

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

ASHLAND PLANNING COMMISSION  
**REGULAR MEETING**  
January 9, 2018  
**AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street
  
- II. **ANNOUNCEMENTS**
  
- III. **AD-HOC COMMITTEE UPDATES**
  
- IV. **CONSENT AGENDA**
  - A. **Approval of Minutes**
    - 1. December 12, 2017 Regular Meeting
  
- V. **PUBLIC FORUM**
  
- VI. **UNFINISHED BUSINESS**
  - A. **Approval of Findings for PA-2017-02134, 1068 Main Street.**
  
- VII. **TYPE III PUBLIC HEARINGS**
  - A. **PLANNING ACTION: PA-2017-02129**
    - SUBJECT PROPERTY: 475 E. Nevada St.**
    - OWNER/APPLICANT: Young Family Trust & City of Ashland/Rogue Planning & Dev. 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.**
  
- VIII. **ADJOURNMENT**

CITY OF  
**ASHLAND**



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

**CITY OF  
ASHLAND**  
**ASHLAND PLANNING COMMISSION**  
**MINUTES**  
**December 12, 2017**

**CALL TO ORDER**

Chair Roger Pearce called the meeting to order at 7:02 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

**Commissioners Present:**

Troy Brown, Jr.  
Michael Dawkins  
Debbie Miller  
Melanie Mindlin  
Haywood Norton  
Roger Pearce  
Lynn Thompson

**Staff Present:**

Bill Molnar, Community Development Director  
Maria Harris, Planning Manager  
Derek Severson, Senior Planner  
Dana Smith, Executive Assistant

**Absent Members:**

**Council Liaison:**

Dennis Slattery, absent

**ANNOUNCEMENTS**

Community Development Director Bill Molnar announced the Open House for the Ashland Infill Transit Triangle occurred the night before and had approximately 30 attendees. The stakeholder meeting happened earlier in the day and involved design professionals, contractors, and developers. The next step was presenting the preliminary findings at the January 16, 2018, City Council meeting. The Planning Commission Study Session for December 26, 2017, was canceled. There would be a public hearing at the January 9, 2018, Planning Commission meeting.

**CONSENT AGENDA**

**A. Approval of Minutes**

1. November 14, 2017 Regular Meeting.
2. November 28, 2017 Study Session.

In the minutes of November 14, 2017, Chair Pearce noted on page 7, **Questions of Applicant** should read **Questions of the Appellant**.

**Commissioners Dawkins/Brown m/s to approve the minutes of the November 14, 2017 as amended. Voice Vote: all AYES. Motion passed 7-0.**

**Commissioner Miller/Mindlin m/s to approve the minutes of the November 28, 2017. Commissioner Brown abstained. Voice Vote: all AYES. Motion passed 6-0.**

**PUBLIC FORUM** – None

**TYPE II PUBLIC HEARINGS**

**A. PLANNING ACTION: 2017-01911**

**SUBJECT PROPERTY: 181 A Street**

**OWNER/APPLICANT: Jorge Yant**

**DESCRIPTION: A request for a Conditional Use Permit for Marijuana Retail Sales and Site Design Review for Marijuana Production (Indoor Grow) in the existing building located at 181 A St. The marijuana businesses are**

proposed to be located in the eastern portion of the building and according to the application materials, the Marijuana Retail Sales will be located at 181 A St. and the Marijuana Production (Indoor Grow) will be located at 185, 191 and 195 A St. **COMPREHENSIVE PLAN DESIGNATION: Employment; ZONING: E-1; ASSESSOR'S MAP: 39 1E 09BA; TAX LOT #: 14600 & 14900.**

Chair Pearce read aloud the public hearing procedures for land use hearings.

### **Ex Parte Contact**

Commissioner Dawkins declared no ex parte and one visit where he ran past the building. Commissioner Miller declared no ex parte but drove past the building several times a week. Commissioner Brown declared no ex parte but drove past the site twice a day. Commissioner Thompson declared no ex parte and no special site visit. Commissioner Norton and Chair Pearce declared no ex parte, one site visit. Commissioner Mindlin knew the site well and had no ex parte.

The Commission had no cause for bias or financial interest in the matter.

### **Staff Report**

Planning Manager Maria Harris explained the application was a request to use a portion of the building at A Street and Oak Street for marijuana retail sales, and marijuana production/indoor grow. The application applied to the eastern side of the building and included 181, 185, 191, and 195 A Street.

- Both proposed uses are subject to Special Use Standards for Marijuana Related Businesses AMC 18.2.3.190.B
- Marijuana retail sales is subject to a Conditional Use Permit (CUP) AMC 18.5.4.050.A
- Marijuana Production (Indoor Grow) is subject to Site Design Review AMC 18.5.2.050

The application was noticed originally as a Type I application. It was an existing building with no additions or exterior changes. There were no changes to the site regarding circulation and parking. The City received 30 comments during the comment period. Due to the concerns raised during the comment period and after staff's evaluation of potential issues in meeting the approval criteria, it was scheduled for a public hearing.

The property was zoned E-1 Employment. The closet residential zone was west of Oak Street and zoned R-2 Multi-family. The property was in three overlays, Historic District Railroad Addition, Historic District Detailed Site Review, and the Residential Overlays.

There were two parcels. One was where the building was located and the other was the parking lot. The building was built in 1912 and considered a historic contributing resource. It was 16,000 square feet (sq. ft.) and 390 feet in length. Both parcels combined, the property was just under one acre. It started out as Ashland Fruit and Production Association, then Oak Tank and Steel. In 1999, it was approved to the A Street Market Place that was a mix of retail, food service, light industrial and office uses. Later a portion was approved for a night club and recently the building was used for an office use. The parking lot had 43 spaces. The retail use was proposed at 1,850 sq. ft. and production at 4,180 sq. ft.

The CUP criteria for the retail portion of the application required analysis of what was proposed compared to the target use of the property and if it created any greater adverse impacts on the impact area and livability. The notice area included twenty-one property owners.

Issues staff raised regarding the application included the following:

#### **Marijuana Retail Sales (CUP)**

- Traffic generation of proposed use compared to target use of a general office building. In this case, it was slightly over 20,000 sq. ft. Comparing it to what was proposed and whether there was a greater adverse material effect on the livability of the impact area.
- Impact of trips on intersections, pedestrian crossings and safety, and bicycle safety. The proposal would double the number of trips created by the target use. Staff wanted to determine the incremental change

compared to the target use as well as the performance of the transportation system and whether the increase would affect intersection function, pedestrian crossings and safety, and bicycle safety.

### **Marijuana Retail Sales and Marijuana Production**

- Measuring the Required 200 feet from Residential. In this proposal, the retail location was 230 feet away from the residential zone.
- The Commission could look at the standard and interpret it differently. It was not explicitly defined in the code.

### **Marijuana Production (Site Design Review)**

- Window and Door Coverings. Marijuana business standards require applicants to keep all light and glare in the building.
- The applicant would use blackout devices on the windows. However, it was in conflict with the site design use standard that required the doors and windows on A Street to have visibility.

At this point, staff recommended the applicant provide more detailed information on potential impacts to the transportation system associated with the increase in vehicle trips. The Public Works Department asked the applicant to analyze traffic throughout the day instead of PM Peak Hour from 4:00 p.m. to 6:00 p.m. The applicant also needed to address the visibility standards for the windows and doors in the production facility.

There were several written comments concerning odor. Ashland Municipal Code (AMC) prohibited nuisances that affected public health, specifically offensive odor. Staff would add a condition to the application to install an air filtration system in the production facility to confine the odor to the premises to the greatest extent possible. It was a requirement for retail sales and staff used the same standard as a condition for the production facility.

### **Questions of Staff**

Ms. Harris clarified water usage, electric usage, and waste treatment was addressed in the staff report. Staff consulted with the Public Works Department and the Electric Department. Both Departments thought there was adequate capacity. They did raise an issue regarding treatment and rate of sewage released from the indoor grow operation due to agricultural chemicals potentially being in the water. The Building Division thought the issues could be addressed during the building permit process.

The application was very brief on water, electric use, and waste. Commissioner Dawkins explained capacity was one thing and aligning with City policies was another. The report might be too vague to support. Ms. Harris further clarified staff focused on the CUP and site design review criteria that stated adequate capacity of public facilities. Community Development Director Bill Molnar added that was generally staff's position in the past. The master plans for sewer and water show adequate supply to accommodate future growth. Staff looked at the capacity of the facilities in the area to serve the proposed use and if upgrades were needed. They did not look at whether it was a high water user. Commissioner Miller thought it was something they needed to consider.

Ms. Harris confirmed the AMC required a blank wall within 3-feet of a sidewalk to have visibility. Blacking out the windows to satisfy the marijuana rules made it conflict with the visibility standard.

### **Applicant's Presentation**

**Jay Harland/CSA Planning, LTD/4497 Brownridge Terrace/Medford, OR/**Represented Plexis Healthcare Systems. The application was a re-use of a portion of the existing building. It would use one-third of the building. The remaining two thirds would not be occupied by these uses.

There were two different permits, the site design review and the CUP. Public comments mostly pertained to the livability concerns regarding production and less to the retail piece. Mr. Harland responded to the following issues:

### **Traffic**

The applicant's traffic engineer was based in Eugene and unable to do any additional analysis until later that week. They planned to request a continuance or keep the record open so they could provide more information. The applicant did not want to incur additional expense until they had more specifics on what the City wanted.

### **Residential Separation Measurement**

It made sense to apply the code to the uses and not some other standard.

### **Odor**

Marijuana odor was an issue for the region. As it related to this application, the odor would be controlled indoors. In addition to the applicant's request for a continuance, he submitted an odor control memorandum from the project's operation manager. The operations manager was confident they could manage it with a heating, ventilation, and air conditioning (HVAC) unit and eliminate any technical odor at the perimeter of the property. Any condition needed to take into account the ambient smell that existed in the valley during October.

### **Water and Effluent**

The operation aligned with the City's objective regarding water and effluent. They did not want to waste nutrients that could be going to the plants on the production side. They were paying for the water and wanted the system to be as efficient as possible. Indoor grows allowed some economy of scale to do that.

### **Window Coverings**

They would talk further with staff and come up with a condition of approval that made sense.

### **Retail Use**

Mr. Harland visited three marijuana dispensaries in Medford, OR. Operators were diligent on asking for identification. He did not detect any odor nor could he hear anything occurring behind the scenes. He compared it to a convenience store. He went on to submit documents into the record.

### **Questions of the Applicant**

Commissioner Thompson asked if Mr. Harland would accept a condition that agreed to provide no detectable odor as opposed to containing the odor to the greatest extent possible. Mr. Harland agreed and noted the memorandum submitted into the record stated minimally detectable odor at the property line and not detectable at the adjacent properties.

Commissioner Norton asked about noise control for the air filtration systems. Alternately, there was no information on the type of system, noise control, or heat cooling systems for the lights.

Operations Manager Drew Morrison explained the majority of the infiltration systems would use charcoal filter systems inside the building. It would alleviate the noise outside the building. The HVAC system would not operate longer than normal use for the building. Room design included a heat bubble to capture most of the heat above the lights. The plants required twelve hours of lighting and 12 hours off. Lights would be on during normal operating hours.

Commission Miller asked about water usage and volume. Mr. Morrison had looked at how much water would be used and would submit that information with the continuance and additional information for electricity and sewer usage.

Commissioner Norton noted marijuana regulations required everything to do with the grow had to be stored inside the building. He wanted to know the waste volume and collection frequency. Mr. Morrison explained plant waste needed to be contained for 3 days under the Oregon Liquor Control Commission (OLCC) regulations. The volume would be minimal. The majority of the plant was used for processing. The waste would be transferred to a partner wholesale facility once a month.

Chair Pearce addressed Exhibit 10-B and asked about circulation. Mr. Harland explained there was an existing entry in the west of the building that went into the public area. They could close that entrance. It would be unfortunate to close it but they would to meet the standard. They could still provide an emergency exit with it closed.

### **Public Testimony**

**Brent Thompson/P.O. Box 201/Owned** 310 Oak Street across from the subject property. His tenants were not in favor of the application. The smell of marijuana could exacerbate asthma symptoms. He thought policing the air filtration system would be a nightmare. There were run off concerns regarding the roof. Just on enforcement and permeating smell, the Planning Commission should deny the application.

**Eileen Piker/625 B Street/Reiterated** written comments she provided earlier. She had a strong objection to the application for two reasons. One, Ashland had more than enough retail marijuana. Two, the location was too close to residential and prime downtown business districts.

**Allen Carlson/1248 Vawter Road/Medford, OR 97501/Owned** property across the street. He had three concerns that he had submitted in writing. The one on odor was addressed. Another was groups of children that toured the glass blower facility and if that activity would be affected by the proximity of the operation. He was concerned about the residential overlay. The properties he owned were designed to have residences above the production facilities. He was concerned he might lose that use of the property by having the marijuana grow as a neighbor.

**Dianne Cooper/183 E Hersey Street/Opposed** granting the business. It would cause more traffic issues. Having a large business that contributed nothing to that area was an error. This particular industry would increase traffic and create problems for businesses. She shared her personal experience living next to a house growing marijuana plants outdoors. The smell was horrendous. Another concern was pesticide or fertilizer use. This business did not belong in the Railroad District.

**Will Volpert/2917 Camp Baker Rd/Medford, OR 97501/His** business, Indigo Creek Outfitters, was located at 130 A Street. The main entrance to the rafting center was approximately 300-feet from where the applying business would be located. He was concerned about air quality and emissions from the proposed business. The application did not address emissions from the grow operation. He encouraged the City to consider whether this was an appropriate location for a grow operation given the thousands of locals and visitors combined who walk in its vicinity. He was concerned about vehicle traffic and parking. A Street had some turns that created blind corners. The subject parking lot was in a dangerous location. He had witnessed a bicyclist get hit there and cars tended to speed around the turn. He thought the applicant should consider adding a second entrance to the parking that was not on a turn. Lastly, how could the City justify approving a grow operation that would use clean drinking water while encouraging water conservation? The City spent time and money educating the public on conserving drinking water. There was some irony making this scarce resource available to a marijuana grow operation in town. He opposed the application and asked the Commission to do the same.

**Barry Peckham/315 Oak Street/Opposed** the application and agreed with Mr. Volpert's testimony. He was sorry to see Plexis Healthcare Systems leave. They were good jobs in the community. His main concern was a neighbor that suffered from asthma and used a nebulizer up to three times a day. The proposed use had the potential of ruining her life and causing her to move from the area. The smell of marijuana was pervasive, especially if smoked. He questioned why the City would set this precedent. This was an agricultural crop. In California, the electric use for indoor grows was huge. Utility bills would skyrocket. During the summer Oak Street experienced a few blackouts during hot weather. He also wondered how many comments received were for and against the application.

Ms. Harris responded the City received 30 comments all against the planning action.

**Kim Locklin/262 B Street/Did** not support the application. As a realtor, every day she sold Ashland culture. She was not against cannabis growers. The growers she found property for had their own wells, solar systems, and were not drawing off public power and water. She was concerned the Commission was considering a proposal that would negatively impact

businesses and residents. This was in the Historic District. It was downtown preservation that brought tourists and money to the town. She urged the Commission to consider that and the usage.

**Mike Lisk/5717 Fishers Ferry Rd/Gold Hill, OR** Opposed the development. The traffic and parking in the Railroad District were terrible. The proposal would add to those issues. He was surprised there were not more people present to speak against the planning action. He did not think Ashland smelled like marijuana nor did he think this was a small subject. If people outside the 200-foot area knew of the proposal, there would be more complaints. He assumed this was on one tax lot. He believed the OLCC made growing and selling marijuana on the same property illegal. Different addresses did not create different tax lots.

### **Applicant's Rebuttal**

Mr. Harland talked to Mr. Carlson regarding his testimony and clarified it was regulatory based. There was nothing in the regulations that would affect his ability to conduct school tours of the glass blower facility. They would provide more information on some of the other issues soon.

### **Discussion**

Ms. Harris addressed the Continuance and thought they would need to request a 30-day extension of the 120-days. That would make it early March 2018. The matter could be appealed to the City Council. If the Planning Commission granted a continuance and it came up in January, they would need the extra time in case it was appealed.

Mr. Harland granted a 30-day extension of the 120-days. Chair Pearce closed the hearing and continued it to the January 23, 2018 Planning Commission. The meeting would start at 7:00 p.m. in the Council Chambers. Commissioner Norton requested the applicant provide information addressing the issues to staff sooner to include it in the packet.

Ms. Harris explained OLCC regulated growing and selling on the same premises. The City ordinance required the applicant to get a license from OLCC and meet their requirements. The assumption was the state was reviewing that information. City rules would allow production and retail at the same site as long as they met all the other requirements.

Commissioner Brown wanted the applicant to provide more information on sewer, water, and electricity. He wanted the volumes and frequency of water and electricity per month. For sewer, how much was put out as chemicals, quantities, recovery, and recycling. For air pollution, what type of system, volumes, outgassing from the plants, and retail operations during the day and night. He wanted real volume numbers, the type of systems being used, how much did they recover, and how long did each take to recover. The applicant needed to provide more information on traffic as well. Staff also needed to find out if the state allowed both facilities on the same site.

Commissioner Dawkins added there was a policy in the City on energy independence. It was common knowledge that marijuana grows took a tremendous amount of energy and water. How would water volume effect drought cycles? He thought the Conservation Commission and City Administrator should review the application. The use was contrary to City policies.

Chair Pearce wanted more information on real capacity issues if there were any. Commission Thompson added there may be adequate capacity for electricity but it could bump the City into another rate tier. Mr. Molnar clarified the approval standard under a CUP for adequate capacity was the same as if it were outright permitted. It was difficult to differentiate. Commissioner Miller supported having the Conservation Commission review these types of planning actions. In addition to the technical discussion there needed to be one on livability.

Commissioner Dawkins went on record that he was not prejudiced against the project itself. He disagreed with several public comments in the packet. Commissioner Mindlin noted the Economic Development Commission that met several years ago recommended against high water use activities in the city. She was interested in the rules for manufacturing in an employment zone.

**B. PLANNING ACTION: PA-2017-02134**

**SUBJECT PROPERTY: 1068 E. Main Street**

**OWNER/APPLICANT: Marcel Verzeano Trust (Paulena E.C. Verzeano, trustee)**

**DESCRIPTION: A request for Outline Plan Modification, Final Plan and Site Design Review approvals for a 33-unit, 28-lot Performance Standards Option subdivision, and Tree Removal Permit for the property located at 1068 East Main Street and the vacant parcel directly to the east. As originally approved, the project consisted of 29-units. The requested modification would add four additional apartments (all less than 500 square feet) to the original proposal, for a total of six small rental units. The application also proposes to remove one additional tree which the applicants had originally proposed to preserve. COMPREHENSIVE PLAN DESIGNATION: High Density, Multi-Family Residential; ZONING: R-3/Pedestrian Places Overlay; ASSESSOR'S MAP: 39 1E 09AD; TAX LOT #: 6800 and 6801.**

**Ex Parte Contact**

Commissioner Dawkins, Miller, Brown, Pearce, Norton, and Mindlin declared no new ex parte or site visits. Commissioner Thompson declared no ex parte and that she drove past the site.

**Staff Report**

Senior Planner Derek Severson explained this was a request for Outline Plan Modification, Final Plan, and Site Design Review approvals for a 33-unit, 28-lot Performance Standards Option subdivision. It also included tree removal. The request before the Commission would add 4 additional small apartments for a total of 33 units. The four units were each less than 500 square feet. They would be added to the upper level of the south units along the high school fields. It would remove trees #14 and #24. They were trees the applicant was going to attempt to preserve but could not.

An average of 18% would be rental units under 500 square feet. Parking for the additional units would come from surplus service parking. The application included solar cross sections with shadows falling largely on the garage face opposite the driveways and window sills.

The proposal included a children's play area and a revised landscape plan. There were two primary concerns noted previously regarding the open spaces not landscaped in a way that facilitated recreational use. The application had counted private porches and patios that had pedestrian circulation through them and dimensions to the point they were not very functional. The applicants added grass and improved recreational space. The porches were now detailed showing areas of circulation, recreational use, and a community garden area.

The last change was the tree removal request. The Tree Commission asked that the applicants attempted to preserve the trees. The applicant's arborist did not think either tree would survive the proposed construction. Upon further analysis, the applicant agreed and this modification would remove both.

Staff generally supported the proposal and recommended some conditions.

**Questions of Staff**

Mr. Severson clarified the applicants looked into swinging the sidewalk out and reducing the park row to accommodate the Oak tree. With ADA grades at the corner treatment, and the park row already narrowed for bus circulation, he doubted they could swing it further. The extra parking came from a number of surplus parking spaces. There was nothing substantially different in the Findings.

**Applicant's Presentation**

**Mark Knox and Laz Ayala/KDA Homes/604 Fair Oaks Court/Mr. Knox explained the project was approved in July 2017. Due to the housing situation in Ashland, they decided to add four more units. They also moved some open space, added grass, and a community garden.**

### **Questions of the Applicant**

Mr. Knox had told the Tree Commission they would try and save tree #14 but the arborist thought it was unlikely. They met several times and the arborist noted the tree was already stressed and would not survive further construction. The modification would remove tree #14 and #24. They were planning on planting 34 trees on the property.

The community garden would belong to everyone at the property. The idea, if space permitted, was each unit would have their own garden bed. Handicap parking was located in the center. As they refined the plan, they decided to replace handicap parking and install mailboxes in that location to create a community common space.

The vertical accessory unit would be owned by unit directly below. The ground floor would have a two car garage and a single car garage. A 700 square foot two-bedroom unit would be above with the 499 square foot accessory on top. Mr. Ayala added the intention was using them as rentals.

Mr. Knox clarified this type of proposal did not require handicap parking spaces. They would look into the 6-foot retaining wall/sign possibly blocking vision at the corner of East Main Street and South Mountain.

### **Public Testimony**

**Rick Harris/190 Oak Street/**Appreciated the developers attempting to meet a need in Ashland for small units available for purchase or rental. It was worth the flexibility to add the additional units. Even though it took four parking spaces, it provided the off-street parking space required. This was a reasonable way to use a lot that was zoned for this to create the level of density required without further expansion of the urban growth boundary.

**Applicant's Rebuttal** - None

### **Deliberations & Decision**

**Commissioners Dawkins/Brown m/s to approve Planning Action 2017-02134. DISCUSSION:** Commissioner Dawkins appreciated the developers finding four more rental units. He had said at the last meeting that tree #14 should be removed. Commissioner Brown thought they addressed comments made at the last meeting regarding open spaces and use. Along with the additional units, it fit the good criteria. Commissioner Miller explained she was not normally in favor of smaller units but this was so close to Southern Oregon University (SOU), it made sense. **Roll Call Vote: Commissioner Thompson, Pearce, Dawkins, Miller, Brown, Mindlin, and Norton, YES. Motion passed 7-0.**

### **ADJOURNMENT**

Meeting adjourned at 9:06 p.m.

*Submitted by,  
Dana Smith, Executive Assistant*

**BEFORE THE PLANNING COMMISSION**  
**January 9, 2018**

IN THE MATTER OF PLANNING ACTION #2017-02134, A REQUEST FOR )  
OUTLINE PLAN MODIFICATION, FINAL PLAN AND SITE DESIGN REVIEW )  
APPROVALS FOR A 33-UNIT, 28-LOT PERFORMANCE STANDARDS OPTIONS )  
SUBDIVISION AND TREE REMOVAL PERMIT FOR THE PROPERTY LOCATED )  
AT 1068 EAST MAIN STREET AND THE VACANT PARCEL DIRECTLY TO THE )  
EAST. AS ORIGINALLY APPROVED, THE PROJECT CONSISTED OF 29-UNITS. )  
THE REQUESTED MODIFICATION WOULD ADD FOUR ADDITIONAL APART- )  
MENTS (ALL LESS THAN 500 SQUARE FEET) TO THE ORIGINAL PROPOSAL, )  
FOR A TOTAL OF SIX SMALL RENTAL UNITS. THE APPLICATION ALSO )  
PROPOSES TO REMOVE TWO TREES WHICH THE APPLICANTS HAD PREV- )  
IOUSLY PROPOSED TO PRESERVE. )

**FINDINGS,  
CONCLUSIONS &  
ORDERS**

**OWNER/APPLICANT:** Marcel Verzeano Trust (Paulena E.C. Verzeano, *trustee*)/ )  
KDA Homes, LLC )

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**RECITALS:**

- 1) Tax lots #6800 and #6801 of Map 39 1E 09AD is located at 1068 East Main Street and is zoned R-3, High-Density Multi-Family Residential.
- 2) The applicants are requesting Outline Plan Modification, Final Plan and Site Design Review approvals for a 33-unit, 28-lot Performance Standards Option subdivision, and Tree Removal Permit for the property located at 1068 East Main Street and the vacant parcel directly to the east. As originally approved, the project consisted of 29-units. The requested modification would add four additional apartments (all less than 500 square feet) to the original proposal, for a total of six small rental units. The application also proposes to remove two trees (#14 and #24) which the applicants had previously proposed to preserve. The proposal is outlined in plans on file at the Department of Community Development.
- 3) The criteria for Outline Plan approval are described in AMC 18.3.9.040.A.3 as follows:
  - 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.*
- 4) The criteria for Final Plan approval are described in AMC 18.3.9.040.B.5 as follows:
- a. *The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.*
  - b. *The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Ordinance.*
  - c. *The open spaces vary no more than ten percent of that provided on the outline plan.*
  - d. *The building size does not exceed the building size shown on the outline plan by more than ten percent.*
  - e. *The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.*
  - f. *That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.*
  - g. *The development complies with the Street Standards.*
  - h. *Nothing in this section shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan.*
- 5) The criteria for Site Design Review approval are described in AMC 18.5.2.050 as follows:
- 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.*

6) The criteria for a Tree Removal Permit are described in AMC 18.5.7.040.B as follows:

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.*

7) The Planning Commission, following proper public notice, held a public hearing on December 12, 2017 at which time testimony was received and exhibits were presented. Subsequent to the closing of the hearing, the Planning Commission approved the application subject to conditions pertaining to the appropriate development of the site.

Now, therefore, the Planning Commission of the City of Ashland finds, concludes and recommends as follows:

## **SECTION 1. EXHIBITS**

For the purposes of reference to these Findings, the attached index of exhibits, data, and testimony will be used.

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

Hearing Minutes, Notices, Miscellaneous Exhibits lettered with an "M"

## **SECTION 2. FINDINGS & CONCLUSIONS**

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the staff report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that the proposal for Outline Plan, Final Plan, Site Design Review and Tree Removal Permit approvals meets all applicable criteria for Outline Plan approval described in AMC 18.3.9.040.A.3; for Final Plan approval described in AMC 18.3.9.040.B.5; for Site Design Review approval

described in AMC 18.5.2.050; and for a Tree Removal Permit as described in AMC 18.5.7.040.B.

2.3 The Planning Commission finds that the proposal involves the addition of four units, which is more than a ten percent increase over the Outline Plan approval's original 29 units, and as such a Type II procedure to modify the Outline Plan in conjunction with Final Plan approval is required. The Commission further finds that the current proposal satisfies all applicable criteria for Outline Plan approval.

The first approval criterion for Outline Plan approval is that, "*The development meets all applicable ordinance requirements of the City.*" The Commission finds that the proposal meets all applicable ordinance requirements, is requesting no Variances or Exceptions, and that this criterion has been satisfied.

The second approval criterion for Outline Plan approval is that, "*Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.*" The Planning Commission finds that adequate key city facilities are available within the adjacent rights-of-way, and can and will be provided with the proposal, and that in the applicants' conversations with the representatives of the various utilities it has been indicated that the proposed development will not cause any facilities to operate beyond capacity. The application includes a conceptual utility plan prepared by a civil engineer.

- **Water:** The property is currently served by a six-inch water main in East Main Street and a six-inch water main in South Mountain Avenue. The application notes that a private water line will loop through the property connecting to mains in both rights-of-way in order to provide consistent water pressure to the site to address both domestic use and emergency needs.
- **Sewer:** The property is currently served by an eight-inch sanitary sewer main in East Main Street and an eight-inch sanitary sewer main in South Mountain Avenue, and the applicants suggest that in consulting the Public Works Department they have been told that these lines have adequate capacity to serve the project. A proposed new sewer line will loop through the property and connect to the South Mountain Avenue line near the low point of the property.
- **Electricity:** The application notes that both South Mountain Avenue and East Main Street have existing overhead power lines in place with the capacity to serve the project, and that the applicants propose to underground power to serve the new units with the addition of up to four transformers which are to be dispersed around the site in discreet but accessible locations. Final electrical distribution plans including transformer sizes and locations and street light placement will be provided for review and approval prior to signature of the final survey plat.
- **Urban storm drainage:** The property is currently served by a 12-inch storm sewer main in East Main Street and a 12-inch storm sewer main in South Mountain Avenue. The applicants propose a storm water detention and water quality control tank near the low point of the property, near the intersection of East Main Street and Mountain Avenue. An outlet control structure will sit adjacent to this tank and will slowly emit storm water into the existing public systems within the rights-of-

way to limit post development flows to no more than would otherwise be encountered in a 25-year storm event.

- **Paved Access & Adequate Transportation:** Both East Main Street and South Mountain Avenue along the property's frontage are improved, with variable width sidewalks and park row planting strips, curbs, gutter and paving already in place. The applicants have proposed to widen both the sidewalks and park rows fully to Avenue standards and to plant new street trees along both frontages. The applicants note that they propose to provide three feet of additional right-of-way along East Main Street as envisioned in the Transportation System Plan and Pedestrian Place Ordinance, noting that they hope this will accommodate future installation of a bus shelter and associated bicycle parking facilities.

The Commission has included conditions to require that final electric service, utility and civil plans be provided for the review and approval of the Staff Advisor and city departments, and that civil infrastructure be installed according to these plans, inspected and approved prior to the signature of the final survey plat.

The third criterion for approval of an Outline Plan is that, *"The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas."* The Commission finds that the only significant natural features are a number of large trees concentrated around the perimeter of the old house. The submittals identify the trees and how the proposal has attempted to retain the majority, including the original arborist's report detailing their health and recommendations for removal or protection and preservation. The application suggests that the maintenance of the site's trees has been largely ignored for many years, and they appear to be stressed due to the recent drought. The Commission finds that the applicants have made an effort to preserve as many of the site's healthy trees as possible and to incorporate them into the project open space or on the lot with the older house.

The fourth criterion for approval of an Outline Plan is that, *"The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan."* The Commission finds that the proposal, which seeks to develop the site in a manner nearer to its target use, will not prevent adjacent properties from being developed in a manner consistent with the Comprehensive Plan.

The fifth approval criterion is that, *"There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project."* The Commission finds that the application includes draft CC&R's which address the maintenance of the proposed common areas in 3.6 on pages 9-10 of the "Declaration of Covenants, Conditions and Restrictions" provided.

The sixth criterion is that, *"The proposed density meets the base and bonus density standards established under this chapter."* The Commission finds that the subject property is 1.788 acres, and at a base density of 20 dwelling units per acre has a base density of 35.6 dwelling units and a minimum density of 28 dwelling units. The applicants propose a total of 33 units, including the old house which is being relocated

on a larger 0.27-acre parcel.

The final Outline Plan approval criterion is that, *“The development complies with the Street Standards.”* The Planning Commission finds that, as previously noted, both East Main Street and South Mountain Avenue along the property’s frontage are improved, with variable width sidewalks and park row planting strips, curbs, gutter and paving already in place. The applicants have proposed to widen both the sidewalks and park rows fully to Avenue standards and to plant new street trees along both frontages. The applicants note that they propose to provide three feet of additional right-of-way along East Main Street as envisioned in the Transportation System Plan and Pedestrian Place Ordinance, noting that they hope this will accommodate future installation of a bus shelter and associated bicycle parking facilities. The Commission has included a condition of approval to require that sidewalk widening, installation of a full park row planting strip with street trees and irrigation, and right-of-way dedication be included on the final civil plans, and that these improvements be installed according to the approved plans, inspected and approved prior to signature of the final survey plat.

2.4 The Planning Commission finds that the proposal satisfies all applicable criteria for Final Plan approval. As noted in AMC 18.3.9.050.B, Final Plan approval is to be granted upon a finding of substantial conformance with the Outline Plan approval. This substantial conformance provision is intended to facilitate the potential for minor modifications from one planning step to another as part of what is often a two-step subdivision process. Substantial conformance is noted to exist when comparison of the Outline Plan with the Final Plan meets the following criteria:

- a. *The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.*
- b. *The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Ordinance.*
- c. *The open spaces vary no more than ten percent of that provided on the outline plan.*
- d. *The building size does not exceed the building size shown on the outline plan by more than ten percent.*
- e. *The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.*
- f. *That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.*
- g. *The development complies with the Street Standards.*
- h. *Nothing in this section shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan.*

In this instance, the Planning Commission finds that because the Final Plan involves an increase in the number of units beyond the ten percent allowed, the application requires a modification of the Outline Plan concurrently with the Final Plan. Because the Outline Plan modification and Final Plan are being

considered concurrently, there is no variation between the modified Outline Plan and the Final Plan and the Commission makes a simple finding of substantial conformance for the Final Plan criteria.

2.5 The Planning Commission finds that the development of attached housing requires Site Design Review approval and is subject to the “Building Placement, Orientation and Design” standards for residential development found in AMC 18.4.2.030.

The first criterion for Site Design Review is that, “*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.*” As was the case with the original Outline Plan approval request, the Commission finds that the proposed development will comply with all applicable provisions for the underlying zone detailed in AMC 18.2 including building and yard setbacks, lot area, dimension, density, floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.

The second approval criterion is that, “*The proposal complies with applicable overlay zone requirements (part 18.3).*” In this instance, Commission finds that the property is located within the High-Density, Multi-Family Residential R-3 zoning district and the Pedestrian Places overlay zone, and that all applicable overlay zone requirements have been addressed.

The third criterion for the Site Design Review approval is that, “*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E (which addresses Exceptions) below.*” The Planning Commission finds that the proposal complies with Site Development and Design Standards including provisions for access management, building orientation, and parking configuration.

The Commission finds that the Site Development and Design Standards require that, “Dwelling units shall have their primary orientation toward a street. Where residential buildings are located within 20 feet of a street, they shall have a primary entrance opening toward the street and connected to the right-of-way via an approved walkway.” In the Outline Plan approval, staff had noted that the southeastern-most unit in Building 5 at the project entry on Mountain Avenue needed a stronger orientation with an entry to Mountain Avenue to better address this standard. The Commission finds that a porch and street-facing entry have been added in the current submittal.

The Planning Commission finds that the open space and recreational area requirements were an area of particular focus in the original Outline Plan approval. The original findings noted that “Open Space” is defined in AMC 18.6.1 as follows:

***Open Space.*** *A common area designated on the final plans of the development, permanently set aside for the common use of the residents of the development. Open space area is landscaped and/or left with a natural vegetation cover, and does not include thoroughfares, parking areas, or improvements other than recreational facilities.*

Two separate open space and recreation area requirements apply in the Land Use Ordinance. In the Residential Development standards which apply to all residential projects subject to Site Design Review, AMC 18.4.2.030.H reads as follows:

***Open Space.*** Residential developments that are subject to the provisions of this chapter shall conform to all of the following standards.

1. ***Recreation Area.*** An area equal to at least eight percent of the lot area shall be dedicated to open space for recreational use by the tenants of the development.
2. ***Surfacing.*** Areas covered by shrubs, bark mulch, and other ground covers that do not provide suitable surface for human use may not be counted towards this requirement.
3. ***Decks and Patios.*** Decks, patios, and similar areas are eligible for open space.
4. ***Play Areas.*** Play areas for children are required for projects of greater than 20 units that are designed to include families. Play areas are eligible for open space.

In addition, the Performance Standards Options Chapter, AMC 18.3.9.050.A.2 includes an open space requirement:

***Open Space Required.*** All developments with a base density of ten units or greater shall be required to provide a minimum of five percent of the total lot area in Open Space; that area is not subject to bonus point calculations, however, density bonuses shall be awarded to open space areas in excess of the five percent required by this subsection. ”

In considering these requirements for the original Outline Plan approval, the Planning Commission noted that initial information presented with the application did not clearly identify how the applicable open space standards had been met. While the original application indicated that approximately 9½ percent of the site was to be provided in open space, the original landscape plan illustrated the bulk of those areas which could be considered as open space or recreation area either bisected by pedestrian thoroughfares; heavily planted with trees, shrubs and ground cover to a degree that rendered them not suitable for recreational use; or individual units’ private porches with depths in some cases of only five feet that included circulation routes to an entry through the portion proposed as recreational space. The original approval therefore included a condition that a revised plan be provided with the final plan submittal demonstrating that the open and recreation space requirements were met illustrating all areas to be counted towards open and recreation space and their dimension and treatment. The landscaped areas to be counted toward recreation space in this revised plan needed to be surfaced for recreational use and not include thoroughfares for pedestrian circulation, and the private individual porches, patios and decks were not to be included. Areas containing above-ground utility infrastructure such as transformers, vaults and cabinets – which would compromise their functionality for recreational use – were also not to be included as open/recreational space.

The Planning Commission finds that as part of the current request, the applicants propose some changes to the original open space proposal. A new community garden area is proposed in the southwest corner

of the property, and two other larger common areas are now proposed to be planted in lawn to better support recreational use. Play structure details are illustrated for the children's play area. In addition, the revised landscaped plan provided has been modified to illustrate circulation routes on the private porches to make those areas available and suitable for private recreational use clear, and the porches have at least a seven-foot usable depth. The application explains that 5½ percent of the site is provided in common open space, and an additional five percent is provided in usable private porch and balcony space for a total of 10½ percent. The Planning Commission finds that the treatment of open space here is much improved and addresses the concerns previously raised. The application further notes that those units along East Main and North Mountain Avenue have wider than normal stair treads to encourage their use for seating and socializing along the streetscape; while these areas are not proposed to count toward the recreational space requirement, the applicants suggest that they provide an important and obvious additional amenity for tenants while also positively contributing to the pedestrian streetscape.

The fourth approval criterion for Site Design Review addresses city facilities and requires that, *“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.”* The Planning Commission finds that the public facilities requirements are addressed in detail in the Outline Plan section earlier in this document.

2.6 The Planning Commission finds that the Pedestrian Places Overlay provides that, *“The solar access setback in chapter 18.4.8 Solar Access applies only to those lots abutting a residential zone to the north.”* Performance Standards Subdivision are generally subject to the solar access requirements of AMC 18.4.8 which require that land divisions creating new lots either demonstrate that the lots are designed to permit the location of a 21-foot high structure with a solar setback which does not exceed 50 percent of the lot's north-south lot dimension or to identify a solar envelope to define the height requirements that will protect the applicable solar access standard. The Commission finds that the applicants here have proposed a Solar Access Performance Standard which when combined with low roof pitches, driveway placement and the avoidance of large, north-facing gables results in shading onto the south walls of garages (unheated spaces) or no higher than the bottom of south facing window sills. The application materials include solar studies to illustrate the proposed shading, and the findings note that the most impacting shadows are for the third-floor apartment units which shade the trash enclosures, garage walls, and below the window sills of the south facing walls on the windows to the north. The Planning Commission finds that enabling the provision of additional rental units merits the requested flexibility with regard to solar access.

2.7 The Planning Commission finds that the original Outline Plan application included a survey identifying 25 trees on the property which are greater than six-inches in diameter at breast height. Of these, 14 were proposed to be removed in conjunction with the application including Tree #14, a Fir, and Tree #15, a Western Cedar tree which the applicants noted as the most significant trees on the property. The application noted that the project arborist had indicated that both of these trees were damaged or stressed from the lack of proper care and water and both would require significant pruning.

The Outline Plan application further explained that the remaining trees proposed for removal were dead or in marginal to fair condition. The applicants indicated that in conversations with their arborist, all of the site's trees had previously been neglected and had either been compromised due to a lack of water, a lack of maintenance or the impact of adjacent urban development in the form of the sidewalks constructed along the property's frontages.

The Outline Plan application pointed out that in the location where the old house was to be relocated, there were two trees (#9 and #18) which were in good condition and which would not be impacted by the home's proposed relocation, new footing or new utilities. Tree #18 was to have a portion of a new sidewalk and a parking space over its root zone, but the application explained that the parking space was proposed with compact dimensions and a porous surface to minimize impacts to the tree and the arborist was to be consulted during the construction of the home's new footings.

After reviewing the application at its regular meeting on July 6, 2017, the Tree Commission recommended that the application be approved subject to four recommendations:

- 1) That the recommendations of the project arborist be conditions of the approval, including that the trees to be protected be watered during construction and that the project arborist supervise any activity within the Tree Protection Zones;
- 2) That existing Trees #1, #2, #7, #8 and #9 be fully enclosed with tree protection fencing and protected during all site disturbance. Protection of these trees as recommended will necessitate closing the East Main Street driveway during construction;
- 3) That the applicants *make every effort* to preserve and protect Tree #14 (40-inch d.b.h. Douglas Fir) as proposed during the July 6<sup>th</sup> Tree Commission meeting, including having an arborist on-site during all disturbance (demolition, foundation removal, house move, and all excavation) and utilizing a post and beam foundation within the tree protection zone for the relocated house; and
- 4) That the applicants pursue the option of preserving and protecting Tree #24 (24-inch d.b.h. Oak Tree), which may necessitate meandering the sidewalk to curbside within its tree protection zone.

Subsequent to the Tree Commission meeting and a Planning Commissioners' site visit to the property which included some neighbors concerned with tree removals, the applicants noted that in addition to saving #14 and #24 as recommended by the Tree Commission, it might also be possible for them to save two additional Walnut trees in the southwest corner of the property meaning that only ten to 12 trees would be removed and a total of 32 new trees would be planted. Planning Commissioners noted that Walnut trees can be toxic to plantings around them and detrimental to the use of surrounding open space, and the Planning Commission's approval of the project ultimately found that Tree Commission's recommendations were based in careful consideration of the site and its trees, and included a condition making the Tree Commission recommendations conditions of approval, with the understanding that the applicants would have the option of preserving the Walnut trees in the southwest corner, but would not be required to do so.

The current application explains that as the engineering and construction drawings for the project have

become more refined and the project arborist has been to the site multiple times, the arborist now believes that Tree #14, a 40-inch diameter Douglas Fir, will not survive the proposed construction disturbance and will ultimately pose a serious safety issue for residents of the development. The arborist further believes that Tree #24, a 24-inch diameter Oak, should be removed as it is showing signs of severe stress due to lack of maintenance and its proximity to the sidewalk. The arborist further explains that the height of the tree's root structure relative to the sidewalk and the proposed work on the opposite side will further limit its survivability. The arborist emphasizes that there are several trees in the Landscape Plan which balance the requested removals and further notes that species diversity will benefit with the mitigation plantings. As such, the applicants now propose to remove Trees #14 and #24, as had been originally requested. The Planning Commission finds that based on the information presented by the project arborist, the two additional tree removals requested are merited.

### SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Outline Plan Modification, Final Plan, Site Design Review approval for a 33-unit, 28-lot Performance Standards Option subdivision, and Tree Removal Permit is supported by evidence contained within the whole record.

The Planning Commission is appreciative of this infill development proposal and of the applicants' efforts to preserve the old home and incorporate it into the development in a manner consistent with its historical character while also seeking to preserve as many of the site's larger, significant trees as possible. The Commission is also appreciative of the applicants' willingness to amend the proposal at this stage in order to incorporate the much-needed additional smaller rental units.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2017-02134. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2017-02134 is denied. The following are the conditions and they are attached to the approval:

1. That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.
2. That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify the current Site Design Review approval shall be submitted and approved prior to issuance of a building permit.
3. That any new addresses shall be assigned by City of Ashland Engineering Department.
4. That permits shall be obtained from the Ashland Public Works Department prior to any work in the public right of way, including but not limited to permits for new driveway approaches or any necessary encroachments.
5. That prior to signature of the final survey plat:
  - a. All easements for public and private utilities, fire apparatus access, and reciprocal utility,

- maintenance, access and parking shall be indicated on the final survey plat submitted for review by the Planning, Engineering, Building and Fire Departments.
- b. That a final utility plan for the parcels shall be submitted for review and approval by the Planning, Engineering, and Building Divisions. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes, fire hydrants, sanitary sewer lines, storm drain lines and electric services.
  - c. That the location and final engineering for all storm drainage improvements associated with the project, shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions.
  - d. That the applicant shall submit a final electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to the signature of the final survey plat. Transformers and cabinets shall be located in areas least visible from streets and outside of vision clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all 33 units prior to signature of the final survey plat. At the discretion of the Staff Advisor, a bond may be posted for the full amount of underground service installation (with necessary permits and connection fees paid) as an alternative to installation of service prior to signature of the final survey plat. In either case, the electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
  - e. That the final engineered construction drawings for the public sidewalks along Mountain Avenue and East Main Street shall be submitted for review and approval of the Ashland Planning and Engineering Divisions prior to work in the street right-of-way or installation of improvements in the pedestrian corridor. The sidewalks shall be a minimum of six feet in width with seven-foot landscaped parkrows between the sidewalk and the street. All frontage improvements, including but not limited to the sidewalk, street trees, and street lighting, shall be constructed across the entire frontage of the site. The sidewalk shall be constructed to City of Ashland Street Standards. If necessary to accommodate city standard avenue improvements or to align frontage improvements, necessary additional right-of-way shall be dedicated to the city, including the three additional feet of right-of-way along East Main Street proposed by the applicants to accommodate the potential for future sidewalk widening, bus stops, bicycle parking, etc. envisioned in the Pedestrian Places concept plan. All public improvements including but not limited to the sidewalk, street trees, and street lighting shall be installed to City of Ashland standards under permit from the Public Works Department and in accordance with the approved plan prior to signature of the final survey plat.
  - f. That final CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including landscaping, driveways, planting strips, shared garage spaces and street trees.
  - g. That all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060. The final CC&Rs shall include stipulations on height limitations for front, side and rear yard, and shall note that fences adjacent to common open

space areas shall not exceed four feet. The location and height of fencing shall be identified at the time of building permit submittals, and fence permits shall be obtained prior to installation.

- h. That the recommendations of the Tree Commission from their July 6, 2017 regular meeting – with the exception of the preservation and protection of Trees #14 and #24 - shall be conditions of approval, where consistent with applicable criteria and standards and with final approval of the Staff Advisor and shall be incorporated into a revised final Tree Protection Plan to be provided for review and approval of the Staff Advisor prior to the signature of the final survey plat.
  - i. The final Tree Protection Plan and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the plan shall be considered a violation of the Planning Application approval and therefore subject to penalties described in the Ashland Municipal Code.
6. That the building permit submittals shall include:
- a. Identification of all easements, including but not limited to any public or private utility easements.
  - b. Solar setback calculations demonstrating that all new construction complies with the proposed solar access performance standard. Permit submittals shall include calculations, elevation drawings or cross sections clearly identifying the highest shadow producing point(s) and their height(s) from natural grade to support the required calculations.
  - c. Demonstration that exterior lighting shall be directed onto the property and shall not directly illuminate adjacent properties. Exterior lighting details including fixture specifications, placement details and shrouding details (*if necessary*) shall be provided on building permit submittals.
  - d. That exterior building materials and paint colors shall be compatible with the surrounding area and consistent with those described in the application materials. Sample exterior building colors shall be provided with the building permit submittals for review and approval of the Staff Advisor. Very bright or neon paint colors shall not be used in accordance with the Site Design and Development Standards.
  - e. That the building permit submittals shall identify the required sheltered bicycle parking spaces for each home. The building permit submittals shall verify that the bicycle parking design, spacing and coverage requirements in AMC 18.4.3.070 are met, and all bicycle parking shall be installed in accordance with the approved plan prior to the issuance of the certificate of occupancy.
  - f. That storm water from all new impervious surfaces and run-off associated with peak rainfalls must be collected on site and channeled to the City storm water collection system (i.e., curb gutter at public street, public storm pipe or public drainage way) or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.
7. That prior to the issuance of a building permit:

- a. That the tree protection fencing and other tree preservation measures shall be installed according to the approved plan, inspected and approved by the Staff Advisor and trees to be removed tagged or otherwise identified on site prior to any site work, storage of materials or issuance of the building permit. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.4.5.030.C. and no construction shall occur within the tree protection zone including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles.
  - b. That all necessary building permits fees and charges, including permits for new electric and water services, and system development charges for water, sewer, storm water, parks, and transportation shall be paid prior to the issuance of building permits.
  - c. The requirements of the Ashland Fire Department, including approved addressing, fire apparatus access and approach, fire flow, hydrant distance and clearance, and fire sprinklers where applicable, shall be complied with prior to issuance of the building permit or the use of combustible materials. Fire Department requirements shall be included on the engineered construction documents. If a fire protection vault is required, the vault shall not be located in the sidewalk corridor.
8. That prior to the issuance of a certificate of occupancy:
- a. That the required bicycle parking shall be installed according to the approved plan, inspected and approved by the Staff Advisor.
  - b. That all landscaping and irrigation shall be installed in accordance with the approved plans, inspected and approved by the Staff Advisor.
  - c. That the screening for the trash and recycling containers shall be installed in accordance with the Site Design and Development Standards prior to the issuance of a certificate of occupancy. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.4.4.040.
  - d. That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.

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Planning Commission Approval

January 9, 2018  
Date

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

**SUBJECT PROPERTY:** 475 East Nevada Street

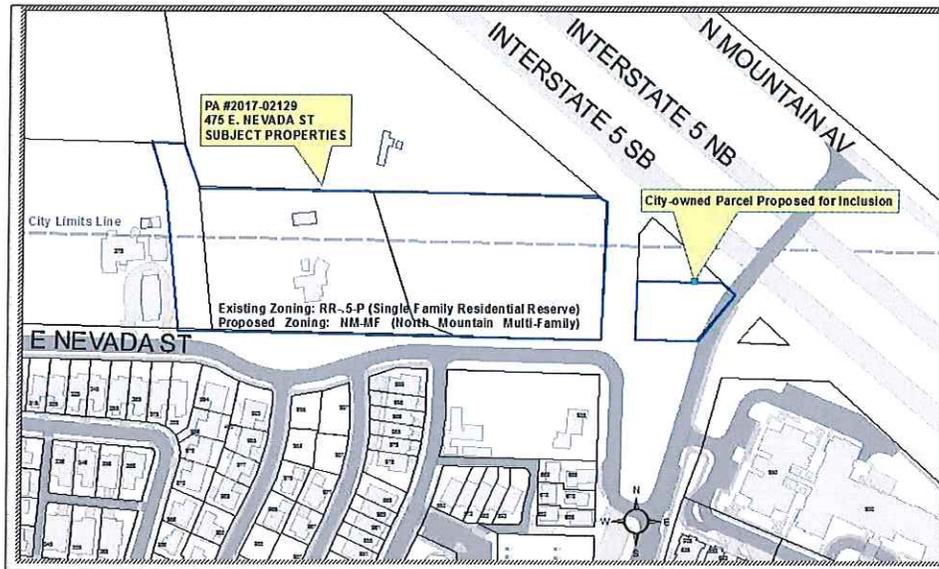
**OWNERS:** Young Family Trust & City of Ashland

**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 or 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.

**ASHLAND PLANNING DEPARTMENT  
STAFF REPORT**

January 9, 2018

**PLANNING ACTION:** #2017-02129

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

**APPLICANT:** Rogue Planning & Development Services

**LOCATION:** 475 East Nevada Street

**ZONE DESIGNATION:** **Existing:** RR-.5-P  
**Proposed:** NM-MF

**COMP. PLAN DESIGNATION:** **Existing:** Single Family Residential Reserve  
**Proposed:** North Mountain Neighborhood

**ORDINANCE REFERENCES:**

(See also <https://ashland.municipal.codes/LandUse> )

15.04.210	Demolition
18.2.4	General Regulations for Base Zones
18.2.5	Standards for Residential Zones
18.3.5	North Mountain Neighborhood
18.3.9	Performance Standards Options & PSO Overlay
18.3.10	Physical & Environmental Constraints
18.4.2	Building Placement, Orientation & Design
18.4.3	Parking, Access and Circulation
18.4.4	Landscaping, Lighting & Screening
18.4.5	Tree Preservation and Protection
18.4.6	Public Facilities
18.4.7	Signs
18.4.8	Solar Access
18.5	Application Review Procedures and Approval Criteria
18.5.2	Site Design Review
18.5.3	Land Divisions & Property Line Adjustments
18.5.7	Tree Removal
18.5.8	Annexations
18.5.9	Comprehensive Plan, Zoning and Land Use Ordinance Amendments
18.6.1	Definitions

**APPLICATION DEEMED COMPLETE ON:** December 3, 2017

**REQUEST:** 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.*)

## **I. Relevant Facts**

### **1) Background - History of Application**

In the 1970’s, prior to the adoption of the North Mountain Neighborhood Plan, the entire area - *including the subject properties* – was given residential half-acre zoning because it lacked key city facilities and had limited paved access. In the early 1990’s, city services were extended and upgraded to serve the Mountain Meadows development on the east side of North Mountain Avenue. At that point, there began to be interest on the part of property owners in developing the west side of the street. The City was aware of the property owners’ interest in developing the area, and there were concerns about a piecemeal approach to development versus a more coordinated effort. This ultimately led to a grant-funded master planning process that began in January of 1994.

In May of 1997, the City Council adopted the North Mountain Neighborhood Plan which included Comprehensive Plan and Zoning Map amendments in conjunction with new chapter in the Ashland Land Use Ordinance that set the zoning framework for the district and provided design standards for development within the approximately 75-acre North Mountain Neighborhood.

There are no planning actions of record for the subject properties, which are directly across East Nevada Street from the existing north boundary of the North Mountain Neighborhood.

### **2) Detailed Description of the Site and Proposal**

#### ***Site Description***

As illustrated in the figure below, the subject properties owned by the Young Family Trust consist of three tax lots:

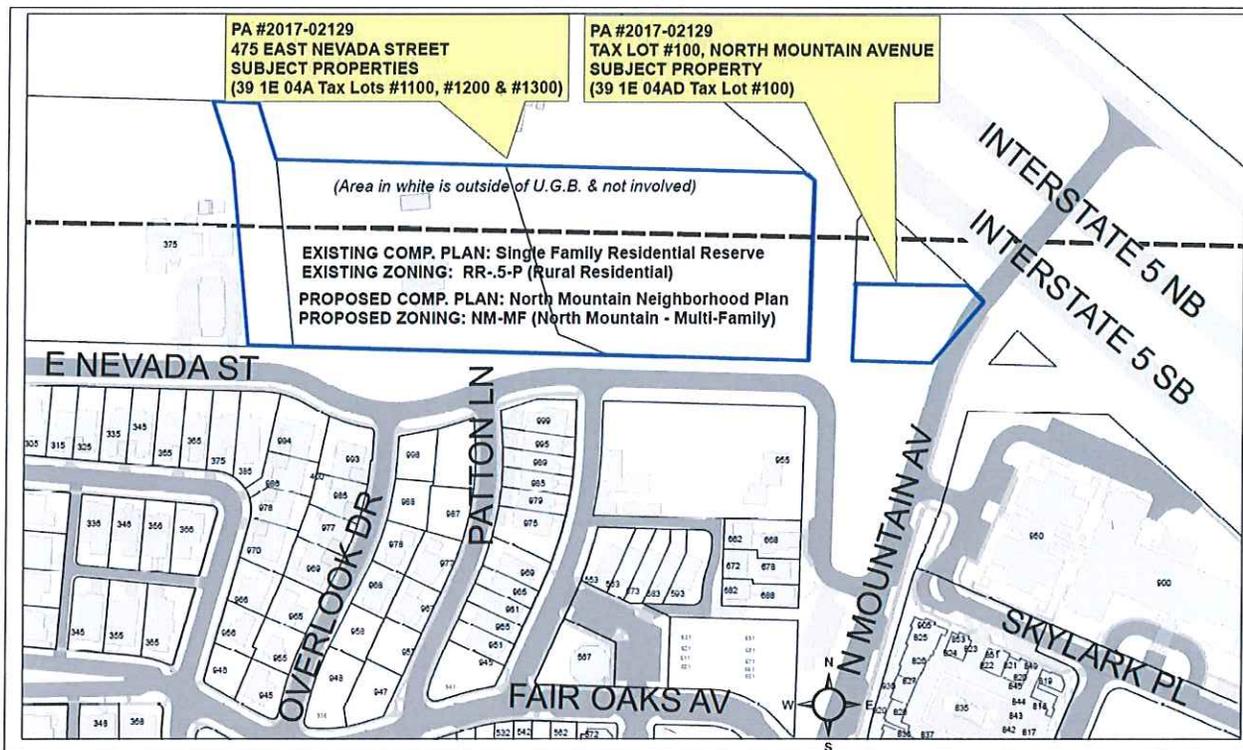
- Tax Lot #1100** is a roughly rectangular parcel, approximately 0.45 acres in area with 60 feet of frontage on East Nevada Street and extending approximately 332 feet to the north.
- Tax Lot #1200** is generally trapezoidal in shape, with an approximate area of 1.95 acres, and approximately 365 feet of frontage along East Nevada Street and a depth extending approximately 252 feet to the north. Tax Lot #1200

currently contains an approximately 1,785 square foot, one-story single family residence with basement which was constructed in about 1954 according to the Jackson County Tax Assessor’s records.

- **Tax Lot #1300** is also generally trapezoidal, with an area of approximately 2.10 acres, 262 feet of frontage along East Nevada Street, and a depth extending 250 feet to the north.

In addition, the application includes one tax lot owned by the City of Ashland:

- **Tax Lot #100** is a generally trapezoidal lot with an area of approximately 0.35 acres, with approximately 106 feet of frontage along the East Nevada Street right-of-way, and a depth of approximately 104 feet.



These properties are located on the north side of East Nevada Street, immediately west of the overpass where North Mountain Avenue crosses Interstate 5, and have a combined area of approximately 4.5 acres. The city limits and Urban Growth Boundary (UGB) are located roughly 142 feet north of East Nevada Street and bisect the Young properties. The current application applies only to the 2.42-acre portion of the properties which are located within the City of Ashland city limits, and which would have an approximate base density of 29 units under the requested NM-MF zoning. The remaining 2.08 acres within Jackson County jurisdiction will retain connection to the existing and proposed rights-of-way and will be subject to applicable County regulations should they ever pursue further development.

The application notes that the site has generally level grades with an approximate two percent slope from east to west, but that the western half of Tax Lot #1200 is a rocky

bluff with a steep drop to the west. The application further explains that the slope in this area is 35 percent and greater, and that the steep rocky slope is vegetated with blackberry bushes, scrub oaks and walnut trees. The application goes on to explain that nearly 18,000 square feet of the 2.42 acres has slopes which are more than 35 percent and which are therefore considered to be *unbuildable*. This leaves roughly two developable acres. The application includes a detailed Geotechnical Investigation Report prepared by Rick Swanson of Marquess & Associates, Inc. which concludes that *“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.”* Conditions have been recommended below to require that the geotechnical expert review the grading and building plans prior to permit issuance and certify that they are consistent with the geotechnical recommendations, and that the geotechnical expert also observe the earthwork, foundation and drainage installation phases of the construction and provide written certification that they were completed in a manner consistent with the recommendations prior to final approval by the city.

The Young family parcels appear to be devoid of any sort of water resources, while the city-owned Tax Lot #100 includes a possible wetland identified on the adopted Water Resource Protection Zones Requirements map. Prior to any formal development proposal including this parcel, a formal determination would need to be made to determine whether any wetlands are present on the parcel.

The application identifies 27 trees six-inches in diameter at breast height or larger on the subject properties, with the majority of the trees on Tax Lot #1100 located at the base of the rock slope and the others generally scattered around the remaining lots. The applicants note that the trees include a mix of cedars, ponderosa pines, oaks, walnuts, sequoias and Leyland cypresses. A tree inventory has been provided with the application.

### ***Current Proposal***

The current proposal requests a Comprehensive Plan Map Amendment and Zone Change 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)”. As proposed, the Comprehensive Plan Map designation would be changed to “North Mountain Neighborhood Plan” and the zoning would change to “North Mountain Multi-Family (NM-MF)” to bring the properties into the North Mountain Neighborhood Plan and allow their ultimate development at a base density of 12 dwelling units per acre. *(Portions of the subject properties are located outside of the Ashland city limits; the current request involves only those portions within the city limits and would not affect those portions under Jackson County’s jurisdiction.)*

In conjunction with the Plan Amendment and Zone Change, Outline Plan approval for a 20-lot, 23-unit subdivision under the Performance Standards Options Chapter (AMC 18.3.9) and Site Design Review are requested. The applicants note that the proposed 20-23 unit density would be within the minimum density allowed in the

NM-MF district and would include a mixture of attached townhomes, zero-lot line single family attached at the garages, and detached residences. Above the garages of the detached residences, there would be three “optional” accessory residential units. The NM-MF district does not expressly allow accessory units, but the multi-family zoning and available density would allow them to simply be considered dwelling units for the purposes of density calculation.

In addition, as a Plan Amendment and Zone Change, the proposal would be required to dedicate a percentage of the base density as affordable housing units. In this case, the property owner proposes to transfer land sufficient to develop the required number of affordable units to a non-profit affordable housing provider to accommodate four units at 60 percent of the area median income (AMI). The application notes that the applicants have been in talks with Rogue Valley Habitat for Humanity. With approval, the area for four dwelling units, nine on-site/alley access parking spaces, yard areas and setback compliance will be transferred to a qualifying affordable housing provider.

The application also requires a Tree Removal Permit to remove ten trees six-inches in diameter at breast height (d.b.h.) or greater, and an Exception to Street Standards to allow improvements to East Nevada Street, which is considered an Avenue or Major Collector under the city’s Transportation System Plan (TSP), that do not fully meet the Avenue standards because the steep, rocky slope prevents additional street improvements on the north side of East Nevada Street and mean that sidewalks or alternative pedestrian facilities cannot be installed on the frontage of Tax Lots #1100 and #1200. The applicants propose to provide enhancements at the new intersection of Camelot and East Nevada Street such as street lights, benches and scored concrete that would enable and encourage pedestrians to cross and use the sidewalk on the south side of the street.

#### ***City-Owned Parcel***

Because the city owns a 0.35-acre contiguous parcel (Tax Lot #100), it is proposed for inclusion in the Plan Amendment and Zone Change in hopes that it might be able to be incorporated into a future affordable housing development proposal to increase land available for the project and thereby make development more viable for an affordable housing provider.

## **II. Project Impact**

AMC 18.5.9.020 provides that Zone Changes may be processed as a Type II procedure when they are consistent with the Comprehensive Plan, however when a Zone Change is proposed that is inconsistent with the Comprehensive Plan designation it requires a Type III procedure with a hearing and recommendations from the Planning Commission followed by decision through a hearing before the City Council in conjunction with the adoption of necessary ordinances and amended maps.

### **Type III Amendments – Zone Change & Comprehensive Plan Map Amendment**

The approval criteria for a Type II Zone Change, where the Zone Change is consistent with the existing Plan designation, require that one or more of the following be demonstrated: **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; and 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. In terms of these criteria, in staff's view #4 dealing with the provision of affordable housing seems the most relevant.

#### **Approval Standard for Zone Changes Inconsistent with Comp. Plan Designation**

Where a Zone Change request is inconsistent with the Comprehensive Plan designation, the Land Use Ordinance calls for a Type III review, noting that, "*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.*" Type III reviews typically involve bigger picture legislative issues rather than looking at one owner's relatively small property, however the current request requires not only a zone change for a relatively small group of properties but an amendment to their Comprehensive Plan Map designation and as such triggers Type III review. As such, the current request is a hybrid of the two in that it involves looking both at the property-specific zone change request in conjunction with the bigger picture legislative consideration of the appropriate Comprehensive Plan designation.

The application explains that, "*There has been a significant change in the neighborhood development pattern since the North Mountain Neighborhood Plan's adoption 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 service 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 further the Comprehensive Plan with respect to urbanization.*"

The application goes on to note that the "*primary change in circumstances is the development and build-out of the adjacent Meadowbrook Park II Subdivision properties (immediately) to the south. When the comprehensive plan designations were set, the*

*properties to the north of East 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.”*

In staff assessment, while we concur with the applicants’ recounting of the changes in the area, we do not believe that these changes in themselves necessitate a change in the properties’ zoning. However, the housing crisis and the need for more land to accommodate moderately priced and affordable ownership and rental units is a well-documented change in circumstances which we believe necessitates the up-zoning, particularly in light of the city’s commitment to more efficiently use lands within its existing boundaries under the Regional Problem Solving (RPS) process, and the changes noted by the applicant in bringing city facilities to the area in conjunction with the North Mountain Neighborhood’s development support the more efficient land use needed.

The applicant requests to rezone the properties to North Mountain, Multi-Family (NM-MF) zoning, which allows for up to 12 dwelling units per acre. The mix of units proposed includes townhouses, four single family units attached at the garages, and three detached single family residences with the possibility for three attached second units, and the application suggests that the proposed mixture of housing types and density is consistent with the adjacent North Mountain Neighborhood context and further cites the Townhouse Residential discussion in 2.04.04 of the Comprehensive which notes that this townhouses at a density of up to 12 units per acre “*encourage innovative residential housing to provide low-cost, owner-occupied housing in addition to lower density rental units.*”

In staff’s view, in considering the need for low- and moderately-priced rental and ownership housing, the Planning Commission and Council may wish to consider requiring the applicant to construct the three small accessory units currently described as optional in the application, and may also consider directing them to look at other options to further increase the density of the development with the inclusion of more smaller units that would be possible under the requested density and using available density bonuses.

The application emphasizes that the property owner is committed to partnering with a non-profit affordable housing provider and has been in discussions with Rogue Valley Habitat for Humanity about dedicating the area for four units of housing and associated street improvements, parking, private yard/setback areas, access to common refuse area and recreation space and full participation in the homeowners’ association. This portion of the development would be deed restricted as affordable to those at 60 percent of the area median income for 60 years. The applicants propose to extend water, sewer, storm drain and electric facilities to and through the development with the Outline Plan approval, but hope to defer sidewalk, parkrow and irrigation for the new Franklin Street extension proposed until housing is developed by posting a bond for these improvements. In past applications, the Planning Commission has preferred that street improvements including sidewalks and street trees be installed in conjunction with the final plat signing to fully develop the required pedestrian streetscape and give street trees the opportunity to establish canopy in advance of development, which may be significantly delayed at times, and staff have accordingly recommended that the street improvements here be installed, rather than deferred with

bonding, in the conditions.

The criteria for affordable units calls for the units to be completed proportionally with the market rate units, distributed throughout the project and substantially similar in exterior appearance. Because they propose to provide property directly to an affordable housing provider to be developed separately, the applicants have requested Exception to these standards. AMC 18.5.8.050.G. provides for exceptions where an alternative mix of housing types, phasing or distribution would accomplish additional benefits and be completed in a timely fashion. The applicants explain that the dedicated land must be located in one area to limit development costs, and that this further facilitates coordinated site planning so that the building placement, yard areas, play areas, parking, etc. can be planned as part of the initial development to further minimize development costs. They further suggest that attached wall, townhouse structures that are contiguous to one another with similar designs and floorplans minimize development and long-term maintenance costs and are thus beneficial to the affordable housing providers. They conclude that in their discussions with Habitat, it has been indicated that the housing need for affordable, three-bedroom units is critical, and they believe that with the zone change it would be possible to transfer title to the property, and complete Final Plan and Site Review in the very near future. In addition, the city has proposed to include a city-owned lot in the zone change to provide for additional affordable units in the hope that this may allow the development of both sites with more efficient use of funds, labor and materials.

A zone change to NM-MF, which differs from the property's Comprehensive Plan Map designation, requires a legislative amendment of the city's Comprehensive Plan Map. This is a discretionary decision by the City Council, and in similar previous requests, the Council has looked for a compelling argument that such a change addresses a clear public need.

In staff's view, the extension of city facilities to the area, adoption of the North Mountain Neighborhood Plan, and subsequent development of the Meadowbrook Park II subdivision immediately to the south can be found to be a significant change in change in circumstances since the original zoning was established and which supports the requested Zone Change and Comprehensive Plan Amendment, however for staff the most compelling change of circumstance necessitating the requested change is the housing crisis and documented need for more land to accommodate affordable and moderately priced rental and ownership housing. When considered in conjunction with the city's commitment to not expand the Urban Growth Boundary for the foreseeable future and instead seek to accommodate anticipated growth with more efficient land use inside existing boundaries, staff believes that these circumstances necessitate the requested up-zoning and that the extension of city facilities in conjunction with the North Mountain Neighborhood Plan's build-out supports it.

### **Outline Plan**

The first approval criterion for Outline Plan approval is that, "*The development meets all applicable ordinance requirements of the City.*" The application materials assert that the proposal meets or can meet all applicable ordinance requirements, and that this criterion has been satisfied.

The second approval criterion for Outline Plan approval is that, “*Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.*” The application indicates that adequate city facilities for electricity, natural gas, telephone, television and internet are immediately available to the subject properties from the adjacent rights-of-way and these services will be placed underground to serve the property. The application goes on to note that with regard to other city facilities:

- **Sanitary Sewer:** Existing sanitary sewer lines are available in Camelot Drive approximately 30-feet south of the intersection of Camelot and East Nevada Street, and there is another line in East Nevada Street at its intersection with Patton. The application indicates that the Engineering Division has indicated that the lines are in adequate condition and have capacity to support the proposed subdivision, and the applicants indicate that they will extend the sewer lines up East Nevada to service the subdivision.
- **Water:** An existing 15-inch water line is in place within East Nevada Street, and the application notes that extension of the line through the development with fire hydrant installation to meet Fire Code will have adequate capacity and availability to service the proposed residences. In discussing the proposal with Water Department staff, they have noted that because of the grade change between the curb and some developable areas of the property, there may be more than a 30-foot elevation gain between the water main and two-story buildings on the embankment above. This poses a potential cross-connection issue, as does an existing well in place on the property, and the Water Department has indicated that this cross-connection potential will need to be addressed for “premises isolation.”
- **Storm Drainage:** The application materials indicate that storm drainage on site will be controlled through an on-site detention system with a bio-swale at the terminus of Camelot Drive and the proposed new alley.
- **Streets & Transportation:** The application explains that the properties front on East Nevada Street and will have direct access by way of the proposed new street, the extension of Camelot Drive and a new proposed alley. The application notes that the proposed improvements are generally consistent with city street standards, and that based on the applicants’ analysis 23 new residential units will not trigger a Transportation Impact Analysis (TIA).

More specifically, with regard to East Nevada Street, a two-lane avenue, the application notes that there is a paving, curb and gutter in place along the property frontage. The applicants propose a five-foot sidewalk and seven-foot parkrow along the eastern section of the properties’ East Nevada Street frontage, with the parkrow planting strip proposed to be reduced to five-feet where eight on-street parking

bays are proposed on Nevada Street. These eight on-street parking bays will require relocation of the existing curb and gutter. In the area of the steep, rocky outcropping the applicants have requested an exception to the street standards to not extend sidewalks along the frontages of tax lots #1100 and #1200 due to the physically impenetrable rock and the difficulties associated with its excavation. The application suggests that they would be willing to post a bond in lieu of installing sidewalks on the flatter approximately 40-foot section of tax lot #1100 in order to allow its frontage to be completed in conjunction with the future development of the large adjacent property to the west at 375 East Nevada Street, rather than extending a short section of sidewalk that would not connect to adjacent properties at this time, particularly given that there are no crosswalks connecting to the sidewalks on the south side in this vicinity. In staff's assessment, given the Exceptions requested elsewhere, the sidewalk installed should be at the minimum six-foot width for an avenue; the park row planting strips should be kept to their minimum seven-foot width, even where parking bays have been proposed; and the parking bays should be at least eight-feet wide as required for an Avenue. These recommendations are reflected in the conditions below.

The applicants propose enhanced intersection treatments at East Nevada Street and Camelot to include amenities such as street lighting, a seating area, and a widened crosswalk using contrasting color or material (i.e. scored or colored concrete) to provide connectivity between the proposed sidewalks and the sidewalks for the existing and future development in the North Mountain Neighborhood to the south. In discussing the crosswalk treatment with Public Works/Engineering staff, they have noted that the ramp and crossing placement will need to be placed to better align with ramps opposite so that the ramps are directly connected to those across the street with the shortest, most direct routes possible as this is an Americans with Disabilities Act (ADA) concern for visually-impaired pedestrians.

Camelot Drive is proposed to be extended onto the property as a neighborhood street with a proposed 48-foot right-of-way width providing a 15-foot travel surface, eight-foot planting strips and five-foot sidewalks on each side. Two seven-foot wide parking bays would be provided on the west side, with street improvements on this extension to generally match those on the existing street and enhanced crossing treatments with truncated domes and enhanced crosswalks provided at the Nevada Street intersection.

The application also proposes to extend half-street improvements from a newly named Franklin Street within existing right-of-way at the east end of the Young

property. The applicants note that this would be a neighborhood street with a 60-foot right-of-way and improved with a five-foot sidewalk, seven-foot landscaped parkrow, seven-foot on-street parking bays and a 15-foot travel lane. The application suggests that these improvements would be bonded and completion deferred until the residential units adjacent to the new street were developed. In past applications, the Planning Commission has seemed to prefer that street improvements including sidewalks and street trees be installed in conjunction with the final plat signing to give the street trees the opportunity to establish canopy in advance of development, which may be significantly delayed at times, and staff have accordingly recommended that the street improvements be installed, rather than deferred with bonding, in the conditions.

The applicants also propose a 22-foot public alley extending from the proposed Franklin Street to the fire truck turn-around on the west side of the upper level of development. Parking for the proposed units would be accessed from this alley, eliminating the need for front yard driveways for units on East Nevada and Franklin Streets. Public Works and Engineering staff have indicated that given that this alley will function essentially as a private driveway serving the development without either a need for or benefit from public access, it could be treated as a private driveway or private alley and not necessitate city maintenance responsibilities. In staff's view, the alley should not be public.

The application includes preliminary civil drawings prepared by Thornton Engineering, and conditions have been recommended below to require that final electric service, utility and civil plans be provided for the review and approval of the Staff Advisor and city departments, and that these plans address the Water Department comments regarding cross-connection concern and premises isolation, and the Engineering Department concerns about the alignment of the crossings at Camelot Drive, and Planning Staff concerns with regard to the Nevada Street parkrow planting strip widths, and that the civil infrastructure be installed, inspected and approved prior to the signature of the final survey plat.

The third criterion for approval of an Outline Plan is that, "*The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.*" The application explains that there is an approximately 18,000 square foot steeply sloped area of the property associated with the large roadside outcropping which has been proposed for inclusion in the subdivision's open space. In staff's view, the inclusion of this rock outcropping and the sloped area adjacent in common open space provides a significant amenity to the future residents of the development, and staff believes that some form of pedestrian access (i.e. a path to a gazebo or other sitting area) should be provided to give future residents access to the vista here. A condition to this effect has been recommended below.

The applicants have provided a survey identifying 27 trees on the property which are greater than six-inches in diameter at breast height. Of these, ten are proposed to be removed in conjunction with the application including a 16-inch diameter at breast height (d.b.h.) Ponderosa Pine, a 16-inch d.b.h. Cedar tree, a nine-inch d.b.h. Pine, a 30-inch d.b.h. Ash tree, four seven-to-eight-inch d.b.h. Oak trees, and a six-inch and a ten-inch d.b.h. Walnut tree. The trees proposed for removal are described as being the minimum necessary to permit the parcel to be developed as proposed under the requested zoning. The trees are noted as being located where streets, driveways and building envelopes are proposed to comply with the applicable standards while responding to the significant topographical constraints of the site.

The fourth criterion for approval of an Outline Plan is that, *“The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.”* The applicants assert that the proposal, which seeks to include the city’s adjacent tax lot #100 in the requested Plan Amendment and Zone Change, will enable this parcel to develop with four affordable housing units instead of the single family residence that would be possible under the current designation, and the properties to the west and south will not be prevented from developing according to its Comprehensive Plan designation, while properties to the north are outside of the city limits.

The fifth approval criterion is that, *“There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.”* The application indicates that there will be provisions in the CC&R’s to address the maintenance of the proposed open space and common areas. A condition has been recommended below to require that a draft copy of the CC&R’s be provided for review and approval of the Staff Advisor with the Final Plan submittal.

The sixth criterion is that, *“The proposed density meets the base and bonus density standards established under this chapter.”* The developable portion of the subject property is approximately two acres, and at the 12-dwelling unit per acre density of the requested NM-MF zoning, the base density of the subject properties is 24 units. The North Mountain Neighborhood Plan calls for a minimum density of between 75 and 110 percent meaning that at a density of between 18 and 26.4 dwelling units is required. As proposed, the applicants would develop at least 20 units, with three additional small units over the detached residences’ garages reserved as optional putting the proposal within the requirements of the requested zoning district. Despite indications in the application that the proposal may qualify for density bonuses with regard to affordability and energy efficiency, no density bonuses are being requested. Staff believes that it should be noted that density bonuses may be available and the Commission would be open to considering additional units supported by a density bonus at the Final Plan should the applicants decide to pursue them.

The final Outline Plan approval criterion is that, *“The development complies with the Street Standards.”* As noted above, the application generally complies with the Street Standards but has requested some Exceptions discussed later in this document to address the physical constraints posed by the large rock-outcropping.

### Site Design Review

The development of attached housing requires Site Design Review approval and is subject to the “Building Placement, Orientation and Design” standards for residential development found in AMC 18.4.2.030.

The application includes the identification of building envelopes, site landscaping and open space, and required parking and circulation along with conceptual building elevations intended to illustrate that the property can and will be developed according to the applicable standards under the requested zoning. However, it is the applicants’ intent that Site Design Review approvals for the specific buildings to be proposed will be delayed until each phase develops, and that these Site Design Reviews will include final building designs as well as final landscaping and irrigation details. Conditions of approval are recommended below to require that Site Design Review approvals for buildings within each phase be obtained concurrently with Final Plan approval for each phase, and that these Site Design Reviews be *generally* consistent with the site lay-out and conceptual designs here, with the exception of final building designs.

The first criterion for Site Design Review is that, *“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.”* The application materials provided assert that the proposed development will comply with all applicable provisions for the underlying zone.

The second approval criterion is that, *“The proposal complies with applicable overlay zone requirements (part 18.3).”* In this instance, the property is proposed for inclusion in the NM-MF district within the North Mountain Neighborhood overlay zone, and the application asserts that all applicable standards have been addressed.

The North Mountain Neighborhood Plan’s “Supplemental Setback Requirements for Garages and Accessory Structures” in AMC 18.3.5.100.A.4 require that where no alleys are present, that garages be located a minimum of 15 feet behind the primary façade and a minimum of 20 feet from the sidewalk. The applicant notes that the garages which take access from a public street will be ten feet behind the primary façade.

In assessing the site plan, it appears to staff that the only units with a garage taking access from a public street are the two units on the west side of Camelot Drive. These units are at the juncture of the alley and Camelot, and have an 18-foot wide driveway and a garage ten feet (rather than the required 15 feet behind the façade of the units). This appears to conflict with the standard both in terms of having a garage from the street where alley access is available to at least one of the units, and in having the garage five feet closer to the façade than allowed. Given that the Site Review request is conceptual at this stage, staff does not believe an Exception is appropriate and have accordingly recommended a condition that this situation be addressed in the Final Plan/Site Design Review submittal to either meet the standard or request an Exception.

The third criterion for the Site Design Review approval is that, *“The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by*

*subsection E (which addresses Exceptions) below.*” The application materials assert that the proposal complies with Site Development and Design Standards and includes site layout plans, landscaping, irrigation and planting plans as well as conceptual elevations to supplement the written findings provided. In considering these standards, staff would note the following:

**Staff Concern: Open Space**

Multi-family residential property requires that eight percent (here 8,433 square feet) of the site be provided as recreational space, and the Performance Standards requires that at least five percent (here 5,270 square feet) of the site be provided in common open space. While the application indicates that approximately 22 percent of the site (or 23,305 square feet) is provided in multi-family open space, staff would note that the landscape plan illustrates only approximately 4,533 in lawn area, with the remainder of the property planted with trees, shrubs and ground cover which are not suitable for recreational use. Some of the lawn areas shown have depths as narrow as four feet, some are placed immediately adjacent to the parking area or street right-of-way, and one is within a required park-row planting strip. In staff’s view, to demonstrate that the eight percent recreation space requirement is met, a plan clearly illustrating all areas to be counted towards open and recreation space needs to be provided. Landscaped areas counted toward recreation space requirements need to be outside of the right-of-way and placed where they are likely to be used recreationally, surfaced for recreational use, of sufficient depth to allow recreational use, and not include thoroughfares for pedestrian circulation, and individual patio, porch or deck areas need to have a minimum dimension of six feet in depth and eight feet in width (the minimum porch dimension as defined in AMC 18.6.1) exclusive of circulation routes, door swing areas, etc. to accommodate recreational use. Placement of utility infrastructure such as vaults, transformers or cabinets needs to be considered, and areas set aside for these items should not be counted as required open or recreational space. As presented, staff does not believe the plan clearly demonstrates that the open space and recreational requirements have been met. A condition requiring a revised plan be provided for review and approval with the Final Plan application has been included below.

**Staff Concern - Building Orientation**

The Site Development and Design Standards require that, “Dwelling units shall have their primary orientation toward a street. Where residential buildings are located within 20 feet of a street, they shall have a primary entrance opening toward the street and connected to the right-of-way via an approved walkway.” While staff recognizes that the building elevations provided are intended to be conceptual, and there doesn’t appear to be a plan clearly correlating the elevation unit numbers with the site plan, in staff’s view insuring that orientation is to be carefully considered in the final Site Design Review is important and staff would note that in particular the units at the corner of Camelot Drive and East Nevada Street and at the corner of East Nevada and Franklin Street appear to need a stronger primary orientation with

an entry and pedestrian connection toward East Nevada Street, the higher order street to better address this standard. A condition to this effect has been recommended below to require that this be addressed in the Final Plan/Site Design Review submittals.

The fourth approval criterion for Site Design Review addresses city facilities and requires that, *“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.”* Public facilities requirements are addressed in detail in the Outline Plan section earlier in this report.

### **Exception to Street Standards**

The application includes a request for an Exception to Street Standards to not extend sidewalks along the frontages of Tax Lots #1100 and #1200, west of the intersection of Camelot and East Nevada, due to the steep and rocky slope in this area, and to not install a multi-use path or other alternative to the sidewalk due to the same rocky slopes. The application asserts that the rock here is impenetrable here, and has included a report by a geotechnical expert. The applicants note that they considered installing a multi-use path as an alternative, but the slopes were too steep to do so safely, and they further note anecdotally that when the subdivision to the south was installed a local backhoe operator broke many pieces of equipment trying to install street improvements here and the rock ultimately dictated the location of the existing curb. To provide for pedestrian connectivity, the applicants propose to install enhancement to the intersection of Camelot Drive and East Nevada so pedestrians using the north side sidewalk on the eastern portion of the proposed development can cross to the south side in the area where no sidewalks will be installed.

### **Staff Concern – Pedestrian Refuge**

In visiting the site, it appears to staff that there may be some opportunities in the area of the rock outcropping where sidewalks are not proposed to instead remove weeds and flatten an 18- to 24-inch area behind the curb and surface it in concrete or compacted decomposed granite in order to provide an area of refuge where pedestrians could step out of the roadway when cars pass to provide. A condition has been recommended below that the applicants explore this possibility and that the civil plans provided for Final Plan review include such a pedestrian refuge in this area.

With regard to the bicycle lane issue, the applicants request an Exception to not install bicycle lanes on East Nevada Street because there are none elsewhere on this corridor, the rock slope limits the ability to expand the right-of-way, and the trip counts are very low.

Neighbors Andrea Napoli and Don Morehouse who reside on nearby Stoneridge Avenue have submitted written comments indicating that they feel that bicycle access is necessary for the neighborhood before a zone change occurs, noting that currently there is no bicycle access between the North Mountain Neighborhood and the rest of town, describing the existing bicycle lanes on North Mountain Avenue as dangerous and disappearing, and noting that there is currently no bridge connection over Bear Creek to Oak Street or the Bear Creek

Greenway and suggesting that they do not believe a finding of adequate transportation can be made with regard to bicycle access. As noted by the neighbors, there are bicycle lanes on North Mountain Avenue in some places, but they are not continuous and require cyclists to merge into traffic or use a variable width gravel shoulder. While properties in adjacent developments including Meadowbrook Park II immediately to the south have been required to sign in favor of a future Local Improvement District for East Nevada Street which would include construction of a bridge over Bear Creek, this bridge is not currently in place.

An Avenue is typically envisioned to accommodate between 3,000 and 10,000 average daily trips (ADT) as a design assumption. For lesser streets, the Street Design Standards specifically note, "*Bike lanes are generally not needed on streets with low volumes (less than 3,000 ADT) or low motor vehicle travel speeds (less than 25mph). For over 3,000 ADT or actual travel speeds exceeding 25 mph, six-foot bike lanes [are required]; one on each side of the street moving in the same direction as motor vehicle traffic.*" While the design assumptions for an Avenue put the ADT within the threshold which requires bike lanes, the most recent ADT counts for this section of East Nevada Street, taken by the Engineering Division in 2017, have the ADT at 107 trips. On nearby Fair Oaks Avenue, which likely is taking more of the traffic from the Meadowbrook Park II subdivision out to Mountain Avenue, ADT was only slightly over 400 trips in 2016, and Engineering staff indicated that it was doubtful even with additional building in 2017 that the current ADT there would be over 500 trips now. In staff's assessment, the current ADT on East Nevada Street do not seem to necessitate bicycle lanes, and could accommodate cyclists as shared users of the street without frequent conflicts due to vehicle cross traffic, although the Avenue classification typically requires them. Staff would accordingly recommend that the Exception be approved but that the applicants be required to sign in favor of a future Local Improvement District (LID) for East Nevada Street as have others in the North Mountain Neighborhood; such an LID could include both bicycle lanes and bridge construction.

### **Tree Removal Permits**

The applicants have provided a survey identifying 27 trees on the property which are greater than six-inches in diameter at breast height. Of these, ten are proposed to be removed in conjunction with the application including a 16-inch diameter at breast height (d.b.h.) Ponderosa Pine, a 16-inch d.b.h. Cedar tree, a nine-inch d.b.h. Pine, a 30-inch d.b.h. Ash tree, four seven-to-eight-inch d.b.h. Oak trees, and a six-inch and a ten-inch d.b.h. Walnut tree. The trees proposed for removal are described as being the minimum necessary to permit the parcel to be developed as proposed under the requested zoning. The trees are noted as being located where streets, driveways and building envelopes are proposed to comply with the applicable standards while responding to the significant topographical constraints of the site.

The applicants further explain that the trees to be removed on the upper level of the development include the Cedar, Ponderosa Pine and Ash trees which are requested for removal to accommodate the extension of Camelot Drive, which must respond to the existing street location, topography, block length and fire truck turn-around standards.

The applicants go on to note that the majority of the trees to be removed are on the lower level of the property on tax lot #1100. These trees are described as being crowded together where the driveway will need to be located to access the proposed lower level units and to

maintain vehicular access for the portion of the applicants' property which is outside the city limits while complying with driveway separation requirements.

The application materials suggest that the removals will not have a significant negative impact on erosion or soil stability, noting that the development of the property will address erosion and soil stability. The applicants emphasize that there are no surface waters on the site, and that the trees proposed for removal are not part of any windbreaks. They also suggest that the removals will generally have no significant impact on tree densities, canopy size or species diversity, although they recognize that the Ponderosa and Cedar may have adverse impacts with regard to this criterion while suggesting that their removals could not be avoided. They explain that with shallow soil depths and significantly rocky soils, large conifers require wider spreading root structure and necessitate larger protection zones which would make it more difficult to preserve and protect them with the proposed development. The applicants suggest that they will plant numerous deciduous trees that are more than 1½-inch caliper to mitigate the removals proposed, and that three conifers will be planted on the applicants' property to the north to assist in buffering the freeway to mitigate the large conifers to be removed.

The Tree Commission has not yet reviewed the application as this report was being prepared. As such, a condition has been suggested below that the Tree Commission recommendations from their regular meeting on January 4, 2018 be made conditions of any approval, where consistent with applicable standards and with final approval by the Staff Advisor.

### **III. Procedural - Required Burden of Proof**

**The criteria for Outline Plan approval from the Performance Standards Options Chapter are detailed in AMC 18.3.9.040.A.3 as follows:**

- 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.*

**The criteria for the approval of an Exception to Street Standards are detailed in AMC 18.4.6.020.B.1 as follows:**

- 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.*

**The criteria for Site Review approval from the Site Design Review Chapter are detailed in AMC 18.5.2.050 as follows:**

- 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.*

**The criteria for Tree Removal are described in AMC 18.5.7.040.B as follows:**

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.*

**The criteria for Plan Amendments and Zone Changes are described in AMC 18.5.9.020 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.*

**IV. Conclusions and Recommendations**

It is clear that as discussed in the application the extension of city facilities to the area, adoption of the North Mountain Neighborhood Plan, and subsequent development of the Meadowbrook Park II subdivision immediately to the south represent a change in circumstances since the current zoning was established in the 1970's which supports the requested Plan Amendment and Zone Change, but for staff the compelling changes in circumstance which *necessitate* the requested Plan Amendment and Zone Change are the well-documented housing crisis around the lack of rental and ownership units that are affordable to a broad spectrum of the community and the city's commitment through the Regional Problem Solving process to accommodate anticipated growth with more efficient land use inside existing city boundaries.

For staff, the extension of facilities to support more dense development than was possible when the current zoning was established nearly 50 years ago sets the table for more efficient land use now, and staff believes that the Planning Commission and Council should not only approve the request but also consider requiring the applicant to both construct the three small accessory units currently described as optional and direct them to look at other options to further increase the density with additional smaller units that would be possible under the requested density and available density bonuses to better address rental housing needs.

Should the Commission concur with staff and choose to recommend approval of the proposal to Council, staff would recommend that the following conditions be included in that recommendation:

1. That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.
2. That any new addresses or street names shall be assigned by City of Ashland Engineering Department.
3. That permits shall be obtained from the Ashland Public Works Department prior to any work in the public right of way.
4. That all recommendations of the Tree Commission from their January 4, 2018 regular meeting shall be conditions of approval, where consistent with applicable criteria and standards and with final approval of the Staff Advisor.
5. That tree protection fencing and other tree preservation measures shall be installed according to the approved plan, inspected and approved by the Staff Advisor prior to any site work including demolition, staging, storage of materials or issuance of any permits. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.4.5.030.C. and no construction shall occur within the tree protection zone including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles.
6. That the applicants shall obtain necessary Demolition and Relocation Review Permits from the Building Division prior to the demolition of any buildings over 500 square feet as required in AMC 15.04, if deemed necessary by the Building Official.
7. The requirements of the Ashland Fire Department, including approved addressing, fire apparatus access and approach, fire flow, hydrant distance and clearance, and fire sprinklers where applicable, shall be complied with prior to issuance of the building permit or the use of combustible materials. Fire Department requirements shall be

included on the engineered construction documents. If a fire protection vault is required, the vault shall not be located in the sidewalk corridor.

8. That prior to the Comprehensive Plan Map Amendment and Zone Change being formalized, the applicants shall sign in favor of a Local Improvement District for the future improvements to East Nevada Street including future bridge construction and street improvements, including but not limited to bike lanes sidewalks, parkrow, curb, gutter and storm drainage prior to signature of the final survey plat. The agreement shall be signed and recorded concurrently with the final survey plat. Nothing in this condition is intended to prohibit an owner/developer, their successors or assigns from exercising their rights to freedom of speech and expression by orally objecting or participating in the LID hearing or to take advantage of any protection afforded any party by City ordinances and resolutions.
9. That prior to Final Plan approval:
  - a. A revised plan to demonstrate that the open and recreation space requirements are met illustrating all areas to be counted towards open and recreation space and their placement, dimension and treatment, and shall include some form of pedestrian access (i.e. a path to a gazebo or other sitting area) to provide access for future residents to the vista here. Landscaped areas counted toward recreation space need to be placed and surfaced for recreational use and not include thoroughfares for pedestrian circulation, and individual patio, porch or deck areas need to have a minimum dimension of six feet in depth and eight feet in width exclusive of circulation routes, door swing areas, etc. to accommodate recreational use. Areas containing above-ground utility infrastructure such as transformers, vaults and cabinets are not to be included as open/recreational space. Common area and open space improvements (i.e. landscaping and irrigation, etc.) shall be installed according to the approved plan, inspected and approved prior to signature of Final Survey Plat.
  - b. A phasing plan be provided which details the proposed phasing/timing of the development with the final plan submittal.
  - c. Site Design Review approval for the final building designs shall be obtained concurrently with Final Plan approval for each phase. Site Designs shall be generally consistent with that approved here, with the exception of final building designs.
    - i. The Site Design Review submittal shall include clear primary orientation with an entry and pedestrian connection toward East Nevada Street, the higher order street, for those units at the corner of Camelot Drive and East Nevada Street and at the corner of East Nevada and Franklin Street.
    - ii. The Site Design Review shall address the two units on the west side of Camelot Drive which are at the corner of the alley and Camelot, and have an 18-foot wide driveway and a garage ten feet, rather than the required 15 feet, behind the façade of the units. The Site Design Review shall consider this both in terms of having a garage where alley access is available to at least one of the units, and in having the garage five feet closer to the façade than allowed and shall either adjust the design or request an Exception.

- d. Final Plan and Site Design Review submittals which include the city-owned property (Tax Lot #100) will need to include a tree inventory/protection plan and determination of wetland presence for this property.
- e. All requirements of the geo-technical expert's report, including that the geo-technical expert reviews grading and building plans for compliance with recommendations and that the geo-technical expert observes earthwork, foundation and drainage installation phases of construction and provides a written report of these observations certifying that all construction was consistent with recommendations shall be conditions of approval. The final plan submittals shall include written verification from the project geo-technical expert addressing the consistency of the grading and drainage plans with the report recommendations, and shall include a detailed inspection schedule addressing needed inspections and their timing associated with the project's development.
- f. Final Site lighting details. Street lights shall be consistent with the city's residential street lighting standard which calls for the "Eurotique" unless another lighting type is already deployed in the neighborhood.
- g. Final Trash enclosure placement and screening details.
- h. Final lot coverage calculations demonstrating how lot coverage is to be allocated to comply with the 75 percent lot coverage allowance in the NM-MF zoning district, including all building footprints, driveways, parking, circulation areas and other proposed lot coverage.
- i. The identification of all proposed easements for public and private utilities, fire apparatus access, and reciprocal utility, maintenance, access and parking shall be indicated on the Final Plan submittal for review by the Planning, Engineering, Building and Fire Departments.
- j. That a final utility plan shall be submitted for review and approval by the Planning, Engineering, and Building Divisions with the Final Plan application. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes, fire hydrants, sanitary sewer lines, storm drain lines and electric services. The utility plan shall also address the issues raised by the Water Department relative to cross connections and premises isolation due to the grade difference between the water main in East Nevada Street and the residential units.
- k. That the location and final engineering for all storm drainage improvements associated with the project, shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions with the Final Plan application.
- l. That the applicant shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment with the Final Plan application. This plan must be reviewed and approved by the Electric Department prior to the signature of the final survey plat. Transformers and cabinets shall be located in areas least visible from streets and outside of vision clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all proposed units prior to signature of the final survey plat. At the

discretion of the Staff Advisor, a bond may be posted for the full amount of underground service installation (with necessary permits and connection fees paid) as an alternative to installation of service prior to signature of the final survey plat. In either case, the electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.

- m. That the engineered construction drawings for the proposed street improvements including East Nevada Street, the extension of Camelot Drive, the extension of the proposed new street (Franklin Street), and the intersection enhancements at Camelot Drive and East Nevada Street shall be submitted for review and approval of the Ashland Planning and Engineering Divisions with the Final Plan application, prior to work in the street rights-of-way or installation of improvements in the pedestrian corridor.
  - i. For **East Nevada Street**, the section including sidewalks shall include the minimum six-foot width, seven-foot park row planting strips (even where parking bays are proposed), and eight-foot parking bays required for an avenue, and shall provide an area 18-24 inches in depth behind the curb, surface in concrete or compacted granite and maintained in a weed-free condition to provide an area for pedestrians to seek refuge from passing cars outside the roadway.
  - ii. For the **Camelot Drive** extension, a 15-foot queuing lane shall be provided with seven-foot parking bays on one side, with eight-foot park rows and five-foot sidewalks on both side.
  - iii. For the **Franklin Street** extension, a 15-foot queuing lane shall be provided with seven-foot parking bays on one side, with seven-foot park rows and six-foot sidewalks the west side; and for the enhanced intersection treatment, revised drawings shall be provided which address the ramp and crossing placement to better align with ramps opposite so that the ramps are directly connected to those across the street with the shortest, most direct routes possible in compliance with the Americans with Disabilities Act (ADA).
- n. Where necessary to accommodate city standard improvements or to align frontage improvements, necessary additional right-of-way shall be dedicated to the city. All public improvements including but not limited to the sidewalk, park row planting strips with irrigated street trees, and standard Eurotique residential street lights shall be installed to City of Ashland standards under permit from the Public Works Department and in accordance with the approved plan prior to signature of the final survey plat.
- o. That CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plan application. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including landscaping, driveways and parking areas, planting strips, shared garage spaces and street trees.
- p. That all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060. The draft CC&Rs shall include stipulations on height limitations for front, side and rear yard, and shall note that fences adjacent to

common open space areas shall not exceed four feet. The location and height of fencing shall be identified at the time of building permit submittals, and fence permits shall be obtained prior to installation.

- q. The approved Tree Protection Plan and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the plan shall be considered a violation of the Planning Application approval and therefore subject to penalties described in the Ashland Municipal Code.

## Re: 475 E. Nevada Street, PA-2017-02129

Derek Severson

Wed 12/27/2017 11:17 AM

To: Andrea Napoli &lt;andeanapolisemail@gmail.com&gt;;

Cc: Derek Severson &lt;derek.severson@ashland.or.us&gt;;

 1 attachments (341 KB)

NOTICE PA-2017-02129.pdf;

Andrea,

I've received the message and will print and add to the record on this application.

I'm assuming you received the notice for the January 9th public hearing at the Planning Commission, but I've attached it as a PDF just in case.

If I can provide any additional information or assistance, please let me know.

- **Derek**

Derek Severson, *Senior Planner*

City of Ashland, Department of Community Development

51 Winburn Way, Ashland, OR 97520

**PH:** (541) 552-2040 **FAX:** (541) 552-2050 **TTY:** 1-800-735-2900**E-MAIL:** derek.severson@ashland.or.us

*This e-mail transmission is the official business of the City of Ashland, and is subject to Oregon's public records laws for disclosure and retention. If you've received this e-mail in error, please contact me at (541) 552-2040. Thank you.*

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**From:** Andrea Napoli <andeanapolisemail@gmail.com>**Sent:** Wednesday, December 27, 2017 10:54 AM**To:** amygunter.planning@gmail.com; Derek Severson**Cc:** Don Morehouse**Subject:** 475 E. Nevada Street, PA-2017-02129

Hi Amy,

Thank you for the notice about the zone change for the residential development at 475 E Nevada Street. My husband and I live at 325 Stoneridge Ave with our backyard along E. Nevada, just steps from the proposed subdivision.

We feel strongly that prior to a zone change to add additional dwellings in the neighborhood, we MUST have bicycle access to this neighborhood. Currently there is **no bike access** between the North Mountain neighborhood and the rest of town (N. Mountain has dangerous disappearing bike lanes and no bike/ped bridge exists over Bear Creek).

In reviewing the notice from the City of Ashland under the Site Design and Use Standards section, it appears that "adequate transportation" facilities do not exist to serve this project/property.

Thank you,

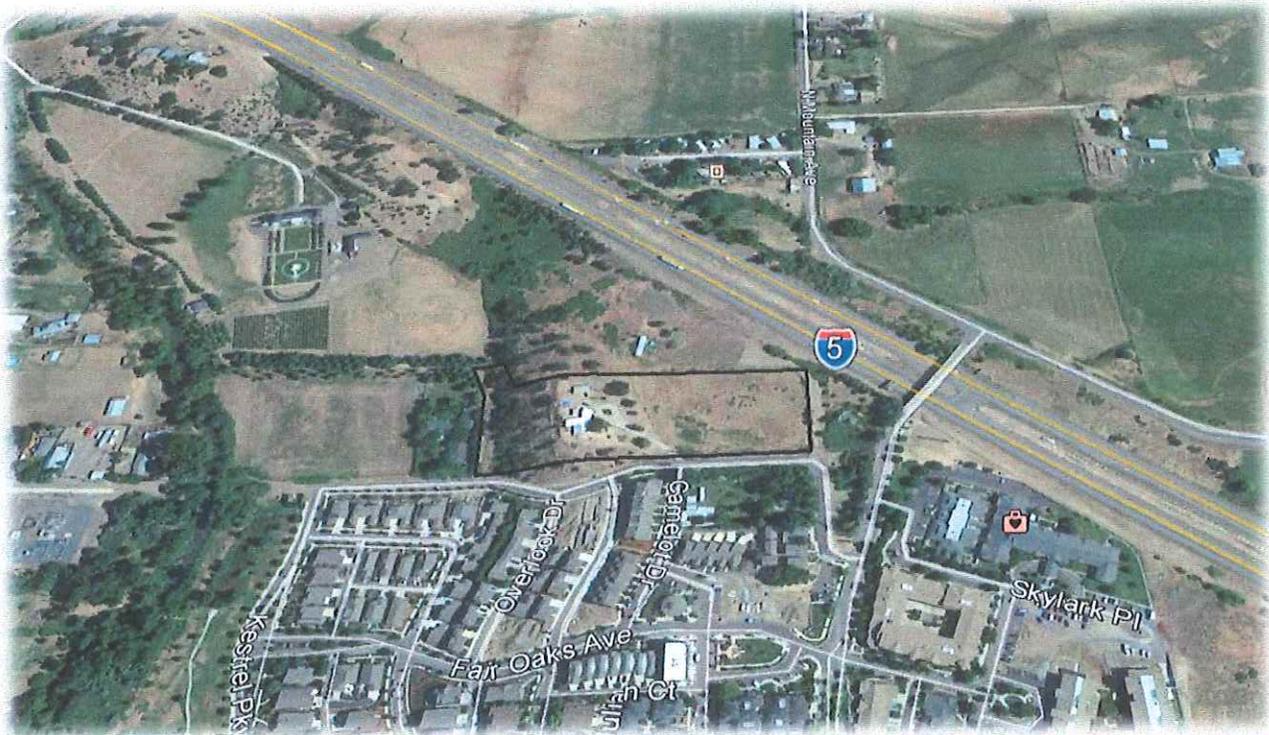
Andrea Napoli & Don Morehouse  
325 Stoneridge Ave  
Ashland, OR  
(530) 386-0491

COPY

475 East Nevada Street

# Katherine Mae Subdivision

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



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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

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

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**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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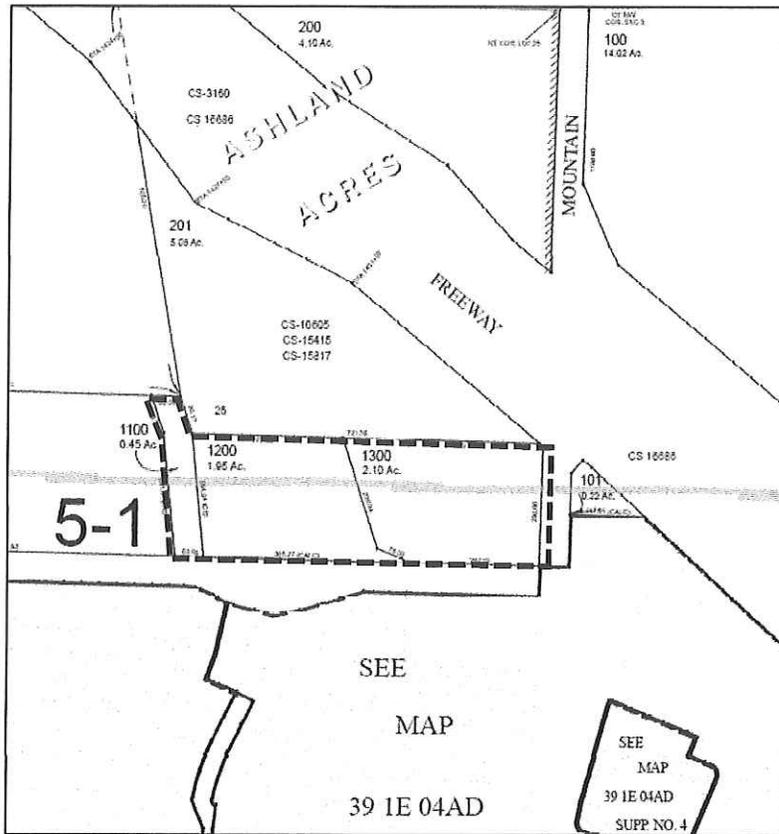


Figure 1: Assessor's Map

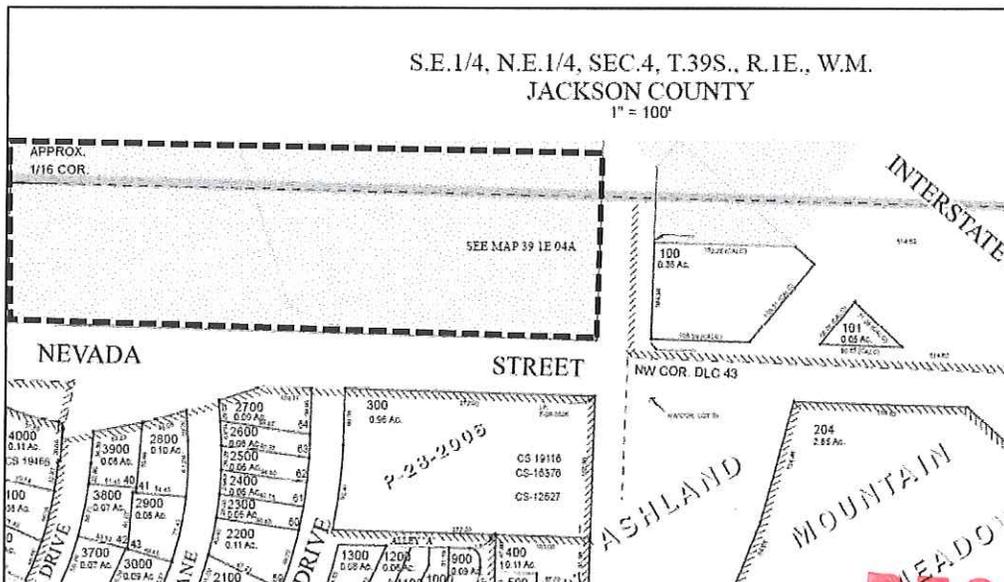


Figure 2: Assessor's Map

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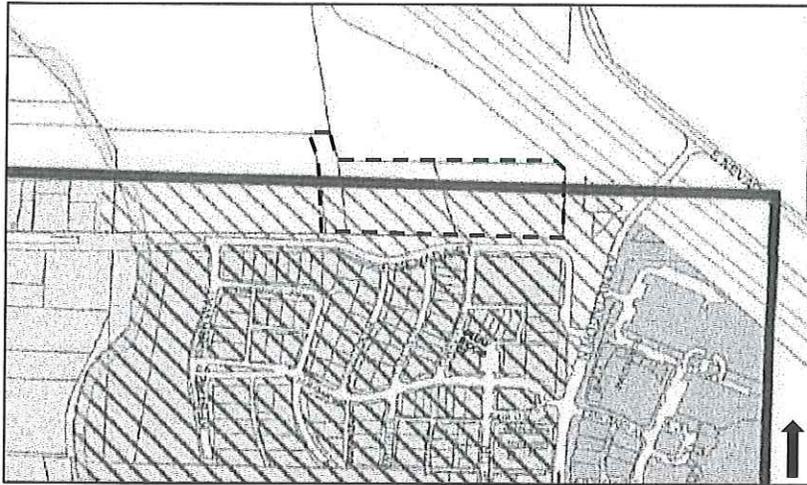


Figure 3: City of Ashland Comprehensive Plan

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).

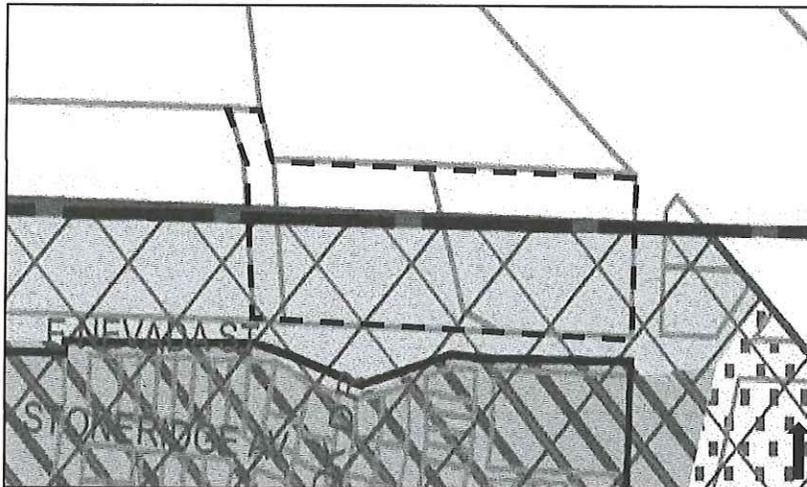


Figure 4: City of Ashland Zoning Map

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.

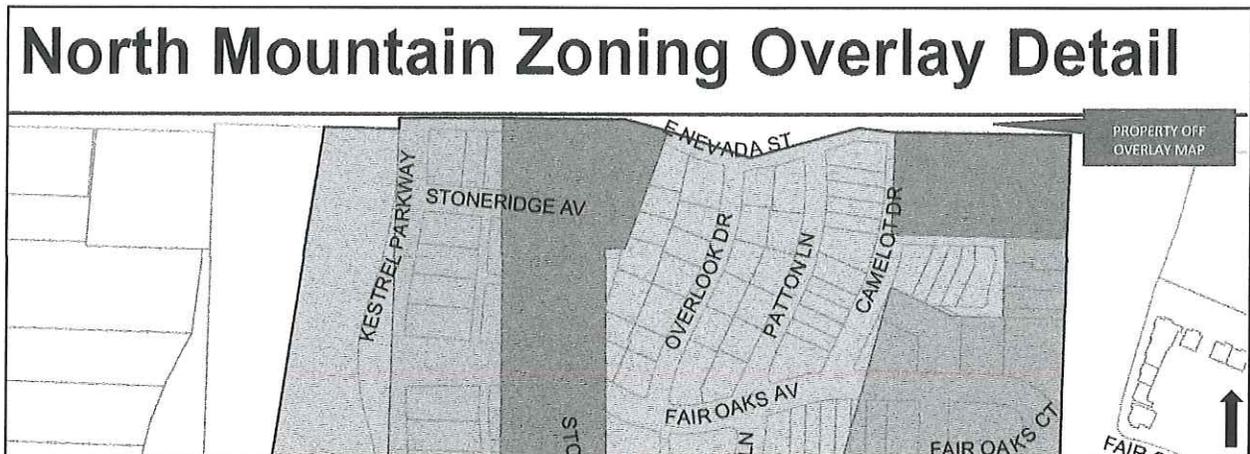


Figure 4: City of Ashland North Mountain Zoning Overlay Detail

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

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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.

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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

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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

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.

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## 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*

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*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

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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*

*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:

*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 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.



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.

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.*

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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 zoning 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 font 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.*

- 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.*

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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:**

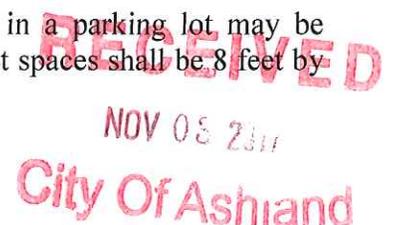
Required parking areas shall be designed in accordance with the following standards and dimensions as illustrated in 18.4.3.080.B. See also, accessible parking space requirements in section 18.4.3.050 and parking lot and screening standards in subsection 18.4.4.030.F.

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



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-feet 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.*

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.

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-

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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.*

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## 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.

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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.

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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.*

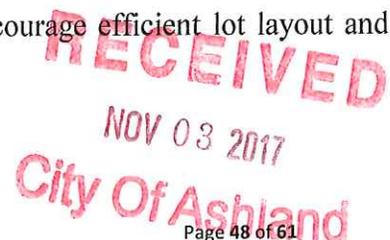
2. *Connectivity to Abutting Lands.* Design streets to connect to existing, proposed, and planned streets adjacent to the development, unless prevented by environmental or topographical constraints or existing development patterns. Where the locations of planned streets are shown on the Street Dedication 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.



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.*

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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 through 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.

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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:

*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 curblineline 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.

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. The street*

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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	

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From: Kelly Sandow PE Sandow Engineering  
RE: Nevada Street - TIA and TPR Applicability  
Date: 10/2/17  
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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



From: Kelly Sandow PE Sandow Engineering  
RE: Nevada Street - TIA and TPR Applicability  
Date: 10/2/17  
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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



RENEWAL 06 / 30 /18





Dr. David Young  
348 S Modoc  
Medford, OR 97504

October 12, 2017

Dear Dr. Young:

We, Rogue Valley Habitat for Humanity, understand that as part of the Katherine Mae Subdivision proposed for the properties located at 39 1E 04A; 1100, 1200 and 1300, four affordable housing units are required to be provided at the 60 - 80 percent Area Median Income (AMI). The Habitat for Humanity mission is to provide affordable housing to (Habitat's target client) that are within the 60 percent AMI. This Memorandum of Understanding is presented to the property owner, Dr. David Young with the understanding that Habitat for Humanity would be the affordable housing provider of choice to address the housing need, and that Habitat has first right of refusal to obtain the property required through deed or title as required by the Ashland Municipal Code.

We would be honored to participate with the project which we feel is so needed within the Ashland community and are eager and excited to move forward with our partnership.

Habitat for Humanity builds houses in partnership with low income people in need of housing. Each selected applicant must commit to and complete a minimum of 500 hours of sweat equity towards the completion of their home, also included the complete of a rigorous homeowner education program. Volunteers are the backbone of each construction project and over 1500 are utilized each year, including many students seeking to learn new job skills. Upon the completion of each project, the home is sold with a zero interest, 30- year mortgage which Habitat holds the note. Incoming repayment income is used to help build future homes. Funding for each project is raised within the community using constant fundraising processes.

Habitat for Humanity/Rogue Valley serves Jackson County and is one of 30 independent affiliates within the state of Oregon. We are in the process of building our 64<sup>th</sup> home is the Rogue Valley, which includes three built and sold in Ashland. I believe the need in Ashland is tremendous and would be thrilled at the opportunity to build more houses in a community with such need.

Thank you, sincerely,

Denise James  
Executive Director  
Habitat for Humanity/Rogue Valley  
541-773-3411

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CC Amy Gunther



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.



EXPIRES: 6-30-2018

Very truly yours,

MARQUESS & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Rick Swanson".

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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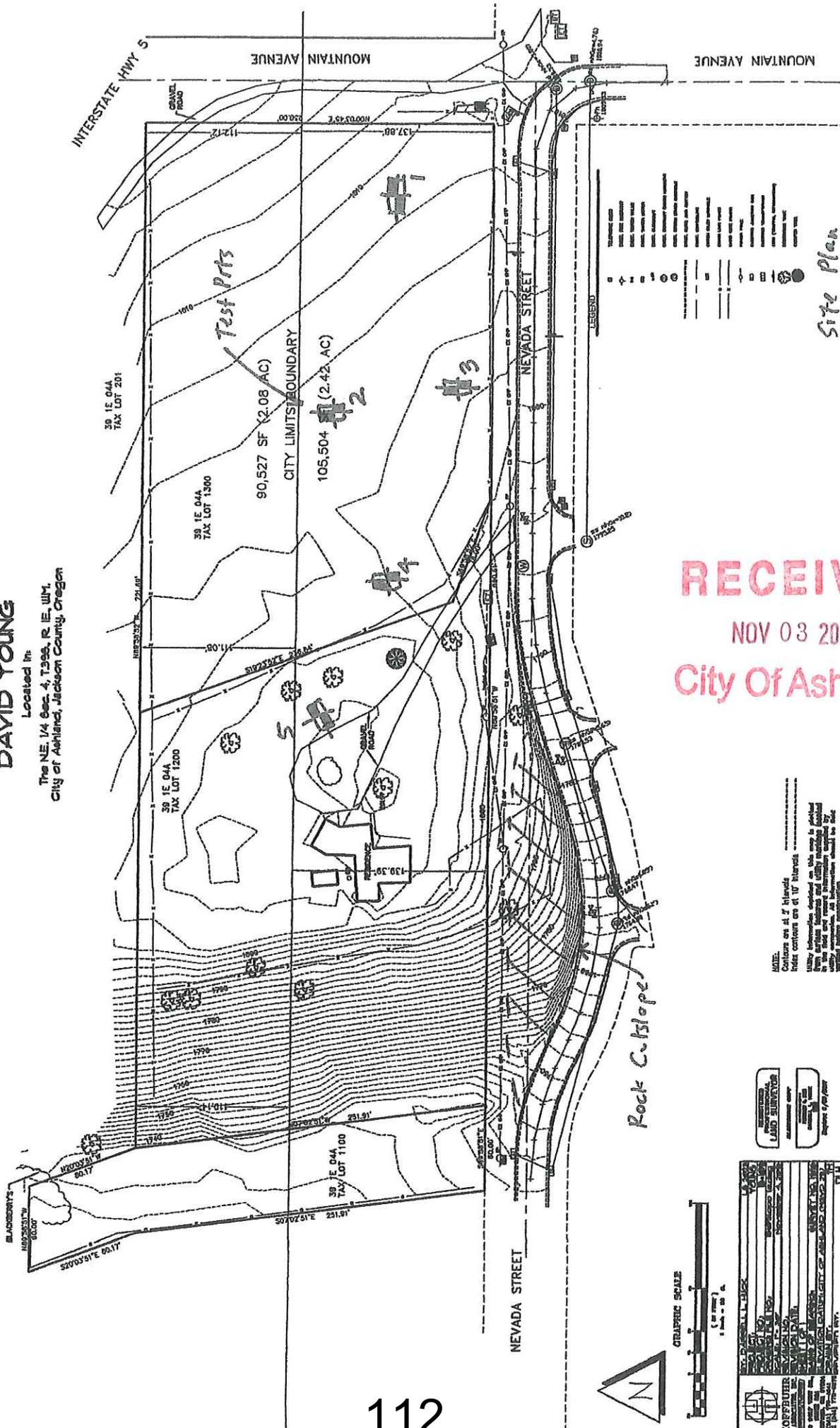
**TOPOGRAPHIC MAP**

FOR

**DAVID YOUNG**

Located In:

The NE 1/4 Sec. 4, T39S, R. 1E, W11,  
City of Ashland, Jackson County, Oregon



**LEGEND**

- Contour lines
- Spot elevations
- Water features
- Buildings
- Vegetation
- Utility lines
- Proposed features
- City limits boundary
- Property boundaries
- Right of way
- Gravel road
- Asphalt road
- Concrete road
- Drainage
- Rock cutslope
- Test pits

Site Plan  
Drawing 2  
Map Job No. 17-1053

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**NOTE:**  
Contours are at 7' intervals  
Elevations are at 10' intervals  
Utility information included on this map is derived  
from various sources and is not intended to be  
used for design or construction purposes. It is  
recommended that users verify utility information  
before any construction.

<b>LAND SURVEYOR</b>	
DAVID YOUNG	Professional Seal
<b>PROJECT INFORMATION</b> PROJECT NO. 17-1053 SHEET NO. 2 OF 2 DATE: 10/20/17 CITY OF ASHLAND, OREGON PROJECT: SITE PLAN FOR DAVID YOUNG	

## 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.
		GRAVEL WITH FINES	GP	Poorly graded gravels, or gravel-sand mixtures, little or no fines.
			GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines.
		SANDS MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN No. 4 SIEVE	CLEAN SANDS (LESS THAN 5% FINES)	GC
	SW			Well graded sands, gravelly sands, little or no fines.
	SANDS WITH FINES		SP	Poorly graded sands or gravelly sands, little or no fines.
			SM	Silty sands, sand-silt mixtures, non-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%		SC
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.
SILTS AND CLAYS LIQUID LIMIT IS GREATER THAN 50%		OL	Organic silts and organic silty clays of low plasticity.	
		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)

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U.S. STANDARD SERIES SIEVE: 200, 40, 10, 4  
 CLEAR SQUARE SIEVE OPENINGS: 3/4", 3"

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SILTS AND CLAYS	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

City of Ashland

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

CONSISTENCY

† 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.



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 Residential Development  
 475 East Nevada Street

Ashland Oregon

MAI JOB NO. 17-1053

DRAWN RS

ISSUE DATE 11/14/2017

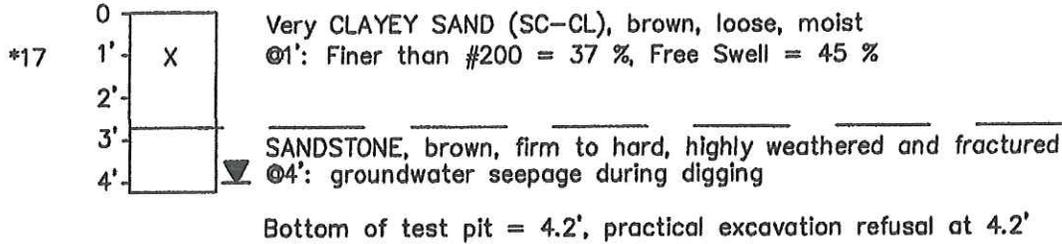
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DRAWING

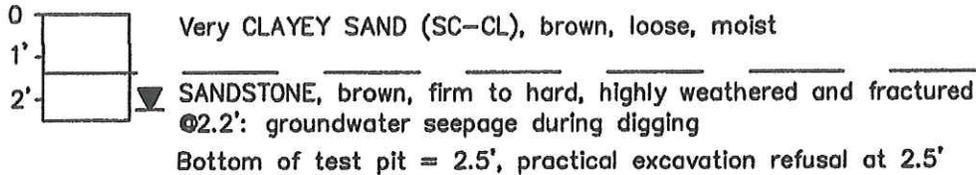
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OF 5 DWGS

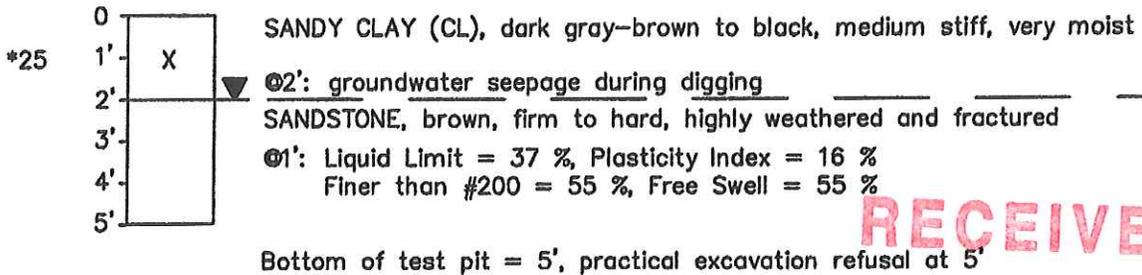
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**TEST PIT 2**



**TEST PIT 3**

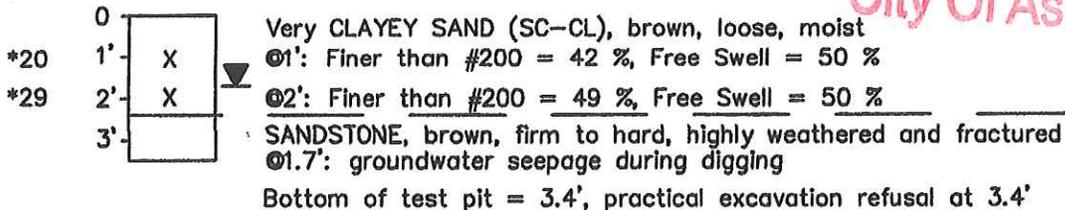


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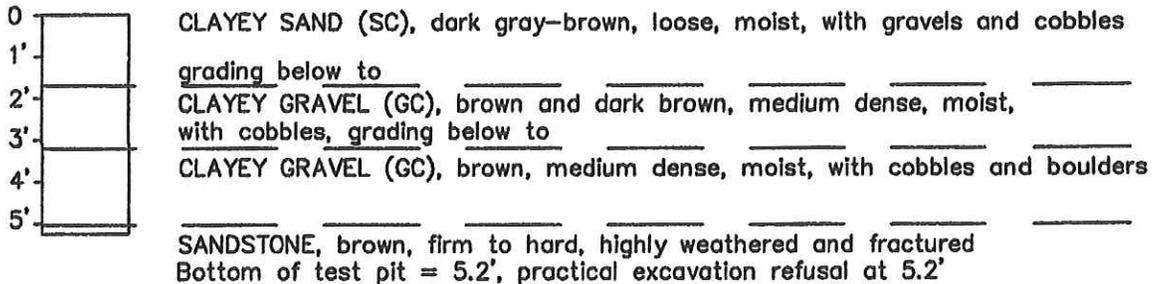
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**TEST PIT 4**



**TEST PIT 5**



\*moisture content in percent

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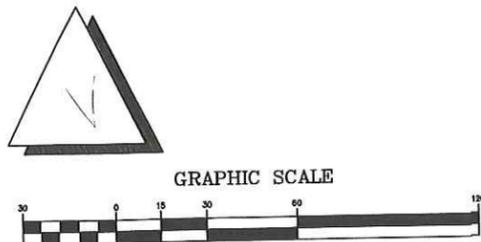
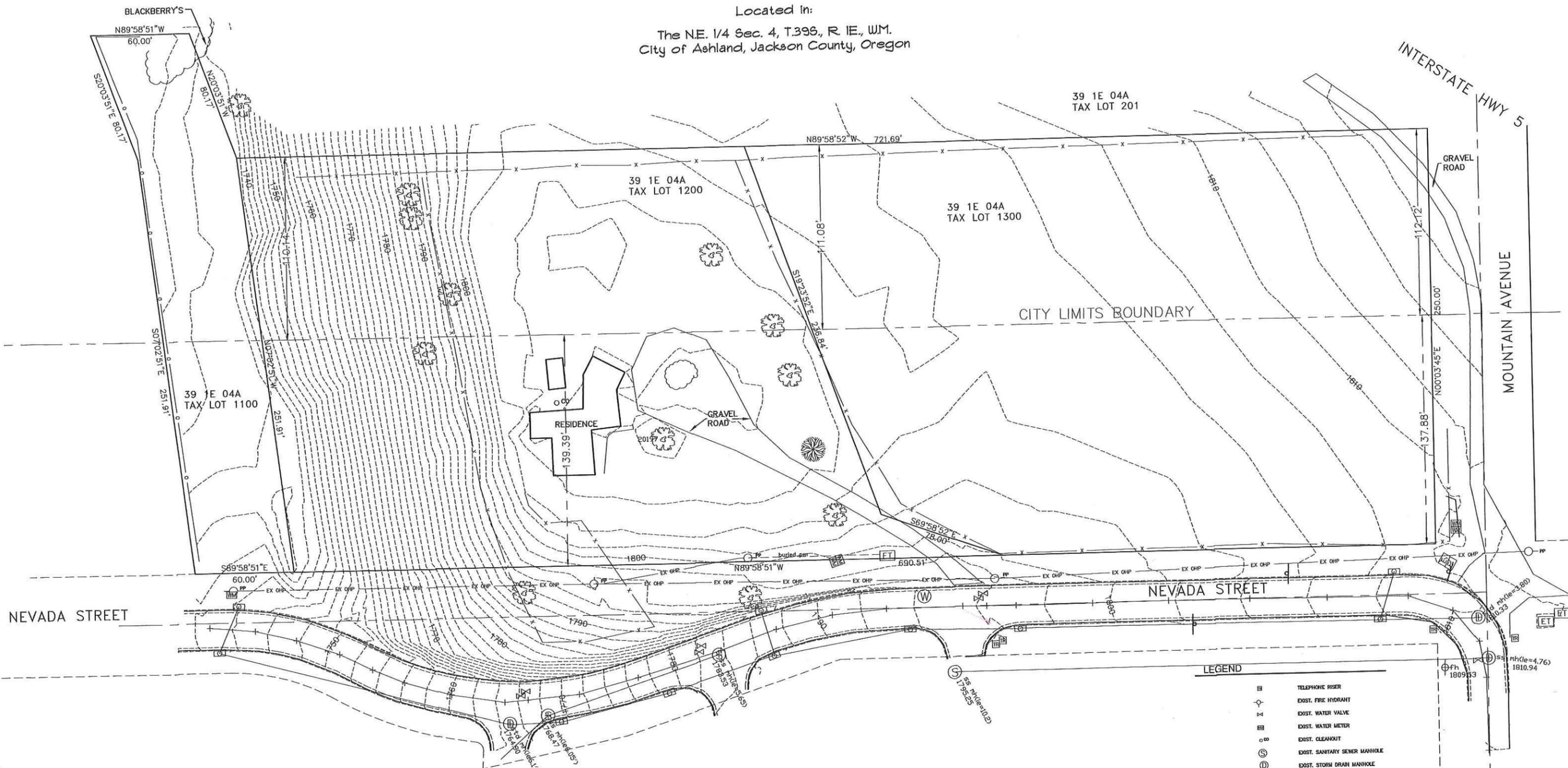
**Log of Pits 1 - 5**  
**Residential Development**  
475 East Nevada Street  
Ashland Oregon

MAI JOB NO. 17-1053	DRAWN RS
ISSUE DATE 11/5/2017	CHECKED RS

DRAWING  
**5**  
OF 5 DWGS

# TOPOGRAPHIC MAP FOR DAVID YOUNG

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



NOTE: 1/2 SCALE ON 11x17 (1" = 60')

BY: DARRELL L. HUCK L.S. 2023  
PROJECT: YOUNG  
PROJECT NO.: 15-103  
DRAWING FILE NO.: 15103topo tm.dwg  
SCALE: 1" = 30' November 4, 2015  
REVISION NO.:  
REVISION DATE:  
SHEET 1 OF 1  
BASIS OF BEARING: SURVEY NO. 19116  
STATUTORY DATA, CITY OF ASHLAND (NGVD 29)

REGISTERED PROFESSIONAL LAND SURVEYOR

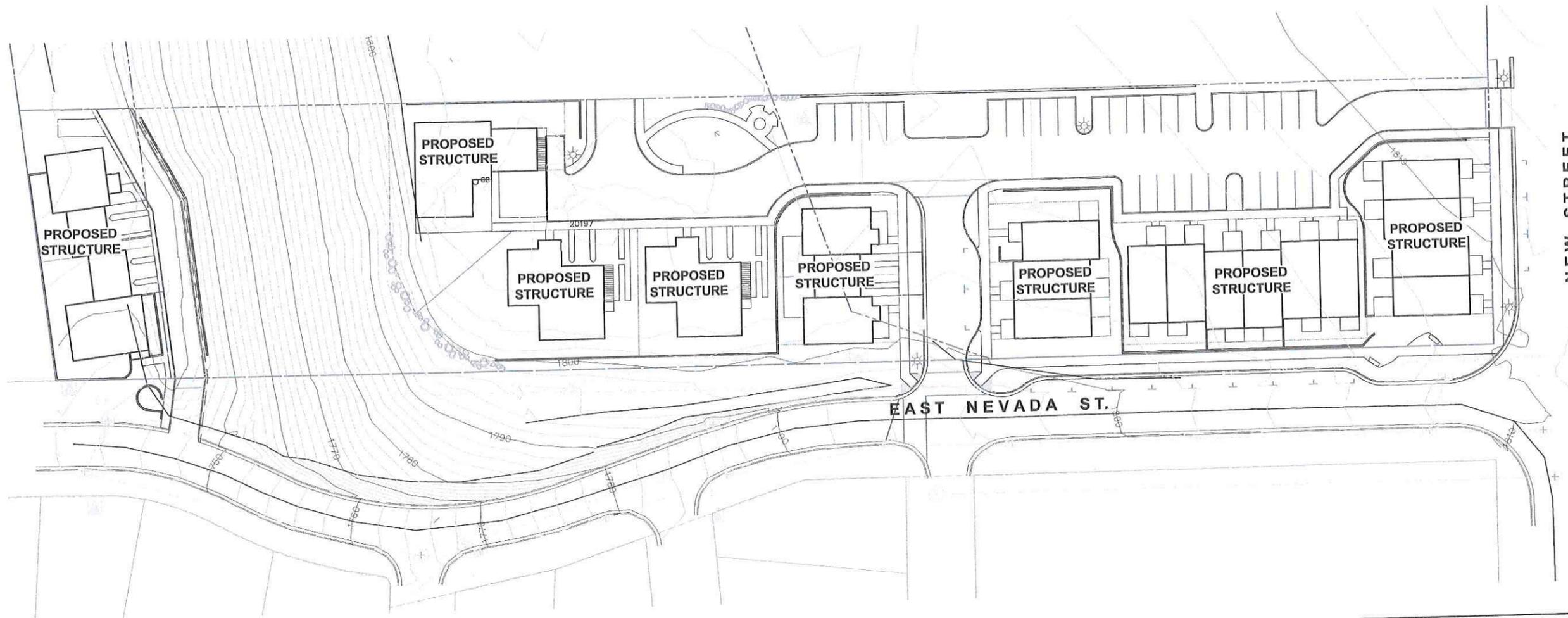
ELECTRONIC COPY  
OREGON FEBRUARY 4, 2003  
DARRELL L. HUCK  
2023  
Expires 8/30/2017

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 the owner. All information should be field

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

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**PROJECT TEAM:**

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

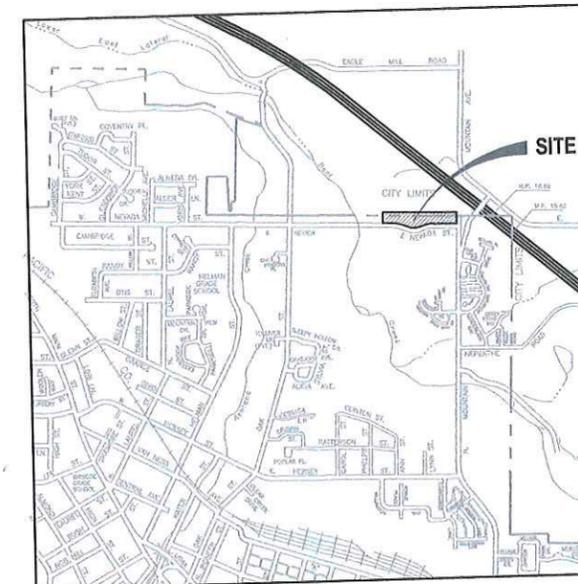
PLANNER  
 AMY GUNTER  
 Rogue Planning and Development Services  
 541 951-4020

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"

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 Landscape Architecture

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Drawn By:  
 SGB

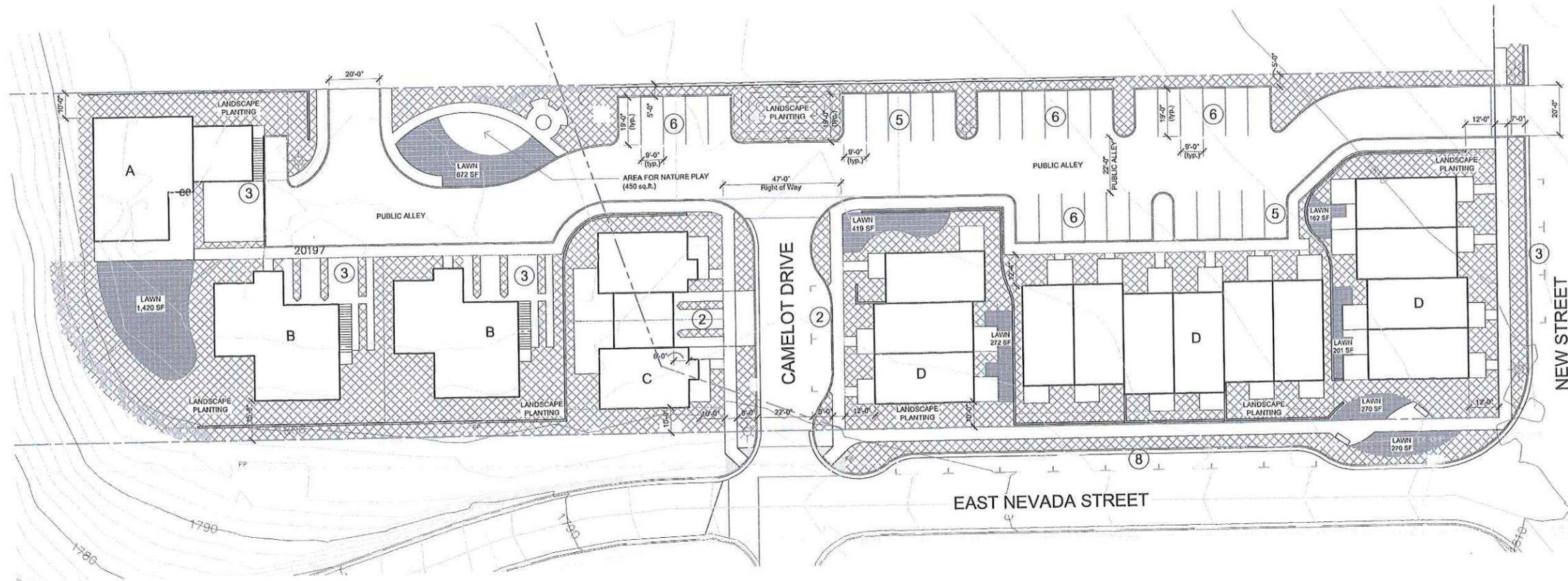
**NEVADA STREET DEVELOPMENT**  
 NEVADA STREET  
 Ashland, OR 97520

REVISION DATE

**LANDSCAPE  
 COVER  
 SHEET**

ISSUE DATE:  
 OCTOBER 20, 2017

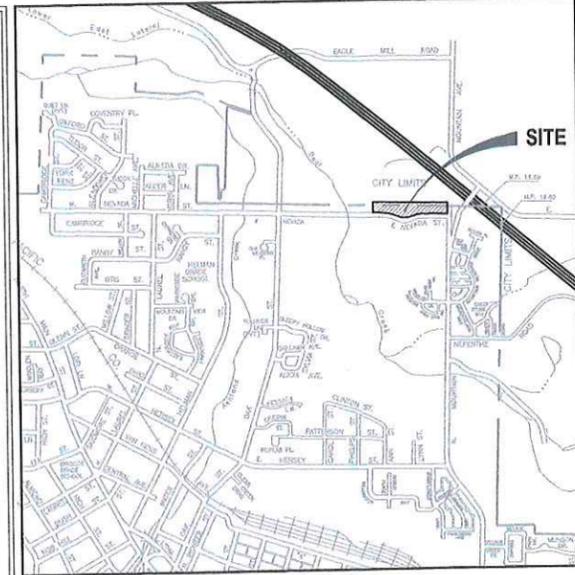
**L 0.0**



MATCHLINE - SEE ABOVE LEFT

EAST NEVADA ST.

<b>SITE DATA</b>		391E04AC TAX LOT: 1100, 1200 & 1300
MAP AND TAX LOT:		4.5 AC (196,020 FT <sup>2</sup> )
TOTAL SITE AREA:		NM-MF
PROPOSED ZONE:		2.08 AC (90,604.80 FT <sup>2</sup> )
ZONING SPLIT - JC RR-5		2.42 AC (105,415.20 FT <sup>2</sup> )
ZONING SPLIT - CITY LIMITS		
<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



SCALE: 1" = 50'-0"  
0 25' 50'

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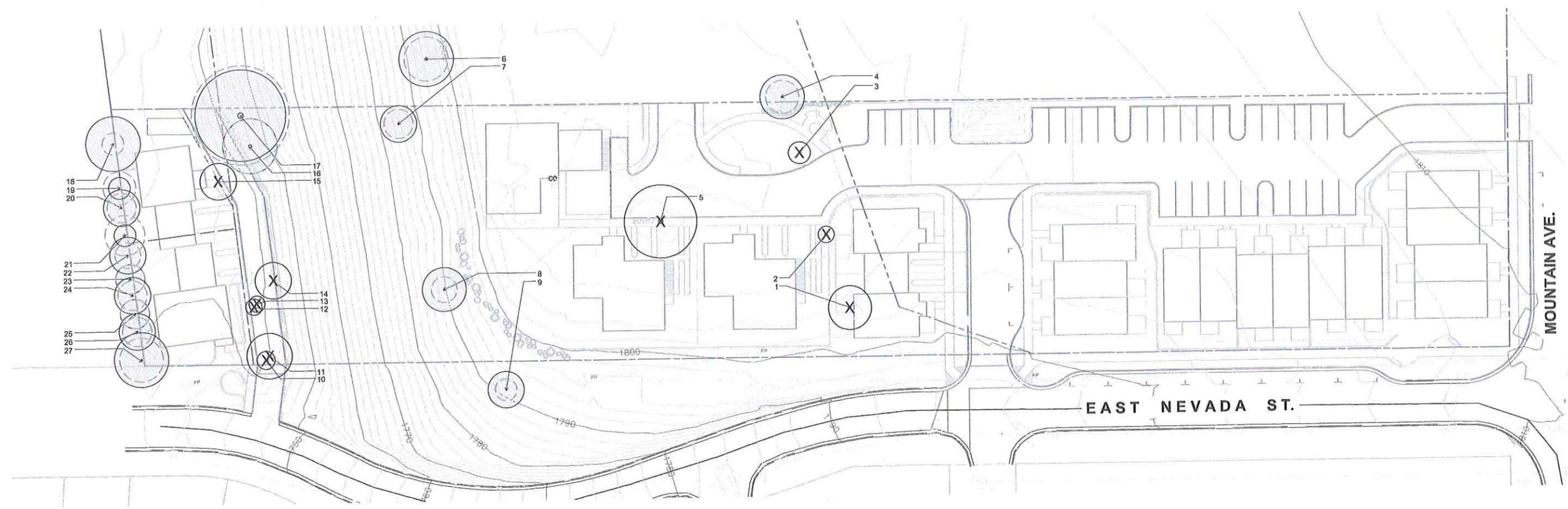
NEVADA STREET DEVELOPMENT  
NEVADA STREET  
Ashland, OR 97520

REVISION DATE

TREE PROTECTION & REMOVAL PLAN

ISSUE DATE:  
OCTOBER 20, 2017

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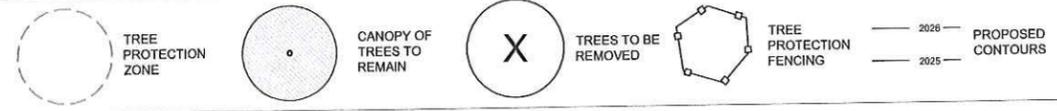


TREE LEGEND

#	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	8	24	10		Good	Fair	Mature
17	Quercus garryana	20	40	15	15	Good	Fair	Mature
18	Quercus garryana	36	50	25	27	Good	Good	Mature
19	Prunus spp.	6	25	7.5	6	Moderate		Multi x 6 (Not tagged - Neighbor Lot)
20	Sequoia sempervirens	12	30	3	9	Good		(Not tagged - Neighbor Lot)
21	Malus spp.	6, 7, 8	25	5	6	Moderate		(Not tagged - Neighbor Lot)
22	Sequoia sempervirens	14	30	3	11	Good		(Not tagged - Neighbor Lot)
23	Cupressaceae leylandii	9	35	5	7	Good		(Not tagged - Neighbor Lot)
24	Sequoia sempervirens	12	35	4	8	Good		(Not tagged - Neighbor Lot)
25	Cupressaceae leylandii	10	30	5	8	Good		(Not tagged - Neighbor Lot)
26	Sequoia sempervirens	10	35	4	8	Good		(Not tagged - Neighbor Lot)
27	Cupressaceae leylandii	10	20	5	8	Good		(Not tagged - Neighbor Lot)
	Pinus flexilis	12	18	10	12	Moderate		(Not tagged - Neighbor Lot)

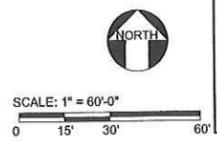
TREE PROTECTION AND REMOVAL NOTES

- 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 (641) 476-3985.



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.

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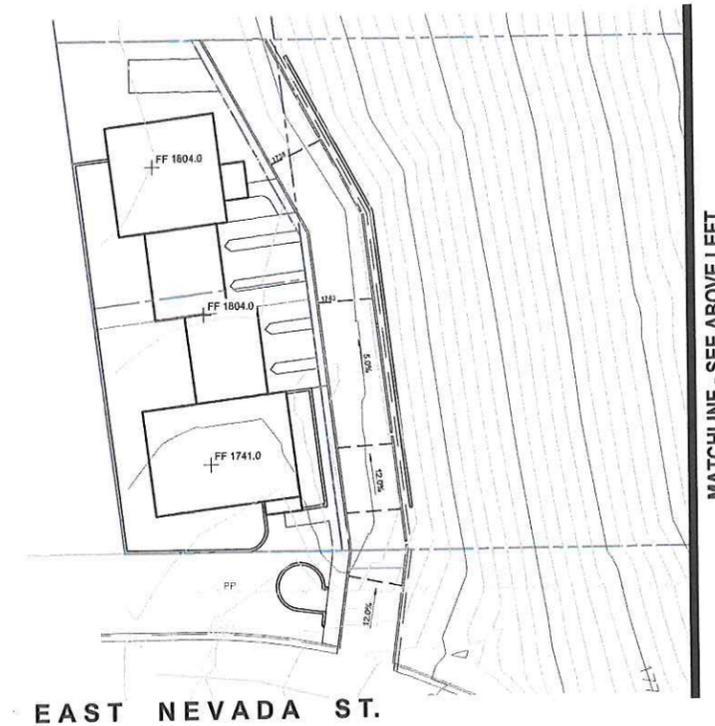
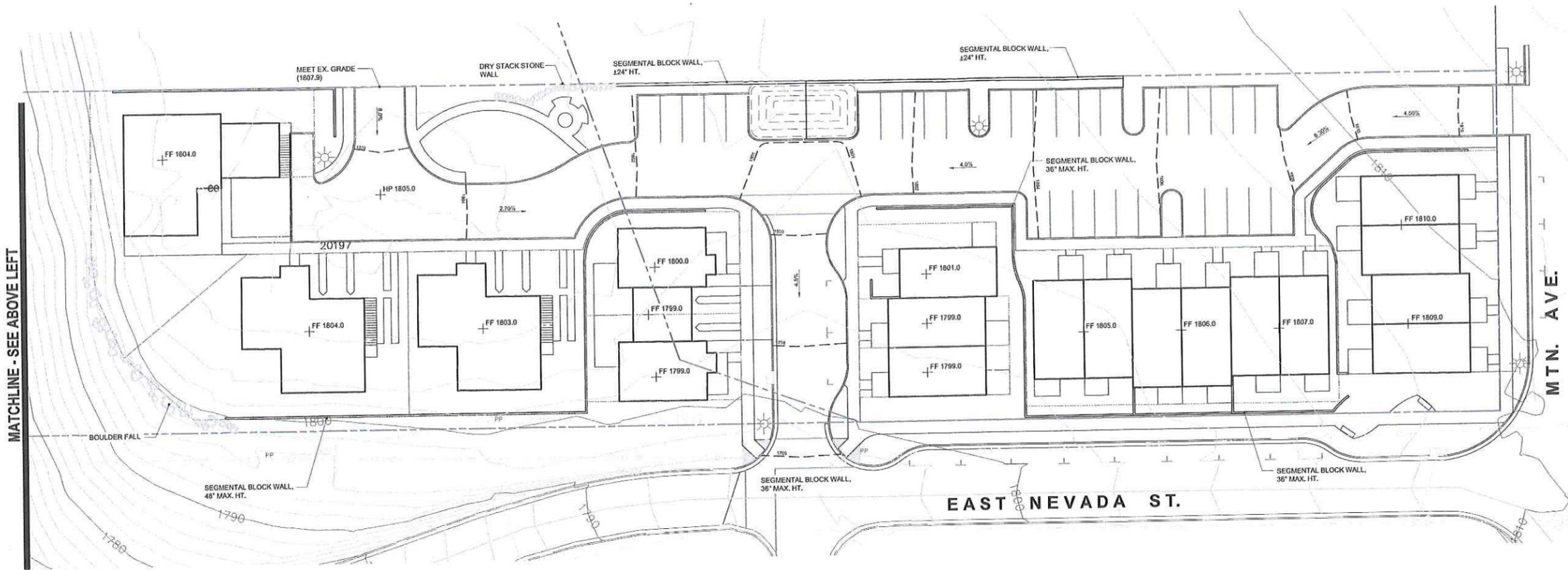
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NEVADA STREET  
Ashland, OR 97520

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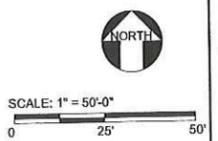
**PRELIMINARY  
GRADING  
PLAN**

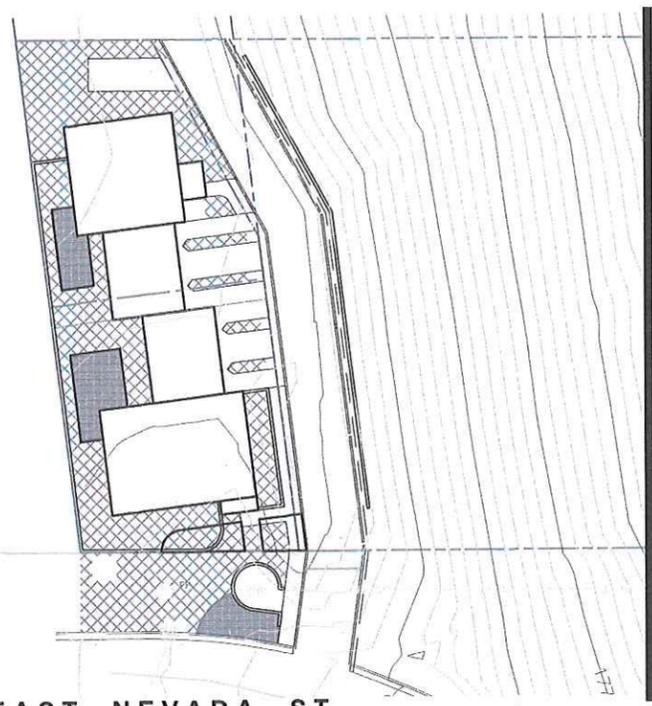
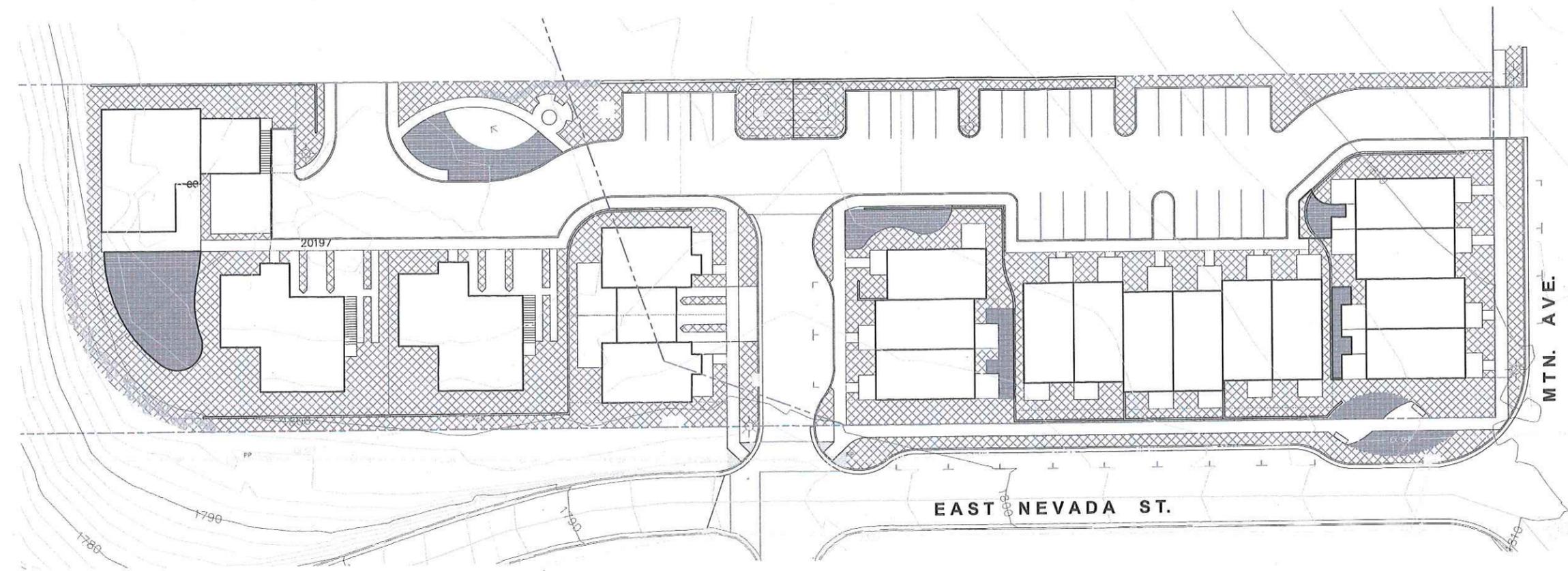
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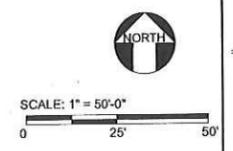
**PRELIMINARY IRRIGATION LEGEND**

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.
  - 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.

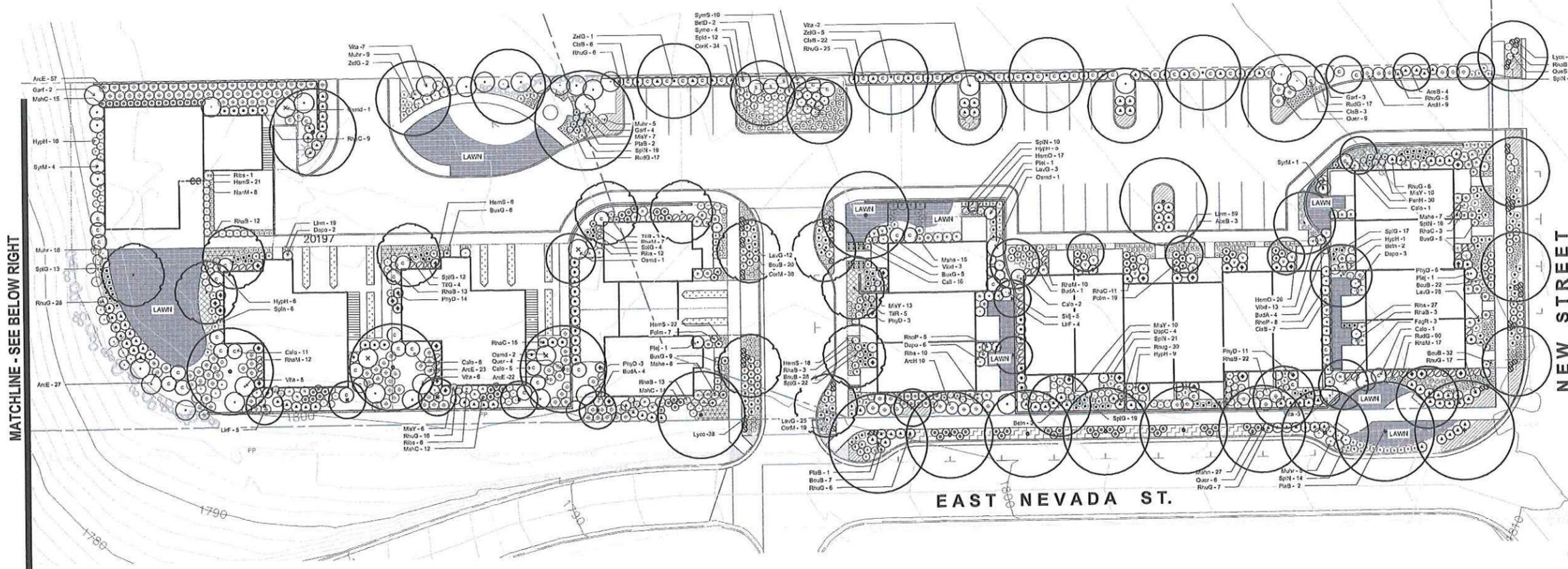
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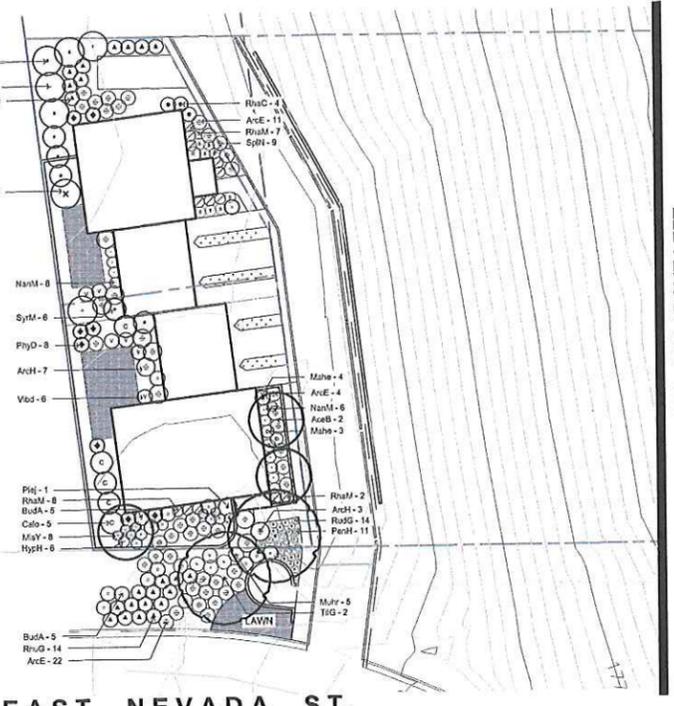




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PRELIMINARY PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	NOTE
<b>TREES</b>				
AceF	<i>Acer rubrum</i> 'Franksred'	RED SUNSET MAPLE	2" Cal.	
AceB	<i>Acer rubrum</i> 'Bowhall'	BOWHALL RED MAPLE	2" Cal.	
BeiD	<i>Betula nigra</i> 'Dura Heat'	DURA HEAT RIVER BIRCH	5 gal.	Multi-stem
FagR	<i>Fagus sylvatica</i> 'Riversii'	TRICOLOR BEECH	2" Cal.	
LirF	<i>Liriodendron tulipifera</i> 'Fastigiata'	COLUMNAR TULIP TREE	1 1/2" Cal.	
PlatG	<i>Platanus acerifolia</i> 'Bloodgood'	BLOODGOOD PLANE TREE	2" Cal.	
QueS	<i>Quercus frainetto</i> 'Schmidt'	FOREST GREEN OAK	2" Cal.	
Quer	<i>Quercus rubra</i>	NORTHERN RED OAK	2" Cal.	
TilG	<i>Tilia cordata</i> 'Greenspire'	GREENSPIRE LINDEN	2" Cal.	
ZelG	<i>Zelkova serrata</i> 'Green Vase'	GREEN VASE ZELKOVA	1 1/2" Cal.	
<b>GROUND COVER</b>				
[Symbol]	<i>Genista lydia</i>	LYDIA WOADWAXEN	1 gal @ 36" OC	
[Symbol]	<i>Juncus patens</i>	CALIFORNIA GREY RUSH	1 gal @ 18" OC	
[Symbol]	<i>Juniperus horizontalis</i> 'Wiltonii'	BLUE RUG JUNIPER	1 gal @ 60" OC	
[Symbol]	<i>Rubus calycynoides</i>	CREEPING BRAMBLE	4" pot 36" OC	
[Symbol]	<i>Waldsteinia fragaroides</i>	BARREN STRAWBERRY	4" pot 24" OC	
[Symbol]	Ribbon Driveway Mix <i>Thymus</i> sp., <i>Sedum</i> sp., <i>Veronica</i> sp., <i>Achillea</i> 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	<i>Achillea</i> x 'Moonshine'	MOONSHINE YARROW	4" pot	
Arch	<i>Arctostaphylos densiflora</i> 'Howard McMinn'	HOWARD MCMINN MANZANITA	5 gal.	
Arce	<i>Arctostaphylos uva-ursi</i> 'Emerald Carpet'	EMERALD CARPET MANZANITA	1 gal.	36" o.c.
BerC	<i>Berberis thunbergii</i> 'Crimson Pygmy'	CRIMSON PYGMY BARBERRY	2 gal.	
BerA	<i>Berberis thunbergii</i> 'Atropurpurea'	RED LEAF BARBERRY	2 gal.	
BouB	<i>Bouteloua gracilis</i> 'Blonde Ambition'	BLONDE AMBITION GRASS	1 gal.	
BudA	<i>Buddleja</i> x 'Asian Moon'	ASIAN MOON BUTTERFLY BUSH	1 gal.	
BuxG	<i>Buxus</i> x 'Green Mountain'	GREEN MOUNTAIN BOXWOOD	1 gal.	
Call	<i>Calluna vulgaris</i> sp.	SCOTCH HEATHER VARIETIES	5 gal.	
CisB	<i>Cistus</i> x 'Blanche'	WHITE ROCKROSE	5 gal.	
Calo	<i>Calycanthus occidentalis</i>	WESTERN SPICE BUSH	1 gal.	
CorM	<i>Coreopsis verticillata</i> 'Moonbeam'	MOONBEAM COREOPSIS	1 gal.	
CorK	<i>Cornus sericea</i> 'Kelsey'	KELSEY'S DWARF RED-OSIER DOGWOOD	5 gal.	
DapC	<i>Daphne burkwoodii</i> 'Carol Mackie'	CAROL MACKIE DAPHNE	1 gal.	
Dapo	<i>Daphne odora</i>	WINTER DAPHNE	5 gal.	
Garf	<i>Garrya fremontii</i>	FREMONT SILKTASSEL	1 gal.	
HemO	<i>Hemerocallis</i> 'Scarlet Orbit'	SCARLET ORBIT DAYLILLY	1 gal.	
HemS	<i>Hemerocallis</i> 'Stella de Oro'	STELLA DE ORO DAYLILLY	1 gal.	
HypH	<i>Hypericum</i> x 'Hidcote'	HIDCOTE ST. JOHNS WORT	5 gal.	
LavG	<i>Lavandula</i> x 'Intermedia 'Grosso'	FAT BUD LAVENDER	1 gal.	
Lirr	<i>Liriope muscari</i>	LILYTURF	4" pot	
LycC	<i>Lychinus coronaria</i>	ROSE CAMPION	1 gal.	
Mahn	<i>Mahonia repens</i>	CREEPING OREGON GRAPE HOLLY	5 gal.	
Mahe	<i>Mahonia eurybracteata</i> 'Soft Caress'	SOFT CARESS MAHONIA	5 gal.	
MiaY	<i>Miscanthus sinensis</i> 'Yakushima'	DWARF MAIDEN GRASS	1 gal.	
MuhR	<i>Muhlenbergia rigens</i>	DEER GRASS	5 gal.	
OsmD	<i>Osmanthus delavayi</i>	DALAVAY OSMANTHUS	1 gal.	
PenH	<i>Pennisetum alopecuroides</i> 'Hameln'	FOUNTAIN GRASS	1 gal.	
PhyD	<i>Physocarpus</i> o. 'Diable'	DIABLO NINEBARK	1 gal.	
Plej	<i>Pteris japonica</i>	LILY OF THE VALLEY	3 gal.	
PotG	<i>Potentilla fruticosa</i> 'Goldfinger'	GOLDFINGER POTENTILLA	1 gal.	
Polm	<i>Polystichum munitum</i>	WESTERN SWORD FERN	5 gal.	
RhaB	<i>Rhaphiolepis indica</i> 'Ballerina'	BALLERINA HAWTHORN	5 gal.	
RhaC	<i>Rhamnus frangula</i> 'Columnaris'	COLUMNAR BUCKTHORN	5 gal.	
RhaM	<i>Rhaphiolepis umbellata</i> 'Minor'	DWARF YEDDA HAWTHORN	1 gal.	
RhuG	<i>Rhus aromatica</i> 'Gro-Low'	GROW-LOW FRAGRANT SUMAC	3 gal.	
Ribs	<i>Ribes sanguineum</i>	RED FLOWERING CURRANT	2 gal.	
RosH	<i>Rosa rugosa</i> 'Hansa'	HANSA RUGOSA ROSE	1 gal.	
RhoP	<i>Rhododendron</i> x 'PJM'	PJM RHODODENDRON	4" pot	
RudG	<i>Rudbeckia</i> f. 'Goldstrum'	GOLDSTRUM BLACK-EYED SUSAN	1 gal.	
Skij	<i>Skimmia japonica</i> (25% Male / 75% Female)	JAPANESE SKIMMIA	1 gal.	
Spld	<i>Spiraea densiflora</i>	SUB-ALPINE SPIREA	3 gal.	
SpiN	<i>Spiraea bumalda</i> 'Neon Flash'	NEON FLASH SPIREA	3 gal.	
SpiG	<i>Spiraea japonica</i> 'Goldmound'	GOLDMOUND SPIREA	1 gal.	
SymS	<i>Symphoricarpos</i> 'Scarlet Pearl'	SCARLET PEARL SNOWBERRY	3 gal.	
SyriM	<i>Syringa pubescens</i> 'Miss Kim'	MISS KIM LILAC	3 gal.	
VibD	<i>Viburnum davidii</i>	DAVID VIBURNUM	5 gal.	
Vita	<i>Vitex agnus-castus</i>	CHASE TREE	5 gal.	

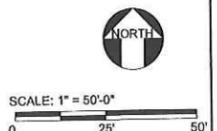
EAST NEVADA ST.

MATCHLINE - SEE ABOVE LEFT

MATCHLINE - SEE BELOW RIGHT

NEW STREET

EAST NEVADA ST.



NEVADA STREET DEVELOPMENT  
NEVADA STREET  
Ashland, OR 97520

REVISION DATE

PRELIMINARY  
LANDSCAPE  
PLANTING  
PLAN

ISSUE DATE:  
OCTOBER 20, 2017

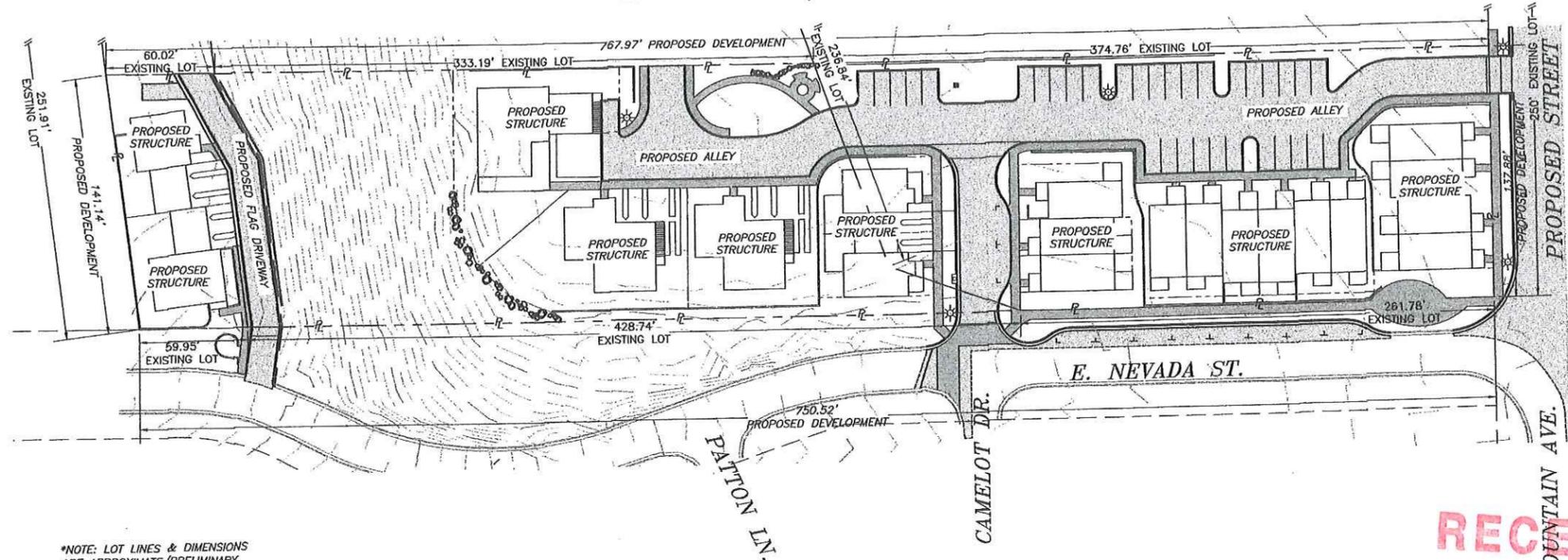
L 5.0

# 475 E NEVADA ST.

## A PROPOSED MULTI-FAMILY DEVELOPMENT

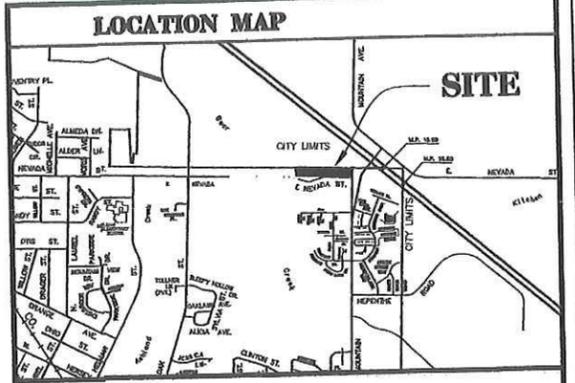
### KATHERINE MAE SUBDIVISION

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**  
SCALE: 1"=40'  
(11X17 SCALE: 1"=20')



**SCHEDULE OF DRAWINGS**

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

- GENERAL NOTES**
- All workmanship and materials shall conform to the provisions of the 2015 Standard Specifications for Public Works Construction published by the Oregon Chapter of APWA, and the current amendments of the City of Ashland.
  - 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.
  - The Contractor and subcontractors shall be pre-qualified with the City of Ashland prior to any construction within City right-of-way.
  - 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.
  - The Contractor shall not perform work without the Agency inspections where inspections are required by the specifications.
  - 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.
  - 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.
  - 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 work only. The Engineer has drawn centerline and existing property line locations based on a boundary & topographic survey provided by TerraSurvey, Inc. The Contractor shall contact a surveyor to establish horizontal and vertical control for the project.
  - 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 prior to any granular material placement and shall not change material source without approval.
  - All concrete shall be 3300 psi @ 28 days unless otherwise specified.
  - The private storm drain & s.s. lines shall be PVC conforming to ASTM D-3034, SDR 35. All joints shall be watertight.
  - Public storm drain lines shall be HDPE (ADS N-12 or equivalent) unless otherwise noted on the plans. All joints shall be watertight.
  - Public sanitary sewer lines shall be PVC conforming to ASTM D-3034, SDR 35. All joints shall be watertight.
  - 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).
  - The Contractor shall contact the respective Utility Companies to coordinate relocation or reconstruction of any utilities.
  - 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 1-800-332-2344  
Thornton Engineering 541-899-1489
  - 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.
  - 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.
  - 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.
  - Thornton Engineering, Inc. is not providing consulting services regarding the geotechnical engineer to review the situation for this purpose. The 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.
  - Contractor shall obtain any necessary building permits prior to construction or verify that the owner has done so.
  - 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.
  - Sanitary sewer lateral locations shall be permanently marked by a letter "S" stamped in the top of curb.
  - City to chlorinate and test waterlines. No chlorination tees required by Contractor. Contractor is to provide pig.
  - City to install water laterals and air release valves. Contractor shall provide excavation, backfill and surfacing.
  - 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).

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**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>

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

**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	UON	UNLESS OTHERWISE NOTED
INV	INVERT OF PIPE	WM	WATER METER
L/S	LANDSCAPING	WV	WATER VALVE

**PERMIT NOTE**

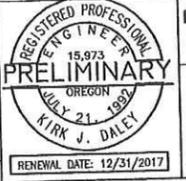
Owner and contractor responsible for obtaining all applicable permits from jurisdictions including but not limited to:  
-City of Ashland Building/Public Works

**SURVEY NOTES**

**VERTICAL DATUM**  
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).

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

DRAWN:	mjd
DATE:	10/19/2017

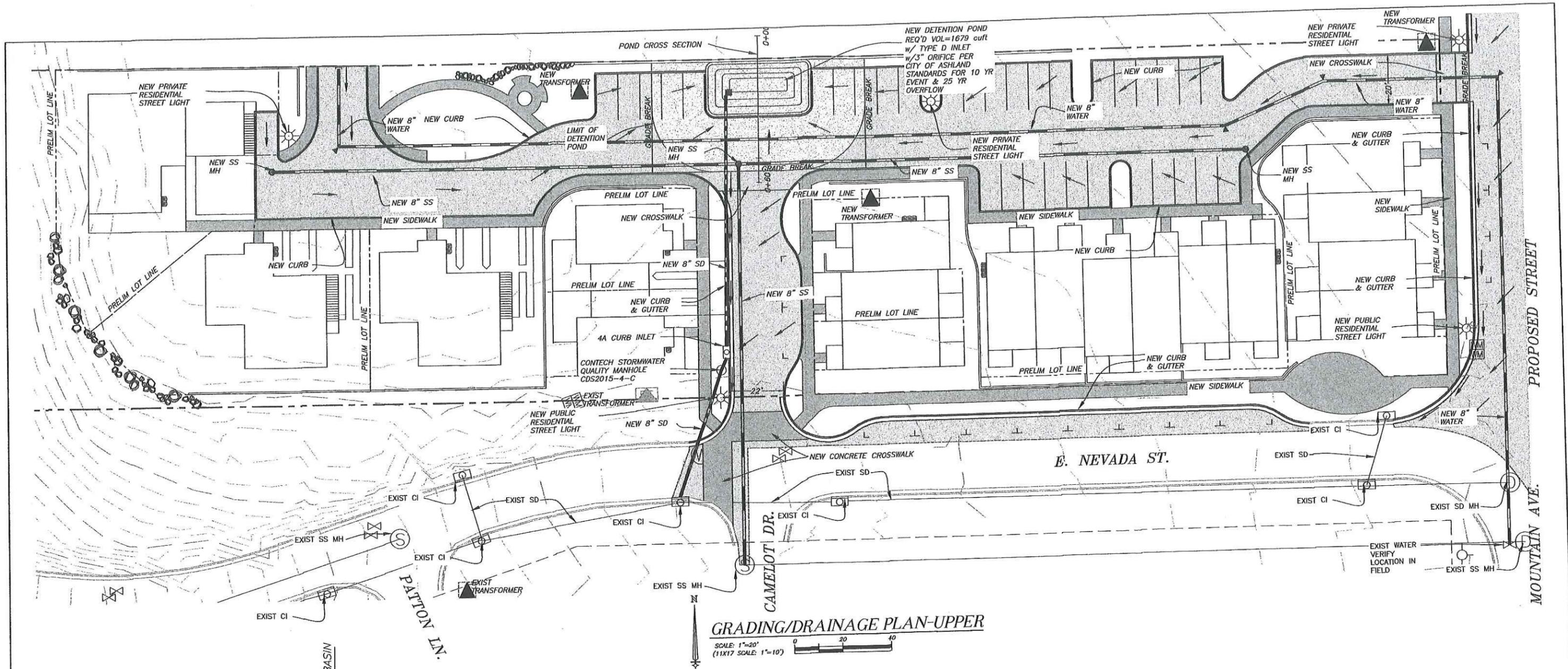


JOB NO. 16-015  
FILE: BASEMAP.DWG

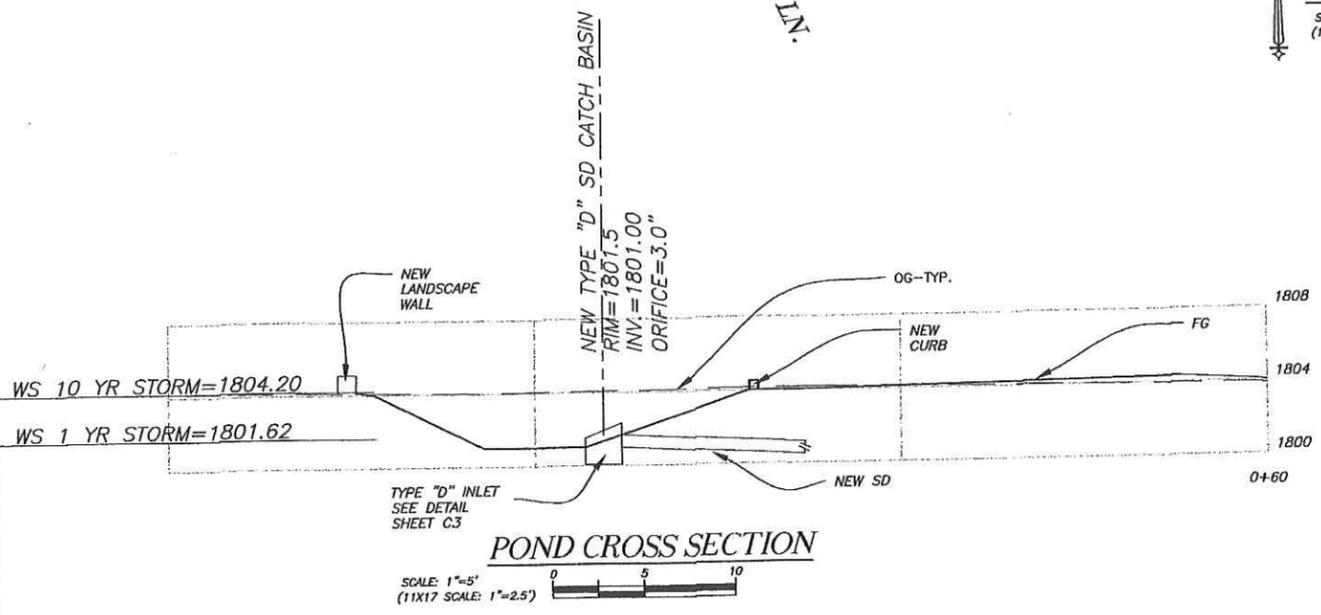
**THORNTON ENGINEERING INC.** p.o. box 476 • 260 north 3rd street  
jacksonville, oregon 97530  
(541) 899-1489 (541) 899-3419 fax

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

SHEET  
**C1**



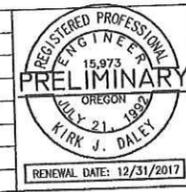
**GRADING/DRAINAGE PLAN-UPPER**  
 SCALE: 1"=20'  
 (11X17 SCALE: 1"=10')



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

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DATE:	10/19/2017
REVISIONS:	

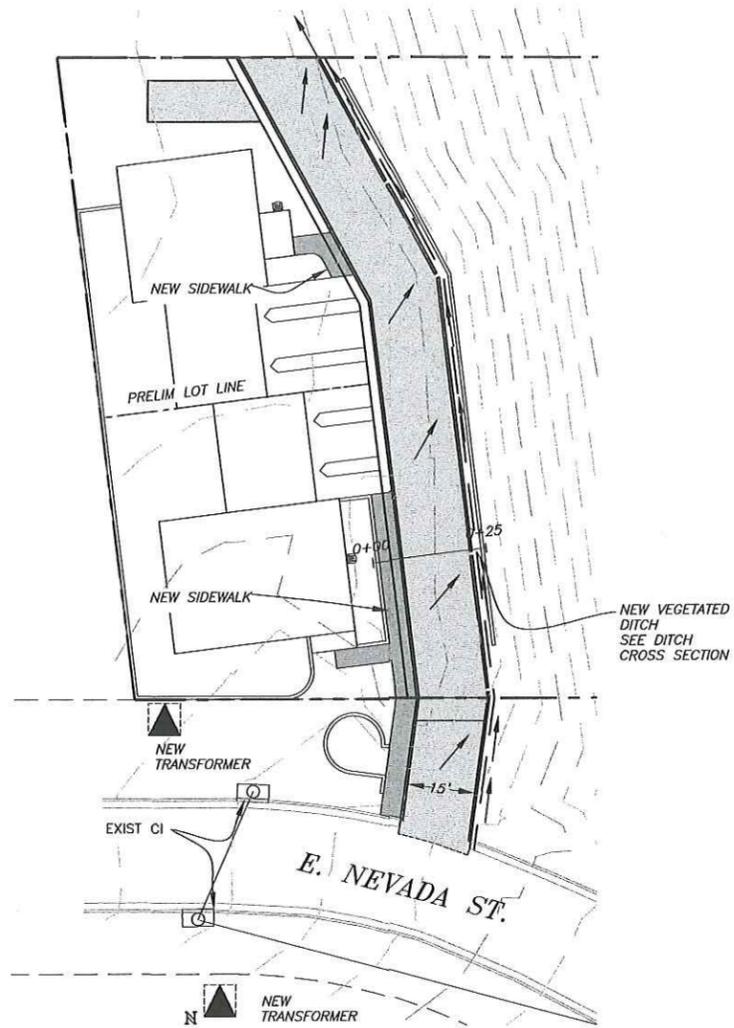


**THORNTON ENGINEERING INC.**  
 PRELIMINARY GRADING/UTILITY UPPER AREA  
 KATHERINE MAE SUBDIVISION  
 475 E. NEVADA ST.  
 ASHLAND, OR 97520

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

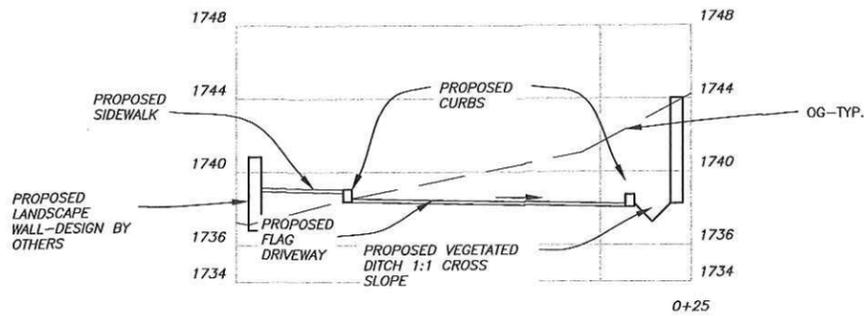
JOB NO. 16-015  
 FILE: BASEMAP.DWG

SHEET **C2**



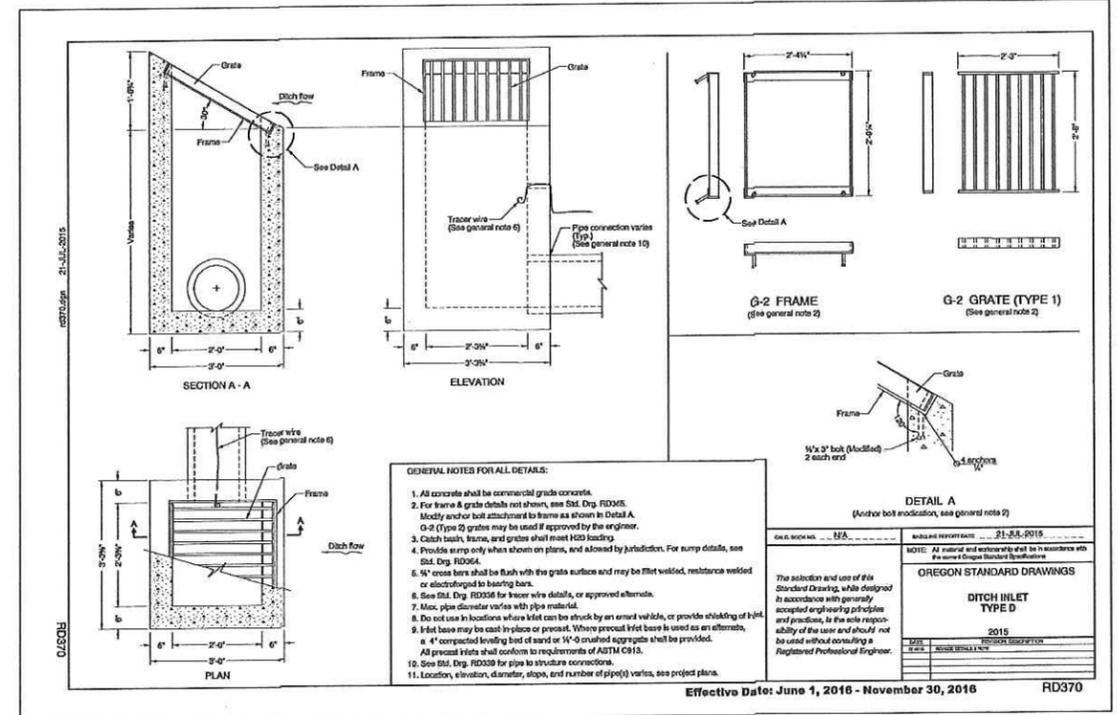
**GRADING/DRAINAGE PLAN-LOWER**

SCALE: 1"=20'  
(11X17 SCALE: 1"=40')



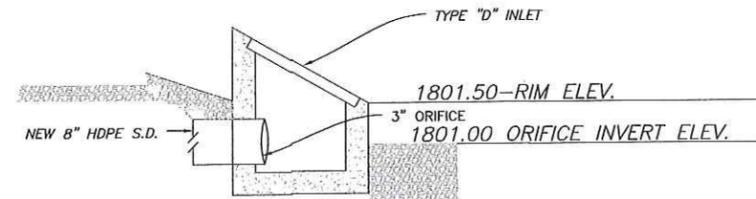
**DITCH CROSS SECTION**

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



**STANDARD "D" INLET DETAIL**

\*NOTE: SEE DETAIL BELOW FOR SITE CONDITIONS



**SITE INLET DETAIL-SIDE VIEW**

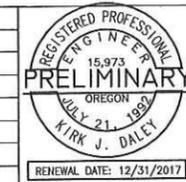
SCHEMATIC

**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

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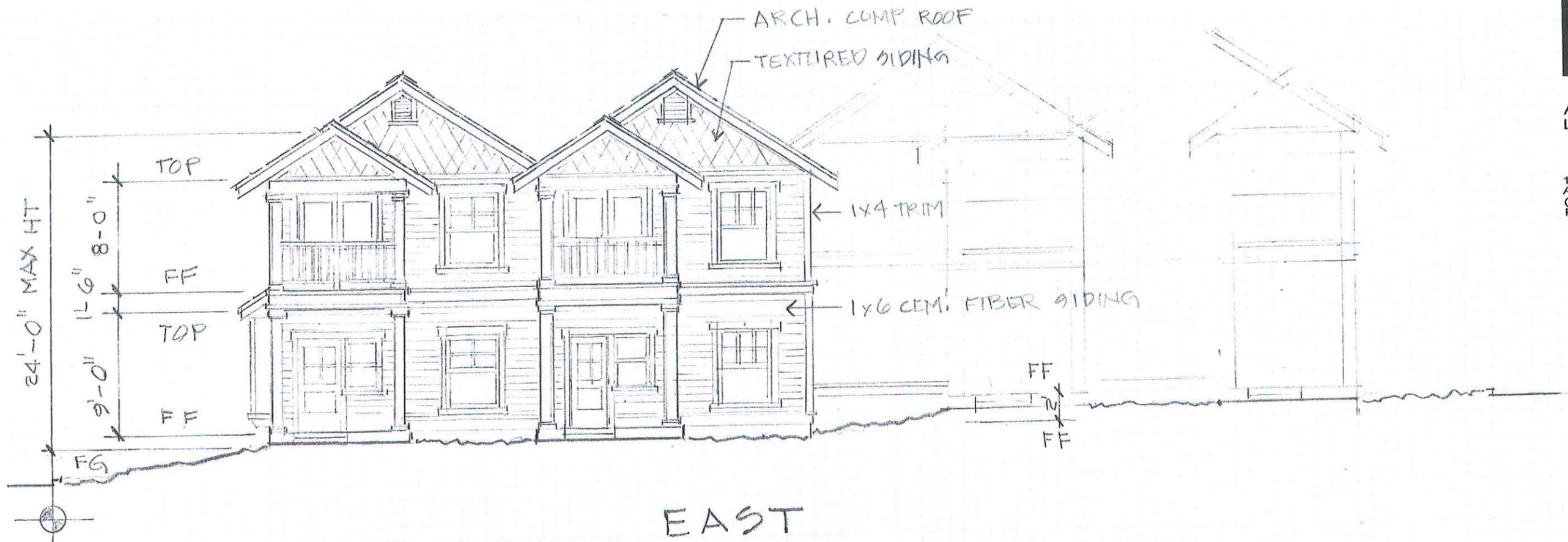
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DATE:	10/19/2017
REVISIONS:	



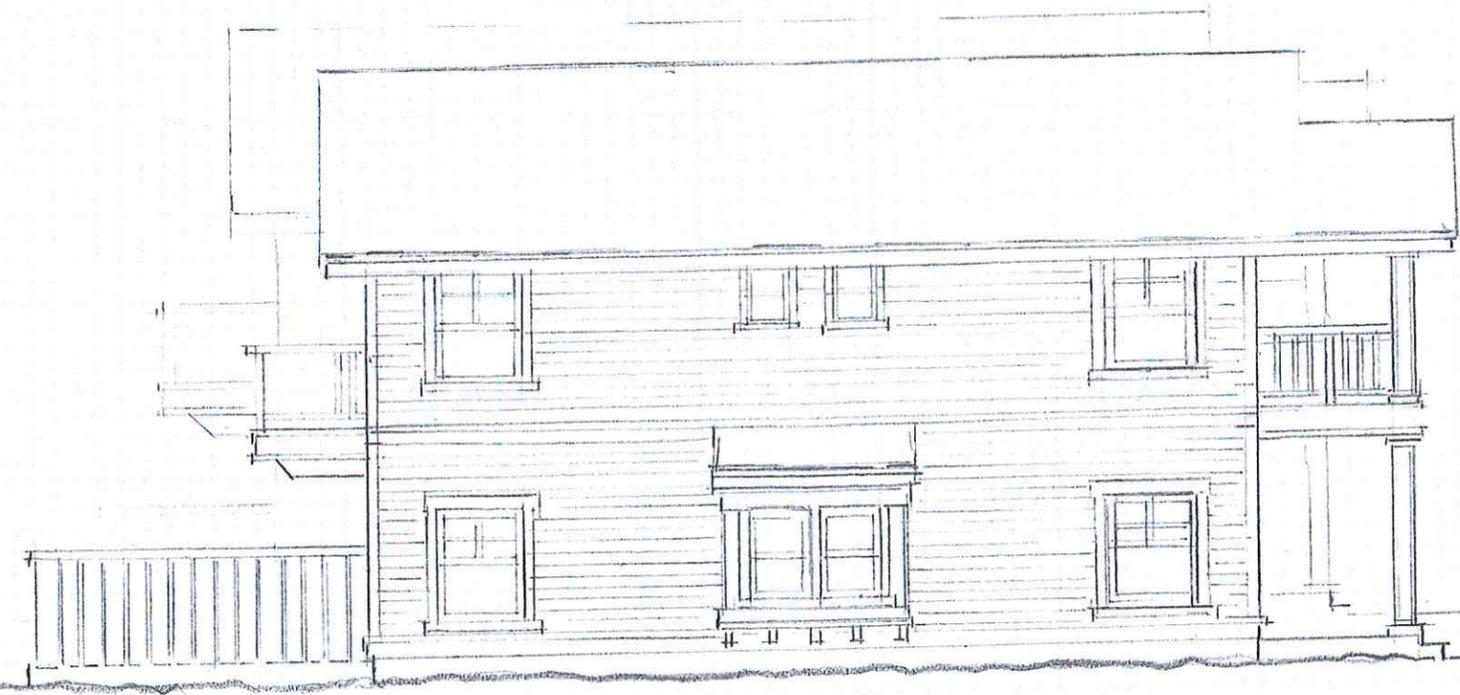
**THORNTON ENGINEERING INC.** p.o. box 476 • 260 north 3rd street  
jacksonville, oregon 97530  
(541) 899-1489 (541) 899-3419 fax  
**PRELIMINARY GRADING/UTILITY LOWER AREA**  
KATHERINE MAE SUBDIVISION  
475 E. NEVADA ST.  
ASHLAND, OR 97520

JOB NO. 16-015  
FILE: BASEMAP.DWG

SHEET  
**C3**



EAST



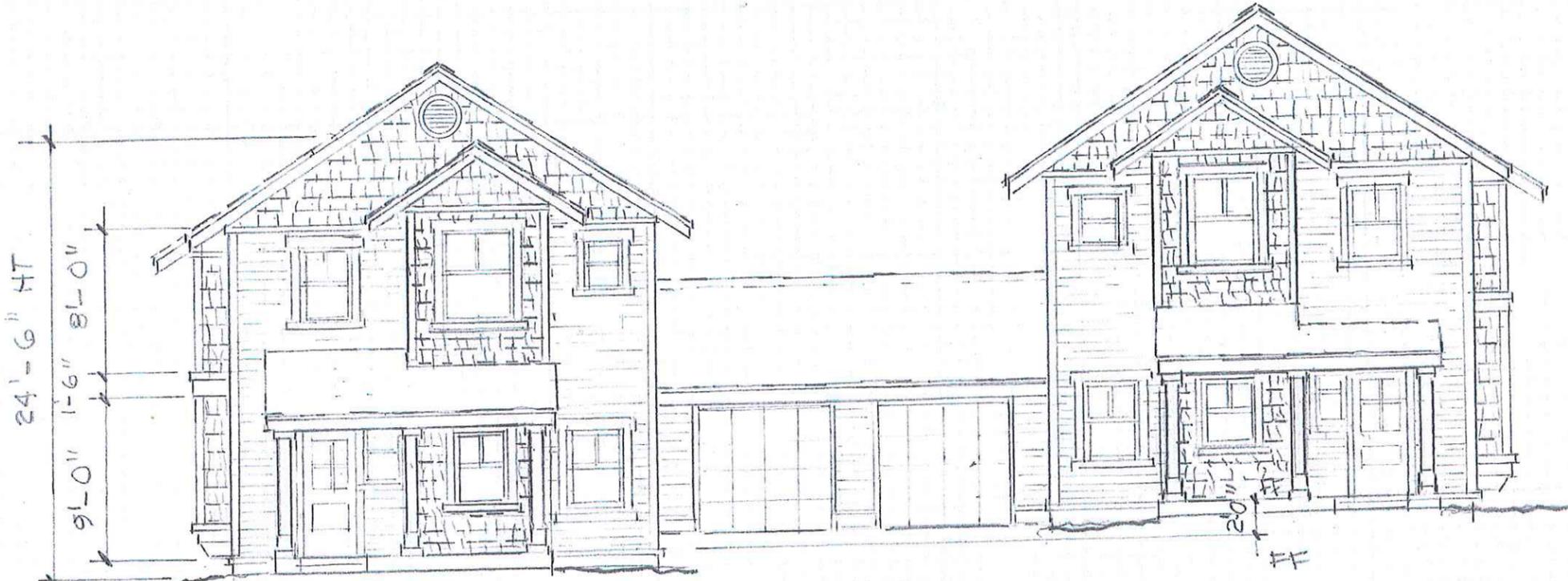
SOUTH

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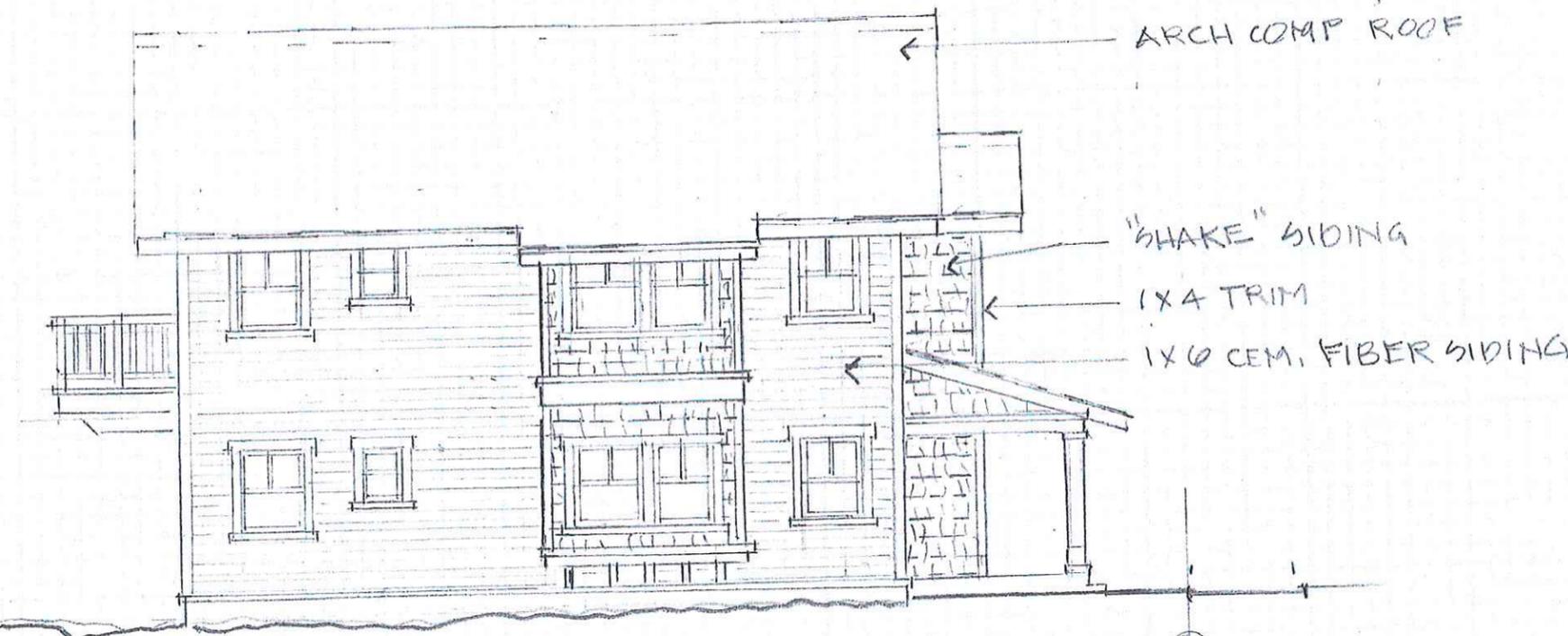
ELEVATIONS  
UNIT 1-13

SCALE  
1/8" = 1'-0"  
0 24 8

Sheet  
Date:



EAST

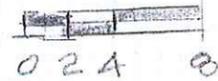


SOUTH

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ELEVATIONS  
UNITS 14 & 15

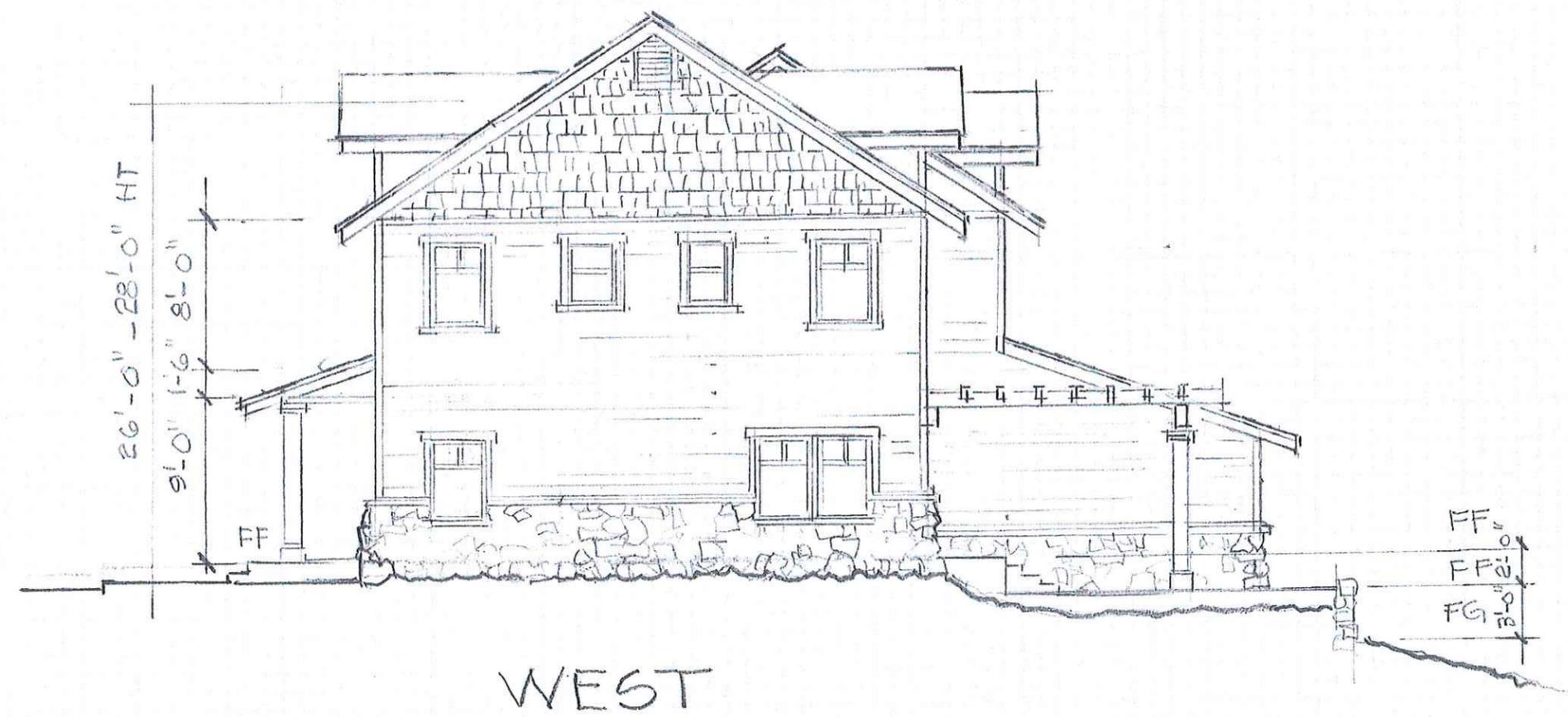
SCALE  
1/8" = 1'-0"



Sheet  
Date:



NORTH



WEST

ELEVATIONS  
UNIT 16 & 17 (SIMILAR)

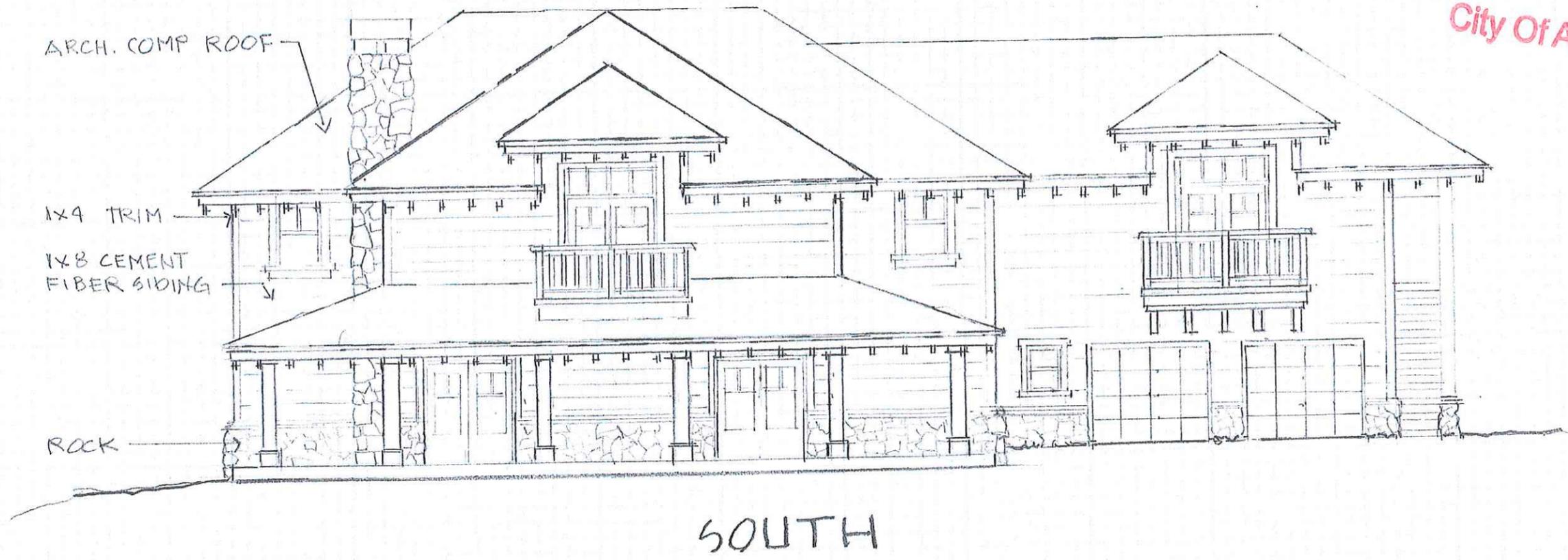
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SCALE  
1" = 1'-0"  
0 2 4 8  
Sheet  
Date:



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ELEVATIONS  
UNIT 18



SCALE  
1" = 1'-0"  
0 24 8

Sheet  
Date:



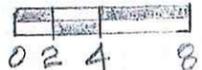
SOUTH



EAST

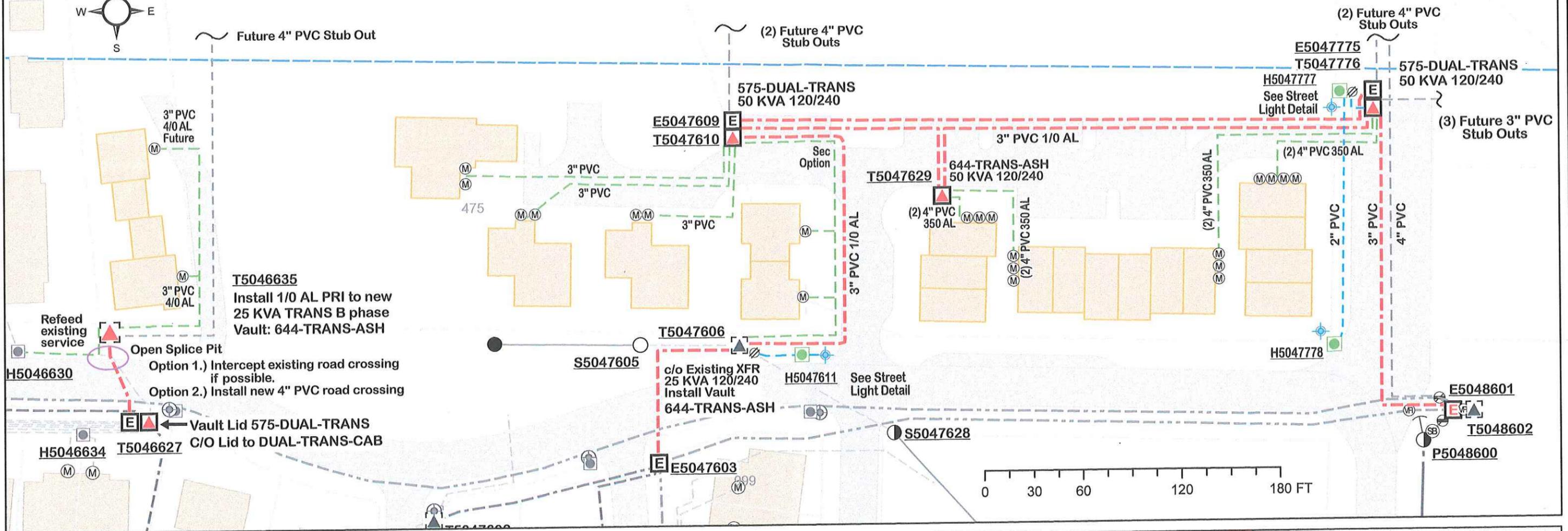
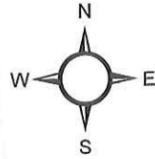
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ELEVATIONS  
 UNITS 19#20

SCALE  
 1" = 1'-0"  
  
 1'-0" 2'-0" 4'-0" 8'-0"

Sheet  
 Date:

Print Date: 9/14/2017



### Nevada Street Development

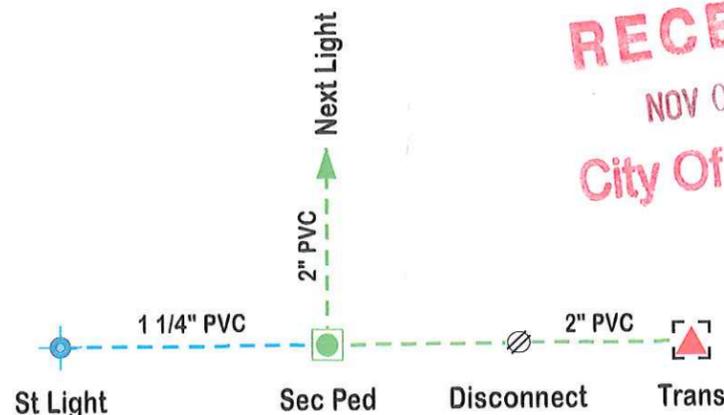
**NOTES:**

- VAULTS:** 575-DUAL-TRANS (2)  
644-TRANS-ASH (1)
- PVC:** Large Sec 350 AL 4"  
Street Light 2"  
1/0 Primary 3"  
Stub Outs 4"
- ST LIGHTS:** Eurotique  
Street Light Disconnect Required (2)
- BASES:** 4-LB

8' Set Back from Transformers to Combustible Buildings

### Street Light Detail

Light Type: Eurotique



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