

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
JULY 12, 2011
AGENDA**

- I. **RECOGNITION OF JOHN RINALDI, JR'S SERVICE ON THE PLANNING COMMISSION**

- II. **CALL TO ORDER**

- III. **ANNOUNCEMENTS**

- IV. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. June 14, 2011 Regular Meeting
 - 2. June 28, 2011 Study Session

- V. **PUBLIC FORUM**

- VI. **TYPE II PUBLIC HEARINGS**
 - A. **PLANNING ACTION: #2011-00738**
 - SUBJECT PROPERTY: 1405 Tolman Creek Road**
 - APPLICANT: Malibar Group, LLC**
 - DESCRIPTION: A request for Outline and Final Plan approval for an eight-lot Performance Standards Subdivision to be developed in three phases for the vacant property located at 1405 Tolman Creek Road. The application also includes requests for a Variance to reduce the number of on-street parking spaces by fifty percent in order to preserve a large (60-inch diameter) maple tree; an Exception to Street Standards to not install sidewalks along a portion of the new street; and a Physical & Environmental Constraints Review Permit to allow utility installation within the Hamilton Creek floodplain along Tolman Creek Road. COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-7.5; ASSESSOR'S MAP #: 39 1E 23 BA; TAX LOT: 308 and 501**

- VI. **OTHER BUSINESS**
 - A. **Planning Commission Retreat Schedule**

 - B. **Bi-Annual Attendance Report**

- VII. **ADJOURNMENT**

**CITY OF
ASHLAND**



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone is 1-800-735-2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
June 14, 2011

CALL TO ORDER

Chair Pam Marsh called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Larry Blake
Michael Dawkins
Pam Marsh
Debbie Miller
John Rinaldi, Jr.

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Associate Planner
April Lucas, Administrative Supervisor

Absent Members:

Melanie Mindlin

Council Liaison:

Russ Silbiger, absent

ANNOUNCEMENTS

Commissioner Rinaldi noted the final meeting of the Economic Development Ad-Hoc Committee was held yesterday and they voted to advance the final Plan to the City Council. He provided a brief overview of the Plan's elements and stated the City Council will discuss it at the June 20, 2011 Study Session. Commissioner Marsh requested the final plan be provided to the Planning Commission once it is approved by the Council.

Community Development Director Bill Molnar noted the additional joint meetings that could be added to the Planning Commission's schedule in order to finish up the Transportation System Plan update. He stated the next joint meeting with the Transportation Commission will be July 26, and they are proposing another joint meeting in August. He stated the draft Plan should be ready by November, and the formal public hearing has been tentatively scheduled for February, 2012.

CONSENT AGENDA

A. Approval of Minutes.

1. May 10, 2011 Regular Meeting.

Commissioners Rinaldi/Miller m/s to approve the Consent Agenda. Voice Vote: all AYES. Motion passed 5-0.

PUBLIC FORUM

No one came forward.

TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: #2011-00397

SUBJECT PROPERTY: 2234 Siskiyou Boulevard (*accessed from Chitwood Lane*)

APPLICANT: Groundworks Community Development Corp.

DESCRIPTION: A request for Outline and Final Plan review, and Site Review approval to construct a five-unit townhouse development under the Performance Standards Options Chapter (AMC 18.88) for the property located at 2234 Siskiyou Boulevard, also known as Chitwood Park. The applicants have also requested a Tree Removal Permit to remove three trees six-inches in diameter or greater at breast height; Exceptions to Street Standards to allow a dead-end street in excess of 500-feet in length, a private drive to serve five units, and a separation between driveways of less than 24 feet; and an Administrative Variance to the Site Design & Use Standards to allow a reduction in the separation and screening between residential units and parking areas.

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-7.5; ASSESSOR'S MAP: 39 1E 14 CB; TAX LOT: 100

Commissioner Marsh invited the Applicant to come forward.

Kerry Kencairn/Applicant's Representative/Announced they are withdrawing their application and provided a brief explanation as to why. Ms. Kencairn stated they tried to carry forth a project that was desired by the Housing Commission and City Council, and their intention was to create something that the community said they wanted. She noted the issues that have come up and stated because this is an affordable housing project they cannot afford the legal fees and time delays, and at this point they cannot afford to move forward.

Commissioner Marsh noted that a number of citizens had signed up to speak and asked if any of them would still like to come forward.

Edward McBride/2241 Chitwood Ln/Requested confirmation that the Commission received his letter and pictures and that they would be included in the record. Marsh clarified the Commission did receive the materials submitted by Mr. McBride.

Matthew Terreri/2252 Chitwood Ln/Stated he is saddened that this project will not move forward and would have liked to see something done with that land. He commented on the importance of doing a project right and getting the facts straight, and stated there were a lot of things that were not taken into consideration by the Applicant.

PRESENTATION

A. Firewise Presentation

Firewise Communities Coordinator Ali True provided an overview of the City's Firewise program.

Ms. True's presentation covered:

- General overview of the Firewise Communities program and concept
- Fuel arrangement and fire behavior
- Home ignition zone concept and defensible space zones
- Basic concepts of Firewise landscaping, including fire-resistant plants and which fire-prone plants to avoid

Mr. True explained that by taking away the fuels, you can affect how a fire burns or whether it burns at all. She encouraged fire resistant landscaping and building materials, and stated involving planners in the landscape and construction design is an important factor of the Firewise program. She explained that by controlling the fuels within 100 ft to 200 ft of a home, you can impact how a fire burns; and in urban areas like Ashland this is often a shared responsibility between neighbors. Ms. True reviewed plantings that are fire-prone (including Junipers, Italian Cypress, and Rosemary), and suggested Firewise approved alternates that could be used instead, including those that are appropriate for privacy screening.

Ms. True clarified there are some communities in California that have mandated Firewise landscaping requirements; however, in Ashland participation is voluntary. She also clarified all of the City's street trees are fire resistant.

Mr. Molnar asked about privacy screening for upper floors. Ms. True stated there are some tall, narrow tree varieties (such as Aspen and Maple) that tend to provide the same type of screening as Italian Cypress, but in a much safer way.

Ms. True commented on the outreach she performs. She stated she teaches a Fire Resistant Landscaping course to contractors, and it will be offered for nursery associations and local contractors through the OSU Extension office. She added it will also be offered by SOU and RCC as part of their credit program.

Commissioner Marsh thanked Ms. True for providing this presentation and recommended the Firewise Program information be handed out by staff to anyone who gets a building permit.

OTHER BUSINESS

A. TSP Joint Meeting Follow-up Discussion.

Commissioner Marsh commented on the TSP Subcommittee meeting she attended, and asked if the commissioners had any other TSP related items they wished to discuss.

Commissioner Blake commented on a commuting survey that was done at SOU regarding whether students would be supportive of a quarterly fee to cover bus passes; and whether they would be more likely to support this fee if there was better service. He stated there was a fair amount of support for this, however a bus pass fee would not be likely to pass until RVTD improves their connectivity.

Associate Planner Derek Severson noted the Census statistics that were reviewed by Senior Planner Brandon Goldman which showed that Ashland is less car-centric than any other metropolitan area in the State, including Portland.

ADJOURNMENT

Meeting adjourned at 8:20 p.m.

*Respectfully submitted,
April Lucas, Administrative Supervisor*

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
MINUTES
June 28, 2011

CALL TO ORDER

Chair Pam Marsh called the meeting to order at 7:00 p.m. in the Siskiyou Room, 51 Winburn Way.

Commissioners Present:

Larry Blake
Michael Dawkins
Pam Marsh
Melanie Mindlin

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Associate Planner

Absent Members:

Debbie Miller

Council Liaison:

Russ Silbiger, absent

HISTORIC DISTRICT DESIGN STANDARDS UPDATE

Associate Planner Derek Severson provided a brief overview of the project that is underway to revise Ashland's Historic District Design Standards and introduced J. Todd Scott who is the project consultant.

Mr. Scott provided a presentation to the Commission on the proposed revisions to the Design Standards. He commented on why it is important to revise the standards, and listed the areas of key interest as: additions, imitations, and height. He presented pictures of several historic district structures, and listed what elements were successful and where he would have recommended changes to the design features. Mr. Scott reviewed the proposed revisions to the Design Standards, and recommended the City develop brochures that cover what kinds of things you should and should not do with historic buildings.

Mr. Molnar asked how Mr. Scott would address a second-story addition in the downtown, on a block such as the one where the Columbia Hotel is located. Mr. Scott discussed the need to protect the historic integrity of existing single-story buildings, noting that additions to single-story volumes can be more problematic than on taller, multi-story buildings. In general, he suggested the best way to protect the historic integrity of the building would be to set the second-story addition well back from the existing façade line.

COMMISSIONER COMMENTS

Commissioner Marsh commented on public education being a key component to all of this. She noted the ideas put forward are counter-intuitive to most people, including that windows and new materials should not exactly match those of the existing historic structure. Mr. Scott agreed and stated you want to be able to tell what portion of a building is new. He discussed the educational component of this project, which could involve fact sheets to act as handouts to supplement the Standards document. He discussed the sample fact sheet he prepared for windows, and noted that these could be prepared for a number of other relevant topics.

Commissioner Marsh spoke to the issue of driveway and garage placement in historic districts and stated this can have a big impact in how a block feels. There was a general discussion of how development patterns have changed over time to address the role of the car in American life, including the evolution from narrow, long lots to lots that are wider than they are deep. Additional comments were made regarding the need to address how pedestrian access from the sidewalk to a home is treated.

Commissioner Marsh noted her concern of the how Floor Area Ratios are calculated and suggested they consider revising this.

Mr. Severson commented on the next steps in the process and explained the consultant will take the comments and suggestions presented tonight and make his final refinements to the Standards, which will then be presented to Council for review in August. If the City Council is supportive of the revised Standards, staff will move forward with drafting an ordinance and formal public hearings will be held before the Historic Commission, Planning Commission and City Council.

OTHER BUSINESS

Commissioner Marsh commented on the membership of the Planning Commission and noted Commissioner Rinaldi has resigned and they are now down to five members. She encouraged the current members to solicit persons they feel would be a good fit on the Commission and invite them to submit an application to the Mayor's office.

Commissioner Dawkins asked about the Planning Commission's Retreat schedule and recommended they hold this at the same time each year either in the spring or summer.

ADJOURNMENT

Meeting adjourned at 8:30 p.m.

*Respectfully submitted,
April Lucas, Administrative Supervisor*



PLANNING ACTION: 2011-00738

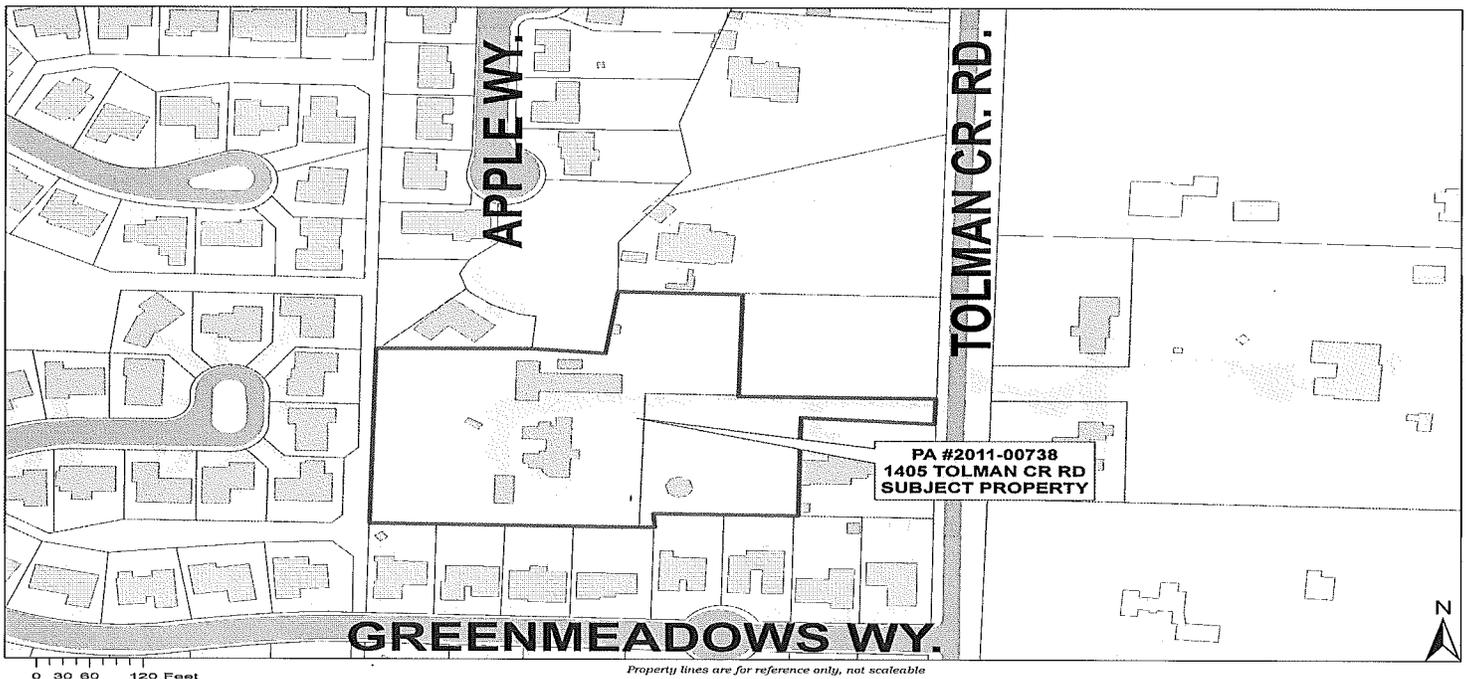
SUBJECT PROPERTY: 1405 Tolman Creek Road

OWNER/APPLICANT: Malibar Group, LLC

DESCRIPTION: A request for Outline and Final Plan approval for an eight-lot Performance Standards Subdivision to be developed in three phases for the vacant property located at 1405 Tolman Creek Road. The application also includes requests for a Variance to reduce the number of on-street parking spaces by fifty percent in order to preserve a large (60-inch diameter) maple tree; an Exception to Street Standards to not install sidewalks along a portion of the new street; and a Physical & Environmental Constraints Review Permit to allow utility installation within the Hamilton Creek floodplain along Tolman Creek Road. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **ASSESSOR'S MAP #:** 39 1E 23 BA; **TAX LOT:** 308 and 501

NOTE: The Ashland Tree Commission will also review this Planning Action on July 7, 2011 at 6:00 p.m. in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: July 12, 2011 at 7:00 PM, Ashland Civic Center



Notice is hereby given that a PUBLIC HEARING on the following request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION on meeting date shown above. The meeting will be at the ASHLAND CIVIC CENTER, 1175 East Main Street, Ashland, Oregon.

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA) on that issue. Failure to specify which ordinance criterion the objection is based on also precludes your right of appeal to LUBA on that criterion. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Commission to respond to the issue precludes an action for damages in circuit court.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost, if requested. A copy of the Staff Report will be available for inspection seven days prior to the hearing and will be provided at reasonable cost, if requested. All materials are available at the Ashland Planning Department, Community Development and Engineering Services, 51 Winburn Way, Ashland, Oregon 97520.

During the Public Hearing, the Chair shall allow testimony from the applicant and those in attendance concerning this request. The Chair shall have the right to limit the length of testimony and require that comments be restricted to the applicable criteria. Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing.

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting. (28 CFR 35.102-.35.104 ADA Title I).

If you have questions or comments concerning this request, please feel free to contact the Ashland Planning Division, 541-488-5305.

OUTLINE PLAN APPROVAL

18.88.030.A.4 Criteria for Approval

The Planning Commission shall approve the outline plan when it finds the following criteria have been met:

- a. That the development meets all applicable ordinance requirements of the City of Ashland.
- b. That adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. That the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
- d. That the development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. That there are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. That the proposed density meets the base and bonus density standards established under this Chapter.
- g. The development complies with the Street Standards. (ORD 2836, 1999)

FINAL PLAN APPROVAL

18.88.030.B.5 Criteria for Final Approval

Final plan approval shall be granted upon finding of substantial conformance with the outline plan. Nothing in this provision shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan shows that:

- a. The number of dwelling units vary no more than ten (10%) percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.
- b. The yard depths and distances between main buildings vary no more than ten (10%) percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Title.
- c. The open spaces vary no more than ten (10%) percent of that provided on the outline plan.
- d. The building size does not exceed the building size shown on the outline plan by more than ten (10%) percent.
- e. The building elevations and exterior materials are in conformance with the purpose and intent of this Title and the approved outline plan.
- f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.
- g. The development complies with the Street Standards.
(ORD 2836, 1999)

VARIANCE

18.100.020 Application

The owner or his agent may make application with the Staff Advisor. Such application shall be accompanied by a legal description of the property and plans and elevations necessary to show the proposed development. Also to be included with such application shall be a statement and evidence showing that all of the following circumstances exist:

- A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.
- B. That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.
(ORD 2425, 1987).
- C. That the circumstances or conditions have not been willfully or purposely self-imposed.
(ORD 2775, 1996)

EXCEPTION TO STREET STANDARDS

18.88.050 F – Exception to Street Standards

An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter. (ORD 2951, 2008; ORD 2836, 1999)

PHYSICAL & ENVIRONMENTAL CONSTRAINTS

18.62.040.I Criteria for Approval

A Physical Constraints Review Permit shall be issued by the Staff Advisor when the Applicant demonstrates the following:

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance. (ORD 2808, 1997; ORD 2834, 1998; ORD 2951, 2008)

**ASHLAND PLANNING DIVISION
STAFF REPORT
July 12, 2011**

PLANNING ACTION: PA-2010-00738

APPLICANT: Malibar Group LLC

LOCATION: 1405 Tolman Creek Road
Map 39 1E 23 BA, Tax Lots #308 & #501

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential

APPLICATION DEEMED COMPLETE: July 3, 2011

120-DAY TIME LIMIT: October 31, 2011

ORDINANCE REFERENCE:

18.20	R-1 Single Family Residential District
18.61	Tree Preservation and Protection
18.62	Physical & Environmental Constraints
18.88	Performance Standards Options
18.88.050.F	Exception to Street Standards
18.100	Variances

REQUEST: A request for Outline and Final Plan approval for an eight-lot Performance Standards Subdivision to be developed in three phases for the vacant property located at 1405 Tolman Creek Road. Also included are requests for a Variance to reduce the number of on-street parking spaces by fifty percent in order to preserve a large (60-inch d.b.h.) maple tree; an Exception to Street Standards to not install sidewalks along a portion of the new street; and a Physical & Environmental Constraints Review Permit to allow utility installation within the Hamilton Creek floodplain along Tolman Creek Road.

I. Relevant Facts

A. Background - History of Application

In July of 2010, Planning Action 2010-00582 requested a Lot Line Adjustment and a Variance to allow a lot wider than it was deep. This request was approved by the Planning Commission, and remains in effect until August 24, 2011 although no Lot Line Adjustment survey has as yet been filed.

In September of 1997, Planning Action 97-085 requested a variance to increase the number of livestock from the permitted two head of livestock over the age of six months per acre to four head of livestock over the age of six months per acre to keep 15 llamas on the property. This request was ultimately denied by the City Council.

In July of 1995, Planning Action 95-037 requested Outline and Final Plan approval for the four-lot Wildcreek Subdivision under the Performance Standards Option. Tax Lot #308, one of the subject properties in the current application, was Lot #4 in that subdivision.

There are no other planning actions of record for this site.

B. Detailed Description of the Site and Proposal

The subject properties, Tax Lots #308 and #501, are located on the west side of Tolman Creek Road between Green Meadows Way and Morada Lane. Both properties are located within the R-1-7.5 zoning district, a single family residential zone which requires a minimum lot size of at least 7,500 square feet.

Tax Lot #501 is 0.89 acres in area and is vacant with the exception of a small shed associated with the agricultural use of the property as a llama farm.

Tax Lot #308 is 2.32 acres in area and contains a ranch-style, single-story single family residence, a detached garage with guest house above, and an additional large detached garage/storage building. According to Jackson County Assessor's data, the single family residence was constructed in 1890 and is approximately 2,515 square feet, and the guest house dates to 1950 and is approximately 560 square feet. The application notes that all existing structures are intended to remain on the property with the proposal, although a portion of the existing garage/shop on what is to be Lot #6 is shown to be removed to accommodate the proposal. Tax Lot #308 has no legal frontage on Tolman Creek Road; while it is served by a private driveway easement from Apple Way to the north, it takes functional access via an existing flag drive to Tolman Creek Road.

The properties are generally flat, with an approximate four to five percent slope down to the northeast, although there are some steeper areas along the bank of a drainage at the western portion of the subject properties. A tree inventory and tree preservation plan has been provided identifying 43 trees on or adjacent to the subject property. Of these, five trees are proposed for removal with the proposed subdivision. These include: #2, a 16-inch d.b.h. sycamore; #13 and #15, a six-inch and a ten-inch d.b.h. apples; #14, a six-inch d.b.h. almond; and #16, an eight-inch d.b.h. sequoia. As noted in AMC 18.61.042.D.1.c, the removal of significant trees (*i.e. those trees greater than 18-inches in diameter at breast height*) on vacant R-1 zoned lands requires a Tree Removal Permit. None of the trees proposed to be removed is considered by definition to be significant, and as such, the tree removals proposed are not subject to a Tree Removal Permit.

In addition to the trees identified on and around Tax Lot #501, there is a land drainage and associated riparian vegetation along the western portion of Tax Lot #308. While not identified as a water resource in the City of Ashland's inventory, this drainage appears to be an extension of Hamilton Creek Tributary #2 which terminates on the property to the north, near the Apple Way cul-de-sac. The drainage is protected by a Natural Drainageway Easement which was established with an earlier subdivision approval which remains in effect.

Local stream Hamilton Creek runs along the east side of Tolman Creek Road in the property's vicinity, and its identified floodplain is in close proximity to the entrance to the driveway serving the subject properties. As a local stream, Hamilton Creek has a water resource protection zone which extends 40 feet upland of its centerline. Given the creek's proximity to Tolman Creek Road, this protection zone is located entirely within the existing right-of-way improvements, however the creek has an associated floodplain corridor which extends roughly five feet onto the subject properties' frontage and as such any work constituting development within this portion of Hamilton Creek's floodplain is subject to a Physical and Environmental Constraints Review (P&E) Permit. In this instance, both the new street's construction and the associated utility installation occurring on the relatively small section of floodplain lands near the existing driveway entrance are being considered under a P&E permit.

Currently, access to the subject properties is via an existing flag drive from Tolman Creek Road which serves an additional tax lot (Tax Lot #500) which has legal access via its Tolman Creek Road frontage, but takes functional access from the driveway on the subject property. Tolman Creek Road is classified as an Avenue or Major Collector, and is under Jackson County's jurisdiction in this vicinity. Tolman Creek Road is currently paved with open drainage ditches on either side, but lacks curbs, gutters, on-street parking, storm drains, and park-row planting strips with street trees, sidewalks, and bike lanes in the vicinity.

II. Project Impact

The proposal involves a request for Outline and Final Plan approval for an eight-lot Performance Standards Subdivision, which is to be developed in three phases. The request also includes requests for: 1) a Variance to reduce the number of on-street parking spaces by fifty percent in order to preserve a 60-inch d.b.h. maple tree on the subject properties; 2) an Exception to Street Standards to not install sidewalks along a portion of the new street; and 3) a Physical & Environmental Constraints Review Permit to allow utility installation within the Hamilton Creek floodplain along Tolman Creek Road.

Because the proposal is a request for the Outline and Final Plan approval for an eight-lot Performance Standards Subdivision, AMC 18.108.050.A.5 requires that the application be reviewed by the Planning Commission through a Type II public hearing process.

A. Outline & Final Plan Approval under the Performance Standards Options Chapter

In staff's assessment, the project meets all applicable ordinance requirements of the City of Ashland with the exception of the Exception and Variance requests. These items are further discussed in the applicable sections below.

City facilities and services are currently available to serve the project from the adjacent Tolman Creek Road right-of-way. The property is currently served by:

- ✓ An eight-inch sanitary sewer main located in the Tolman Creek Road right-of-way.
- ✓ An eight-inch water main located in the Tolman Creek Road right-of-way.

- ✓ Sections of an 18-inch storm sewer along with an open ditch along Tolman Creek Road.
- ✓ Electrical facilities are available to be extended from Tolman Creek Road and Apple Way.

The application notes that a 36-inch stormwater detention pipe is to be provided within the proposed street to allow for high volume water capture and slower water release during storm events. The stormwater line has been routed to preserve the tree, and additional manholes provided to service this more complex installation. The City's Engineering Department will ultimately need to review and approve the final, engineered storm drainage plans and determine that the post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation is addressed through the final design. A condition to this effect has been recommended below.

The applicants have provided draft plans detailing the civil engineering proposed to serve the development with street and utility installations, including fire hydrant installation and the extension of electrical services from both Tolman Creek Road and Apple Way. A condition of approval is recommended below which would require that these plans be revised to incorporate the requirements of the land use approval, reviewed and approved by the Planning, Building, Public Works, Engineering and Electric Departments prior to the issuance of an excavation permit. A condition has also been recommended to require that the applicants also receive any required permits or approvals from Jackson County for any work to be completed within Tolman Creek Road's right of way, which falls under County jurisdiction.

Tolman Creek Road is classified as an Avenue or Major Collector in the vicinity of the subject property, and standard street improvements along the frontage of the parcels involved would include curb, gutter, paving, parking, storm drains, park row planting strips, sidewalks, and bike lanes. However, given that the complexity of the improvement required, the limited frontage of the subject property, and the need for any improvements to be completed within the context of a larger neighborhood design process, the presence of the flood plain, and the fact that this street section is within Jackson County jurisdiction, staff believes that the most prudent option with regard to Tolman Creek Road improvements is for the applicants to sign in favor of the future improvements to Tolman Creek Road and agree to pay their proportionate cost of the necessary improvements and not to remonstrate against the formation of a Local Improvement District. A condition to this effect is recommended below.

The Performance Standards Options require that natural features such as wetlands, floodplain corridors, ponds, large trees and rock outcroppings throughout the subject parcel be included and incorporated in open space, common areas and unbuildable areas. The applicants' submittals note that the site design proposed demonstrates an effort to preserve natural features such as the large trees including the 60-inch d.b.h. maple proposed to be preserved adjacent to the proposed new street and other trees grouped around the property and on adjacent parcels, as well as the natural drainage along the west side of the property which is already protected within a conservation easement. In conversations with neighbors at the counter, staff has noted that one of the concerns often noted seems to be in keeping with the

applicants' proposal in seeking to preserve the large maple tree. While limited material has been provided by the applicants with regard to the suitability of the tree for placement in proximity to the new street or the tolerance level of Big Leaf Maples for construction disturbance, staff research suggests that maples can be particularly sensitive to soil compaction and paving when placed near driveways or streets, and that special care needs to be taken when paving is being done in proximity to an established tree's root zone. In staff's view, the applicants efforts to preserve the tree are in keeping with the purpose and intent of the ordinance, however we believe that additional information from the project arborist should be provided detailing any specific measures to ensure the tree's long term survival in proximity to the proposed street installation prior to the issuance of an excavation permit. Such measures might include the use of permeable paving in proximity to the tree, maintaining a specified area within the tree protection zone free of any paving, fertilizing the tree before development disturbance, and fertilizing and aerating within the tree protection zone after disturbance. As this staff report was being prepared, the Tree Commission had not yet reviewed the application. Conditions of approval have been recommended below to require a revised Tree Preservation and Protection Plan which addresses any necessary additional measures recommended by the project arborist to benefit the large maple tree given its proximity to the proposed new street, and which incorporates the recommendations of the Tree Commission where consistent with applicable standards and with final review and approval by the Staff Advisor.

The proposed development will not prevent adjacent land from being developed, and in fact the street improvements proposed are likely to facilitate future development of adjacent parcels along Tolman Creek Road. The application materials provided note that potential future development of areas to the north, south and west is not impacted as these lands are already largely developed, and that the applicants have attempted to evaluate the development potential of the adjacent lots to the east and plan their project so that it will be compatible with their ultimate development pattern.

Performance Standards subdivisions with a density of ten units or greater are required to provide a minimum of five percent of the total project area in open space. As the applicants have proposed to develop only eight lots, no common open space area has been identified as part of the current proposal. However, as the base density of the parent parcels could accommodate further development to 11 or more units, staff has recommended a condition of approval that would require that requisite open space be provided if further development of the parcels leads to a built density of ten or more units. *(Note: The area of the existing natural drainage easement, which was required to be provided with the Wild Creek Subdivision, already exceeds the five percent open space requirements.)*

The Performance Standards chapter requires that on lots which are to contain detached single-family dwellings, building envelopes be identified which show the area and maximum height of improvements, including solar access. In the current application, the applicants have identified both building envelopes and shown the location within the envelopes which would accommodate a 21-foot high structure while complying with Solar Access "Standard A." While conceptual elevations of proposed homes are often provided with subdivision applications, they are not required of detached single family homes which meet the setbacks of the parent zone. In this instance, all of the homes are shown as detached single family and meet or exceed standard setbacks, and as such no elevations drawings have been provided.

Under the Performance Standards Options, the property's single-family residential (R-1-7.5) zoning designation allows for a density of 3.6 units per acre. The site's 3.21 acreage results in a base density of 11.556 units. The proposed density is well below the density allowed, but the application notes that efforts have been made in planning the project to provide a lot lay-out similar to the development pattern already in place for the sake of neighborhood compatibility. In addition, the applicants note that the lots are over-sized and would likely accommodate accessory dwelling units to provide for additional density.

The application notes that the planned street right-of-way for the Residential Neighborhood Street to serve the project will be 47 feet in width, in keeping with City of Ashland street standards to accommodate a queuing travel lane and parking on one side with curbs, gutters, parkrow planting strips and sidewalks, however an Exception to Street Standards has also been requested to modify the standard street configuration and install sidewalks on only one side for part of the street installation to accommodate the preservation of a large (60-inch d.b.h.) maple tree. The applicants propose to install half-street improvements to a width of 34 feet with the remaining width to be improved by neighboring property owners with development of their properties. *(The materials submitted indicate that the applicants would be willing to complete the frontage improvements along the south frontage of Tax Lot #400 (i.e. complete a full street improvement) provided that the Commission conditions this upon reimbursement of the additional expense when the owner of Tax Lot #400 develops. Recently adopted Ordinance #3402 provides for the creation of reimbursement districts, however the authority to create such districts rests with the Council and as such staff do not believe that the Planning Commission could impose conditions of this nature. The applicants could continue to work toward full street improvements through a reimbursement district at the Council level prior to completing improvements.)*

In addition to the street improvements proposed, the applicants propose to relocate a bicycle and pedestrian easement associated with the Wild Creek Subdivision. The easement as originally configured extends from the end of Apple Way through that subdivision's natural area, requiring a crossing of the Hamilton Creek tributary which daylight just north of the subject properties. No bicycle or pedestrian improvements have been completed within that easement as the remaining segments necessary to provide a continuous pedestrian connection to Tolman Creek Road have not been obtained. With the current application, the applicants propose to work with the Wild Creek Subdivision neighbors to relocate the pedestrian easement down a private drive off of Apple Way, avoiding the creek crossing, and connecting to the proposed new street installation. With this relocation, a complete easement connection would be provided from Apple Way to Tolman Creek Road and bicycle and pedestrian facilities completed in the form of a six-foot wide multi-use path within the ten-foot easement.

B. Variance to Required On-Street Parking

The Performance Standards Options Chapter includes parking standards which require that *“at least one on-street parking space per unit shall be provided in addition to the off-street parking requirements for all development in an R-1 zone... On-street parking spaces shall be immediately adjacent to the public right-of-way on publicly or association-owned land*

and be directly accessible from public right-of-way streets. On-street parking shall be located within 200 feet of the dwelling it is intended to serve.” The proposed eight-unit subdivision would require that eight on-street parking spaces be provided in or near the proposed street right-of-way. The applicants have proposed a Variance to this requirement in order to reduce the required parking by fifty percent, to only four spaces, in order to preserve the 60-inch d.b.h. maple tree (Tree #43).

The application explains that with the preservation of the large maple tree, the street meanders and thus eliminates potential on-street parallel parking spaces, and goes on to note that the four spaces that are proposed to be removed to preserve the tree are *“realistically available due to the fact that three of the new lots (#4, #5 and #6) are technically flag lots off a private drive that require a third on-site parking space...[and] the identified looped driveway serving the existing house provides a minimum of two additional guest parking spaces.”*

The application identifies existing structures, driveways, utilities, drainage areas and mature trees as unique or unusual circumstances which have played a significant design role. In addition, the application notes that neighboring property lines, house orientations, context and natural constraints which also merit consideration. Most specifically, the application emphasizes the large Big Leaf Maple tree (#43) in the center of the property, near the existing driveway, and with a 30-foot diameter protection zone, as a unique or unusual circumstance meriting the proposed Variance.

The application further notes that by retaining the tree, it will continue to grow and provide aesthetic and environmental/shade benefits to the neighborhood for many years. The application suggests that the tree will be a focal point of the neighborhood and provide a central gathering opportunity given its relationship to the homes, street, sidewalk and pedestrian path.

The application concludes that the tree has been in existence for many years prior to the current owner’s purchase of the property and because it provides the basis for the Variance request, the basis for the request is thus not willfully or purposely self-imposed.

The Performance Standards call for preservation of significant natural features, and in staff’s view Tree #43 certainly merits preservation on this basis (as further discussed above). However, for staff it is unclear that there aren’t other options to provide the required parking that would not affect the tree. The application notes that additional parking of at least two spaces is available in the proposed looped driveway. Staff would note that access to the existing garage on Lot #4 is to be provided off of the proposed flag drive, and retention of the looped drive would not be in keeping with the Street Standards’ requirement to minimize driveway intersections with streets, particularly in a section of street where no sidewalks are to be provided on the side in question. In staff’s view, the Commission should carefully consider the requested reduction in on-street parking in light of the potential impacts of visitor parking to the surroundings and may wish to require that the applicants provide a revised site plan which addresses the required on-street parking through the removal of the looped driveway.

C. Exception(s) to Street Standards

The application includes a request for an Exception to Street Standards to not install sidewalks along a portion of the new street, specifically along the frontages of Lots #2, #3 and #4. The application explains that in this vicinity, the road has been curved slightly to preserve the large maple tree, a fire truck turn-around is proposed, and the applicants would like to preserve an existing looped driveway as well. The applicants propose to transition the sidewalk from the south side of the street to the north side via an in-laid crossing in the street where the street and sidewalk meander around the large maple. The materials provided emphasize that the low volume of vehicle trips involved at the end of the street will produce lower traffic volumes and that pedestrians will likely walk within the street and fire truck turn-around to reach their destinations.

The application notes that the existing structures, driveways, utilities, drainage and mature trees pose a demonstrable difficulty, and that neighboring property lines, home orientations, context and natural constraints all merited consideration in the design. Most notably, the application described the difficulty posed in designing the street system to preserve the large maple. The applicants suggest that not having sidewalks through the fire truck turn-around portion of the street installation is an equal facility as the route would be more circuitous in light of multiple curb cuts and that the lack of sidewalks in this one area would be off-set by the low vehicle trips.

Staff believes that continuous sidewalk connections are an important component in creating a successful multi-modal transportation network, and would generally recommend that continuous sidewalks be provided wherever possible in keeping with the Street Standards. In this instance, we recognize the complications posed by the applicants' efforts to preserve the large maple, and the further benefit of completing the bicycle and pedestrian connection from Tolman Creek Road to Apple Way as providing a measure of "equal or superior" transportation facilities and connectivity. Should the Commission choose to grant the requested Exception, staff recommends that a condition be attached which would require the applicants to provide a revised site plan detailing the treatment of the in-laid crossing where the sidewalk transitions from the south side of the street to the north side at the tree and which further identifies the connection and treatment of the bicycle and pedestrian easement to the sidewalk improvements, with pedestrian routes to be materially distinguished from streets, driveways and parking places

D. Physical & Environmental Constraints Review Permit

The Hamilton Creek floodplain corridor extends westward from the waterway on the east side of Tolman Creek Road and includes an approximately five-foot wide portion of the subject property at the end of the existing flag drive, where the proposed street improvements are to be installed. Because the proposal involves street improvements and a utility installation within the floodplain, a Physical & Environmental Constraints Review Permit for the Development of Floodplain Corridor Lands is required.

The application contends that the impacts to the floodplain lands are minimal and involve road construction and utility installation in an area where street and driveway improvements are already in place and long-established. The application material provided notes that the applicants have taken all reasonable steps to reduce adverse impacts on the environment by hiring professional civil engineers, landscape architects, arborists, and land use planners to comprehensively plan to proposal to mitigate adverse impacts.

The application further explains that the existing 12-foot width driveway will ultimately be widened to a full 47-foot width to meet city standards, and that within the relatively minimal portion of the street which is deemed floodplain corridor this will involve less than 50 cubic yards of fill. The application notes that the Civil Engineer has determined that there will be no noticeable impact on the floodplain because the driveway already exists in this location.

E. Tree Removal

As noted in AMC 18.61.042.D.1.c, the removal of significant trees (*i.e. those trees greater than 18-inches in diameter at breast height*) on vacant R-1 zoned lands requires a Tree Removal Permit. The trees proposed for removal here are as follows: #2, a 16-inch d.b.h. sycamore; #13 and #15, a six-inch and a ten-inch d.b.h. apples; #14, a six-inch d.b.h. almond; and #16, an eight-inch d.b.h. sequoia. As none of the trees proposed to be removed is considered by definition to be significant, these removals are not subject to a Tree Removal Permit.

Site trees remain a consideration both in terms of the preservation of significant natural features as required under the Performance Standards Options chapter and in terms of their providing a basis for the Exception and Variance requests and are further discussed in the applicable sections above. As this staff report is being prepared, the Tree Commission has not yet reviewed the request and as such, a condition of approval has been recommended to incorporate their recommendations as conditions of approval.

III. Procedural - Required Burden of Proof

The approval criteria for Outline Plan approval are described in AMC 18.88.030.A.4 as follows:

- a. *That the development meets all applicable ordinance requirements of the City of Ashland.*
- b. *That adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.*
- c. *That the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.*
- d. *That the development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.*
- e. *That there are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the*

- early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. That the proposed density meets the base and bonus density standards established under this Chapter.
 - g. The development complies with the Street Standards. (Ord 2836, S2 1999)

The approval criteria for Final Plan approval are described in AMC 18.88.030.B.5 as follows:

Final plan approval shall be granted upon finding of substantial conformance with the outline plan. Nothing in this provision shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan shows that:

- a. *The number of dwelling units vary no more than ten (10%) percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.*
- b. *The yard depths and distances between main buildings vary no more than ten (10%) percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Title.*
- c. *The open spaces vary no more than ten (10%) percent of that provided on the outline plan.*
- d. *The building size does not exceed the building size shown on the outline plan by more than ten (10%) percent.*
- e. *The building elevations and exterior materials are in conformance with the purpose and intent of this Title and the approved outline plan.*
- f. *That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.*
- g. *The development complies with the Street Standards. (Ord 2836, S3 1999)*

The approval criteria for an Exception to Street Standards are described in AMC 18.88.050.F as follows:

An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. *There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.*
- B. *The variance will result in equal or superior transportation facilities and connectivity;*
- C. *The variance is the minimum necessary to alleviate the difficulty; and*
- D. *The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter. (Ord 2951, amended, 07/01/2008; Ord 2836, amended, 02/02/1999)*

The approval criteria for a Physical & Environmental Constraints Review Permit for Development of Floodplain Lands are described in AMC 18.62.040.I. as follows:

1. *Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.*
2. *That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.*
3. *That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance.*

The approval criteria for Variances are described in AMC 18.100.020 as follows:

- A. *That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.*
- B. *That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.*
- C. *That the circumstances or conditions have not been willfully or purposely self-imposed.*

IV. Conclusions and Recommendations

As noted when the same property was considered during the 2010 Lot Line Adjustment and Variance application, the subject parcels are significantly oversized within the R-1-7.5 zoning district and have the potential under current zoning to accommodate significant additional density, with a base density of 11.55 units. In staff's view, the proposal currently under consideration seems to be a good compromise between the need for efficient land use to accommodate additional density anticipated in the city's long term growth plans and considerations of the Performance Standards Options Chapter which call for balancing the impacts of development with the preservations and protection of natural features and neighborhood character. The applicants' lot lay-out seems to be thoughtfully arranged to match the general development pattern of the surrounding neighborhood, and the yard areas which have been proposed provide a substantially more space to buffer the development from adjacent properties than is required under the code. The resultant lots are to be generally over-sized for the district, and would likely be well-suited to accommodating a degree of additional density through accessory residential units over the long-term. The proposed street installation combined with the applicants' installation of a relocated pedestrian connection from Apple Way to Tolman Creek Road provide the broader neighborhood with additional options for bicycle and pedestrian connectivity.

Staff is generally supportive of the request, and in staff review of the proposal the primary questions have centered on the large Oak Tree (#43) which the applicants have proposed to preserve and the resultant effects on the development's proposed transportation infrastructure. These include an Exception to Street Standards which will limit sidewalk installation and a Variance to reduce the required on-street parking associated with the subdivision. In staff's view, on-street parking can be a substantial issue with new subdivisions as in its absence parking impacts can spill into surrounding areas. For staff, we believe that the Planning Commission should carefully consider whether additional on-street parking could be accommodated in the area of the existing looped driveway shown to be retained on the plans; the lot to be served by the driveway will have access to its existing garage via the proposed flag drive and with its removal staff sees the opportunity to accommodate

additional on-street parking. Staff believe that the Exception to Street Standards to not have a sidewalk installed on the south side of the proposed street along the frontages of Lots 2-4 can be found to be merited, however we have recommended that the final civil drawings detail a clear material/surface distinction between driveways, streets, parking areas and pedestrian routes from where the sidewalk transitions to the north side of the street to the pedestrian connection to Apple Way as a means to clearly delineate the options for pedestrian travel where no sidewalks will be available.

Should the Commission concur with staff, we would suggest that the following conditions be attached to the approval:

- 1) That all proposals of the applicant are conditions of approval unless otherwise modified herein.
- 2) That the applicants shall obtain a Demolition/Relocation Review Permit from the Building Division if the proposed partial demolition of the existing shop/garage building triggers the requirements of the Demolition Ordinance.
- 3) That prior to the issuance of an excavation permit:
 - a) Final civil engineering plans including but not limited to the water, sewer, storm drainage, electric and transportation facilities shall be submitted for the review and approval of the Planning, Building, Electric, and Engineering Departments. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, fire hydrants, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins, and locations of all primary and secondary electric services including line locations, transformers (to scale), cabinets, meters and all other necessary equipment. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department. Any required private or public utility easements shall be delineated on the civil plan.
 - b) That the location and final engineering for all storm drainage improvements associated with the project, shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions prior to signature of the final survey plat. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
 - c) That the applicants shall provide a revised site plan for the review and approval of the Staff Advisor which identifies: 1) the treatment of the in-laid crossing where the sidewalk transitions from the south side of the street to the north side at the tree and which further identifies the connection and treatment of the bicycle and pedestrian easement to the sidewalk improvements, with pedestrian routes to be materially distinguished from streets, driveways and parking places; 2) the location of four additional on-street parking spaces through the removal of the looped driveway.
 - d) The applicants shall provide a revised Tree Preservation and Protection Plan

for the review and approval of the Staff Advisor. The revised plan shall incorporate: 1) any necessary additional measures recommended by the project arborist to benefit the long-term survivability of the large maple tree given its proximity to the proposed new street. Such measures might include but are not limited to the use of permeable paving in proximity to the tree, maintaining a specified area within the tree protection zone free of any paving, fertilizing the tree before development disturbance, and fertilizing and aerating within the tree protection zone after disturbance; and 2) the July 7, 2011 recommendations of the Ashland Tree Commission where consistent with applicable standards and with final review and approval by the Staff Advisor.

- e) That a Verification Permit in accordance with 18.61.042.B shall be applied for and approved by the Ashland Planning Division prior to site work, storage of materials and/or the issuance of an excavation or building permit. The Verification Permit is to inspect the trees to be removed and the installation of tree protection fencing for trees to be preserved. The tree protection for the trees to be preserved shall be installed according to the approved Tree Protection Plan prior to site work or storage of materials. Tree protection fencing shall be chain link fencing a minimum of six feet tall and installed in accordance with 18.61.200.B.
 - f) Any work within the Tolman Creek Road right-of-way, including but not limited to street improvements or utility installation, shall be subject to review and approval by Jackson County and the City of Ashland, with permits to be issued by Jackson County.
- 4) That prior to the signature of the final survey plat for Phase One, which will create Lots #1, 2, 4, 7 and 8:
- a) That a final survey plat shall be submitted within 12 months and approved by the City of Ashland within 18 months of this approval.
 - b) That the new street and subdivision names shall be approved by the City of Ashland Engineering Division.
 - c) All easements for public and private utilities, trails, pedestrian and bicycle access, natural drainageways, irrigation, fire apparatus access, and the reciprocal access easements for shared use of the existing driveway by Tax Lots #400 and #500 (as proposed in the application) shall be indicated on the final survey plat as required by the Ashland Engineering Division.
 - d) That all Phase One public improvements including but not limited to the street, sidewalk, street trees, and street lighting shall be installed to City of Ashland standards under permit from the Public Works Department and Jackson County. Improvements shall be consistent with those described in the application, including 22 feet of paving to accommodate a queuing travel lane and on-street parking on one side of the street, curb and gutter, storm drain system, seven-foot planting strip and five -foot wide sidewalk. A reserve strip (“street plug”) shall be provided along the northern boundary of the street improvements along the south boundary of Tax Lot #400.
 - e) The applicants shall provide evidence of agreement to the relocation of the

- bicycle and pedestrian easement from the affected property owners, and shall detail proposed improvements and any signage or screening on revised civil drawings. The relocated easement shall be recorded with the final survey plat, and the multi-use path improvements installed in conjunction with other subdivision infrastructure. On-going maintenance responsibilities for the multi-use path shall be described in the subdivision CC&R's which shall be provided for the review and approval of the Staff Advisor prior to the signature of the final plat.
- f) Street trees, located one per 30 feet of street frontage, shall be installed along the new street's frontage as part of the subdivision infrastructure improvements. Street trees shall be chosen from the Recommended Street Tree List and shall be installed in accordance with the specifications noted in the Recommended Street Tree List. The street trees shall be irrigated.
 - g) Electric services shall be installed underground to serve Lots 1, 2, 4, 7 and 8. The electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
 - h) That the sanitary sewer laterals and water services including connection with meters at the street shall be installed for Lots 1, 2, 4, 7 and 8.
 - i) The applicants shall sign in favor of the future improvements to Tolman Creek Road and agree to pay their proportionate cost of the necessary improvements and not to remonstrate against the formation of a Local Improvement District.
 - j) The approved Tree Protection Plan and accompanying standards for compliance shall be noted in the CC&R's or other mechanism establishing the limited homeowners' association. The CC&Rs must state that deviations from the plan shall be considered a violation of the Planning Application approval and therefore subject to penalties described in the Ashland Municipal Code.
 - k) The applicants shall sign an agreement to participate in the future cost of full street improvements for Tolman Creek Road, including but not limited to park row planting strips, sidewalks, streetlights, curbs, gutters, paving, and storm drains, to be recorded on the deeds of the newly created lots concurrently with the final plat.
- 5) That prior to the signature of the final survey plat for Phase Two to create Lots #5 and #6, and Phase Three, to create Lot #3:
- a) All easements for public and private utilities, trails, pedestrian and bicycle access, natural drainageways, irrigation, and fire apparatus access shall be indicated on the final survey plat as required by the City of Ashland.
 - b) Phase Two subdivision infrastructure improvements, including but not limited to utility installation to serve Lots #5 and #6 and private driveway installation shall be completed according to approved plans prior to the signature of the final survey plat for Phase Two. The private driveway shall be subject to all development requirements for flag drives including that it shall be constructed to flag drive standards which call for a 15-foot paved drive centered in a 20-foot clear width where serving two lots and a 12-foot

paved drive centered in a 15-foot clear width be maintained where serving one lot. Phase Three subdivision infrastructure improvements, including but not limited to utility installation to serve Lot #3 shall be completed according to approved plans prior to the signature of the final survey plat for Phase Three.

- c) Electric services shall be installed underground to serve Lots 5 and 6 for Phase Two and Lot 3 for Phase 3. The electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
 - d) That the sanitary sewer laterals and water services including connection with meters at the street shall be installed for Lots 5 and 6 for Phase Two and Lot 3 for Phase Three.
 - e) That prior to the signature of a final survey plat for Phase Two, the applicants shall provide a deed restriction agreement to be recorded on Lots #5 and #6 which requires the installation of a residential fire sprinkler system in each of these units. The deed restriction language shall be reviewed and approved by the Staff Advisor, and signed and notarized prior to release of the survey plat. The deed restriction shall be recorded concurrently with the survey plat.
- 6) That prior to the issuance of a building permit:
- a) Individual lot coverage calculations including all impervious surfaces shall be submitted with each building permit to demonstrate compliance with the 45 percent lot coverage allowed in the underlying zoning districts. Building footprints, walkways, driveways, parking areas, and any impervious surfaces shall be counted for the purpose of lot coverage calculations.
 - b) That all proposed lots shall be subject to Solar Access Standard A. Solar setback calculations shall be submitted with each building permit to demonstrate compliance with the applicable standards, and shall include identification of the required solar setbacks with supporting formula calculations and elevation or cross-section drawings clearly labeling the height of the solar producing point(s) from the identified natural grade.
 - c) That the requirements of the Ashland Fire Department relating to fire hydrant distance; fire flow; fire apparatus access, turn-around, and work area; and approved addressing shall be satisfactorily addressed in the building permit plan submittals and complied with prior to issuance of the building permit or the use of combustible materials, whichever is applicable. Plans for residential fire sprinkler systems shall be provided with the building permit submittals for Lots #5 and #6, as proposed by the applicants. Fire Department requirements shall be included on the engineered construction documents for public facilities.
 - d) Building permit submittals for lots to be served via a flag drive shall be required to provide three off-street parking spaces. Required parking shall be identified on the site plan. Parking spaces on flag drives shall be placed to allow vehicles to turn and exit to the street in a forward manner.

- 7) That prior to the issuance of a certificate of occupancy:
 - a) All exterior lighting shall be directed on the property and shall not illuminate adjacent properties.

**PROJECT DESCRIPTION AND FINDINGS OF FACT
FOR AN 8-LOT OUTLINE AND FINAL PLAN SUBDIVISION
FOR THE PROPERTIES AT 1405 TOLMAN CREEK ROAD**



SUBMITTED TO

**CITY OF ASHLAND PLANNING DEPARTMENT
ASHLAND, OREGON**

SUBMITTED BY

**URBAN DEVELOPMENT SERVICES, LLC
485 W. NEVADA STREET
ASHLAND, OREGON**

JUNE 3, 2011

ADDRESS & LEGAL DESCRIPTION: 1405 Tolman Creek Road, Ashland
391E23BA 308 & 501

PROJECT INFORMATION:

APPLICANTS:

Malibar Group LLC
1405 Tolman Creek Road
Ashland, OR 97520
Tel: 541-621-2109

LAND USE PLANNING:

Urban Development Services, LLC
485 W. Nevada Street
Ashland, OR 97520
Tel: 541-482-3334

CIVIL ENGINEERING:

Construction Engineering Consultants
P.O. Box 1724
Medford, Oregon 97501
Tel: 541-779-5268

LANDSCAPE ARCHITECT:

Sager & Associates
700 Mistletoe Road, St. 201
Ashland, Oregon 97520
Tel: 541-941-7659

SURVEYOR:

Polaris Land Survey
P.O. Box 459
Ashland, Oregon 97520
Tel: 541-482-5009

CERTIFIED ARBORIST:

Sager & Associates
700 Mistletoe Road, St. 201
Ashland, Oregon 97520
Tel: 541-941-7659

COMPREHENSIVE PLAN DESIGNATION:

Single Family Residential

ZONING DESIGNATION:

R-1-7.5

LOT & HOUSE DATA:

Tax Lot 308:	2.32 acres
House:	2,515 sq. ft.
Guest House / Garage:	560 sq. ft.
Pool / Sidewalks:	350 sq. ft.
Tax Lot 501 (Vacant):	.89 acres

BASE DENSITY (R-1-7.5 Zone):

Base Density: 3.6 units per acre (3.6 units X 3.21 acres)	=	11.5 units
Proposed Density (includes existing house):	=	8 units

APPLICABLE ORDINANCES:

R-1-7.5 Single Family Residential, Chapter 18.20
Performance Standards Option, Chapter 18.88
Off-Street Parking, Chapter 18.92
Variances, Chapter 18.100

PROPOSED LOT SIZES (7,500 sq. ft. minimum in R-1-7.5 zone):

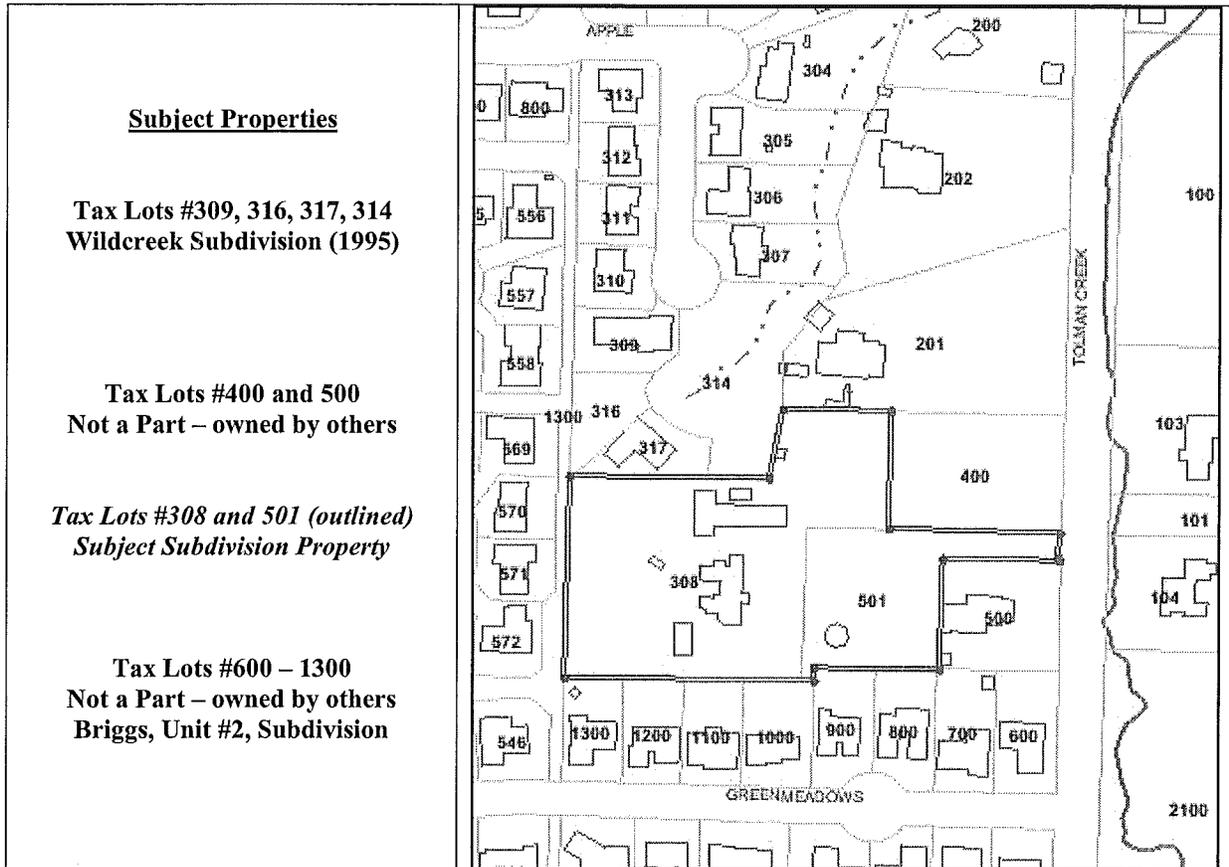
- Lot 1: 11,600 sq. ft.
- Lot 2: 10,580 sq. ft.
- Lot 3: 10,299 sq. ft.
- Lot 4: 22,361 sq. ft.
- Lot 5: 18,221 sq. ft.
- Lot 6: 25,808 sq. ft.
- Lot 7: 12,325 sq. ft.
- Lot 8: 10,619 sq. ft.

Public Street: 16,494 sq. ft.

Note: The average lot size proposed is approximately twice that of the zone's 7,500 sq. ft. minimum lot size and the requested density is approximately 40% less than permitted. Note2: The lot sizes on the site plans are incorrect, but accurate on survey.

ADJACENT ZONING:

- WEST: R-1-7.5 Single Family Residential
- EAST: R-1-7.5 Single Family Residential
- SOUTH: R-1-7.5 Single Family Residential
- NORTH: R-1-7.5 Single Family Residential
- SITE: R-1-7.5 Single Family Residential**



HISTORY OF PROPERTY:

In July of 2010, the Planning Commission approved a Lot Line Adjustment and Variance to allow a lot wider than it is deep (PA-2010-00582). The intent behind the applicant's request was to create a more logical and efficient lot layout so that future phases of the project are not compromised. Note: Due to a variety of factors, the property owners decided to not complete the Lot Line Adjustment and instead apply for a subdivision, complete the surveying and install the necessary infrastructure at one time.

In September of 1997, the City Council ultimately denied a request by the previous property owner for a Variance to increase the number of livestock from the permitted two head of livestock over the age of six months per acre to four head of livestock over the age of six months per acre to 15 Llamas (PA-97-085).

In July of 1995, the Planning Commission approved a four-lot Outline and Final Plan subdivision under the Performance Standards Option (PA-95-037). Tax Lot #308, the larger parcel within the current proposal, was Lot #4 in that subdivision (Wildcreek Subdivision).

PLANNING ACTION: The applicants wish to obtain approval for four entitlements:

- 1) An Outline and Final Plan Subdivision for an 8-lot subdivision for the property located at 1405 Tolman Creek Road;
- 2) A Variance from AMC 18.88.060 B. to reduce the number of on-street parking spaces by 50% in order to preserve multiple trees.
- 3) Exception to Street Standards to not install sidewalks along a portion of the new street.
- 4) A Physical & Environmental Constraints Permit (P&E) to encroach into the Hamilton Creek floodplain boundary where it parallels along Tolman Creek Road for utility purposes.

SITE DESCRIPTION: The subject properties are located at 1405 Tolman Creek Road (upper Clay Street) and are commonly referred as the "Llama Farm" (391E 23BA TL 308 and 501 – see attached plans). The properties are .89 acres and 2.32 acres and are zoned R-1-7.5. The property is relatively level and void of any significant natural features other than a few trees and a drainage swale traversing through the property's western end. The smaller parcel is vacant other than a small circular shed, but the larger parcel consists of an existing single-level single family residence, a detached guest house over a garage and a large detached garage-storage building. According to the Jackson County Assessor's Department, the home is 2,515 square feet and was constructed in 1890. The guest house is 560 square feet and was built in 1950. The architectural appearance of the single family residence is "ranch style" which appears to have been remodeled significantly in the 1950's from its original design. All of the structures on the property are expected to remain with this application.

Access to the subject properties is from Tolman Creek Road via a private flag driveway. In total, the driveway serves three tax lots: 1) TL 500 (residence with legal access onto Tolman Creek Road, but functional access via the driveway), 2) TL 501 (vacant lot to be amended by

Lot Line Adjustment) and 3) TL 308 (residence with sole access from driveway). A fourth tax lot, TL 400, also abuts the private driveway, but does not have an easement for access and is *not* part of this application.

PROJECT PROPOSAL & DETAILS: As stated, the proposal is for four land use entitlements from the City of Ashland which include approval of: 1) An Outline and Final Plan Subdivision for an 8-lot subdivision; 2) A Variance from AMC 18.88.060 B. to reduce the number of on-street parking spaces by 50% in order to preserve multiple trees; 3) A Tree Removal Permit to remove five of the sites forty-three trees and 4) A Physical & Environmental Constraints Permit (P&E) to encroach into the Hamilton Creek floodplain boundary where it parallels along Tolman Creek Road for utility purposes.

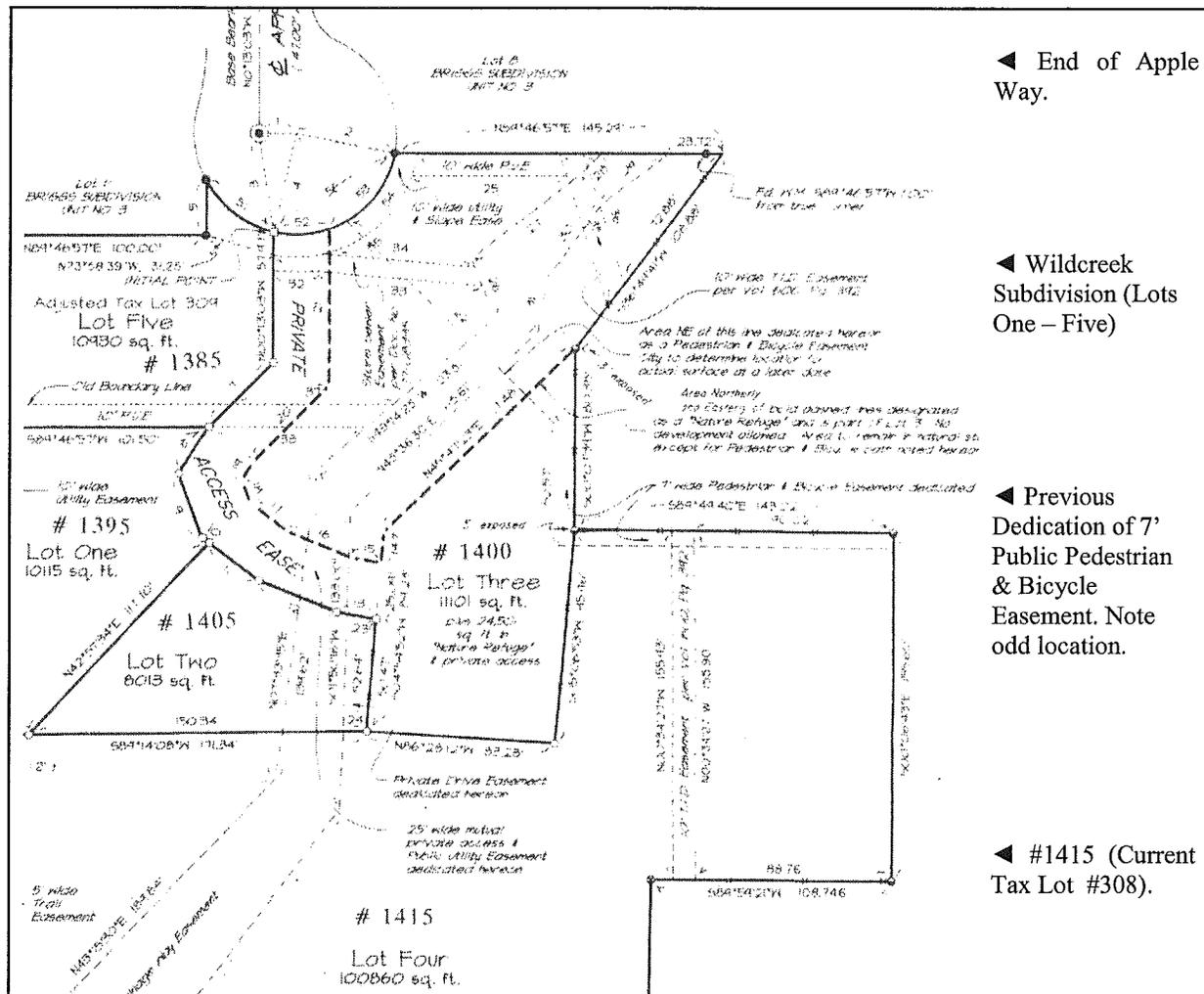
Outline & Final Plan: The proposal includes a simultaneous approval for an Outline and Final Plan Subdivision in accordance with AMC 18.88.030 A.1, to subdivide the two existing tax lots (Tax Lots #308 and #501) into eight single family parcels. The property owners currently reside within the existing house on Tax Lot #308 and desire a subdivision that is compatible with the neighborhood's general layout, lot size, density and sense of responsibility. In that sense, the property owners have reduced the allowable density from eleven units to eight and increase each lot's overall size and perimeter setbacks to achieve the goal. Further, the property owners preferred to save as many trees as possible which is further addressed below.

Design Considerations: One of the principal design factors with the proposal was the consideration of the large Big Leaf Maple Tree (60" dbh) and a small, but fast growing Red Cedar (12" dbh) located in the center of the property. In order to preserve both trees, one of which is a mature specimen tree, the design of the subdivision's street (Tolman Creek Lane) and all of the subdivision's utilities needed to be engineered to meander away from the tree's protective root zone, thus the configuration of the street and the eventual promenade invitation the owner's desire to achieve. The design also preserves the looped driveway currently serving the existing house. The street's hammer-head design complies with the City's street standards and was consulted upon with the City's Fire Marshall prior to submittal.

In addition to preserving the site's most significant trees and attempts to be compatible with the surrounding neighborhood, the property owners also desired to create a subdivision that was unique in its offerings which includes oversized lots, greater setback provisions on both the front and rear building envelopes, a unique sense of entry when entering the subdivision by a canopied street promenade. Finally, the property owners desired to understand the most logical development pattern that would occur on both Tax Lots #400 and #500 located at the entrance of the street (owned by others). In doing so, the property owners have completed additional engineering and will complete additional street improvements at their expense in order to maintain the subdivision's integrity.

Pedestrian Path: At the time the subject property was divided in 1995 (PA-95-037 – Wildcreek Subdivision), the then applicant proposed a public pedestrian path that would eventually connect Tolman Creek Road with Apple Way. Unfortunately, the location of the

easement wasn't fully thought-out as sections of the path (see insert below) would have either been in a location that is unsafe, environmentally questionable and neighborly insensitive.



Wildcreek Subdivision Plat (portion there of)

Although speculation, the reason the current location of the pedestrian path wasn't fully thought out was that few houses existed in this area at the time the easement was platted (often the case) which today, in hindsight, appears as questionable. Nevertheless, leaving the easement "as is" no longer makes sense it would have to:

- Cross through a dedicated "nature refuge";
- Require a Physical & Environmental Constraints Permit to fill and place structural material within and adjacent to the flood corridor;
- Require grading and removal of various natural grasses, plants and shrubs;
- Circuitously traverse through the rear and/or side of multiple neighboring properties;
- Have other forms of security improvements such as lighting as the path would have been in a narrow corridor of fencing with limited visibility;
- Acquire "public" right-of-way through Tax Lot #400;

- If dedicated or acquired with the eventual development of Tax Lot #400, its connection with a sidewalk along Tolman Creek Road would have conflicted with existing trees and severe grade changes;
- Be widened an additional three feet to comply with existing street standards.

Note: It should be understood that there are many other conflicts associated with the previous path's location not mentioned such as timing of improvements, responsibility of improvements, maintenance of improvements, expense, etc.

If the easement is relocated as proposed, the public pedestrian path will:

- Be along a majority of a planned public street and existing private driveway;
- Not impact any natural elements;
- Be more direct to its intended connection with limited grade change;
- Be in the "front" of neighboring homes;
- Have a natural sense of security (eyes on the street);
- Require no dedication or "public" purchase;
- Eventually tie seamlessly into a sidewalk system along Tolman Creek Road;
- Comply with current street/path design standards;

At time of the Final Plat, the previous easement will be abandoned and replaced with new easements, where necessary, to create a more logical and direct public pedestrian path. Maintenance of the path, although minimal, will be via a limited Home Owners Association. Note: The relocation of the pedestrian path has been wholeheartedly supported by the subject property owners of Tax Lot #314 (Vollers) and Tax Lot #317 (Greens). Evidence of easement relocation on said properties will be submitted at time of Final Plat.

¾ Street Improvements: As noted, the proposed residential street will be completed from the entrance of Tolman Creek Road to the end of the hammer-head turn-around area. The improvements will include roughly a ¾ street improvement the full length of the street which includes on one side of the street a sidewalk, planting strip (parkrow), 22' of asphalt for on-street parking and vehicle access. The first half of the street, roughly 200', is owned by others that are not participating in the application, but most likely will propose some type of development in the future. In this first half section, the property owners have completed all of the street's engineering as well as the upsizing of underground utilities with the understanding that eventually any new development will seamlessly tie into the street and reimburse the property owners for their forethought and expense. The second half section of street, roughly 140', will also include a ¾ improvement, but with the street's sidewalk and planting strip shifting to the north side of the street in order to provide a more logical and direct route to not only serve the new homes, but also a new pedestrian path providing a safe and convenient connection for the subdivision's residents to the Apple Way, Greenmeadows and Bellview neighborhoods.

Tax Lot #400 and #500: As previously noted, Tax Lot #400 and #500 are not a part of the proposal, but do have notable design and infrastructure issues needing consideration. Tax Lot #400 sits vacant with development potential of three lots. These lots will likely be configured similar to Lots #7 and #8 of the proposed subdivision with access prohibited from Tolman

Creek Road due to adopted access management standards. Knowing this, the applicants have designed the infrastructure to easily connect and sized it appropriately to accommodate the additional capacity. Tax Lot #500 has little development potential, other than possibly a small accessory unit, due to the fact its home sits generally in the middle of the parcel. In consideration of these factors, the applicants have designed the street's sidewalk to be along Tax Lot #500 so that when Tax Lot #400 is developed and driveway cuts are fully understood, that property owner will be responsible for the remaining sidewalk and street tree improvements. Note: A one foot "street plug" along the entire southern boundary of Tax Lot #400 is identified on the submitted survey map (Sheet SV-1) that will be dedicated by the applicants/property owners to the City of Ashland in order to maintain access management strategies for that property.

Advanced Financing of Public Improvements Ordinance – Tax Lot #400: As noted above, the property owners are proposing a $\frac{3}{4}$ street improvement of Tolman Creek Lane (new street) in order to satisfy access management and street standard requirements. The property owners have also completed the entire street's engineering and landscaping plans in order to address the street comprehensively so that one day, once finished, will be seen as a single improvement. However, because this section is owned by others and the applicants are already improving the frontage of Tax Lot 500, the remaining section of the new street, along the southern boundary of Tax Lot 400, will be completed by that property owner when he/she propose to subdivide.

The burden and expense to improve streets along the frontages of other properties, especially when those properties have development potential, has generally been seen by the courts as beyond an applicant's responsibility, especially when the application has limited impacts (small in scale) and other alternatives exists – as proposed here. However, the applicants would be willing to accept a condition of approval from the Planning Commission to complete the improvements along the south side of Tax Lot 400 as described on the site plans as long as the condition was clear the expense for the additional work would be reimbursed to the applicants/property owners at the time Tax Lot #400 was subdivided or developed. In this case, the property owners would be willing to be the "first" developers to work with the City via the recently adopted Advanced Financing of Public Improvements Ordinance (Ord. 3402) where the upfront expense for certain public improvements would eventually be reimbursed at the time the benefiting property owner (owners of Tax Lot #400) develop and therefore the distribution of public improvement costs are proportional to each development.

Local Improvement District (LID): The property owners desire to eventually see Tolman Creek Road fully improved to City street standards due to the fact Tolman Creek Road provides a direct connection to essential services and facilities. Unfortunately, its current condition remains without sidewalks, curbs, storm drains, etc. and is so long and meanders both in and out of the Hamilton Creek Floodplain, it will need to be comprehensively designed, constructed and financed through an LID. The property owners will agree to participate in an LID and pay their proportionate cost of the necessary improvements and not to remonstrate against its formation by the Council. The property owners have also attempted to mitigate potential pedestrian and bicycle trips by relocating and improving the public pedestrian path noted above. The relocated path should provide a safe "short-cut" opportunity

for other pedestrian and bicyclists in the area (for example, owners of Tax Lots #400, #500 and the few home owners along the eastern end of Greenmeadows Way).

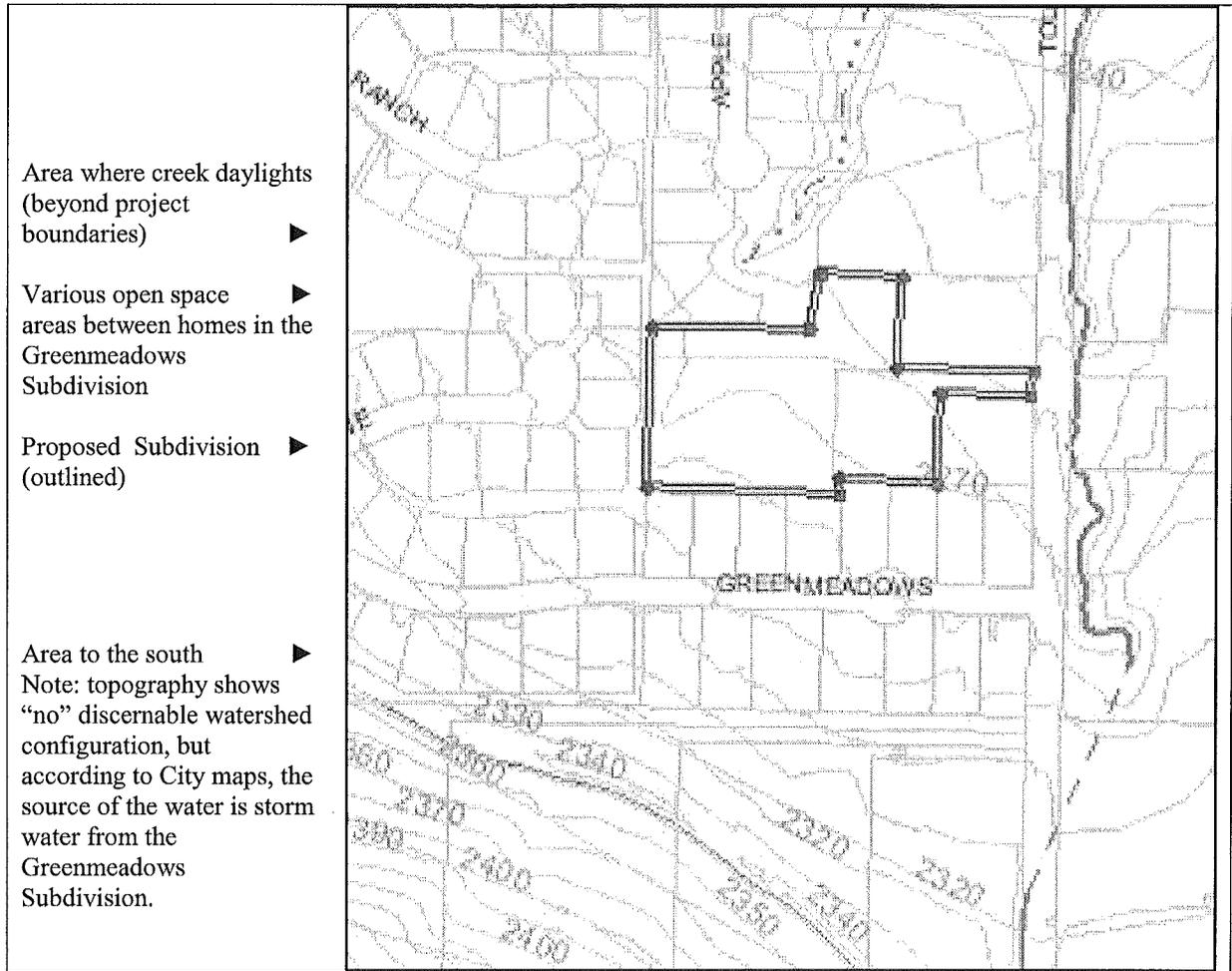
Physical & Environmental Constrain Permit (P&E): Approximately 5' of the Hamilton Creek Floodplain, where it parallels Tolman Creek Road, extends into the area of the existing driveway and proposed residential street. According to the project's Civil Engineer, the new street will have no noticeable impact on the floodplain as the driveway already exists, but will be widened with some fill being removed and some fill being added (curbs, sidewalks, paving, utilities, etc.). Overall, it's expected the 12' driveway will be widened to 47' to meet City street standards and that less than 50 cubic yards of material will be added in this area. Note: The subject property is exempt from the P&E Permit provisions for Water Resource protection as the area of disturbance for the new street is greater than 40' from the centerline of Hamilton Creek. Further, the area between Lots #5 and #6, designated as a natural drainage area, is actually "piped" under the surface (see narrative below).

Variance - On-Street Parking: At least one on-street parking space is required per unit in a Performance Standards Options Subdivision (18.88.060 B.) The property owners are seeking a 50% Variance to this standard as only four can be provided where eight is required. The primary reason for the request is due to the preservation of the existing 60" mature Maple tree where its preservation radius causes the street to meander and thus eliminate "potential" parallel on-street parking spaces. If the tree were to be removed, the alignment of the street would be straight allowing for four additional on-street spaces. Nevertheless, the property owners desire to preserve the Maple tree, request a Variance and mitigate the loss by noting the four deficient on-street parking spaces are realistically available due to the fact that three of the new lots (lots #4, #5 and #6) are technically flag lots off a private drive that require a "third" on-site parking space (AMC 18.88.050 A. and 18.76.060 C.). Finally, the identified looped driveway serving the existing house provides for a minimum of two additional guest parking spaces.

Exception to Street Standards – Sidewalk Design: In accordance with Section 18.88.050 F., the property owners are requesting an exception (not a Variance) to the street standards handbook to not install a sidewalk along the frontages of Lots #2, #3 and #4 due to the unique aspect and proposed use of the site. As illustrated on the site's subdivision plans, the area in front of Lots #2, #3 and #4 is primarily being dictated by a couple of unique aspects of the site such as 1) the curvature in the road to preserve the Maple; 2) the Fire Truck turn-around; 3) the existing looped driveway; and 4) the planned sidewalk and in-laid street crossing allowing neighbors and tenants to maneuver throughout the subdivision in a safe manner. Finally, and most importantly, the sensibility to understand the limited number of vehicle trips associated at this end of the subdivision will produce extremely low volumes of traffic and that all pedestrians will simply walk within the turn-around area to get to their destination. Note: For this same reasoning, sidewalks are not required along private drives (18.88.050 A.).

Natural Drainage Easement: The existence of the Natural Drainage Easement between Lots #5 and #6 was created with the development of the Greenmeadows Subdivision to the south in the late 1970's. The easement was somewhat of a mystery to the owners because there has never been any discernable surface water or related vegetation in this section of the easement,

but immediately to the north the water daylights on a neighboring property (see dashed lines in insert below) and eventually connects with Hamilton Creek. However, after some research, the source is 100% City storm water from the above Greenmeadows Subdivision where it was redirected underground through this property. Nevertheless, other than a small widening of the existing culvert for access to Lot #6, the property owners have designed building envelopes on lots #5 and #6 to respect this “natural” drainage area as it creates an attractive separation between the two homes - similar to the open spaces found within the Greenmeadows Subdivision (see insert below).



Drainage Map

Tree Removal & Tree Preservation: Of the site’s forty-three trees, only five are proposed to be removed. All five are aligned along the existing driveway’s southern edge, likely planted by the previous property owners, and will need to be removed due to the widening and undergrounding of utilities to accommodate the new street. None of the trees to be removed would be considered significant heritage trees as their diameter is less than 18” at breast height and most are fruit trees. Note: at the time of this writing, there appears to be graphical error on the Tree Protection and Removal Plan as Tree #17 is to be retained and Tree #15 (Apple Tree) is to be removed.

All of the other trees on the property are planned to be retained as evidenced on the Tree Protection and Removal Plan (Sheet L-1.0) and in accordance with AMC 18.61.200 B. All of the trees to be removed will be replaced with new street trees, planted every thirty feet, within the street's planting strip. Note: Three of the trees to be removed with this application were approved to be removed with the previous planning action (PA-2010-00582) due to their conflicting location along the driveway.

Finally, the property owners have and will be putting forth a significant expense to save the large Maple tree (#43) located in the center of the property. Its preservation has played a major role in the design and engineering of the subdivision, but because of its size and aesthetic quality, the property owners feel strongly it should be preserved and become a focal point for the subdivision's future residences.

Garage / Shop Accessory Structure: The property owners desire to retain the existing garage and shop structure located directly to the north of the house. A portion of the structure must be removed in order to accommodate additional on-street parking and the pedestrian path, but the majority of the structure will remain. The property owners desire to retain the structure for its utility value as the majority of the structure is sound.

Circular Driveway: The property owners also desire to retain the existing circular driveway immediately west of the turn around area as it also provides an important utility use for the property owners and is part of the home's ranch style presence. Private easements will be recorded at the time of the Phase III plat indicating the driveway's use is for the benefit of the property owners of Lot #3 (existing house). Note: The retention of the circular driveway was consulted upon with the Fire Marshall who had no issues with its location.

Utilities: The majority of the site's utilities will extend to and from the main lines in Tolman Creek Road as illustrated on the Civil Engineer's drawings (Sheets C.1 – C.9). Of particular note are the efforts to reroute various utility lines to preserve the Maple tree in the center of the property and in particular the storm water lines and its three man-holes to accommodate servicing needs at each bend in the line. Also of note is the 36" storm water detention pipe in the street that allows for high volume capture and slower water releases from the site during heavy storm events. Note: All street and utility improvements will be completed in coordination with Jackson County Roads Division as this section of Tolman Creek Road is under Jackson County jurisdiction.

SUBMITTAL REQUIREMENTS FOR AN OUTLINE PLAN (AMC 18.88.030):

1. Application for subdivision approval under this Chapter shall be accompanied by a proposed Outline Plan. For developments of less than 10 lots, the Outline Plan may be filed concurrently with the final Plan, as that term is defined in 18.88.030 B.4. For developments of 10 lots or more prior Outline Plan approval is mandatory.

A simultaneous application for an Outline and Final Plan is being filed as the total number of lots within the subdivision application is eight.

2. *A Type II procedure, as defined in this Ordinance, shall be used for the approval of the outline plan.*

Applicants will follow all procedures as set fourth by the Ashland Municipal Code.

3. *Contents. The contents for an outline plan shall be as follows:*

a. *A topographic map showing contour intervals of five (5) feet.*

See attached exhibits. Plans show a one (1) foot contour in order to fully address grade relationship issues.

b. *The proposed land uses and approximate locations of the existing buildings to be retained, the proposed structures on the site, the proposed and existing property lines and easements on the site, and existing buildings, structures, and trees greater than six (6) inches in diameter measured at breast height on the properties adjacent to the site, and all buildings within one hundred sixty (160) feet of the site boundaries.*

See attached site plan exhibits for proposed land uses and building to be retained, property lines, trees, etc. Buildings within 160' of the site's boundaries are shown in the insert on Page 3 of this document.

c. *The locations of all proposed thoroughfares, walkways, and parking facilities.*

d. *Public uses, including schools, parks, playgrounds, open spaces and trails.*

e. *Public or private utilities.*

f. *General areas of cuts and fill.*

g. *The location of natural features such as rock outcroppings, marshes, wooded areas, and isolated preservable trees.*

h. *The location and direction of all watercourses and areas subject to flooding.*

For items c – d see attached site plan exhibits.

i. *On lots which are to contain detached single-family dwellings, building envelopes shall be included on the outline plan which show the area and maximum height of improvements, including solar access and view protection where required.*

All of the subject lots are to contain detached single-family dwellings, but may also contain accessory dwelling units or accessory structures in the future. All such structures will need to comply with the Ashland Municipal Code's procedures and standards codified at that time.

The building envelopes are provided to illustrate the allowed area where each lot's principal structure could be built. The maximum height for each lot is based on the permitted height in the R-1-7.5 zone which is 35'. The maximum Solar Access for building permit application will be based on the standard Class "A" formula found in AMC 18.70.040 A. which is described as: $H - 6' / .445 + S$ (Where: H = Building Height and S = North Slope).

For all new land divisions, the application includes plans that comply with Section 18.70.050 A. where a 21' tall structure could be placed on each lot and not exceed 50% of the lot's north-south lot dimension. The north-south lot dimension for each lot is as follows (based on average lot depth in accordance with AMC 18.70.020 E):

Lot #	Avg. North Slope	Avg. North/South Dimension	21' Solar Setback (SSB) (Percentage of N/S Dim.)
1	-046	144'	52'-6" (37%)
2	-046	132'	52'-6" (40%)
3	-046	147'	52'-6" (36%)
4	-046	170'	52'-6" (31%)
5	-066	121'	55'-4" (45%)
6	-040	116'	51'-8" (45%)
7	-040	108'	51'-8" (48%)
8	-040	140'	51'-8" (37%)

Note1: Sheet L-2.0 (solar) identifies the 21' Solar Setback Dimension for each lot as noted in table (reduced copies only).

Note2: AMC 18.70.020 D. allows shadowing of streets and other unbuildable areas, but solar setback dimension (SSB) on plans are shown from furthest north property lines.

To the best of the applicant's knowledge, no view protection requirements have been imposed on the subject property or neighboring properties. However, the applicants have attempted to consider neighboring views and have significantly increased yard setbacks beyond the zone's minimums where possible. The setbacks for the R-1-7.5 zone are as follows:

Front Yard: 10' (porch) Rear Yard: 10' per story Side Yard: 6'
 15' (house)
 20' (garage)

j. Elevation of typical proposed structures. The elevation should be to scale and should include the approximate dimensions of the proposed structures and all attached exterior hardware for heating and cooling.

Considering the subject application is for single-family detached lots, each home is to be designed and independently constructed by each property owner. This condition is typical of multi-family developments with attached walls and common spaces. This standard is clarified in the Final Plan submittals, AMC 18.88.030 B.4.1.

k. A written statement which will contain an explanation of:

- i. The character of the proposed development and the manner in which it has been designed to take advantage of the Performance Standards Concept.*
- ii. The proposed manner of financing.*
- iii. The present ownership of all the land included within the development.*
- iv. The method proposed to maintain common open areas, buildings and private thoroughfares.*
- v. The proposed time schedule of the development.*
- vi. The findings of the applicant showing that the development meets the criteria set forth in this Ordinance and the Ashland Comprehensive Plan.*

The proposed development has been designed to take advantage of the Performance Standards Options ordinance by incorporating various elements into the subdivision that first considers the neighboring properties and attempts to respect their environments and at the same time provide the lots with traditional home ownership opportunities. The most obvious examples include lot sizes which generally are of the same size and building envelopes which are designed to provide for greater separation than what is permitted under standard zoning regulations. Finally, it has been the applicants desire to provide lots that are marketable to citizens desiring slightly larger parcels that are relatively level, provide flexible design opportunities, excellent views and have full solar access.

Conventional bank loans and investment capital will be used to finance the Subdivision's improvements.

There are no common areas or buildings that will require maintenance. There is a public multi-use path that will extend from the end of the public street connecting Apple Way. The path has been designed consistent with the Ashland Street Standards with 6' of paving and 2' of clearance on each side.

The property owners desire to install the necessary infrastructure and street improvements within 18 months of approval. Once the lots are created and all public improvements completed, the owners desire to sell the properties.

The subdivision will have three phases to reflect market conditions and applicant's goals. The phasing of the subdivision and timing of improvements are as follows:

Phase I: Lots #1, 2, 4, 7 & 8 (Lot #4, existing house lot, to be divided with Phase II and III)

Phase II: Lots #5 & 6

Phase III: Lot #3

Phase I improvements include all public street improvements as identified on the attached site plans, including the "public" pedestrian path, sidewalks, utilities and the $\frac{3}{4}$ street which will include the asphalt, curbs, parkrow and sidewalks. The sidewalk and parkrow along the frontage of Tax lot #400 will be completed by that property owner when he/she subdivides. Phase II improvements will include the extension of utilities to Lots #5 & 6 as well as the expansion of the private driveway. No improvements should be necessary for Phase III as all utility stubs and aprons will be installed in Phase I.

SUBMITTAL REQUIREMENTS FOR FINAL PLAN (AMC 18.88.030):

B. Final Plan.

1. Procedure for approval. Type I procedure, as defined in this Title, shall be used for approval of final plans, unless an outline plan has been filed, in which case Type II procedure shall be used, and the criteria for approval of an outline plan shall also be applied.

The applicants are aware of the procedures as described above. The applicants are attempting to process the Outline and Final Plan application simultaneously in order to limit market swings and overhead costs.

2. The final plan may be filed in phases as approved on the outline plan.

As noted above, the application is for a simultaneous Outline and Final Plan approval. The subdivision will have three phases to reflect market conditions and applicant's goals. The phasing of the subdivision and timing of improvements are as follows:

Phase I: Lots #1, 2, 4, 7 & 8 (Lot #4, existing house lot, to be divided with Phase II and III)

Phase II: Lots #5 & 6

Phase III: Lot #3

Phase I improvements include all public street improvements as identified on the attached site plans, including the "public" pedestrian path, sidewalks, utilities and the $\frac{3}{4}$ street which will include the asphalt, curbs, parkrow and sidewalks. The sidewalk and parkrow along the frontage of Tax lot #400 will be completed by that property owner when he/she subdivide. Phase II improvements will include the extension of utilities to Lots #5 & 6 as well as the expansion of the private driveway. No improvements should be necessary for Phase III as all utility stubs and aprons will be installed in Phase I.

3. If the final plan or the first phase of the outline plan is not approved within eighteen (18) months from the date of the approval of the outline plan, then the approval of the plan is terminated and void and of no effect whatsoever. Extensions may be granted as a Type I procedure.

As stated previously, the applicants intend to finalize the first phase of the subdivision within eighteen (18) months from the date of final approval, but also understands an extension is permissible as a Type I procedure if unknown circumstances occur and deemed necessary.

4. Contents. The final plan shall contain a scale map or maps and a written document showing the following for the development:

- a. A topographic map showing contour intervals of five (5) feet.*
- b. Location of all thoroughfares and walks, their widths and nature of their improvements, and whether they are to be public or private.*
- c. Road cross sections and profiles, clearly indicating the locations of final cuts and fills, and road grades.*
- d. The location, layout, and servicing of all off-street parking areas.*
- e. The property boundary lines.*
- f. The individual lot lines of each parcel that are to be created for separate ownership.*
- g. The location of easements for water line, fire hydrants, sewer and storm sewer lines, and the location of the electric, gas, and telephone lines, telephone cable and lighting plans.*
- h. Landscaping and tree planting plans with the location of the existing trees and shrubs which are to be retained, and the method by which they are to be preserved.*
- i. Common open areas and spaces, and the particular uses intended for them.*

j. Areas proposed to be conveyed, dedicated, reserved or used for parks, scenic ways, playgrounds, schools or public buildings.

For the items noted above (4a – 4j), please refer to the attached site plan submittals addressing the various plan submittal requirements.

k. A plan showing the following for each existing or proposed building or structure for all sites except single-family, detached housing which meets the parent zone setbacks:

i. Its location on the lot and within the Planned Unit Development.

ii. Its intended use.

iii. The number of dwelling units in each residential building.

iv. On lots which are to contain detached single-family dwellings, building envelopes shall be included on the final plan which show the area and maximum height of improvements, including solar access and view protection constraints where required.

Considering the subject application is for single-family detached lots, each home is to be designed and independently constructed by each property owner. Other than the out-buildings identified on the front portion of Lot #5 and the out-buildings at the rear of Lot #3, no other out-buildings exist. However, it's expected small accessory buildings may be desired by individual property owners in the future which will need to comply with all requirements of the Ashland Municipal Code, specifically AMC 18.68, General Regulations. View protections are not required, but solar access provisions have been provided and at the time each homeowner/contractor proposes building plans, they will need to demonstrate compliance with Solar Access Standard "A" as previously described.

l. Elevation drawings of all typical proposed structures except single-family, detached residences which meet parent zone setback requirements. The drawings shall be accurate and to scale, including all attached exterior hardware for heating and cooling.

Not applicable as the proposed lots to be created are intended to be created, sold and independently designed.

m. Manner of financing.

Conventional bank loans and investment capital will be used to finance the Subdivision's improvements.

n. Development time schedule.

The property owners desire to install the necessary infrastructure and street improvements within 18 months of approval. Once the lots are created and all public improvements completed, the owners desire to sale the properties. A phasing plan is described below, but it is estimated the initial phase and the majority of the public improvements will be completed within the first 18 months and the other phases completed at the discretion of the property owners based on market conditions.

o. If individual lots are to be sold in the Planned Unit Development, a final plat, similar to that required in a subdivision section of the Land Use Development Ordinance.

Individual lots are to be sold and a Final Plat, as required by the Subdivision section of the Land Use Ordinance, will be submitted.

p. Final plans for location of water, sewer, drainage, electric and cable T.V. facilities and plans for street improvements and grading or earth-moving improvements.

Please see the attached Civil Improvement Plans.

q. The location of all trees over six (6) inches diameter at breast height, which are to be removed by the developer. Such trees are to be tagged with flagging at the time of Final Plan approval.

See attached site plans. All trees to be removed have been tagged. Further, all trees to be saved will be protected with chain-link fencing as described on the Tree Protection and Removal Plan. No trees will be removed and no site disturbance will occur until a Tree Verification Permit is approved. Required Tree Protection Measure (18.61.200) will occur prior to any development activities, including, but not limited to clearing, grading, excavation or demolition work, and shall be removed only after completion of all construction activity, including landscaping and irrigation installation.

APPLICABLE CRITERIA

18.88.030 A.4. Outline Plan Criteria:

a. That the development meets all applicable ordinance requirements of the City of Ashland.

The development proposal meets all applicable ordinance requirements of the City of Ashland unless specifically noted herein where the applicants have attempted to specifically address each exception and address the appropriate mitigation measures based on the intent of the Performance Standards Options Subdivision, context of the surrounding neighborhood and likely future development considerations.

b. That adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.

All public utilities are available to service the subject proposal and are located within the adjacent Tolman Creek Road right-of-way. Multiple meetings have been held with the Ashland Public Works, Engineering, Fire, Sewer and Electrical Departments in order to verify

and coordinate service abilities and connection points. All of the departments stated there is capacity to service the proposal.

Vehicular access from the installation of the new street and fire-truck turn-around area allowing vehicles to enter and exit through Tolman Creek Road. Pedestrian access will be provided through the subdivision and link with the street system within the Greenmeadows area providing a more direct and safe route than Tolman Creek Road. The property owners have agreed to sign in favor of a Local Improvement District or other shared financial mechanism adopted by the City Council in order to improve Tolman Creek Road to City Street Standards, but contend the proposed improvements, pedestrian connections and willingness to participate in future street improvements through a fair allocation and comprehensive design commitment meets the intent of this criterion.

c. That the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.

The site plan has also been designed to recognize the site's natural features such as its various large trees, various groups of trees, neighbor's trees, natural drainage swales and existing structures. Where possible, the site's natural elements have been incorporated into the project's site planning based on building envelope configuration, driveway location and street design. In addition, the project's Civil Engineer and Landscape Architect have coordinated street and utility design efforts to preserve the large Maple tree in the center of the property.

d. That the development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

The proposed development will not prevent adjacent land from being developed as shown on the Comprehensive Plan as the area to the north, south and west are fully built-out. A significant amount of planning has occurred to evaluate the adjacent lands to the east (Tax Lot #400 and #500) in order to limit project impacts, but also to evaluate their development potential and likely development patterns to insure compatibility with various Comprehensive Plan policies and Zoning Code provisions.

e. That there are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

The proposed subdivision will not have open space or common areas. However, the public pedestrian path proposed by the applicants will be installed during the initial phase of development and its maintenance, although minimal, will occur by a limited Home Owners Association as permitted by State law.

f. That the proposed density meets the base and bonus density standards established

under this Chapter.

The application meets the base density standards for the R-1-7.5 residential zone and are not proposing any density bonuses. Based on the provisions of AMC 18.88.040, the base density for the property is 3.60 units per acre or a total of 11.5 units and the applicants propose a total of eight lots with an average 15,400 square feet in area or more than double the lot's permissible size under the municipal code's conventional subdivision standards. Note: Although each lot is oversized for the zone and, as a whole, the number of units is less than the base density, it should be understood each property could easily accommodate accessory dwelling units which would be at future property owner's discretion and processed under the City's Conditional Use Permit entitlement process.

g. The development complies with the Street Standards.

Other than where addressed herein, the development complies with the Ashland Street Standards for a Residential Neighborhood Street. The planned right of way will be 47' in width with the applicants developing 2/3 (34') of the street with the development (total of 36.94' existing in flag area). The remaining 1/3 will be developed at the time the adjacent property to the north (Tax Lot 400) is subdivided. The design of the street right-of-way show two travel lanes with parking on one side, curbs, parkrows (planting strips) and sidewalks. Street trees will be installed within the parkrows in an attempt to create a tree canopied street. Existing trees have been evaluated and preserved where possible to not only create a canopied street, but also a street promenade and neighborhood identity.

The public pedestrian path will be designed and constructed in accordance with the City's Street Standards for multi-use paths with 6' of sidewalk and 10' of right-of-way. The path will be installed during the initial phase of the subdivision.

18.88.040 Performance Standards for Residential Developments:

A. The purpose of the P-overlay zone is to distinguish between those areas which have been largely developed under the subdivision code, and those areas which, due to the undeveloped nature of the property, topography, vegetation, or natural hazards, are more suitable for development under Performance Standards.

As described above, the subject property has a number of natural constraints as well as surrounding compatibility issues with the neighborhood that it is being processed under the Performance Standards Options Subdivision (AMC 18.88.080 A. and D.1. and 2.).

The property is zoned R-1-7.5 and 3.21 acres in total area. Less a typical 20% area dedicated to public streets, under "standard" zoning provisions, the property could theoretically be divided into 14.9 7,500 square foot parcels under the Subdivision chapter. However, when subdividing under the Performance Standards Options Subdivision process, the base density is reduced to 3.60 units an acre or in this case 11.5 units and the property owners, based on the purpose and intent statement of the Performance Standards Options Chapter (AMC 18.88.010), desire a total of eight units – three less than permitted under the Performance

Standards Options Chapter and approximately seven less than then a standard Subdivision's allowance.

18.88.070 Setbacks:

A. Front yard setbacks shall follow the requirements of the underlying district.

The attached site plan shows building envelopes with front setbacks that meet or exceed the standard front yard provisions of the R-1-7.5 zone which is 10' for porches, 15' for house and 20' for garages.

B. Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone.

The setbacks within the R-1-7.5 zone are as described above for the front yard, 6' side, 10' street side and 10' per story in the rear yards. The attached site plans show building envelopes where along the perimeter of the development all setbacks meet or exceed for the R-1-7.5 zoning district. In particular, the areas where the property abuts surrounding properties, the envelopes have been designed to provide a spacious setback respecting neighborhood context patterns.

C. Maximum heights shall be the same as required in the parent zone.

The property owners are aware of the 35' maximum height restrictions noted in the R-1-7.5 zoning district as well as all applicable Solar Access provisions of AMC 18.70, and have designed the lots and building envelopes to accommodate these provisions.

D. One-half of the building height at the wall closest to the adjacent building shall be required as the minimum width between buildings.

All of the proposed homes will have house designs complying with this standard. All setback dimensions will be verified at the time of the building permit in accordance with the submitted plans.

E. Solar Access Setback. Solar access shall be provided as required in Section 18.70.

All of the lots meet the Solar Access Performance Standards listed under Chapter 18.70.050 A. and each lots north-south width easily accommodates a 21' tall building so that its shadow setback does not exceed 50% of the lot's north-south lot dimension. Further, all of the subject lots are to contain detached single-family dwellings, but may also contain accessory dwelling units or accessory structures in the future. All such structures will need to comply with the Ashland Municipal Code's procedures and standards codified at that time.

The maximum Solar Access for building permit application will be based on the standard Class "A" formula found in AMC 18.70.040 A. which is described as: $H - 6' / .445 + S$ (*Where: H = Building Height and S = North Slope*).

Note: For all new land divisions, the application includes plans that comply with Section 18.70.050 A. where a 21' tall structure could be placed on each lot and not exceed 50% of the lot's north-south lot dimension. The north-south lot dimension for each lot is as follows (based on *average* lot depth in accordance with AMC 18.70.020 E):

Lot #	Avg. North Slope	Avg. North/South Dimension	21' Solar Setback (SSB) (Percentage of N/S Dim.)
1	-046	144'	52'-6" (37%)
2	-046	132'	52'-6" (40%)
3	-046	147'	52'-6" (36%)
4	-046	170'	52'-6" (31%)
5	-066	121'	55'-4" (45%)
6	-040	116'	51'-8" (45%)
7	-040	108'	51'-8" (48%)
8	-040	140'	51'-8" (37%)

Note1: Sheet L-2.0 (solar) identifies the 21' Solar Setback Dimension for each lot as noted in table (reduced copies only).

Note2: AMC 18.70.020 D. allows shadowing of streets and other unbuildable areas, but solar setback dimension (SSB) on plans are shown from furthest north property lines.

F. Any single-family structure not shown on the plan must meet the setback requirements established in the building envelope on the outline plan.

The attached site plan identifies building envelopes complying with the setback standards for the underlying R-1-7.5 zoning district.

18.88.030 B.5. Final Plan Criteria:

Final plan approval shall be granted upon finding of substantial conformance with the outline plan. Nothing in this provision shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan shows that:

NOTE: Considering the proposal is for an eight lot subdivision, Outline and Final Plan applications under 10 lots are permitted to be submitted concurrently (AMC 18.88.030 A.1.). As such, the application complies with the criteria listed below (specific to a, b, c, d and f).

a. The number of dwelling units vary no more than ten (10%) percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.

b. The yard depths and distances between main buildings vary no more than ten (10%) percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Title.

c. The open spaces vary no more than ten (10%) percent of that provided on the outline plan.

d. The building size does not exceed the building size shown on the outline plan by more than ten (10%) percent.

e. The building elevations and exterior materials are in conformance with the purpose and intent of this Title and the approved outline plan.

All of the subject vacant lots will be designed and constructed independently by each property owner. The property owners contend the building elevations and exterior materials chosen by future owners, in combination of the increased setbacks and tree preservation efforts, will comply with the purpose and intent of the Performance Standards Options Chapter (AMC 18.88.010).

f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.

g. The development complies with the Street Standards.

Other than where addressed herein, the development complies with the Ashland Street Standards for a Residential Neighborhood Street. The planned right of way will be 47' in width with the applicants developing 2/3 (34') of the street with the development (total of 36.94' existing in flag area). The remaining 1/3 will be developed at the time the adjacent property to the north (Tax Lot 400) is subdivided. The design of the street right-of-way show two travel lanes with parking on one side, curbs, parkrows (planting strips) and sidewalks. Street trees will be installed within the parkrows in an attempt to create a tree canopied street. Existing trees have been evaluated and preserved where possible to not only create a canopied street, but also a street promenade and neighborhood identity.

The public pedestrian path will be designed and constructed in accordance with the City's Street Standards for multi-use paths with 6' of sidewalk and 10' of right-of-way. The path will be installed during the initial phase of the subdivision.

18.62.040 Approval Criteria (Physical & Environmental Constraints):

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.

The applicants have taken all reasonable steps as outlined in Chapter 18.62.070 (Development Standards for Floodplain Corridor Lands) to minimize potential impacts to adjacent properties – see response to standards below. Not only have the applicants conversed directly and indirectly with the neighbors, they have hired a professional Civil Engineer, Landscape

Architect and Surveyor to address any potential impacts associated with the construction of the new road. From the various meetings and communications, the applicants contend any and all potential adverse impacts have been minimized.

2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.

The applicants have considered the potential hazards where the widened new road meets with Tolman Creek Road and have hired Civil Engineer to evaluate the construction and associated fill materials. By taking these steps, the applicants contend measures have and will be implemented to mitigate against any potential hazards the road construction may cause.

3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance.

The applicants have taken all reasonable steps to reduce any adverse impacts on the environment by hiring a professional Landscape Architect, Civil Engineer, Arborist, and Land Use Planner to comprehensively evaluate the proposal and address any potential impacts associated with the road's improvements. From the various meetings and communications, the applicants and property owners contend any and all potential adverse impacts have been minimized.

18.62.070 Development Standards for Flood plain Corridor Lands

For all land use actions which could result in development of the Flood plain Corridor, the following is required in addition to any requirements of Chapter 15.10:

Approximately 5' of the Hamilton Creek Floodplain, where it parallels Tolman Creek Road, extends into the area of the existing driveway and proposed residential street's improvements. According to the project's Civil Engineer, the new street will have no noticeable impact on the floodplain as the driveway already exists, but will be widened with some fill being removed and some fill being added (curbs, sidewalks, paving, utilities, etc.). Overall, it's expected the 12' driveway will be widened to 47' (eventually) to meet City street standards and that less than 50 cubic yards of material will be added in this area. As such, the amount of disturbance in this area is minimal and the amount of fill is extremely minimal.

A. Standards for fill in Flood plain Corridor lands:

1. Fill shall be designed as required by the Oregon Structural Specialty Code (OSSC) and Oregon Residential Specialty Code (ORSC), where applicable.

All street improvements and associated fill material has been designed by a licensed Civil Engineer and in compliance with all applicable local and State laws.

2. The toe of the fill shall be kept at least ten feet outside of floodway channels, as defined in section 15.10, and the fill shall not exceed the angle of repose of the material used for fill.

The toe of the fill is literally at the western edge of Tolman Creek Road and the new street where the existing open storm ditch is located. All fill material is simply to widen the existing driveway where it meets Tolman Creek Road from 12' to 37'.

3. The amount of fill in the Flood plain Corridor shall be kept to a minimum. Fill and other material imported from off the lot that could displace floodwater shall be limited to the following:

a. Poured concrete and other materials necessary to build permitted structures on the lot.

Not applicable as no structures are proposed within the subject area.

b. Aggregate base and paving materials, and fill associated with approved public and private street and driveway construction.

All proposed fill materials associated with the widening of the driveway are necessary to complete the new road to City Street Standards.

c. Plants and other landscaping and agricultural material.

Within the five feet of street encroachment, there are small amounts of plants and other landscaping materials to be located in the street's parkrow.

d. A total of 50 cubic yards of other imported fill material.

According to the project's Civil Engineer, no more than 50 cubic yards will be necessary to encroach into the five foot floodplain boundary.

e. The above limits on fill shall be measured from April 1989, and shall not exceed the above amounts. These amounts are the maximum cumulative fill that can be imported onto the site, regardless of the number of permits issued.

To the applicant's knowledge, no other fill material has been added to this site since the driveways original construction.

4. If additional fill is necessary beyond the permitted amounts in (3) above, then fill materials must be obtained on the lot from cutting or excavation only to the extent

necessary to create an elevated site for permitted development. All additional fill material shall be obtained from the portion of the lot in the Flood plain Corridor.

Not applicable as less than 50 cubic yards of fill material is necessary.

5. Adequate drainage shall be provided for the stability of the fill.

All street improvements, including drainage provisions have been designed by a licensed Civil Engineer.

6. Fill to raise elevations for a building site shall be located as close to the outside edge of the Flood plain Corridor as feasible.

All fill material is at the extreme outer edge of the designated floodplain boundary. In fact, according to the project's Surveyor, the actual boundary of the floodplain is likely to be less than the boundary designated on the submitted plans as that boundary has been extrapolated from City of Ashland floodplain maps which are often oversized and do not reflect either the topography of the area or are based on boundaries difficult to measure based on the small scale of the maps. Nevertheless, in this application's case, a conservative effort was made to address all standards for clarity and thoroughness.

B. Stream crossing for streets, access or utilities of any waterway or stream identified on the official maps adopted pursuant to section 18.62.060 must be designed by an engineer. Stream crossings shall be designed to the standards of Chapter 15.10, or where no floodway has been identified, to pass a one hundred (100) year flood without any increase in the upstream flood height elevation. The engineer shall consider in the design the probability that the crossing will be blocked by debris in a severe flood, and accommodate expected overflow. The crossing shall be at right angles to the stream channel to the greatest extent possible. Fill for stream crossings shall be kept to the minimum necessary to achieve property access, but is exempt from the limitations in section (A) above.

Not applicable as no streams are being crossed.

C. Non-residential structures shall be flood-proof to the standards in Chapter 15.10 to one foot above the elevation contained in the maps adopted by chapter 15.10, or up to the elevation contained in the official maps adopted by section 18.62.060, whichever height is greater. Where no specific elevations exist, then they must be flood-proofed to an elevation of ten feet above the stream channel on Ashland, Bear or Neil Creek; to five feet above the stream channel on all other Riparian Preservation Creeks identified on the official maps adopted pursuant to section 18.62.060; and three feet above the stream channel on all other Land Drainage Corridors identified on the official maps adopted pursuant to section 18.62.060.

Not applicable as no structures are proposed.

D. All residential structures shall be elevated so that the lowest habitable floor shall be raised to one foot above the elevation contained in the maps adopted in chapter 15.10, or to the elevation contained in the official maps adopted pursuant to section 18.62.060, whichever height is greater. Where no specific elevations exist, then they must be constructed at an elevation of ten feet above the stream channel on Ashland, Bear, or Neil Creek; to five feet above the stream channel on all other Riparian Preservation Creeks identified on the official maps adopted pursuant to section 18.62.060; and three feet above the stream channel on all other Land Drainage Corridors identified on the official maps adopted pursuant to section 18.62.060, or one foot above visible evidence of high flood water flow, whichever is greater. The elevation of the finished lowest habitable floor shall be certified to the city by an engineer or surveyor prior to issuance of a certificate of occupancy for the structure.

Not applicable as no structures are proposed.

E. To the maximum extent feasible, structures shall be placed on other than Flood plain Corridor Lands. In the case where development is permitted in the Flood plain corridor area, then development shall be limited to that area which would have the shallowest flooding.

The application meets the intent of this standard as the fill and related construction work for the road will be at the far western edge of the floodplain boundary in a location that appears to be at its highest elevation where the new street and Tolman Creek Road meet.

F. Existing lots with buildable land outside the Flood plain Corridor shall locate all residential structures outside the Corridor land, unless 50% or more of the lot is within the Flood plain Corridor. For residential uses proposed for existing lots that have more than 50% of the lot in Corridor land, structures may be located on that portion of the Flood plain corridor that is two feet or less below the flood elevations on the official maps, but in no case closer than 20 feet to the channel of a Riparian Preservation Creek identified on the official maps adopted pursuant to section 18.62.060. Construction shall be subject to the requirements in paragraph D above.

Not applicable as no lots are within the floodplain area as the area in question is street right-of-way.

G. New non-residential uses may be located on that portion of Flood plain Corridor lands that equal to or above the flood elevations on the official maps adopted in section 18.62.060. Second story construction may be cantilevered or supported by pillars that will have minimal impact on the flow of floodwaters over the Flood plain corridor for a distance of 20 feet if it does not impact riparian vegetation, and the clearance from finished grade is at least ten feet in height. The finished floor elevation may not be more than two feet below the flood corridor elevations.

Not applicable as no structures are proposed.

H. All lots modified by lot line adjustments, or new lots created from lots which contain Flood plain Corridor land must contain a building envelope on all lot(s) which contain(s) buildable area of a sufficient size to accommodate the uses permitted in the underlying zone, unless the action is for open space or conservation purposes. This section shall apply even if the effect is to prohibit further division of lots that are larger than the minimum size permitted in the zoning ordinance.

Not applicable as no lots are within the floodplain area as the area in question is street right-of-way.

I. Basements.

1. Habitable basements are not permitted for new or existing structures or additions located within the Flood plain Corridor.

2. Non-habitable basements, used for storage, parking, and similar uses are permitted for residential structures but must be flood-proofed to the standards of Chapter 15.10.

Not applicable as no lots are within the floodplain area as the area in question is street right-of-way.

J. Storage of petroleum products, pesticides, or other hazardous or toxic chemicals is not permitted in Flood plain Corridor lands.

Not applicable as no lots are within the floodplain area as the area in question is street right-of-way.

K. Fences shall be located and constructed in accordance with section 18.63.060.B. 3. Fences shall not be constructed across any waterway or stream identified on the official maps adopted pursuant to section 18.62.060. Fences shall not be constructed within any designated floodway.

No fences are proposed to be within the 5' floodplain area.

L. Decks and structures other than buildings, if constructed on Flood plain Corridor Lands and at or below the levels specified in section 18.62.070.C and D, shall be flood-proofed to the standards contained in Chapter 15.10.

Not applicable as no structures are proposed within the floodplain area as the area in question is street right-of-way.

M. Local streets and utility connections to developments in and adjacent to the Flood plain Corridor shall be located outside of the Flood plain Corridor, except for crossing the Corridor, except as provided for in Chapter 18.63 Water Resource Protection Zones, or in the Flood plain corridor as outlined below:

1. Public street construction may be allowed within the Bear Creek Flood plain corridor as part of development following the adopted North Mountain Neighborhood Plan. This exception shall only be permitted for that section of the Bear Creek Flood plain corridor between North Mountain Avenue and the Nevada Street right-of-way. The new street shall be constructed in the general location as indicated on the neighborhood plan map, and in the area generally described as having the shallowest potential for flooding within the corridor.

2. Proposed development that is not in accord with the North Mountain Neighborhood Plan shall not be permitted to utilize this exception.

Not applicable. The area in question already is in existence and the proposal is to widen the existing driveway where it meets Tolman Creek Road.

18.100.020 Criteria for Variances – On-Street Parking

Description: At least one on-street parking space is required per unit in a Performance Standards Options Subdivision (18.88.060 B.) The property owners are seeking a 50% Variance to this standard as only four can be provided where eight is required. The primary reason for the request is due to the preservation of the existing 60” mature Maple tree where its preservation radius causes the street to meander and thus eliminate “potential” parallel on-street parking spaces. If the tree were to be removed, the alignment of the street would be straight allowing for four additional on-street spaces. Nevertheless, the property owners desire to preserve the Maple tree, request a Variance and mitigate the loss by noting the four deficient on-street parking spaces are realistically available due to the fact that three of the new lots (lots #4, #5 and #6) are technically flag lots off a private drive that require a “third” on-site parking space (AMC 18.88.050 A. and 18.76.060 C.). Finally, the identified looped driveway serving the existing house provides for a minimum of two additional guest parking spaces.

The criteria for a Variance are found in the Ashland Municipal Code, Chapter 18.100, noted below followed by the applicant’s response:

A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.

The subject property is unique or unusual for a variety of reasons and when combined do not typically apply elsewhere. First, there are existing circumstances that apply to this property that have played a significant role in the projects design such as the fact there are existing structures, driveways, utilities, drainage areas and mature trees. Second, there are circumstances with this property that warrant or demand consideration such as neighboring property lines, house orientations, context and natural constraints.

As noted previously, the large Big Leaf Maple tree (#43) in the center of the property, with its 60” diameter at breast height and its 30’ radius combined with the location of the site’s existing driveway location defined by the boundaries of the adjacent tax lots (#400 and #500) and the location of the existing house, the ability to add four additional on-street parking has

become very problematic, but could be completed if the Maple tree was removed. The property owners desire to instead retain the tree and request a Variance based on the unique and unusual circumstances listed.

B. That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.

Without the Variance, the solution would be to remove the large Maple tree, straighten the street and designate additional on-street parking spaces. The applicant's proposal is to preserve the tree so that it will continue to grow and provide aesthetic and environmental benefits to the neighborhood for many years. The Variance will provide for future residents to benefit from the tree's preservation as once the homes are completed, the tree will be the focal point of the neighborhood and provide for gathering opportunities due to the fact it sits at the point of the sidewalk's convergence, the tree's large canopy will provide great shading opportunities and the eventual placement of mail boxes in this general location have all been considerations as to why the tree's preservation will be greater than any negative impacts on the development and will further the purpose and intent of the ordinance, particularly the Performance Standards Options Ordinance (Chapter 18.88) and Tree Preservation and Protection Ordinance (Chapter 18.61) and various Comprehensive Plan policies.

C. That the circumstances or conditions have not been willfully or purposely self-imposed.

The circumstances and conditions of the property, as described above in response to Criterion A, have not been willfully or purposely self-imposed. The subject Maple tree has been in existence for many years beyond the property owner's purchase and the only willful intent is the property owners' desire to retain it. Further, it should be noted the subject tree "could" be removed without discretion, thus opening up the opportunity for more on-street parking, but also opening up the possibility of additional housing. Again, it's the property owners' intent to not remove the tree for the purpose of additional parking or housing, but instead to mitigate the circumstances through the Variance process that results in a more compatible and harmonic design for the neighborhood.

18.88.050 – Exception to Street Standards:

Description: In accordance with Section 18.88.050 F., the property owners are requesting an exception (not a Variance) to the street standards handbook to not install a sidewalk along the frontages of Lots #2, #3 and #4 due to the unique aspect and proposed use of the site. As illustrated on the site's subdivision plans, the area in front of Lots #2, #3 and #4 is primarily being dictated by a couple of unique aspects of the site such as 1) the curvature in the road to preserve the Maple; 2) the Fire Truck turn-around; 3) the existing looped driveway; and 4) the planned sidewalk and in-laid street crossing allowing neighbors and tenants to maneuver throughout the subdivision in a safe manner. Finally, and most importantly, the sensibility to understand the limited number of vehicle trips associated at this end of the subdivision will produce extremely low volumes of traffic and that all pedestrians will simply walk within the

turn-around area to get to their destination. Note: For this same reasoning, sidewalks are not required along private drives (18.88.050 A.).

The criteria for a Variance are found in the Ashland Municipal Code, Chapter 18.88.050, noted below followed by the applicant's response:

A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.

The subject property is unique or unusual for a variety of reasons. First, there are existing circumstances that apply to this property that have played a significant role in the projects design such as the fact there are existing structures, driveways, utilities, drainage areas and mature trees. Second, there are circumstances with this property that warrant or demand consideration such as neighboring property lines, house orientations, context and natural constraints.

As noted previously, the large Big Leaf Maple tree (#43) in the center of the property, with its 60" diameter at breast height and its 30' radius combined with the location of the site's existing driveway location defined by the boundaries of the adjacent tax lots (#400 and #500) and the location of the existing house, the ability to add four additional on-street parking has become very problematic, but could be completed if the Maple tree was removed. The property owners desire to instead retain the tree and request a Variance based on the unique and unusual circumstances listed.

B. The variance will result in equal or superior transportation facilities and connectivity;

In the applicant's opinion, the request for an exception to not have sidewalk on the south side of the street extending around the fire-truck turn-around area and looped driveway is an "equal" transportation facility as it would be a more circuitous route with multiple curb-cuts in an area that has extremely low vehicle trips. When one considers the vehicle trips for this section of street are less than 50 in a given 24 hour period (ITE, Edition 8) and the fact that the existing code appears to recognize that where few vehicular trips exist (AMC 18.88.050 A.), it merits this type of reasonable approach.

C. The variance is the minimum necessary to alleviate the difficulty; and

The Variance request is the minimum necessary.

D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

The Variance request is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter as stated herein:

AMC 18.88.010: The purpose and intent of this Chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity and innovation, use the natural features of the landscape to their greatest advantage, provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes, be aesthetically pleasing, provide for more efficient land use, and reduce the impact of development on the natural environment and neighborhood.

The property owners' goal from the beginning was to create a residential living environment that would be appreciated by its residents and neighbors. The planned design will accommodate the goal as it will be aesthetically pleasing and reduce the impact of development on the natural environment and neighborhood than what could be created through standard subdivision practices.

Maple Tree Decline - Windows Internet Explorer

http://www.uri.edu/ce/factsheets/sheets/maplereedecline.html

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Maple Tree Decline

rees tolerant of a wider variety of soil conditions.

Soil Compaction and Paving:

Maple tree decline can often be attributed to soil compaction and paving. Areas around driveways and along non-curbed streets are often used for parking, causing considerable soil compaction beneath trees. If a tree is completely surrounded by a paved area, there is little room for water and air exchange in the soil, resulting in a buildup of carbon dioxide. This condition is especially critical if the paving was done after the tree had already established its root system. Symptoms of soil compaction and paving include marginal browning of leaves, twig dieback, summertime yellowing of leaves and smaller leaf size. These symptoms are often similar to girdling roots and construction damage. Frequently, more than one of these conditions exist on an individual tree. The effects of pavement are difficult to correct without removing the pavement for a distance of at least 8 feet from the base of the tree. Sidewalk and curb construction damage can be decreased by fertilization prior to root damage so that the tree is growing vigorously when the roots are cut. If soils are compacted, aeration and fertilization will help the tree recover. The source of compaction must be eliminated for long-term recovery.

OTHER FACTORS CONTRIBUTING TO DECLINING MAPLES:

In addition to the most common environmental problems already discussed, there are additional factors that can stress trees:

A. Grade Changes

Soil fill on top of root systems of living trees can cause serious damage. As little as 4 to 6 inches of fill can be damaging to some maples and other tree species. The typical symptoms of fill damage are yellowing of foliage and branch dieback. These symptoms may not be expressed until several years after the grade change was made. There are ways to fill around trees without

Internet 100%

Zimbra

seversod@ashland.or.us

± Font size -

1405 Tolman Creek Road

From : M Knox <knox@mind.net>

Thu, Jun 30, 2011 11:26 AM

Subject : 1405 Tolman Creek Road**To :** 'Margueritte Hickman' <hickmanm@ashland.or.us>**Cc :** 'Derek Severson' <seversod@ashland.or.us>, marvinfamily@aol.com

Hi Margueritte,

In regards to our conversation last week during the meeting with Public Works, Planning and Fire Department staff, I'm writing you this letter requesting an extension of the distance of the fire truck turn around requirement from 150' to 250' as codified in Section 18.76.060 B. of the Municipal Code. As stated at the meeting, the shifting of the fire truck turn around - from the other side of the new street (immediately east of existing shop/garage) to its current location, was done to minimize the impacts on the house and on-street parking needs. In the current scenario as shown, the turn around area is shifted further to the east, but it creates an opportunity to better mitigate these other issues. Nevertheless, it was always our intention, based on previous discussions with you, to install a fire sprinkler system in each of the two rear units (Lots #5 and #6). A condition of approval should be added that states something to the effect "At time of recording, Lots #5 and #6 shall be recorded with a deed restriction requiring an approved fire sprinkler system be installed with the construction of each home".

Let me know if you need additional information from me regarding this issue, but hopefully this will satisfy. Thanks and – Don't work too hard on the 4th! Hopefully the FD has limited incidents considering our recent weather. - Mark

The attached photos are examples of house elevations that may or may not be constructed within the Tolman Meadows Subdivision (1405 Tolman Creek Road). The examples vary in house design, house orientation, house size and house height due to the fact all homes will be custom built and designed by future property owners based on their individual needs and desires such as artistic preference, family size, family make-up, floor plan desire, individual creativity, preferred orientation, etc. In essence, any type, style or size of a future home is dependant on individual preference as long as such homes comply with the established building envelopes as identified and all City zoning regulations established at the time such house plans are submitted (lot coverage, setbacks, solar access, etc.).

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City of Ashland

Field____Office____County____





287













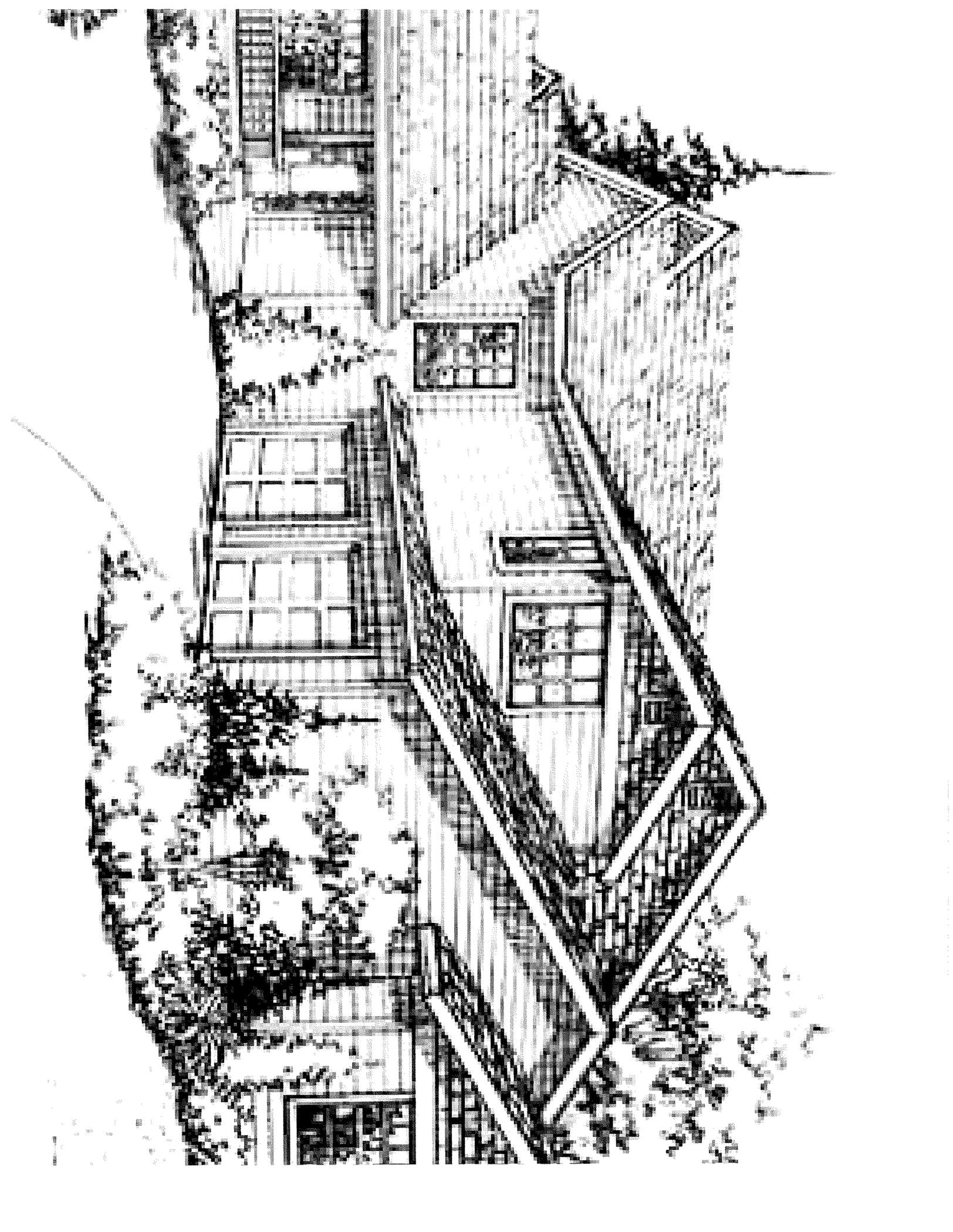


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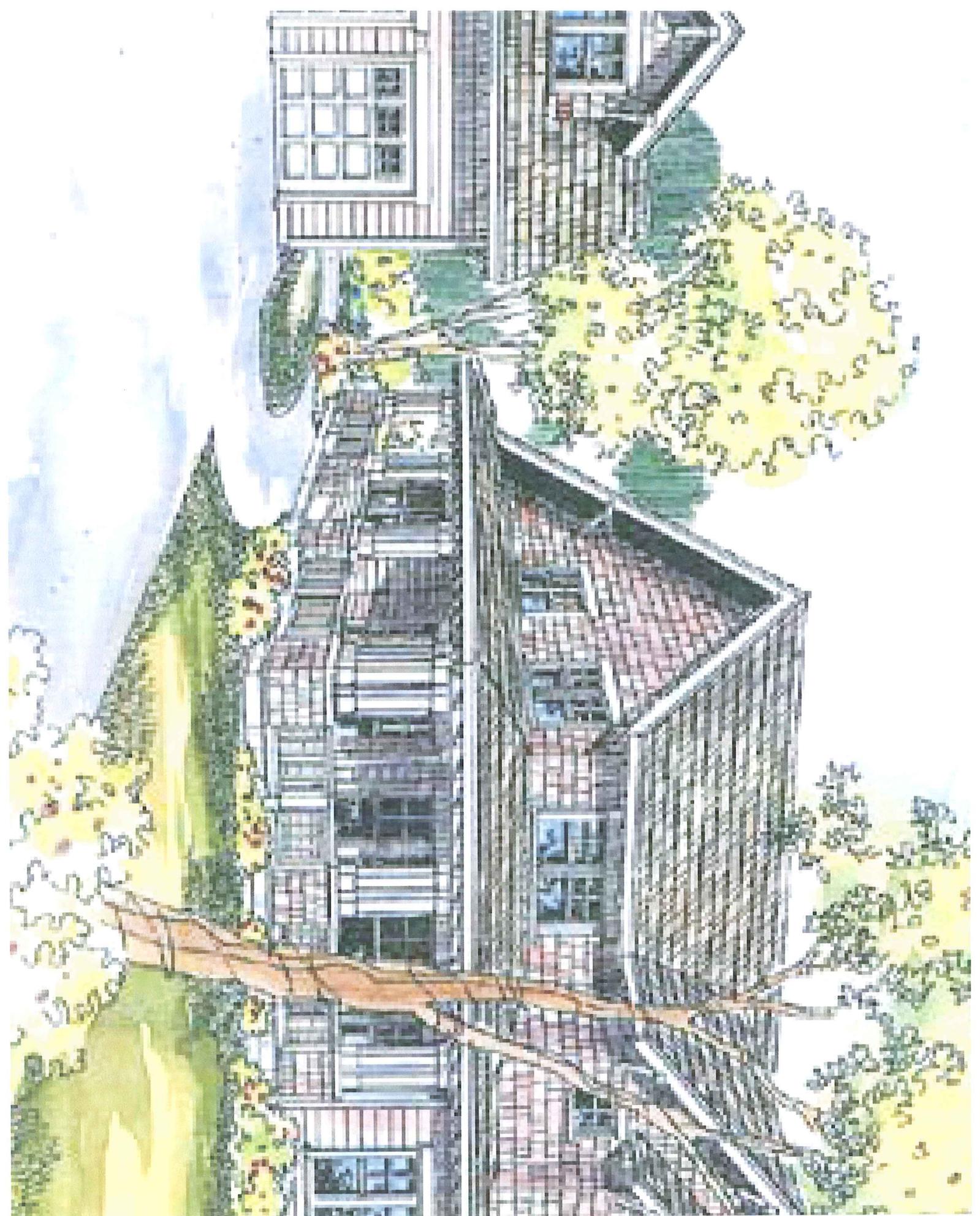






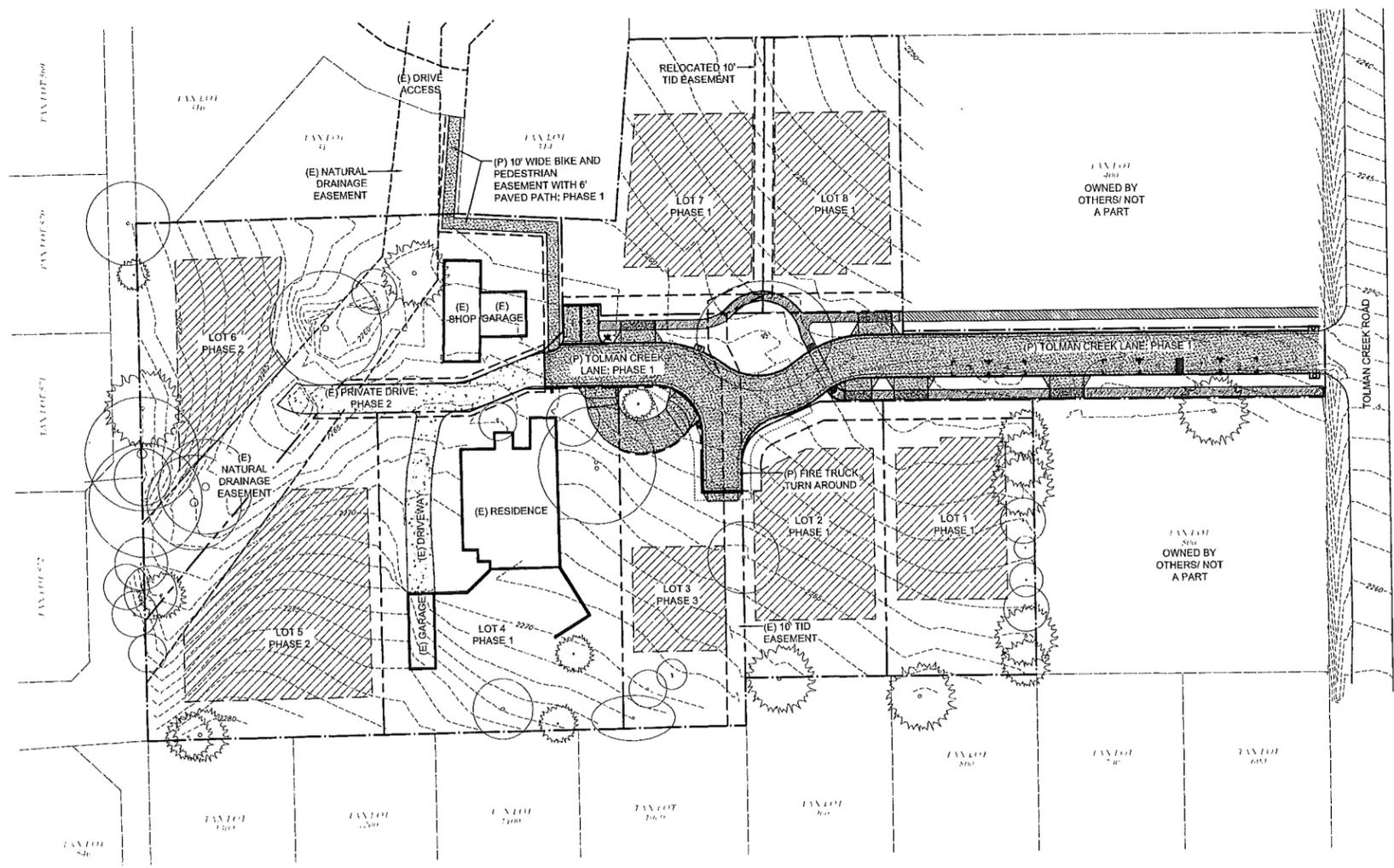






	<p>PLANNING SUMMARY</p> <p>PROPERTY DESCRIPTION: TOLMAN CREEK LANE, ASHLAND, OREGON 97520 ZONING DESIGNATION: R-1.75 ASSESSOR'S PARCEL NUMBER: 39-1E-23BA; T.L.# 308/501 PROJECT SIZE: 123,723 SF, 2.84 ACRES PROPOSED # OF LOTS: 8</p> <p>LOT SUMMARY:</p> <table border="1"> <tr><td>LOT #1</td><td>11,515 SF</td></tr> <tr><td>LOT #2</td><td>10,693 SF</td></tr> <tr><td>LOT #3</td><td>18,554 SF</td></tr> <tr><td>LOT #4</td><td>25,558 SF</td></tr> <tr><td>LOT #5</td><td>13,070 SF</td></tr> <tr><td>LOT #6</td><td>11,407 SF</td></tr> <tr><td>LOT #7</td><td>10,210 SF</td></tr> <tr><td>LOT #8</td><td>22,352 SF</td></tr> </table> <p>PROPOSED # ON-STREET PARKING SPACE: 8</p>	LOT #1	11,515 SF	LOT #2	10,693 SF	LOT #3	18,554 SF	LOT #4	25,558 SF	LOT #5	13,070 SF	LOT #6	11,407 SF	LOT #7	10,210 SF	LOT #8	22,352 SF	<p>PROJECT TEAM</p> <p>OWNER: ROY MARVIN 1405 TOLMAN CREEK ROAD ASHLAND, OREGON 541 488 8238</p> <p>PLANNER: MARK KNOX URBAN DEVELOPMENT SERVICES 485 WEST NEVADA STREET ASHLAND, OREGON 541 482 3334</p> <p>LANDSCAPE ARCHITECT: LAURIE SAGER LAURIE SAGER & ASSOCIATES 700 MISTLETOE ROAD SUITE 201 ASHLAND, OREGON 541 488 1446</p> <p>ENGINEER: MARK KAMRATH CONSTRUCTION ENGINEERING CONSULTANTS PO BOX 1724 MEDFORD, OREGON 541 779 5268</p> <p>SURVEYOR: SHAWN KAMPMANN POLARIS LAND SURVEYING LLC P.O. BOX 459 ASHLAND, OREGON 541 482 5009</p>					
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<p>SHEET INDEX</p> <table border="1"> <tr><td>T-1.0</td><td>TITLE SHEET</td></tr> <tr><td>L-1.0</td><td>TREE PROTECTION & REMOVAL PLAN</td></tr> <tr><td>L-2.0</td><td>SITE PLAN</td></tr> <tr><td>L-3.0</td><td>PLANTING PLAN</td></tr> <tr><td>C.1</td><td>COVER SHEET</td></tr> <tr><td>C.2</td><td>ROADWAY SECTIONS</td></tr> <tr><td>C.3</td><td>UTILITY PLAN</td></tr> <tr><td>C.4</td><td>TOLMAN CREEK LANE AND PRIVATE DRIVE</td></tr> <tr><td>C.5-C.6</td><td>GRADING, EROSION AND SEDIMENT CONTROL PLAN</td></tr> <tr><td>C.7-C.9</td><td>DETAILS SHEETS</td></tr> <tr><td>SV-1</td><td>TOPOGRAPHIC SURVEY</td></tr> </table>	T-1.0	TITLE SHEET	L-1.0	TREE PROTECTION & REMOVAL PLAN	L-2.0	SITE PLAN	L-3.0	PLANTING PLAN	C.1	COVER SHEET	C.2	ROADWAY SECTIONS	C.3	UTILITY PLAN	C.4	TOLMAN CREEK LANE AND PRIVATE DRIVE	C.5-C.6	GRADING, EROSION AND SEDIMENT CONTROL PLAN	C.7-C.9	DETAILS SHEETS	SV-1	TOPOGRAPHIC SURVEY	
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VICINITY MAP: NTS
PROJECT LOCATION



Revision Date:

Drawn By:
KAG
Scale 1" = 80'-0"

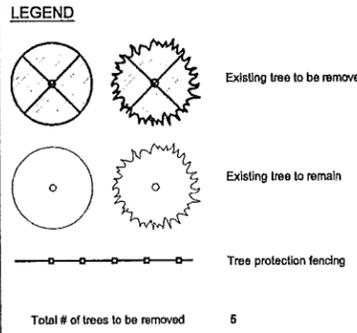
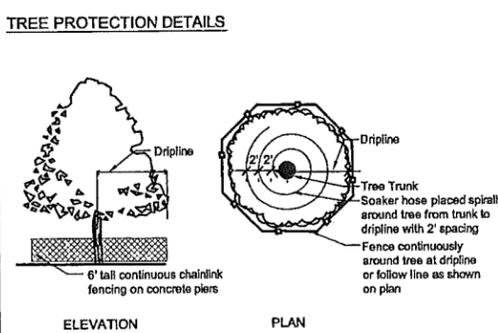
TOLMAN MEADOWS
1405 TOLMAN CREEK
ASHLAND, OREGON

May 25, 2011

T-1.0

LAURIE SAGER
AND ASSOCIATES LANDSCAPE ARCHITECTS INC
700 MISTLETOE ROAD, SUITE 201
ASHLAND, OREGON 97520

TREE INVENTORY					TREE INVENTORY (continued)						
Tree #	Species/ Common Name	DBH in inches	Crown radius in feet	Condition	Notes	Tree #	Species/Common Name	DBH in inches	Crown radius in feet	Condition	Notes
1	Picea spp/ Spruce	24	18	good	to remain	22	Thuja spp/Cedar	12	9	good	to remain
2	Platanus spp/ Sycamore	16	20	good	remove	23	Betula spp/ Birch	30	24	good	to remain
3	Pinus spp/ Pine	10	12	poor	to remain	24	Crataegus spp/ Hawthorn	20	20	poor	to remain
4	Pinus spp/ Pine	14	15	good	to remain	25	Malus spp/ Apple	16	14	poor	to remain
5	Pinus spp/ Pine	16	17	good	to remain	26	Sequoia giganteum/ Sequoia	9	7	good	to remain
6	Acer p. Crimson King/ Crimson King Maple	11	12	good	to remain	27	Juniperus spp/ Juniper	12	10	good	to remain
7	Cercis spp/ Redbud	6	6	poor	to remain	28	Magnolia grandiflora/ Evergreen Magnolia	12	16	good	to remain
8	Cercis spp/ Redbud	10	9	fair	to remain	29	Cryptomeria spp/ Cedar	27	18	good	to remain
9	Acer spp/ Maple	9	12	good	to remain	30	Betula spp/ Birch	10	12	good	to remain
10	Pinus spp/ Pine	18	16	fair/ good	to remain	31	Salix babylonica/ Weeping Willow	35	30	good	to remain
11	Abies spp/ Fir	12	12	good	to remain	32	Populus trichocarpa/ Cottonwood	50	25	good	to remain
12	Pinus spp/ Pine	22	19	good	to remain	33	Populus trichocarpa/ Cottonwood	50	25	good	to remain
13	Malus spp/ Apple	6	8	good	remove	34	Thuja spp/ Cedar	24	15	good	to remain
14	Prunus/ Almond	6	11	poor	remove	35	Thuja spp/ Cedar	14	12	good	to remain
15	Malus spp/ Apple	10	12	good	to remain	36	Thuja spp/ Cedar	12	12	good	to remain
16	Sequoia giganteum/ Sequoia	8	5	good	remove	37	Alnus spp/ Alder	9	14	good	to remain
17	Sequoiadendron sempervirens/ Coast Redwood	30	18	good	remove	38	Quercus spp/ Oak	12	30	good	to remain
18	Acer spp/ Maple	17	22	good	to remain	39	Acer spp/ Maple	50	30	good	to remain
19	Crataegus spp/ Hawthorn	10	10	fair	to remain	40	Pinus ponderosa/ Ponderosa Pine	38	20	good	to remain
20	Crataegus spp/ Hawthorn	11	13	fair	to remain	41	Picea/ Spruce	8	9	good	to remain
21	Acer spp/ Maple	18	18	good	to remain	42	Quercus spp/ Oak	21	22	good	to remain
						43	Acer macrophylla/ Big leaf maple	60	30	good	to remain



TREE PROTECTION NOTES

A. Landscape adjacent to the project area shall be protected from damage. No storage of equipment or materials shall occur within drip lines of trees to be preserved which are those identified on this plan.

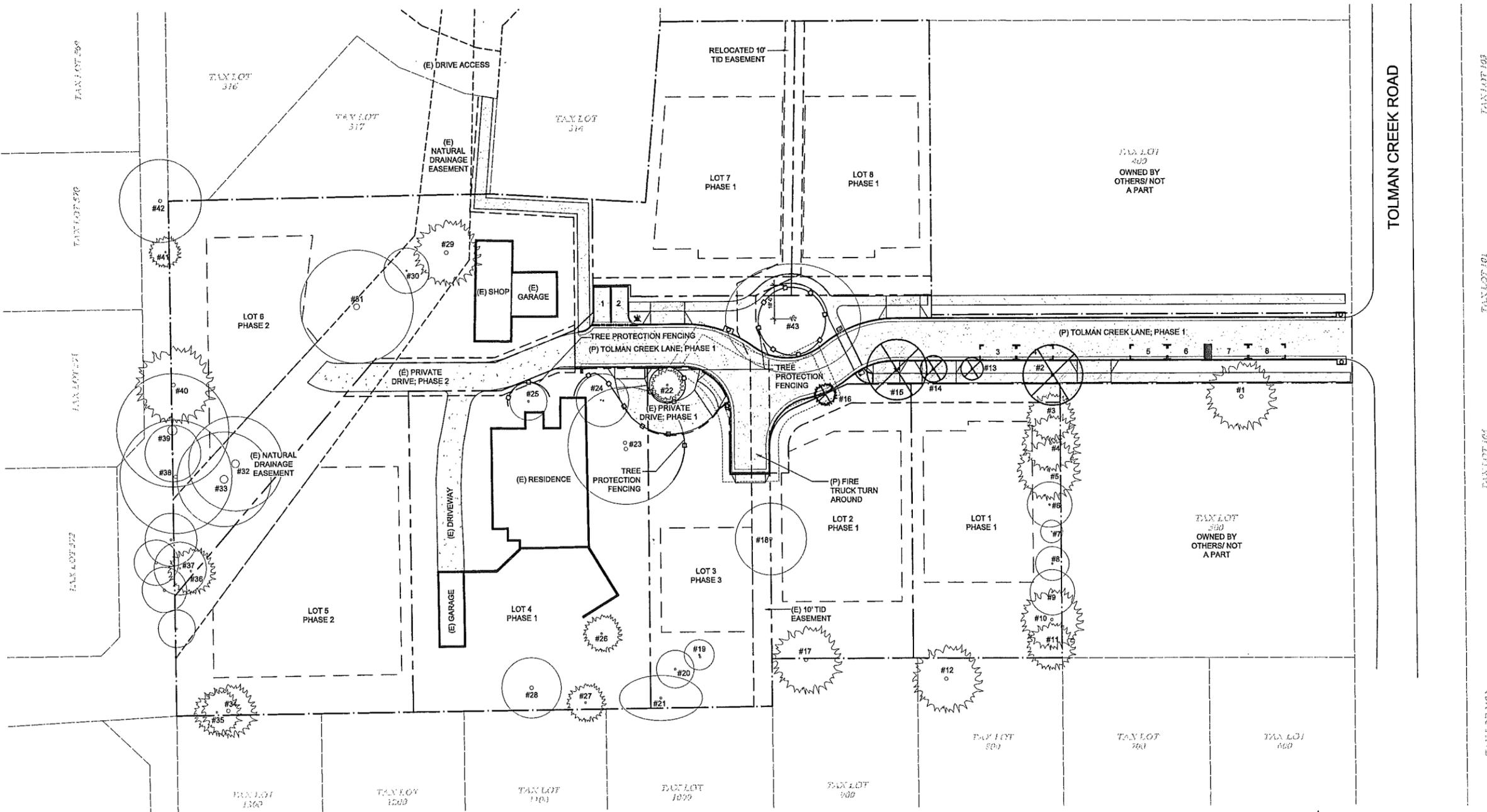
B. Trees that are shown to remain shall be protected with fencing as shown in Detail. Fencing shall be 6' tall temporary chain link panels installed with metal connections so that all panels are integrated, these fences shall be installed so that they do not allow passage of pedestrians and/or vehicles through it.

C. Exceptions to the tree protection specifications may only be granted with written approval from owner's representative.

D. Work within dripline of trees to remain may require disturbance of tree protection fences. Contractor shall obtain authorization from owner's representative prior to moving fence. Contractor shall remove the fence temporarily to complete work, and replace at the end of each work day. No storage of equipment or materials shall occur within dripline of trees. After the proposed work within dripline is completed, fencing shall be reinstalled. Note: Where protection fencing overlaps proposed construction, the following measures shall be followed:
 1) Hand dig to required depth of final work.
 2) Roots under 2" in diameter may be hand cut at a 90° angle.
 3) Where roots greater than 2" in diameter are encountered, contractor shall notify Landscape Architect or arborist for direction.

E. Contractor shall not raise the soil level within the drip lines of existing trees to achieve positive drainage except to match grades with hardscape, and in those areas shown on grading plan to be modified.

F. A certified arborist shall be consulted if any pruning is necessary during construction, on trees to remain.



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

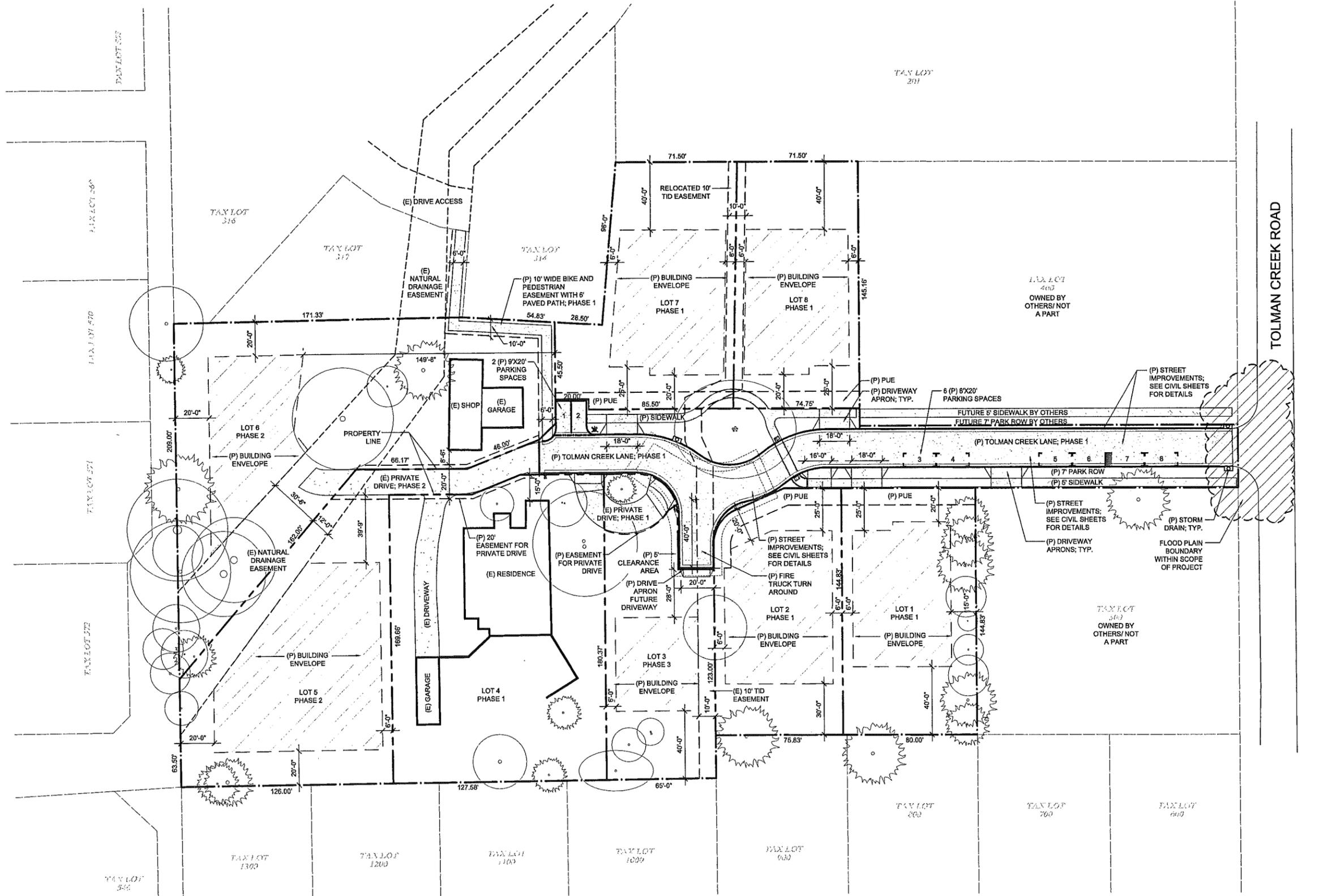
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MARVIN SUBDIVISION
 1405 TOLMAN CREEK
 ASHLAND, OREGON

May 25, 2011

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TREE PROTECTION AND REMOVAL PLAN



Laurie Sager
and Associates Landscape Architects Inc
700 Mistletoe Road, Suite 201
Ashland, Oregon 97520



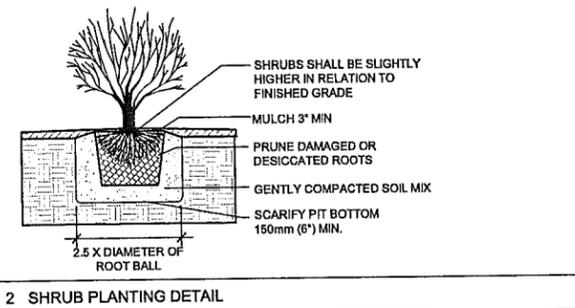
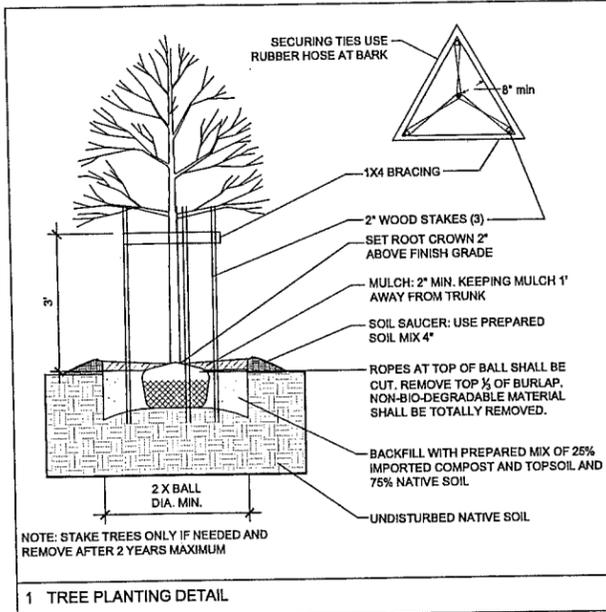
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Tolman Meadows
1405 Tolman Creek Road
Ashland, Oregon

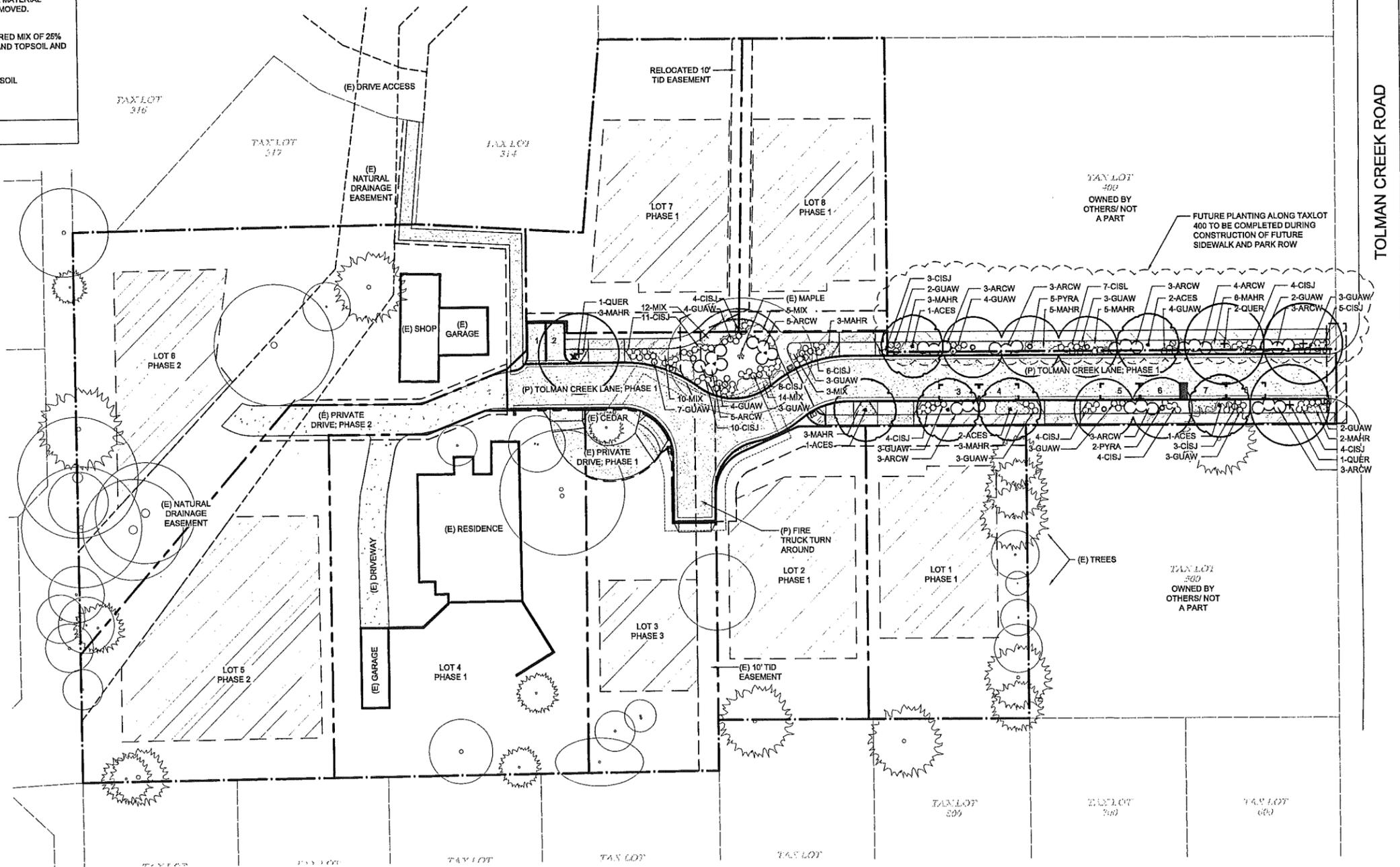
May 25, 2011

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PLANT LEGEND				
CATEGORY	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
TREES	ACES	ACER RUBRUM 'SCARSEN'	SUN VALLEY MAPLE	1.75" CAL
	PYRA	PYRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	1.75" CAL
	QUER	QUERCUS RUBRA	RED OAK	1.75" CAL
SHRUBS, PERENNIALS AND GRASSES	ARCW	ARCTOSTAPHYLOS 'WARREN ROBERTS'	WARREN ROBERTS MANZANITA	1 GAL
	CISJ	CISTUS BORNETIANUS 'JESTER'	JESTER ROCKROSE	1 GAL
	GUAW	GAURA LINDHEIMERI 'WHIRLING BUTTERFLIES'	WHIRLING BUTTERFLIES	1 GAL
MIXES/ GROUNDCOVER	MAHR	MAHONIA REPENS	CREeping MAHONIA	1 GAL
	MIX	HELIOTRICHON SEMPERVIRENS 'SAPPHIRE'	SAPPHIRE BLUE OAT GRASS	1 GAL @ 30" O.C.
		HEMEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	1 GAL @ 30" O.C.
		MAHONIA REPENS	CREeping MAHONIA	1 GAL @ 30" O.C.

- NOTES**
1. PLACE 12" TOPSOIL PLUS BLEND IN ALL TREE AND SHRUB PLANTING AREAS. TOPSOIL PLUS BLEND AVAILABLE FROM HILTON FUEL.
 2. INSTALL SOIL BLEND IN 6" LIFTS AND TILL THOROUGHLY TO BLEND W/ EXISTING SOIL.
 3. IRRIGATION SHALL BE PROVIDED TO ALL PROPOSED STREET TREES AND PARK ROW PLANTINGS.
 4. PLANT ALL TREES AND SHRUBS PER DETAIL 1 & 2. LA SHALL APPROVE ALL PLANT LAYOUT PRIOR TO INSTALLATION.
 5. MULCH PLANTING AREAS AFTER INSTALLATION OF PLANT MATERIAL WITH 3" OF DARK MULTIBARK, OR EQUAL.
 6. APPLY DEER SPRAY TO ALL NEW PLANTS PRIOR TO AND FOLLOWING INSTALLATION.



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

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 Scale 1" = 60'-0"

TOLMAN MEADOWS
 1405 TOLMAN CREEK ROAD
 ASHLAND, OREGON

May 25, 2011



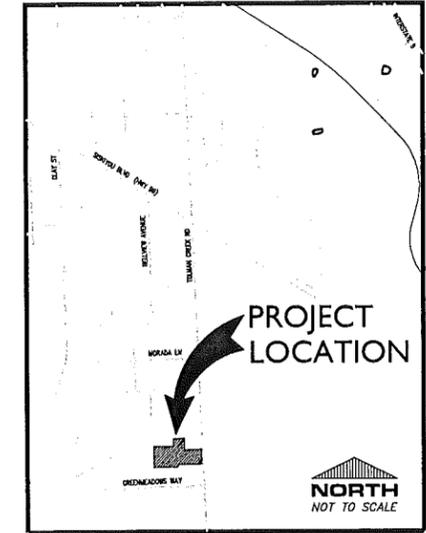
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GENERAL NOTES

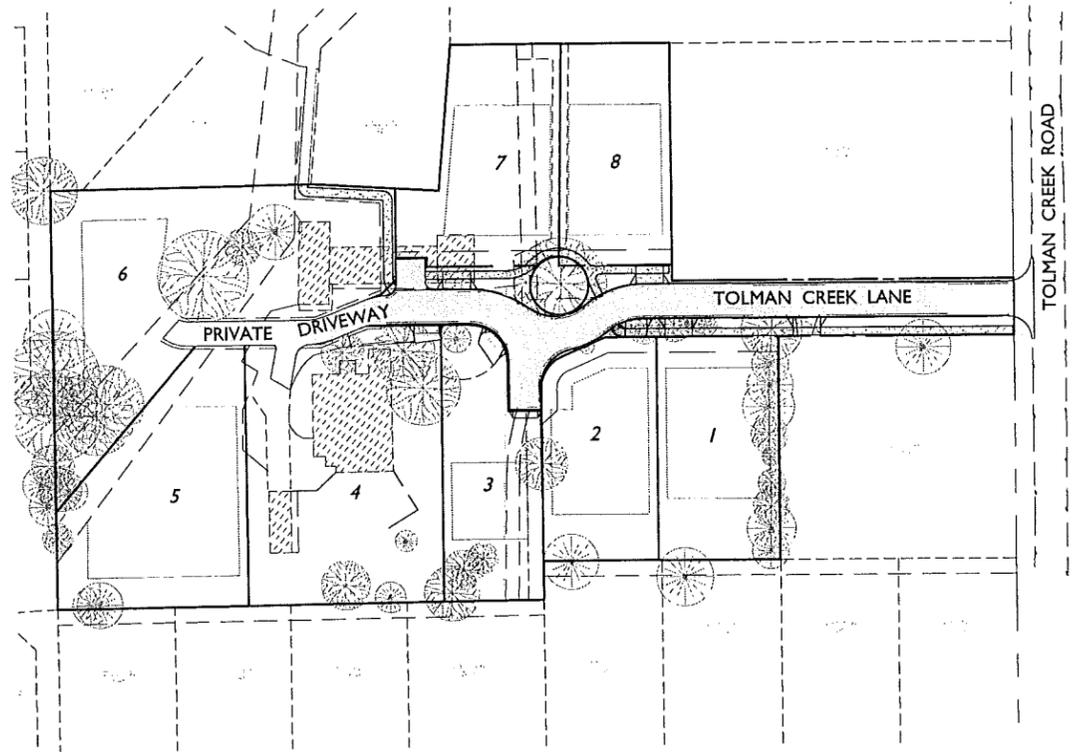
- ALL WORK SHALL CONFORM TO THE "OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION, 2002" ODOT / APWA OREGON CHAPTER AND AS AMENDED BY THE CITY OF ASHLAND ENGINEERING DEPARTMENT.
- STORM DRAIN PIPE SHALL BE AS INDICATED ON THE PROJECT PLANS. ONLY WHITE OR BLACK PIPE IS PERMITTED PER CITY STDS. PRIVATE STORM DRAIN PIPE (4", 6" & 8") SHALL BE PVC CONFORMING TO ASTM D-3034. EACH SERVICE TERMINATION POINT SHALL BE MARKED WITH A PAINTED 2" x 4" AND STORM DRAIN DETECTOR TAPE SHALL BE USED.
- SANITARY SEWER PIPE SHALL BE PVC (ASTM D-3034). SANITARY SEWER LATERALS SHALL BE CONNECTED TO THE MAIN WITH A ONE PIECE PREFABRICATED SEWER WYE AND SHALL EXTEND 2' BEYOND THE P.U.E. EACH SERVICE TERMINATION POINT SHALL BE MARKED WITH A PAINTED GREEN 2" x 4". SANITARY SEWER DETECTOR TAPE SHALL BE USED. ONLY GREEN PIPE ALLOWED PER CITY STANDARDS.
- CLASS "B" BACKFILL SHALL BE USED IN ALL TRENCHES WITHIN THE RIGHT OF WAY AND SHALL BE COMPACTED TO 95% MAXIMUM DENSITY (PER CITY OF ASHLAND).
- GRANULAR MATERIALS SHALL BE OBTAINED FROM A CITY APPROVED SOURCE. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF THE MATERIAL SOURCE PRIOR TO ANY GRANULAR MATERIAL PLACEMENT. CONTRACTOR SHALL NOT CHANGE MATERIAL SOURCE WITHOUT PRIOR APPROVAL FROM THE CITY ENGINEER.
- ALL STORM DRAIN CURB INLETS SHALL BE CITY OF ASHLAND TYPE 4A WITH A 4' CURB OPENING UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- ALL STORM DRAIN PIPES SHALL HAVE WATER-TIGHT JOINTS. H.D.P.E. PIPE JOINTS SHALL CONFORM TO ASTM D-3212 (TESTABLE JOINTS). TEES SHALL BE MANUFACTURED OR "INSERT-A-TEE".
- ALL WATER PIPE SHALL BE PER CURRENT CITY OF ASHLAND STANDARDS, BE FULLY RESTRAINED AND VISIBLY RECOGNIZABLE AS SUCH (EBAA MEGALUG OR APPROVED EQUAL).
 - PIPE: AWWA 21.51 DUCTILE IRON, CLASS 52, FULLY RESTRAINED JOINT UNLESS NOTED OTHERWISE.
 - FITTINGS: AWWA C116 OR C153 WITH "EBAA MEGALUGS" OR APPROVED EQUAL. RESTRAIN ALL JOINTS UNLESS OTHERWISE NOTED ON PLANS.
 - THRUST BLOCKS: AT TAPPING TEES ONLY.
 - THE CITY SHALL INSTALL ALL WATER SERVICES INCLUDING THE TAP, SERVICE LINE & METER. THE CONTRACTOR SHALL INSTALL THE METER BOX, LID & ACCESSORIES.
 - THE OWNER SHALL ENTER INTO AN AGREEMENT WITH THE CITY TO STERILIZE ALL WATER SERVICES. COSTS FOR THIS WORK WILL BE BILLED BY THE CITY TO THE OWNER ON AN ACTUAL COST BASIS FOR LABOR, MATERIALS, EQUIPMENT RENTAL AND OVERHEAD.
 - CONTRACTOR SHALL FURNISH ENGINEER OF RECORD AND CITY WITH DATA ON ALL VALVES AND PIPE APPURTENANCES WITH THE AS-BUILTS.
- SEPARATION OF SANITARY SEWER AND WATER MAINS SHALL BE IN ACCORDANCE WITH OREGON STATE HEALTH DIVISION RULES AND/OR AS MODIFIED BY THE CITY OF ASHLAND.
- ALL GIVEN PIPE LENGTHS AND SLOPES ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- ALL WORK ON GRAVITY STORM DRAIN AND SANITARY SEWER SYSTEMS SHALL BEGIN AT THE LOWEST POINT AND PROCEED UPGRADE TO THE HIGHEST POINT. WORK SHALL NOT BEGIN ANYWHERE OTHER THAN THE LOWEST POINT. DO NOT LEAVE OUT SECTIONS OF THE SYSTEM AND RESTART AT A HIGHER POINT.
- THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND STRUCTURES ARE APPROXIMATE. THERE MAY EXIST UTILITIES THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO CONSTRUCTION.
- CONTRACTORS AND SUBCONTRACTORS SHALL BE PREQUALIFIED WITH THE CITY OF ASHLAND ENGINEERING DEPARTMENT PRIOR TO STARTING WORK. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER (1-800-332-2344) AND THE CITY OF ASHLAND ENGINEERING (488-5347) 48 HOURS PRIOR TO STARTING WORK.
- CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE VARIOUS UTILITY COMPANIES REGARDING INSTALLATION AND/OR RELOCATION REQUIREMENTS FOR THEIR FACILITIES.
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
- STABILIZATION FABRIC SHALL BE WOVEN AND CONFORM TO 1991 OSHD PLACEMENT SECTION 02320 AND CONFORM TO 1991 OSHD SECTION 350.
- POWER FACILITIES SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. SEE POWER PLANS PREPARED BY CITY OF ASHLAND ELECTRIC DEPARTMENT FOR DETAILED PLANS & SPECIFICATIONS.
- BENCHMARK: CITY OF ASHLAND BENCHMARK #12, A 3" BRASS CAP IN THE TOP OF A CONCRETE CURB LOCATED AT THE SOUTHEAST CORNER OF SISKIYOU BLVD. AND TOLMAN CREEK RD. BENCHMARK ELEVATION = 2148.038', BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29 / 56).

**CIVIL IMPROVEMENT PLANS
FOR
TOLMAN MEADOWS SUBDIVISION**

LOCATED IN
SECTION 23, T. 39 S, R. 1 E, W.M.
(TAX LOT 308, 501)
CITY OF ASHLAND
JACKSON COUNTY, OREGON



VICINITY MAP



SITE INDEX MAP

THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF THE TREE PROTECTION PLAN. ALL TREE PROTECTION MEASURES SHALL BE IN PLACE PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. A PRE-CONSTRUCTION MEETING WITH THE LANDSCAPE ARCHITECT & ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION.

ABBREVIATIONS

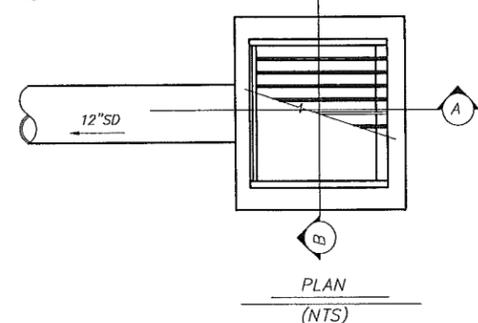
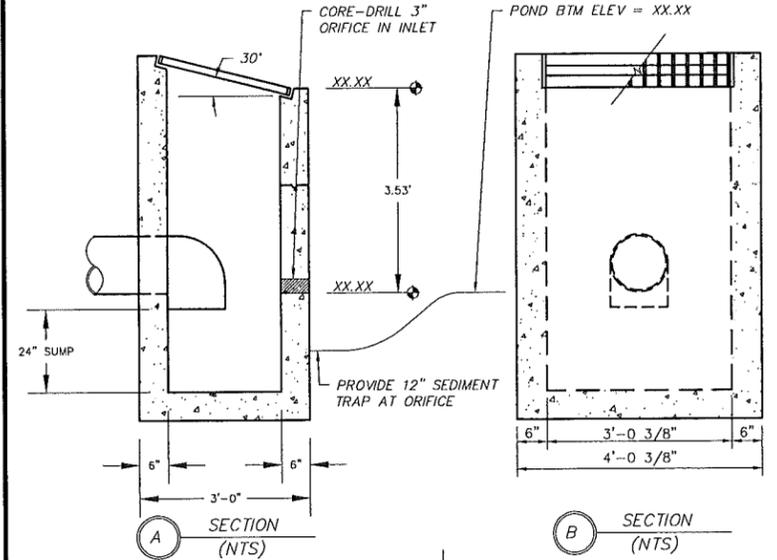
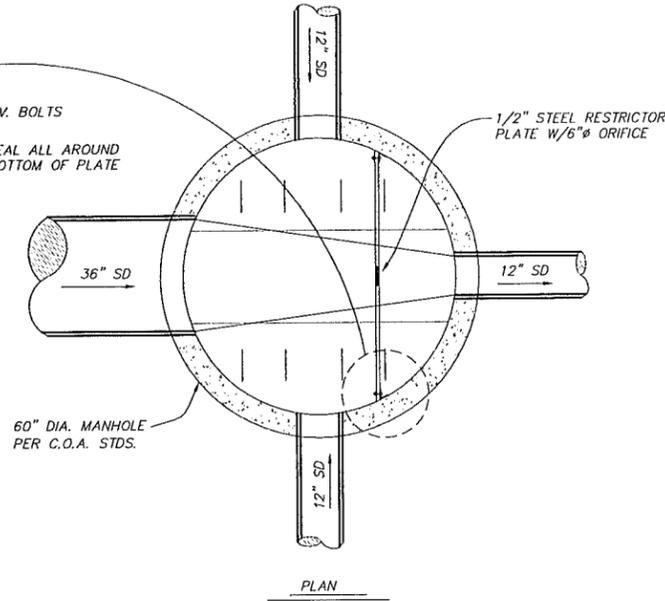
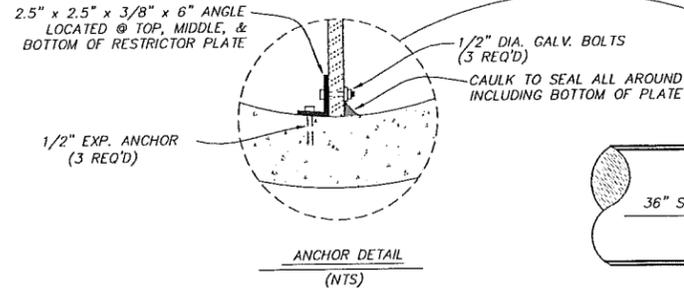
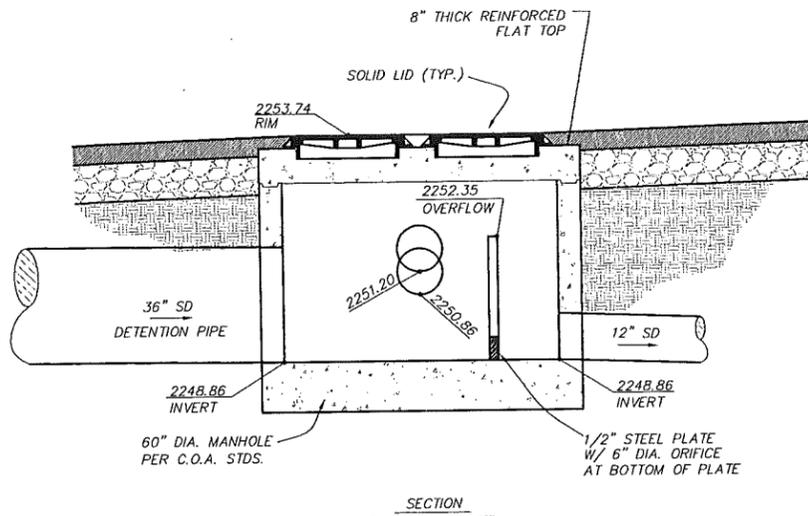
- B/W = BACK OF WALK
- C.I. = CURB INLET
- CR = CURB RETURN
- FG = FINISH GRADE
- GB = GRADE BREAK
- G.I. = GUTTER INLET - RD364
- PC = POINT OF CURVE
- PRC = POINT OF REVERSE CURVE
- PT = POINT OF TANGENT
- PV = PAVEMENT
- R/W = RIGHT-OF-WAY
- SD = STORM DRAIN
- SDMH = STORM DRAIN MANHOLE
- S.I. = STREET INTERSECTION
- SS = SANITARY SEWER
- SS C.O. = SANITARY SEWER CLEANOUT
- SSMH = SANITARY SEWER MANHOLE
- TC = TOP OF CURB
- VC = VERTICAL CURVE
- W = WATER



DATE: 5/11	DATE: 5/11	DATE: 5/11	DATE: 5/11	DATE: 5/11	DATE: 5/11
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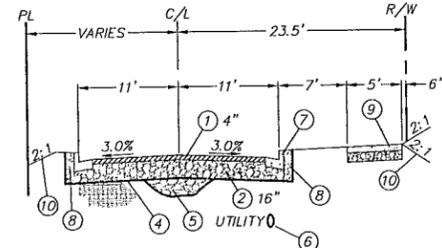
CONTACT INFORMATION			LEGEND			SHEET INDEX			NO. REVISION			DATE BY											
<p>ENGINEER OF RECORD: PATRICK W. HAVIRD, P.E. C.E.C., INC. 132 W. MAIN ST., SUITE 201 MEDFORD, OR 97501 PH: (541) 778-5268 FX: (541) 778-3139</p> <p>SURVEYOR OF RECORD: SHAWN KAMPMANN POLARIS LAND SURVEYING, LLC P.O. BOX 459 ASHLAND, OR 97520 PH: (541) 482-5009 FX: (541) 488-0797</p> <p>DEVELOPER/OWNER: ROY MARVIN 1405 TOLMAN CREEK ROAD ASHLAND, OR 97520 PH: (541) 488-8238</p>			<p>CITY/ASHLAND PUBLIC WORKS: KARL JOHNSON ENGINEERING DIVISION 51 WINBURN WAY ASHLAND, OR 97520 PH: (541) 488-5347 FX: (541) 488-6006</p> <p>ELECTRIC/AFN: DAVE TYGERSON CITY OF ASHLAND 90 NORTH MOUNTAIN ASHLAND, OR 97520 PH: (541) 488-5357 FX: (541) 552-2436</p> <p>LANDSCAPE CONSULTANT: LAURIE SAGER LAURIE SAGER AND ASSOCIATES LANDSCAPE ARCHITECTS INC 700 MISTLETOE ROAD, SUITE 201 ASHLAND, OR 97520 PH: (541) 488-1446</p>			<p>CABLE COMPANY: CHARTER COMMUNICATIONS BRAD DILL 926 S GRAPE STREET MEDFORD, OR 97501 PH: (541) 282-8672 FX: (541) 772-4685</p> <p>GAS COMPANY: DENNIS OIT AVISTA UTILITIES 580 BUSINESS PARK DR MEDFORD, OR 97504 PH: (541) 858-4740 FX: (541) 858-4790</p> <p>TELEPHONE COMPANY: JIM MARTIN QWEST 132 W. 4th STREET MEDFORD, OR 97501 PH: (541) 776-8268 FX: (541) 776-8026</p>			<p>LINES</p> <p>--- PROPOSED PVMNT</p> <p>--- PROPOSED SIDEWALK</p> <p>xx" SD --- PROPOSED STORM</p> <p>xx" SS --- PROPOSED SEWER</p> <p>xx" W --- PROPOSED WATER</p> <p>--- R/W</p> <p>--- PROPERTY LINE</p> <p>--- CENTER LINE</p> <p>--- PUE</p> <p>--- PROPOSED C & G</p> <p>--- PROPOSED DITCH</p> <p>--- EX SD --- EXISTING STORM</p> <p>--- EX SS --- EXISTING SEWER</p> <p>--- EX W --- EXISTING WATER</p> <p>--- EX G --- EXISTING GAS</p> <p>--- EX P --- EXISTING POWER</p> <p>--- EX T --- EXISTING PHONE</p> <p>--- EX TV --- EXISTING TV</p> <p>--- EXISTING PVMNT</p> <p>--- EXISTING C & G</p> <p>--- EXISTING SIDEWALK</p> <p>--- EXISTING DITCH</p> <p>--- EXISTING FENCE</p>			<p>SYMBOLS</p> <p>MANHOLE ○</p> <p>CLEAN-OUT ○</p> <p>SERVICE WYE ○</p> <p>WATER SERVICE ○</p> <p>FIRE HYDRANT ○</p> <p>WATER VALVE ○</p> <p>FITTING &, T.B. ○</p> <p>CUT-IN SLEEVE ○</p> <p>AIR VALVE ○</p> <p>CURB INLET ○</p> <p>AREA DRAIN ○</p> <p>PIPE PLUG ○</p> <p>CATCH/LYNCH BASIN ○</p> <p>UTILITY POLE ○</p> <p>STREET LIGHT ○</p> <p>TELEPHONE PEDESTAL [T]</p> <p>POWER TRANSFORMER [P]</p> <p>POWER SWITCHGEAR [S]</p> <p>GAS VALVE [G]</p>			<p>TITLE</p> <p>COVER SHEET.....C.1</p> <p>ROADWAY SECTIONS.....C.2</p> <p>UTILITY PLAN.....C.3</p> <p>TOLMAN CREEK LN. & PRIVATE DR.C.4-C.4A</p> <p>GRADING PLAN, EROSION & SEDIMENT CONTROL PLAN.C.5-C.6</p> <p>DETAIL SHEETS.....C.7-C.9</p>			<p>CITY OF ASHLAND</p> <p>TOLMAN MEADOWS SUBDIVISION CIVIL IMPROVEMENTS</p> <p>COVER SHEET</p>			<p>PROJECT NO. ---</p> <p>DRAWING NO. C.1</p>		
REVIEWED PUBLIC WORKS DIRECTOR: _____ DATE: _____												NAME: MAR-COVER.DWG PROJ: 10-12 PLOT DATE: 5/31/11											



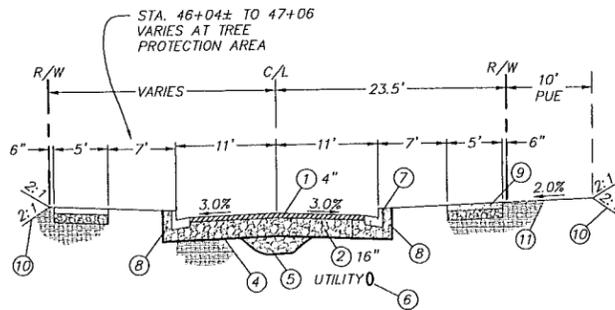
DETENTION OUTLET CONTROL STRUCTURE 1
N.T.S. C.2

TYPICAL SECTION CONSTRUCTION NOTES

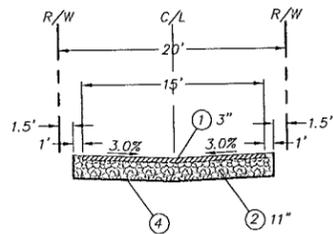
- 1 LEVEL 2, 1/2" DENSE HMAC (ASPHALTIC CONCRETE DEPTH AS NOTED).
 - 2 3/4"-MINUS CRUSHED ROCK (DEPTH AS NOTED).
 - 3 NOT USED
 - 4 WOVEN STABILIZATION FABRIC.
 - 5 IMPORTED SUBBASE (WHERE APPLICABLE) TO BE 4"-0" PIT-RUN SHALE.
 - 6 CONTRACTOR TO MOUND OVER UNDERGROUND UTILITIES WITH 3/4"-MINUS GRAVEL FOLLOWING UTILITY INSTALLATION TO MAINTAIN 18" MINIMUM COVER AT ALL TIMES.
 - 7 CURB & GUTTER PER CURRENT CITY OF ASHLAND STANDARDS.
 - 8 BASE MATERIAL TO EXTEND 12" BEHIND CURB (TYPICAL). WHERE NOT CONSTRUCTING PLANTER, SIDEWALK, OR PUE GRADE IN FILL SECTIONS, PROVIDE BASE MATERIAL A MINIMUM OF 3' BEHIND CURB.
 - 9 SIDEWALK W/PARK STRIP PER CURRENT CITY OF ASHLAND DETAIL. PROVIDE ROUGH GRADE FOR SIDEWALK WITH ROAD IMPROVEMENTS. SIDEWALK TO BE INSTALLED BY HOMEOWNER U.N.O. ON PLAN.
 - 10 MAXIMUM CUT & FILL SLOPES (SEE PLAN FOR ADDITIONAL REQUIREMENTS).
 - 11 PUE GRADE AS SHOWN. EMBANKMENT, WHERE REQUIRED, SHALL BE CONSTRUCTED FROM SELECT NATIVE SOILS.
- NOTE: CROSS SECTIONS ARE ALWAYS VIEWED LOOKING "UP-STATION".



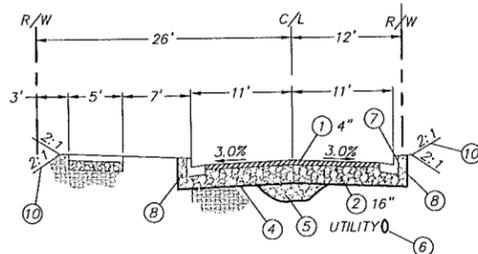
TYPICAL SECTION
TOLMAN CREEK LANE
STA 47+43 TO TOLMAN CR. RD.



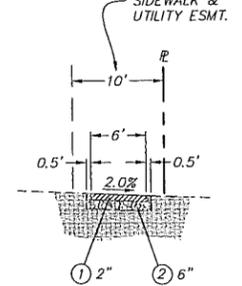
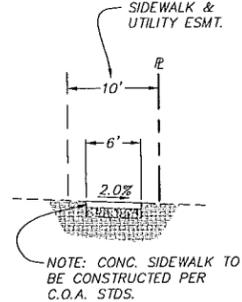
TYPICAL SECTION
TOLMAN CREEK LANE
STA 47+06 TO 47+43



TYPICAL SECTION
PRIVATE SHARED DRIVE

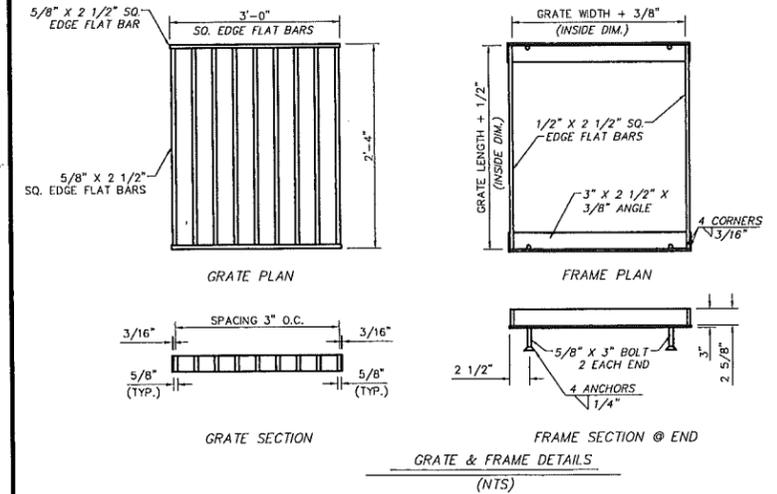


TYPICAL SECTION
TOLMAN CREEK LANE
STA 45+75± TO 46+04±



SIDEWALK SECTIONS

STREET SECTION SCALES
HORIZONTAL SCALE - 1" = 10'
VERTICAL SCALE - 1" = 5'



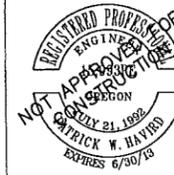
DETENTION OUTLET CONTROL STRUCTURE 2
N.T.S. C.2



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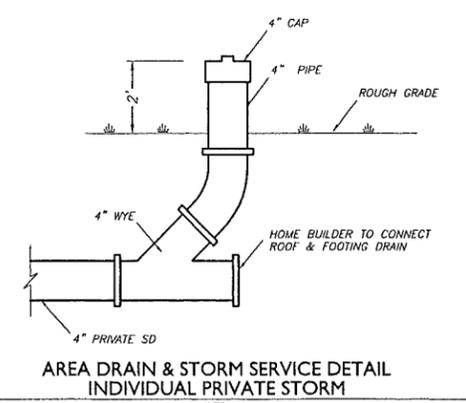
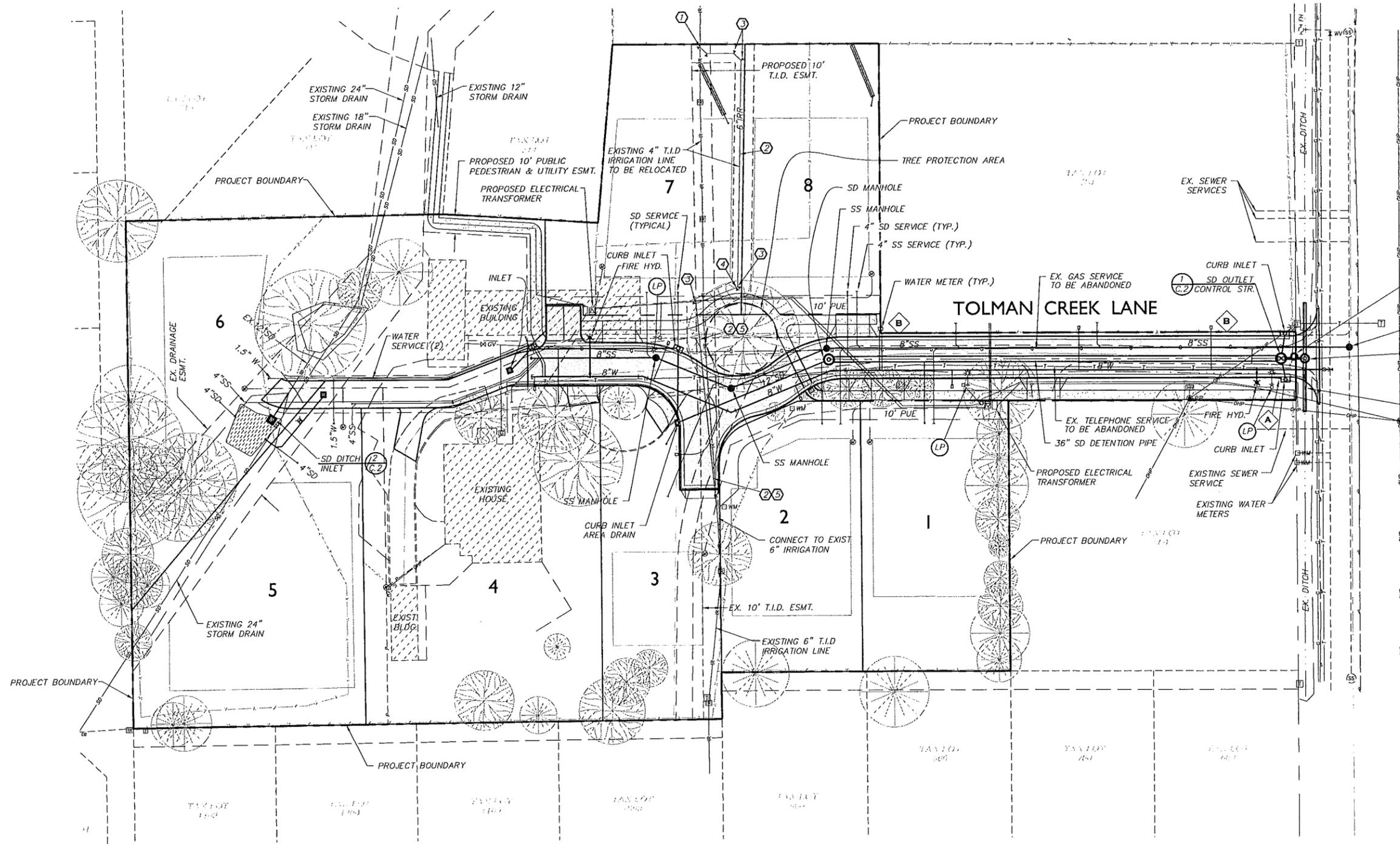
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CHECKED BY: MWK, PWH	DATE: 5/11
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APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY



CITY OF ASHLAND
TOLMAN MEADOWS SUBDIVISION
CIVIL IMPROVEMENTS
ROADWAY SECTIONS & SPECIAL DETAILS

PROJECT NO. -
DRAWING NO. C.2



STREET LIGHTING
 STREET LIGHT LOCATIONS
 RESIDENTIAL STREET LIGHTS TO BE INSTALLED WHERE SHOWN PER CITY OF ASHLAND STD. DETAIL CD06g

STREET LIGHT LOCATION TABLE

PUBLIC	
TOLMAN CREEK LANE	
46+12.97, 15' LT	
47+92.20, 15' RT	
49+56.95, 15' RT	

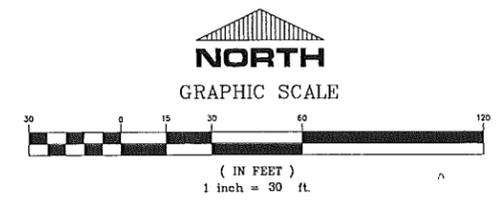


SIGNING NOTES:
 1. ALL SIGNING AND STRIPING SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF ASHLAND & M.U.T.C.D.
 2. ALL SIGNAGE AND STRIPING IS THE RESPONSIBILITY OF THE DEVELOPER AND SHALL BE INSTALLED PER ODOT STANDARD SPECIFICATIONS.

- T.I.D. CONSTRUCTION NOTES**
- CONNECT TO EX. 6" T.I.D. LINE WITH 6"-45° BEND AND THRUST BLOCK
 - INSTALL 6" PVC IRRIGATION LINE. MAINTAIN 2% MIN. SLOPE W/2" MIN. COVER.
 - 6"-45° BEND AND THRUST BLOCK
 - 6"-22.5° BEND AND THRUST BLOCK
 - PROVIDE 10" PVC SLEEVE

- T.I.D. NOTES**
- CONTRACTOR TO VERIFY EXISTING T.I.D. LINE SIZE, LOCATION, & TYPE PRIOR TO CONSTRUCTION.
 - IRRIGATION PIPE SHALL BE PVC CL125 MIN., SDR 32.5 PRESSURE PIPE.
 - IRRIGATION PIPE SLEEVING SHALL BE PROVIDED FOR ALL ROAD OR DRIVEWAY CROSSINGS.
 - CONTRACTOR SHALL COORDINATE WITH T.I.D. FOR CONSTRUCTION/INSPECTION REQUIREMENTS PRIOR TO CONSTRUCTION.

POWER SHOWN FOR REFERENCE ONLY. SEE CITY OF ASHLAND POWER PLANS FOR POWER LAYOUT.



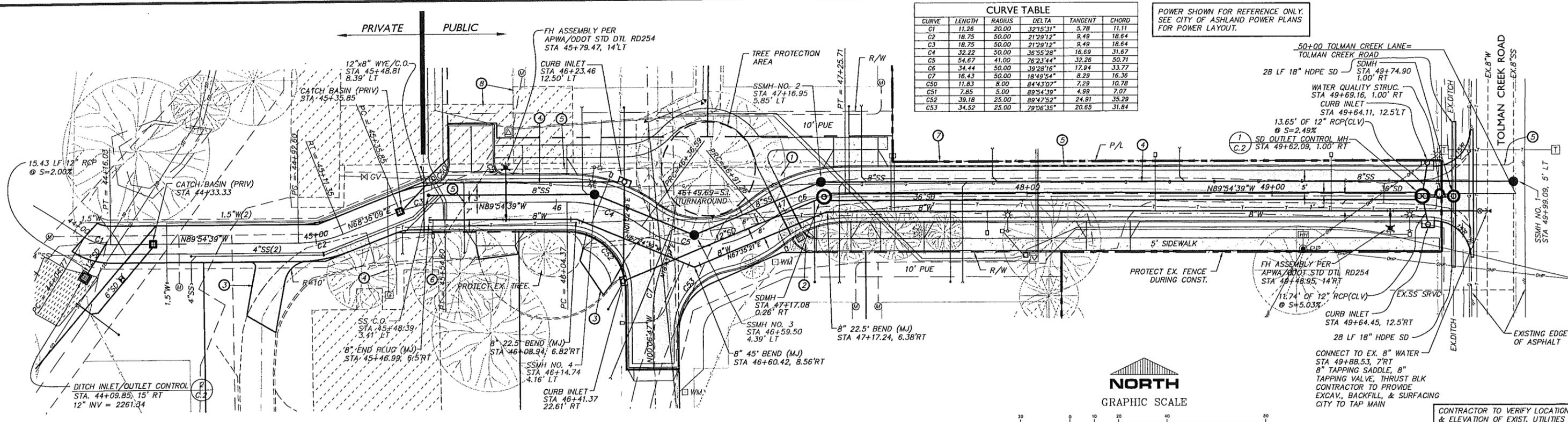
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AGENCY REVIEW BY:	DATE:
AGENCY REVIEW BY:	DATE:
AGENCY REVIEW BY:	DATE:

NO.	REVISION	DATE	BY



CITY OF ASHLAND	
TOLMAN MEADOWS SUBDIVISION CIVIL IMPROVEMENTS	
UTILITY PLAN	
PROJECT NO.	
DRAWING NO.	C.3

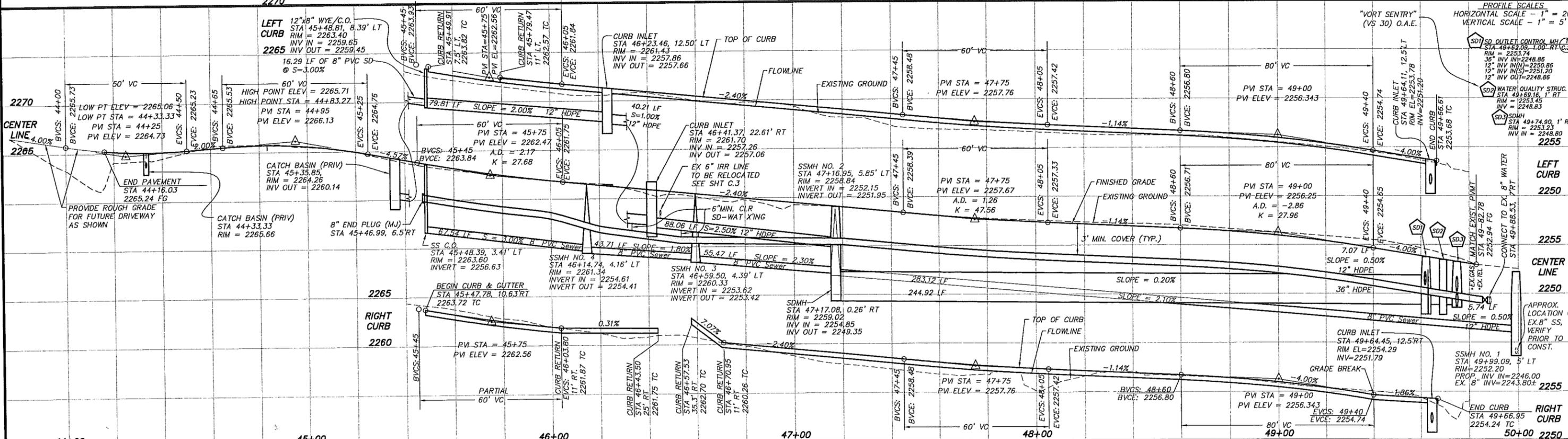


CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD
C1	11.26	20.00	32°5'31"	5.78	11.11
C2	18.75	50.00	21°28'12"	9.49	18.64
C3	18.75	50.00	21°28'12"	9.49	18.64
C4	32.22	50.00	36°55'28"	16.69	31.67
C5	54.67	41.00	76°23'44"	32.26	50.71
C6	34.44	50.00	39°28'16"	17.94	33.77
C7	16.43	50.00	18°49'54"	8.29	16.36
C8	11.83	8.00	84°43'07"	7.29	10.78
C9	7.85	5.00	89°54'39"	4.99	7.07
C10	39.18	25.00	89°47'52"	24.91	35.29
C11	34.52	25.00	79°06'35"	20.65	31.84

POWER SHOWN FOR REFERENCE ONLY.
SEE CITY OF ASHLAND POWER PLANS
FOR POWER LAYOUT.



TOLMAN CREEK LANE



CONSTRUCTION
ENGINEERING
CONSULTANTS
INC.

P.O. BOX 1724 • MEDFORD, OREGON 97501
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CALL 48 HOURS
BEFORE YOU DIE

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AGENCY REVIEW BY:	DATE:
AGENCY REVIEW BY:	DATE:
AGENCY REVIEW BY:	DATE:

NO.	REVISION	DATE	BY

CITY OF ASHLAND

TOLMAN MEADOWS SUBDIVISION
CIVIL IMPROVEMENTS

TOLMAN CREEK LANE
PRIVATE DRIVE

PROJECT NO.	
DRAWING NO.	C.4

NAME: MAR-TOL.DWG PROJ.: 10-12 PLOT DATE: 6/1/11

CONSTRUCTION NOTES

- ① CONSTRUCT HANDICAP RAMP PER C.O.A. STD. CD755
- ② CONSTRUCT SIDEWALK RAMP PER APWA/ODOT STD. DWG. RD755, OPTION E
- ③ SAWCUT EXISTING AC DRIVEWAY & CONSTRUCT ASPHALT TRANSITION FROM PROPOSED DRIVEWAY APRON TO EXISTING AC DRIVEWAY.
- ④ EXISTING GAS SERVICE LINE TO BE ABANDONED. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY.
- ⑤ EXISTING SEWER SERVICE LINE TO BE ABANDONED PER D.E.Q. & C.O.A. STANDARDS. CONTRACTOR TO CONNECT EXISTING SERVICE LINE TO PROPOSED SEWER MAIN AT HOUSE. CONTRACTOR TO COORDINATE WITH OWNER & C.O.A. TO MINIMIZE SEWER SERVICE OUTAGE TIME.
- ⑥ EXISTING WATER SERVICE LINE TO BE LOCATED & ABANDONED & RECONNECTED TO NEW WATER METER. CONTRACTOR TO COORDINATE WITH OWNER & C.O.A. TO MINIMIZE WATER SERVICE OUTAGE TIME.
- ⑦ REMOVE & REPLACE EXISTING FENCE, COORDINATE WITH OWNER FOR TYPE.
- ⑧ PORTION OF EXISTING BUILDING TO BE REMOVED, COORDINATE WITH OWNER.

DRIVEWAY TABLE		
LOT	CL STATION	WIDTH
TL 500	48+33.15 (R)	18'
1	47+48.94 (R)	18'
2	47+17.69 (R)	14'
3	46+54.51 (R)	16'
3	46+29.60 (R)	18'
4	45+75.19 (R)	16'
7	45+95.37 (L)	18'
8	47+30.02 (L)	18'

NOTE: DRIVEWAY LOCATIONS ARE PRELIMINARY. CONTRACTOR TO COORDINATE FINAL DRIVEWAY LOCATIONS WITH OWNER PRIOR TO CONSTRUCTION

WATER SERVICE					
LOTS	STATION	OFFSET	DESCRIPTION	LINE SIZE	METER SIZE
1	47+83.97	14.8' RT	SINGLE	1"	T.B.D.
2	46+90.99	12.3' RT	SINGLE	1"	T.B.D.
3	46+46.00	37.6' RT	SINGLE	1"	T.B.D.
4	45+48.05	12.2' RT	SINGLE	1"	T.B.D.
5	45+50.16	8.5' LT	SINGLE	1"	T.B.D.
6	45+51.18	9.1' LT	SINGLE	1"	T.B.D.
7	46+18.61	12.5' LT	SINGLE	1"	T.B.D.
8	47+44.37	14.5' LT	SINGLE	1"	T.B.D.
TL 400	47+45.70	14.5' LT	SINGLE	1"	T.B.D.
TL 400	48+52.49	14.8' LT	SINGLE	1"	T.B.D.
TL 400	49+24.49	14.8' LT	SINGLE	1"	T.B.D.

WATER METER STATIONING BASED ON TOLMAN CR. LN. C/L STATIONING

NOTE: FINAL METER SIZE TO BE DETERMINED WITH BUILDING CONSTRUCTION.

GRAVITY SERVICE		
LOTS	SEWER	STORM
1	47+74 (RT)	47+69 (RT)
2	47+17 (RT)	46+91 (RT)
3	46+47 (RT)	46+42 (RT)
4	45+30 (RT)	45+62 (RT)
5	44+19 (RT)	44+49 (RT)
6	43+97 (RT)	43+85 (RT)
7	46+08 (LT)	46+17 (LT)
8	47+32 (LT)	47+27 (LT)
TL 400	47+86 (LT)	
TL 400	48+62 (LT)	



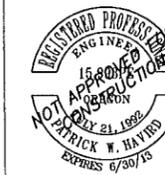
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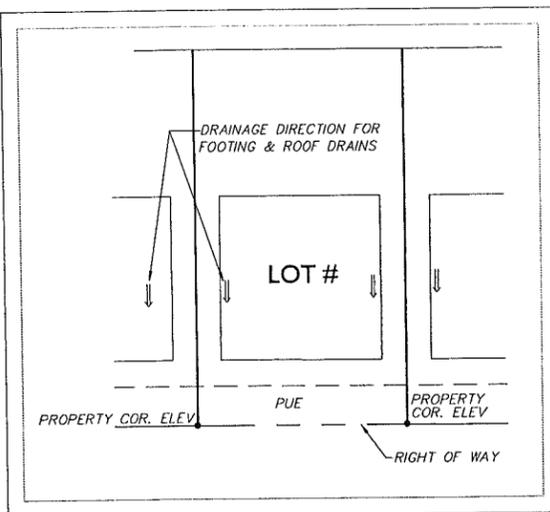
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AGENCY REVIEW BY:	DATE:
AGENCY REVIEW BY:	DATE:
AGENCY REVIEW BY:	DATE:

NO.	REVISION	DATE	BY



CITY OF ASHLAND	
TOLMAN MEADOWS SUBDIVISION CIVIL IMPROVEMENTS	
TOLMAN CREEK LANE PRIVATE DRIVE NOTES AND TABLES	
PROJECT NO.	-
DRAWING NO.	C. 4A



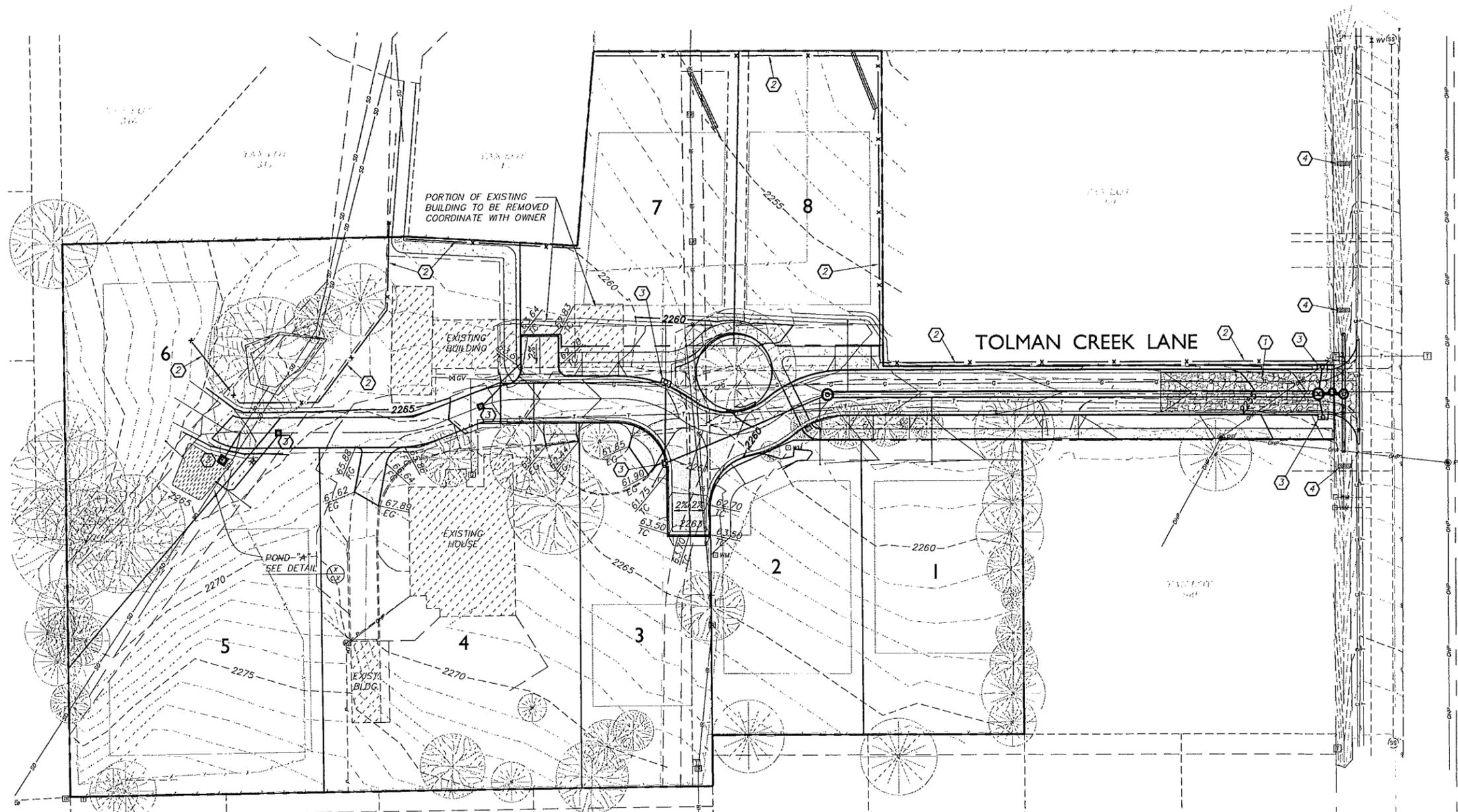
TYPICAL LOT GRADING DETAIL
NOT TO SCALE

GENERAL NOTES

1. STORM DRAIN LINES SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY. SEE PLAN & PROFILE SHEETS FOR DETAIL INFORMATION.
2. PROPOSED CONTOURS SHOWN REPRESENT FINISHED GRADES IN ROAD AREAS. PROPOSED CONTOURS SHOWN IN ALL OTHER AREAS REPRESENT APPROXIMATE GRADING PRIOR TO CONSTRUCTION OF BUILDINGS. FINISHED GRADING AFTER COMPLETION OF BUILDING CONSTRUCTION MAY VARY FROM THE PROPOSED CONTOURS SHOWN ON THIS DRAWING. ALL ROADS (PROPOSED & FUTURE) SHALL BE GRADED TO SUBGRADE. SEE TYPICAL ROAD SECTIONS.

EMBANKMENT CONSTRUCTION NOTES

1. PRIOR TO THE CONSTRUCTION OF EMBANKMENTS, THE CONTRACTOR SHALL EXCAVATE UNSUITABLE FOUNDATION MATERIAL, BASEMENTS, TRENCHES, AND HOLES ENCOUNTERED WITHIN EMBANKMENT LIMITS SHALL BE FILLED WITH APPROVED MATERIAL. PRIOR TO BACKFILLING, THE CONTRACTOR SHALL BREAK CONCRETE FLOORS OF BASEMENTS AS DIRECTED. THE CONTRACTOR SHALL BREAK UP AND ROUGHEN THE GROUND SURFACE BEFORE EMBANKMENT MATERIAL IS PLACED. THE NATURAL GROUND UNDERLYING EMBANKMENTS SHALL BE COMPACTED TO THE DENSITY SPECIFIED FOR THE EMBANKMENT MATERIAL TO BE PLACED, AND TO THE DEPTH OF THE GRUBBING OR A MINIMUM OF 6 INCHES.
2. EMBANKMENT CONSTRUCTION SHALL INCLUDE PREPARATION OF THE AREAS UPON WHICH EMBANKMENTS ARE PLACED, THE PLACEMENT AND COMPACTION OF APPROVED EMBANKMENT MATERIAL AND FILLING OF HOLES, PITS, AND OTHER DEPRESSIONS WITHIN THE SUBDIVISION.
3. THE CONTRACTOR SHALL PLACE EMBANKMENTS AND FILLS IN HORIZONTAL LAYERS OF 8 INCHES MAXIMUM DEPTH AND COMPACT EACH LAYER TO THE DENSITY SPECIFIED.
4. EMBANKMENTS SHALL NOT BE CONSTRUCTED WHEN THE EMBANKMENT MATERIAL OR THE FOUNDATION ON WHICH THE EMBANKMENT WOULD BE PLACED IS FROZEN.
5. IMMEDIATELY PRIOR TO COMPLETION OF THE EARTHWORK, THE CONTRACTOR SHALL CLEAN THE ENTIRE WORK AREA OF DEBRIS AND FOREIGN MATTER.
6. THE MAXIMUM DENSITY OF COMPACTED MATERIALS WILL BE DETERMINED BY AASHTO T 99.
7. THE CONTRACTOR SHALL COMPACT ALL EMBANKMENTS, FILLS, AND BACKFILLS TO A MINIMUM INPLACE DENSITY OF 95 PERCENT.
8. THE CONTRACTOR SHALL WATER THE MATERIALS TO PROVIDE OPTIMUM MOISTURE FOR COMPACTION OF EMBANKMENTS AND BACKFILLS. EM-BANKMENT OR BACKFILL MATERIALS SHALL NOT BE PLACED IN FINAL POSITION UNTIL MOISTURE IN EXCESS OF OPTIMUM MOISTURE HAS BEEN REMOVED.
9. IF THE SPECIFIED COMPACTION IS NOT OBTAINED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER. THE CONTRACTOR MAY BE REQUIRED TO USE A MODIFIED COMPACTION PROCEDURE OR APPLY ADDITIONAL COMPACTION EFFORT. IF APPROVED MATERIALS MEETING THE SPECIFICATIONS CANNOT BE COMPACTED TO THE REQUIRED DENSITY REGARDLESS OF COMPACTION EFFORT OR METHOD, THE ENGINEER MAY REDUCE THE REQUIRED DENSITY OR DIRECT THAT ALTERNATE MATERIALS BE USED. IN NO CASE SHALL EARTHWORK OPERATIONS PROCEED UNTIL THE CONTRACTOR IS ABLE TO COMPACT THE MATERIAL TO THE SATISFACTION OF THE ENGINEER.

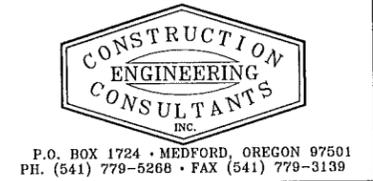
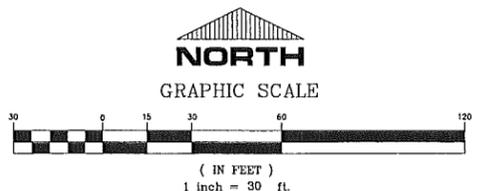


EROSION CONTROL CONSTRUCTION NOTES

1. ROCKED CONSTRUCTION ENTRANCE FOR 100' MINIMUM TO PREVENT TRACKING OF SOIL ONTO ROADWAY, 8" MIN. THICKNESS OF 3"-6" CLEAN ROCK ON FILTER FABRIC. LINE AND GRADE SHALL CONFORM TO FUTURE ROAD IMPROVEMENTS. SEE SHEET C.6, DETAIL RD1000
2. FILTER FABRIC SEDIMENTATION FENCE INSTALLED AT THE LOCATIONS SHOWN. SEE SHEET C.6, DETAIL ERD1040
3. PROPOSED STORM DRAIN INLETS SHALL BE PROTECTED BY FILTER FABRIC INLET BARRIERS. SEE SHEET C.6, DETAIL ERD1015
4. DITCH LINES SHALL BE PROTECTED BY PLACING STRAW BALE SWALE DAMS WHERE SHOWN. SEE SHEET C.6, DETAIL RD1005

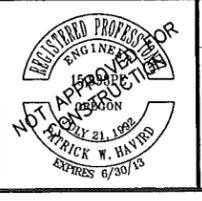
CONTOURS

CONTOUR INTERVAL = 1'
INDEX INTERVAL = 5'
EXISTING GROUND --- ELEV ---
FINISHED GROUND --- ELEV ---



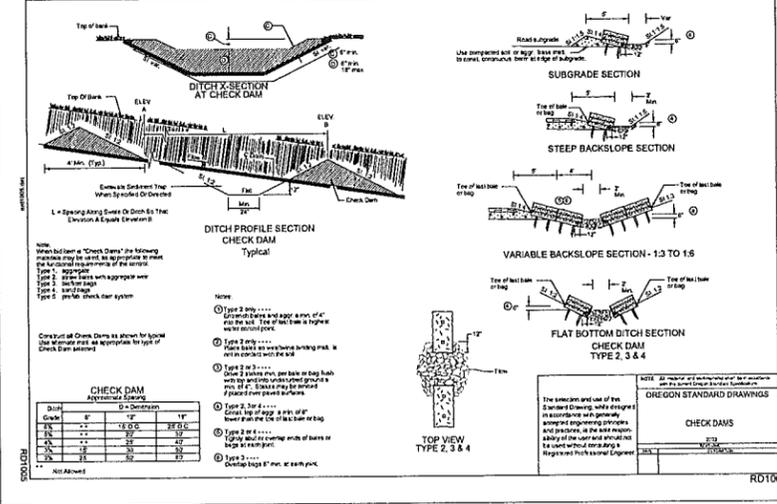
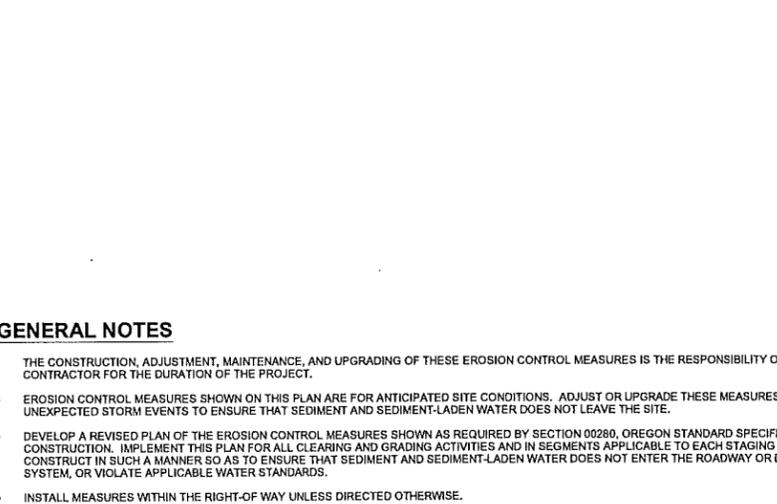
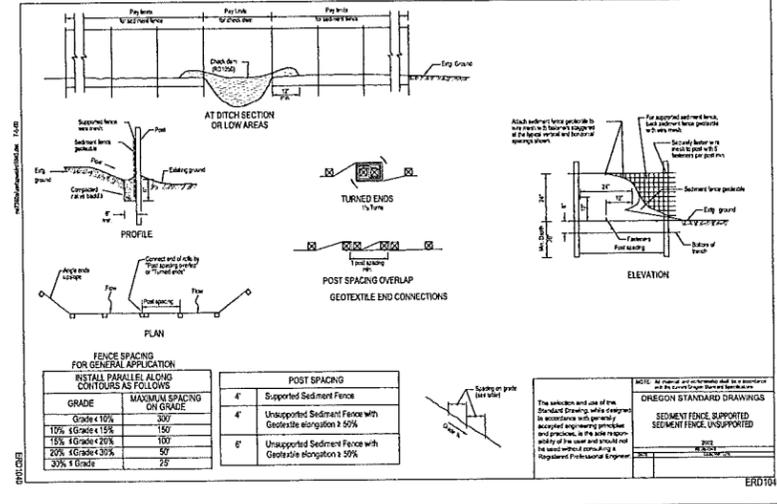
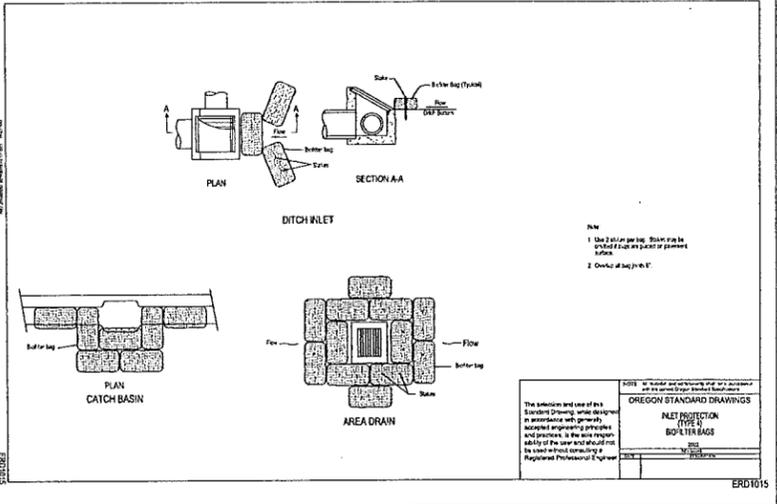
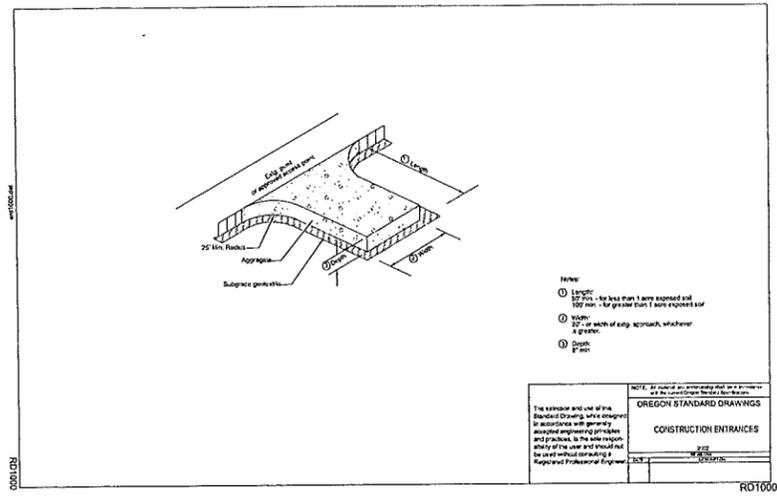
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NO.	REVISION	DATE	BY



CITY OF ASHLAND
TOLMAN MEADOWS SUBDIVISION
CIVIL IMPROVEMENTS
GRADING PLAN
EROSION & SEDIMENT CONTROL PLAN

PROJECT NO. _____
DRAWING NO. C.5



GENERAL NOTES

- THE CONSTRUCTION, ADJUSTMENT, MAINTENANCE, AND UPGRADING OF THESE EROSION CONTROL MEASURES IS THE RESPONSIBILITY OF THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
- EROSION CONTROL MEASURES SHOWN ON THIS PLAN ARE FOR ANTICIPATED SITE CONDITIONS. ADJUST OR UPGRADE THESE MEASURES FOR UNEXPECTED STORM EVENTS TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DOES NOT LEAVE THE SITE.
- DEVELOP A REVISED PLAN OF THE EROSION CONTROL MEASURES SHOWN AS REQUIRED BY SECTION 00280, OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION. IMPLEMENT THIS PLAN FOR ALL CLEARING AND GRADING ACTIVITIES AND IN SEGMENTS APPLICABLE TO EACH STAGING PHASE. CONSTRUCT IN SUCH A MANNER SO AS TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DOES NOT ENTER THE ROADWAY OR DRAINAGE SYSTEM, OR VIOLATE APPLICABLE WATER STANDARDS.
- INSTALL MEASURES WITHIN THE RIGHT-OF-WAY UNLESS DIRECTED OTHERWISE.
- INSTALL STABILIZED CONSTRUCTION ENTRANCES AT THE BEGINNING OF CONSTRUCTION AND MAINTAIN FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN.
- CONSTRUCT SEDIMENT FENCE 5 FEET DOWNSLOPE FROM THE TOE OF FILL SLOPES WHERE SEDIMENT-LADEN WATER HAS THE POTENTIAL OF ENTERING WATERWAYS OR LEAVING THE RIGHT-OF-WAY.
- PROTECT ALL INLETS DURING SURFACE GRINDING, PAVING, AND EARTHWORK OPERATIONS TO PREVENT POLLUTANTS FROM ENTERING STORM WATER SYSTEMS.

ESTABLISHING TEMPORARY GRASSES AND PERMANENT VEGETATIVE COVER

CONDITIONS WHERE PRACTICE APPLIES

- ALL GROUND SURFACES EXPOSED DURING THE WET SEASON.
- AREAS WHICH WILL NOT BE SUBJECTED TO HEAVY WEAR BY ON-GOING CONSTRUCTION TRAFFIC.
- EXPOSED GROUND SURFACES AT END OF CONSTRUCTION PERIOD (PERMANENT COVER MUST BE ESTABLISHED PRIOR TO REMOVAL OF ANY EROSION CONTROL MEASURES).
- TEMPORARY OR PERMANENT STABILIZATION OF NEW OR DISTURBED DITCHES OR SWALES.
- DESIGN CRITERIA/SPECIFICATIONS: TEMPORARY EROSION CONTROL GRASSES AND PERMANENT VEGETATIVE COVER
- TEMPORARY GRASS COVER MEASURES MUST BE FULLY ESTABLISHED BY NOVEMBER 1 OR OTHER COVER MEASURES WILL HAVE TO BE IMPLEMENTED UNTIL ADEQUATE GRASS COVERAGE IS ACHIEVED. TO ESTABLISH AN ADEQUATE GRASS STAND FOR CONTROLLING EROSION BY NOVEMBER 1, IT IS RECOMMENDED THAT SEEDING AND MULCHING OCCUR BY OCTOBER 1.
- SOIL PREPARATION - TOP SOIL SHOULD BE PREPARED ACCORDING TO LANDSCAPE PLANS, IF AVAILABLE, OR RECOMMENDATIONS OF GRASS SEED SUPPLIER. IF APPLICABLE IT IS RECOMMENDED THAT SLOPES BE ROUGHENED BEFORE SEEDING BY "TRACK-WALKING", (DRIVING A CRAWLING TRACTOR UP AND DOWN SLOPES TO LEAVE A PATTERN OF CLEAT IMPRINTS PARALLEL TO SLOPE CONTOURS). IF "TRACK-WALKING" IS NOT POSSIBLE, TOP SOIL SHALL BE FIRMLY TAMPED TO PROVIDE MORE STABLE SITES FOR SEEDS TO REST.

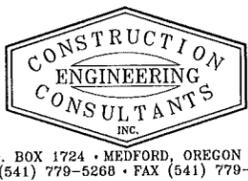
SEEDING - RECOMMENDED EROSION CONTROL GRASS SEED MIX FOR TEMPORARY AND PERMANENT SEEDING AS LISTED UNDER 01030 ARE AS FOLLOWS:	PLS	LBI/ACRE
LOLIUM PERENNE (DELAWARE DWARF PERENNIAL REYGRASS)	98	LBI/ACRE
LOLIUM PERENNE (NOBILITY PERENNIAL REYGRASS)	97	LBI/ACRE
FESTUCA RUBRA COMMUTATA (SILHOUETTE CHEWINGS FESCUE)	65	LBI/ACRE
FESTUCA RUBRA (BADGER CREEPING RED FESCUE)	65	LBI/ACRE

- APPLY PERMANENT SEEDING IN STAGES UPON COMPLETION OF FINISH GRADE.
- FERTILIZATION FOR GRASS SEED - AS PER SUPPLIER'S RECOMMENDATIONS. DEVELOPMENT AREAS WITHIN 50 FEET OF WATER BODIES AND WETLANDS MUST USE A NON-PHOSPHORUS FERTILIZER.
- WATERING - SEEDING SHALL BE SUPPLIED WITH ADEQUATE MOISTURE TO ESTABLISH GRASS. SUPPLY WATER AS NEEDED, ESPECIALLY IN ABNORMALLY HOT OR DRY WEATHER OR ON ADVERSE SITES. WATER APPLICATION RATES SHOULD BE CONTROLLED TO PROVIDE ADEQUATE MOISTURE WITHOUT CAUSING RUNOFF.
- RE-SEEDING - AREAS WHICH FAIL TO ESTABLISH GRASS COVER ADEQUATE TO PREVENT EROSION SHALL BE RE-SEEDED AS SOON AS SUCH AREAS ARE IDENTIFIED, AND ALL APPROPRIATE MEASURES TAKEN TO ESTABLISH ADEQUATE COVER.

STANDARD NOTES FOR EROSION CONTROL PLANS

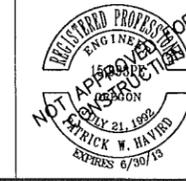
- HOLD A PRE-CONSTRUCTION MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE INSPECTOR TO DISCUSS EROSION AND SEDIMENT CONTROL MEASURES AND CONSTRUCTION LIMITS. (SCHEDULE A.8.C.1.(3))
- ALL PERMIT REGISTRANTS MUST IMPLEMENT THE ESCP. FAILURE TO IMPLEMENT ANY OF THE CONTROL MEASURES OR PRACTICES DESCRIBED IN THE ESCP IS A VIOLATION OF THE PERMIT. (SCHEDULE A.8.A)
- RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEO, AGENT, OR THE LOCAL MUNICIPALITY. DURING INACTIVE PERIODS OF GREATER THAN SEVEN (7) CONSECUTIVE CALENDAR DAYS, RETAIN THE ESCP AT THE CONSTRUCTION SITE OR AT ANOTHER LOCATION. (SCHEDULE B.2.A)
- THE ESCP MEASURES SHOWN ON THIS PLAN ARE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, UPGRADE THESE MEASURES AS NEEDED TO COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL EROSION AND SEDIMENT CONTROL REGULATIONS. (SCHEDULE A.8.C.1.(1)(C))
- SUBMISSION OF ALL ESCP REVISIONS IS NOT REQUIRED. SUBMITTAL OF THE ESCP REVISIONS IS ONLY UNDER SPECIFIC CONDITIONS. (SCHEDULE A.12.C.II)
- PHASE CLEARING AND GRADING TO THE MAXIMUM EXTENT PRACTICAL TO PREVENT EXPOSED INACTIVE AREAS FROM BECOMING A SOURCE OF EROSION. (SCHEDULE A.8.C.1.(1)(D))
- IDENTIFY, MARK, AND PROTECT (BY FENCING OFF OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES, AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN THE SITE AND SENSITIVE AREAS (E.G., WETLANDS), AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS. (SCHEDULE A.8.C.1.(1) & (2))
- PRESERVE EXISTING VEGETATION AND RE-VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION. (SCHEDULE A.7.B.II.(1))
- EROSION AND SEDIMENT CONTROL MEASURES INCLUDING PERIMETER SEDIMENT CONTROL MUST BE IN PLACE BEFORE VEGETATION IS DISTURBED AND MUST REMAIN IN PLACE AND BE MAINTAINED, REPAIRED, AND PROMPTLY IMPLEMENTED FOLLOWING PROCEDURES ESTABLISHED FOR THE DURATION OF CONSTRUCTION, INCLUDING PROTECTION FOR ACTIVE STORM DRAIN INLETS AND CATCH BASINS AND APPROPRIATE NON-STORMWATER POLLUTION CONTROLS. (SCHEDULE A.7.D.I AND A.8.C)
- ESTABLISH CONCRETE TRUCK AND OTHER CONCRETE EQUIPMENT WASHOUT AREAS BEFORE BEGINNING CONCRETE WORK. (SCHEDULE A.8.C.1.(6))
- APPLY TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS AS GRADING PROGRESSES AND FOR ALL ROADWAYS INCLUDING GRAVEL ROADWAYS. (SCHEDULE A.8.C.1.(2))
- ESTABLISH MATERIAL AND WASTE STORAGE AREAS, AND OTHER NON-STORMWATER CONTROLS. (SCHEDULE A.8.C.1.(7))
- PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADS USING BMPs SUCH AS: GRAVELED (OR PAVED) EXITS AND PARKING AREAS, GRAVEL ALL UNPAVED ROADS LOCATED ONSITE, OR USE AN EXIT TIRE WASH. THESE BMPs MUST BE IN PLACE PRIOR TO LAND-DISTURBING ACTIVITIES. (SCHEDULE A.7.D.II.(1) AND A.8.C.1.(4))
- WHEN TRUCKING SATURATED SOILS FROM THE SITE, EITHER USE WATER-TIGHT TRUCKS OR DRAIN LOADS ON SITE. (SCHEDULE A.7.D.II.(3))
- USE BMPs TO PREVENT OR MINIMIZE STORMWATER EXPOSURE TO POLLUTANTS FROM SPILLS; VEHICLE AND EQUIPMENT FUELING, MAINTENANCE, AND STORAGE; OTHER CLEANING AND MAINTENANCE ACTIVITIES; AND WASTE HANDLING ACTIVITIES. THESE POLLUTANTS INCLUDE FUEL, HYDRAULIC FLUID, AND OTHER OILS FROM VEHICLES AND MACHINERY, AS WELL AS DEBRIS, LEFTOVER PAINTS, SOLVENTS, AND GLUES FROM CONSTRUCTION OPERATIONS. (SCHEDULE A.7.E.I.(2))
- WATER OR USE A SOIL-BINDING AGENT OR OTHER DUST CONTROL TECHNIQUE AS NEEDED TO AVOID WIND-BLOWN SOIL. (SCHEDULE A.7.B.III)
- THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO MINIMIZE NUTRIENT RELEASES TO SURFACE WATERS. EXERCISE CAUTION WHEN USING TIME RELEASE FERTILIZERS WITHIN ANY WATERWAY RIPARIAN ZONE. (SCHEDULE A.9.B.III)
- IF A STORMWATER TREATMENT SYSTEM (FOR EXAMPLE, ELECTRO-COAGULATION, FLOCCULATION, FILTRATION, ETC.) FOR SEDIMENT OR OTHER POLLUTANT REMOVAL IS EMPLOYED, SUBMIT AN OPERATION AND MAINTENANCE PLAN (INCLUDING OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY 22 SYSTEM SCHEMATIC, LOCATION OF SYSTEM, LOCATION OF INLET, LOCATION OF DISCHARGE, DISCHARGE DISPERSION DEVICE DESIGN, AND A SAMPLING PLAN AND FREQUENCY BEFORE OPERATING THE TREATMENT SYSTEM, OBTAIN PLAN APPROVAL BEFORE OPERATING THE TREATMENT SYSTEM. OPERATE AND MAINTAIN THE TREATMENT SYSTEM ACCORDING TO MANUFACTURER'S SPECIFICATIONS. (SCHEDULE A.9.D)
- TEMPORARILY STABILIZE SOILS AT THE END OF THE SHIFT BEFORE HOLIDAYS AND WEEKENDS, IF NEEDED. THE REGISTRANT IS RESPONSIBLE FOR ENSURING THAT SOILS ARE STABLE DURING RAIN EVENTS AT ALL TIMES OF THE YEAR. (SCHEDULE A.7.B)
- CONSTRUCTION ACTIVITIES MUST AVOID OR MINIMIZE EXCAVATION AND CREATION OF BARE GROUND DURING WET WEATHER. (SCHEDULE A.7.A.I)
- SEDIMENT FENCE: REMOVE TRAPPED SEDIMENT BEFORE IT REACHES ONE THIRD OF THE ABOVE GROUND FENCE HEIGHT AND BEFORE FENCE REMOVAL. (SCHEDULE A.9.C.I)
- OTHER SEDIMENT BARRIERS (SUCH AS BIOBAGS): REMOVE SEDIMENT BEFORE IT REACHES TWO INCHES DEPTH ABOVE GROUND HEIGHT, AND BEFORE BMP REMOVAL. (SCHEDULE A.9.C.II)
- SEDIMENT BASINS AND SEDIMENT TRAPS: REMOVE TRAPPED SEDIMENTS BEFORE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT AND AT COMPLETION OF PROJECT. (SCHEDULE A.9.C.III & IV)
- WITHIN 24 HOURS, SIGNIFICANT SEDIMENT THAT HAS LEFT THE CONSTRUCTION SITE, MUST BE REMEDIATED. INVESTIGATE THE CAUSE OF THE SEDIMENT RELEASE AND IMPLEMENT STEPS TO PREVENT A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN-STREAM CLEAN UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DIVISION OF STATE LANDS REQUIRED TIMEFRAME. (SCHEDULE A.9.B.II)
- THE INTENTIONAL WASHING OF SEDIMENT INTO STORM SEWERS OR DRAINAGE WAYS MUST NOT OCCUR. VACUUMING OR DRY SWEEPING AND MATERIAL PICKUP MUST BE USED TO CLEANUP RELEASED SEDIMENTS. (SCHEDULE A.9.B.II)
- THE ENTIRE SITE MUST BE TEMPORARILY STABILIZED USING VEGETATION OR A HEAVY MULCH LAYER, TEMPORARY SEEDING, OR OTHER METHOD SHOULD ALL CONSTRUCTION ACTIVITIES CEASE FOR 30 DAYS OR MORE. (SCHEDULE A.7.F.I)
- PROVIDE TEMPORARY STABILIZATION FOR THAT PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES CEASE FOR 14 DAYS OR MORE WITH A COVERING OF BLOWN STRAW AND A TACKIFIER, LOOSE STRAW, OR AN ADEQUATE COVERING OF COMPOST MULCH UNTIL WORK RESUMES ON THAT PORTION OF THE SITE. (SCHEDULE A.7.F.II)
- THE DESIGNATED EROSION AND SEDIMENT CONTROL INSPECTOR MUST PERFORM DAILY INSPECTIONS OF THE BMPs AND DISCHARGE OUTFALLS WHEN RAINFALL AND RUNOFF OCCUR. RECORD THE INSPECTIONS AND OBSERVATIONS IN A LOG THAT IS ON SITE. (SCHEDULE B.1.B.II)
- ALL ESCP CONTROLS AND PRACTICES MUST BE INSPECTED VISUALLY ONCE TO ENSURE THAT BMPs ARE IN WORKING ORDER PRIOR TO THE SITE BECOMING INACTIVE OR IN ANTICIPATION OF SITE INACCESSIBILITY AND MUST BE INSPECTED VISUALLY ONCE EVERY TWO (2) WEEKS DURING INACTIVE PERIODS GREATER THAN SEVEN (7) CONSECUTIVE CALENDAR DAYS. (SCHEDULE B.1.B.(2) & (3))
- IF PRACTICAL, INSPECTIONS MUST OCCUR DAILY AT A RELEVANT AND ACCESSIBLE DISCHARGE POINT OR DOWNSTREAM LOCATION DURING PERIODS IN WHICH THE SITE IS INACCESSIBLE DUE TO INCLEMENT WEATHER. (SCHEDULE B.1.B.(4))
- DO NOT REMOVE TEMPORARY SEDIMENT CONTROL PRACTICES UNTIL PERMANENT VEGETATION OR OTHER COVER OF EXPOSED AREAS IS ESTABLISHED. IDENTIFY THE TYPE OF VEGETATIVE SEED MIX USED. (SCHEDULE A.7.B.III)
- PROVIDE PERMANENT EROSION CONTROL MEASURES ON ALL EXPOSED AREAS. REMOVE ALL TEMPORARY EROSION CONTROL MEASURES AS EXPOSED AREAS BECOME STABILIZED, UNLESS DOING SO CONFLICTS WITH LOCAL REQUIREMENTS. PROPERLY DISPOSE OF CONSTRUCTION MATERIALS AND WASTE, INCLUDING SEDIMENT RETAINED BY TEMPORARY BMPs. (SCHEDULE A.8.C.III)

CONTRACTOR SHALL BE ADVISED THAT THIS PLAN IS FOR EROSION CONTROL PURPOSES ONLY.



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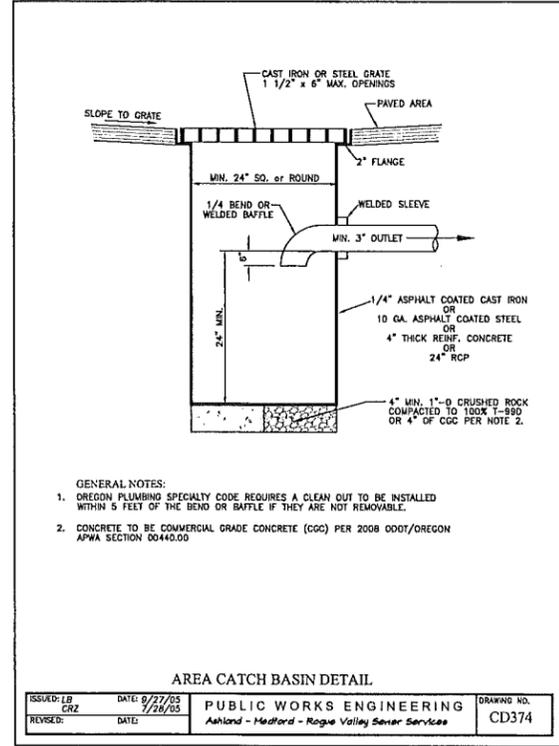
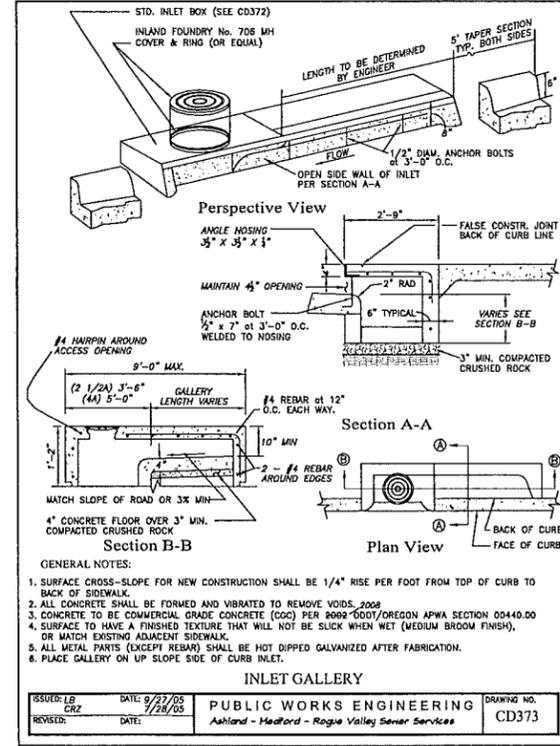
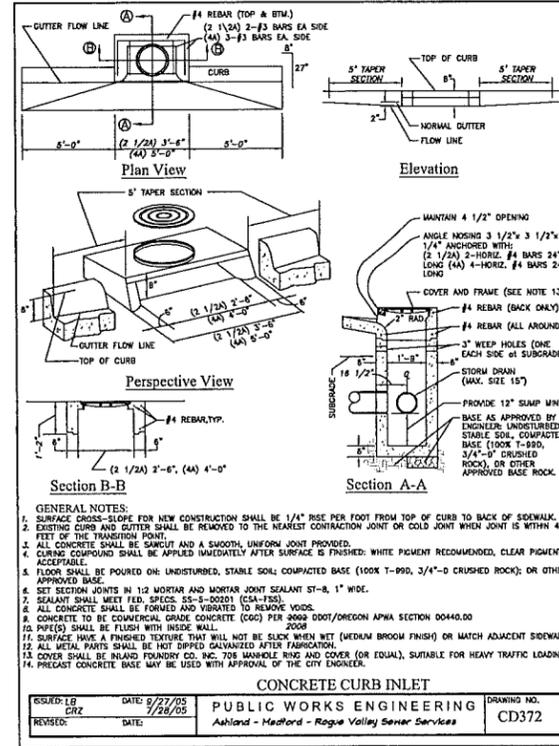
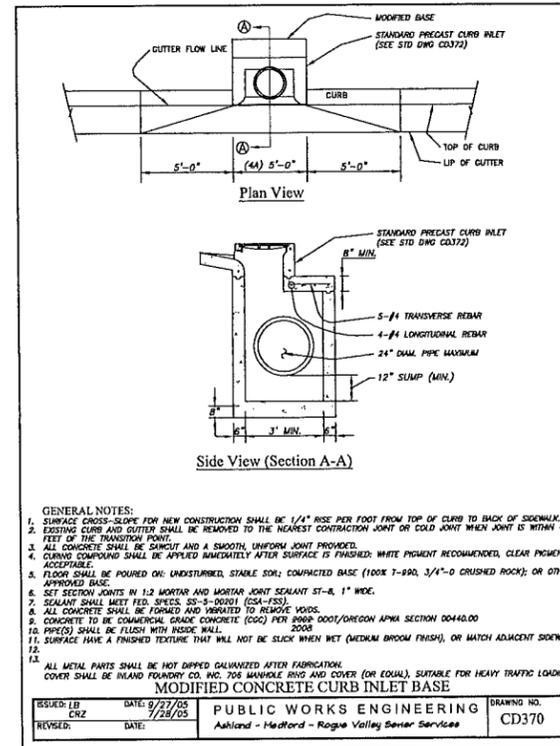
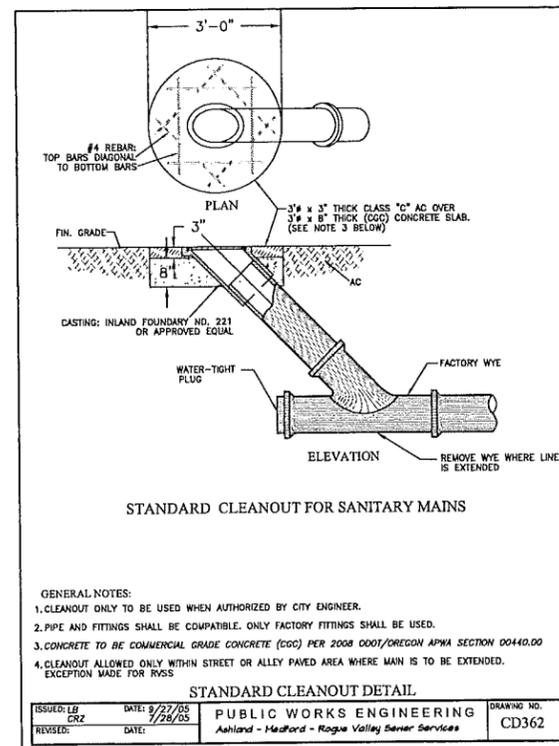
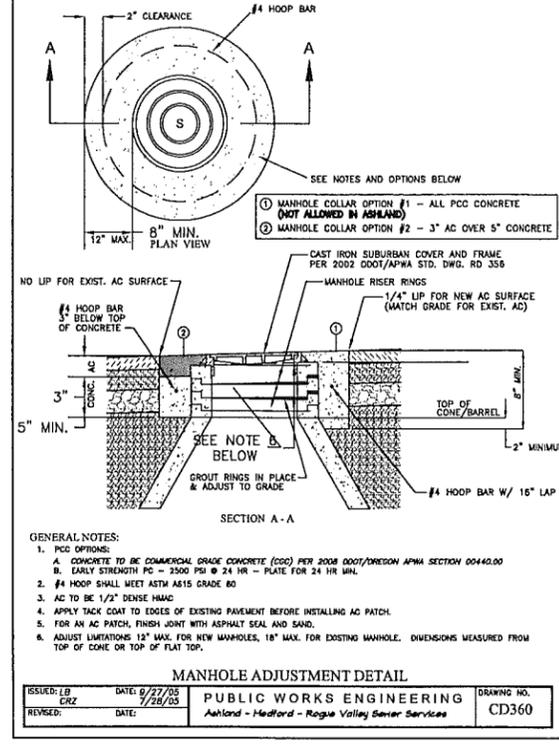
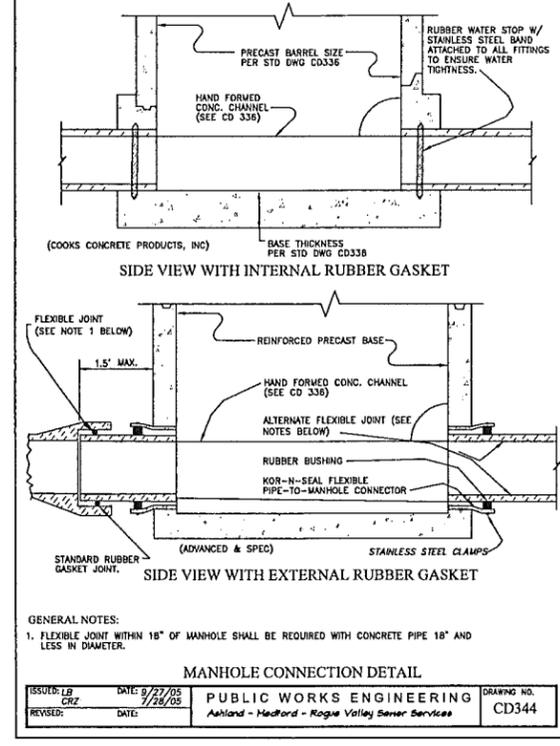
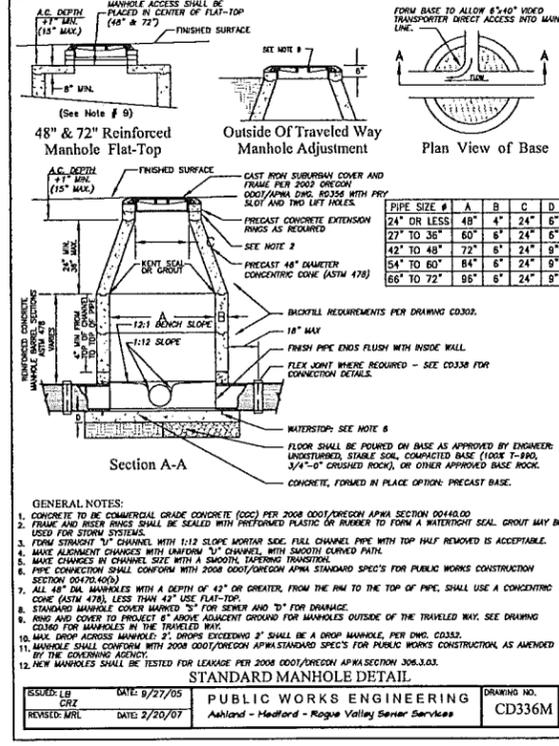
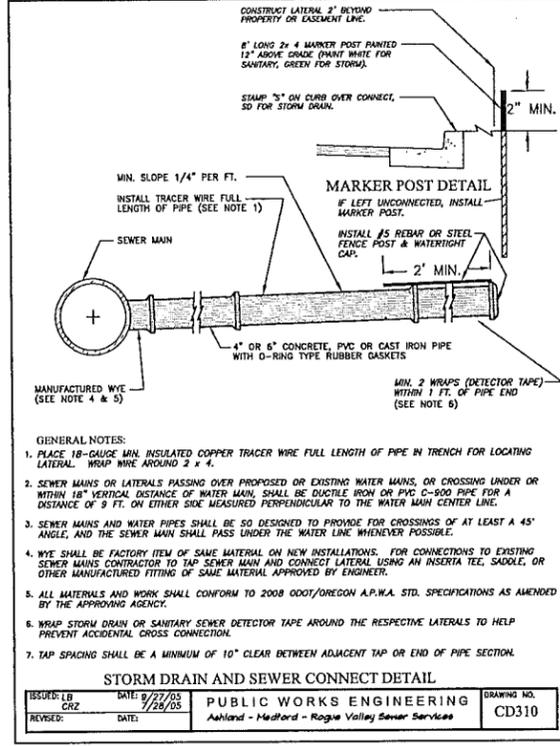
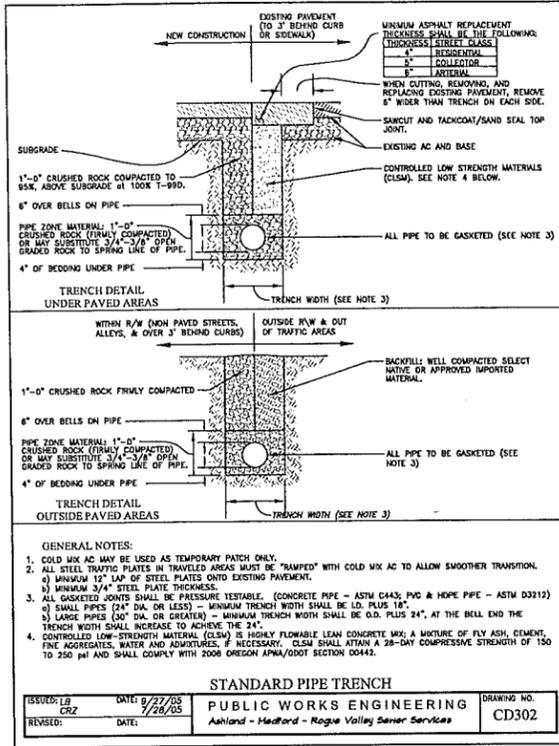
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CITY OF ASHLAND
 TOLMAN MEADOWS SUBDIVISION
 CIVIL IMPROVEMENTS
 EROSION & SEDIMENT CONTROL PLAN
 NOTES AND DETAILS

PROJECT NO. _____
 DRAWING NO. C.6

NAME: MAR-GRAD-EROS.DWG PROJ: 10-12 PLOT DATE: 5/31/11

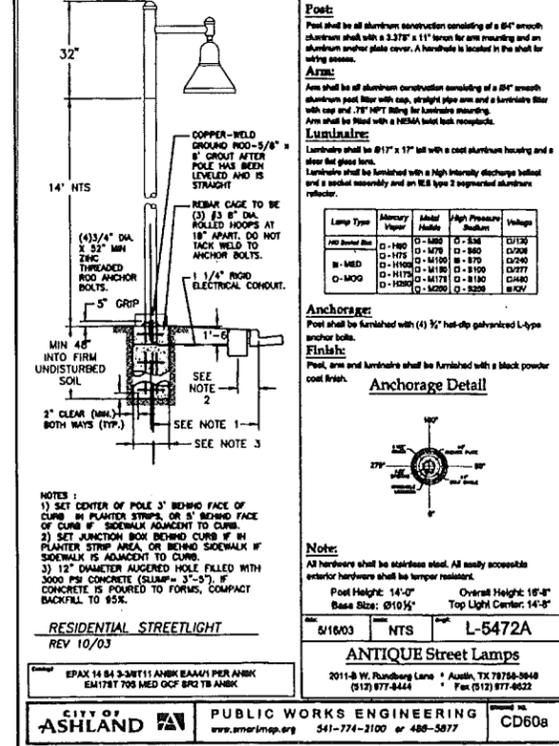
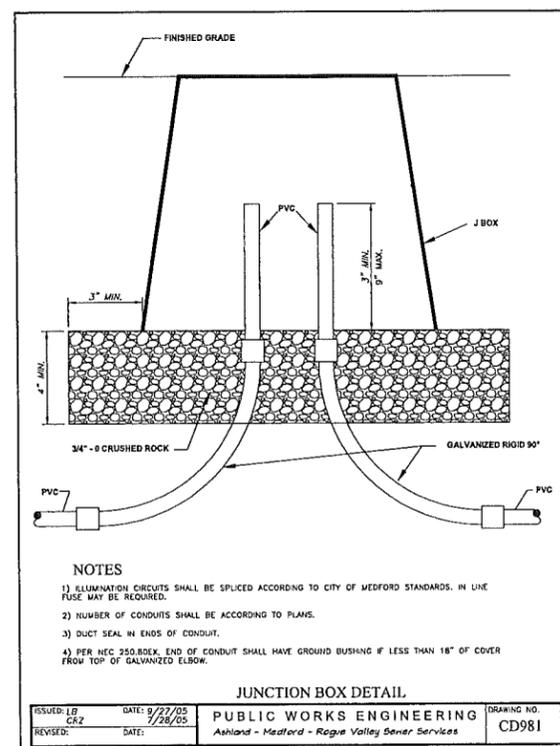
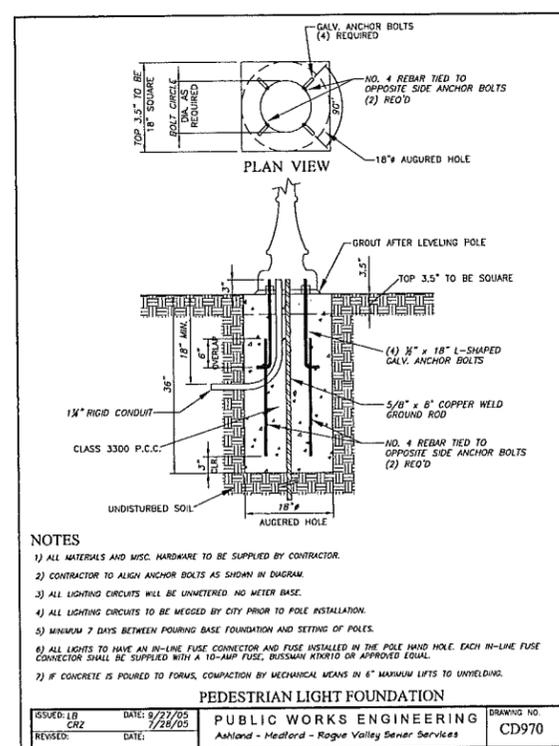
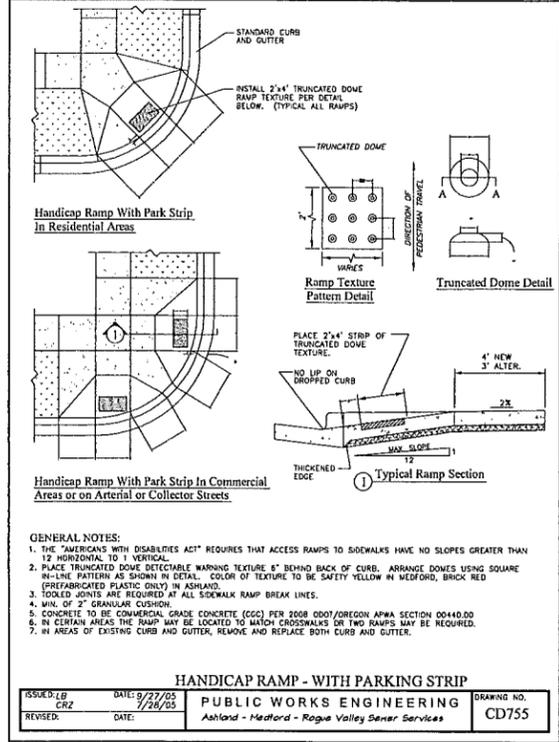
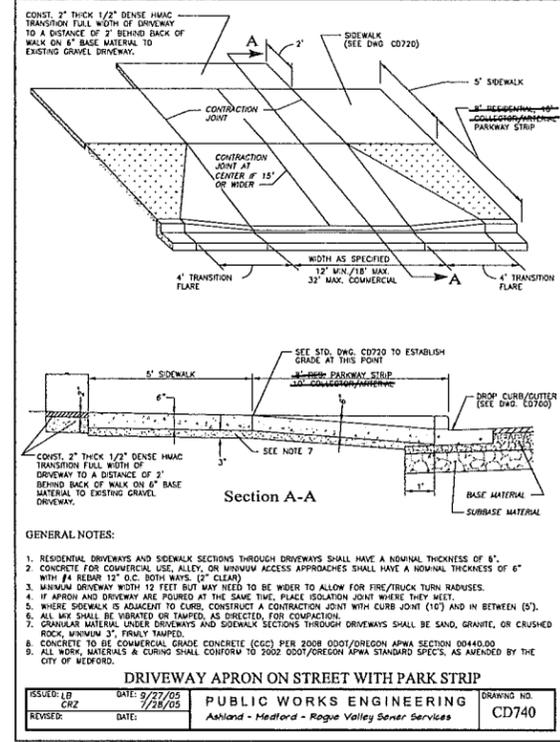
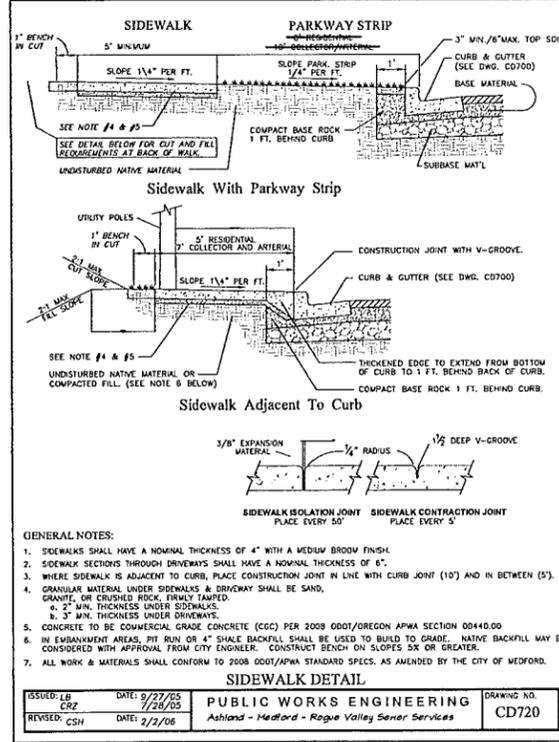
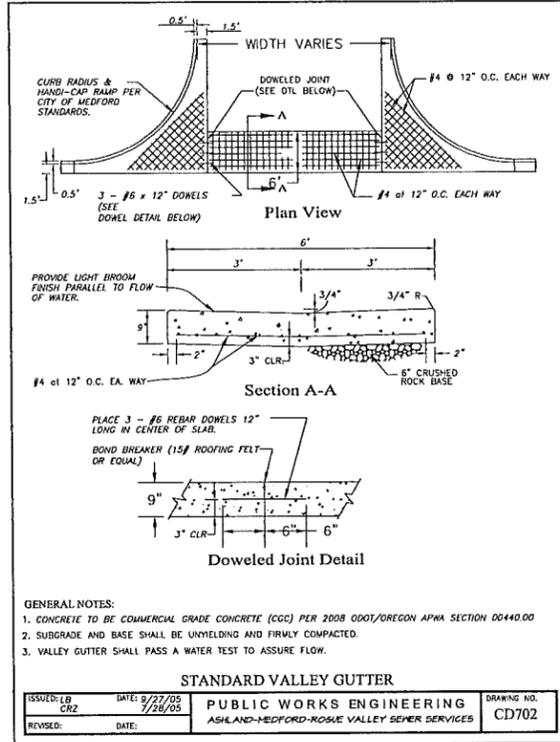
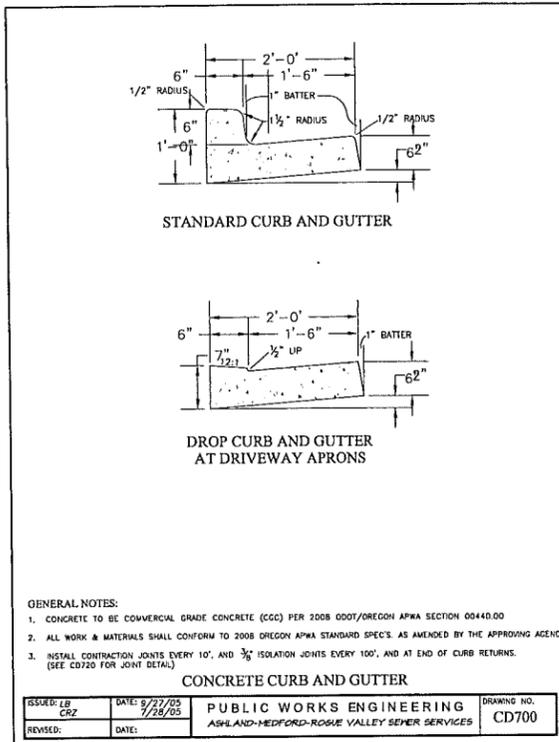


ALL STANDARD DETAILS ARE PROVIDED FOR REFERENCE ONLY!!! IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY AND USE THE MOST CURRENT CITY STANDARD DETAILS.

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AGENCY REVIEW BY:		DATE:	

ISSUED: LB	DATE: 9/27/05	PUBLIC WORKS ENGINEERING	DRAWING NO. CD372
CRZ	DATE: 7/28/05	Ashland - Medford - Rogue Valley Sewer Services	
REVISD:	DATE:		

ISSUED: LB	DATE: 9/27/05	PUBLIC WORKS ENGINEERING	DRAWING NO. CD373
CRZ	DATE: 7/28/05	Ashland - Medford - Rogue Valley Sewer Services	
REVISD:	DATE:		



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CITY OF ASHLAND

PUBLIC WORKS ENGINEERING

P.O. BOX 1724 • MEDFORD, OREGON 97501
 PH. (541) 779-5268 • FAX (541) 779-3139

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NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER

CITY OF ASHLAND

TOLMAN MEADOWS SUBDIVISION
 CIVIL IMPROVEMENTS

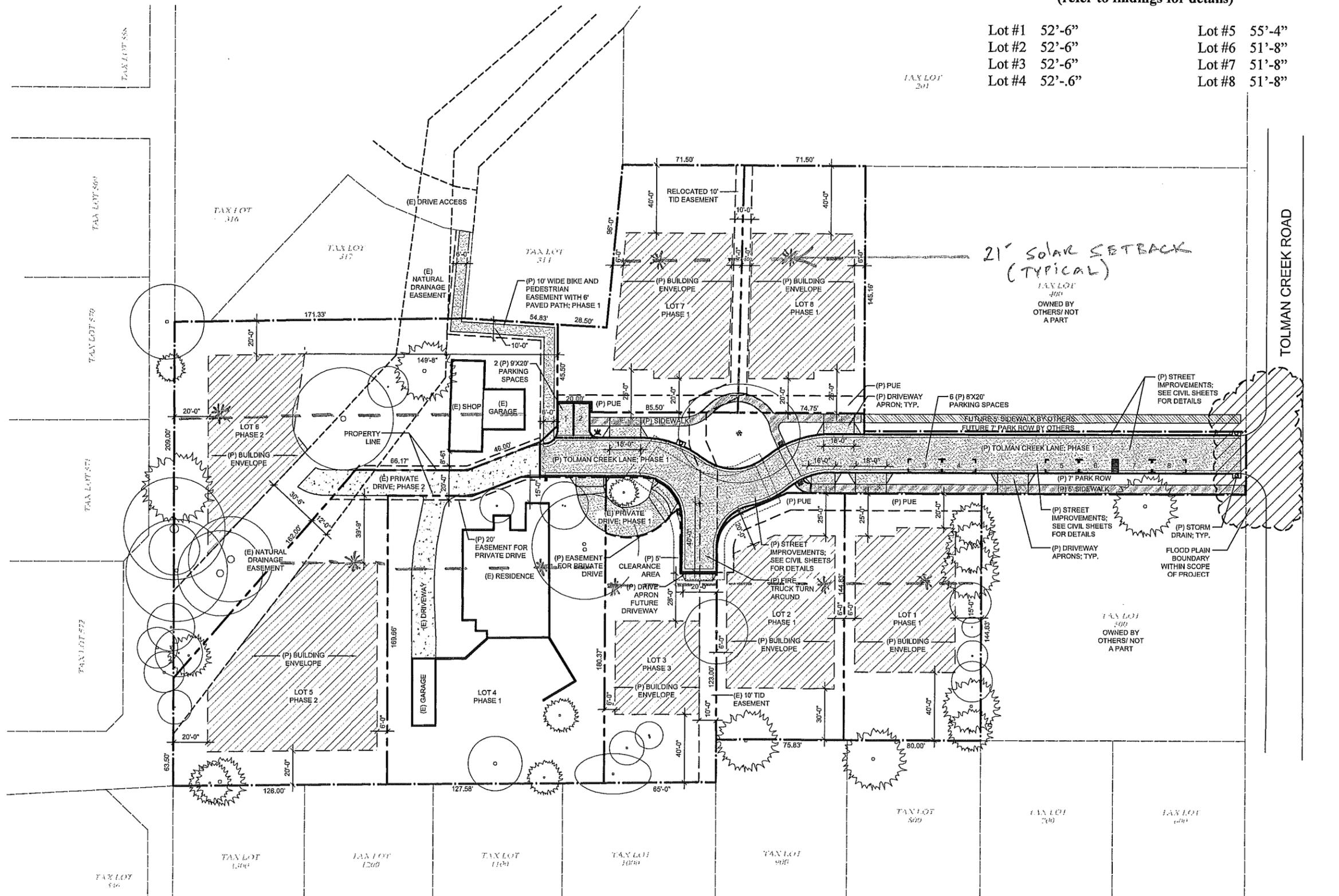
PROJECT NO. _____

DRAWING NO. **C.8**

NAME: MAR-BET.DWG PROJ: 10-12 PLOT DATE: 5/31/11

21' Solar Setback Dimensions *
(refer to findings for details)

Lot #1	52'-6"	Lot #5	55'-4"
Lot #2	52'-6"	Lot #6	51'-8"
Lot #3	52'-6"	Lot #7	51'-8"
Lot #4	52'-6"	Lot #8	51'-8"



Laurie Sager
AND ASSOCIATES LANDSCAPE ARCHITECTS INC
700 MISTLETOE ROAD, SUITE 201
ASHLAND, OREGON 97520



Revision Date:

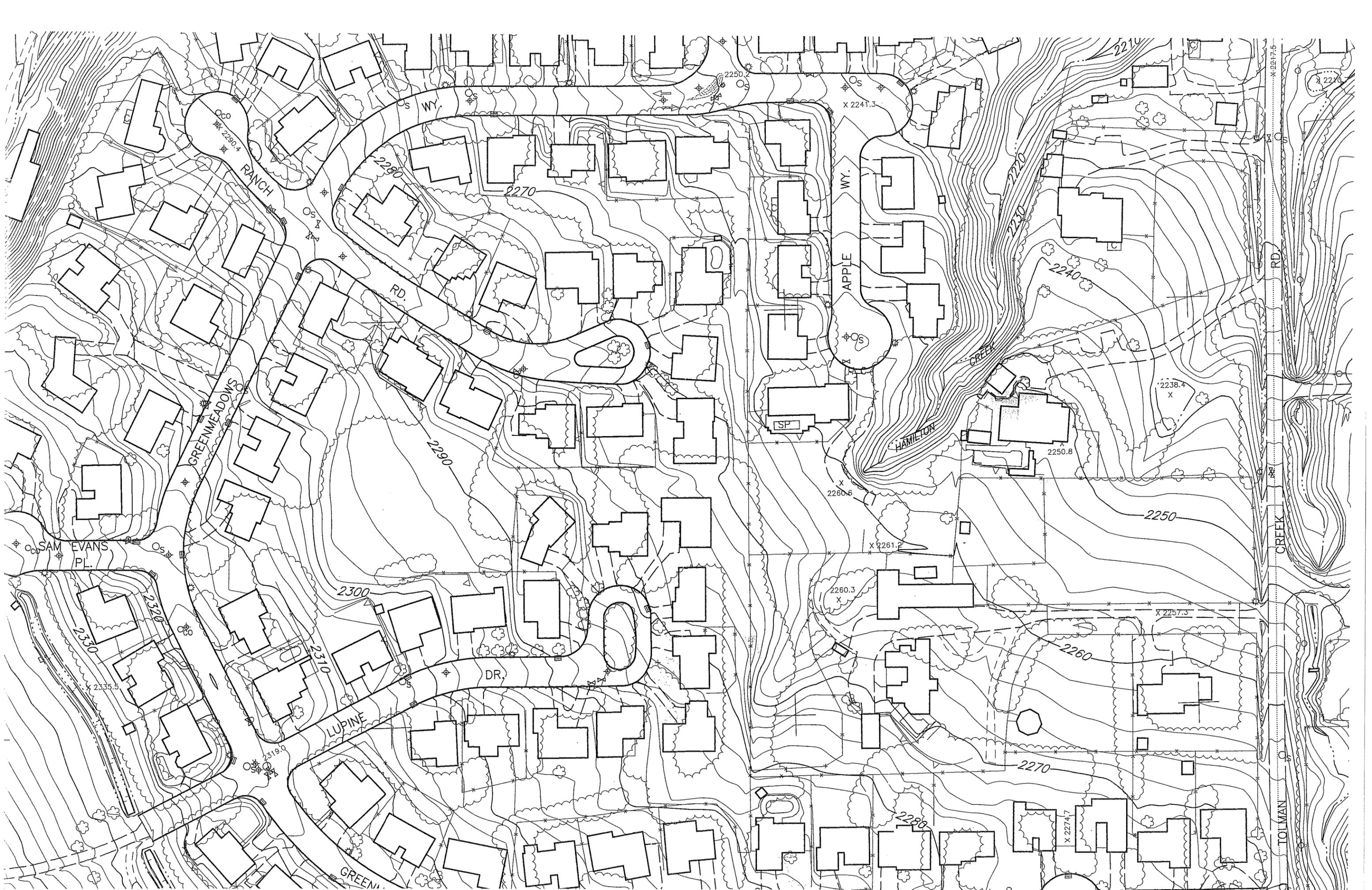
Drawn By:
KAG
Scale 1" = 60'-0"

TOLMAN MEADOWS
1405 TOLMAN CREEK ROAD
ASHLAND, OREGON

May 25, 2011

L-2.0
(Solar)





Memo

DATE: July 12, 2011
 TO: Planning Commission
 RE: Planning Commission Attendance Report

Pursuant to AMC 2.10.025, below is the Planning Commission's attendance record for January through June 2011.

Meeting Date	Meeting Type	Absences
January 11, 2011	Regular Meeting	0
January 20, 2011	Joint Study Session	0
February 8, 2011	Regular Meeting	0
February 10, 2011	Joint Study Session	1 – Melanie Mindlin
February 24, 2011	Joint Study Session	1 – John Rinaldi
March 8, 2011	Regular Meeting	1 – John Rinaldi
March 10, 2011	Joint Study Session	1 – Debbie Miller
March 17, 2011	Joint Study Session	4 – Pam Marsh, Debbie Miller, Melanie Mindlin, John Rinaldi
March 29, 2011	Study Session	1 – Debbie Miller
April 12, 2011	Regular Meeting	1 – Debbie Miller
April 26, 2011	Joint Study Session	1 – Debbie Miller
May 10, 2011	Regular Meeting	1 – Melanie Mindlin
May 24, 2011	Joint Study Session	1 – John Rinaldi
June 14, 2011	Regular Meeting	1 – Melanie Mindlin
June 28, 2011	Study Session	1 – Debbie Miller

AMC 2.10.025

All members are expected to attend all regularly scheduled meetings, study sessions and special meetings, when applicable. If a member will be absent from a meeting the member must notify the chair or the staff liaison at least two hours prior to the meeting. Any member who has two or more unexcused absences in a six month period [i.e. January 1– June 30 or July 1 - December 31] shall be considered inactive and the position vacant. Further any member not attending a minimum of two-thirds (2/3) of all scheduled meetings (inclusive of study sessions and special meetings) shall be considered inactive and the position vacant. Attendance shall be reviewed by the commission or board during the regularly scheduled meetings in January and July, with a report sent to the Mayor and City Council advising of the need for appointment or re-appointment, if necessary.

