safe crosswalk and traffic light. From the studies completed within the city at large this development ranks in the top 10% of most accessible in terms of the time it takes to get to both North and South bound bus stops.

Thank you
Robert Kendrick



Robert Kendrick
Casita Developments LLC
Project response June 9,2020

ASHLANDS GRAND TERRACE AGRIHOOD

The Existing Farmhouse and Barn



Valley Views from the Site



Redeveloped Barn and Produce Area



Redeveloped House & Activity Area



Open area's around Farm House



Proposed walking trails in Forest

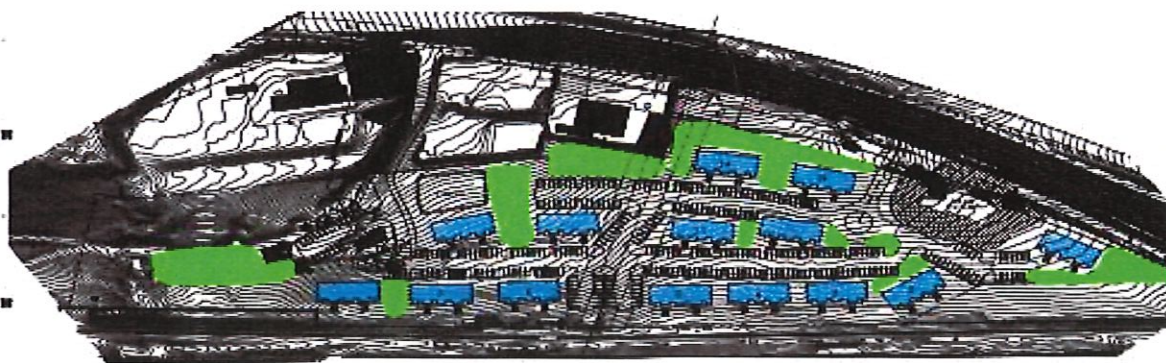


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OLD HOME SITE WITH BARN AND BUILDINGS



BUILDING SITE PLAN WITH OPEN SPACE AND GARDENS AND FARMS (more to be included)



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HISTORIC PICTURE OF FARMS ORCHARDS AND FORESTED AREA



IN THIS LEFT-HAND CORNER
BETWEEN THE HIGHWAY AND RAIL ROAD
IS THE OLD FARM LAND AND FOREST?
AND THE NEW
REINCARNATED
ASHLANDS GRAND TERRACE AGRIHOOD

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