



# CITY OF ASHLAND



## TREE COMMISSION AGENDA January 4, 2018

### I. CALL TO ORDER

6:00 p.m. in the Siskiyou Room of the Community Development and Engineering Services Building located at 51 Winburn Way.

### II. APPROVAL OF MINUTES

Approval of November 9, 2017 meeting minutes (the December meeting was cancelled because of lack of quorum).

### III. ANNOUNCEMENTS & LIAISON REPORTS

- Council Liaison (None)
- Parks & Recreation Liaison
- Community Development Liaison

### IV. PUBLIC FORUM

Open to guests.

### V. TYPE I REVIEWS

**PLANNING ACTION:** PA- 2017-02278

**SUBJECT PROPERTY:** 2258 Dollarhide Way

**APPLICANT:** Fred Stapenhorst / East Village HOA

**OWNER:** East Village HOA

**DESCRIPTION:** A request for a hazardous Tree Removal Permit to remove one tree in the wetland owned by the East Village HOA. The actual address appears to be immediately to the east of 2264 Dollarhide Way, located at approximately 2268 Dollarhide. The tree, a black cottonwood, has a 13" DBH (diameter at breast height) and stands approximately 35 feet tall. The application states the tree is in relatively good condition now, but cottonwoods are prone to breakage and the tree may become a hazard to a neighboring residence in the future.

**COMPREHENSIVE PLAN DESIGNATION:** Residential Suburban; **ZONING:** R-1-3.5;

**ASSESSOR'S MAP:** 39 1E 11CB; **TAX LOT:** 1041

**PLANNING ACTION:** PA-2017-02279

**SUBJECT PROPERTY:** 139 N 2<sup>nd</sup> St

**APPLICANT:** Canopy LLC

**OWNER:** Judith Ginsburg

**DESCRIPTION:** A request for a non-hazardous Tree Removal Permit to remove one tree in the rear yard of the residence at 139 N 2nd St. The tree, an Ailanthus Altissima (also known as a Tree of Heaven), has 27" DBH (diameter at breast height) that stands

approximately 40 feet tall. The application states the tree is in relatively good condition but has a history of broken limbs and is an invasive species.

**COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1;

**ASSESSOR'S MAP:** 39 1E 09BA; **TAX LOT:** 9600

**VI. TYPE II REVIEWS**

None

**VII. TYPE III REVIEWS**

**PLANNING ACTION:** PA-2017-02129

**SUBJECT PROPERTY:** 475 East Nevada Street

**APPLICANT:** Young Family Trust & City of Ashland

**OWNER:** Amy Gunter, Rogue Planning & Development Services

**DESCRIPTION:** A request for Comprehensive Plan Map Amendment; Zone Change; Outline Plan approval for a 20-lot, 23-unit subdivision; Site Design Review; Tree Removal Permit to remove ten trees greater than six-inches in diameter at breast height (d.b.h.) and Exception to Street Standards for the properties located at 475 East Nevada Street. The existing Comprehensive Plan designation is "Single Family Residential Reserve" and the existing zoning is "Rural Residential (RR-.5-P)". The proposal would change the Comprehensive Plan Map designation to "North Mountain Neighborhood Plan" and the zoning to "North Mountain Multi-Family (NM-MF)." (NOTE: Portions of the subject properties are located outside of the city limits; the current request involves only those portions within the city limits.)

**COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential Reserve (Existing),

North Mountain Neighborhood (Proposed); **ZONING:** RR-.5-P(Existing), NM-

MF(Proposed); **ASSESSOR'S MAP:** 39 1E 04A and 04AD; **TAX LOT:** 39 1E 04A 1100, 1200 & 1300 and 39 1E 04AD 100

**VIII. STREET TREE REMOVAL PERMITS**

**PLANNING ACTION:** PW-2017-02181

**SUBJECT PROPERTY:** 568 B St

**OWNER/APPLICANT:** Evye Szanto

**DESCRIPTION:** A request for a Street Tree Removal Permit to remove a 10-inch diameter deciduous tree from the park row planting strip on B Street in front of the residence at 586 B St. The applicant has requested the removal because of sidewalk uplift near the tree.

**PLANNING ACTION:** PW-2017-02277

**SUBJECT PROPERTY:** 129 Almond St

**OWNER:** Hilary Best

**APPLICANT:** Canopy LLC

**DESCRIPTION:** A request for a Street Tree Removal Permit to remove three Maples near the corner of Nob Hill and Almond Street. The three maples are under the power lines and noted as having poor form, necrotic tops, and in poor health.

**IX. DISCUSSION**

2017 Tree of the Year voting update  
Arbor Day Discussion  
Attendance Report

**X. ADJOURNMENT**

**Next Meeting:** February 8, 2018



# CITY OF ASHLAND



## TREE COMMISSION MINUTES November 9, 2017

### I. CALL TO ORDER

Chair Christopher John called the meeting to order at 6:00 p.m. in the Siskiyou Room of the Community Development and Engineering Services Building located at 51 Winburn Way.

<b>Commissioners Present:</b>	<b>Parks Liaison</b>
Christopher John	Peter Baughman
Mike Oxendine	
Asa Cates	<b>Staff Present:</b>
Russell Neff	Derek Severson
	Nathan Emerson
<b>Commissioners Absent:</b>	

### II. APPROVAL OF MINUTES

Oxendine/Cates m/s to approve the minutes of September 7, 2017 as presented. (Note: *There was no October 5<sup>th</sup> meeting due to the lack of a quorum.*)

### III. ANNOUNCEMENTS & LIAISON REPORTS

- Council Liaison (None)
- Parks & Recreation Liaison Peter Baughman reported that he gave the Tree City Inventory (number of trees that were planted in Ashland) to the Ashland Parks and Recreation Department.

- Community Development Staff Liaison Derek Severson noted:

Assistant Planner Nathan Emerson will be taking over as staff liaison for the Commission beginning with the December 7<sup>th</sup> meeting.

Community Development made its Team Ashland presentation in mid-October, including presentations on the departments programs and commissions and a couple of project site visits. It seemed well-received. The Team Ashland program is continuing. As of this morning, we have no new applications for the Commission. Severson suggested that if Commissioners know people who might be interested in serving on the Commission – whether they realize it now or not – that they encourage them to apply through the Mayor’s office.

Severson asked whether Commissioners feel it would be appropriate to send some sort of information to neighbors in the notice area when a tree removal request involves pine beetles, and if so would anyone be interested in helping to draft such a notice. The notice could be put in the City Source which goes to everyone in the Community.

Severson discussed Commissioners recusing themselves from items on the agenda, and indicated that if the Commissioner has determined they need to recuse themselves they should actually step into the lobby until the item is finished. Recusals involve public official ethics law where there is a potential or actual conflict, and Commissioners should not be seen to be using their positions for financial gain. If they remain at the table, or in the room, there may be the possibility or at least the perception that they could still influence the decision. He explained that by stepping out of the room, even the perception of a violation can be avoided, and he also pointed out that there have been instances where public officials have been fined for not properly recusing themselves elsewhere in Oregon.

**IV. PUBLIC FORUM**

Melissa Mitchell-Hooge introduced herself. Ms. Mitchell-Hooge is part of a local group called "Save our Schools and Playgrounds." Their goal is to save both Lincoln and Briscoe neighborhood parks and have them become official City Parks. The group has been working to try and get these neighborhood parks designated for City Parks for quite some time. This evening Ms. Mitchell-Hooge wanted to specifically discuss the Briscoe property and the beautiful trees located there. The Monterey Cypress on the corner of Laurel and North Main has been Tree of the year and is an amazing tree along with the beautiful black locust in the playground area, stated Ms. Mitchell-Hooge. She pointed out that along the front of the property is a Park like setting that creates a beautiful canopy of trees as a gateway into Ashland. There also appears to be a couple of memorial trees located on the property. We just can't imagine what this property would be like without all the trees on it. Please consider these trees as the property moves forward with new development.

**V. TYPE I REVIEWS**

**PLANNING ACTION:** PA- 2017-01256  
**SUBJECT PROPERTY:** 267 Meade Street  
**APPLICANT/OWNER:** Frank Papen  
**DESCRIPTION:** A request for Site Design Review to construct a 720 square-foot accessory residential unit at 267 Meade Street.  
**COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5;  
**ASSESSOR'S MAP:** 39 1E 09CA; **TAX LOT:** 12500

Severson gave a brief staff report, noting that the proposed Accessory Residential Unit is in a location where a flat building pad was prepared some time ago, and that there should be limited site work associated with construction. He presented a more legible version of the applicant's plan, and asked for Commissioner input on the appropriate extent of tree protection fencing.

After a brief discussion the Commission made the following motion.

*Oxendine/John m/s to recommended approving the application as submitted. Voice Vote; All Ayes, motion passed.*

**PLANNING ACTION:** PA- 2017-01955

**SUBJECT PROPERTY:** 530 Sutton Place

**OWNER/APPLICANT:** Roy Jorgensen

**DESCRIPTION:** A request for a Tree Removal Permit to remove one tree at the vacant lot located at 530 Sutton Place. The tree is a 28" (diameter at breast height) White Oak that stands approximately 50 feet tall. The application states the tree is in poor health and considered a Hazard Tree. The application states the tree contains cavities and approximately 30% of the crown and 20% of the base is dead.

**COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5;

**ASSESSOR'S MAP:** 39 1E 11DD; **TAX LOT:** 1200.

Chair John recused himself.

Severson presented a brief staff report, and distributed a copy of an e-mail and photos from neighbor Haywood Norton at 527 Sutton Place. He noted that in talking to a differing neighbor who lived immediately adjacent to the tree on site that there is apparently significant subsurface drainage happening on the property and that the trees have been in decline for some time but seemed to have improved slightly this year.

*Oxendine/Neff m/s the following recommendation;*

1. *That tree protection fencing be placed at the dripline of the Oak to be retained.*
2. *That sidewalk construction takes into account the health of the Oak to be retained.*
3. *That the mitigation tree of 3" caliper of a similar species be planted on site.*
4. *That an arborist be on-site during stump removal to monitor tree to be retained.*

*Voice Vote: All Ayes, motion passed.*

**PLANNING ACTION:** PA- 2017-02005

**SUBJECT PROPERTY:** 100 Union Street

**APPLICANT/OWNER:** Mark Hunter Holsman/Fred & Norma Wright

**DESCRIPTION:** A request for Site Design Review to construct a new single-family residence and an additional dwelling unit at 100 Union Street in the Historic District.

**COMPREHENSIVE PLAN DESIGNATION:** Multi-Family Residential; **ZONING:** R-2; **ASSESSOR'S MAP:** 39 1E 09CA; **TAX LOT:** 13900

Severson gave a brief staff report, noting that the application involves the demolition of the existing structure which has been found to be dangerous or unsafe by the Building Official, and the construction of two units on the property. The application does not entail any tree removal, and is presented to the Commission for any recommendations they may have with regard to the Tree Protection Plan.

After a discussion the Commission made the following motion.

*Oxendine/Neff m/s to recommend approving the application as submitted. Voice Vote, All Ayes, motion passed.*

**VI. TYPE II REVIEWS**

None.

**VII. STREET TREE REMOVAL PERMITS**

**PLANNING ACTION:** PW-2017-01449  
**SUBJECT PROPERTY:** 140 Alida Street  
**OWNER/APPLICANT:** Stan Potocki (Beaver Tree Service)  
**DESCRIPTION:** *A request by a neighbor to reconsider the August 2017 denial of a Street Tree Removal Permit to remove a large Liquidambar tree from the parkrow planting strip at 140 Alida Street. (The original application noted that this was a very large tree with a history of dropping limbs, and that the sidewalk and adjacent driveway have also had to be replaced due to root damage.)*

Severson explained that this action was heard by the Commission in August, and that Tree Commissioner recommended denial noting that they might reconsider if a hazard assessment form was prepared and/or additional evidence from neighbors provided. A neighbor has provided e-mails noting arborist consultations, lack of regular pruning and incidents of fallen limbs and asked that this information be provided to the Commission for further consideration.

The Tree Commission noted that no new information has been submitted and declined to reconsider the initial recommendation.

**PLANNING ACTION:** PW-2017-01919  
**SUBJECT PROPERTY:** 803, 813, 824, 832, 862, 863, 882, 892 and 893 Plum Ridge  
**OWNER/APPLICANT:** Various/Bumgardners  
**DESCRIPTION:** A request for Street Tree Removal Permits to remove street trees from the park row planting strip adjacent to 803, 813, 824, 832, 862, 863, 882, 892 and 893 Plum Ridge Drive. The request notes that the trees are leaning, fruiting heavily and are on the prohibited street tree list.  
**COMPREHENSIVE PLAN DESIGNATION:** North Mountain Neighborhood Plan; **ZONING:** NM-R-1.5; **ASSESSOR'S MAP:** 39 1E 04AD; **TAX LOT #:** Various

Severson presented a brief staff report, noting that this request involves a number of plums planted as street trees along the Plum Ridge Drive corridor. The request notes that the trees are leaning and that they fruit heavily which requires clean-up on the sidewalk and street, and also points out that they are on the prohibited street tree list.

Severson also noted that the policy has been to require the adjacent homeowners sign-off on the removal when the trees are in the park row adjacent to individual units.

*Oxendine/John m/s the following recommendations;*

- 1. That the removed trees be mitigated with small stature, narrower form trees from the street tree list such as Persian Parrotia, Chinese Pistache, or Hornbeam*
- 2. That one plum tree be planted in the arboretum*
- 3. That the spacing be corrected as much as possible for the replacement street trees and that the trees are removed and replaced gradually*
- 4. That any tree to remain receive corrective pruning to improve their health*

**PLANNING ACTION:** PW-2017-01975  
**SUBJECT PROPERTY:** 1370 Tolman Creek Road  
**OWNER/APPLICANT:** Zach Brombacher

**DESCRIPTION:** A request for a Street Tree Removal Permit to remove a 15-inch diameter Incense Cedar tree located at the southside of the driveway and adjacent to the Hamilton Creek corridor at 1370 Tolman Creek Road. The application notes that the tree is in very poor health, with a dead top and over 50 percent of the necrotic branches in the remaining crown, and evidence of cedar bark beetles in the trunk. The project arborist not that recovery is unlikely and recommends removal.

**COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **ASSESSOR'S MAP:** 39 1E 23BA; **TAX LOT #:** 100

John recused himself from this action.

Severson presented a brief staff report, noting that the application indicates that this tree is in very poor health, with a dead top and over 50 percent of branches in the remaining crown necrotic, with evidence of cedar park beetles in the trunk. The project arborist has indicated that recovery is unlikely at this level of decline and has recommended removal.

Oxendine/Neff m/s to recommend approving the application subject to the following: That the removal be mitigated with a 1.5" caliper tree selected from the Ashland Street Tree Guide.

**PLANNING ACTION:** PW-2017-01997

**SUBJECT PROPERTY:** 198 Crispin Street

**OWNER/APPLICANT:** Carol L. Perez

**DESCRIPTION:** A request for a Street Tree Removal Permit to remove a 24-inch diameter Ash tree from the park row planting strip at 198 Crispin Street. The application notes that the tree is leaning, splitting and has included bark, and that the combination of its placement and lean mean that cars parking on street occasionally run into the tree.

**COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-5; **ASSESSOR'S MAP:** 39 1E 04CD; **TAX LOT #:** 220

Severson noted that this was a Raywood Ash in a very small planting area situated in such a way that, because of the lean, cars parking in the bay on the street can actually back into the leaning tree. He noted that the request identifies the lean, included bark, and the beginnings of a split as a basis for the removal request.

Severson asked that if they felt the request was merited that the Commissioners also provide any suggestions they may have for a replacement tree given the size and placement of the planting bay.

John/Cates m/s to recommend approving the application subject to the following: That the removal be mitigated with a 1.5" caliper small stature tree selected from the Ashland Street Tree Guide.

**PLANNING ACTION:** PW-2017-02027

**SUBJECT PROPERTY:** 185 Brooks Lane

**OWNER/APPLICANT:** Chautauqua Trace Homeowners' Association

**DESCRIPTION:** A request for a Street Tree Removal Permit to remove a 20-inch diameter Ash tree from the park row planting strip on the Abbott Avenue side of the property at

185 Brooks Lane. The application notes that the tree is leaning significantly.

**COMPREHENSIVE PLAN DESIGNATION:** Suburban Residential; **ZONING:** R-1-3.5;  
**ASSESSOR'S MAP:** 39 1E 11CA; **TAX LOT #:** 2763

Severson noted that this was another Raywood Ash that was leaning and appeared to have lifted the sidewalk previously, been patched and had again begun to crack the patch.

John/Oxendine m/s to recommend approving the application subject to the following: That the removal be mitigated with a 1.5" caliper tree selected from the Ashland Street Tree Guide.

#### **VIII. DISCUSSION**

2017 Tree of the Year Nominations (*Eight nominees*)

Severson provided photos of the eight nominees, noting that typically the Commission would narrow the field to five for inclusion on the ballots for voting. Ballots would then be distributed through the City Source and on-line.

He pointed out that the Walnut Tree at the North Mountain Park Nature Center was on public property, and that the policy had been to exclude trees on public property from the voting because the award was intended to provide incentives to homeowners for caring for their trees.

He also noted that there was no Tree of the Year award last year, and noted that one citizen had suggested that the Commission consider picking two trees this year and grant an award for each of the last two years.

The Commissioners suggested to keep all the nominated trees on the ballot and let the citizens vote.

Severson explained that the October 31<sup>st</sup> Daily Tidings article, "Knowledge of Trees" had been provided for the Commissioners information.

#### **IX. ADJOURNMENT**

The meeting was adjourned at 8:05 p.m. Severson noted that the next regular meeting would be held on Thursday, December 7, 2017 at 6:00 p.m.

Respectfully submitted by, Carolyn Schwendener



**NOTICE OF APPLICATION**

**PLANNING ACTION:** PA-2017-02278

**SUBJECT PROPERTY:** 2258 Dollarhide Way

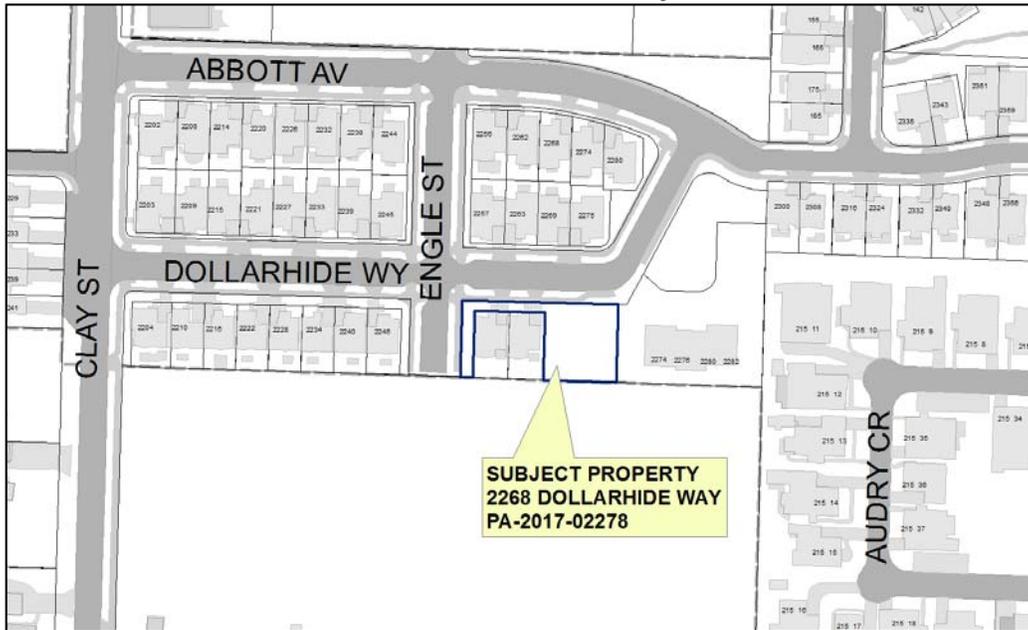
**OWNER/APPLICANT:** Fred Stapenhorst / East Village HOA

**DESCRIPTION:** A request for a hazardous Tree Removal Permit to remove one tree in the wetland owned by the East Village HOA. The actual address appears to be immediately to the east of 2264 Dollarhide Way, located at approximately 2268 Dollarhide. The tree, a black cottonwood, has a 13" DBH (diameter at breast height) and stands approximately 35 feet tall. The application states the tree is in relatively good condition now, but cottonwoods are prone to breakage and the tree may become a hazard to a neighboring residence in the future. **COMPREHENSIVE PLAN DESIGNATION:** Residential Suburban; **ZONING:** R-1-3.5; **ASSESSOR'S MAP:** 39 1E 11CB; **TAX LOT:** 1041.

**NOTE:** The Ashland Tree Commission will also review this Planning Action on **Thursday, January 4, 2018 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

**NOTICE OF COMPLETE APPLICATION:** December 28, 2017

**DEADLINE FOR SUBMISSION OF WRITTEN COMMENTS:** January 11, 2017



The Ashland Planning Division Staff has received a complete application for the property noted above.

Any affected property owner or resident has a right to submit written comments to the City of Ashland Planning Division, 51 Winburn Way, Ashland, Oregon 97520 prior to 4:30 p.m. on the deadline date shown above.

Ashland Planning Division Staff determine if a Land Use application is complete within 30 days of submittal. Upon determination of completeness, a notice is sent to surrounding properties within 200 feet of the property submitting application which allows for a 14 day comment period. After the comment period and not more than 45 days from the application being deemed complete, the Planning Division Staff shall make a final decision on the application. A notice of decision is mailed to the same properties within 5 days of decision. An appeal to the Planning Commission of the Planning Division Staff's decision must be made in writing to the Ashland Planning Division within 12 days from the date of the mailing of final decision. (AMC 18.5.1.050.G)

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, 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 Department 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. All materials are available at the Ashland Planning Division, Community Development & Engineering Services Building, 51 Winburn Way, Ashland, Oregon 97520.

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

## TREE REMOVAL PERMIT

### 18.5.7.040.B

1. **Hazard Tree.** A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.
  - b. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.
2. **Tree That is Not a Hazard.** A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
  - b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
  - c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
  - d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
  - e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

CANOPY LLC

The Care of Trees

canopyarborcare.com

157 Max Loop

Talent, OR 97540

(541) 631-8000



November 25, 2017

City of Ashland  
Planning Department  
51 Winburn Way  
Ashland, OR 97520

RE: Tree removal permit @ East Village HOA

The members of East Village Homeowner's Association are requesting approval to remove a cottonwood tree from their neighborhood. This tree is located within the boundary of a wetlands water resource area.

The black cottonwood, *Populus trichocarpa*, measures 13" in diameter at breast height and is approximately 35 feet tall. It is of good health and appears to be growing vigorously. I do not consider this tree to be a hazard at this time.

As I understand it, the primary motivation to remove this tree is the concern over its proximity to a home and its long-term potential as a hazard. Cottonwood trees in general are well-known for their extremely fast growth rate, which produces very weakly-wooded branches, which are then prone to failure. Cottonwood trees are excellent wetland and riparian species in that they thrive in wet soils, providing a rapid source of shade, and then add nutrients and habitat to the ecosystem as they die, break, and otherwise fall apart. Unfortunately, as this tree grows, a home and yard will be increasingly in the target zone should tree or branch failure occur.

The East Village HOA would like to remove this tree as part of on-going restoration efforts. They have in the past and will be continuing this year to remove non-native, invasive species (especially blackberries) while retaining the native trees and shrubs in the wetland, which the area has in abundance. The HOA would like to replace the cottonwood with a tree more conducive to an urban environment that likewise does well in a wetland setting and is long-lived. I have suggested swamp white oak (*Quercus bicolor*) or bald cypress (*Taxodium distichum*) as the start of a list for replacement possibilities and would welcome further suggestions.

Thank you for your consideration. Feel free to contact us if there are any further questions.

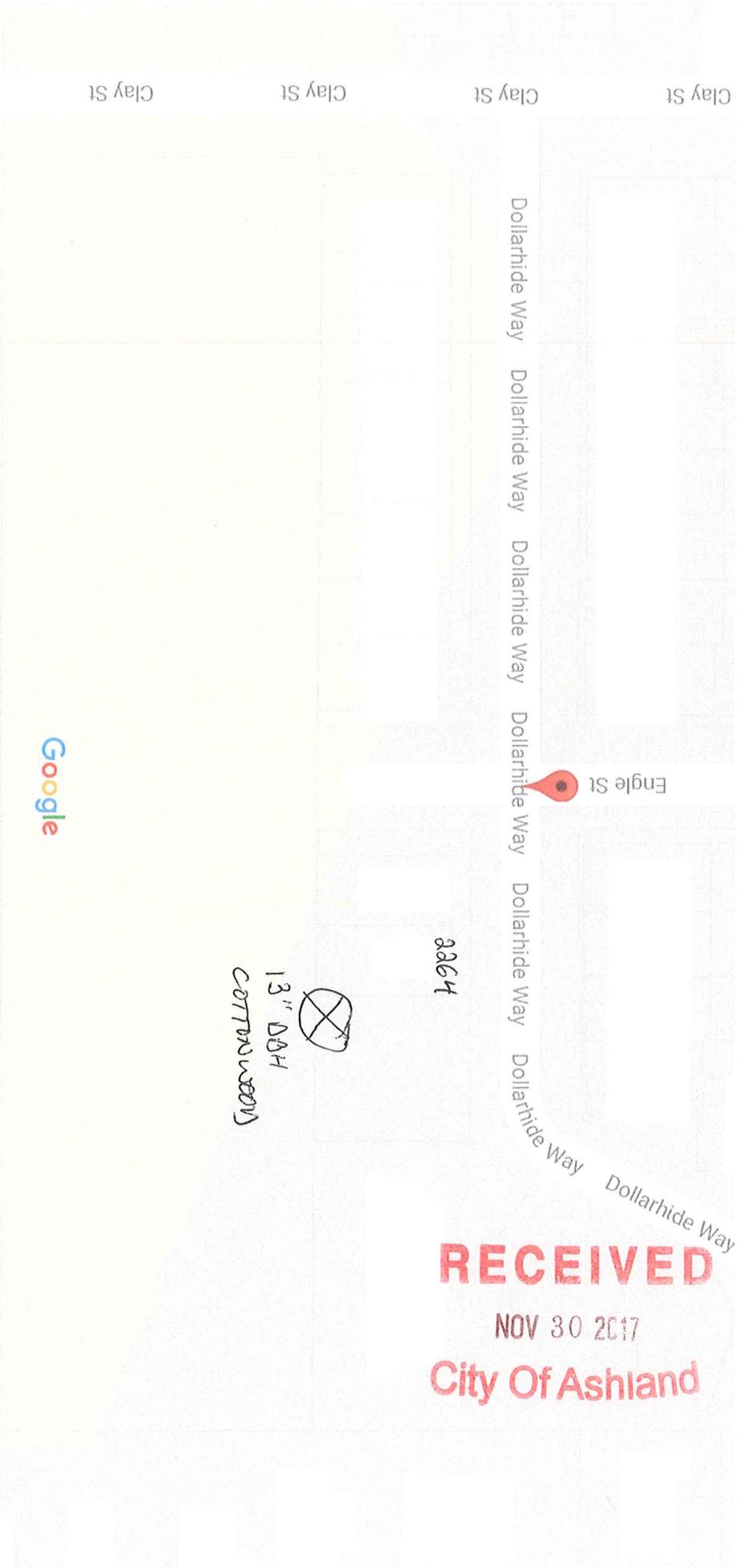
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Christopher John  
Arborist, Canopy LLC  
ISA Certification #WE-9504A  
Tree Risk Assessor Qualified (TRAQ)

RECEIVED

NOV 30 2017

City Of Ashland



**RECEIVED**

NOV 30 2017

**City Of Ashland**





**NOTICE OF APPLICATION**

**PLANNING ACTION:** PA-2017-02279

**SUBJECT PROPERTY:** 139 N 2nd St

**APPLICANT:** Canopy LLC

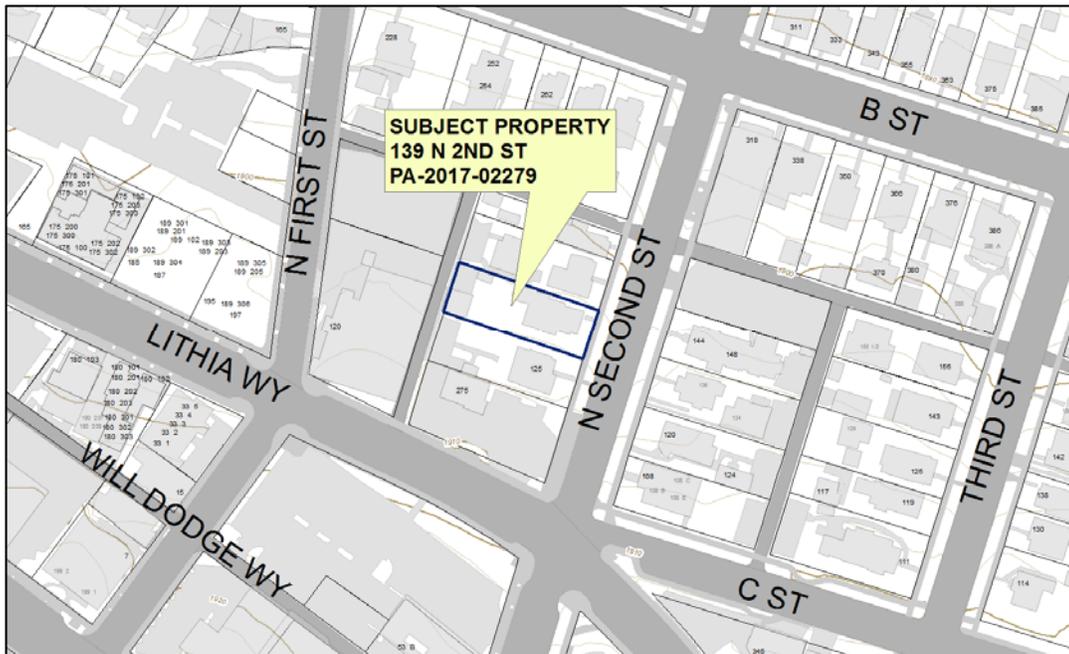
**OWNERS:** Judith Ginsburg

**DESCRIPTION:** A request for a non-hazardous Tree Removal Permit to remove one tree in the rear yard of the residence at 139 N 2nd St. The tree, an Ailanthus Altissima (also known as a Tree of Heaven), has 27" DBH (diameter at breast height) that stands approximately 40 feet tall. The application states the tree is in relatively good condition but has a history of broken limbs and is an invasive species. **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **ASSESSOR'S MAP:** 39 1E 09BA; **TAX LOT:** 9600.

**NOTE:** The Ashland Tree Commission will also review this Planning Action on **Thursday, January 4, 2018 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

**NOTICE OF COMPLETE APPLICATION:** December 27, 2017

**DEADLINE FOR SUBMISSION OF WRITTEN COMMENTS:** January 10, 2018



The Ashland Planning Division Staff has received a complete application for the property noted above.

Any affected property owner or resident has a right to submit written comments to the City of Ashland Planning Division, 51 Winburn Way, Ashland, Oregon 97520 prior to 4:30 p.m. on the deadline date shown above.

Ashland Planning Division Staff determine if a Land Use application is complete within 30 days of submittal. Upon determination of completeness, a notice is sent to surrounding properties within 200 feet of the property submitting application which allows for a 14 day comment period. After the comment period and not more than 45 days from the application being deemed complete, the Planning Division Staff shall make a final decision on the application. A notice of decision is mailed to the same properties within 5 days of decision. An appeal to the Planning Commission of the Planning Division Staff's decision must be made in writing to the Ashland Planning Division within 12 days from the date of the mailing of final decision. (AMC 18.5.1.050.G)

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, 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 Department 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. All materials are available at the Ashland Planning Division, Community Development & Engineering Services Building, 51 Winburn Way, Ashland, Oregon 97520.

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

## TREE REMOVAL PERMIT

### 18.5.7.040.B

1. **Hazard Tree.** A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.
  - b. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.
2. **Tree That is Not a Hazard.** A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
  - b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
  - c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
  - d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
  - e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

CANOPY LLC  
The Care of Trees  
canopyarborcare.com  
157 Max Loop  
Talent, OR 97540  
(541) 631-8000



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City Of Ashland

October 25, 2017

City of Ashland  
Planning Department  
51 Winburn Way  
Ashland, OR 97520

RE: Tree removal permit 139 North 2<sup>nd</sup> Street

The property owners of 139 2<sup>nd</sup> Street are requesting approval to remove an ailanthus tree in their backyard. I visited the site and inspected the tree on October 18, 2017.

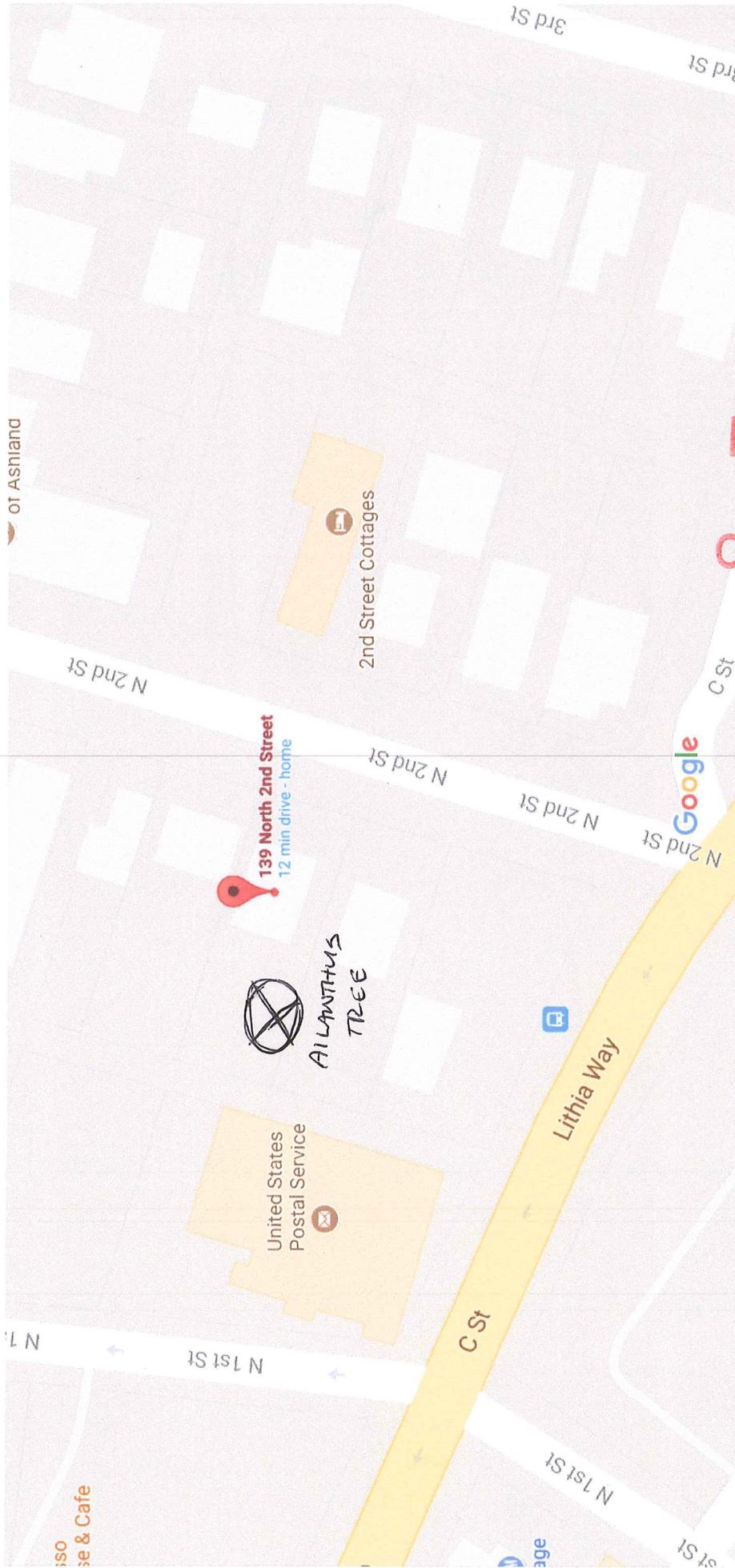
The tree for which removal is requested is an ailanthus, *Ailanthus altissima*, measuring 27" and approximately 40' tall. It is located in the backyard of the property. There has been a history of smaller limb failure, as is characteristic of this weakly-wooded species. It appears to be of relatively good health.

This species is also referred to as a "Tree of Heaven" and is classified as an invasive species. Sprouts of these trees can be found covering streambanks and growing through cracks in pavement. The roots and their suckers can be prolific and problematic. The wood of these trees is considered weak and can be prone to failure. The owners of the property report that 2 major limbs broke during recent wind storms. As a species, it is often not the best long-term choice for a backyard/urban tree

The primary use of this property is residential. The owners would like to remove the tree as part of a landscaping beautification project. Loss of this tree would not have a significant impact on soil erosion or canopy densities. It is my understanding that its removal would be mitigated for in the installation of new trees and plants in the landscaping process.

Feel free to contact us if there are any further questions.

Christopher John  
Arborist, Canopy LLC  
ISA Certification #WE-9504A  
Tree Risk Assessor Qualified (TRAQ)



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**PLANNING ACTION:** PA-2017-02129

**SUBJECT PROPERTY:** 475 East Nevada Street

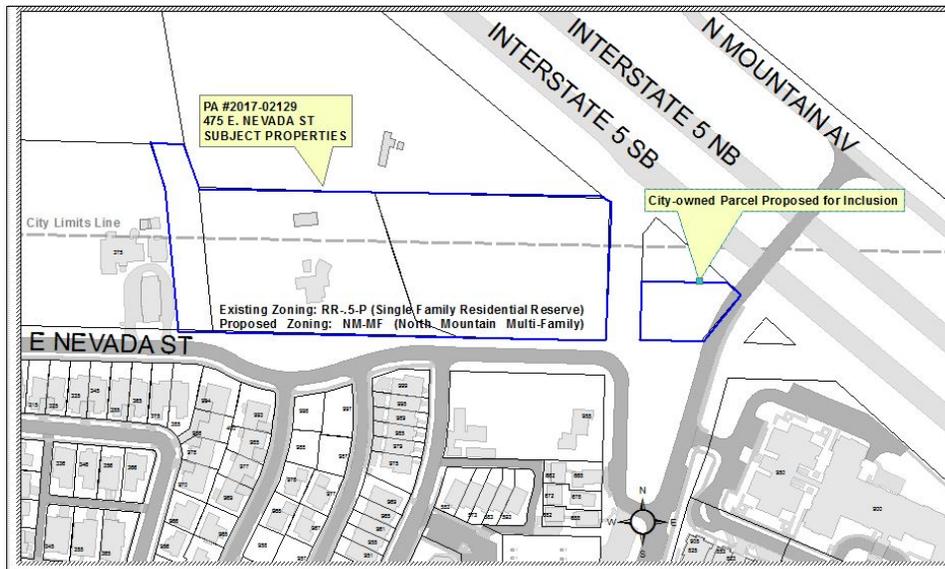
**OWNERS:** Young Family Trust & City of Ashland

**APPLICANT:** Rogue Planning & Development Services

**DESCRIPTION:** A request for Comprehensive Plan Map Amendment; Zone Change; Outline Plan approval for a 20-lot, 23-unit subdivision; Site Design Review; and Tree Removal Permit for the properties located at 475 East Nevada Street. The existing Comprehensive Plan designation is "Single Family Residential Reserve" and the existing zoning is "Rural Residential (RR-.5-P)". The proposal would change the Comprehensive Plan Map designation to "North Mountain Neighborhood Plan" and the zoning to "North Mountain Multi-Family (NM-MF)." (NOTE: Portions of the subject properties are located outside of the city limits; the current request involves only those portions within the city limits.) **COMPREHENSIVE PLAN MAP DESIGNATION:** Single Family Residential Reserve (Existing), North Mountain Neighborhood (Proposed); **ZONING:** RR-.5-P (Existing), NM-MF (Proposed); **ASSESSOR'S MAP #:** 39 1E 04A; **TAX LOT #'S :** 39 1E 04A 1100, 1200 & 1300 and 39 1E 04AD 100.

**NOTE:** The Ashland Tree Commission will also review this Planning Action on **Thursday, January 4, 2018 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

**ASHLAND PLANNING COMMISSION MEETING:** *Tuesday, January 9, 2018 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



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.

## Applicability and Review Procedure

### 18.5.9.020

Applications for Plan Amendments and Zone Changes are as follows:

- A. Type II. The Type II procedure is used for applications involving zoning map amendments consistent with the Comprehensive Plan map, and minor map amendments or corrections. Amendments under this section may be approved if in compliance with the Comprehensive Plan and the application demonstrates that one or more of the following.
  1. The change implements a public need, other than the provision of affordable housing, supported by the Comprehensive Plan.
  2. A substantial change in circumstances has occurred since the existing zoning or Plan designation was proposed, necessitating the need to adjust to the changed circumstances.
  3. Circumstances relating to the general public welfare exist that require such an action.
  4. Proposed increases in residential zoning density resulting from a change from one zoning district to another zoning district, will provide 25 percent of the proposed base density as affordable housing consistent with the approval standards set forth in subsection 18.5.8.050.G.
  5. Increases in residential zoning density of four units or greater on commercial, employment, or industrial zoned lands (i.e., Residential Overlay), will not negatively impact the City's commercial and industrial land supply as required in the Comprehensive Plan, and will provide 25 percent of the proposed base density as affordable housing consistent with the approval standards set forth in subsection 18.5.8.050.G.
  6. The total number of affordable units described in 18.5.9.020.A, subsections 4 or 5, above, shall be determined by rounding down fractional answers to the nearest whole unit. A deed restriction, or similar legal instrument, shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years. 18.5.9.020.A, subsections 4 and 5 do not apply to Council initiated actions.
- B. Type III. It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.
  1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.
  2. Comprehensive Plan changes, including text and map changes or changes to other official maps.
  3. Land Use Ordinance amendments.
  4. Urban Growth Boundary amendments.

## OUTLINE PLAN APPROVAL

### 18.3.9.040.A.3

Approval Criteria for Outline Plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met.

- a. The development meets all applicable ordinance requirements of the City.
- b. 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. 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. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. 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. The proposed density meets the base and bonus density standards established under this chapter.
- g. The development complies with the Street Standards.

## SITE DESIGN AND USE STANDARDS

### 18.5.2.050

The following criteria shall be used to approve or deny an application:

- A. Underlying Zone: The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.
- B. Overlay Zones: The proposal complies with applicable overlay zone requirements (part 18.3).
- C. Site Development and Design Standards: The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.
- D. City Facilities: The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.
- E. Exception to the Site Development and Design Standards. The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1 or 2, below, are found to exist.
  1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is

the minimum which would alleviate the difficulty.; or

2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.

## **TREE REMOVAL PERMIT**

### **18.5.7.040.B**

1. **Hazard Tree.** A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.
  - b. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.
2. **Tree That is Not a Hazard.** A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
  - b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
  - c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
  - d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
  - e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

## **EXCEPTION TO STREET STANDARDS**

### **18.4.6.020.B.1**

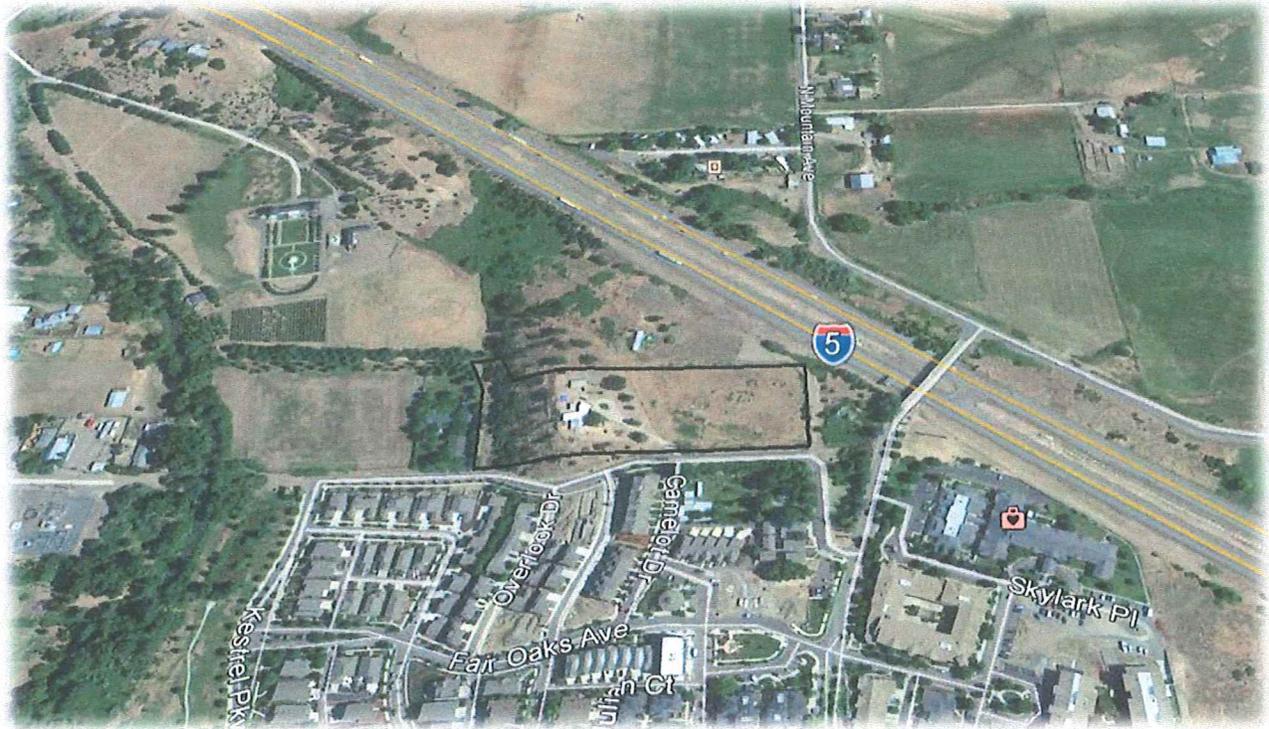
Exception to the Street Design Standards. The approval authority may approve exceptions to the standards section in 18.4.6.040 Street Design Standards if all of the following circumstances are found to exist.

- 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 exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.
  - i. For transit facilities and related improvements, access, wait time, and ride experience.
  - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
  - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
- c. The exception is the minimum necessary to alleviate the difficulty.
- d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

475 East Nevada Street

# Katherine Mae Subdivision

Comprehensive Plan Amendment; Zone Change; Performance Standards Subdivision  
and Site Design Review



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**City Of Ashland**



ROGUE PLANNING & DEVELOPMENT SERVICES, LLC

**Zone Change, Comprehensive Plan Amendment  
Outline Plan Approval for Performance Standards Subdivision Outline Plan Approval**

**Subject Property**

**Property Address:** 475 EAST NEVADA STREET  
**Map & Tax Lots:** 39 1E 04A Tax Lots: 1100, 1200; 1300

**Property Owner:** Young Family Trust  
348 South Modoc Street  
Medford, OR 97504

**Site Planning / Conceptual Elevations:** Giordano Architecture  
Tom Giordano  
495 Chestnut Street; #  
Ashland, OR 97520

**Landscape Architecture / Drafting:** KenCairn Landscape Architect  
James Love  
545 A Street, Suite 102  
Ashland, OR 97520

**Engineering Services:** Thornton / Daley Engineering  
PO BOX 476  
Jacksonville, OR 97530

**Surveyor:** Hoffbuhr & Associates  
880 Golf View Drive; Suite 201  
Medford, OR 97540

**Planning Consultant:** Rogue Planning & Development Services, LLC  
Amy Gunter  
1424 South Ivy  
Medford, OR 97520

**Comprehensive  
Plan Designation:  
Zoning:** Single Family Residential Reserve  
SPLIT: City of Ashland RR-.5  
Jackson County Rural Residential (RR-5)

**Adjacent Zones:** NM-R-1.5; NM-MF; Rural Residential (RR-.5); Jackson  
County RR-5; and Jackson County Exclusive Farm Use (EFU)

**Request:**

The application requests approval for Comprehensive Plan Amendment from Single Family Residential Reserve to North Mountain Neighborhood Plan; Zone Change from Rural Residential, ½ Acre minimum (RR-.5-P), to North Mountain Multi Family (MN-MF) Zoning Overlay; Outline Plan and Site Design Review approval for a Performance Standards Subdivision to allow for the future development of a phased subdivision. The Katherine Mae Subdivision is proposed in a manner that allows for creative, innovate and flexible design in accordance with the North Mountain Neighborhood Plan Design Standards.

The property is divided by the City of Ashland Urban Growth Boundary (UGB) roughly mid-way between the north and south property lines. The UGB is also the boundary of the city limits. The request is for the 2.42-acre portion of the 4.5-acre properties located at 39 1E 04A; Tax Lots: #1100, 1200 and 1300. Tax Lot #1200 is presently occupied by a single-family residence addressed 475 E Nevada Street.

To facilitate orderly development as envisioned in the Comprehensive Plan, parcel 39 1E 04AD; Tax Lot #100 is included in the comprehensive plan amendment, and zone change portion of the request. This allows for the change of the City of Ashland owned .35-acre parcel located directly east of the subject properties to be rezoned RR-.5-P to MN-MF. The City of Ashland owned parcel is not included in the subdivision request and it is the property owners understanding that the City would facilitate the development of affordable housing units on their property.

This request does not include site design review of any of the future residences on the properties as they will be developed in future phases. The application package does include conceptual elevations depicting compliance with the North Mountain Neighborhood Design Standards. The site plan layout provides conceptual building footprints and approximate lot lines for future development purposes.

**Property Description:**

The Katherine Mae Subdivision consists of three properties, tax lots #1100, 1200 and 1300. The property is on the north side of East Nevada Street at the intersection of East Nevada Street and an unimproved, remnant portion of the North Mountain Avenue right-of-way. The property extends 250-feet to the north, and 750 feet along East Nevada Street to the west. There are two properties to the east of the right-of-way and the actual roadway of North Mountain, and the overpass of Interstate 5 (I-5). These are 39 1E 04 A: #101 and 39 1E 04 AD: #100. A five-acre, triangular lot that is occupied by a single wide mobile unit is located between the subject property and I-5 (TL#201). See Figure 1 and Figure 2 on the following page.

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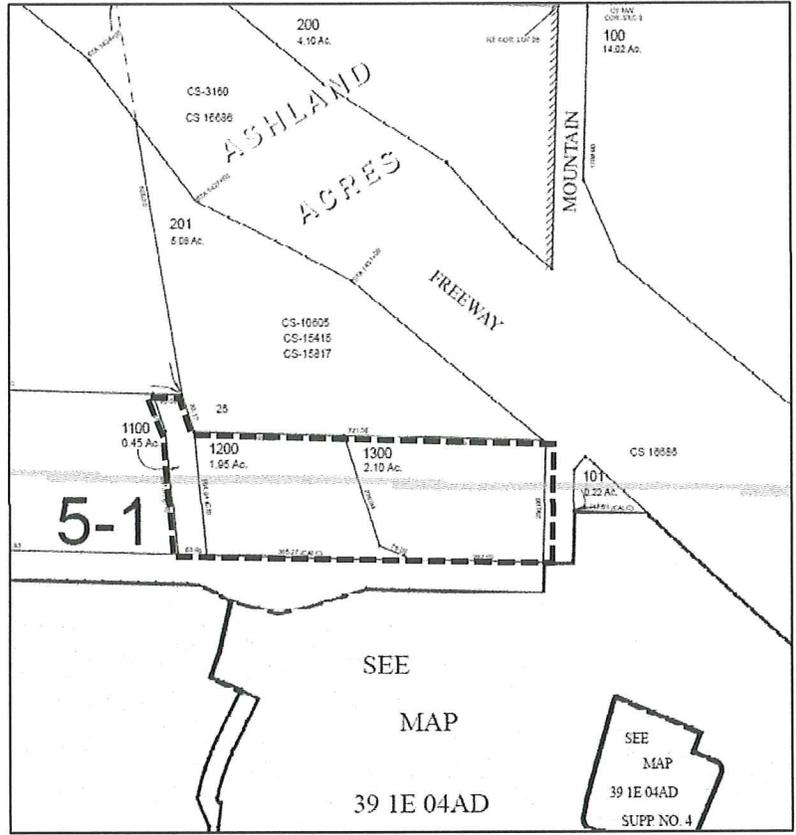


Figure 1: Assessor's Map

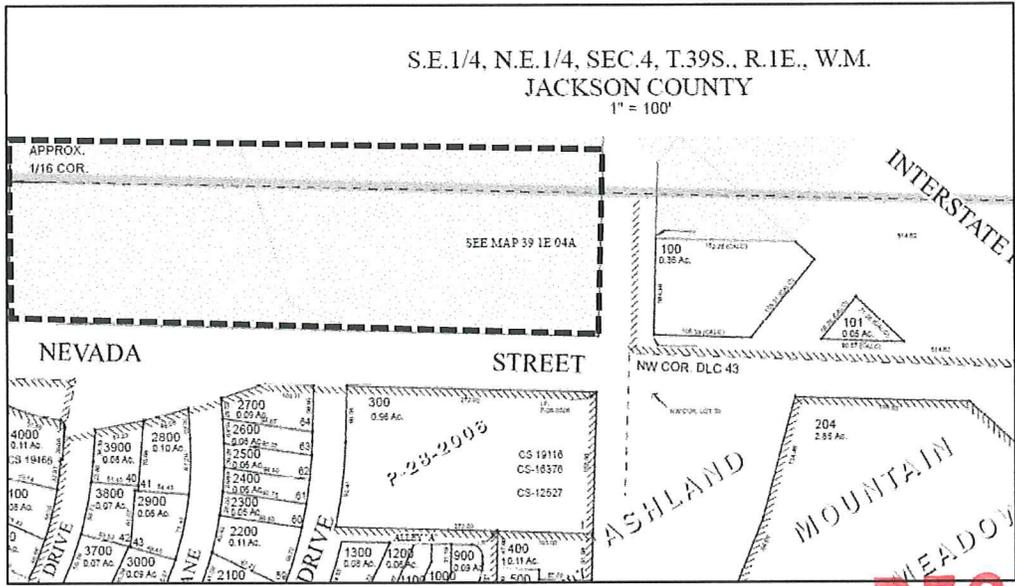


Figure 2: Assessor's Map

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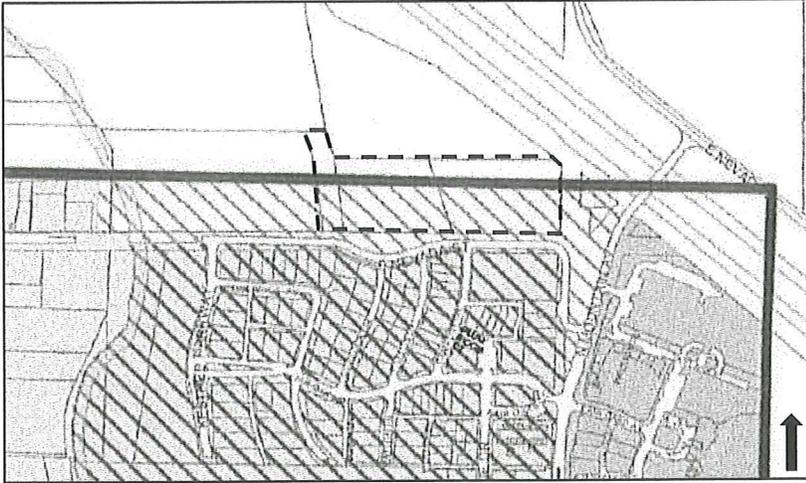


Figure 3: City of Ashland Comprehensive Plan

The subject properties are Comprehensive Plan designated as Single Family Residential Reserve. See Figure 3 to the left.

The subject properties are divided by the Urban Growth Boundary (UGB) and the City limits boundaries. The properties are zoned City of Ashland Rural Residential 1/2 acre minimum with the Performance Standards Overlay (RR-.5-P), and Jackson County Rural Residential, Five Acre Minimum (RR-5).

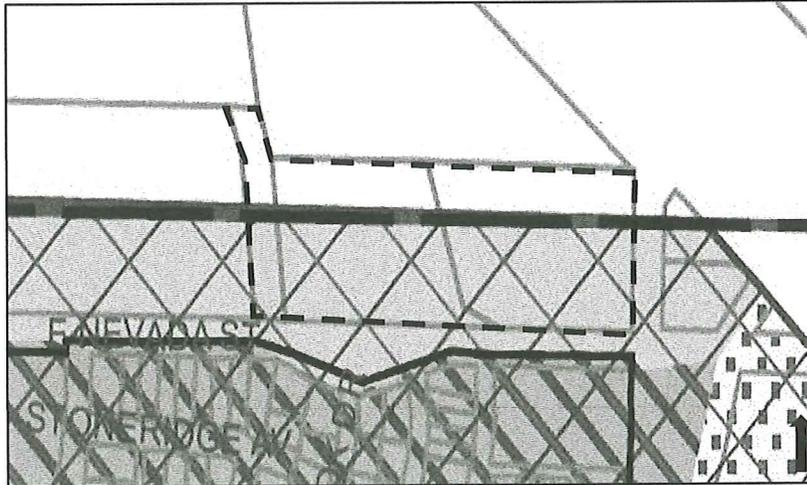


Figure 4: City of Ashland Zoning Map

Tax lot #1200 is occupied by a 1,785-square foot single story, single family residence that was constructed in 1954. There is a detached garage on the county side of the property. Another outbuilding exists behind the residence.

Tax lot 1100 and 1300 are vacant.

The properties to the east and west are also split by UGB and split zoned City of Ashland RR-.5 and Jackson County RR-5.



Figure 5: Aerial – red line denotes approx. City Limits

The property to the north at 1059 North Mountain Avenue is zoned Jackson County RR-5. This lot is occupied by a vacant mobile home.

The property at 375 East Nevada Street, to the west of the subject properties is occupied by a single-family residence and associated out-buildings.

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The properties east of the subject property, across the unimproved segment of the North Mountain Avenue are vacant.

Across the North Mountain Avenue overpass to the southeast, the properties are zoned Healthcare (HC). These properties are part of the Skylark Assisted Living Facility and Mountain Meadows Retirement community.

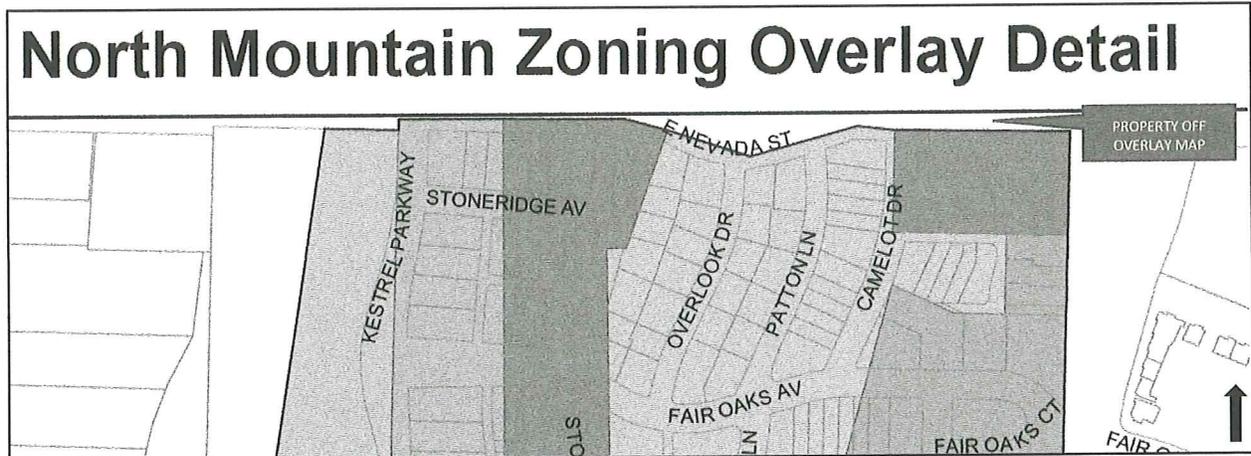


Figure 4: City of Ashland North Mountain Zoning Overlay Detail

The properties to the south, across East Nevada Street are within the North Mountain Neighborhood Plan Overlay.

The property at 955 N Mountain Avenue, south of the subject property, across East Nevada Street, is zoned NM-R-1-5 (dark green, upper right corner on Figure 6 above). The property is occupied by a circa 1951, single family residence and associated outbuildings. Further south, fronting on East Nevada Street, (lilac color on Figure 6 above) are commercially zoned (NM-C) properties. These are occupied by mixed use residential/commercial constructed structures.

To the south of the subject property, across East Nevada Street to the west of the 955 N Mountain Avenue property, the lots are zoned NM-Multi Family (NM-MF). These lots are the bright green on Figure 5 above. The NM-MF lots are either occupied or in development process with attached wall, townhouse developments. These are attached and semi-attached (at wall of garage only) units.

At the base of the hill, to the west of the Overlook Drive intersection and East Nevada Street, the properties to the south are again zoned NM-R-1-5, the lots along this side East Nevada Street are semi-attached residences.

### **Property Details:**

The total lot area of the subject properties, TL#1100, 1200 & 1300 is 4.5 acres. The parcels are divided roughly in half with the Urban Growth Boundary (UBG). The proposal applies to the 2.42 acres of the

properties that are within the City limits. The remainder of the property is 2.08 acres. This area is outside of the UGB and is zoned Jackson County Rural Residential, (RR-5). These lots are to retain connection with the existing and proposed rights-of-way thus retaining development potential for three, single family residences under the jurisdiction of Jackson County.

Of the 2.42 acres, a substantial portion of the property, nearly 18,000 square feet has slopes of more than 35 percent slope and is not developable. This leaves 87,415 square feet in area that is developable (2.00 acres).

The site has a level grade with approximately two percent slopes generally east to west. The western half of TL# 1200, is a rocky bluff with a steep drop off to the west. The slope in this area is 35 percent and greater. This steep, rocky slope is vegetated with blackberry bushes, scrub oak, walnut trees. Tax lot #1100 is at the base of the hill and has a moderate grade. The east property line of TL# 1100 roughly parallels the base of the rocky bluff. There is 60-feet of frontage along East Nevada Street, the west property line is bound by a wire fence. This lot extends 332.08-feet to the north. The first, roughly 142-feet, is within the City limits.

There are 27 trees six-inches in diameter at breast height and larger. The majority of the sites trees are on TL# 1100 at the base of the hill, the others are generally scattered throughout the site. The tree types include, Cedar, Ponderosa Pine, Oak, Walnut, Sequoia and Leyland Cypress. A detailed tree inventory is included in the proposal. Tax lot 1300 is vacant of structures and of most vegetation consists of grasses and blackberry. There are no creeks, floodplains, riparian areas or wetlands found on the subject properties.

The property is bound by East Nevada Street along the south property line. According to the street classification in the Transportation System Plan (TSP), East Nevada Street is an Avenue or Major Collector. East Nevada would be considered a two-lane avenue. Avenues have a right-of-way width of between 59 – 86 feet. There is generally, 60-feet of ROW along the frontage of the properties. In the area of steep, rocky slopes between the subject property and the driving surface of East Nevada Street, there is more than 120-feet of ROW. East Nevada Street is not improved to Avenue Standards. Due to the topographical constraints within the ROW, East Nevada Street is narrow, constrained by the development to the south, and by the rock outcropping on the north side. East Nevada has a varying width of improvements.

Along the frontage of the property, East Nevada Street is improved with pavement, curb and gutter. There is a 22-foot paved travel lane, curb and gutter. On the south side of East Nevada Street, there are various street improvements within the varying width ROW. The first 272-feet of East Nevada Street across from subject property, there is curb and gutter, no sidewalk. This property is “under-developed” and street improvements will be required with future site development. West of the intersection of Camelot Drive and East Nevada Street, the street improvements include, 22- feet of driving surface, with curb, gutter, varying width parkrow and sidewalk. None of East Nevada Street has dedicated bicycle lanes.

The right-of-way that forms the east boundary of the property is North Mountain Avenue because it falls within a remnant of the North Mountain Avenue right-of-way, but the actual surface street North Mountain is above the property and transitions from surface street to bridge over the Interstate. The “street” is not improved more than the narrow gravel driveway that serves the five-acre parcel to the north of the subject properties. This street will be referred to as New Street, and Franklin Street is the requested street name.

**Detailed Proposal:**

The property is divided roughly mid-way between the south and north property lines by the City of Ashland Urban Growth Boundary (UGB); the proposal applies to the southern 2.42 acres of the property within the City Limits. The remaining area of the property, 2.08 acres, is outside of the UGB.

The request is for a Comprehensive Plan Amendment and Zone Change to change the land use designation and zoning for the subject properties. The Comprehensive Plan amendment seeks to remove the Single Family Residential Reserve designation from the property. The zone change seeks to rezone from Rural Residential to North Mountain Multi-Family Residential (NM-MF). The proposal includes a request for Outline Plan and Site Design Review approval for a Performance Standards Subdivision and a tree removal permit.

The property is due north of the North Mountain Neighborhood Zoning Overlay, a Master Planned Development that was created in 1997 by the City of Ashland through the re-zoning of Rural-Residentially Zoned properties roughly bound by Bear Creek to the south and west, North Mountain Avenue to the east and East Nevada Street to the north.

The proposal follows the layout, design, densities and general land use patterns found in the North Mountain Neighborhood. The proposed zone change would allow for additional land area to provide housing inventory of available for-purchase and for rent units within the City limits when demand far surpasses the supply. The proposal also provides some much-needed, deed restricted affordable housing units.

Based on the proposal to bring the properties into the NM-MF zone, there is the potential for 12 dwelling units per acre. The lot area within the city limits is two-acres. This is a result of the 18,000 square feet of severe constraints lands that is excluded from the density equations.

The base density for two acres is 24 units. The North Mountain Neighborhood Overlay has a minimum density standard of 75 percent of base, or 18 dwellings. The North Mountain Neighborhood Plan allows for up to 110% density for a maximum density of 26.4 units.

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The proposed density is a range of between 20 to 23 units. This includes a mixture of attached townhomes, duplex units (semi-detached), and detached residences. Above the garages of the detached residences, there are three, optional “accessory residential units”. In the NM-MF zone, small “accessory units” are considered dwelling units for the purposes density calculations.

The proposal, as a Comprehensive Plan Amendment and Zone Change requires the dedication of 25 percent of the base density as affordable housing units. With the base density of 24 units, 25 percent requires six (6) units at 100 percent Area Median Incomes (AMI). The property owner has determined that the transfer of land area sufficient to develop the required number of affordable housing units is the best course of action. Initial discussions with a non-profit affordable housing developer that restricts incomes to the 60 percent Area Median Incomes (AMI) have been held. When the units are restricted at 60 percent, the required number of affordable units is four units ( $6 / 1.5 = 4$ ).

Enough area for four (4) dwellings, the required area for nine (9) on-site / alley access parking spaces, yard areas, and setback compliance, will be transferred through title following the approval of the subdivision.

The proposal demonstrates that a mixture of attached and detached units can be accommodated on the property. The North Mountain Zoning Overlay to the south of the subject property is a mixture of single family (NM-R-1-7.5 & NM-R-1.5), and attached, multi-family (NM-MF). The proposed mixture of housing types is consistent with the allowed mixture of housing types allowed in the zone.

The proposed comprehensive plan amendment and zone change to North Mountain, Multi-Family provides additional land to the historically low inventories with the potential for attached, semi-attached and detached residential units near other North Mountain Zoned properties that have mixture of attached, semi-attached and detached residential units.

The subdivision is proposed as a phased development. The first phase is the Comprehensive Plan Amendment and Zone change to facilitate the Outline Plan approval of the Performance Standards Subdivision. Phase Two is Final Plan approval. Phase Three would be for the attached unit Site Reviews. Phases Two and Three may be completed concurrently. Due to the dedication of the land for the affordable housing developer, the property owner cannot guarantee when the affordable housing component would be completed. As evidenced in the letter from Denise James, Executive Director of Rogue Valley, Habitat for Humanity, dedicated affordable housing is a serious need in Ashland.

The proposal provides for a unique development flexibility. The property has adequate areas, separations, and layout that townhouse development, condominium development and duplex or multi-family development. There is ample common areas and open spaces, there is ample parking proposed and there are adequate private yard areas to demonstrate compliance with the standards for Performance Standards Subdivision Development. The layout provides opportunities for different property owners to be able to develop all or part of the subdivision exclusive of the affordable units. This

is similar to how the existing development within Meadowbrook Park II, to the south and within the North Mountain Plan Overlay area have developed. Homeowner's association language has not been drafted at this early juncture. The HOA and CC&Rs for the Katherine Mae Subdivision will be drafted by a Land Use Attorney familiar with these legally binding documents.

The current Housing Element, of the Comprehensive Plan, recognizes various housing types have a place, but it must be recognized that some development patterns are more compatible than others considering their neighborhood context. The proposed mixture of housing types is consistent with the context of the North Mountain Neighborhood types of housing. The neighborhood development pattern includes detached residences, semi-attached, townhouse and condominium type of structures in North Mountain Avenue neighborhood development to the south, and in the Mountain Meadows Development to the southeast.

The proposal is consistent with the purpose of the North Mountain Plan Overlay which promotes a variety of housing types and preserves the significant natural features and provides ample open spaces.

#### **North Mountain Neighborhood Design Criteria:**

The proposed residences and future Site Design Reviews will be consistent with the requirements of the North Mountain Neighborhood Design Standards. The proposed street design, lot layout and driveways also generally conform to the standards. Some exceptions are necessary to accommodate the steep embankment along East Nevada Street that is impassable for pedestrian and vehicles and therefore affects connectivity and orientation. The units adjacent to the steep slope will be designed similar to those found near Kestrel Parkway and E Nevada Street to the west of the property where the rear of the residence has design elements reflective of a front façade (covered porches or patios, columns, gables, dormers, large eaves, etc.) to enhance the 'street presence'. The residential design will not have repetitive elevations and the attached buildings will have the façade broken into smaller elements using reveals, recesses, trim, window sizes and locations, door type, location and design.

#### **Parking, Access, Circulation:**

According to 18.3.9.060 Parking Standards, the development shall conform to the following parking standards found within the Performance Standards Option Subdivision Chapter, in addition to the requirements of chapter 18.4.3 Parking, Access, and Circulation. There are two vehicle garages proposed for the detached units (A and B units). A third guest space or parking space for the potential unit above the garage is provided on the A and B type lots. The semi-attached units have either one or two vehicle garages. The semi-attached units on Tax Lot 1100 have a third guest parking space at the end of the "flag driveway". The parking spaces for the 13, attached residences are proposed as surface parking spaces adjacent to the new alley. Streets are being improved and proposed as part of the development. There are 13 on-street parking spaces provided for. Eight spaces are proposed on East Nevada; three on

“Franklin Street”; and two on Camelot Drive. There are an additional seven parking spaces adjacent to the alley that would function similar to on-street parking spaces.

**Transportation:**

Street improvements will be made to East Nevada Street, the extension of North Mountain / East Nevada Street, and Camelot Street which presently intersects into East Nevada Street will be extended to the north into the development.

Elements from the standards for public street design such as benches, residential standard pedestrian street lights, street trees, and concrete sidewalks are proposed on the improved streets.

**East Nevada:**

Street improvements proposed for East Nevada frontage of the property include, six-foot sidewalk, five to seven-foot parkrow (where on-street parking bay present, landscaping including street trees in five-foot landscape strip between sidewalk and property line). Eight, on-street parking spaces are proposed, these are within a seven-foot wide parking bay. The curb and gutter will require relocation to accommodate the frontage improvements.

In the area where the steep, rocky slope prevents additional street improvements on the north side of East Nevada Street, to the west of the new Camelot Drive and East Nevada Street intersection, an exception to street standards is requested to not extend sidewalks along the frontage of subject properties TL#1200 and #1100. This is due to the physically impenetrable rock, see the Geotechnical Report for additional information on the below grade soils and rock.

The new intersection of Camelot and East Nevada Street will have an enhanced intersection with street amenities such as street light, benches and scored concrete. Pedestrian facilities exist on Camelot to the south and along the south side of East Nevada Street. These sidewalks connect to existing and future pedestrian infrastructure that extends to the south and west into the Meadowbrook II Subdivision. The sidewalk along the south side of East Nevada Street leads to a city park.

Due to the topographical constraints, the limited number of vehicle trips, and lack of similar improvements, no bicycle lanes are present or proposed on East Nevada Street.

**N Mountain Avenue AKA Franklin Street:**

The proposal provides the extension of North Mountain Avenue. Due to the existing street name conventions and associated addresses; split right-of-way for North Mountain Avenue; and future development patterns, the North Mountain Avenue will be re-named Franklin Street. Franklin Street has a 60-foot wide ROW. It is proposed to be constructed to city standards for a Neighborhood Street

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with a six-foot sidewalk, a seven to eight-foot landscaped parkrow, seven-foot on-street parking bay and 15-foot travel surface (or ½ street improvements).

**Camelot Extension:**

Camelot Street is proposed to be extended onto the property. Camelot is a Neighborhood Access Street. Camelot Street has a varying width ROW. It ranges between 36-feet at the south intersection with East Nevada Street (10-feet will likely be required to be dedicated with the future development of 955 North Mountain Avenue). The right of way is 46-feet on the south side of 955 North Mountain Avenue. The proposed ROW is 47-feet (consistent with range of ROW width for Neighborhood Street found in AMC 18.4.6). This provides for a 15-foot travel surface, eight-foot planting strips and five-foot sidewalks on each side. The west side of Camelot Street is proposed to have two, seven-foot-wide parking bays. The street improvements on the extension of Camelot will generally match the existing improvements. enhanced intersection with street amenities such as street light, benches and scored concrete. Truncated domes and cross walks across East Nevada Street will be provided.

**Alley:**

Across the north boundary of the property, extending from “Franklin Street” to the Fire Truck turnaround on the west side of the upper level of the development, a public alley is proposed. The alley is proposed to have a 22-foot right-of-way. The parking for the attached and semi-attached units within the common area of development are accessed from the alley. Additionally, the 20-lot development required 20 on-street parking spaces. These spaces are found on-street and accessed via the new alley.

**Public Utilities:**

The routing for and locations of the following existing and planned public facilities and utilities are shown on the proposed Subdivision Plans:

**Financing:**

Private financing will be utilized to the funding of the development excepting the area of the property devoted to affordable housing units.

On the following pages, findings of fact addressing the criteria from the Ashland Municipal Code are provided on the following pages. For clarity, the criteria are in Times New Roman font and the applicant’s responses are in Calibri font.

A list of attachments for the proposed development is provided on page #61.

## Applicant's Findings of Fact

### Comprehensive Plan Map Amendment and Zone Change:

#### 18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

**A. Type II.** The Type II procedure is used for applications involving zoning map amendments consistent with the Comprehensive Plan map, and minor map amendments or corrections. Amendments under this section may be approved if in compliance with the Comprehensive Plan and the application demonstrates that one or more of the following.

1. The change implements a public need, other than the provision of affordable housing, supported by the Comprehensive Plan.

Applicant's Finding:

N/A

2. A substantial change in circumstances has occurred since the existing zoning or Plan designation was proposed, necessitating the need to adjust to the changed circumstances.

Applicant's Finding:

*There has been a significant change in the neighborhood development pattern since the North Mountain Neighborhood was first adopted in 1997. The subject properties were part of the large area of underdeveloped land on the north side of Bear Creek, accessed only by a gravel surfaced, North Mountain Avenue. Between 1997 and today, major public and private expenditures were made to bring paved streets, sewer and water to this area.*

*The current property owner sees the great value in working with the City and providing additional developable land consistent with the adjacent property zones and development pattern allowing for furthering the Comprehensive Plan with respect to urbanization.*

*The previous Comprehensive Plan designation as Single Family Residential Reserve was when the area was occupied by single family residences like, 475 E Nevada Street and the Marr Property across East Nevada Street. These structures were removed to make way for the present developments, to the south in the Julian Square, Meadowbrook Park II at North Mountain, and Mountain Heights Planned Unit Development.*

*Skylark Assisted Living, and Mountain Meadows are across North Mountain Avenue, these properties are zoned Healthcare (HC) these were the precursor to the rapid pace of development in the North Mountain Avenue area.*

*The primary change in circumstances is the development and build out of the adjacent Meadowbrook Park II Subdivision properties to the south. When the comprehensive plan*

*designations were set, the properties to the north of E Nevada Street and the areas to the south were designated as Rural Residential. With the North Mountain Plan overlay, the zoning of the properties to the south of East Nevada Street was modified to correspond to the North Mountain Plan Overlay. The properties to the north of East Nevada Street were not included in the North Mountain Plan Overlay.*

*Based on the Housing Element, of the City of Ashland Comprehensive Plan, housing types, various housing types have a place, but it must be recognized that some development patterns are more compatible than others considering their neighborhood context. The proposed mixture of housing types is consistent with the North Mountain Neighborhood types of housing. There are single story, detached structures, semi-attached and townhouse type of structures in North Mountain Avenue neighborhood both in the development to the south and in the Mountain Meadows Development to the southeast.*

*The rezone requests to North Mountain, Multi-Family (NM-MF), which allows for up to 12-dwelling units per acre before density bonuses. Most of the units are specifically for Townhouse type of development versus, a multi-unit apartment complex. There are also four duplex style units and three detached residential, single family types of units, with possible attached second units. The request for townhouse type of development is supported by the density discussion found within Chapter 6, Housing Element. The Comprehensive Plan discussion of housing types finds that multi-family apartments have a typical density of 15-22 units with the most successful range of units in Ashland being 15 – 20 dwelling units per acre.*

*More similar to the NM-MF zone, the Comprehensive Plan discussion of townhouses, indicates that townhouse developments densities can range from 7 to 8 dwelling units per acre up over 20 dwelling units per acre. Townhouses have the advantage of providing an opportunity for individual ownership, in addition to providing rental housing. According to Chapter 2.04 Land Use Classifications, of the Comprehensive Plan, there is Townhouse Residential (2.04.04) “This designation allows multiple-family residential uses at a density of up to 12 units per acre. This designation would encourage innovative residential housing to provide low-cost, owner-occupied housing in addition to lower density rental units.”*

*Though not Townhouse Residential due to the North Mountain Overlay, the density of the NM-MF Zone, as proposed is 12 units per acre, consistent with the Comprehensive Plan for providing housing goals to ensure a variety of dwelling types and provide housing opportunities for the total cross-section of Ashland’s population, consistent with preserving the character and appearance of the neighborhood.*

*The North Mountain Neighborhood is a substantial distance from public transportation. The Transportation Element, Chapter 10 of the Comprehensive Plan, states that multi-family zoning should be located along arterials and boulevards and near public transportation. The topography, substantial grade changes, especially from the public transportation routes, schools, grocery*

*stores and other essential services, the land is not appropriate for high-density, multi-family rental housing.*

*The proposal is consistent with the purpose of the North Mountain Plan Overlay and promotes a variety of housing types and preserves the significant natural features and provides ample open spaces.*

3. Circumstances relating to the general public welfare exist that require such an action.

Applicant's Finding:

N/A

4. Proposed increases in residential zoning density resulting from a change from one zoning district to another zoning district, will provide 25 percent of the proposed base density as affordable housing consistent with the approval standards set forth in subsection 18.5.8.050.G.

Applicant's Finding:

*Adequate area for affordable housing that complies with the standards of subsection ALUO 18.5.8.050.G. has been provided. The base density of the two-acre developable area of the subject property is 24 units. Of the potential 24 units, 25 percent equals six (6) units.*

*The property owner is committed to partnering with a non-profit, affordable housing developer. Early discussions with Habitat for Humanity have been had and a letter of understanding has been provided by Habitat for Humanity expressing their interest in the property. The terms would require restriction to the 60 percent Area Median Income (AMI) standards. When properties are restricted to 60 percent AMI, ALUO 18.5.8.050.G. to allow for a 1.5 equivalency value, therefore, four units is the maximum required.*

*The area depicted on the plan, the area for adequate street improvements, parking area, private yard area, setback areas, access to common refuse areas (if provided) and adequate setbacks. The affordable housing portion of the development will have full participation in the Homeowners Association of the Subdivision.*

5. Increases in residential zoning density of four units or greater on commercial, employment, or industrial zoned lands (i.e., Residential Overlay), will not negatively impact the City's commercial and industrial land supply as required in the Comprehensive Plan, and will provide 25 percent of the proposed base density as affordable housing consistent with the approval standards set forth in subsection 18.5.8.050.G.

Applicant's Finding:

N/A

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6. The total number of affordable units described in 18.5.9.020.A, subsections 4 or 5, above, shall be determined by rounding down fractional answers to the nearest whole unit. A deed restriction, or similar legal instrument, shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years. 18.5.9.020.A, subsections 4 and 5 do not apply to Council initiated actions.

Applicant's Finding:

*The total number of affordable housing units is four units when deed restricted for 60 years. The terms of development working with an affordable housing provider would require restriction to the 60 percent Area Median Income (AMI) standards. Housing Developers such as Habitat for Humanity, Jackson County Housing Authority, when properties are restricted to 60 percent AMI, ALUO 18.5.8.050.G.1.d allows for a equivalency value of 1.5 unit, therefore, four units is the maximum required.*

**Annexation - 18.5.8.050.G.**

Except as provided in 18.5.8.050.G.7, below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements.

1. The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein.

d. Ownership or rental units restricted to households earning at or below 60 percent the area median income shall have an equivalency value of 1.5 unit.

Applicant's Finding:

*The total number of affordable housing units is four units when deed restricted for 60 years. The terms of development working with an affordable housing provider would require restriction to the 60 percent Area Median Income (AMI) standards. Housing Developers such as Habitat for Humanity, Jackson County Housing Authority, when properties are restricted to 60 percent AMI, ALUO 18.5.8.050.G.1.d allows for a equivalency value of 1.5 unit, therefore, four units is the maximum required.*

2. As alternative to providing affordable units per section 18.5.8.050.G.1, above, the applicant may provide title to a sufficient amount of buildable land for development complying with subsection 18.5.8.050.G.1.b, above, through transfer to a non-profit (IRC 501(3)(c) affordable housing developer or public corporation created under ORS 456.055 to 456.235.

Applicant's Finding:

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*Sufficient area for the development for four affordable units is proposed. The area includes the four units at the intersection of "Franklin Street", adequate setback yard areas, ample outdoor area for recreational area, and necessary area for nine parking spaces. Eight are the parking spaces for the two or more-bedroom units, one for a unit and the three on Franklin for the other three units.*

- a. The land to be transferred shall be located within the project meeting the standards set forth in 18.5.8.050.G, subsections 4 - 6.

Applicant's Finding:

*The area of the land to be transferred will be located within the project area. The area of the property dedicated to the future development accommodates up to 1600 SF, townhouse style, three-bedroom units, each requiring two parking spaces. This fulfills the need for affordable, family housing that the affordable housing developer have identified as their needed unit size. An Exception to compliance with the standards set forth in ALUO 18.5.8.050.G, subsection 4 – 6 has been requested.*

- b. All needed public facilities shall be extended to the area or areas proposed for transfer.

Applicant's Finding:

*All necessary public facilities will be extended to the areas proposed for transfer. The property owner would seek to defer improvements to "Franklin Street", sidewalk, parkrow and irrigation until the sites are developed with housing. A bond for improvements could be applied.*

*Water, sanitary sewer, storm drain and electric facilities are proposed to be extended to and through the development with the Outline Plan Approval.*

- c. Prior to commencement of the project, title to the land shall be transferred to the City, an affordable housing developer which must either be a unit of government, a non-profit 501(C)(3) organization, or public corporation created under ORS 456.055 to 456.235.

Applicant's Finding:

*The title to the land for the area of the affordable housing developer that is a non-profit 501(C)(3) or unit of government, or public corporation created under ORS 456.055 to 456.235. The property owner has had initial discussions with Habitat for Humanity which is a non-profit 501(C)(3) organization. A memo of understanding has been provided by Habitat for Humanity Executive Director, Denise James. See Attachments.*

- d. The land to be transferred shall be deed restricted to comply with Ashland's affordable

housing program requirements.

Applicant's Finding:

*The land to be transferred will be deed restricted to comply with Ashland's affordable housing program requirements.*

3. The affordable units shall be comparable in bedroom mix and housing type with the market rate units in the development.

Applicant's Finding:

*N/A*

*The affordable units will be developed by others.*

4. A development schedule shall be provided that demonstrates that the affordable housing units per subsection 18.5.8.050.G shall be developed, and made available for occupancy, as follows.

Applicant's Finding:

*An exception to this standard is requested. Though there is a serious need of affordable housing, the organization that takes title of the land area will need to develop according to their own timeline and funding availability. The property owner cannot prescribe a development schedule for property that they no longer control. Ideally, if the Katherine Mae Subdivision is approved in January 2018, the affordable housing provider could begin fundraising and design in earnest.*

a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units.

Applicant's Finding:

*An exception to this standard is requested. The development of the affordable housing units, once the land transfers title is in the control and ownership of a separate party. The property owner or developer of the 16 to 19 units that area not deeded through title to an affordable housing provider should not have their development timeline predicated on when an "adjacent" property owner seeks to develop their property.*

b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.

Applicant's Finding:

*See Exception findings below.*

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5. That affordable housing units shall be distributed throughout the project

Applicant's Finding:

*See Exception findings below.*

6. That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units.

Applicant's Finding:

*The development of the affordable housing units, once the land transfers title is in the control and ownership of a separate party. The property owner cannot force the use of equivalent amenities as the market rate units. With the development proposed within the North Mountain Zone Overlay, building materials are somewhat dictated by code. The property owner can stipulate in the Covenants, Conditions and Restrictions (CC&Rs) that the building materials are required to be of comparable building materials.*

a. The exterior appearance of the affordable units in any residential development shall be visually compatible with the market-rate units in the development. External building materials and finishes shall be substantially the same in type and quality for affordable units as for market-rate units.

Applicant's Finding:

*The proposed units have conceptual elevations that are visually compatible with the housing developments to the south of the subject properties. The CC&R's may require that the external building materials and finishes be substantially the same in type and quality for affordable units as for the market-rate units. The development of the affordable housing units, once the land transfers title is in the control and ownership of a separate party.*

b. Affordable units may differ from market-rate units with regard to interior finishes and materials provided that the affordable housing units are provided with comparable features to the market rate units, and shall have generally comparable improvements related to energy efficiency, including plumbing, insulation, windows, appliances, and heating and cooling systems.

Applicant's Finding:

*The affordable units will be under the development control of another property owner. It can be assumed that the affordable housing units and the market rate units will all be constructed to present building code residential energy efficiency standards and will be generally comparable with plumbing, insulation, windows, and heating and cooling*

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*systems. The applicant finds it would be impossible regulate the type of appliances within market rate units and assure the affordable units were using comparable appliances. Appliances can be adjusted and modified to individual tastes and functionality.*

7. Exceptions to the requirements of 18.5.8.050, subsections G.2 – G.5, above, may be approved by the City Council upon consideration of one or more of the following.

Applicant's Finding:

*An exception to the requirements of 18.5.8.050, subsection G.4 – G.5 above is requested in this application.*

a. That an alternative land dedication as proposed would accomplish additional benefits for the City, consistent with the purposes of this chapter, than would development meeting the on-site dedication requirement of subsection 18.5.8.050.G.2.

Applicant's Finding:

*An exception to this standard is necessary. In order to keep development costs lower, the affordable housing must be located in one area. As proposed, the attached wall units, the yard areas, and parking areas are in one area of the site and not distributed throughout the project. "Scattered sites", where the affordable units are distributed throughout a project are financially cost prohibitive to affordable housing developers. Additionally, the area deeded by title in a subdivision for development will be a contiguous area that provides for yard areas, structures, building area, access pathways, and parking, this would be a costly and complicated fete for an affordable housing developer to undertake with limited funding sources.*

b. That an alternative mix of housing types not meeting the requirements of subsection 18.5.8.050.G.3.b would accomplish additional benefits to the City consistent with this chapter, than would the development providing a proportional mix of unit types.

Applicant's Finding:

*The proposal is to meet a specific housing type identified by a local affordable housing provider. The use of attached wall, townhouse type of structures with a similar building area, floor plan, parking needs, access, needs, yard areas that are contiguous allows for reduced development costs by consolidating the development. A mix of unit types has not been proposed because that is not what the local affordable housing developers are seeking.*

c. That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion.

Applicant's Finding:

*The property owner cannot guarantee when an affordable housing developer will construct units on the property. But in discussing the project with non-profit, affordable housing developers, they indicated a critical need for affordable, three-bedroom residences. Funding sources are available for affordable housing developers, and affordable land is not readily available. The area of the project devoted to the affordable housing, yard and openspace area, parking, and associated improvements is roughly 11,000 square feet in area. The project area cannot be definitively identified without some assurances from the City that the requested re-zoning and comprehensive plan amendment will be approved. With expedited approval processing, it is possible to have a transaction and site review for multi-family development for the affordable housing units developed in the very near future.*

d. That the distribution of affordable units within the development not meeting subsection 18.5.8.050.G.5 is necessary for development of an affordable housing project that provides onsite staff with supportive services.

Applicant's Finding:

*No on-site staff with supportive services are proposed for the four affordable units.*

e. That the distribution of affordable units within the development as proposed would accomplish additional benefits for the city, consistent with the purposes of this chapter, than would development meeting the distribution requirement of subsection 18.5.8.050.G.5.

Applicant's Finding:

*The proposed location for the affordable units within the development provides additional benefits to the city. This is because the City of Ashland owned lot across "Franklin Street" is a part of this proposal in request for re-zone and comprehensive plan amendment with the commitment that affordable housing would be developed upon the City's property. This allows for the leveraging of public /private partnerships between the City of Ashland and the affordable housing developer and allows both sites to develop to a higher standard with a more efficient use of money, possibly labor, materials, etc.*

f. That the materials and amenities applied to the affordable units within the development, that are not equivalent to the market rate units per subsection 18.5.8.050.G.6, are necessary due to local, State, or Federal Affordable Housing standards or financing limitations.

Applicant's Finding:

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*The proposed units are within the North Mountain Overlay and subject to the standards for residential construction found within AMC 18.3.5. Provided within the application are conceptual elevations that demonstrate compliance with the minimum design standards. All units within the development are proposed to meet minimum energy efficiency standards. The project does not request density bonus for energy conservation. The property has numerous southern facing roof area that is adequate for solar panel installation. It can be assumed that the affordable units will be constrained by financing limitations that are not present in the market rate units.*

8. The total number of affordable units described in this section 18.5.8.050.G shall be determined by rounding down fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years. Properties providing affordable units as part of the annexation process shall qualify for a maximum density bonus of 25 percent.

Applicant's Finding:

*The area for the total number of affordable units as described in ALUO 18.5.8.050.G., will be guaranteed through a deed restriction that the affordable units must be compliant with the affordable criteria for a period of not less than 60 years. No density bonus is proposed and the application is not for an annexation.*

**Performance Standards Subdivision**

**Outline Plan Approval**

**18.3.9.040 Approval Criteria for Outline Plan.**

a. The development meets all applicable ordinance requirements of the City.

Applicant's Finding:

*The proposed development appears to meet or can meet through the imposition of conditions all applicable ordinance requirements of the City.*

b. 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.

Applicant's Finding:

**Public Facilities and Services; Utilities:** *The routing for and locations of the following existing and planned public facilities and utilities are shown on the proposed Subdivision Plans:*

*Electricity, natural gas, telephone, CATV and internet access are immediately available to the subject property. Utilities will be placed underground pursuant to requirements of the ALUO.*

*The subject properties are more particularly served by the following public facilities and services:*

**Sanitary Sewer:** According to City of Ashland Engineering Department, there is existing sanitary sewer lines in Camelot Drive, approximately 30-feet south of the intersection of Camelot Drive and East Nevada Street. There is another line in East Nevada Street at the intersection of Patton and East Nevada Street. This line may be extended up East Nevada Street to provide service to the proposed subdivision. According to the City of Ashland Engineering Division, the sewer lines are adequate in condition and capacity to support the proposed subdivision.

**Public Water:** There is existing water service constructed within East Nevada Street. This is a 15-inch line, according to the City of Ashland Water Division, extension of this line through the development with fire hydrants as required by Fire Code, has the capacity and availability to service the new residences and for the project.

**Storm Drainage:** Storm water drainage on site will be controlled through an on-site detention system with a bio-swale at the terminus of Camelot Drive and the new public alley.

**Streets and Transportation:** The property fronts upon East Nevada Street, and has direct access by way of "Franklin Street" and the extension of Camelot Drive and the public alley.

The proposed street and alley improvements are consistent with the City of Ashland Street Standards. The proposal of up to 23 new residential units does not trigger a development impact that requires a Traffic Impact Analysis (TIA) as the density of development falls below the thresholds for when a TIA is required. According to Kelly Sandow, Traffic Engineer and Principal Engineer at Sandow and Associates, the proposed development does not trigger 50 new peak hour vehicle trips and does not generate 20 new heavy vehicle trips and does not meet the City of Ashland Development Impact thresholds.

The proposed street right-of-way widths and generally all of the proposed improvements comply with the street classifications found in the Transportation System Plan.

Consistent with the Transportation Planning Rule (TPR), the proposed streets and the mix of planned transportation facilities will be sufficient to ensure economic, sustainable and environmentally sound mobility and accessibility for all. Connected sidewalk system, alley access to the majority of residences, only one driveway intersection onto East Nevada Street, enhanced intersection treatment (scored and / or colored concrete) at Camelot and East Nevada Street, covered bicycle parking facilities within the attached unit common areas, pocket park with natural climbing structure for neighborhood children, street lighting all contribute to the transportation facilities proposed within the development.

**East Nevada Street:**

East Nevada is, a city street, owned and maintained by the City of Ashland which is designated as a two-lane avenue with an average capacity of 3,000-10,000 average trips per day. At last count in March 2016, there were 107 average daily trips. There is generally, 60-feet of ROW along the frontage of the properties. There is also an area of steep, rocky slope between the subject properties and the

*driving surface of East Nevada Street. There is a substantial right of way, with more than 120-feet of ROW at its greatest width between the property and the curb.*

*Due to the topographical constraints within the ROW, East Nevada Street has a varying width of improvements. It is improved with pavement and curb and gutter along the frontage of the subject properties. On the south side of East Nevada Street, there are various street improvements within the varying width ROW. The first 272-feet of East Nevada Street across from subject property TL#1300, there is curb and gutter, no sidewalk, this property is "under-developed" and street improvements will be required with future site development to the standards of the North Mountain Zone. West of the intersection of Camelot Drive and East Nevada Street, the street improvements include, 24.5 feet of driving surface, with curb, gutter, varying width parkrow and sidewalk. Street improvements proposed for East Nevada frontage of the property include, five-foot sidewalk, seven-foot parkrow (where on-street parking bay present, landscaping including street trees in five-foot landscape strip between sidewalk and property line). Eight on-street parking spaces are proposed, these are within a seven-foot wide parking bay. The curb and gutter will require relocation to accommodate the frontage improvements.*

*In the area where the steep, rocky slope prevents additional street improvements on the north side of East Nevada Street, to the west of the new Camelot Drive, an exception to street standards is requested to not extend sidewalks along the frontage of subject properties TL#1200 and #1100. This is due to the physically impenetrable rock, and the difficulties of removal of the rock from the site, see the Geotechnical Report for additional information.*

*The new intersection of Camelot and East Nevada Street will have an enhanced intersection with street amenities such as street lighting, seating area, and scored or colored concrete. Pedestrian facilities exist on Camelot to the south and along the south side of East Nevada Street. Widened crosswalks in contrasting color or material are proposed. The crosswalks connect to the sidewalks that are in the existing and future pedestrian infrastructure that extends throughout the adjacent developments. Additionally, the sidewalk along the south side of East Nevada Street leads to a city park. Sidewalk along the frontage of TL#1100 is requesting to be posted as a bond. This allows for the sidewalk to be developed in tandem with the large parcel to the west at 375 East Nevada Street. There are no crosswalks near this property and the approximately 40-feet of sidewalk would not lead to anywhere. It does not seem practical to direct pedestrian traffic to the property frontage when connectivity is provided along the south side of East Nevada Street.*

**Camelot Extension:**

*Camelot Street is proposed to be extended onto the property. Camelot is a Neighborhood Access Street. Camelot Street has a varying width ROW. It ranges between 36-feet at the south intersection with East Nevada Street (10-feet will likely be required to be dedicated with the future development of 955 North Mountain Avenue), to 46-feet on the south side of 955 North Mountain Avenue. The proposed ROW is 48-feet. This provides for a 15-foot travel surface, eight-foot planting strips and five-foot sidewalks on each side. The west side of Camelot Street is proposed to have two, seven-foot-wide parking bays. The*

street improvements on the extension of Camelot will generally match the existing improvements. enhanced intersection with street amenities such as street light, benches and scored concrete. Truncated domes and cross walks across East Nevada Street will be provided.

**N Mountain Avenue AKA Franklin Street:**

The proposal provides the extension of North Mountain Avenue. Due to the existing street name conventions and associated addresses; split right-of-way for North Mountain Avenue; and future development patterns, the North Mountain Avenue will be re-named Franklin Street. Franklin Street has a 60-foot wide ROW. It is proposed to be constructed to city standards for a Neighborhood Street with a five-foot sidewalk, a seven-foot landscaped parkrow, seven-foot on-street parking bay and 15-foot travel surface (or ½ street improvements).

**Alley:**

Across the north boundary of the property, extending from “Franklin Street” to the Fire Truck turnaround on the west side of the upper level of the development, a public alley is proposed. The alley is proposed to have a 22-foot right-of-way. The parking for the attached and semi-attached units within the development are accessed from the alley. Consistent with the Comprehensive Plan: Alley (10.05.05) The alley eliminates the need for front yard driveways directly to the property from East Nevada Street and “Franklin Street” and provides the opportunity for a more positive front yard streetscape. The alley at the rear of the properties allows Nevada Street to be located adjacent to the front of properties to be designed using a narrow width with limited on-street parking. According to the Comprehensive Plan, alleys are appropriate in all residential areas.

**Police and Fire Protection:** Police and fire protection are provided by the City of Ashland.

c. 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.

Applicant’s Finding:

There is 18,000 square feet of steep slope area on the subject property that has been included in the open space area for the subdivision. The total lot area is 2.42 acres, of that, 18,067 square feet of the lot area has more than 35 percent slope and is not considered developable. With the substantial grade changes that will be necessary to construct the roadways, public utility infrastructure, private utility, irrigation, etc. none of the trees near the existing residence will require removal. Numerous trees are proposed to be planted as part of the development to mitigate the loss of the existing site trees.

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

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Applicant's Finding:

*The development of the land will not prevent adjacent land from being developed for the uses shown on the Comprehensive Plan. The adjacent properties to the east and west are presently split zoned RR-.5-P and Jackson County Rural Residential. The properties are Comprehensive Plan designated as single family residential reserve. With the proposal to include 39 1E 04AD TL#100 in the rezone and comp plan amendment, the property can develop with four affordable housing units instead of one single family residence as envisioned in the comprehensive plan. The property to the west will not prevent the adjacent land from being developed. Additionally, the properties to the south, excepting 955 North Mountain Avenue, are built out to their maximum potential. The proposed development will not prevent 955 North Mountain Avenue from developing to the uses shown on the Comprehensive Plan.*

e. 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.

Applicant's Finding:

*The CC&R's and Homeowners Association rules will provide adequate provisions for maintenance of open-spaces and common areas.*

f. The proposed density meets the base and bonus density standards established under this chapter.

Applicant's Finding:

*The base density is 24 units. The minimum density in the North Mountain Neighborhood Plan is 75% or 18 dwellings. The North Mountain Neighborhood Plan allows for up to 110% density for a maximum density of 26.4 units.*

*The proposed density is a range of between 20 to 23 units. This includes a mixture of attached townhomes, duplex units, and detached single family residences. Above the garages of the detached residences, there are three, optional "accessory residential units". In the zone, they are considered units for the purposes density calculations.*

g. The development complies with the Street Standards.

Applicant's Finding:

*The proposed development generally complies with the street standards.*

**18.3.9.060 Parking Standards**

All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3 Parking, Access, and Circulation.

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A. On-Street Parking Required. At least one on-street parking space per dwelling unit shall be provided, in addition to the off-street parking requirements for all developments in an R-1 zone and for all developments in R-2 and R-3 zones that create or improve public streets.

Applicant's Findings:

*On-street parking accessed via the alley, on the new street, Camelot Street and East Nevada Street is provided per dwelling unit.*

B. On-Street Parking Standards. 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 spaces shall be located within 200 feet of the dwelling that it is intended to serve. In addition, on-street public parking may be provided pursuant to minimum criteria established under subsection 18.4.3.060.A.

Applicant's Finding:

*The on-street parking spaces proposed are on association owned land and are directly accessible from the public right-of-way of the alley. All on-street parking is within 200-feet of the dwellings they intend to serve.*

C. Signing of Streets. The installation of "No Parking" signs regulating parking in the public right-of-way and any other signs related to the regulation of on-street parking shall be consistent with the Street Standards in 18.4.6.030, and shall be consistent with the respective City planning approval.

Applicant's Finding:

*All street signs will conform to the city standards. Where necessary or required, yellow curbs or installation of signage to indicate no parking, fire-truck turn around, etc. and will be installed by the developer of the infrastructure.*

**Setbacks - 18.3.9.070**

All development under this chapter shall conform to the following setback standards, which are in addition to the requirements of the applicable zone.

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

B. *Building Separation.* The minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet.

Applicant's Finding:

*All development is proposed to conform to the setback standards of the North Mountain Neighborhood Plan. Unless attached, a separation of 12-feet or more has been provided.*

C. *Solar Setback.* Solar setbacks shall meet the requirements of 18.4.8.

Applicant's Finding:

*The proposed layout with all development consists of primarily connected units. The structures are oriented to avoid any solar shadows to be cast upon any dwelling areas. The residences are shifted towards the southern property lines, open spaces, parking and the alley are to the north which provides for compliance with 18.4.8. The property to the north is outside of the Urban Growth Boundary and the solar setback does not apply to the north property line.*

D. *Perimeter Setback.* Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone.

Applicant's Finding:

*The setbacks at the perimeter of the development will comply with the requested zoned of NM-MF.*

E. *Building Envelope for Single-Family Structure.* Any single-family structure not shown on the plan must meet the setback requirements established in the building envelope on the Outline Plan.

Applicant's Finding:

*All proposed structures are shown on the plans.*

**North Mountain Neighborhood Plan**

*The proposed development is consistent with the purpose of the North Mountain (NM) district and Neighborhood Plan. The proposal provides for a variety of housing types, and preserves significant natural features and open spaces. The layout generally adheres to the base policies and regulations that guided the design standards for the neighborhood. The proposal provides for pedestrian connectivity, vehicular and bicycle connectivity with shared travel lanes due to generally low numbers of vehicular traffic. Transit is dependent upon the future planning and funding of RVTD. With enough interest and financial support, a neighborhood shuttle could be developed for the entire North Mountain Neighborhood north of Hersey Street and North Mountain Avenue. This would take community wide support and the development of 20-23 units does not trigger off-site transportation improvements, especially to the magnitude of public transportation where none exists.*

*The proposed layout incorporates many of the concepts of the recently adopted Normal Avenue Neighborhood Plan concepts. These include solar oriented buildings. Variety of possible housing types and sizes, solar oriented layout natural area preservation, consolidated parking areas and parking access by alleys.*

*These include provisions for independent structural development post Comprehensive Plan Amendment, Zone Change, Outline Plan, and Site Design Review approval for the Katherine Mae Subdivision, will*

*demonstrate compliance with the North Mountain Neighborhood Design and the requirements of 18.5.2 Site Design Review.*

*Typical elevations that incorporate the architectural elements described in the North Mountain Neighborhood Design Standards have been provided. The attached wall residences and the second units for the detached units will require individual site design review to determine compliance with AMC 18.3.5., and AMC 18.5.3 for Site Design Review. Every attempt to demonstrate compliance with the standards has been provided herein.*

**North Mountain Neighborhood Dimensional Standards – 18.3.5.060**

*The proposed dimensional standards conform to the standards for NM-MF. The density does not exceed 12 dwellings unit per acre.*

*The generalized building envelopes are consistent with the setbacks outlined in the NM Dimension Standards.*

**Setbacks:**

*Front: 10 foot minimum/ 25 foot maximum*

*Front - Unenclosed porch (minimum of 6'X8'): 5 feet*

*Front – Garage: 15-feet from front of residence; 20-feet from sidewalk*

*Not more than 50% of the lineal façade of the residences with attached garage is devoted to garage face.*

*Side – Standard: 5-foot per story*

*Side – Adj. Street: 10-foot*

*Rear – Standard: 10-foot per story*

*As demonstrated on the site plans, the layout allows for substantial open spaces and common areas, the total lot coverage is substantially less than the 75% allowed in the zone considering the nearly 18,000 square feet of undisturbed area.*

**North Mountain Neighborhood**

**Site Development and Design Standards – 18.3.5.100**

A. Housing. The following design standards apply to residential developments. While the standards are specific, the intent is not to limit innovative design, but rather provide a framework for clear direction and minimum standards.

**Applicant's Finding:**

*The proposed housing designs demonstrated on the conceptual elevations comply with the specific standards and provide a framework for development to the minimum standards.*

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1. **Architectural Design.** The street-facing elevations of residential buildings shall be broken with reveals, recesses, trim elements, and other architectural features to avoid the appearance of a blank wall as illustrated in Figure 18.3.5.100.A.1. In addition, at least two of the following design features must be provided along the front of each residence.

- a. Dormers
- b. Gables
- c. Recessed entries
- d. Covered porch entries
- e. Cupolas
- f. Pillars or Posts
- g. Bay window (min. 12-inch projection)
- h. Eaves (min. six-inch projection)
- i. Off-sets in building face or roof (min. 16 inches)

Applicant's Finding:

*The architectural design provided on the conceptual elevations complies with the standards for design from the North Mountain Overlay standards. There are porches, eaves, various roof pitches, orientations and heights to differentiate massing and provide for orientation to the street. No blank walls are proposed on any of the buildings facing any of the public streets.*

*The existing development pattern in the North Mountain Zone is traditional, faux craftsman with gable and hipped gable roofs, and traditional window styles. Present design trends especially to accommodate solar access and orientation and take advantage of the stunning views, a more contemporary design with single gable roofs (shed roof), or skillion style construction may be requested during the Site Review for the attached units. Modern architecture should be acceptable since it can be demonstrated that the design complies with the standards.*

2. **Orientation.** Dwellings shall be designed with a primary elevation oriented towards a street. Such elevation shall have a front door, framed by a simple porch or portico, porch, or other design feature clearly visible from the street to promote natural surveillance of the street.

Applicant's Finding:

*The conceptual elevations demonstrate that future structures will provide for a strong sense of entry. There are porches, patio covers, etc. that will provide clear, visible orientation from the street to the entrance of the residences.*

3. **Repetitive Elevations.** Excessive repetition of identical floor plans and elevations shall be discouraged.

Applicant's Finding:

*The floor plans have not been proposed. The conceptual elevations and the conceptual building footprints provide for distinctive variations in the façade of the structure. The various groups of buildings also provide a range of materials that can be modified, added to and enhanced as the developer sees fit.*

*Compliance with this and the other design standards will be demonstrated during the Site Design Review phase of the proposed subdivision development.*

4. *Supplemental Setback Requirements for Garages and Accessory Structures.* In addition to the setback requirements of sections 18.3.5.060, the following garage and accessory structure setbacks are required, in order to promote an attractive streetscape where garages and accessory structures are visually subordinate to primary dwellings.

- a. Where no alleys are present, garages shall be located a minimum of 15 feet behind the primary façade and a minimum of 20 feet from the sidewalk. See Figure 18.3.5.100.A.4.a.

Applicant's Finding:

*The proposed garages that take access from the public street are located 20-feet from the sidewalk and are 10-feet behind the primary façade.*

- b. Garages and accessory structures adjacent to an internal property line (i.e., neighbor's residence) shall maintain a minimum first floor side yard setback of four feet and a second-floor setback of six feet, excluding dormers.

Applicant's Finding:

*With the proposed conceptual elevations, all garages comply with this standard.*

- c. No side yard setback is required where garages adjoin along a common property line.

Applicant's Finding:

*There are common property line garages provided in the development.*

- d. Garage or accessory structures, including accessory residential units, fronting and or accessed from the alley shall have a minimum rear yard setback of four feet.

Applicant's Finding:

*The garages accessed from the alley (detached units "A" on L.1.0) have more than a four foot rear yard setback.*

- e. The maximum allowed width of a garage opening is 22 feet. Expansion of the garage's depth is allowed should be considered for additional storage needs.

Applicant's Finding:

*The garage openings are 22-feet or less.*

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- f. Common wall garages (i.e., adjacent garage openings), and dwellings with more than one garage openings, where the total width of adjacent garage openings exceeds 22 feet, shall have at least one garage opening recessed behind the other(s) by not less than three feet.

Applicant's Finding:

*There are two common wall garage buildings proposed. These are Units C & E on L.1.0. The garages on Units C are 22-feet wide and have parallel façade. Units E have more than 22-feet of garage opening but there is more than three-foot recess provided.*

5. Terracing. Grading for new homes and accessory structures shall be minimized and building designs shall respond to the natural grade, to the extent practicable, pursuant to the following standards.

a. Terracing should be incorporated into the design of each lot's development. Terraces help ease transition between the public and private space.

b. In determining whether grading is minimized and building designs are practicable, this standard shall not be interpreted so as to preclude permitted housing at planned densities.

Applicant's Finding:

*The proposed layout limits grading. This is largely impacted by the sub-soils and the underlying materials. There is solid bedrock underlying the site that prevents terracing.*

*Where substantial grade occurs between the property, the structure and the public streets, is in the area of the bluff along the west half of TL#1200. These structures are at grade with a sidewalk system that connects to the larger street network within the development and the adjacent developments. The conceptual building envelope and conceptual elevations provide for porches, patios, or similar on the rear elevation of the detached residences. This provides orientation to the street but since physical connection is not provided, the structures are not turning their back on the East Nevada Street frontage.*

6. *Porches.* Where practicable, porches shall be incorporated into building designs within the North Mountain Neighborhood, in order to promote a sense of place, socialization, and natural surveillance of the street, as illustrated in Figure 18.3.5.100.A.6.a. Porches shall be a minimum of six feet in depth and eight feet in width, as illustrated in Figure 18.3.5.100.A.6.b - deep enough to allow a person to stand while the door is opening and large enough to allow at least one person to sit facing the street. Porches with dimensions less than six feet in depth and eight feet in width are often used as storage areas for bike, barbecues, etc., and do not realistically function as outdoor rooms.

Applicant's Finding:

*Each conceptual footprint provides a front porch and rear patio / porch area. Every porch area provided has more than six-feet in depth and more than eight-feet in width. As the site design for the dwellings*

*evolves, adequate setback areas are provided within the building envelopes to accommodate all of the standards to be met.*

7. Driveways. In order to minimize impervious surfaces, increase opportunities for on-street parking and street trees, and provide a visually attractive streetscape that comfortably accommodates pedestrians, driveways for single dwellings shall be no greater than nine feet wide, measured at the sidewalk. Where no alley is present and garages for multiple dwellings share a common wall (e.g., townhomes), a common driveway 12 feet in width may be used but shall serve as a shared drive for paired garages.

Applicant's Finding:

*Driveways accessing the public streets from the property is limited to a shared driveway for paired garages on the west side of Camelot and vehicular access to garages via the flag driveway for the units at the base of the hill. In order to provide the most functionality for the single vehicle garages and driveways, a 18-foot wide driveway with six-foot apron wings is requested. Since this is only two driveway accesses from a public street for the development of 20 – 23 units, it appears reasonable to allow exceptions to the standard.*

*This single, wider than 12-foot driveway access will not negatively impact parking, the property has adequate parking for the number of units and lots requested. The proposed driveway will also not prevent a visually attractive streetscape and with the ample sidewalks areas, one driveway will not negatively impact the anticipated neighborhood pedestrian and bicycle traffic.*

*The proposed development areas are predominately oriented towards the public street and sidewalk with no vehicular conflict points across the pedestrian corridor.*

8. Accessory Residential Units. When a detached accessory dwelling unit is adjacent to a residential property, the unit shall meet the following standards.

Applicant's Finding:

*With the proposed NM-MF zoning, accessory residential units are not permitted. The small units above the garages are optional second dwelling units per detached residence lot. This allows for the density to achieve 23 units, with the graduated density of the NM zone, 20 – 23 units is within the range of the minimum and maximum densities.*

*C. Street Types and Design.* Several types of residential streets are planned for in the North Mountain Neighborhood. These streets would extend through the planned area to accommodate not only multi-modal movement, but also a variety of circulation options.

Applicant's Finding:

*The proposal demonstrates compliance with the street standards which have been updated more recently than the street standards within AMC 18.3.5. Street trees in accordance with the Street Tree*

*Standards of section 18.4.4.030 Landscaping and Screening including large stature street trees are proposed to provide a canopy effect for the residential streets. The planting strips will also be planted with low growing ground cover.*

#### *8. Street Lighting.*

Applicant's Finding:

*Street lights at the intersection of East Nevada Street, Franklin and Camelot will have Sternberg style lights similar to the lights in the Commercial area of the Meadowbrook Park II Subdivision. Light bollards or residential style overhead lights will be used in the alley and along the pedestrian pathways.*

#### *9. Street Furniture.*

Applicant's Finding:

*Benches, light poles and other outdoor materials and hardscape elements will be consistent throughout the project area.*

#### *D. Open Space and Neighborhood Focal Point.*

1. *Open Space.* A variety of open space types are located within the North Mountain Neighborhood and each type should be designed based upon its environmental impact and benefiting attributes. Open space types within the area include the Bear Creek Floodplain, pocket parks, pedestrian accessways, a commercial common (plaza) and street medians. Each type of open space shall be accessible to the general public at all times. Development of open spaces shall be as follows.

- a. Except for pedestrian accessways and a small picnic area, use of the Bear Creek Floodplain shall be kept to a minimum. No buildings shall be permitted the area except for a small gazebo type structure associated with the picnic area.

Applicant's Finding:

*N/A*

- b. Whenever possible, pocket parks and pedestrian access ways shall be linked to formulate a more interesting and inevitable alternative. Each should be designed around natural features minimizing their impact, but increasing their appeal. Developments fronting these areas are encouraged as long as vehicular access is from an alley.

Applicant's Finding:

*Pedestrian walkways throughout the development all connect the pocket park at the intersection to the open-space, play area within the development. All sidewalks and pedestrian walkways are proposed to be interconnected and connect to the public sidewalk system that exists in the North Mountain Neighborhood to the south.*

c. Street medians or small pocket medians shall be designed with large stature trees, shrubs, and perennial flowers as an accent as illustrated in Figure 18.3.5.100.D.1.c. Use of turf shall be minimized wherever possible. An irrigation system shall be installed at the time of plant installation.

Applicant's Finding:

*The pocket park areas are proposed to have a small turf area with large stature shade trees. Trees to shade the pocket park are also proposed.*

d. A plaza or commons area, similar to the plaza in the downtown shall be incorporated within the NM-C zone.

Applicant's Finding:

N/A

e. The area shall enclose and define the central space of the commercial core. The relationship of the maximum height of the surrounding buildings to the width of the plaza area should fall between a 1:1 and 1:5 ratio to assure special definition.

Applicant's Finding:

N/A

*2. Neighborhood Focal Point.*

Applicant's Finding:

N/A

**Site Review Standards – 18.4**

**Parking**

Applicant's Finding:

*The proposed development of the property with 23 units requires a minimum of 43 off-street parking spaces. With the requirement of one parking space for each lot being created to be provided, there are 20 additional parking spaces provided.*

*The parking spaces are a combination of single and two vehicle garages, surface parking and surface parking with the potential to have a carport, canopy or similar structure.*

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<b>Parking:</b>	
13 ATTACHED- 3 BR	26
7 DETACHED / SEMI-DETACHED: 3 BR	14
3 2nd Units @ Less than 500 SF	3
Total:	43
On-Street @ 1 Per Lot	20
Total Parking Spaces:	63
Provided parking:	
On-Site Parking (Garage/Surface):	16
Alley access parking:	34
On-street parking:	13
Total:	63

*The proposed layout contained in this application provides for all units to be three-bedroom. This is not required, but the provided parking meets the maximum number of spaces for a 23-unit development, with three of the units less than 500-sf. Fewer number of bedrooms is possible and that would in turn lower the required number of parking spaces.*

***Bicycle Parking – 18.4.3.070:***

Applicant’s Finding:

*The development of the property could require up to 43 covered bicycle parking spaces. These are not specifically accommodated through the Comprehensive Plan Amendment, Zone Change, and Performance Standards Subdivision process, as Site Design Review Approval for the buildings is not requested at this time. The units with garages will accommodate for their bicycle parking within garages. The others will be accommodated for in a common area structures new the development areas. There is ample open space and lot coverage area that the placement of a structure and the concrete surface necessary can be accommodated for on the site.*

**Parking Area Design – 18.4.3.080:**

Required parking areas shall be designed in accordance with the following standards and dimensions as illustrated in 18.4.3.080.B. See also, accessible parking space requirements in section 18.4.3.050 and parking lot and screening standards in subsection 18.4.4.030.F.

1. Parking spaces shall be a minimum of 9 feet by 18 feet.

Applicant’s Finding:

*All of the proposed parking spaces are 9 feet by 18 feet.*

2. Up to 50 percent of the total automobile parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 feet by

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16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."

Applicant's Finding:

*Presently, none of the spaces are proposed as compact. This feature could be added to reduce the parking area and increase landscaping areas as permitted. In any application, not more than 50 percent of the total automobile parking spaces are to be designated for compact cars.*

3. Parking spaces shall have a back-up maneuvering space not less than 22 feet, except where parking is angled, and which does not necessitate moving of other vehicles.

Applicant's Finding:

*22-foot of back up is provided as both the alley surfacing and the back-up maneuvering space.*

4. Parking lots with 50 or more parking spaces, and parking lots where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth, shall be divided into separate areas by one or more of the following means: a building or group of buildings; plazas landscape areas with walkways at least five feet in width; streets; or driveways with street-like features as illustrated in Figure 18.4.3.080.B.4 Street-like features, for the purpose of this section, means a raised sidewalk of at least five feet in width, with six-inch curb, accessible curb ramps, street trees in planters or tree wells and pedestrian-oriented lighting (i.e., not exceeding 14 feet typical height).

Applicant's Finding:

*The parking lot consists of 34 parking spaces. The parking area has separate areas divided with landscape areas and five-foot walkways. A raised sidewalk with accessible ramps, street trees and pedestrian oriented lighting.*

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection as illustrated in Figure 18.4.3.080.B.5. Parking areas of more than seven parking spaces shall meet the following standards.

a. Use at one or more of the following strategies for the surface parking area, or put 50 percent of parking underground. For parking lots with 50 or more spaces, the approval authority may approve a combination of strategies.

i. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50 percent of the parking area surface.

ii. Provide porous solid surfacing or an open grid pavement system that is at least 50 percent pervious for a minimum of 50 percent of the parking area surface.

iii. Provide at least 50 percent shade from tree canopy over the parking area surface within five years of project occupancy.

iv. Provide at least 50 percent shade from solar energy generating carports, canopies or trellis structures over the parking area surface.

Applicant's Finding:

*The parking area has been designed to achieve this standard through the use of light colored paving for at least 50 % of the parking area. With the proposed setbacks, it would be possible for a carport or energy generating cover to be installed that would comply with minimum setbacks for accessory structures.*

b. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

Applicant's Finding:

*The parking area and the other hard surfaces areas are designed to capture and treat the runoff through the landscape median.*

C. *Vehicular Access and Circulation.* The intent of this subsection is to manage access to land uses and on-site circulation and maintain transportation system safety and operations. For transportation improvement requirements, refer to chapter 18.4.6 Public Facilities.

2. *Site Circulation.* New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in 18.4.3.080.B.4. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section 18.4.3.090.

Applicant's Finding:

*The new development has a circulation system that accommodates expected traffic on-site. The layout has street-like features. Pedestrian connections through the site and to the adjacent sites.*

3. *Intersection and Driveway Separation.* The distance from a street intersection to a driveway, or from a driveway to another driveway shall meet the minimum spacing requirements for the street's classification in the Ashland Transportation System Plan (TSP).

Applicant's Finding:

*The driveway is more than 35-feet from the intersection of Camelot and East Nevada Street. This complies with the driveway spacing standards on a neighborhood street.*

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a. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.

Applicant's Finding:

*No driveways are closer than 24-feet.*

b. Partitions and subdivisions of property located in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.

Applicant's Finding:

*Though not within the zones, the proposal complies with the controlled access standards.*

c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall be limited to the following.

Applicant's Finding:

*N/A*

d. *Access Requirements for Multi-family Developments.* All multi-family developments which will have automobile trip generation in excess of 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.

Applicant's Finding:

*N/A*

4. *Shared Use of Driveways and Curb Cuts.*

a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and all necessary access easements. Where necessary from traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations.

i. For shared parking areas.

ii. For adjacent developments, where access onto an arterial is limited.

iii. For multi-family developments, and developments on multiple lots.

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Applicant's Finding:  
*See Exception findings.*

b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Curb cuts and approaches shall be replaced with standard curb, gutter, sidewalk, and planter/furnishings strip as appropriate.

Applicant's Finding:  
*All unnecessary curb cuts will be removed.*

c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.

Applicant's Finding:  
*Primary access is proposed via the alley. There is one driveway access from East Nevada Street proposed and one from Camelot. All others are accessed via the alley.*

5. *Alley Access.* Where a property has alley access, vehicle access shall be taken from the alley and driveway approaches and curb cuts onto adjacent streets are not permitted.

Applicant's Finding:  
*Primary access to the residences is via the alley. Where alley access not present, the access is via a curb cut.*

D. *Driveways and Turn-Around Design.* Driveways and turn-arounds providing access to parking areas shall conform to the following provisions.

1. A driveway for a single dwelling shall be minimum of nine feet in width, and a shared driveway serving two units shall be a minimum of 12 feet in width, except that driveways over 50 feet in length or serve a flag lot shall meet the width and design requirements of section 18.5.3.060.

Applicant's Finding:  
*The proposed driveways comply with this standard and are more than nine-feet wide.*

2. Parking areas of seven or fewer spaces shall be served by driveway 12 feet in width.

Applicant's Finding:  
*N/A*

3. Parking areas of more than seven parking spaces shall be served by driveway 20 feet in width and constructed to: facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety; be clearly and permanently marked and defined; and provide adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.

Applicant's Finding:

*The drive aisle that serves the majority of the parking spaces is 20-feet and widens to 22-feet to provide adequate back-up for the head-in parking.*

4. The width of driveways and curb cuts in the parkrow and sidewalk area shall be minimized.

Applicant's Finding:

*The one driveway curb cut through the parkrow is proposed at 18-feet. This is the minimum necessary.*

5. For single-family lots and multi-family developments, the number of driveway approaches and curb cuts shall not exceed one approach/curb cut per street frontage. For large multi-family developments and other uses, the number of approaches and curb cuts shall be minimized where feasible to address traffic safety or operations concerns.

Applicant's Finding:

*The number of driveway approaches and curbcuts does not exceed one per street frontage.*

6. *Vertical Clearances.* Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13.5 feet for their entire length and width. Parking structures are exempt from this requirement.

Applicant's Finding:

*Vertical clearances will be maintained.*

7. *Vision Clearance.* No obstructions may be placed in the vision clearance area except as set forth in section 18.2.4.040.

Applicant's Finding:

*No obstructions are anticipated in the vision clearance areas.*

8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the driveway. If required by the City, the developer or owner shall provide certification of driveway grade by a licensed land surveyor.

Applicant's Finding:

*None of the areas of development are in areas of 20 percent or more.*

9. All driveways shall be installed pursuant to City standards prior to issuance of a certificate of occupancy for new construction.

Applicant's Finding:

*N/A*

10. Driveways for lots created or modified through a land division or property line adjustment, including those for flag lots, shall conform to the requirements of chapter 18.5.3 Land Divisions and Property Line Adjustments.

Applicant's Finding:

*N/A*

*E. Parking and Access Construction.* The development and maintenance as provided below, shall apply in all cases, except single-family dwellings.

1. *Paving.* All required parking areas, aisles, turn-arounds, and driveways shall be paved with concrete, asphaltic, porous solid surface, or comparable surfacing, constructed to standards on file in the office of the City Engineer.

Applicant's Finding:

*The parking areas, aisles, turn-arounds and driveways will be paved with concrete, asphaltic, porous solid surface or comparable surfacing in accordance with the standards on file with the City Engineer.*

2. *Drainage.* All required parking areas, aisles, and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.

Applicant's Finding:

*All drainage will be engineered to comply with the standards.*

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3. *Driveway Approaches.* Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer.

Applicant's Finding:

*The driveway approaches will be paved with concrete surfacing to the standards on file in the office of the City Engineer.*

4. *Marking.* Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.

Applicant's Finding:

*The parking spaces will be permanently marked.*

5. *Wheel stops.* Wheel stops shall be a minimum of four inches in height and width and six feet in length. They shall be firmly attached to the ground and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.

Applicant's Finding:

*Wheel stops will be provided for the head-in parking spaces accessed via the alley.*

6. *Walls and Hedges.*

a. Where a parking facility is adjacent to a street, a decorative masonry wall or evergreen hedge screen between 30 and 42 inches in height and a minimum of 12 inches in width shall be established parallel to and not nearer than two feet from the right-of-way line, pursuant to the following requirements.

i. The area between the wall or hedge and street line shall be landscaped.

ii. Screen planting shall be of such size and number to provide the required screening within 12 months of installation.

iii. All vegetation shall be adequately maintained by a permanent irrigation system, and said wall or hedge shall be maintained in good condition.

iv. Notwithstanding the above standards, the required wall or screening shall be designed to allow access to the site and sidewalk by pedestrians and shall meet the vision clearance area requirements in section 18.2.4.040.

Applicant's Finding:

*No parking is adjacent to the streets.*

b. In all zones, except single-family zones, where a parking facility or driveway is adjacent to a residential or agricultural zone, school yard, or like institution, a sight-

obscuring fence, wall, or evergreen hedge shall be provided, pursuant to the following requirements.

Applicant's Finding:

*A sight-obscuring fence or vegetated hedge will be provided along the north property line.*

7. *Landscaping.* In all zones, all parking facilities shall include landscaping to cover not less than seven percent of the area devoted to outdoor parking facilities, including the landscaping required in subsection 18.4.3.080.E.6, above. Said landscaping shall be uniformly distributed throughout the parking area, and provided with irrigation facilities and protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover, or related material. A minimum of one tree per seven parking spaces is required.

Applicant's Finding:

*More than seven percent of the area devoted to outdoor parking is landscaped areas that are uniformly distributed throughout the parking area. Irrigation, curbing, trees, shrubs, ground cover and mulch are provided in the parking area.*

8. *Lighting.* Lighting of parking areas within 100 feet of property in residential zones shall be directed into or on the site and away from property lines such that the light element shall not be directly visible from abutting residential property. Lighting shall comply with section 18.4.4.050.

Applicant's Finding:

*All lighting will be directed on to the properties and not directly visible from abutting residential property.*

**Pedestrian Access and Circulation - 18.4.3.090**

1. *Continuous Walkway System.* Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property for this purpose.

Applicant's Finding:

*A safe, direct, convenient, continuous walkway system extend through the development and leads to the pocket park within the development and leads to the public sidewalks on the new and existing streets. The walkway system is connected to the walkways leading to the primary entrances of the residential units. The walkway system is a raised sidewalk with traditional curbing to protect the pedestrian from automobile traffic. Raised or contrasting material crosswalks are also proposed. Accessible routes are provided throughout the development.*

## Landscaping and Screening - 18.4.4

### Applicant's Finding:

*The proposed landscape plan is conceptual in nature and demonstrates that minimum landscape area and maximum coverage areas are proposed for on the property. As presented, the lot coverage for the property area is 46,120-square feet with 41,000-square feet is landscape area, openspace area or other undisturbed areas. The maximum lot coverages area in the proposed NM-MF zone is*

*The conceptual plan will need to be installed at various stages of the project. The landscape areas shown in direct relationship to the common wall units in the private yard areas is shown with primarily landscape planting areas and not lawn. The specific plants and plant sizes are conceptual in nature and individual landscape plans would be submitted with the specific building site design review. Using 1.75 to 2-inch caliper street trees and one-gallon shrubs, the planting plan provided herein achieves a coverage of not less than 50 percent within one year and 90 percent coverage within five years of planting. A variety of evergreen trees, shrubs and ground covers that are appropriate to the local climate, exposure and water availability. Where known, the utilities have been considered. The storm water facilities use water tolerant species that are known for the storm water retention / detention qualities. The plan calls for street trees selected from the Recommended Street Tree Guide.*

*The proposed street trees will form a deciduous canopy over the sidewalk and the street. Large trees are also proposed in the internal alley, and parking areas. The landscape plan demonstrates compliance with the street tree planting standards.*

*The parking lot area adjacent to the alley has seven percent of the area provided in landscape areas. There are 11 shade trees proposed for the 34 surface parking spaces. The landscape areas are distributed throughout the development.*

*A five-foot landscape strip has been provided where the parking abuts the property lines. The parking is 12-feet, four-inches from the building.*

*A refuse area has not been determined. It would likely be adjacent to the north property line. Individual cans is another option. In any case, the containers will be screened from view.*

*The mechanical equipment will be placed in an area where is has limited view from the public right of way, excepting the alley. Individual site reviews will demonstrate compliance with this standard.*

*Irrigation systems will be installed to ensure landscape success. The common area landscaping will be on a separate system than the individual lots.*

## Outdoor Lighting – 18.4.

### Applicant's Finding:

*The lighting is proposed in a manner that will provide for pedestrian safety, property identification, and crime prevention. The standards are such that no direct illumination onto adjacent residential properties is anticipated. Light poles of not more than 14-feet in height for the pedestrian facilities are proposed. Light fixtures will not block accessibility.*

### **Tree Protection - 18.4.5.030**

Applicant's Finding:

*Compliance with the tree protection preservation plans have been submitted. Tree protection fencing in compliance with the standards will be provide onsite in accordance with the plans. No construction is to occur within the driplines of the trees.*

### **Street Design Standards - 18.4.6.040**

*General Requirements.* New and reconstructed streets, alleys, and pathways shall conform to the following requirements.

*The proposed street layout conforms to the Comprehensive Plan and the purpose and intent of the street design standards. As proposed, the street extensions and new alley are consistent with the street types and model layout with minor variations to fit the particular topographical constraints found on the property, and within the abutting East Nevada Street right-of-way. The proposed modified grid design creates and maintains a low speed environmental where people will feel comfortable walking, bicycling and ideally using transit when it becomes available in the area.*

*The new streets and alleys are proposed to be paved, have standard, vertical, non-mountable curbs. The parkrows and sidewalks will be shaded by street trees selected from the Recommended Street Tree Guide.*

*The severe constraints present on the site, shallow soil, steep rocky embankments found on the property and within the East Nevada Street right-of-way will necessitate some exception to the street standards. Findings to this effect are found on the following pages.*

1. *Dedicated Public Streets Required.* All streets serving four units or greater, and which are in an R-1, RR and WR zone, must be dedicated to the public and shall be developed to the Street Standards of this section.

Applicant's Finding:

*The extension of Camelot and the new alley including the fire truck turn around area will be dedicated to the public and will be developed in accordance with the Street Standards.*

2. *Location.* Locate transportation facilities, such as streets, pedestrian and bicycle ways, and transit facilities, within public rights-of-way, except that the approval authority may approve transportation facilities outside a public right-of-way where a public access easement is provided.

Applicant's Finding:

*The proposed transportation facilities are proposed within the public rights-of-way to be dedicated as part of this proposal.*

3. *Dead End Streets.* No dead-end street shall exceed 500 feet in length, not including the turnaround. Dead end roads must terminate in an improved turnaround as illustrated in Figure 18.4.6.040.G.5.

Applicant's Finding:

*The proposed street and alley network do not extend to a dead end of more than 500 feet from the intersection of Camelot (N/S) and the public alley (E/W). The alley terminates in an improved turnaround consistent with Figure 18.4.6.040.G.5. The end of the turnaround provides driveway access to the adjacent Jackson County RR-5 zone to the north of the terminus.*

4. *Obstructed Streets.* Creating an obstructed street is prohibited.

Applicant's Finding:

*No obstructed streets are proposed.*

5. *Street Grade.* Street grades measured at the street centerline for dedicated streets and flag drives shall be as follows.

a. Street and private drive grades in developments subject to chapter 18.3.9 Performance Standards Option Overlay shall not exceed a maximum grade of 15 percent.

b. Street and private drive grades in developments subject to chapter 18.3.9 Performance Standards Option Overlay shall not exceed a maximum grade of 15 percent. No variance may be granted to this section for public streets. Variances may be granted for private drives for grades in excess of 15 percent but not greater than 18 percent for no more than 200 feet subject to chapter 18.5.5 Variances.

Applicant's Finding:

*At no point do the proposed streets, alleys or private driveways have grades of 15 percent or more.*

**Street Design Standards 18.4.6.040.D.  
Required Street Layout and Design Principles**

*The proposed streets and alley layout creates a safe environment for all users, treating the streets and alley as public spaces, and enhances the livability of the neighborhood. The design and proposed amenities are oriented to the human scale and provisions for seating, colored or scored concrete, and sidewalks with street trees. Street lights in accordance with the city standards for pedestrian scale street lights are proposed at the intersection of East Nevada Street and Franklin Street, Franklin Street and the alley, and Camelot and East Nevada Street. Residential standard street lights will be provided within the development. Separate bicycle facilities are not proposed on East Nevada Street. This is due to the extreme topography along the street right of way.*

*The proposed layout has limited driveway accesses from the public streets. The majority of the building facades to be oriented to the public street and access is provided primarily from the alley. The semi-detached structures fronting on the west side of Camelot have single vehicle garages proposed. The lots that have driveway access from the street have the façade of the garage recessed from the façade of the living area.*

*The design accommodates the anticipated volume of pedestrian, bicycle and motor vehicle traffic each day and at peak hours. The design accommodates for lower speeds encouraged with the alley design through the parking area to reduce speeds to and through the development. Sidewalk, shade trees selected from the Recommended Street Tree Guide, and interconnected walkways through the development that connect to the existing sidewalk network in the adjacent subdivision to the south. The proposed street improvements provide connection to the future development of the property at 955 South Mountain Avenue. The sidewalk system within the development, leads to the connected sidewalk system that provides access to the sidewalks leading to the public park at the base of the hill on East Nevada Street and Kestrel Parkway. Additionally, the sidewalk system leads into the Meadowbrook Subdivision which has commercially zoned properties.*

*The design and layout preserves the substantial slope area. The presence of the steep slope within the development, prevents the interconnection of the upper portion of the property from the lower portion of the property. The proposed alley dead-ends to provide access to the three, detached lots within the proposed development. The topography and the material of the hillside that creates the bluff on the subject properties, is very steep and a multi-use path or trail would be very challenging to construct on the street slope. An exception to the "connectivity" standards is included in the application.*

*Also, the adjacent properties to the north, post development, that are outside of the UGB but developable as single family residential lots under the jurisdiction of Jackson County require access from the streets and the alley. The proposed streets, Franklin and Camelot both relate to and are proposed to be designed to the same functional classification of Neighborhood Street.*

*The streets and alley have been designed with emergency service provider access in mind.*

*E. Connectivity Standards. New and reconstructed streets, alleys, and pathways shall conform to the following connectivity standards, and the Street Dedication Map.*

1. *Interconnection.* Streets shall be interconnected to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utilities and emergency services, and provide multiple travel routes. In certain situations where the physical features of the land create severe constraints, or natural features should be preserved, exceptions may be made. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. See also, subsection 18.4.6.040.I Hillside Streets and Natural Areas.

Applicant's Finding:

*The proposed streets are interconnected to the maximum extent when considering the severe constraints posed by the topography of the site. The proposed modified grid system is designed to reduce travel distance, promote pedestrian and bicycle use, provides multiple travel routes and provide efficient provision of utilities and emergency services.*

2. *Connectivity to Abutting Lands.* Design streets to connect to existing, proposed, and planned streets adjacent to the development, unless prevented by environmental or topographical constraints or existing development patterns. Where the locations of planned streets are shown on the Street Dedication Map, the development shall implement the street(s) shown on the plan pursuant to chapter 18.4.6. Wherever a proposed development abuts vacant, redevelopable, or a future development phase, provide street stubs to allow access to logically extend the street system into the surrounding area. Provide turnarounds at street ends constructed to Uniform Fire Code standards, as the City deems applicable. Design street ends to facilitate future extension in terms of grading, width, and temporary barricades.

Applicant's Finding:

*The modified grid system connects to the existing streets adjacent to the development. The property is not included in the Street Dedication Map. The proposed development abuts vacant land that is outside of the UGB but requires connection to a public right-of-way to retain development potential. The proposed layout allows for future development of the lands outside of the UGB. A fire truck turnaround that conforms to the Uniform Fire Code standards has been provided at the termination of the UGB.*

*Considering the developable area is generally a wide, but narrow parcel, with severe constraints topography that prevents an east / west connection, excepting the limited right-of-way of the physically constrained East Nevada Street right-of-way, a connected street system with lower order residential streets and alley connection with majority of the parking accessed via the rear of the structures is the street design and layout for the majority of the development.*

3. *Efficient Land Use.* Street layout shall permit and encourage efficient lot layout and attainment of planned densities.

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Applicant's Finding:

*The proposed street and alley layout permits and encourages efficient lot layout and allows for the proposed density to comply with the minimum and maximum density standards from the North Mountain Neighborhood Plan.*

4. *Integration with Major Streets.* Integrate neighborhood circulation systems and land development patterns with boulevards and avenues, which are designed to accommodate heavier traffic volumes. Locate and design streets to intersect as nearly as possible to a right angle.

Applicant's Finding:

*The proposed circulation system integrates with the adjacent land development patterns. The proposed streets extensions extend the North Mountain Neighborhood street design into the development and through the development with the use of the alley. East Nevada Street is classified as an Avenue. The current and likely future automobile traffic volumes are substantially lower than even a typical neighborhood street. The streets intersect at right angles.*

5. *Alleys.* The use of the alley is recommended, where possible. Alleys can contribute positively to the form of the street and have many advantages including: alleys allow more positive streetscapes with front yards used for landscaping rather than for front yard driveways; alleys can create a positive neighborhood space where the sidewalk feels more safe and inviting for pedestrians, neighbors socializing, and children playing; when the garage is located in rear yards off the alley, interesting opportunities arise for creating inviting exterior rooms using the garage as a privacy wall and divider of space; alleys enhance the grid street network and provides midblock connections for non-motorists; alleys provide rear yard access and delivery; and provide alternative utility locations and service areas.

Applicant's Finding:

*In accordance with the standards, an alley has been proposed. The lot is oriented with a wide, east to west frontage along East Nevada Street and a narrower, north to south orientation. The proposed alley allows for the residences to face the existing and proposed streets and public pedestrian corridors. The proposed alley positively contributes to the form of the proposed and existing street patterns.*

*The parking is at the rear of the property. With the proposed alley, the necessary public utility infrastructure is able to be routed through the development, provide necessary connections and extensions and improved service area. This is specifically important for the connection of water and electric services.*

6. *Preserving Natural Features.* Locate and design streets to preserve natural features to the greatest extent feasible. Whenever possible, street alignments shall follow natural contours and features so that visual and physical access to the natural feature is provided. Situate streets between natural features, such as creeks, mature trees, drainages, open spaces, and individual parcels in order to appropriately incorporate such significant neighborhood features. The City may approve adjustments to the street design standards in order to preserve natural features, per 18.4.6.040.I Hillside Streets and Natural Areas.

Applicant's Finding:

*The proposed street layout preserves the natural features to the greatest extent possible.*

7. *Physical Site Constraints.* In certain situations where the physical features of the land create severe constraints adjustments may be made. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. See 18.4.6.040.I Hillside Streets and Natural Areas.

Applicant's Finding:

*The physical, topographical constraints of the property prevent street and / or sidewalk connections though the steep slopes.*

8. *Off-Street Connections.* Connect off-street pathways to the street network and use to provide pedestrian and bicycle access in situations where a street is not feasible. In cases where a street is feasible, off-street pathways shall not be permitted in lieu of a traditional street with sidewalks. However, off-street pathways are permitted in addition to traditional streets with sidewalks in any situation.

Applicant's Finding:

*The majority of off-street pathways within the development connect to the street network. Due to the steep slopes, it is not feasible to install an off-street pathway that connects the two portions of the developable areas of the property.*

9. *Walkable Neighborhoods.* Size neighborhoods in walkable increments, with block lengths meeting the following requirements.

- a. The layout of streets shall not create excessive travel lengths. Block lengths shall be a maximum of 300 to 400 feet and block perimeters shall be a maximum of 1,200 to 1,600 feet.

Applicant's Finding:

*The proposed street layout does not create excessive travel lengths. The proposed block lengths are less than 300-feet. The proposed block perimeter (excepting the steep slope areas that prevent the development of a public street, off-street pathway or other pedestrian/bicycle connection) is less than 1,200 to 1,600 feet.*

*but the lower level of the development is not physically connected via sidewalk or walkway to the larger area of the development. Though not in excess of the maximum distances and exception to the street layout is necessary due to the topographical constraints.*

b. An exception to the block length standard may be permitted when one or more of the following conditions exist.

i. *Physical conditions that preclude development of a public street.* In certain situations where the physical features of the land create severe constraints, or natural features should be preserved, exceptions may be made. Such conditions may include, but are not limited to, topography, wetlands, mature trees, creeks, drainages, and rock outcroppings. See 18.4.6.040.I Hillside Streets and Natural Areas.

Applicant's Finding:

*The sites natural features, primarily steep slopes and the rock outcroppings prevent a traditional block layout and physical connection between the upper and lower portions of the subject properties.*

ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, preclude a connection now or in the future considering the potential for redevelopment.

Applicant's Finding:

N/A

iii. Where an existing public street or streets terminating at the boundary of the development site have a block length exceeding 600 feet, or are situated such that the extension of the street(s) into the development site would create a block length exceeding 600 feet. In such cases, the block length shall be as close to 600 feet as practical.

Applicant's Finding:

N/A

c. When block lengths exceed 400 feet, use the following measures to provide connections and route options for short trips.

i. Where extreme conditions preclude street connections, continuous nonautomotive connection shall be provided with a multi-use path. Off-street pathways shall not be used in lieu of a traditional street with sidewalks in cases where extreme conditions do not exist.

Applicant's Finding:

*Due to the extreme physical conditions that preclude a street connection, the topography also prevents continuous non-automotive connection in the form of a multi-use path from being installed. The upper level units "A", the detached units are roughly 860-feet from the units proposed on TL#1100 via the alley to the public streets. This is within the maximum permitted distances for block perimeter distances.*

*An exception to the multi-use pathway has been requested.*

ii. Introduce a pocket park, or plaza area with the street diverted around it.

Applicant's Finding:

*A pocket park is proposed where the alley terminates into the fire truck turn around. This pocket park area has a natural play structure of climbing rock, gravel surfacing, lawn area and pathways that connect to the public sidewalk system.*

iii. At the mid-block point, create a short median with trees or use other traffic calming devices to slow traffic, break up street lengths, and provide pedestrian refuge.

Applicant's Finding:

*Where Camelot intersects with East Nevada Street, a pedestrian refuge area is proposed to direct the pedestrian through the development and towards the sidewalk system within the Meadowbrook Park subdivision to the south.*

10. *Traffic Calming.* Traffic calming features, such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian refuges, speed table, and or special paving may be required to slow traffic in areas with high pedestrian traffic.

Applicant's Finding:

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To the applicant's knowledge, there is not a high volume of pedestrian traffic in the development. Colored paving or scored concrete is proposed to provide a measure of traffic calming and provide pedestrian amenities.

F. *Design Standards.*

**Streets and Transportation:** The property fronts upon East Nevada Street, and has direct access by way of "Franklin Street" and the extension of Camelot Drive and the public alley. East Nevada is, a city street, owned and maintained by the City of Ashland which is designated as a two-lane avenue with an average capacity of 3,000-10,000 average trips per day. At last count in March 2015, there were 107 average daily trips. There is generally, 60-feet of ROW along the frontage of the properties. There is also an area of steep, rocky slopes between the subject properties and the driving surface of East Nevada Street. There is a substantial right of way, with more than 120-feet of ROW at its greatest width between the property and the curb. Due to the topographical constraints within the ROW, East Nevada Street has a varying width of improvements. It is improved with pavement and curb and gutter along the frontage of the subject properties. On the south side of East Nevada Street, there are various street improvements within the varying width ROW. The first 272-feet of East Nevada Street across from subject property TL#1300, there is curb and gutter, no sidewalk, this property is "under-developed" and street improvements will be required with future site development to the standards of the North Mountain Zone. West of the intersection of Camelot Drive and East Nevada Street, the street improvements include, 24-feet of driving surface, with curb, gutter, varying width parkrow and sidewalk.

Street improvements proposed for East Nevada frontage of the property include, five-foot sidewalk, seven-foot parkrow (where on-street parking bay present, landscaping including street trees in five-foot landscape strip between sidewalk and property line). Eight on-street parking spaces are proposed, these are within a seven-foot wide parking bay. The curb and gutter will require relocation to accommodate the frontage improvements. Avenue standards call for the installation of bike lanes. An exception to this standard is requested.

In the area where the steep, rocky slope prevents additional street improvements on the north side of East Nevada Street, to the west of the new Camelot Drive and East Nevada Street intersection, an exception to street standards is requested to not extend sidewalks along the frontage of subject properties TL#1200 and #1100. This is due to the physically impenetrable rock, see the Geotechnical Report for additional information on the below grade soils and rock.

The new intersection of Camelot and East Nevada Street is proposed to have a protected crossing and enhance the intersection street amenities such as street light, benches and colored or scored concrete. Pedestrian facilities exist on Camelot to the south and along the south side of East Nevada Street. These sidewalks connect to existing and future pedestrian infrastructure that

*extends to the south and west into the Meadowbrook II Subdivision. The sidewalk along the south side of East Nevada Street leads to a city park.*

**Exception to Street Standards 18.4.6.020.B.1.**

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the standards section in 18.4.6.040 Street Design Standards if all of the following circumstances are found to exist.

*Exceptions to the Street Standards for compliance with the standards for an Avenue are requested. These include a request to not install parkrow and sidewalk along the frontage of the property. Exception request to not provide dedicated bicycle lanes along the frontage of the property, and a request to not install a multi-use pathway in lieu of public sidewalk.*

*Exception to driveway width from the North Mountain Street Standards which limit shared driveways to 12-feet. Request is for 18-foot curb cut with six-foot concrete wings.*

- 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.

**Applicant's Finding:**

*In the area where the steep, rocky slope prevents additional street improvements on the north side of East Nevada Street, to the west of the new Camelot Drive and East Nevada Street intersection, an exception to street standards is requested to not extend sidewalks along the frontage of subject properties TL#1200 and #1100. This is due to the physically impenetrable rock, see the Geotechnical Report for additional information on the below grade soils and rock.*

*This impenetrable rock forms the two levels of the subject property and creates a bluff between TL# 1100 and 1200. This area was explored as an area to install a meandering multi-use path way. Due to the steep topography and the minimum width and maximum grade for a walking path does not appear feasible to construct in a safe manner. The rocky bluff creates a barrier to not only sidewalk, parkrow, multi-use path way in the right-of-way or pathway within the development.*

*Due to the existing improvements for East Nevada Street on the adjacent properties to the south When the Meadowbrook Subdivision to the south was developed, East Nevada Street was partially installed. It is said that Bill's Backhoe, street installed broke many pieces of equipment trying to install the street, the rock dictated the north curblin of East Nevada Street.*

- b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.
- i. For transit facilities and related improvements, access, wait time, and ride experience.
  - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
  - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.

Applicant's Finding:

*The exception is to not install street improvements to city standards on East Nevada Street and the property is due to a unique physical characteristic of the property. In lieu of sidewalks and parkrow, an enhanced intersection is proposed for Camelot Drive and East Nevada Street to direct pedestrian traffic across East Nevada and then to the east and west through the Meadowbrook II Subdivision. Improvements to increase the feeling of safety, ability to safely cross the street and the comfort of the sidewalk connections.*

*The classification of East Nevada Street and the estimated vehicle trips for future build-out as an Avenue is a substantial increase in the existing vehicle trips per day. Including the new vehicle trips anticipated as part of the proposed development, the number of vehicle trips is substantially below anticipated Avenue vehicle trips. The current VTD during last review was less than 150. There are no bicycle trip per day counts. East Nevada Street is developed as a bikeway and will continue as a bikeway.*

*With the tabling of the Nevada Street bridge for the foreseeable future, it is anticipated that vehicle trips will not have a substantial negative impact on the existing shared vehicle and bicycle lane within East Nevada Street. If a pedestrian / bicycle bridge is provided, that may increase vehicle traffic on East Nevada Street, but would not increase vehicle trips.*

*The length of the property is limited and the amount of right-of-way that could be widened to provide for adequate travel lane width and the existing improvements south of the rock embankment, and a bike lane is literally at its maximum extent and cannot accommodate additional excavation of the rock.*

- c. The exception is the minimum necessary to alleviate the difficulty

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Applicant's Finding:

*The request for exception to the street standards is the minimum necessary to alleviate the difficulty in installing full street improvements for the frontage of the property. The majority of the standards are met. Excepting the bicycle lane exception request, sidewalks are provided throughout the development that connect to the existing neighborhood street pattern that is directly adjacent to the subject property. The proposed intersection treatments attempt to compensate for the proposed exceptions.*

*The exception to not provide bike lanes on East Nevada Street is the minimum necessary. The physical characteristics of the subject property and the improvements on the south side of East Nevada Street prevent further widening of East Nevada Street.*

d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

Applicant's Finding:

*The Purpose and Intent of the Street Standards section speaks to connectivity and design and to creating a public space in the community. The proposed street improvements within the subdivision and in particular, the proposed intersection treatments and proposed connection to the neighborhood furthers the intent of connectivity and design to create a public space. The proposed exceptions will not negatively impact the vehicular, bicycle and pedestrian experience within the proposed subdivision or onto adjacent properties. These factors all contribute to the unique aspect of East Nevada Street and demonstrate the demonstrable difficulty in installing street improvements.*

*The street standards section calls for exceptions to be allowed when physical conditions exist that preclude the development of the components of the street. These conditions include topography and rock outcroppings.*

**Camelot Extension:**

*Camelot Street is proposed to be extended onto the property. Camelot is a Neighborhood Access Street. Camelot Street has a varying width ROW. It ranges between 36-feet at the south intersection with East Nevada Street (10-feet will likely be required to be dedicated with the future development of 955 North Mountain Avenue), to 46-feet on the south side of 955 North Mountain Avenue. The proposed ROW is 48-feet. This provides for a 15-foot travel surface, eight-foot planting strips and five-foot sidewalks on each side. The west side of Camelot Street is proposed to have two, seven-foot-wide parking bays.*

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improvements on the extension of Camelot will generally match the existing improvements. enhanced intersection with street amenities such as street light, benches and scored concrete. Truncated domes and a widened, concrete, cross walk across East Nevada Street.

***N Mountain Avenue AKA Franklin Street:***

*Due to the existing street name conventions, remnant right-of-way, existing addresses and future development patterns, to the north of the 90-degree bend in East Nevada Street, the street is proposed as Franklin Street. Franklin Street presently has a 60-foot wide ROW. It is proposed to be constructed to city standards for a Neighborhood Street with a five-foot sidewalk, a seven-foot landscaped parkrow, seven-foot on-street parking bay and 15-foot travel surface (or ½ street improvements).*

***Alley:***

*A public alley is proposed parallel to the north boundary of the property. The alley intersects "Franklin Street", 111-feet north of the new street intersection. The alley extends 285-feet to the intersection of Camelot. The alley extends an additional 170-feet to the Fire Truck turnaround.*

*The accesses for the three detached, single family type of residences extends directly from the terminus of the alley. The homes are on the bluff and do not have access to East Nevada Street due to the topographical constraints on the site.*

*The alley is proposed to have a 22-foot right-of-way. The parking for the attached and semi-attached units within the development are accessed from the alley. The proposed alley is similar to the layout pattern provided within the Neighborhood Module Concept plans from the recently adopted Normal Neighborhood District.*

*The proposed alley is consistent with the Comprehensive Plan: Alley (10.05.05). The alley eliminates the need for front yard driveways directly to the property from East Nevada Street and "Franklin Street" and provides the opportunity for a more positive front yard streetscape. The alley at the rear of the properties allows Nevada Street to be located adjacent to the front of properties to be designed using a narrow width with limited on-street parking. According to the Comprehensive Plan, alleys are appropriate in all residential areas.*

**Tree Removal Permit – 18.5.7**

a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.

**Applicant's Finding:**

Findings of Fact  
November 1, 2017  
Katherine Mae Subdivision

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*There are 27 trees on the subject and adjacent properties. Of those, there are ten trees proposed for removal. These include, a 16-inch DBH Ponderosa Pine, a 16-inch DBH Cedar tree, a 9-inch DBH Pine, a 30-inch DBH Ash tree, four Oak trees, two with 7-inch DBH, and two 8-inches DBH. Also proposed for removal are two Walnut trees, one is 10-inches DBH and the other is 6-inches.*

*The trees proposed for removal are the minimum necessary to permit the two-acre parcel to be developed to the City Standards for a 20 – 23-unit development within the North Mountain Neighborhood.*

*The tree locations are in places where streets, driveways, building envelopes are proposed to be located. There are significant topographical constraints restrict the areas of development.*

*The trees impacted on the upper level of the proposed development are the Cedar tree, the Ponderosa pine trees and an Ash tree. Connectivity standards require intersections to be aligned at right angles, the existing intersection of Camelot Street that is to the south of the subject property dictated the location of Camelot Street onto the subject property. Camelot Street is a Neighborhood Street and the proposed right-of-way is the minimum for right-of-way for Neighborhood Street. The steep slopes along the East Nevada Street frontage prevent utilizing Patton Lane intersection as an access to the subject property. Maximum block length standards determine how long the streets / alleys can be, this lead to the layout shown. With the steep bluff along the west side of the upper area of the property, that extends more than 200-feet to the west of the proposed Camelot Street intersection, a turnaround is necessary since a street cannot be connected downhill to the west. The required dimensional standards for the Fire Truck turnaround dictated the location of the alley and driveway access to the residences to the west of Camelot Street.*

*The North Mountain Neighborhood overlay has specific setback standards for front yard and garage façade setback from front façade of residence that determine where the building footprints for the proposed lots are located.*

*The majority of the trees to be removed are concentrated on the lower level of the property on TL#1100. The trees are crowded together and are located where the driveway will need to be located to access the duplex unit proposed within the subdivision and to retain the connection to the public right-of-way for the area of the property that is outside of the City limits and beyond the Urban Growth Boundary. The driveway is required to be located on the east property line of the subject property on this side of the property in order to meet minimum separation requirements for driveway spacing. The property to the west has a driveway access to their property. The development of the subject property requires the proposed development shift the driveway to the east property line to comply with the separation standards.*

b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

Applicant's Finding:

*The removal of the trees will not have a significant negative impact on erosion or soil stability because the redevelopment of the site places structures, roadways, driveways, or improved yard areas where the trees were located. There are no surface waters on the site. The removed trees are not part of windbreaks and are not protecting adjacent trees.*

c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.

Applicant's Finding:

*The removal of the majority of the trees, specifically the deciduous trees, will not have a significant negative impact on the tree densities, sizes canopies and species diversity within 200-feet of the subject property.*

*An exception to this criterion is sought with respect to the Ponderosa pines and the cedar tree. Development alternatives were considered but based on the physical development constraints, the minimum density standards, required access locations and connectivity standards, required dimensional standards for the civil improvements, etc. discussed in a. above require the removal of the large stature conifer trees.*

d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.

Applicant's Finding:

*The applicant finds that the proposed layout was based on the numerous regulations and standards that are required to achieve development consistent with not only the proposed North Mountain Avenue Zone overlay, but also the street standards, and the Site Development standards. The types of trees that require removal, specifically the Cedar and the Ponderosa Pines, require substantial tree protection zones in ideal growing conditions. The subject property has shallow soil depths which means the tree root structures are less deep and spread wider below the surface of the soil putting more street onto the root zones of these larger stature trees. The proposal is within the density standards for the North Mountain Zone Overlay.*

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e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

Applicant's Finding:

*See below*

**18.5.7.050 Mitigation Required**

A. Replanting On-Site. The applicant shall plant either a minimum 1 ½-inch caliper healthy and well-branched deciduous tree or a five to six-foot tall evergreen tree for each tree removed. The replanted tree shall be of a species that will eventually equal or exceed the removed tree in size if appropriate for the new location. Larger trees may be required where the mitigation is intended, in part, to replace a visual screen between land uses. Suitable species means the tree's growth habits and environmental requirements are conducive to the site, given existing topography, soils, other vegetation, exposure to wind and sun, nearby structures, overhead wires, etc. The tree shall be planted and maintained per the specifications of the Recommended Street Tree Guide.

Applicant's Finding:

*Though conceptual in nature, it is demonstrated on the Conceptual Landscape plan that numerous trees that are more than 1 ½ inch caliper deciduous trees are proposed within the development.*

B. Replanting Off-Site. If in the City's determination there is insufficient available space on the subject property, the replanting required in section 18.5.7.050.A, above, shall occur on other property in the applicant's ownership or control within the City, in an open space tract that is part of the same subdivision, or in a City owned or dedicated open space or park. Such mitigation planting is subject to the approval of the authorized property owners. If planting on City owned or dedicated property, the City may specify the species and size of the tree. Nothing in this section shall be construed as an obligation of the City to allow trees to be planted on City owned or dedicated property.

Applicant's Finding:

*To provide a buffer from I-5, the three conifer trees proposed for removal will be mitigated for on property owned by Dr. David Young that is to the north of the subject property. Evidence of planting will be provided to the City.*

C. Payment In-Lieu of Planting. If in the City's determination no feasible alternative exists to plant the required mitigation, the applicant shall pay into the tree account an amount as established by resolution of the City Council.

Applicant's Finding:

*N/A*

D. Mitigation Plan. An approved mitigation plan shall be fully implemented within one year of a tree being removed unless otherwise set forth in a tree removal application and approved in the tree removal permits.

Applicant's Finding:

*The mitigation plan is subject to the same phasing as the remainder of the development. The proposal is for the approval of the zone change, comprehensive plan amendment, and Performance Standards Subdivision layout approval. The street trees and trees within the open spaces will be mitigated for the majority of the removed trees.*

*The Site Reviews for the structures will be applied for at a later date, landscape and irrigation plans are triggered with Site Reviews, it is following the construction of the individual dwellings that the landscape plan and mitigation plan will be implemented.*

*Respectfully submitted,  
Amy Gunter*

Attachments:

- 1) Traffic Impact and TPR Findings: Kelly Sandow, P.E., Sandow Engineering
- 2) Memorandum of Understanding: Denise James, Executive Director, Rogue Valley Habitat for Humanity
- 3) Geotechnical Report: Eric "Rick" Swanson, P.E., Marquess and Associates
- 4) Topographical Survey Map: Hoffbuhr and Associates
- 5) Preliminary Subdivision Map: L.1
- 6) Tree Removal / Tree Protection and Preservation Plan: L.2
- 7) Preliminary Grading Plan: L.3
- 8) Preliminary Landscape and Irrigation Plans: L.4 and L.5
- 9) Open space Graphic: OS
- 10) Preliminary Civil Engineering Plans: C1 through C3
- 11) Conceptual Elevations
- 12) City of Ashland Electric Distribution Map

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October 2, 2017

Karl Johnson, E.I.T., Associate Engineer  
 City of Ashland, Public Works/Engineering  
 20 East Main St  
 Ashland, Oregon 97520

RE: Nevada Street - TIA and TPR Applicability

Sadow Engineering has prepared a trip generation analysis for the proposed zone change and development proposal of Tax Lots 1100, 1200, and 1300 of Assessors Map 39-1E-04A on Nevada Street in Ashland, Oregon. The property is currently zoned RR-05-P, the applicant is proposing a zone change and comprehensive plan amendment to rezone the property to NM-MF to support a 23-unit housing development.

As the property is requesting a zone change and comprehensive plan amendment a Transportation Planning Rule (TPR) Analysis is required. The TPR analysis addresses impacts to the system based on a reasonable worst-case development potential of the proposed zoning. The impacts are to be evaluated over the City of Ashland’s Transportation System Plan 20-year planning horizon.

Additionally, the trip generation of the proposed development is analyzed to demonstrate the applicability of a Transportation Impact Analysis (TIA) for the site.

## TRANSPORTATION PLANNING RULE ANALYSIS

### TRIP GENERATION

The trip generation for the site was estimated using information contained within the Institute of Transportation Engineers (ITE) Trip Generation Manual 9<sup>th</sup> Edition. The existing and proposed worst-case development scenarios are estimated using uses allowed within the Ashland Code and data provided in the Trip Generation Manual for Single Family Detached Housing (LUC 210) and Apartments (LUC 220). Table 1 illustrates the estimated trip generation for the existing and proposed worst-case zoning scenarios.

TABLE 1: TPR TRIP GENERATION ESTIMATE

ITE Land Use	Size	Units	PM Peak Hour Trip Generation			
			Rate	Trips	Trips In	Trips Out
<b>Existing RR-0.5-P Zoning</b>						
210 – Single Family Detached Housing	5	DU	1	5	3	2
<b>Proposed NM-MF Zoning</b>						
220 – Apartments	33	DU	0.62	20	13	7

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From: Kelly Sandow PE Sandow Engineering  
RE: Nevada Street - TIA and TPR Applicability  
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As illustrated in Table 1, the existing zoning generates 5 trips during the PM peak hour and the proposed zoning will generate 20 trips during the PM peak hour. The proposed zoning is estimated to generate 15 additional trips during the PM peak.

Access to the site is proposed via three driveways. Two driveways will take access from Nevada Street and one driveway will take access from a new street extension from the existing north/south portion of Nevada Street. Approximately half of the trips from the development, 8 trips, will head to/from the east/south on Nevada Street to the intersection of Nevada Street and Mountain Street. The other half of trips from the development, 7 trips, will head to/from the south on Camelot Street the east on Fair Oaks Avenue to the intersection of Fair Oaks Avenue and Mountains Street. No more than 8 trips are estimated to be added to any intersection as a result of the zone change. The increase in traffic due to the zone change will have an insignificant impact to the transportation system and does not warrant intersectional analysis as per the City of Ashland's analysis standards.

Goal 12, TPR (OAR 660-12-0060 (1)) requires that a local government ensures that an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) does not significantly affect an existing or planned transportation facility. A plan or land use amendment significantly affects a transportation facility if it would:

“(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

**The traffic from the proposed plan amendment/zone change and use will not change the functional classification of any existing or planned transportation facilities.**

(b) Change standards implementing a functional classification system; or

**The traffic from the proposed plan amendment/zone change will not change the standard implementing a functional classification system.**

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

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**The traffic from the proposed plan amendment/zone change and use will not result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility.**

- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

**The traffic from the proposed plan amendment/zone change and use will not degrade the performance of any existing or planned transportation facility to below mobility standards.**

- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.” OAR 660-12-0060(1)

**This criterion is not applicable as none of the studied intersections have been identified to not meet the mobility standards.**

## TRANSPORTATION IMPACT ANALYSIS

### TRIP GENERATION

The trip generation for the development was estimated using information contained within the Institute of Transportation Engineers (ITE) Trip Generation Manual 9<sup>th</sup> Edition. The site trips are estimated using the data provided for Apartments (LUC 220). The site generated development trips for the AM and PM peak hours are illustrated in Table 2.

TABLE 2: TIA TRIP GENERATION ESTIMATE

ITE Land Use	Size	Units	Trip Generation	
			Rate	Trips
<b>AM Peak Hour</b>				
220 – Apartments	23	DU	0.51	12
<b>PM Peak Hour</b>				
220 – Apartments	23	DU	0.62	14

As demonstrated in Table 2, the proposed development is anticipated to generate 12 trips during the AM Peak Hour and 14 trips during the PM Peak Hour.

### TIA APPLICABILITY

Ashland Code Requires a Traffic Impact Analysis when one of the following occurs:

- 1) Addition of 50 newly generated vehicle trips during the adjacent street peak hour

The proposed is anticipated to generate 12 vehicles trips in the PM peak hour and 14 vehicle

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From: Kelly Sandow PE Sandow Engineering  
RE: Nevada Street - TIA and TPR Applicability  
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trips in the AM peak hour. This criteria is not met for warranting a TIA.

- 2) *Installation of any traffic control device and/or construction of any geometric improvements that will affect the progression or operation of traffic traveling on, entering, or exiting the highway*

The applicant is not installing any traffic control devices or constructing any geometric improvements within the ROW. This criteria is not met for warranting a TIA.

- 3) *Addition of 20 newly generated heavy vehicle trips during the day.*

The proposal is for a residential housing development. There are a limited number of delivery trucks per day for these uses. The development is not expected to not generate more than 20 additional heavy vehicle trips during the day. This criteria is not met for warranting a TIA.

#### FINDINGS

As demonstrated, the proposed development of 23 housing units is anticipated to generate 14 vehicle trips during the PM peak hour. The increase in traffic does not meet the City of Ashland thresholds for triggering a Traffic Impact analysis.

The proposed NM-MF zoning is expected to generate 15 additional trips during the PM peak hour over the estimated 5 trips generated by the existing RR-0.5-P zoning. It was determined that the increase in traffic generated by the proposed NM-MF zoning would not significantly affect any existing or planned transportation facility.

Please feel free to contact me if you have any questions or if you need any additional information.

Sincerely,

Kelly Sandow PE



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YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957

P 541-772-7115 F 541-779-4079 1120 EAST JACKSON PO BOX 490 MEDFORD, OR 97501  
EMAIL: info@marquess.com WEB: www.marquess.com

April 28, 2017

David Young  
348 South Modoc Avenue  
Medford, Oregon 97504

**RE: GEOTECHNICAL INVESTIGATION REPORT  
475 EAST NEVADA STREET  
ASHLAND, OREGON  
MAI JOB NO. 17-1053**

Dear Dr. Young:

We are pleased to present our geotechnical investigation report for the proposed development at 475 East Nevada Street in Ashland, Oregon. The purpose of this investigation was to determine the prevailing subsurface conditions at the site and develop earthwork and foundation engineering recommendations for the project design. The proposed development is shown on Drawing 1, Development Plan.

The proposed development includes three single family residences, two two-story duplexes, and thirteen two-story townhouses in three to six unit clusters. The development also includes pavements for parking purposes and fire truck access. The structures are expected to be of wood-frame construction with slab-on-grade ground floors. Final grades for the structures and pavements are presently unknown.

#### Scope

As presented in our proposal dated February 6, 2017, the scope of service for this investigation was to include:

1. Review of available geotechnical information for the site area and a field reconnaissance of the sandstone cutslope between the property and Nevada Street.
2. Subsurface exploration consisting of five exploratory test pits.
3. Laboratory testing of soil samples obtained from the exploration.
4. Soil and foundation engineering analyses using the field and laboratory data and preparation of a geotechnical investigation report. The report would present findings and recommendations for:

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- a) Site geology, subsurface conditions, and seismic design parameters per code.
- b) Site preparation and grading for the project.
- c) Structure foundation type, minimum dimensions, depths, and allowable bearing values.
- d) Estimated foundation settlements.
- e) Support of concrete slabs-on-grade.
- f) Backfilling and compaction of utility trenches.
- g) Surface and subsurface drainage.
- h) Lateral earth pressures for retaining walls, as appropriate.
- i) Flexible pavement sections for pavements.
- j) Any other unusual design or construction condition encountered in the investigation.

This report has been prepared for the specific use of Dr. David Young and his designers in accordance with generally accepted soil and foundation engineering principles and practices. No other warranty, either expressed or implied, is made. In the event that any substantial changes in the nature, design, or locations of the structures are planned, the conclusions and recommendations of this report shall not be considered valid unless such changes are reviewed and the conclusions of this report modified or verified in writing.

It should be recognized that changes in the site conditions may occur with the passage of time due to environmental processes or man-made changes. Furthermore, building code or state of the practice changes may require modifications in the recommendations presented herein. Accordingly, the recommendations of this report should not be relied on beyond a period of three years without being reviewed by a geotechnical engineer.

#### Method of Investigation

Five exploratory test pits were excavated with a conventional rubber-tire backhoe with 24-inch soil bucket on March 22, 2017, at the locations shown on Drawing 2, Site Plan. The pits were located by interpolation from the features shown on the drawings provided to us. The logs of the test pits are presented on Drawing 5. A key describing the soil classification system and soil consistency terms used in this report is presented on Drawing 4.

Samples of the soil materials from the pits were returned to our laboratory for classification and testing. The results of moisture content, Atterberg Limits, percent finer than No. 200 sieve, and free swell tests are shown on the logs. A description of the tests is presented on Laboratory Testing Procedures, Drawing 3.

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## Site Conditions

### A. Surface

The parcel is located on the north side of East Nevada Street at the intersection with Mountain Avenue. The parcel is roughly 140' deep with a frontage of about 700'. The site is vacant and undeveloped except for an existing single family residence in the westerly portion of the property.

The topography at the site generally slopes gently downward to the southwest except where the existing residence lies. The existing residence is atop a knoll that is slightly elevated above the easterly portions of the site. The ground surface south and west of the knoll slopes steeply downward to the west and south (these steep areas are not being considered for development).

### B. East Nevada Street Roadcut

There is a steep, 20' high plus/minus cutslope between the parcel and East Nevada Street across from the intersection with Camelot Drive. The cutslope exposes firm to hard sandstone that appears to strike roughly east-west and dip 30 degrees or so into the slope. Shale interbeds about 4" to 8" thick lie within the sandstone and are spaced 1' to more than 5' apart. The shale is soft and the shale interbeds form the dominant weak zones in the cutslope. Rock jointing varies from parallel to the cutslope orientation to perpendicular to the cutslope and near-vertical. The jointing varies from closely spaced (6" to 12" apart), tight, and discontinuous, to 2' to 4' apart and pervasive. Most of the rock joints appear to be tight and unweathered. The rock strength, based on blows with a rock hammer, varies from soft to firm to hard; however, the sandstone in the westerly portion of the cutslope rings hard when struck.

### C. Subsurface

The test pits (Test Pits 1-4) in the easterly half of the parcel encountered clayey/sandy soil overlying sandstone. Test Pit 5, which was located on the knoll, encountered clayey/sandy over clayey gravel over sandstone.

Clayey/Sandy Soil. Clayey/sandy soils were encountered at the ground surface in every test pit and the soils extended to depths of 1.3' to 2.7' deep below the existing ground surface. These soils were loose or medium stiff and moist to very moist. Based on our lab testing, these soils have a moderate expansion potential.

Clayey Gravel (in Test Pit 5). Medium dense clayey gravel with varying cobble and boulder content was encountered beneath the clayey/sandy surficial soils to a depth of 5' below existing grade.

Sandstone. Firm to hard sandstone was encountered in every test pit at varying depths. The most shallow sandstone was observed at 1.3' deep below existing grade in Pit 2. The deepest sandstone was encountered in Pit 5 at a depth of 5' deep below existing grade. The sandstone

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was firm to hard in excavation characteristics. Every test pit was excavated to refusal in the underlying sandstone, and these refusal depths varied from 3.4' to 5.2' deep below existing grades.

The attached logs and related information depict subsurface conditions only at the specific locations shown on Drawing 2 and on the date excavated. Soil conditions at other locations may differ from conditions occurring at these locations. Also, the passage of time may result in a change of soil conditions at these locations due to environmental changes.

**D. Groundwater**

Free groundwater was encountered in all test pits, except Pit 5, at depths of 1.7' to 4' deep below existing surface grade during excavation. Free groundwater was not observed in Pit 5. Fluctuations in the groundwater level at the site may occur, however, because of variations in rainfall, temperature, runoff, irrigation, and other factors not evident at the time our observations were made and reported herein.

**Geology and Seismicity**

**A. Geology**

The property lies within the Rogue Valley which is bounded by the Western Cascades physiographic province on the north and east and the Klamath Mountains province to the west and south. The geological map of the area (Beaulieu and Hughes, 1977, Land Use Geology of Central Jackson County, Oregon: State of Oregon DOGAMI Bulletin 94) indicates the site is underlain by Eocene sedimentary rock.

**B. Seismicity**

Southern Oregon is in an area of moderate to potentially high seismic activity. As with the entire Oregon coastal belt, the site is in a region that is dominated seismically by the Cascadia Subduction Zone. The subduction zone is formed by the sinking of the offshore Juan de Fuca Plate beneath the onshore North American Plate. Earthquakes are generated within the subducting Juan de Fuca Plate (intraslab), at the frictional contact between the two plates (interface), and within the upper North American Plate (crustal). From a historical perspective, recorded seismicity in the region has been relatively low in comparison to Northern Oregon and Northern California.

The Cascadia Subduction Zone (CSZ) is capable of great earthquakes with Moment Magnitudes ( $M_w$ ) of 8.5 plus and lies about 110 miles to the west. The potential ground shaking from the CSZ would likely be of greater severity and duration than earthquakes generated from intraslab and crustal faults.

Intraslab earthquakes of  $M_w$  7.0 plus are capable on the seismogenic part of the subducting plate in the CSZ. These earthquakes typically occur at depths of 40 to 60 km.

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Crustal earthquakes of up to  $M_w$  6.5 can occur at relatively shallow depths of 25 km or less. Crustal faults typically produce most of the earthquakes in the region. Historically, crustal earthquakes have not exceeded  $M_w$  6.0 and are usually less than  $M_w$  4.5.

All the above types of earthquakes are considered potential "design earthquakes" by the building code.

### C. Faulting

The nearest mapped (Beaulieu and Hughes, 1977) fault lies about two miles southeast of the site. This fault, and all others in the Rogue Valley, offset pre-Quaternary geologic formations and are not considered active or potentially active. The nearest known active fault (fault displaying movement within the last 10,000 years) system is the Sky Lakes Fault Zone that lies about 35 miles east of the site.

A few miles east of the Sky Lakes Fault Zone lies the active Klamath Graben faults. The Klamath Falls earthquakes of 1993 ( $M_w$  5.9,  $M_w$  6.0, and several small aftershocks) occurred on the Klamath Graben faults.

## Geologic and Seismic Hazards Evaluation

### A. Design Earthquake

The design earthquake for the project area is based on methodologies in the Code and was determined from on-line U.S.G.S. seismic design maps (2012 IBC). The site has a Maximum Credible Earthquake (MCE) spectral response acceleration at 0.2 seconds for Site Class C of  $S_s=0.618g$ . The site also has an MCE spectral response acceleration at 1.0 second for Site Class C of  $S_1=0.317g$ . The MCE peak ground acceleration from the on-line seismic design maps (ASCE 7-10 Standard) is about 0.28g.

Based on the subsurface information and the provisions in the Code, we believe that a Site Class C designation may be assumed for this site.

### B. Fault Offset

Based on our review of existing geologic information, we conclude that there are no known active or potentially active faults in the vicinity of the project site. Therefore, the hazard resulting from surface rupture or fault offset is considered low.

### C. Shaking

Ground amplification effects at the site are expected to be properly accounted for using the Code seismic design methodology.

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Moderate to strong ground shaking could occur at the site as a result of an earthquake in the region. The proposed improvements should be designed and constructed in accordance with current standards of earthquake-resistant construction.

Ground shaking during an earthquake could cause objects within the buildings which are not rigidly attached to the structures to undergo some movements with respect to the structures. The buildings should, therefore, include design measures that minimize such potential movements and also minimize the adverse effects of such movements where they cannot be prevented.

#### **D. Soil Liquefaction**

Liquefaction is a phenomenon in which saturated cohesionless soils lose strength during strong shaking and experience horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained, clay-free sands that lie within 50 feet of the ground surface.

The earth materials encountered in the test pits include clayey/sandy soils and sandstone bedrock. These materials are considered to be resistant to liquefaction.

### **Conclusions and Recommendations**

From a soil and foundation engineering standpoint, it is our opinion that the development can be constructed as proposed provided the recommendations contained in this report are incorporated into the design and construction of the project.

Subsurface Conditions. Most of the site is generally covered by a layer of weak and moderately expansive clayey/sandy soil followed by sandstone bedrock at relatively shallow depth. Groundwater was also encountered at relatively shallow depths, presumably because of the shallow sandstone bedrock.

Discussion-Earthwork. The surficial soils east of the knoll are very weak at present (spring) due to soil wetness and the very shallow groundwater table. We also believe these soils will be weak even in warm and dry weather due to the poor site drainage (very shallow groundwater table) and because the clay content in these soils is elevated enough to make the soil moderately expansive. Because these surficial soils pose a long-term stability issue for the proposed development, we recommend removing the surficial soils from beneath structures and replacing with structural fill, as necessary, to support structures.

The knoll is underlain by more stable and drier soils that are better suited to the proposed development.

Foundations. Building footings and slabs should either bear on a supporting layer of structural fill (that bears on stable soil or bedrock) or directly on bedrock. All weak soil should be removed from beneath footings and slabs.

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Groundwater. Groundwater will likely be encountered at shallow depths and the quantity or inflow will likely be dependent on seasonal conditions. Where groundwater is encountered during construction, it will probably be light and can be dewatered with sump pumps.

Hard Rock Excavation. Excavations into the sandstone bedrock will be possible with conventional excavating equipment for 1' deep penetrations into sandstone (and locally deeper, based on our variable penetration depths into the sandstone with our rubber-tire backhoe). However, it is likely that deeper excavations, particularly trench-type excavations, will require hard rock excavating equipment such as a hoe-ram.

East Nevada Street Cutslope. In our opinion, perhaps most of the exposed rock (possibly 60% of the exposed face) is diggable with conventional excavation equipment defined herein as a 50,000 pound trackhoe with 24" bucket with tiger teeth. Hard rock excavation equipment, such as a hoe-ram, will be required for a large portion of the exposed face. In addition, the sandstone is expected to become harder and more difficult to loosen or excavate with increasing penetration and depth into the slope, i.e. the "diggable" sandstone may become hard sandstone after penetrating 2' to 4' into the cutslope. Some of the rock is also expected to break out into very large boulder-sized blocks that will need to be reduced in size to enable placement into a hauler truck.

The recommendations presented in the remainder of the report are contingent on our review of the grading and building plans and observation of the earthwork, foundation, and drainage installation phases of construction.

### Recommendations

#### A. Earthwork

1. The site should be stripped of surface organics and organic-laden topsoils. In conjunction with the stripping work, obstructions such as buildings, foundations, utilities to be abandoned, trees, and root balls, should also be removed. Holes resulting from the removal of underground obstructions should be backfilled with a suitable material and compacted to the requirements for fill given below. The clearing of holes and the backfilling operations should be performed under our observation.
2. Site Excavations-Buildings. All existing weak soils should be removed from beneath buildings and these removals should extend at least 2' beyond the building perimeters. We anticipate the depths of the weak soils east of the knoll will vary from 1.3' to 2.7' deep below existing grades. The depths of the weak soils on the knoll are expected to vary from 1' to 2' deep below existing grades.

We should be called out during the excavation phase for all structures to evaluate the exposed subgrade soils prior to placement of structural fill or concrete formwork.

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Site Excavations-Paving. There are no minimum requirements for the removal of weak soil beneath pavements. The existing ground should be excavated to the required subgrade depths and evaluated by observation and proofrolling methods. If the ground is weak, or spongy due to wetness, or will not support grading equipment, or will not allow the adequate compaction of structural fills or pavement baserock, some removal and replacement will probably be necessary.

The existing surface soils across most of the site are presently weak, and are expected to still be weak in warm dry weather. If the subgrades are soft at the time of grading, and cannot be adequately strengthened by compaction, some additional over-excavation of subgrades and backfilling will be required and the extent of this extra work will need to be determined at the time of construction. The earthwork should be performed during the warm dry months of the year to facilitate construction and minimize change orders.

3. Subgrade Preparation. After the site excavations are completed, the exposed subgrade soils should be evaluated by our field representative for the presence of deleterious or weak soil. The subgrade soils in pavement areas will likely require recompaction prior to placing fill; however, recompaction of the subgrades may be waived by our soils engineer if the subgrade materials are firm and undisturbed by the excavation operations.

Where required, the recompaction should consist of moisture conditioning the soils to approximately three percent above optimum and compacting them to at least 95 percent relative compaction as determined by ASTM Test Method D698. Compaction should be performed using heavy equipment such as a self-propelled vibratory compactor. All subgrades should be evaluated by our field representative for stability and strength by proofrolling methods prior to placing fill.

4. Fill. Structural fill material, such as imported, high quality ¾"-0 and 4"-0 crushed aggregate that is suitable for use on City streets, should be used beneath building footings, building slabs, and exterior slabs. Building slabs should be underlain by a 4" thick layer of capillary rock that is underlain by at least 8" of structural fill with the composite layer of capillary rock and structural fill being at least 1' in thickness.

Exterior slabs such as private sidewalk slabs should be directly underlain by at least 12" of structural fill.

5. All fill materials should be compacted to at least 95 percent relative compaction as determined by ASTM Test Method D698. Fill materials should be moisture-conditioned and spread in lifts not exceeding eight inches in uncompacted thickness. Compaction should be performed with a smooth drum vibratory roller capable of producing at least 24,000 pounds of dynamic force.

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The compaction of the fill, thickness of lifts, and control of the moisture content should be monitored and tested by our field representative. Compaction should be evaluated by use of nuclear gauge field density testing and by proofrolling with loaded 10 cy gravel trucks.

6. Utility trenches should be backfilled with compacted fill placed in lifts not exceeding eight inches in uncompacted thickness, except thicker lifts may be used with the approval of the soil engineer provided satisfactory compaction is achieved. The upper three feet of trench backfill should be compacted to at least 95 percent relative compaction (ASTM D698). Jetting of backfill to obtain compaction should not be permitted.
7. Soil Engineer Construction Monitoring. Grading and earthwork should be monitored and tested by our representative for conformance with the project plans/specifications and our recommendations. This work includes site preparation, site excavations, selection of satisfactory fill materials, and placement and compaction of the subgrades and fills. Sufficient notification prior to commencement of earthwork is essential to make certain that the work will be properly observed.

**B. Foundations**

1. The proposed structures may be supported on spread footings bearing directly on bedrock. The building footings may also bear directly on the medium dense clayey gravel, as encountered in Test Pit 5 on the knoll. The building footings may also bear on structural fill that is underlain by bedrock or medium dense clayey gravel. All existing weak soil should be removed from beneath building footings and the removals should extend at least 2' beyond all sides of the footings.

Our field representative should evaluate the subgrade materials prior to filling and should monitor the placement and compaction of the fill.

2. Footings should bear at least twelve inches below lowest adjacent finished grade. Footings located adjacent to utility trenches should have their bearing surfaces below an imaginary 1.5:1 (horizontal to vertical) plane projected upward from the edge of the bottom of the trench.
3. Footings can be designed for an allowable bearing pressure of 2000 psf for dead plus live loads and this bearing pressure may be increased by one-third for short-term loading conditions. All footings should be provided with sufficient reinforcement to provide structural continuity.
4. Lateral loads can be resisted by friction between the foundation bottoms and the supporting subgrade. A friction coefficient of 0.3 can be used. In addition, a passive pressure equal to an equivalent fluid pressure of 250 pcf can be taken against the sides of footings poured neat or against compacted fill.

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5. Foundation settlements and heave are expected to be within tolerable limits for the proposed construction. Total differential movements of the foundations are expected to be less than about 3/4 inch.

**C. Slabs-On-Grade**

1. Building slabs should be supported on at least 12" of structural fill. All existing weak soil should be removed from beneath building slabs.
2. Where moisture protection is required beneath the building slabs, the slabs should be underlain by at least four inches of free-draining 3/4" crushed rock (no fines, no round rock) to act as a capillary break.

If additional protection against moisture vapor is desired, a vapor barrier may also be incorporated into the design. The vapor barrier may be covered with two inches of sand that is lightly moistened just prior to pouring the slab. Factors such as cost, vehicle loadings, special considerations for construction, and the floor coverings, indicate that decisions on the use of vapor barriers, sand, and capillary rock should be made by the architect and owner. The free-draining crushed rock layer can be used as the upper four inches of the required 12" of structural fill beneath building slabs.

3. The slabs should be reinforced in accordance with the anticipated use and loading, but as a minimum, slabs should be reinforced with at least No. 4 rebars on 16-inch centers, both ways.
4. Exterior slabs for sidewalks and patio slabs (i.e. slabs not subject to wheel loads) should be underlain by at least 12" of structural fill. The subgrade soils beneath exterior slabs should be compacted well enough to enable placement of well-compacted structural fill beneath slabs. Please contact us with regards to subgrade preparation for exterior slabs subject to wheel traffic.

**D. Pavements**

1. Based on our previous experience with similar soil conditions in the area, the following pavement sections are recommended:

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**Recommended Pavement Sections**

Traffic Condition	Asphalt Concrete (inches)	3/4"-0 Crushed Rock (inches)	4"-0 Crushed Rock (inches)
Auto Parking	2.0	4.0	12.0
Heavy Vehicle Lanes	3.0	6.0	12.0

2. The 3/4"-0 crushed rock should meet Section 02630, latest ODOT/APWA Standard Specifications. The crushed rock should be placed in a manner to prevent segregation and should be uniformly moisture-conditioned and compacted to at least 95 percent relative compaction (ASTM D698, Method A) to provide a smooth, unyielding surface.
3. The 4"-0 crushed rock should be high quality processed 4"-0 crushed rock that is approved for use on City streets. The crushed rock must be dense after compaction and non-deflecting under proofrolling with a fully loaded ten-yard gravel truck.

The 4"-0 crushed rock should be underlain by a 5 oz/yd minimum (or equal), non-woven, permeable stabilization fabric.

4. The upper twelve inches of soil subgrade beneath the 4"-0 crushed rock should be unyielding under the wheels of a fully loaded 10 cu. yd. dump truck and compacted to at least 95 percent relative compaction (ASTM D698). All fill placed beneath the pavement section should be compacted to at least 95 percent relative compaction (ASTM D698). Grading for pavements should be performed during the dry and warm months of the year.

**E. Retaining Walls**

1. Walls should be supported on footing foundations designed in accordance with our previous recommendations. Unrestrained walls with gentle (sloped less than 25 percent) backslopes should be designed to resist an equivalent fluid pressure of 45 pcf. Restrained walls with similar backslopes should be designed to resist an equivalent fluid pressure of 60 pcf.
2. The preceding pressures assume that sufficient drainage is provided behind the walls to prevent the build-up of hydrostatic pressures from surface or subsurface water infiltration. Adequate drainage may be provided by means of 3/4 inch drain rock material enclosed in a filter fabric and a four inch diameter rigid perforated pipe

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placed at the base of the wall. The pipe should be tied into closed pipes that discharge into suitable drainage facilities.

3. Backfill placed behind retaining walls should be non-expansive and compacted to at least 95 percent relative compaction using light compaction equipment. All interior walls should be thoroughly waterproofed.

**F. Site Drainage**

1. Positive surface gradients of at least five percent on porous surfaces and two percent on paved surfaces should be maintained away from the buildings so that surface water does not collect in the vicinity of the foundations. Water from roof downspouts should be collected into closed pipes that discharge the water into approved drainage facilities.
2. A foundation drain should be placed adjacent to the perimeter building footings to help control moisture beneath the buildings.
3. Consideration should be given to constructing a drainage cutoff ditch or trench drain along the north property line to minimize groundwater movement onto the site.

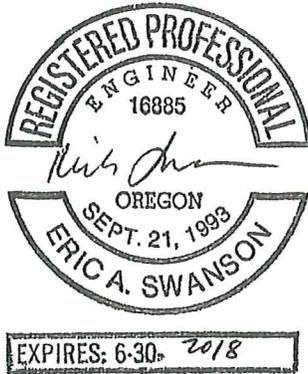
**G. Plan Review and Construction Observation**

1. We recommend that we review the foundation, grading, and drainage plans and specifications for the project. We should also be retained to provide soil engineering monitoring and testing services during the excavation, foundation, and drainage installation phases of the project. This will provide us the opportunity for correlation of the soil conditions found in our investigation with those actually encountered in the field, and thus permit any necessary modifications in our recommendations resulting from changes in anticipated conditions.

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David Young  
April 28, 2017  
Page 13 of 13

Please contact this office if you have any questions regarding this report.



Very truly yours,

MARQUESS & ASSOCIATES, INC.

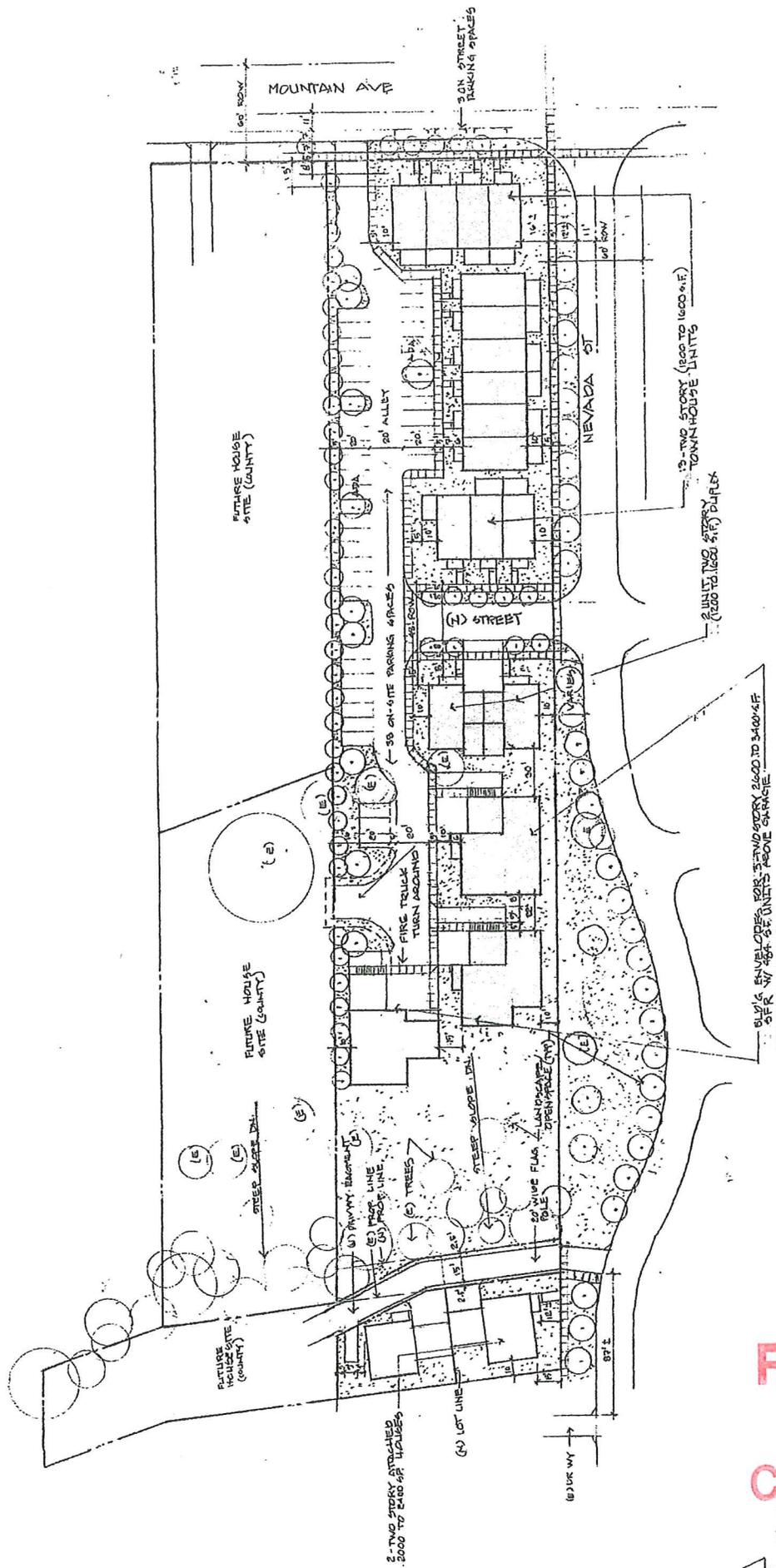
Rick Swanson, P.E.  
Civil Engineer 16885

RS/ler  
Copies:

Addressee (2), also by email  
Amy Gunter, by email

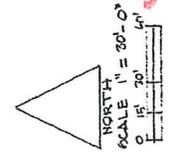
Attachments: Development Plan, Drawing 1  
Site Plan, Drawing 2  
Laboratory Testing Procedures, Drawing 3  
Key to Boring and Pit Logs, Drawing 4  
Logs of Pits 1-5, Drawing 5

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Development Plan  
 Drawing 1  
 MAM Job No. 17-1053

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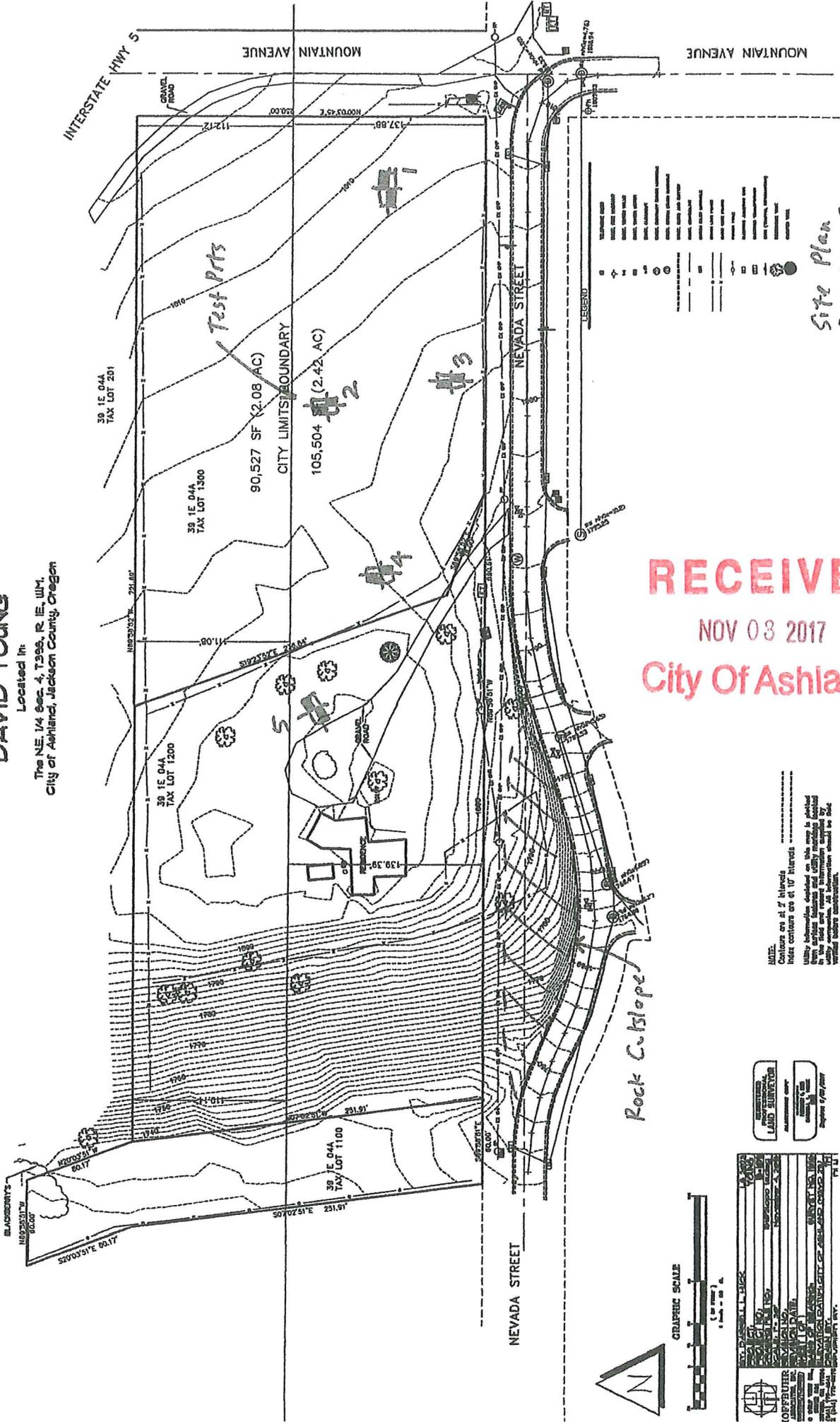
**TOPOGRAPHIC MAP**

FOR

**DAVID YOUNG**

Located In:

The NE 1/4 Sec. 4, T39S, R. 1E, W1M,  
City of Ashland, Jackson County, Oregon



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*Site Plan 2  
 Drawing 2  
 MAJ Job No. 17-1053*

**NOTE:**  
 Contours are at 1' intervals.  
 Spot contours are at 10' intervals.  
 Utility information depicted on this map is provided in the field and remains the responsibility of the utility provider. All information should be field verified before construction.

PROJECT NO.	17-1053
DATE	10/27/17
DRAWN BY	DAVID YOUNG
CHECKED BY	DAVID YOUNG
SCALE	AS SHOWN
DATE PLOTTED	11/03/17

PROJECT NO.	17-1053
DATE	10/27/17
DRAWN BY	DAVID YOUNG
CHECKED BY	DAVID YOUNG
SCALE	AS SHOWN
DATE PLOTTED	11/03/17



## LABORATORY TESTING PROCEDURES

The laboratory testing program was directed toward a quantitative and qualitative evaluation of the physical and mechanical properties of the soils underlying the site.

The natural water content was determined on four samples of the materials recovered from the pits in general accordance with the ASTM Test Method D2216. These water contents are recorded on the logs at the appropriate sample depths.

One Atterberg Limit determination was performed on a sample of the subsurface soil materials in general accordance with the ASTM Test Method D4318 to determine the range of water contents over which the material exhibited plasticity. The Atterberg Limits are used to classify soils in accordance with the Unified Soil Classification System and to evaluate the soils' expansion potential. The results of this test are presented on the logs.

The percent soil fraction passing the #200 sieve was determined on three samples of the subsurface soils in general accordance with the ASTM Test Method D1140 to aid in the classification of the soils. The results of these tests are shown on the logs at the appropriate sample depths.

Free swell tests were performed on three samples of the soil materials to evaluate the swelling potential of the materials. The tests were performed by pouring ten mL of the dry material into a 100 mL graduated cylinder containing about 40 mL of distilled water. The mixture was stirred repeatedly and allowed to equilibrate for 24 hours, then distilled water was added up to the 100 mL mark. The graduated cylinder was left undisturbed to equilibrate. The free-swell volume was then noted. The percent free swell was calculated by dividing the free-swell volume by ten and multiplying by 100 percent. The results of these tests are presented on the logs.

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**Drawing No. 3**

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS MORE THAN HALF OF MATERIAL IS LARGER THAN No. 200 SIEVE SIZE	GRAVELS MORE THAN HALF OF COARSE FRACTION IS LARGER THAN No. 4 SIEVE	CLEAN GRAVELS (LESS THAN 5% FINES)	GW	Well graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly graded gravels, or gravel-sand mixtures, little or no fines.
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines.
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines.
	SANDS MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN No. 4 SIEVE	CLEAN SANDS (LESS THAN 5% FINES)	SW	Well graded sands, gravelly sands, little or no fines.
			SP	Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines
			SC	Clayey sands, sand-clay mixtures, plastic fines.
FINE GRAINED SOILS MORE THAN HALF OF MATERIAL IS SMALLER THAN No. 200 SIEVE SIZE	SILTS AND CLAYS LIQUID LIMIT IS LESS THAN 50%	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.	
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.	
		OL	Organic silts and organic silty clays of low plasticity.	
	SILTS AND CLAYS LIQUID LIMIT IS GREATER THAN 50%	MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.	
		CH	Inorganic clays of high plasticity, fat clays.	
		OH	Organic clays of medium to high plasticity, organic silts.	
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

**UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D-2487)**

SILTS AND CLAYS	U.S. STANDARD SERIES SIEVE			CLEAR SQUARE SIEVE OPENINGS			COBBLES	BOULDERS
	200	40	10	4	3/4"	3"		
	SAND			GRAVEL				
	FINE	MEDIUM	COARSE	FINE	COARSE			

**GRAIN SIZES**

SANDS & GRAVELS	BLOWS/FOOT†
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

SILTS & CLAYS	STRENGTH‡	BLOWS/FOOT†
VERY SOFT	0 - 1/4	0 - 2
SOFT	1/4 - 1/2	2 - 4
FIRM	1/2 - 1	4 - 8
STIFF	1 - 2	8 - 16
VERY STIFF	2 - 4	16 - 32
HARD	OVER 4	OVER 32

**RELATIVE DENSITY**

† Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1-3/8 inch I.D.) split spoon (ASTM D-1586).

‡ Unconfined compressive strength in tons/sq. ft. as determined by laboratory testing or approximated by the standard penetration test (ASTM D-1586), pocket penetrometer, torvane, or visual observation.

**CONSISTENCY**

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F 541-779-4079  
1120 EAST JACKSON  
PO BOX 490  
MEDFORD, OR 97501

**KEY TO BORING AND PIT LOGS**

**Residential Development**  
475 East Nevada Street

Ashland Oregon

MAI JOB NO. 17-1053  
ISSUE DATE Apr 2017

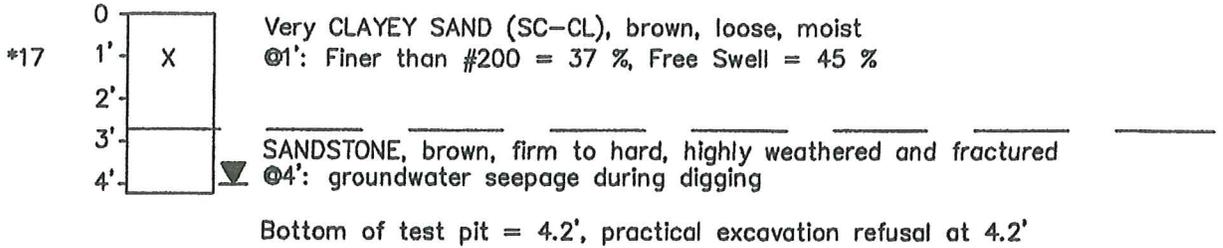
DRAWN RS  
CHECKED RS

DRAWING

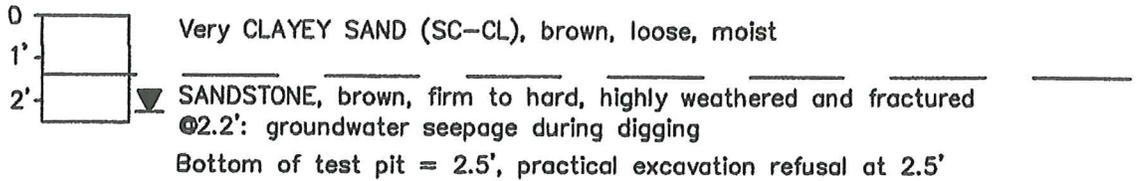
**4**

OF 5 DWGS

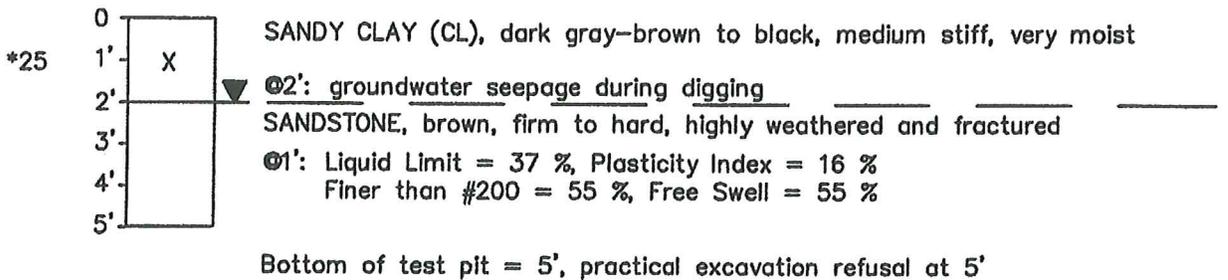
**TEST PIT 1**



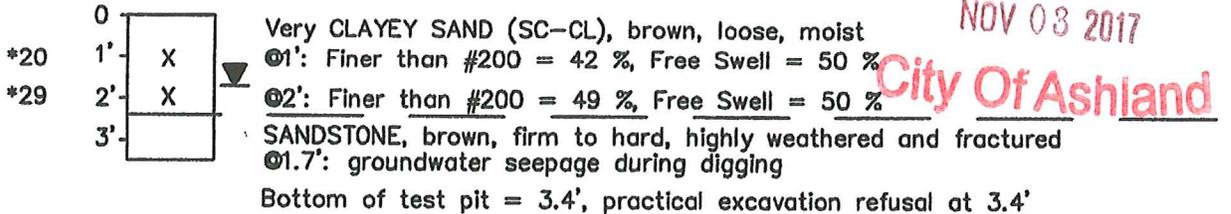
**TEST PIT 2**



**TEST PIT 3**



**TEST PIT 4**

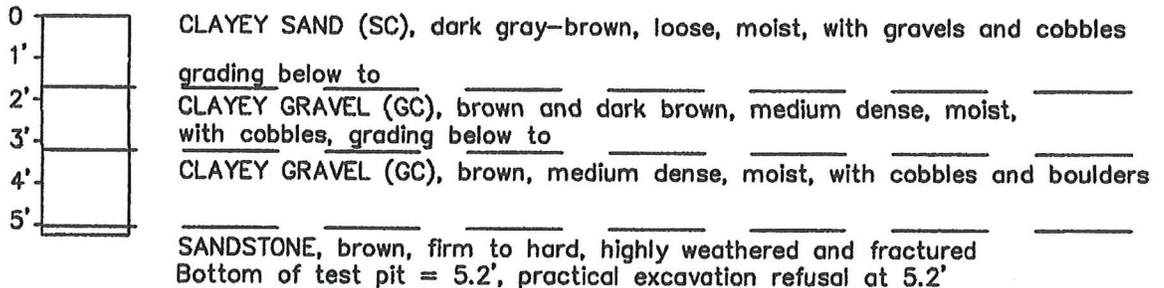


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**TEST PIT 5**



\*moisture content in percent

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 PO BOX 490  
 MEDFORD, OR 97501

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<b>Log of Pits 1 - 5</b>			
<b>Residential Development</b>			
475 East Nevada Street			
Ashland		Oregon	
MAI JOB NO.	17-1053	DRAWN	RS
ISSUE DATE	Apr 2017	CHECKED	RS

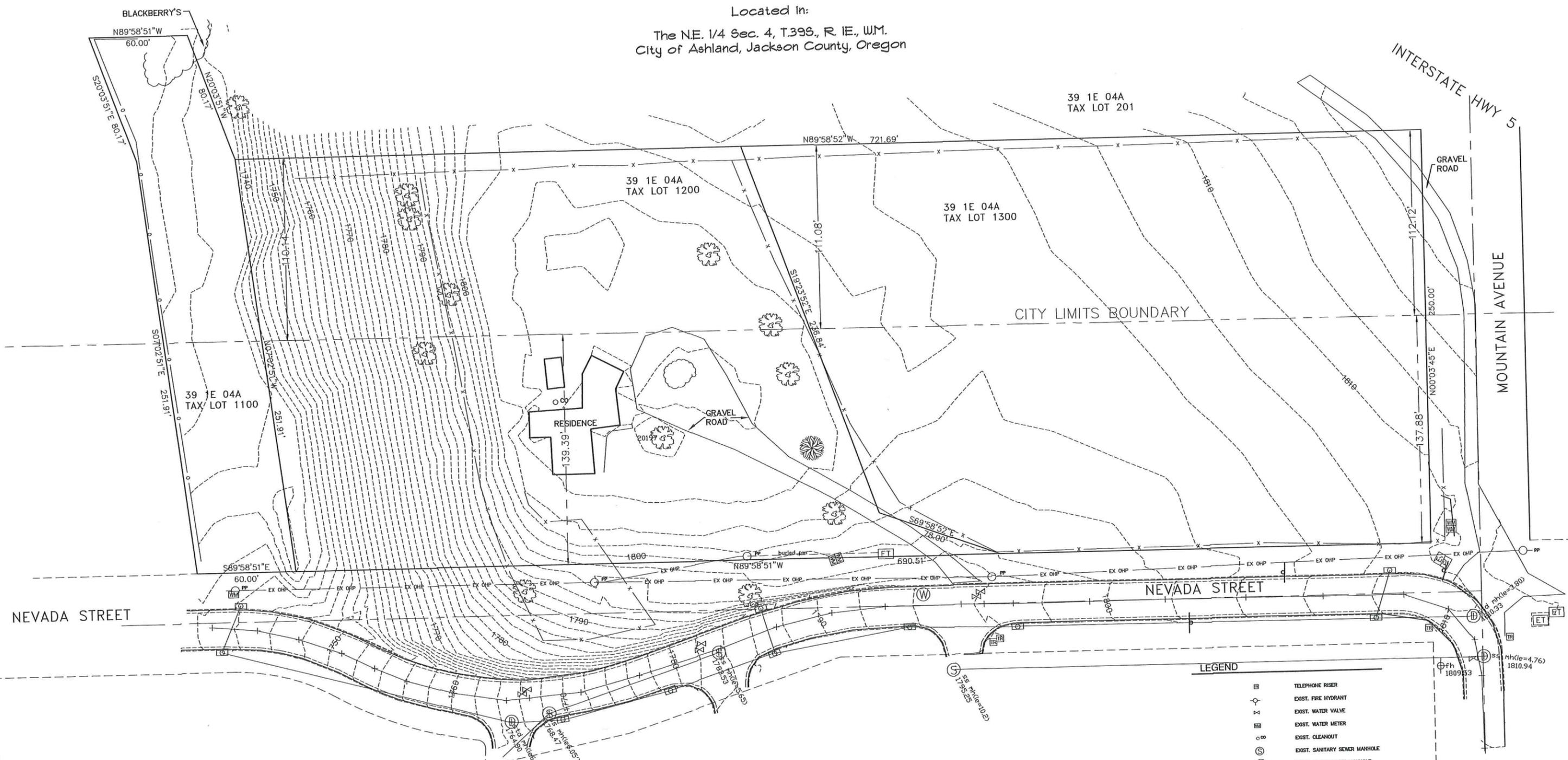
DRAWING

5

OF 5 DWGS

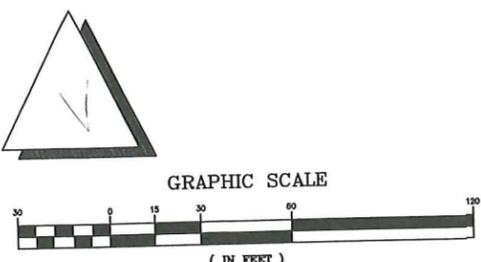
# TOPOGRAPHIC MAP FOR DAVID YOUNG

Located In:  
The N.E. 1/4 Sec. 4, T.39S., R. 1E., WM.  
City of Ashland, Jackson County, Oregon



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LEGEND	
	TELEPHONE RISER
	EXIST. FIRE HYDRANT
	EXIST. WATER VALVE
	EXIST. WATER METER
	EXIST. CLEANOUT
	EXIST. SANITARY SEWER MANHOLE
	EXIST. STORM DRAIN MANHOLE
	EXIST. CURB AND GUTTER
	EXIST. CENTERLINE
	CATCH INLET MANHOLE
	CHAIN LINK FENCE
	BARB WIRE FENC
	POWER POLE
	ELECTRIC JUNCTION BOX
	ELECTRIC TRANSFORMER
	SIGN (TRAFFIC, INFORMATION)
	DECIDUOUS TREE
	CONIFER TREE

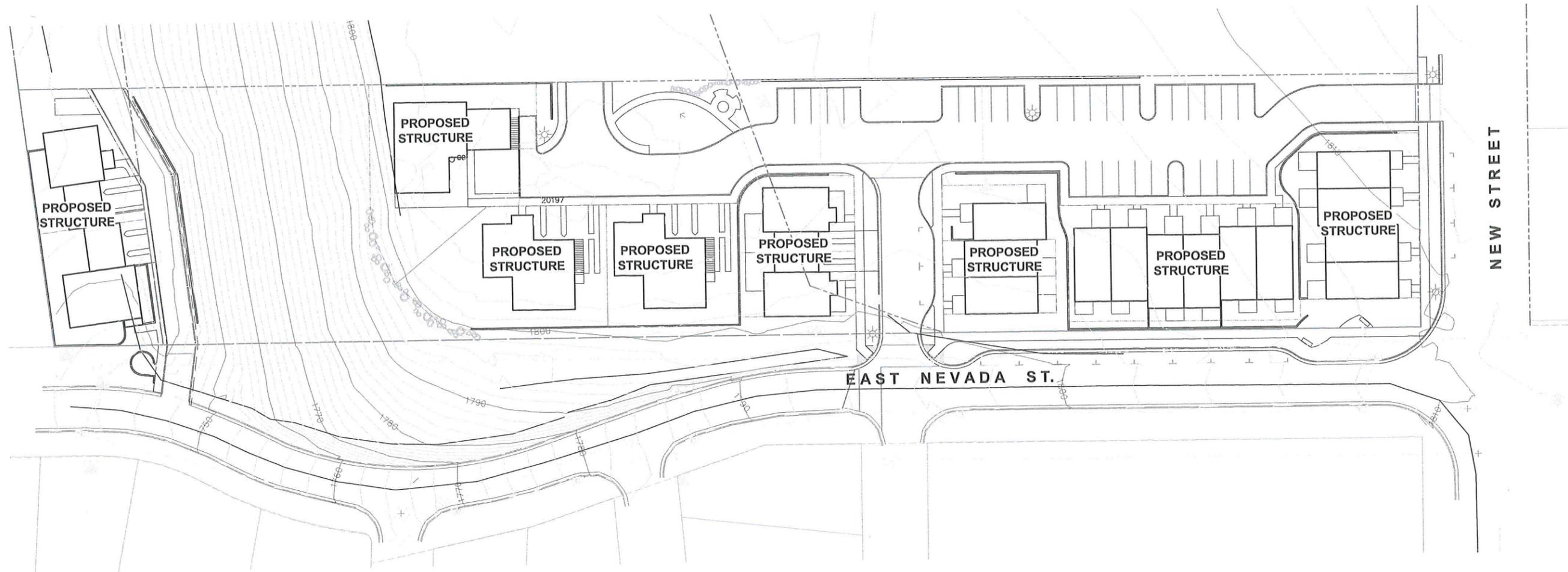


NOTE: 1/2 scale on 11x17 (1" = 60')

BY: DARRELL L. HUCK  
PROJECT: YOUNG  
PROJECT NO.: 15-103  
DRAWING FILE NO.: 15103topo tm.dwg  
SCALE: 1" = 30'  
REVISION NO.:  
REVISION DATE:  
SHEET 1 OF 1  
BASIS OF BEARING: SURVEY NO. 19116  
ELEVATION DATUM: CITY OF ASHLAND (NGVD 29)

REGISTERED PROFESSIONAL LAND SURVEYOR  
OREGON  
FEBRUARY 4, 1993  
DARRELL L. HUCK  
2003  
Expires 6/30/2017

NOTE:  
Contours are at 2' intervals  
Index contours are at 10' intervals  
Utility information depicted on this map is plotted from surface features and utility markings located in the field and record information supplied by utility companies. All information should be field



**PROJECT TEAM:**

**OWNER**  
 YOUNG FAMILY TRUST  
 348 SOUTH MODOC AVENUE  
 MEDFORD, OREGON 97504

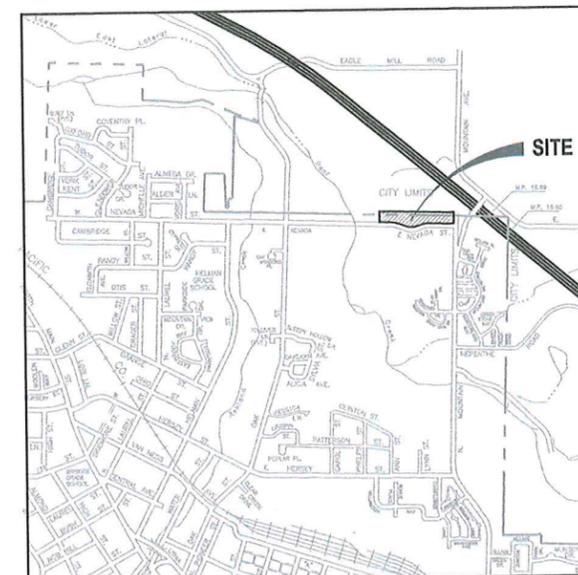
**PLANNER**  
 AMY GUNTER  
 Rogue Planning and Development Services  
 541 951-4020

**LANDSCAPE ARCHITECT**  
 KERRY KENCAIRN / JAMES LOVE  
 KenCairn Landscape Architecture  
 541 488-3194

**CIVIL ENGINEER**  
 MIKE THORNTON  
 Thornton Engineering  
 541 899-1489

**CONTENTS:**

- |       |                             |
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| COVER | SITE PLAN + VICINITY MAP    |
| L 1.0 | LANDSCAPE SITE PLAN         |
| L 2.0 | TREE PROTECTION PLAN        |
| L 3.0 | PRELIMINARY GRADING PLAN    |
| L 4.0 | PRELIMINARY IRRIGATION PLAN |
| L 5.0 | PRELIMINARY PLANTING PLAN   |



**SITE CONTEXT**

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SCALE: 1" = 40'-0"



www.KenCairnLandscape.com  
 545 A ST, STE 3, ASHLAND, OR 97520  
 541.488.3194



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 SGB

**NEVADA STREET DEVELOPMENT**  
 NEVADA STREET  
 Ashland, OR 97520

REVISION DATE

**LANDSCAPE COVER SHEET**

ISSUE DATE:  
 OCTOBER 20, 2017

**L 0.0**



Drawn By:  
INITIALS

SCALE

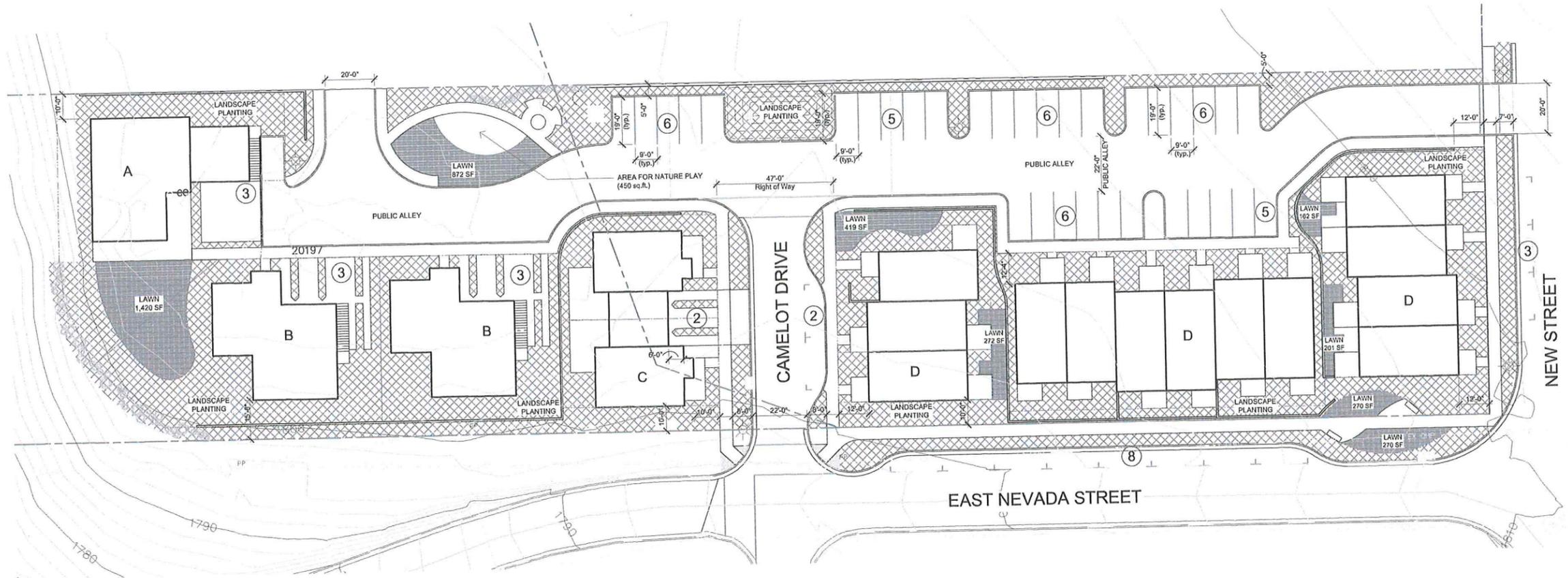
**NEVADA STREET DEVELOPMENT**  
NEVADA STREET  
Ashland, OR 97520

REVISION DATE

**LANDSCAPE SITE PLAN**

ISSUE DATE:  
OCTOBER 20, 2017

**L 1.0**



EAST NEVADA ST.

<b>SITE DATA</b>	
MAP AND TAX LOT:	391E04AC TAX LOT: 1100, 1200 & 1300
TOTAL SITE AREA:	4.5 AC (196,020 FT <sup>2</sup> )
PROPOSED ZONE:	NM-MF
ZONING SPLIT - JC RR-5	2.08 AC (90,604.80 FT <sup>2</sup> )
ZONING SPLIT - CITY LIMITS	2.42 AC (105,415.20 FT <sup>2</sup> )
<b>PARKING DATA</b>	
ON-SITE PARKING (GARAGE/SURFACE):	16 STALLS
ALLEY ACCESS PARKING:	34 STALLS
ON-STREET PARKING:	13 STALLS
TOTAL PARKING:	63 STALLS
<b>OPEN SPACE</b>	
SUBDIVISION OPEN SPACE:	5,270 FT <sup>2</sup> (REQUIRED, 5%)
	18,067 FT <sup>2</sup> (PROPOSED, 17%)
MULTI-FAMILY OPEN SPACE:	8,422 FT <sup>2</sup> (REQUIRED, 8%)
	23,305 FT <sup>2</sup> (PROPOSED, 22%)
<b>UNIT DATA</b>	
UNIT 'A'	DETACHED (3) BEDROOM
UNITS 'B'	DETACHED (2) BEDROOM
UNITS 'C'	SEMI-ATTACHED (2) BEDROOM
UNITS 'D'	ATTACHED (2) BEDROOM
UNITS 'E'	SEMI-ATTACHED (2) BEDROOM

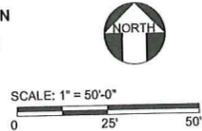


**SITE CONTEXT**

**LANDSCAPE SHEET INDEX**

- L 1.0 SITE PLAN
- L 2.0 TREE REMOVAL & PRESERVATION PLAN
- L 3.0 PRELIMINARY GRADING PLAN
- L 4.0 PRELIMINARY IRRIGATION PLAN
- L 5.0 PRELIMINARY PLANTING PLAN

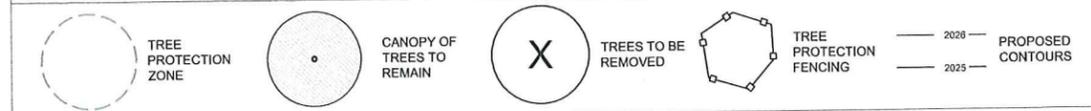
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**TREE LEGEND**

#	Species	DBH (Inches)	Height In Feet	Crown Radius In Feet	Tree Protection Zone Radius In Feet	Tolerance to Construction	Condition	Notes
1	Cedrus spp.	16	35	12		Good	Excellent	REMOVE
2	Pinus ponderosa	16	40	9		Good	Good	REMOVE
3	Pinus spp	9	25	6		Moderate	Good	REMOVE
4	Quercus garryana	12	25	12	9	Good	Good	
5	Fraxinus spp.	30	40	20		Moderate	Good	REMOVE
6	Quercus garryana	16	30	15	12	Good	Good	
7	Quercus garryana	10	25	10	8	Good	Good	
8	Quercus garryana	7, 9	30	12	7	Good	Poor	
9	Quercus garryana	8, 8	20	10	6	Good	Good	
10	Quercus garryana	8	20	5		Good	Fair	Crowded, REMOVE
11	Juglans spp.	10	40	12		Moderate	Fair	Crowded, REMOVE
12	Juglans spp.	6	25	4.5		Moderate	Good	REMOVE
13	Quercus garryana	7	25	4.5		Good	Fair	REMOVE
14	Quercus garryana	7, 5	22	10		Good	Good	REMOVE
15	Quercus garryana	8	24	10		Good	Good	REMOVE
16	Quercus garryana	20	40	15	15	Good	Fair	Mature
17	Quercus garryana	36	50	25	27	Good	Good	Mature
18	Prunus spp.	6	25	7.5	6	Moderate		Mulch x 6 (Not tagged - Neighbor Lot)
19	Sequoia sempervirens	12	30	3	9	Good		(Not tagged - Neighbor Lot)
20	Malus spp.	6, 7, 8	25	5	8	Moderate		(Not tagged - Neighbor Lot)
21	Sequoia sempervirens	14	30	3	11	Good		(Not tagged - Neighbor Lot)
22	Cupressaceae leylandii	9	35	5	7	Good		(Not tagged - Neighbor Lot)
23	Sequoia sempervirens	12	35	4	8	Good		(Not tagged - Neighbor Lot)
24	Cupressaceae leylandii	10	30	5	8	Good		(Not tagged - Neighbor Lot)
25	Sequoia sempervirens	10	35	4	8	Good		(Not tagged - Neighbor Lot)
26	Cupressaceae leylandii	10	20	5	8	Good		(Not tagged - Neighbor Lot)
27	Pinus flexilis	12	18	10	12	Moderate		(Not tagged - Neighbor Lot)



THE TREE PROTECTION ZONE FOR EACH TREE IS BASED ON THE GUIDELINES ESTABLISHED BY: Matheny, N. & Clark, J. 1998. *Trees and Development: A Technical Guide to Preservation of Trees During Land Development*. p. 72.

**TREE PROTECTION AND REMOVAL NOTES**

- PRIOR TO DELIVERING EXCAVATION EQUIPMENT OR COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE SITE, THE GENERAL CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING WITH THE LANDSCAPE ARCHITECT AND EXCAVATION SUPERVISOR PRIOR TO COMMENCING ANY WORK ON THE SITE. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED BY THE CONTRACTOR 48 HRS. IN ADVANCE FOR ALL SITE VISITS REQUESTED. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE THAT CONSTRUCTION MAY BEGIN AFTER ALL OF THE DESCRIBED FENCING IS IN PLACE. FENCING SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED.
- PRIOR TO DEMOLITION AND REMAINING THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL CONSTRUCT A 6' TEMPORARY CHAIN LINK FENCE WITH 2" DIA. STEEL POST @ 10' O.C. MAX. AROUND ALL EXISTING TREES TO REMAIN AND ALL AREAS AS SHOWN BY THE LANDSCAPE ARCHITECT ON THIS PLAN. STEEL POSTS SHALL NOT HAVE ANY PERMANENT CONCRETE FOOTINGS WHEN INSTALLED.
- CONSTRUCTION TRAILERS, TRAFFIC, AND STORAGE AREAS MUST REMAIN OUTSIDE FENCED TREE PROTECTION ZONES AT ALL TIMES.
- ALL PROPOSED UNDERGROUND UTILITIES, DRAIN LINES, AND IRRIGATION LINES SHALL BE ROUTED OUTSIDE THE TREE PROTECTION ZONE. IF LINES MUST TRANSVERSE THE PROTECTION AREA, THEY SHALL BE TUNNELED OR BORED UNDER THE TREE ROOTS. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF ANY PROJECT PLANS CONFLICT WITH THIS REQUIREMENT.
- NO MATERIALS, EQUIPMENT, SPOIL, WASTE, OR WASHOUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN THE TREE PROTECTION ZONE (FENCED AREA).
- DO NOT PRUNING OF ANY TREES IMMEDIATELY PRIOR TO, DURING, OR IMMEDIATELY AFTER CONSTRUCTION IMPACT. PERFORM ONLY THAT PRUNING WHICH IS UNAVOIDABLE DUE TO CONFLICTS WITH THE PROPOSED DEVELOPMENT. PRIOR TO PRUNING CONSULT WITH LANDSCAPE ARCHITECT OR THE SOUTHERN OREGON UNIVERSITY ARBORIST.
- ANY HERBICIDES PLACED UNDER PAVING MATERIALS MUST BE SAFE FOR USE AROUND TREES AND LABELED FOR THAT USE.
- IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY. ALL DAMAGE CAUSED BY CONSTRUCTION TO EXISTING TREES SHALL BE COMPENSATED FOR BY THE OFFENDING PARTY, BEFORE THE PROJECT WILL BE CONSIDERED COMPLETE.
- WATERING SCHEDULE: THE WATERING OF PROTECTED TREES SHALL FOLLOW THESE STANDARDS. PERIODS OF EXTREME HEAT, WIND, RAINFALL, AND DROUGHT MAY REQUIRE MORE OR LESS WATER THAN RECOMMENDED IN THESE NOTES:
  - MOST SPECIES: (1) TIME EACH MONTH DURING IRRIGATION SEASON (USUALLY MARCH THROUGH SEPTEMBER).
  - QUERCUS/OAK: DEEP WATER IN MAY AND SEPTEMBER (1) TIME EACH MONTH. DO NOT WATER DURING OTHER MONTHS. FOR OAKS ALREADY IN THE VICINITY OF IRRIGATED CONDITIONS, AUTOMATIC SPRINKLERS OR REGULAR WATERING SHALL NOT BE ALLOWED TO SPRAY ON OR WITHIN 3 FEET OF THE TRUNK. THE WATER SHALL NOT BE ALLOWED TO POOL OR DRAIN TOWARDS THE TRUNK.
  - WATERING METHOD: HAND WATERING SYSTEMS ARE RECOMMENDED FOR THE ENTIRETY OF CONSTRUCTION UNTIL AUTOMATIC IRRIGATION IS INSTALLED.
- EROSION CONTROL DEVICES SUCH AS SILT FENCING, DEBRIS BASINS, AND WATER DIVERSION STRUCTURES SHALL BE INSTALLED ON THE UPHILL SIDE OF THE TREE PROTECTION ZONE TO PREVENT DEPOSITION AND/OR EROSION WITHIN THE TREE PROTECTION ZONE.
- BEFORE GRADING, PAD PREPARATION, OR EXCAVATION FOR FOUNDATIONS, FOOTINGS, WALLS, AND TRENCHING ANY TREES WITHIN THE SPECIFIC CONSTRUCTION ZONE SHALL BE ROOT PRUNED 1 FOOT OUTSIDE THE TREE PROTECTION ZONE BY CUTTING ALL ROOTS CLEANLY AT A 90 DEGREE ANGLE TO A DEPTH OF 24 INCHES. ROOT SHALL BE CUT BY MANUALLY DIGGING A TRENCH AND CUTTING EXPOSED ROOTS WITH A SAW, VIBRATING KNIFE, ROCK SAW, NARROW TRENCHER WITH SHARP BLADES, OR OTHER APPROVED ROOT-PRUNING EQUIPMENT.
- ANY ROOTS DAMAGED DURING GRADING OR CONSTRUCTION SHALL BE EXPOSED TO SOUND TISSUE AND CUT CLEANLY AT A 90 DEGREE ANGLE TO THE ROOT WITH A SAW. PLACE DAMP SOIL AROUND ALL CUT ROOTS TO A DEPTH EQUALING THE EXISTING FINISH GRADE WITHIN 4 HOURS OF CUTS BEING MADE.
- IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED, A ROAD BED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROAD BED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6 INCH DEPTH FOR THE DURATION OF USE.
- SPOIL FROM TRENCHES, BASEMENTS, OR OTHER EXCAVATIONS SHALL NOT BE PLACED WITHIN THE TREE PROTECTION ZONE, EITHER TEMPORARILY OR PERMANENTLY.
- NO BURN PILES OR DEBRIS PILES SHALL BE PLACED WITHIN THE TREE PROTECTION ZONE. NO ASHES, DEBRIS, OR GARBAGE MAY BE DUMPED OR BURIED WITHIN THE TREE PROTECTION ZONE.
- MAINTAIN FIRE-SAFE AREAS AROUND FENCED AREA. ALSO, NO HEAT SOURCES, FLAMES, IGNITION SOURCES, C SMOKING IS ALLOWED NEAR MULCH OR TREES.
- DO NOT RAISE THE SOIL LEVEL WITHIN THE DRIP LINES TO ACHIEVE POSITIVE DRAINAGE, EXCEPT TO MATCH GRADES WITH SIDEWALKS AND CURBS. IN THOSE AREAS, FEATHER THE ADDED TOPSOIL BACK TO EXISTING GRADE AT APPROXIMATELY 3:1 SLOPE.
- REMOVE THE ROOT WAD FOR EACH TREE THAT IS INDICATED ON THE PLAN AS BEING REMOVED.
- EXCEPTIONS TO THE TREE PROTECTION SPECIFICATIONS MAY ONLY BE GRANTED IN EXTRAORDINARY CIRCUMSTANCES WITH WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY WORK COMMENCING.
- AS A PROTECTIVE MEASURE TO COMPENSATE FOR CONSTRUCTION IMPACTS, TWO TO SIX WEEKS PRIOR TO CONSTRUCTION, ALL RETAINED TREES SHOWN ON THIS PLAN SHALL RECEIVE AN APPLICATION OF MYCOAPPLY ALL PURPOSE SOLUBLE PER MANUFACTURER'S INSTRUCTIONS. THIS MYCORRHIZAE PRODUCT IS A SPECIALLY FORMULATED NATURAL ROOT BIOSTIMULANT WHICH ENHANCES THE ABSORPTIVE SURFACE AREA OF THE TREE ROOT SYSTEMS. THIS PROMOTES AND IMPROVES NUTRIENT AND WATER UPTAKE CAPABILITIES OF THE REMAINING ROOT STRUCTURE. DISTRIBUTE MYCOAPPLY EVENLY WITHIN THE ACTIVE ROOT ZONE OF RETAINED TREES. APPLY 30 GALS. OF SOLUTION PER TREE 6" DBH AND GREATER, A MINIMUM OF 4" BELOW SOIL SURFACE IN QUANTITIES OF 1/2 GALLON AT EACH POINT OF APPLICATION. LOCATE THE ACTIVE ROOT ZONES WITH LANDSCAPE ARCHITECT PRESENT. MYCOAPPLY IS AVAILABLE FROM MYCORRHIZAL APPLICATION, INC., PHONE (541) 476-3985.



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SGB

**NEVADA STREET DEVELOPMENT**  
NEVADA STREET  
Ashland, OR 97520

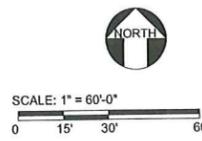
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**TREE PROTECTION & REMOVAL PLAN**

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OCTOBER 20, 2017

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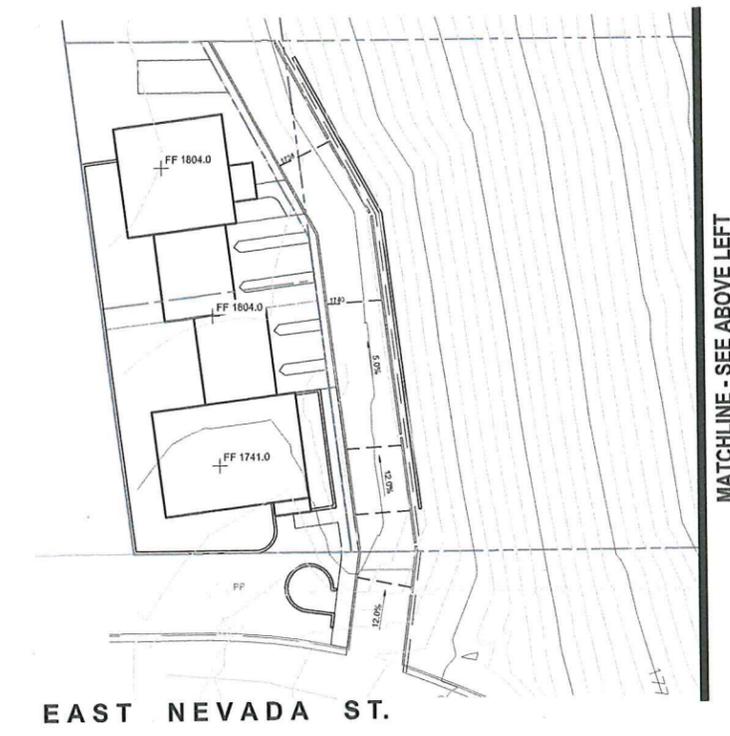
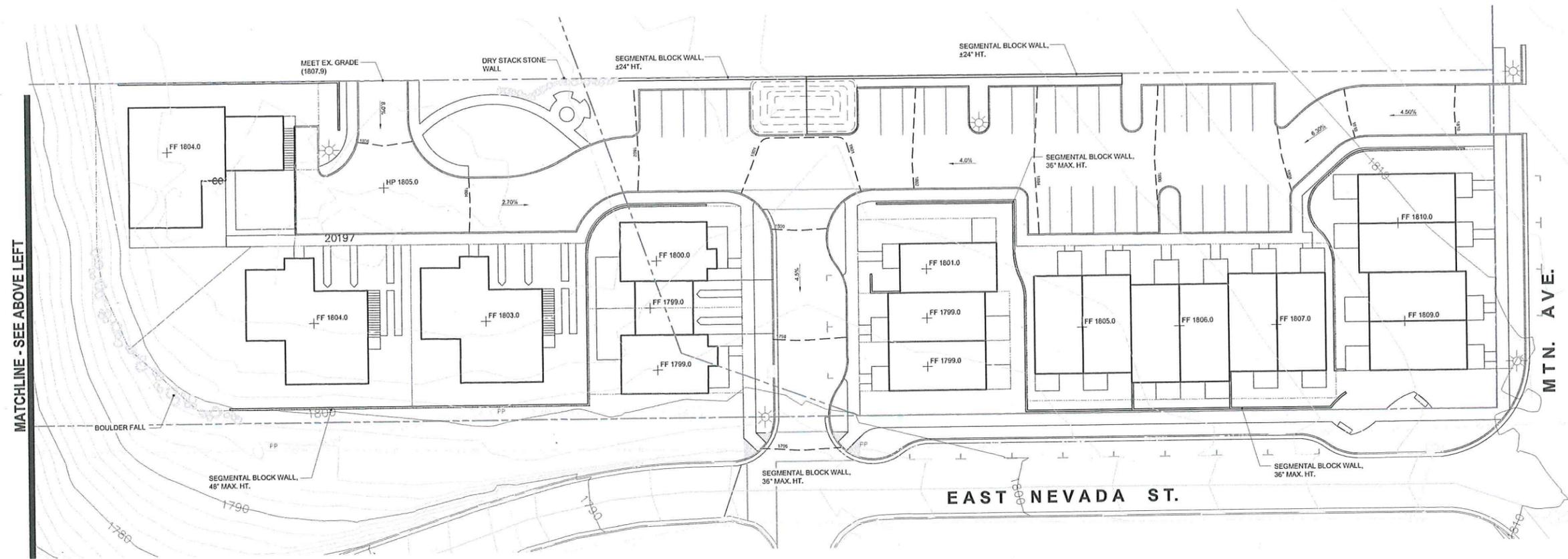
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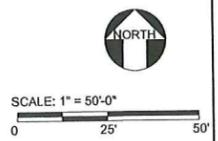
**PRELIMINARY  
GRADING  
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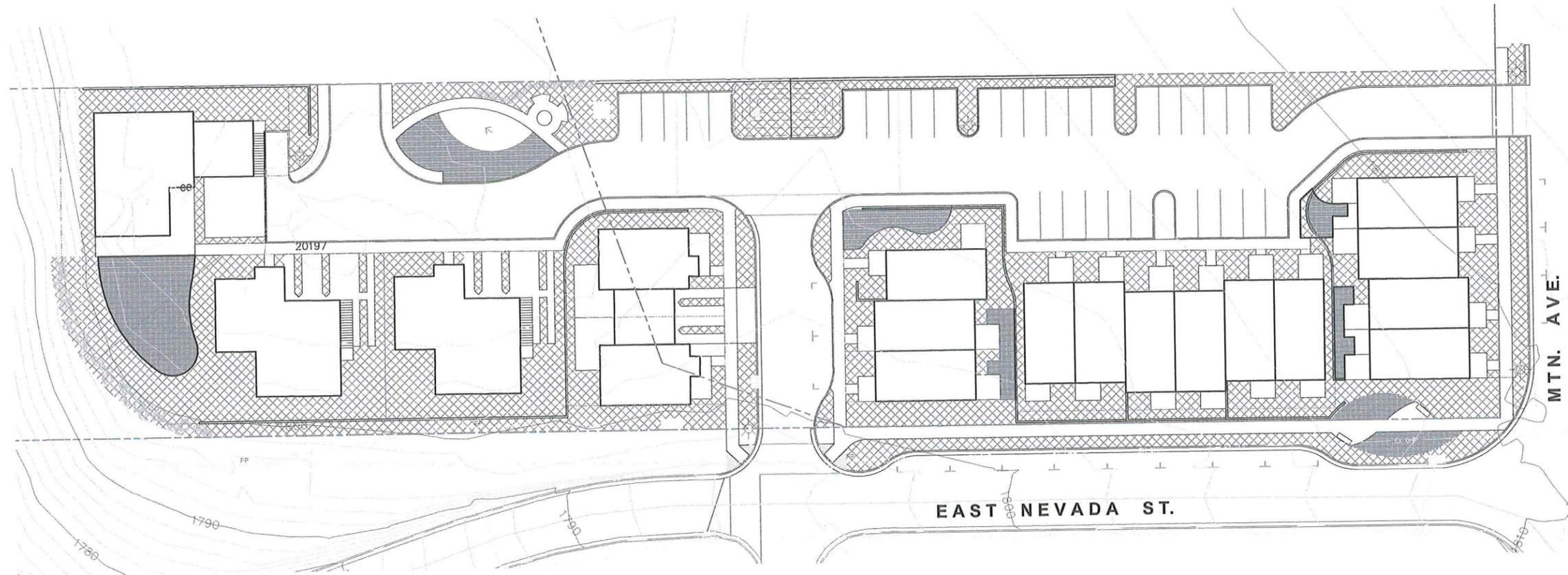
NEVADA STREET DEVELOPMENT  
NEVADA STREET  
Ashland, OR 97520

REVISION DATE

PRELIMINARY  
LANDSCAPE  
IRRIGATION  
PLAN

ISSUE DATE:  
OCTOBER 20, 2017

L 4.0



EAST NEVADA ST.

MATCHLINE - SEE ABOVE LEFT

**PRELIMINARY IRRIGATION LEGEND**

SYM.	ITEM
	SHRUB IRRIGATION - LOW VOLUME OVERHEAD IRRIGATION HUNTER MP ROTATOR SERIES
	TURF IRRIGATION - LOW VOLUME OVERHEAD IRRIGATION HUNTER MP ROTATOR SERIES

- IRRIGATION NOTES**
- THE CITY OF ASHLAND TO REVIEW AND APPROVE ALL LANDSCAPE RELATED ITEMS PRIOR TO BEGINNING LANDSCAPE INSTALLATION
  - MAINTAIN AT JOB SITE ONE (1) COPY OF DRAWINGS, SPECIFICATIONS, ADDENDA, AND APPROVED SHOP DRAWINGS, CHANGE ORDERS AND OTHER PROJECT DOCUMENTS.
  - A DOMESTIC WATER PRESSURE READING OF 120PSI WAS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS ON 12.06.16.
  - ALL WORK SHALL BE INSTALLED BY COMPETENT WORKMEN EXPERIENCED IN TRADE IN A NEAT AND ORDERLY MANNER ACCEPTABLE TO THE OWNER'S REPRESENTATIVE.
  - CONFORM TO ALL PERTINENT CODES AND REGULATIONS. COMPLY WITH THE LATEST RULES OF THE NATIONAL ELECTRICAL CODE AND THE AMERICAN MASTER PLUMBERS CODE.
  - VERIFY FIELD CONDITIONS ARE AS INDICATED ON DRAWINGS.
  - NOTIFY OWNER'S REPRESENTATIVE 48 HOURS IN ADVANCE OF ALL SITE OBSERVATION VISITS REQUIRED BY THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL BE PRESENT AT EACH SITE OBSERVATION VISIT. REQUIRED VISITS INCLUDE: PRESSURE TEST AFTER MAINLINE LAID, AFTER NON-PRESSURIZED LINES PRIOR TO BACKFILL, AND FINAL OPERATION OF ALL IRRIGATION STATIONS INCLUDING HEAD TO HEAD COVERAGE.
  - IRRIGATION PIPE, HEADS, VALVES, BACKFLOW DEVICE AS NOTED ON LEGEND.
  - VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO BEGINNING WORK.
  - PIPING LAYOUT IS DIAGRAMMATIC ONLY. ROUTE PIPING IN PLANTERS AND AVOID UTILITIES AND STRUCTURES. LAYOUT SHALL FOLLOW AS CLOSELY AS PRACTICAL THE SCHEMATIC DESIGN ON THE DRAWINGS. MAKE NO SUBSTANTIAL CHANGES WITHOUT PRIOR APPROVAL FROM THE OWNER'S REPRESENTATIVE.
  - ALL LATERAL PIPE SIZES ARE INDICATED ON THE PLAN
  - COORDINATE ALL IRRIGATION EQUIPMENT LOCATIONS WITH OTHER CONTRACTORS. NOTIFY THE OWNER'S REPRESENTATIVE IF CONFLICTS ARE ENCOUNTERED.
  - ALL SPRINKLER HEADS ALONG SIDEWALKS SHALL BE TWO INCHES FROM SIDEWALKS.
  - PIPE DEPTH - LATERAL LINES - 12 INCH MINIMUM; MAINLINE - 18 INCH MINIMUM.
  - BOTTOM OF TRENCHES AND BACKFILL MATERIAL SHALL BE FREE OF ROCKS, CLODS, AND OTHER SHARP OBJECTS. SNAKE PIPE FROM SIDE TO SIDE AT TRENCH BOTTOM TO ALLOW EXPANSION.
  - DO NOT INSTALL HEADS UNTIL LINES HAVE BEEN THOROUGHLY TESTED AND FLUSHED CLEAN.
  - SHUT OFF VALVES ARE REQUIRED AT EACH POINT OF CONNECTION, VALVE BOX, AND AT EVERY LOCATION WHERE THE MAINLINE PASSES UNDER 20 FEET OF PAVEMENT.
  - A MANUAL DRAIN MUST BE INSTALLED AT THE LOW SPOT OF EACH ZONE. THE DRAIN SHOULD BE A BRASS MANUAL ANGLE VALVE WITH "T" STEM. DRAINS LOCATED ON LATERAL LINES SHALL BE 1" SIZE.
  - COORDINATE WIRE AND CONDUIT LOCATIONS BETWEEN ELECTRIC CONTROL VALVES AND THE ELECTRIC CONTROLLER.
  - UPON COMPLETION OF ALL SYSTEMS, THE CONTRACTOR SHALL PERFORM A COVERAGE TEST TO DETERMINE THAT WATER IS BEING APPLIED CORRECTLY AND ADEQUATELY TO ALL PLANTINGS. CHANGE ANY HEADS, NOZZLES, OR ORIFICES AS MAY BE REQUIRED TO PROVIDE COVERAGE AS INDICATED ON THE DRAWINGS. PROMPTLY ADJUST HEADS TO KEEP WATER OFF BUILDINGS AND STRUCTURES WITH MINIMAL SPRAY ON PAVED SURFACES.
  - ALL SPRAY HEADS IN LAWN AREAS ARE TO HAVE 6" RISERS. ALL SHRUB HEADS ARE TO HAVE 12" RISERS.
  - SLEEVING:
  - CONTRACTOR SHALL VERIFY SLEEVING LOCATIONS AND COORDINATE WITH THE OWNER'S REPRESENTATIVE. SLEEVES ARE TO BE PROVIDED BY GENERAL CONTRACTOR.
  - COORDINATE THE INSTALLATION OF ELECTRICAL SERVICE AND CONDUIT TO THE LOCATION OF THE PROPOSED IRRIGATION CONTROLLER.

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SCALE: 1" = 50'-0"  
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NEVADA STREET  
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REVISION DATE

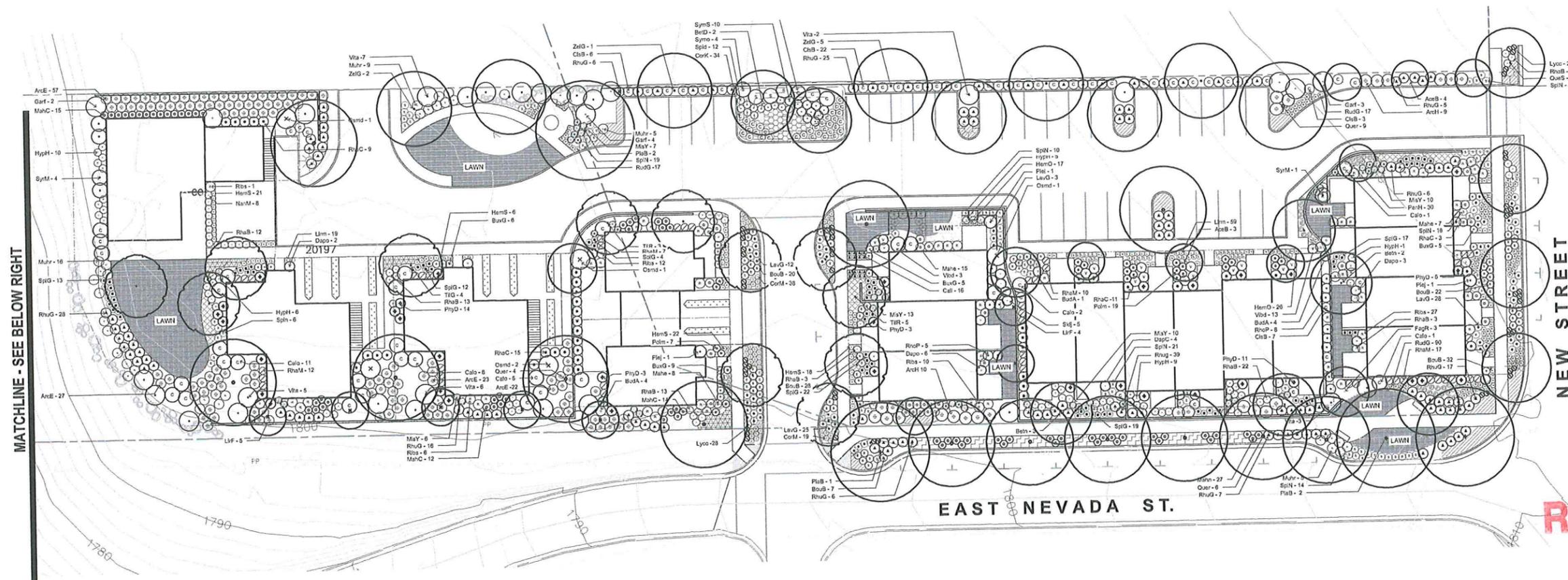
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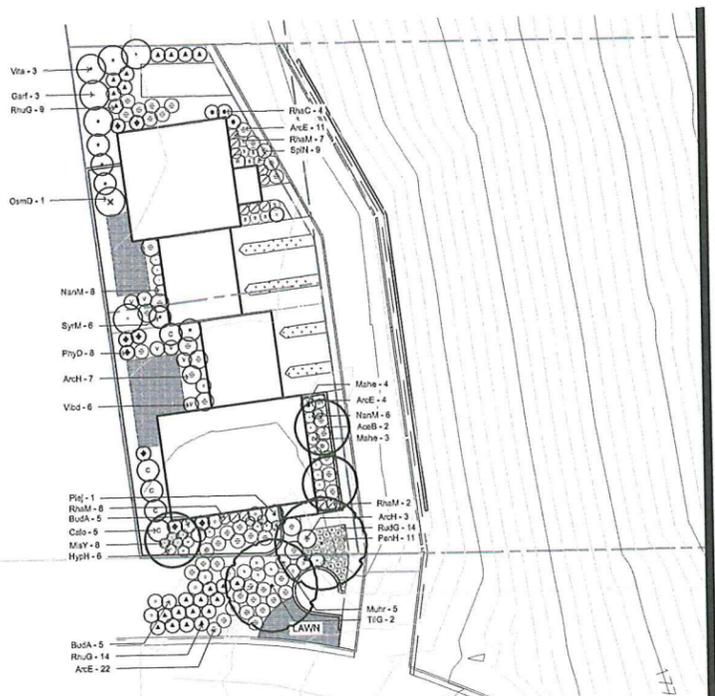
PRELIMINARY PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTE
<b>TREES</b>				
AceF	Acer rubrum 'Franksred'	RED SUNSET MAPLE	2" Cal.	
AceB	Acer rubrum 'Bowhall'	BOWHALL RED MAPLE	2" Cal.	
BudD	Betula nigra 'Dura Heat'	DURA HEAT RIVER BIRCH	5 gal.	Multi-stem
FagR	Fagus sylvatica 'Riversii'	TRICOLOR BEECH	2" Cal.	
LilF	Liriodendron tulipifera 'Fastigiata'	COLUMNAR TULIP TREE	1 1/2" Cal.	
PlaG	Platanus acerifolia 'Bloodgood'	BLOODGOOD PLANE TREE	2" Cal.	
QuaS	Quercus fainetto 'Schmidt'	FOREST GREEN OAK	2" Cal.	
Quer	Quercus rubra	NORTHERN RED OAK	2" Cal.	
TiG	Tilia cordata 'Greenspire'	GREENSPIRE LINDEN	2" Cal.	
ZelG	Zelkova serrata 'Green Vase'	GREEN VASE ZELKOVA	1 1/2" Cal.	
<b>GROUND COVER</b>				
[Symbol]	Genista lydia	LYDIA WOODWAXEN	1 gal @ 36" OC	
[Symbol]	Juncus patens	CALIFORNIA GREY RUSH	1 gal @ 18" OC	
[Symbol]	Juniperus horizontalis 'Wiltonii'	BLUE RUG JUNIPER	1 gal @ 60" OC	
[Symbol]	Rubus calycoides	CREEPING BRAMBLE	4" pot 36" OC	
[Symbol]	Waldsteinia fragaroides	BARREN STRAWBERRY	4" pot 24" OC	
[Symbol]	Ribbon Driveway Mix Thymus sp., Sedum sp., Veronica sp., Achillea sp.		4" pot	
[Symbol]	Lawn	SOD LAWN (FESCUE)		

PRELIMINARY PLANTING NOTES

- ALL LANDSCAPE PLANTING AREAS SHALL RECEIVE CLEAN, SANDY LOAM TOPSOIL TO A MINIMUM DEPTH OF 12" OR AS NOTED ON THE PLAN.
- ALL PROPOSED STREET AND SITE TREES WILL HAVE A MINIMUM OF (2) CUBIC FEET OF SOIL VOLUME FOR EACH SQUARE FOOT OF TREE CANOPY AT MATURITY. SOIL VOLUME WILL BE ACHIEVED BY MEANS OF TOPSOIL IN PLANTERS AND STRUCTURAL SOIL UNDER IMPERVIOUS SURFACES.
- ALL PLANTING AREAS SHALL RECEIVE 3" OF UNSETTLED ORGANIC MULCH.
- THE IRRIGATION SYSTEM WILL PROVIDE A FULLY AUTOMATIC IRRIGATION CONTROLLER AND BACKFLOW PREVENTION DEVICE THAT WILL MEET THE CITY OF ASHLAND REQUIREMENTS.
- THE PROPOSED IRRIGATION SYSTEM WILL CONSIST OF LOW VOLUME DISTRIBUTION.

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTE
<b>SHRUBS &amp; GRASSES</b>				
AchM	Achillea x 'Moonshine'	MOONSHINE YARROW	4" pot	
Arch	Arctostaphylos densiflora 'Howard McMinn'	HOWARD MCMINN MANZANITA	5 gal.	
ArcE	Arctostaphylos uva-ursi 'Emerald Carpet'	EMERALD CARPET MANZANITA	1 gal.	36" o.c.
BerC	Berberis thunbergii 'Crimson Pygmy'	CRIMSON PYGMY BARBERRY	2 gal.	
BerA	Berberis thunbergii 'Atropurpurea'	RED LEAF BARBERRY	2 gal.	
BouB	Bouteloua gracilis 'Blonde Ambition'	BLONDE AMBITION GAMA GRASS	1 gal.	
BudA	Buddleja x 'Asian Moon'	ASIAN MOON BUTTERFLY BUSH	1 gal.	
BuxG	Buxus x 'Green Mountain'	GREEN MOUNTAIN BOXWOOD	1 gal.	
Call	Calluna vulgaris sp.	SCOTCH HEATHER VARIETIES	1 gal.	
CisB	Cistus x 'Blanche'	WHITE ROCKROSE	5 gal.	
Calo	Calycanthus occidentalis	WESTERN SPICE BUSH	5 gal.	
CorM	Coropis verticillata 'Moonbeam'	MOONBEAM COREOPSIS	1 gal.	
CorK	Cornus sericea 'Kelsey'	KELSEY'S DWARF RED-OSIER DOGWOOD	1 gal.	
DapC	Daphne burkwoodii 'Carol Mackie'	CAROL MACKIE DAPHNE	5 gal.	
Dapo	Daphne odora	WINTER DAPHNE	1 gal.	
Garf	Garrya fremontii	FREMONT SILKTASSEL	5 gal.	
HemO	Hemerocallis 'Scarlet Orbit'	SCARLET ORBIT DAYLILLY	1 gal.	
HemS	Hemerocallis 'Stella de Oro'	STELLA DE ORO DAYLILLY	1 gal.	
HypH	Hypericum x 'Hidcote'	HIDCOTE ST. JOHNS WORT	5 gal.	
LavG	Lavandula x 'Intermedia 'Grosso'	FAT BUD LAVENDER	1 gal.	
LilM	Lilium muscarif	LILYTURF	1 gal.	
LilM	Lychinus coronaria	ROSE CAMPION	4" pot	
LycC	Lycium repens	CREEPING OREGON GRAPE HOLLY	1 gal.	
Mahn	Mahonia eurybracteata 'Soft Caress'	SOFT CARESS MAHONIA	5 gal.	
Mahe	Miscanthus sinensis 'Yakushima'	DWARF MAIDEN GRASS	1 gal.	
MisY	Miscanthus sinensis 'Yakushima'	DEER GRASS	1 gal.	
MuR	Muhlenbergia rigens	DALAVAY OSMANTHUS	5 gal.	
OsmD	Osmanthus delavayi	FOUNTAIN GRASS	1 gal.	
PenH	Pennisetum alopecuroides 'Hamel'	DIABLO NINEBARK	1 gal.	
PhyD	Physocarpus o. 'Diablo'	LILY OF THE VALLEY	1 gal.	
PieJ	Potentilla fruticosa 'Goldfinger'	GOLDFINGER POTENTILLA	3 gal.	
PotG	Polystichum munitum	WESTERN SWORD FERN	1 gal.	
PolM	Rhapidolepis indica 'Ballerina'	BALLERINA HAWTHORN	5 gal.	
RhaB	Rhamnus frangula 'Columnaris'	COLUMNAR BUCKTHORN	5 gal.	
RhaC	Rhapidolepis umbellata 'Minor'	DWARF YEDDA HAWTHORN	5 gal.	
RhaM	Rhus aromatica 'Gro-Low'	GROW-LOW FRAGRANT SUMAC	1 gal.	
RhuG	Ribes sanguineum	RED FLOWERING CURRANT	3 gal.	
Ribs	Rosa rugosa 'Hansa'	HANSA RUGOSA ROSE	2 gal.	
RosH	Rhododendron x 'PJM'	PJM RHODODENDRON	1 gal.	
RhoP	Rhododendron f. 'Goldstrum'	GOLDSTRUM BLACK-EYED SUSAN	4" pot	
RudG	Rudbeckia f. 'Goldstrum'	JAPANESE SKIMMIA	1 gal.	
SkJ	Skimmia japonica (25% Male / 75% Female)	SUB-ALPINE SPIREA	1 gal.	
SplD	Spiraea bumalda 'Neon Flash'	NEON FLASH SPIREA	3 gal.	
SplN	Spiraea japonica 'Goldmound'	GOLDMOUND SPIREA	3 gal.	
SplG	Spiraea japonica 'Scarlet Pearl'	SCARLET PEARL SNOWBERRY	1 gal.	
SymS	Symphoricarpos 'Miss Kim'	MISS KIM LILAC	3 gal.	
SymM	Syringa pubescens 'Miss Kim'	DAVID VIBURNUM	3 gal.	
VibD	Viburnum davidii	CHASE TREE	5 gal.	
Vita	Vitex agnus-castus			



EAST NEVADA ST.

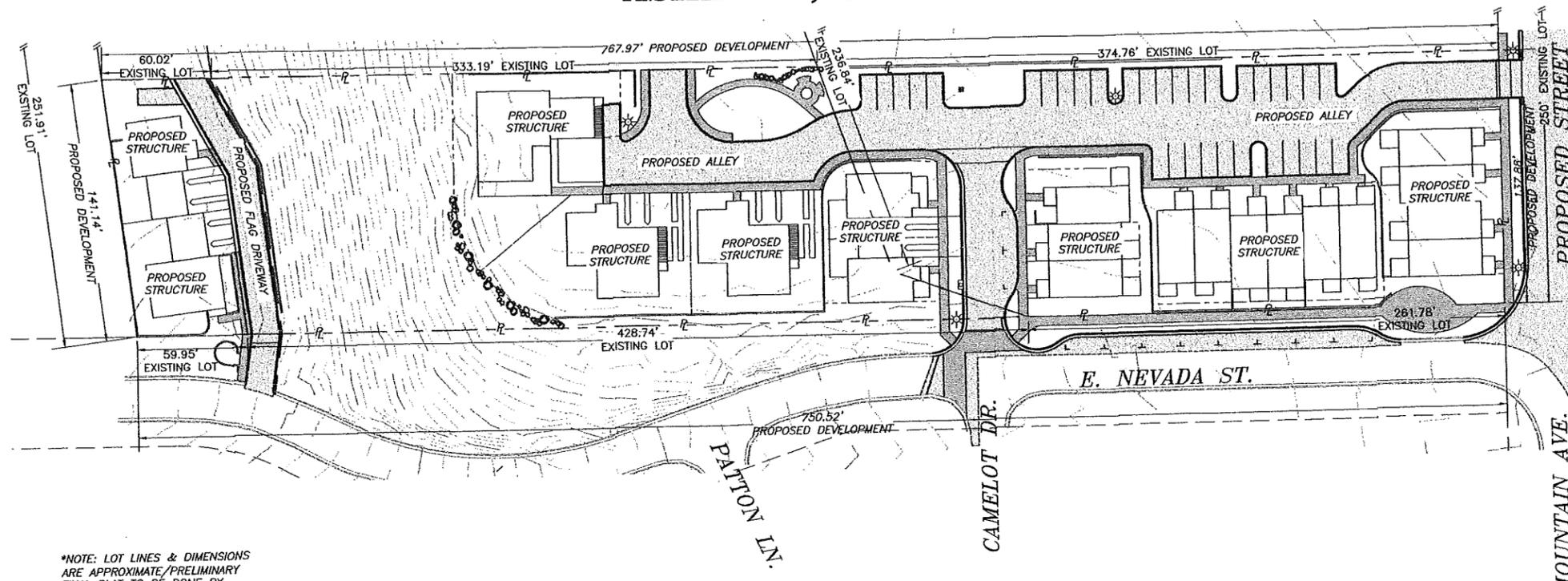
MATCHLINE - SEE ABOVE LEFT

# 475 E NEVADA ST.

## A PROPOSED MULTI-FAMILY DEVELOPMENT

### KATHERINE MAE SUBDIVISION

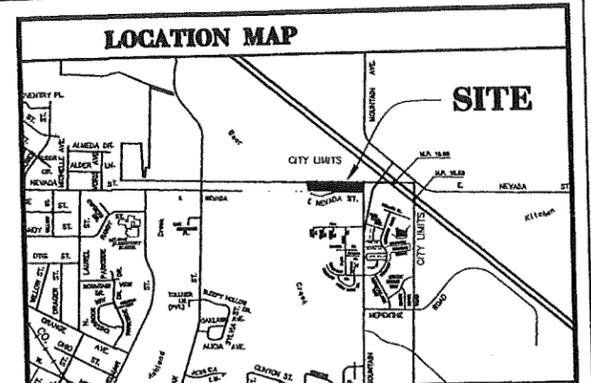
**LOCATED IN:**  
**39 1E 04A, TAX LOTS 1100, 1200, & 1300**  
**ASHLAND, JACKSON COUNTY, OREGON**



\*NOTE: LOT LINES & DIMENSIONS ARE APPROXIMATE/PRELIMINARY FINAL PLAT TO BE DONE BY SURVEYOR.



**SITE PLAN**



SCHEDULE OF DRAWINGS	
C1	COVER SHEET
C2	GRADING/UTILITY--UPPER AREA
C3	GRADING/UTILITY--LOWER AREA

**GENERAL NOTES**

1. All workmanship and materials shall conform to the provisions of the 2015 Standard Specifications for Public Works Construction published by the Oregon Department of Transportation and the current amendments of the City of Ashland.
2. The Contractor shall determine the location of all utilities necessary to complete the work. The Engineer does not guarantee the accuracy of the location or depth of the utilities shown on the plans. The Contractor shall locate existing utilities and notify Engineer of any discrepancies with these plans.
3. The Contractor and subcontractors shall be pre-qualified with the City of Ashland prior to any construction within City right-of-way.
4. The Contractor shall submit a traffic control plan and secure approval of the plan from the City at least (5) working days prior to starting work.
5. The Contractor shall not perform work without the Agency inspections where inspections are required by the specifications.
6. Requests by the contractor for changes to the plans must be approved by the consulting engineer and the Agency's engineer before the changes are implemented.
7. When performing excavations, the contractor shall comply with the provisions of ORS 757.541 to 757.571, which include requirements that the contractor hand-expose (pothole) underground facilities and use reasonable care to avoid damaging them.
8. The Engineer does not either expressly or by implication seek to establish or delineate the property and right-of-way boundaries. The Engineer has included the boundaries on the drawing to orient the location of the material source prior to a topographic survey provided by Terrasurvey, Inc. The Contractor shall contact a surveyor to establish horizontal and vertical control for the project.
9. Granular materials shall be obtained from a source approved by the City of Ashland. The contractor shall notify the City Engineer of the material source without to any granular material placement and shall not change material source without approval.
10. All concrete shall be 3300 psi @ 28 days unless otherwise specified.
11. The private storm drain & s.s. lines shall be PVC conforming to ASTM D-3034, SDR 35. All joints shall be watertight.
12. Public storm drain lines shall be HDPE (ADS N-12 or equivalent) unless otherwise noted on the plans. All joints shall be watertight.
13. Public sanitary sewer lines shall be PVC conforming to ASTM D-3034, SDR 35. All joints shall be watertight.
14. Pipe lengths and slopes shown on the plans are based on the distance from center of manhole or structure (or face of curb for curb inlets).
15. The Contractor shall contact the respective Utility Companies to coordinate relocation or reconstruction of any utilities.
16. The Contractor shall notify the following 48 hours prior to starting the work:  
 City of Ashland Engineering Department     541-488-5347  
 Oregon Utility Notification Center             541-899-1489  
 Thornton Engineering
17. Placement or storage of spoils from the sewer line trenches is not permitted on hard surface streets within public right-of-way. Spoils stored in other than right-of-way areas shall be covered to prevent erosion.
18. The Contractor shall be responsible to clean and/or maintain existing public streets of soil or other debris deposited by construction operations and repair all streets damaged by construction operations in a timely manner to avoid inconveniences or hazards to the public.
19. If "soft" or weak subgrade materials are encountered they shall be removed and replaced with compacted aggregate sub-base material, as necessary to achieve a compacted and stable subgrade. If significant subgrade areas are "soft" contact the geotechnical engineer to review the situation for additional design considerations.
20. Thornton Engineering, Inc. is not providing consulting services regarding subsurface soil and groundwater conditions for this project. Applied Geotechnical Engineering & Geologic Consulting, Inc. has been retained for this purpose. The contractor shall stop work and contact the owner and the geotechnical engineer immediately if groundwater is encountered, or if unusually soft or unstable soil conditions exist on the site.
21. Contractor shall obtain any necessary building permits prior to construction or verify that the owner has done so.
22. Sanitary sewer laterals shall be marked in the field by a 2x4 post painted white. Storm drain laterals shall be marked in the field by a 2x4 post painted green.
23. Sanitary sewer lateral locations shall be permanently marked by a letter 'S' stamped in the top of curb.
24. City to chlorinate and test waterlines. No chlorination fees required by Contractor. Contractor is to provide pig.
25. City to install water laterals and air release valves. Contractor shall provide excavation, backfill and surfacing.
26. A minimum 6-inch separation shall be maintained between all water, storm drain and sanitary sewer main crossings. Any crossings with less than 6-inch separation shall require a concrete separation as approved by PWD. All water and SS crossings shall conform to OAR Chapter 333 (18" as required).

CONTACTS	
<p><b>OWNER</b> DAVID YOUNG 348 S MODOC AVE. MEDFORD, OR 97504</p> <p><b>STREETS/STORM/SANITARY</b> CITY OF ASHLAND 20 E. MAIN ST. ASHLAND, OR 97520 (541) 488-5305</p> <p><b>POWER</b> ASHLAND ELECTRIC DEPARTMENT 90 N. MOUNTAIN AVENUE ASHLAND, OREGON 97520 488-5357</p> <p><b>TELEPHONE</b> CENTURYLINK 132 W. 4TH STREET MEDFORD, OREGON 97501 (541) 776-8268</p> <p><b>CABLE</b> CHARTER COMMUNICATIONS 926 SOUTH GRAPE ST. MEDFORD, OREGON 97501 (541) 282-8672</p> <p><b>DATA</b> ASHLAND FIBER NETWORK (AFN) 90 N. MOUNTAIN AVE. ASHLAND, OR 97520 (541) 552-2317</p>	<p><b>CIVIL ENGINEER</b> THORNTON ENGINEERING, INC. P.O. BOX 476 260 N. 3RD STREET JACKSONVILLE, OR 97530 (541) 899-1489</p> <p><b>WATER</b> ASHLAND WATER DEPARTMENT 20 E. MAIN ST. ASHLAND, OR 97520 (541) 488-5353</p> <p><b>GAS</b> AVISTA UTILITIES 580 BUSINESS PARK DRIVE MEDFORD, OREGON 97504 (541) 858-4739</p> <p><b>SURVEYOR</b> HOFFBUHR &amp; ASSOCIATES, INC. 880 GOLF VIEW DR. SUITE 201 MEDFORD, OR 97504 (541) 779-4641</p>

ABBREVIATIONS & SYMBOLS			
A.C.	ASPHALTIC CONCRETE	MAX	MAXIMUM
B.C.	BACK OF CURB	MIN	MINIMUM
B.C.R.	BEGINNING OF CURB RETURN	M.H.	MANHOLE
C.I.	CURB INLET	P	PROPERTY LINE
Q	CENTER LINE	PUE	PUBLIC UTILITY EASEMENT
CONC	CONCRETE	R/W	RIGHT-OF-WAY
D/W	DRIVEWAY	SS	SANITARY SEWER
E.C.R.	END OF CURB RETURN	SSL	SANITARY SEWER LATERAL
EL	ELEVATION	S/W	SIDEWALK
EXIST	EXISTING	STD	STANDARD
OG	ORIGINAL GRADE	SD	STORM DRAIN
FG	FINISH GRADE	TC	TOP OF CURB
FH	FIRE HYDRANT	UN	UNLESS OTHERWISE NOTED
INV	INVERT OF PIPE	WM	WATER METER
L/S	LANDSCAPING	WV	WATER VALVE

**PERMIT NOTE**

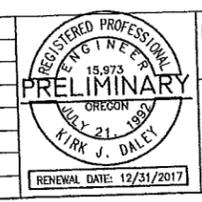
Owner and contractor responsible for obtaining all applicable permits from jurisdictions including but not limited to:  
 -City of Ashland Building/Public Works

SURVEY NOTES	
<p><b>VERTICAL DATUM</b> THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS CITY OF ASHLAND GPS STATION "TOLMAN 506", A 3" BRASS DISK IN CONCRETE LOCATED ON THE EAST SIDE OF TOLMAN CREEK ROAD AT THE SOUTHERLY END OF A CURVE, APPROXIMATELY 300' SOUTHEAST OF THE INTERSECTION OF TOLMAN CREEK ROAD WITH EAST MAIN STREET. STATION ELEVATION = 1917.034' BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29/56).</p>	

DATE	CURRENT SET	PLAN SET DESCRIPTION
10/19/2017	X	PRELIM. PLANS - CLIENT REVIEW

AREA CALCS			
DESC.	AREA (SQ)	AREA (AC)	AREA (%)
IMPERVIOUS AREAS	60,946	1.40	58%
PERVIOUS AREAS	44,530	1.02	42%
<b>TOTAL</b>	<b>105,476</b>	<b>2.42</b>	<b>100%</b>

DRAWN: mjd	REVISIONS
DATE: 10/19/2017	

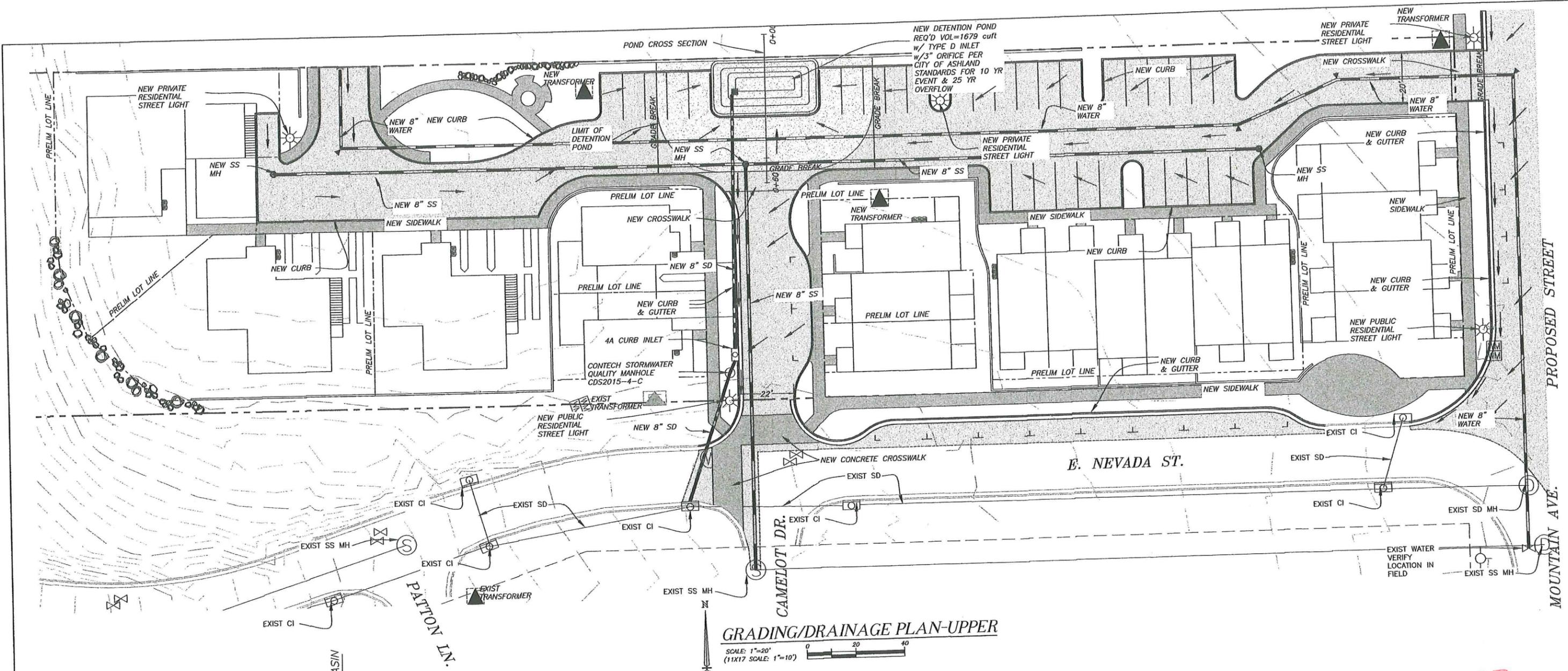


**THORNTON ENGINEERING INC.**  
 p.o. box 476 • 260 north 3rd street  
 jacksonville, oregon 97530  
 (541) 899-1489 (541) 899-3419 fax

**COVER SHEET**  
 KATHERINE MAE SUBDIVISION  
 475 E. NEVADA ST.  
 ASHLAND, OR 97520

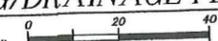
SHEET  
**C1**

JOB NO. 16-015  
 FILE: BASEMAP.DWG

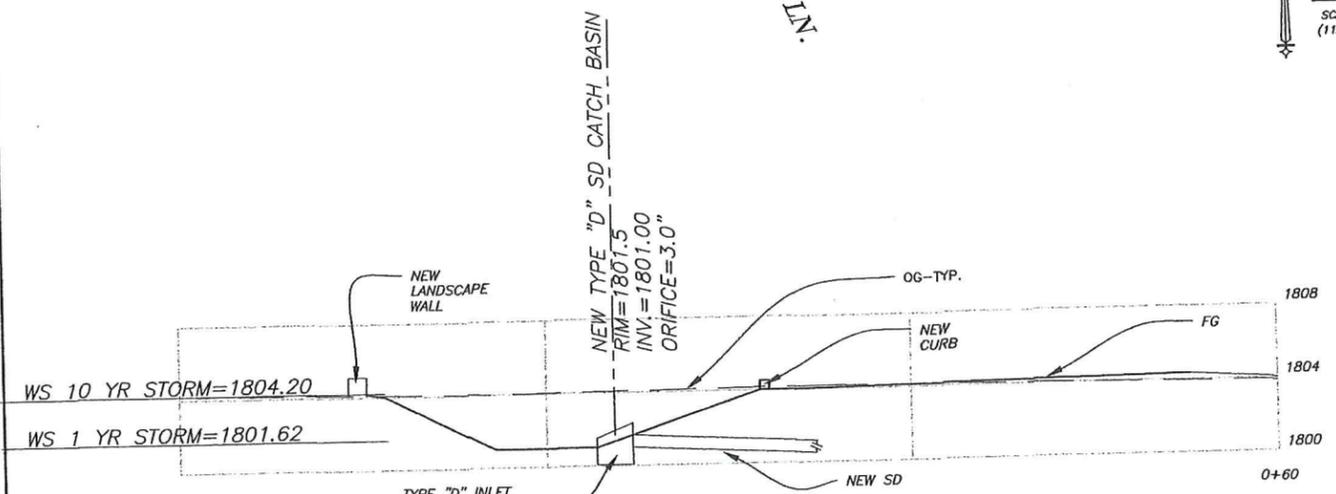


**GRADING/DRAINAGE PLAN-UPPER**

SCALE: 1"=20'  
(11X17 SCALE: 1"=10')



**RECEIVED**  
NOV 03 2017  
City of Ashland

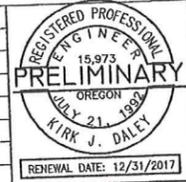


**POND CROSS SECTION**

SCALE: 1"=5'  
(11X17 SCALE: 1"=2.5')



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DATE:	10/19/2017
REVISIONS:	

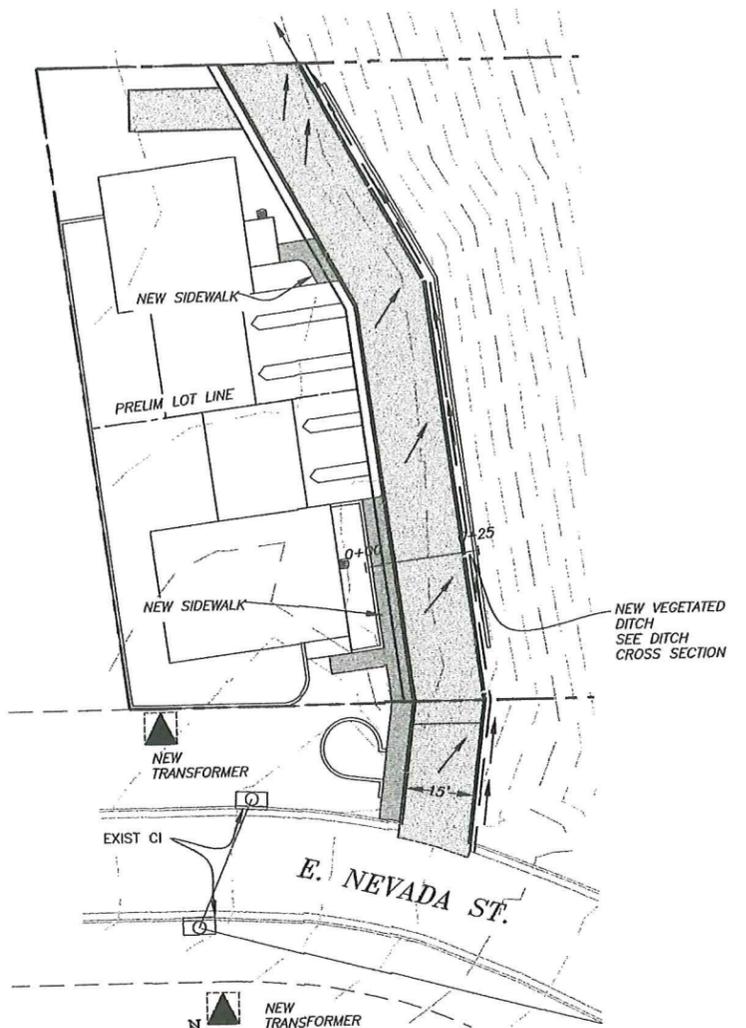


**THORNTON ENGINEERING INC.**  
PRELIMINARY GRADING/UTILITY UPPER AREA  
KATHERINE MAE SUBDIVISION  
475 E. NEVADA ST.  
ASHLAND, OR 97520

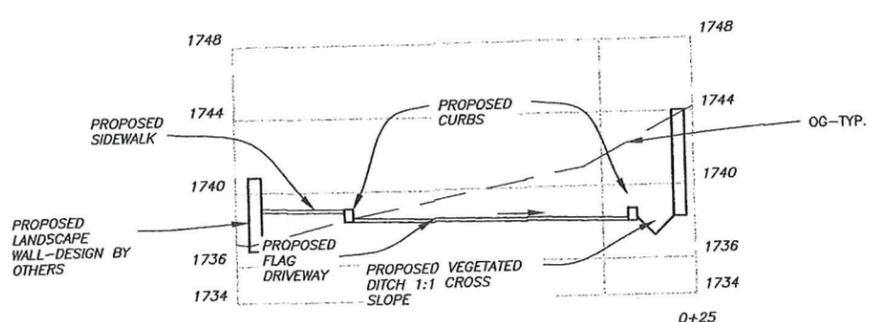
p.o. box 476 • 260 north 3rd street  
jacksonville, oregon 97530  
(541) 899-1489 (541) 899-3419 fax

JOB NO. 16-015  
FILE: BASEMAP.DWG

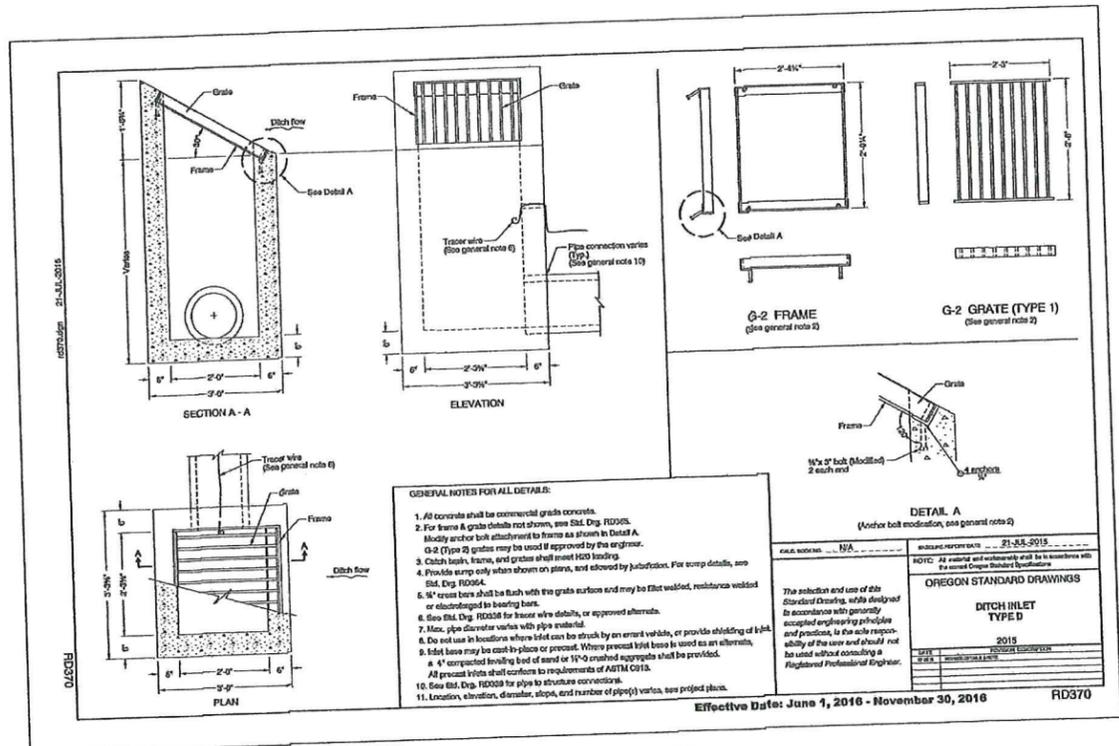
SHEET  
**C2**



**GRADING/DRAINAGE PLAN-LOWER**  
SCALE: 1"=20'  
(11X17 SCALE: 1"=40')



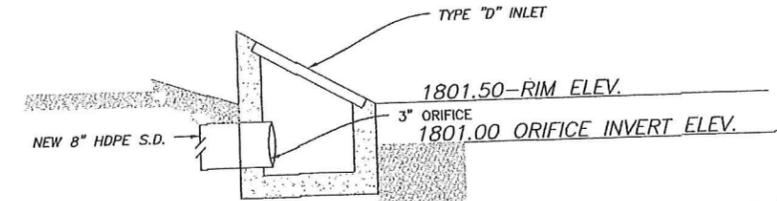
**DITCH CROSS SECTION**  
SCALE: 1"=5'  
(11X17 SCALE: 1"=2.5')



- GENERAL NOTES FOR ALL DETAILS:**
- All concrete shall be commercial grade concrete.
  - For frame & grate details not shown, see Std. Dwg. RD305. Modify anchor bolt attachment to frame as shown in Detail A. G-2 (Type 1) grates may be used if approved by the engineer.
  - Catch basin, frame, and grates shall meet HDI loading.
  - Provide slump only when shown on plans, and allowed by jurisdiction. For slump details, see Std. Dwg. RD304.
  - 1/2" rebar shall be flush with the grate surface and may be flat welded, resistance welded or electroplated to bearing bars.
  - See Std. Dwg. RD308 for rebar wire details, or approved alternate.
  - Do not use in locations where inlet can be struck by an errant vehicle, or provide shielding of inlet.
  - Inlet base may be cast in place or precast. Where precast inlet base is used as an alternative, a 4" compacted leveling bed of sand or 1/2" crushed aggregate shall be provided.
  - All ground inlets shall conform to requirements of ASTM C913.
  - See Std. Dwg. RD309 for pipe to structure connections.
  - Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.

**STANDARD "D" INLET DETAIL**

\*NOTE: SEE DETAIL BELOW FOR SITE CONDITIONS



**SITE INLET DETAIL-SIDE VIEW**  
SCHEMATIC

- DETENTION NOTES (10 YR.)**
- MAXIMUM TOTAL ALLOWABLE DISCHARGE (PRE-DEVELOPMENT DISCHARGE) = 0.708 CFS
  - TOTAL POST-DEVELOPMENT DISCHARGE = 1.349 CFS
  - ACTUAL POST DETENTION DISCHARGE (AFTER POND) = 0.724 CFS
  - REQUIRED POND STORAGE = 1,679 C.F.
  - POND ELEVATION REQ'D TO ACHIEVE REQ'D POND STORAGE = 1804.20
  - POND OUTLET - 8" HDPE PIPE w/3" ORIFICE

**RECEIVED**  
NOV 03 2017  
City Of Ashland

DRAWN:	mjd			p.o. box 476 • 260 north 3rd street jacksonville, oregon 97530 (541) 899-1489 (541) 899-3419 fax	SHEET
DATE:	10/19/2017				
	REVISIONS				



Planning Division  
51 Winburn Way, Ashland OR 97520  
541-488-5305 Fax 541-488-6006

## STREET TREE REMOVAL PERMIT

A tree that is located in any public street right-of-way or other public property may not be removed until a Street Tree Removal Permit has been submitted according to the Application Submission Requirements, below, and reviewed and approved by the City of Ashland.

An application for street tree removal must demonstrate that the tree is an emergency, hazard, or dead tree as outlined below in the Application Submission Requirements.

**Application Submission Requirements.** An application for a street tree removal permit shall include all of the following information.

- 1. Application Form and Fee.** The application must include the information requested on the Street Tree Removal Permit form provided by the City of Ashland and the permit application fee. Only those property owners of a lot adjoining the street tree location or homeowners' associations responsible for street trees in their development or subdivision may apply to remove an adjoining street tree. If a tree is located in front of more than one property, each property owner or homeowners' association official must sign the Street Tree Removal Permit form.
- 2. Site Plan.** A site plan of the property drawn to scale containing the following information. The scale of the site plan must be at least one inch equals 50 feet or larger.
  - a. North arrow and scale.
  - b. Property boundaries including dimensions of all lot lines and driveway locations.
  - c. Location and width of all public streets, planting strips, and sidewalks adjoining the site.
  - d. Size, species, and location of the tree(s) proposed to be removed.
- 3. Written Statement.** A written statement explaining how the proposed street tree removal satisfies one of the following approval criteria. The Community Development director may require additional information to demonstrate that the proposed removal satisfies one of the following approval criteria including: 1) a written statement to be prepared by an arborist licensed by the State of Oregon Landscape Contractors Board of Construction Contractors Board and certified by the International Society of Arboriculture or American Society of Consulting Arborists; and 2) an International Society of Arboriculture (ISA) Basic Tree Risk Assessment Form to be completed by an arborist.

### Street Tree Removal Approval Criteria

- a) **Emergency Tree Removal.** The tree presents an immediate danger of collapse and represents a clear and present hazard to persons or property. Immediate danger of collapse is defined as a tree that may already be leaning, with the surrounding soil heaving, and/or there is a significant likelihood that the tree will topple or otherwise fail and cause damage before a tree removal permit could be obtained through the non-emergency process.
- b) **Hazard Tree Removal.** The tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. A hazard tree is a tree that is physically damaged to the degree that it is clear the tree is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within a public right-of-way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated.
- c) **Dead Tree.** The tree is dead. A dead tree is lifeless. Such evidence of lifelessness may include unseasonable lack of foliage, brittle dry branches, or lack of any growth during the growing season.

**Replacement and Stump Removal.** Applicants for approved Street Tree Removal Permits are required to remove any stumps and replace the tree. Stump removal and replacements for approved street tree removals shall meet the following requirements.

1. Any street tree removed shall be removed at ground level or lower. If a tree is removed below ground level, the surface must be restored to finish grade and any regrowth which occurs shall be promptly removed.
2. All street trees shall be an appropriate species selected from and planted according to the City of Ashland Recommended Street Tree List.
3. The minimum size for a replacement tree is eight feet in height or one inch in caliper measured at 12 inches above the root crown.
4. Applicants for a Street Tree Removal Permit may be required to replace the tree or trees being removed with a tree or trees of comparable value.
5. If a street tree is determined to be dead or dying, then the replacement need be no larger than the minimize size described above.

Type of Tree(s) Deciduous

Approximate Diameter at breast height 12" Height 10' Canopy Small

Location of Tree On the park row.

Reason for Request The tree roots have grown through the concrete on the common area sidewalk it is crumbling and a hazard to pedestrians.

Are there underground utility lines and/or overhead power lines present? NO

If yes, please list which lines are present —

Is there sidewalk damage? Yes If yes, has a Public Works permit been issued? No I was told no permit necessary

OVER >>

**DESCRIPTION OF PROPERTY**

Street Address 586 B St  
Assessor's Map No. 39 1E 391 E 09 AB Tax Lot(s) 7400  
Zoning R-2 Comp Plan Designation multifamily

**PROPERTY OWNER**

Name Evye Szanto Phone 530-530-7290 E-Mail EVYESZANTO@gmail.com  
Address 586 B St City Ashtland Zip \_\_\_\_\_  
Name \_\_\_\_\_ Phone \_\_\_\_\_ E-Mail \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

**PROFESSIONAL PERFORMING THE TREE REMOVAL (e.g., tree service)**

Name Chris Avalos Phone 541-531-7054 E-Mail \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

**ARBORIST, LANDSCAPE ARCHITECT, OTHER**

Title \_\_\_\_\_ Name \_\_\_\_\_ Phone \_\_\_\_\_ E-Mail \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_  
Title \_\_\_\_\_ Name \_\_\_\_\_ Phone \_\_\_\_\_ E-Mail \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner. I hereby certify that the statements and information contained in this application are in all respects, true and correct. I further understand that if this request is subsequently contested, the burden will be on me to establish:

- 1) that I produced sufficient factual evidence to support this request;
- 2) that the information contained in this application are adequate; and further
- 3) that all trees, structures, or improvements are properly located on the ground.

  
Property Owner's Signature (required) \_\_\_\_\_ Date 10/14/17

**STAFF DECISION:**

Permit is hereby (circle one):    Approved                      Approved with Conditions                      Denied

Conditions of Approval \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Is the tree 18" d.b.h or greater?     NO     YES                      Has the City Administrator has been notified:     NO     YES

\_\_\_\_\_  
Community Development Director/Planning Manager Signature                      Date



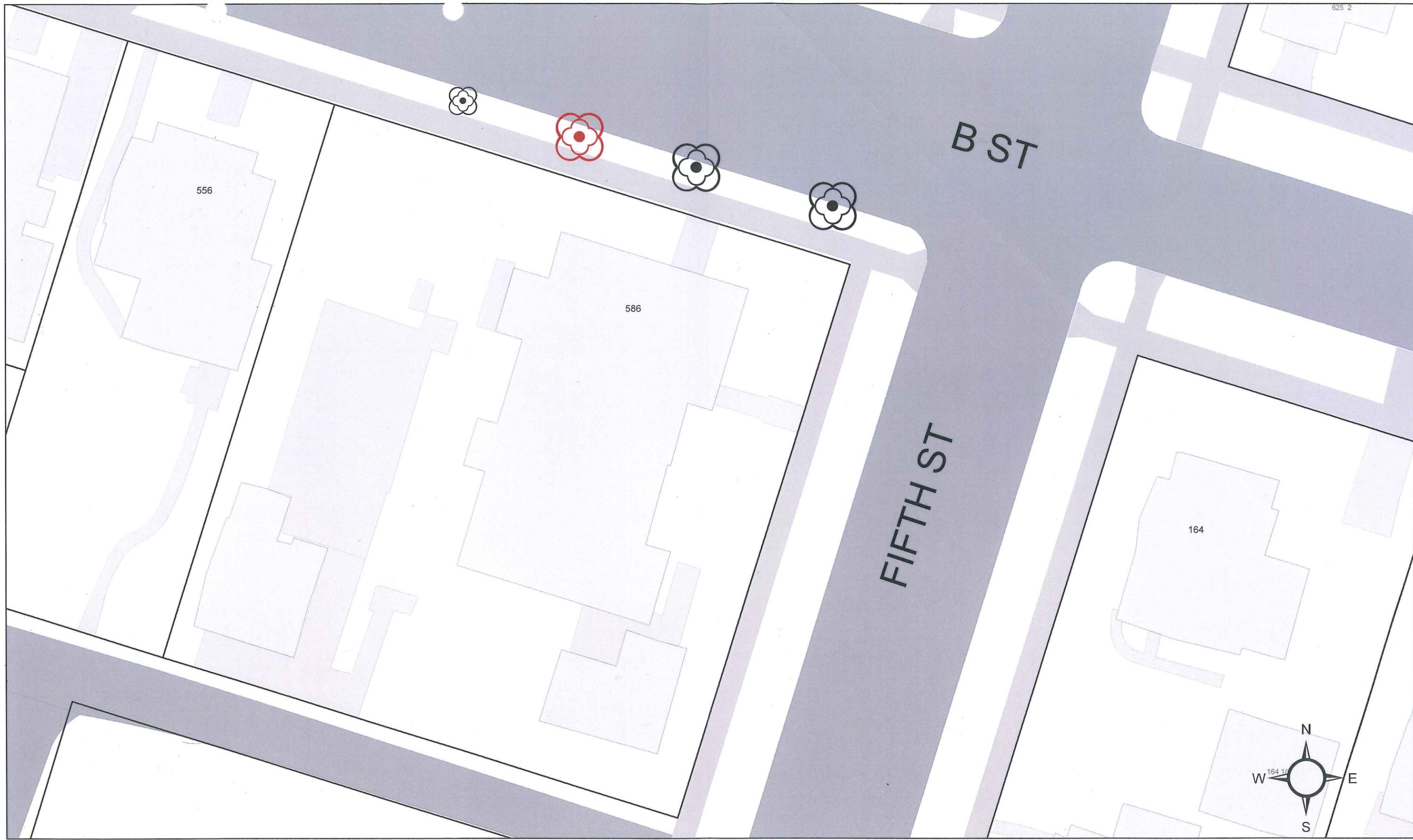




1:240  
1 inch = 20 feet

Mapping is schematic only and bears no warranty of accuracy.  
All features, structures, facilities, easement or roadway locations  
should be independently field verified for existence and/or location.

CITY OF  
**ASHLAND**



1:240  
1 inch = 20 feet

Mapping is schematic only and bears no warranty of accuracy.  
All features, structures, facilities, easement or roadway locations  
should be independently field verified for existence and/or location.

CITY OF  
**ASHLAND**  
Street Tree Permit

**RECEIVED**

NOV 30 2017

City of Ashland

Applicant's Name CANDY LLC Phone No (541) 631-8000  
Site Address 129 ALMOND ST Email CJ.CHARISHAW@GMAIL.COM  
Is the Property Owner aware of this request? (if different from above) \_\_\_\_\_  
Name HILARY BEST Phone No (541) 261-3876  
Address 129 ALMOND Email HILARY@MTASHLAND.NET

Type of Tree(s) MAPLES

Approximate Diameter at breast height 9, 9.5, 12/13 Height 25 Canopy 15

Location of Tree NEAR CORNER OF NUB HILL AND ALMOND STREETS.

3 TREES IN A ROW UNDER POWER LINES ALONG ALMOND ST. FLAGGED

Reason for Request VERY POOR FORM + NECROTIC TOPS FROM POWER LINE

CLEARANCE PRUNING. CAVITIES. POOR HEALTH. AREA OVER-CRAWLED WITH

TREES. OAKS IN THE AREA ARE TO BE RETAINED.

Are there underground utility lines and/or overhead power lines present? YES

If yes, please list which lines are present COMMUNICATIONS, ELECTRICITY

Is there sidewalk damage? NO If yes, has a Public Works permit been issued? \_\_\_\_\_

**Staff Decision**

*In accordance with Ashland Municipal Code (AMC)13.16, the City encourages the planting of appropriate trees within the right-of-way. No trees shall be planted or removed from any public planting strip or other public property in the City until a permit has been issued by the City Administrator or designee. Applicants for a removal permit may be required to replace the tree or trees being removed with a tree or trees of comparable value. If the tree is determined to be dead or dying, then the replacement need be no larger than the minimum described in this chapter. The replacement tree(s) shall be of a size specified in the permit and no smaller than eight feet in height or one inch in caliper 12 inches above root crown and shall be an appropriate species selected from and planted according to the Recommended Street Tree List. Any tree removed under this chapter shall be removed at ground level or lower. If a tree is removed below ground level, the surface will be restored to finish grade and any regrowth which occurs shall be promptly removed.*

Permit is hereby (circle one):    Approved                      Approved with Conditions                      Denied

Conditions of Approval \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Staff Signature \_\_\_\_\_ Date \_\_\_\_\_

NOB HILL ST

ALMOND ST

129

125

134

135

120 1/2



Oregon Forest Pest Detector Pest Watch  
**Emerald ash borer (EAB)**

B. Saffell and A. Grotta

The emerald ash borer (EAB) is an invasive insect from Asia. It was first found in the United States in 2002. It has now spread across the eastern U.S. and as far west as Colorado, and has killed hundreds of millions of ash trees. EAB is spread primarily by the transport of nursery stock and firewood. EAB has not been found in Oregon, but all ash trees in Oregon cities and forests are at risk. Once established, EAB is very difficult to control. **By keeping an eye out for EAB, you can help protect trees and forests in Oregon.**

**Insect identification**

**Adult:** 7.5 to 13.5 mm (0.3 to 0.5 inch) long, slender, and metallic olive to emerald green; active June through July

**Larva:** 2.6 to 3.2 cm (1 to 1.3 inches) long, creamy white, with bell-shaped segments; found under the bark throughout the year; causes damage to tree by eating tissue below the bark

**Hosts**

**Ash** (*Fraxinus* spp.) Ash in Oregon is primarily found in cities and towns as landscape trees and in natural riparian forests throughout the Willamette Valley.

**White fringetree** (*Chionanthus virginicus*)

**Signs and symptoms**

- Significant crown dieback in heavily infested trees (starts in top third of the crown)
- Sucker shoots emerging from the trunk or base of the tree
- Woodpecker activity that gives bark a distinct mottled appearance
- D-shaped holes in the bark about 3 mm (0.1 inch) in diameter
- Splitting bark
- S-shaped galleries underneath the bark
- Adults visible in summer



(1) Adult EAB, and actual size in top right corner; (2) EAB larva, and actual size in bottom left corner; (3) D-shaped exit hole (1) EAB adulto, y uno de tamaño real en la esquina derecha superior; (2) Una larva de EAB, y una larva de tamaño real en la esquina inferior izquierda; (3) Orificio de salida en forma de "D"

Monitoreo y Detección de Plagas Forestales en Oregon  
**El barrenador verde esmeralda del fresno (EAB)**

B. Saffell y A. Grotta

El barrenador verde esmeralda del fresno (EAB) es una especie invasora de Asia. Fue descubierto por primera vez en los Estados Unidos en el 2002. Actualmente se ha propagado en los estados del este de EUA y hasta Colorado en el oeste matando cientos de millones de fresnos. El EAB se propaga principalmente cuando es transportado en plántulas de vivero y leña. Aún no se ha encontrado en Oregon, pero todos los fresnos en las ciudades y bosques están en alto riesgo. Una vez que el EAB se establece, es muy difícil de controlar. **Si está atento y al cuidado del EAB, usted nos puede ayudar a proteger los árboles y bosques en Oregon.**

**Identificación del insecto**

**Adulto:** de 7.5 a 13.5 mm (0.3 a 0.5 pulgada); de color verde esmeralda metálico; está activo de junio a julio

**Larva:** de 2.6 a 3.2 cm (1 a 1.3 pulgadas) de largo, es de apariencia blanca cremosa con segmentos en forma de campana; se pueden encontrar debajo de la corteza durante todo el año, dañando al árbol al alimentarse del tejido que se encuentra en esa zona

**Hospederos**

**Fresno** (*Fraxinus* spp.). En Oregon, el fresno se encuentra principalmente en las ciudades y pueblos como árbol ornamental, también se encuentran de manera natural en los bosques de las riberas a lo largo del Valle del Willamette.

**Cionanto, Flor de Nieve o Barba de Viejo** (*Chionanthus virginicus*)

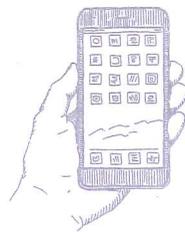
**Señales y síntomas**

- Importante mortalidad de la copa en árboles con fuerte infestación (comienza en el tercio superior de la copa)
- Brotes que emergen del tronco o de la raíz
  - Actividad de los pájaros carpinteros que le da un moteado distintivo a la corteza del árbol
- Orificios con forma de "D" en la corteza de aproximadamente 3 mm (0.1 pulgada) de diámetro
- Corteza partida

## What to do if you suspect EAB

Help the Oregon Department of Agriculture manage EAB by reporting what you see.

1. File a report with the Oregon Invasive Species Hotline, at <https://oregoninvasiveshotline.org/> or call 1-866-INVADER.
2. Include photos of the surrounding environment, the whole tree, and any signs, symptoms, or insects.
3. Take note of the exact location of your detection and include it in your report.
4. If you suspect you have found an adult or larval EAB, collect it in a crushproof container, label the container with the date and location, and put the container in a freezer.



Once you file a report, someone may contact you to ask questions about your detection or arrange a site visit. If you are unable to file a report yourself, give the information to a supervisor or other trusted person to report.

## For more information

*Oregon Forest Pest Detector Field Guide* (EM 9127), Oregon State University Extension Service. <https://catalog.extension.oregonstate.edu/em9127>

Oregon Forest Pest Detector website: <http://pestdetector.forestry.oregonstate.edu/> (more information on EAB and other high-priority forest pests)

Signs and symptoms of EAB: (4) crown dieback; (5) sucker shoots; (6) S-shaped galleries; (7) bark splits; (8) woodpecker damage

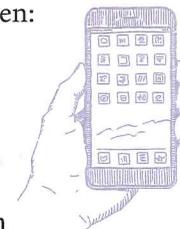


- Galerías con forma de "S" debajo de la corteza
- Adultos visibles en el verano

## Que debe hacer si sospecha de la presencia de EAB

Ayude al Departamento de Agricultura de Oregon a controlar el EAB reportando sus observaciones.

1. Envíe un reporte a la línea directa de especies invasoras de Oregon, en: <https://oregoninvasiveshotline.org/>; o llame al 1-866-INVADER.
2. Incluya fotos de los tipos de ambientes que están a su alrededor, del árbol completo, de cualquier seña, síntoma o de los insectos.
3. Tome nota de la ubicación exacta de dónde lo detectó e inclúyala en su reporte.
4. Si sospecha que encontró un adulto o una larva de EAB, coléctela en un recipiente que no se pueda aplastar, póngale una etiqueta con la fecha y la ubicación precisa, y ponga el recipiente en el congelador.



Una vez que haya enviado su reporte, alguien lo contactará para hacerle unas preguntas acerca de lo que detectó y arreglar una visita al sitio. Si a usted no le es posible enviar el reporte, por favor dé la información a un supervisor, o a alguien en quien usted confíe que sí lo va a reportar.

## Para mayor información

*Oregon Forest Pest Detector Field Guide* (EM 9127), Oregon State University Extension Service. <https://catalog.extension.oregonstate.edu/em9127>

Oregon Forest Pest Detector web página electrónica: <http://pestdetector.forestry.oregonstate.edu/> (para información adicional sobre el ALB y otras infestaciones forestales de alta prioridad)

Señales y síntomas del EAB: (4) muerte regresiva de la copa; (5) brotes basales que salen de la raíz o del tronco; (6) galerías en forma de "S"; (7) separación de la corteza; (8) daño causado por pájaros carpinteros

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Oregon  
Department  
of Agriculture



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