

# West Village Subdivision

CITY OF  
ASHLAND

## Outline Plan Approval

## Planning Commission Hearing

September 10, 2019



# West Village Subdivision

## Proposal

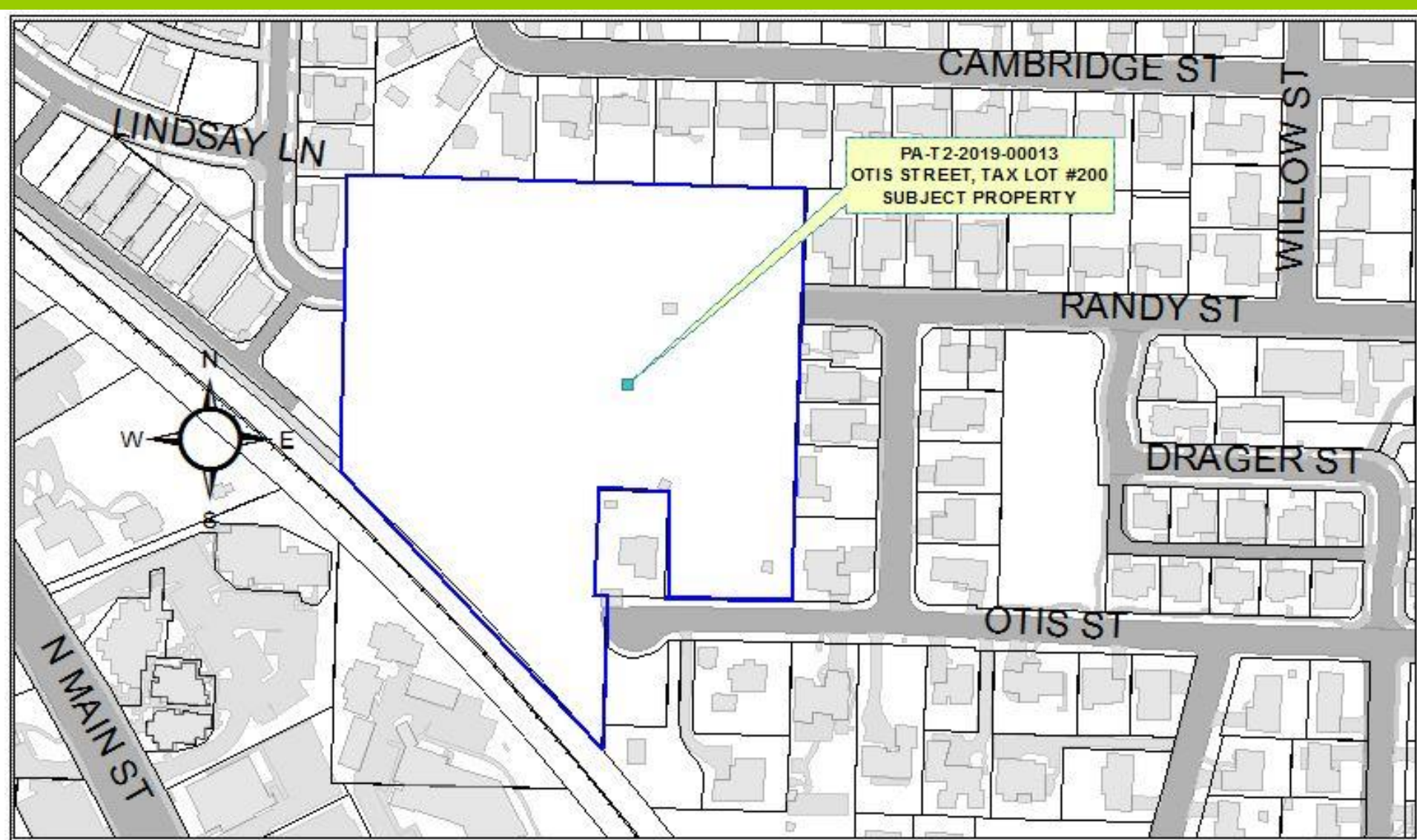
Outline Plan subdivision approval under the Performance Standards Options Chapter to develop a 27-lot subdivision for the vacant 5.92-acre parcel (Tax Lot #200) at the current western terminuses of Otis and Randy Streets, west of Elizabeth Avenue. The proposed subdivision would include 23 single family residential lots, two common open space parcels and two larger lots intended for future Cottage Housing developments totaling up to 19 future cottages.



# West Village Subdivision

## Vicinity Map

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# West Village Subdivision

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Aerial View (Google®)





# West Village Subdivision

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## View from Randy Street



# West Village Subdivision

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View from Otis Street





# West Village Subdivision

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View from Otis Street



# West Village Subdivision

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View from Vansant Street in Billings Ranch subdivision





# West Village Subdivision

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## Billings Ranch Alley & Multi-Use Path



# West Village Subdivision

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## Billings Ranch Alley & Multi-Use Path





# West Village Subdivision

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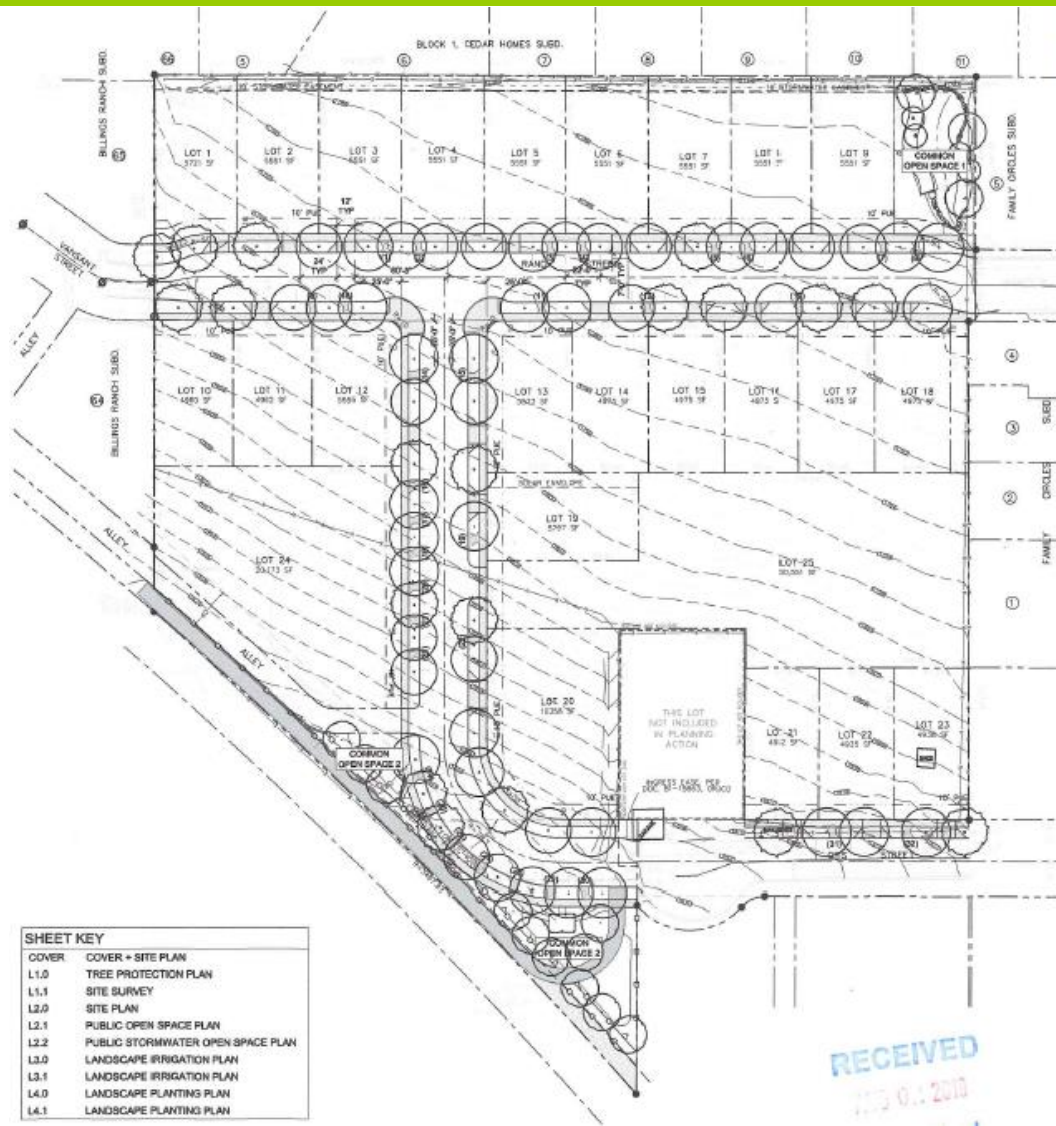
View from Vansant to Randy Street



# West Village Subdivision

## Site Plan (Cover)

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# Site Tree Preservation Plan (L1.0)

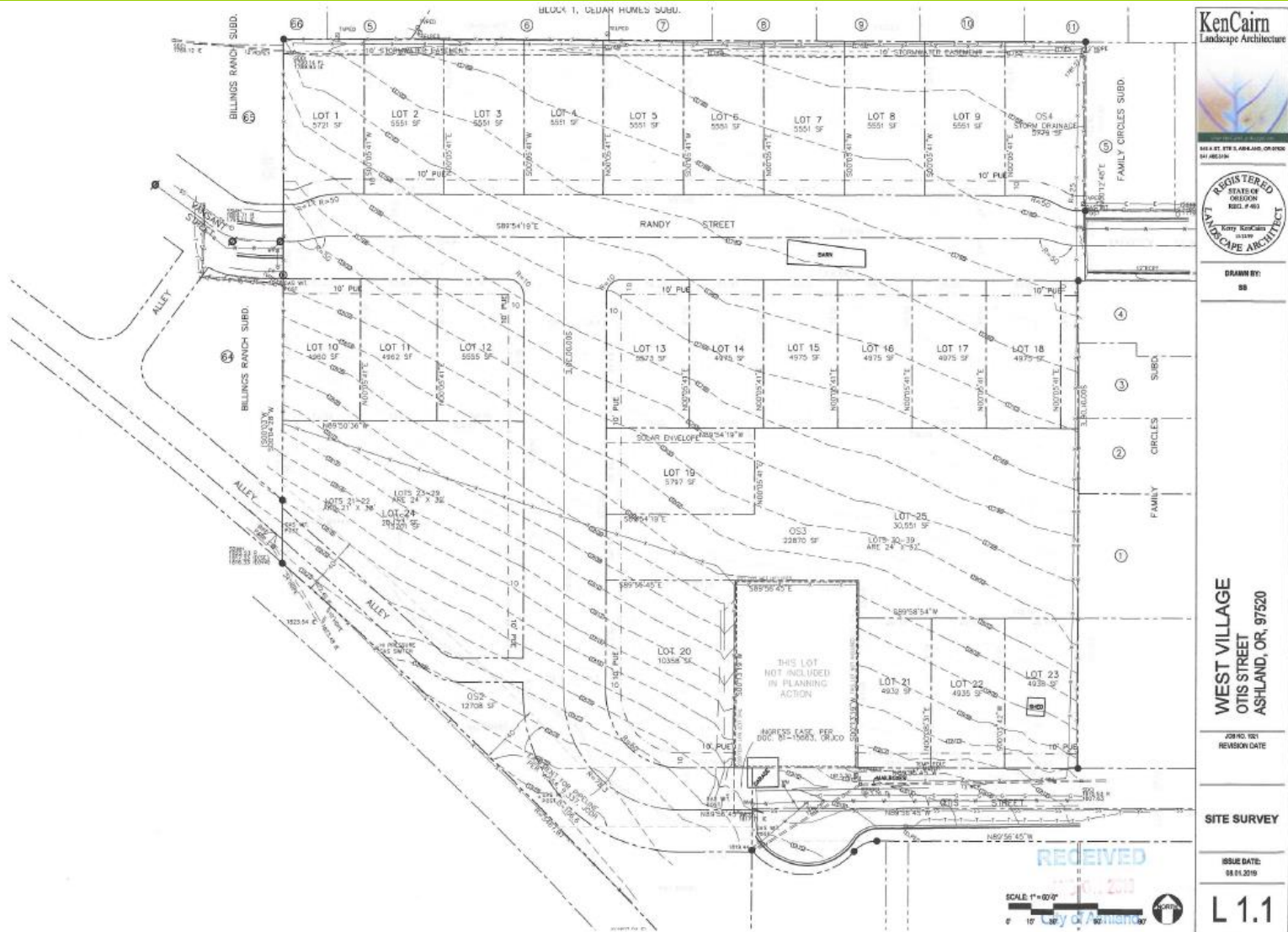
Approve, with the stipulation that the applicant shall add emphasis to native species and shrubs.



# West Village Subdivision

## Site Survey (L1.1)

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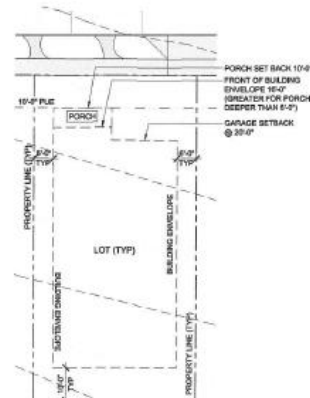
RECEIVED  
2009-09-01  
City of Astoria  
SCALE: 1" = 500'

# West Village Subdivision

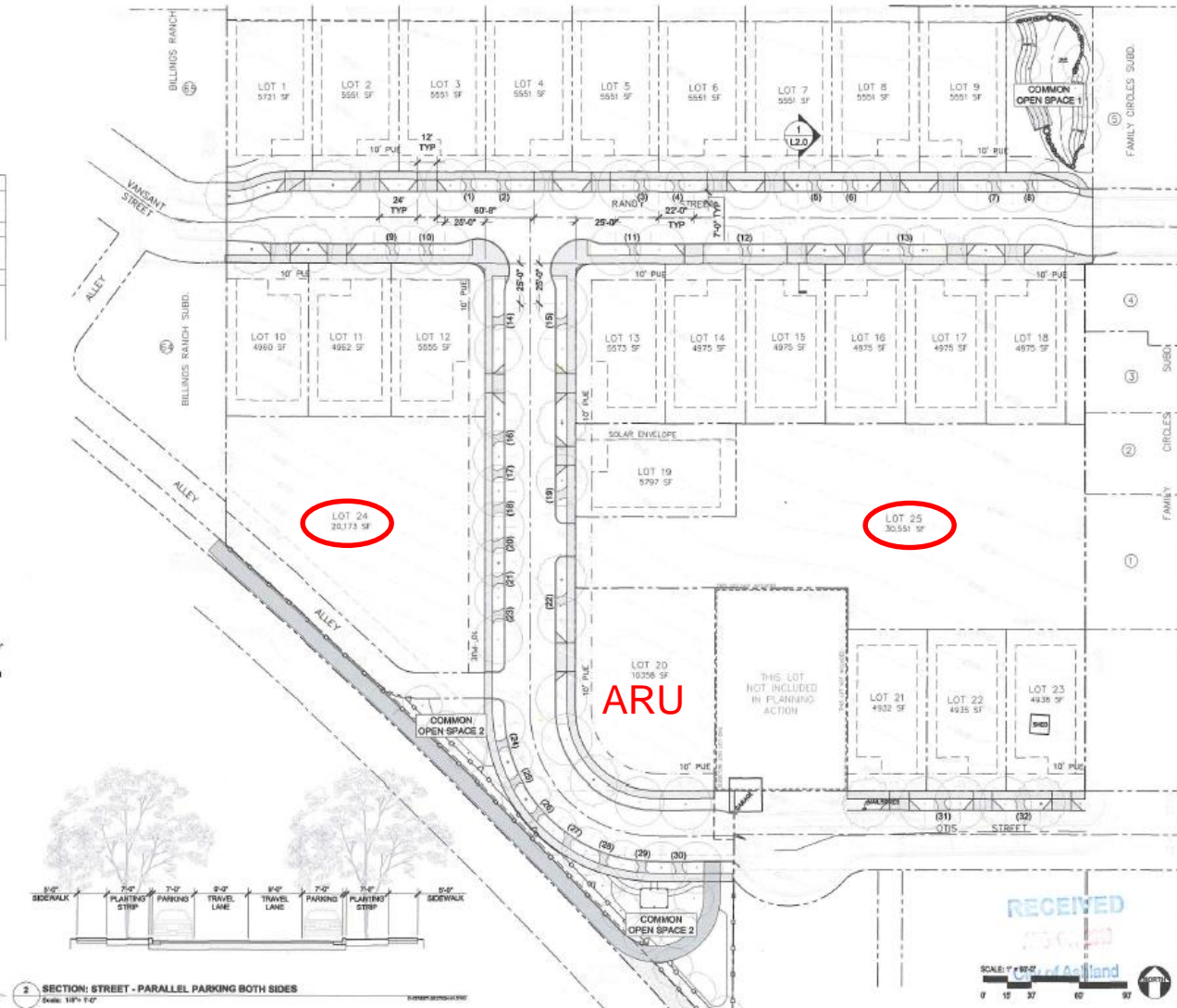
## Landscaped Site Plan (L2.0)

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PLAN LOT KEY				
LABEL	EXAMPLE	ZONING	AREA	DESCRIPTION
REGULAR LOT	LOT 11	RL-2	4,332 SF MIN	
CORNER LOT	LOT 11	RL-2	6,380 SF MIN	
COMMON OPEN SPACE KEY				
LABEL	AREA	DESCRIPTION		
OPEN SPACE 01	5,778 SF	STORCHWATER FACILITY OPEN SPACE		
OPEN SPACE 02	13,708 SF	PARK OPEN SPACE		
GENERAL NOTES				
1. ALL				



1 ENLARGED PLAN: TYPICAL LOT LAYOUT  
Scale: 1/8" = 1'-0"



2 SECTION: STREET - PARALLEL PARKING BOTH SIDES  
Scale: 1/8" = 1'-0"



DRAWN BY:  
SB

WEST VILLAGE  
OTIS STREET  
ASHLAND, OR, 97520

JOB NO. 101  
REVISION DATE

LANDSCAPE  
SITE PLAN

ISSUE DATE:  
08.01.2019

L 2.0

RECEIVED

City of Ashland

Scale: 1" = 60'-0"





# Utility Plan

**LEGEND**

- EXISTING WATER MAIN
- EXISTING FIRE HYDRANT
- PROPOSED WATER MAIN
- PROPOSED FIRE HYDRANT
- PROPOSED SEWER MANHOLE OR CLEANOUT
- PROPOSED SANITARY SEWER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING SEWER MANHOLE OR CLEANOUT
- PHASE BOUNDARY

**PHASE 1**

**PHASE 2**

**PHASE 3**

**PHASE 4**

**PHASE 5**

**PHASE 6**

**PHASE 7**

**PHASE 8**

**PHASE 9**

**PHASE 10**

**PHASE 11**

**PHASE 12**

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**PHASE 245**

**PH**

## Conceptual Grading & Drainage

### LEGEND

- 
- NORTH**

GRAPHIC SCALE



CONTOUR INTERVAL = 1'

INDEX INTERVAL = 5'

INDEX CONTOUR —

**NOTE:**  
EXTENSIVE GRADING OF THE PROJECT SITE IS NOT  
ANTICIPATED. PROPOSED SITE GRADING TO  
GENERALLY MATCH THE EXISTING SITE TOPOGRAPHY.

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AUG 21 2019

City of Ashland



# West Village Subdivision

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Example Elevations (i.e. Typical Homes)



# West Village Subdivision

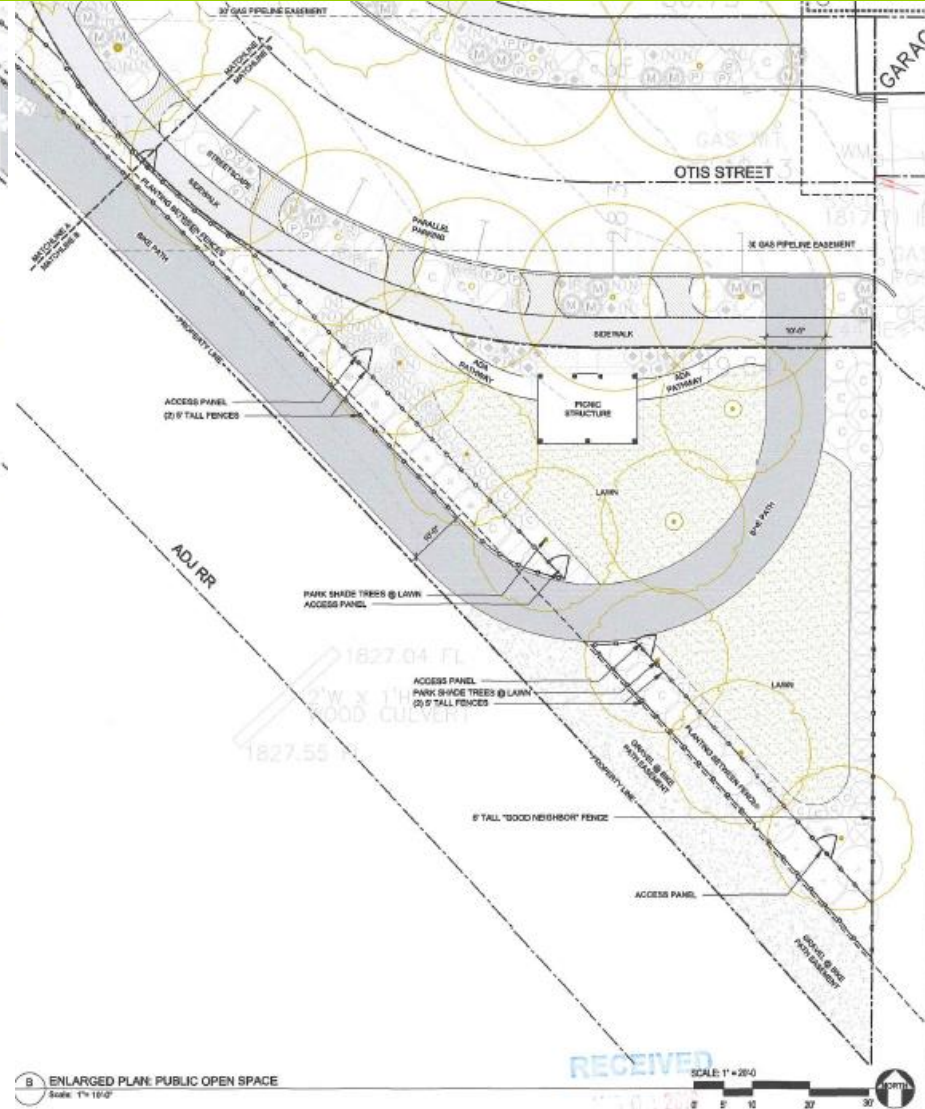
CITY OF  
ASHLAND

Example Elevations (i.e. Typical Homes)



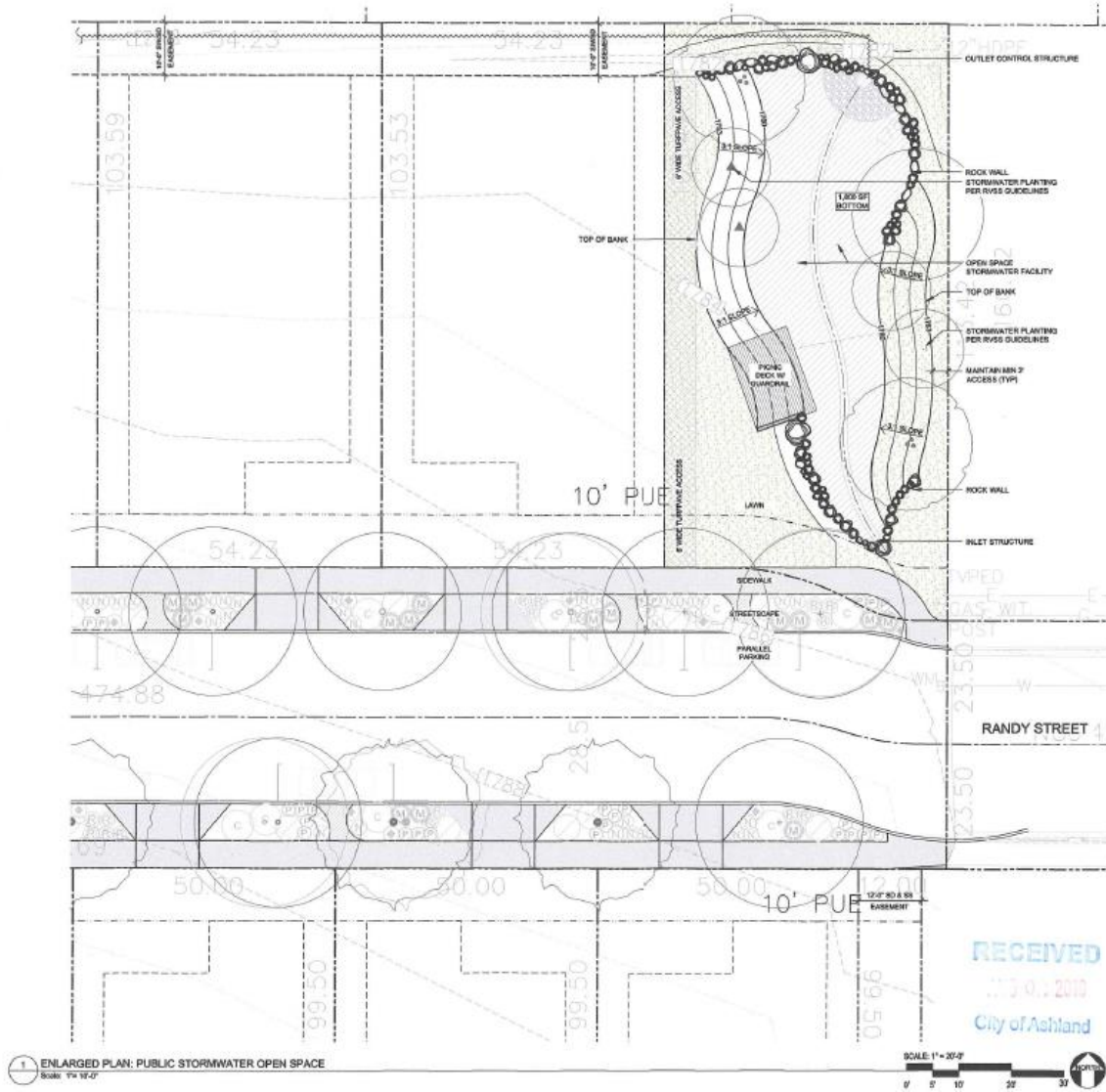


## South Open Space (L2.1)



# West Village Subdivision

## North Open Space (L2.2)





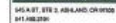
## Landscape Plan, North (L4.0)



DRAWN BY:  
JL, SB

L 4.0

## Irrigation Plan, North (L3.0)



58

WEST VILLAGE  
OTIS STREET  
ASHLAND, OR, 97520

REVISION DATE

LANDSCAPE  
IRRIGATION  
PLAN

ISSUE DATE:  
06.01.2018

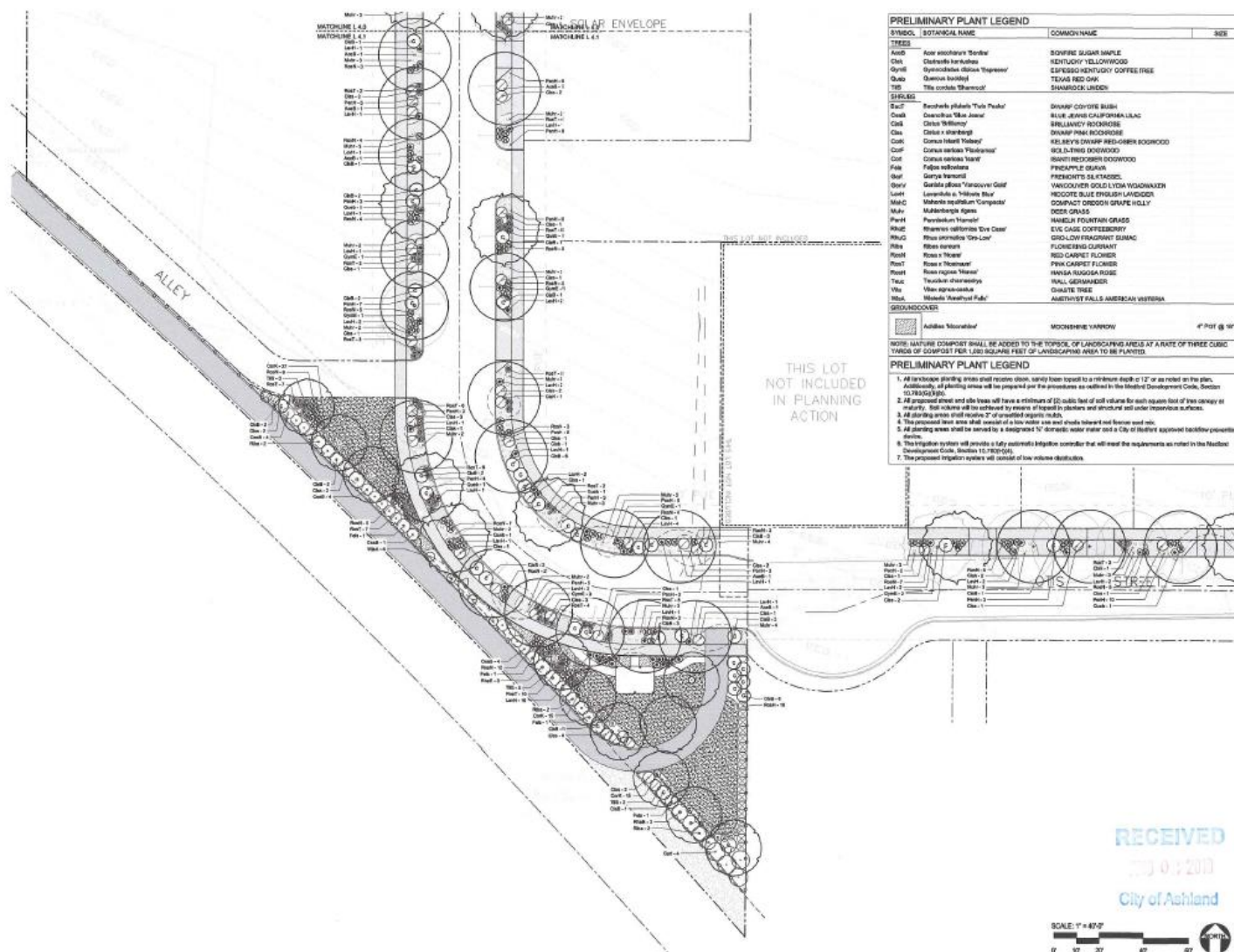
L 3.0

IRRIGATION HEAD KEY						
SYMBOL	DESCRIPTION	MODEL, (I")	MOZZLE	HEAD	FLOW RATE (GPM)	
	3/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	8"	11, 121, 0.64	
	1/2" FILL	HUNTER PRO330	MP-ROTATOR 1000	10"	9.10, 82.7, 0.54	
	3/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	14"	6.16, 56.3, 0.47	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	19"	4.40, 37.1, 0.31	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	25"	3.17, 1.91, 0.28, 0.54	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	37"	8.66, 1.02, 2.75, 1.83	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	50"	5.18, 0.20	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	63"	3.20	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	80"	2.00	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	100"	1.25	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	125"	0.80	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	150"	0.50	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	180"	0.33	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	210"	0.25	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	240"	0.17	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	270"	0.13	
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	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	360"	0.06	
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	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	4020"	0.01	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	4050"	0.01	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	4080"	0.01	
	1/4" FILL	HUNTER PRO330	MP-ROTATOR 1000	4110"	0.01	
	1/8" FILL	HUNTER PRO330	MP-ROTATOR 1000	4140"	0.01	
	1/4" FILL	HUNTER PRO330				

[illegible]



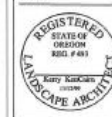
## Landscape Plan, South (L4.1)



**KenCairn**  
Landscape Architects



IN A ST. BTP'S, 436-ANG, OR 67  
CALL AND TALK.



DRANN BY  
JL 18

WEST VILLAGE  
OTIS STREET  
ASHLAND, OR, 97520

JOB NO. 1921  
REVISION DATE

LANDSCAPE  
PLANTING  
PLAN

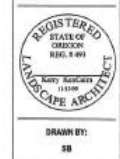
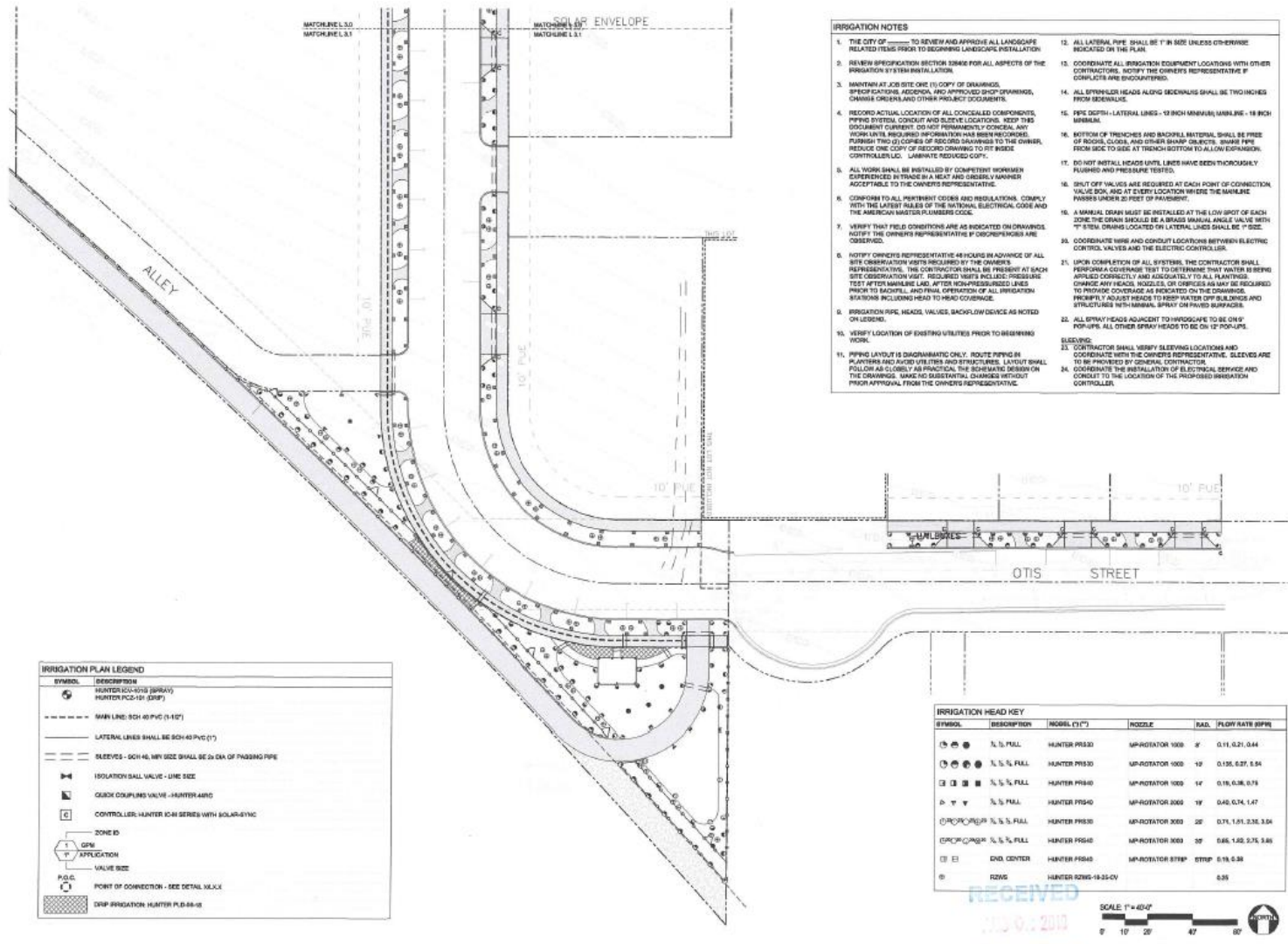
ISSUE DATE:  
08/11/2019

L 4.1

# West Village Subdivision

## Irrigation Plan, South (L3.1)

CITY OF  
ASHLAND



DRAWN BY: 38

WEST VILLAGE  
OTIS STREET  
ASHLAND, OR 97520

JOB NO. 1001  
REVISION DATE

LANDSCAPE  
IRRIGATION  
PLAN

ISSUE DATE:  
08.01.2013

**L 3.1**



# West Village Subdivision

## Transportation Impact Analysis (TIA) Thresholds

Proposed land use actions, new developments, and/or redevelopment accessing a State highway/boulevard, directly or indirectly (via collector or local streets), will need to provide traffic impact studies to the respective local reviewing jurisdiction(s) and ODOT, if the proposed land use meets one or more of the following traffic impact study thresholds. A traffic impact study will not be required of a development that does not exceed the stated thresholds.

- 1. Trip Generation Threshold:** 50 newly generated vehicle trips (inbound and outbound) during the adjacent street peak hour [30 new trips during the A.M. peak hour and 40 new trips during the P.M. peak hour.];
- 2. Mitigation Threshold: Installation** of any traffic control device and/or construction of any geometric improvements that will affect the progression or operation of traffic traveling on, entering, or exiting the highway;
- 3. Heavy Vehicle Trip Generation Threshold:** 20 newly generated heavy vehicle trips (inbound and outbound) during the day;

All traffic impact studies will need to be prepared by a registered professional engineer in accordance with ODOT's development review guidelines.

# West Village Subdivision

## TIA Conclusions

### Conclusions

The findings of the traffic impact analysis conclude that the proposed 40-unit residential subdivision can be approved on the transportation system without creating adverse operational impacts. Results of the analysis are as follows:

1. All study area intersections are shown to operate within performance standards under existing year 2019 and design year 2022 no-build and build conditions during both the a.m. and p.m. peak hours.
2. Study area intersection 95<sup>th</sup> percentile queue lengths were shown to stay within available link distances for all analysis scenarios.
3. There is no crash history in the area, nor any reported crashes at any of the study area intersections within the most recent five years.
4. Left and right turn lane criterion is not shown to be met on any study area street under design year 2022 full build conditions.
5. Speeding was evaluated in the study area and not shown to be a safety concern.
6. Cut through traffic was considered through the Van Sant Street connection to the subject property and shown to potentially increase traffic on Willow Street, but not create capacity or safety concerns.

This analysis was undertaken to address issues of compliance with the City of Ashland Comprehensive Plan and Land Development Code. Based upon our findings, it is concluded that streets and intersections serving the subject property will accommodate projected a.m. and p.m. peak hour traffic volumes from the proposed 40-unit residential subdivision without degrading the performance of an existing or planned facility such that it would not meet the performance standard identified in the City's Transportation System Plan (TSP).