



Planning Commission Minutes

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 the public testimony may be limited by the Chair.

December 10, 2024

REGULAR MEETING

Minutes

I. CALL TO ORDER:

Chair Verner called the meeting to order at 7:00 p.m. at the Civic Center Council Chambers, 1175 E. Main Street. Commissioner Perkinson attended the meeting via Zoom. Chair Verner expressed appreciation to Councilor Hyatt for her service on the City Council and as Liaison to the Planning Commission. She also wished Commissioner Knauer luck with his Council appointment.

Commissioners Present:

Lisa Verner
Doug Knauer
Gregory Perkinson
Russell Phillips
Susan MacCracken Jain

Staff Present:

Brandon Goldman, Community Development Director
Derek Severson, Planning Manager
Aaron Anderson, Senior Planner
Michael Sullivan, Executive Assistant

Absent Members:

Kerry KenCairn
Eric Herron

Council Liaison:

Paula Hyatt

II. ANNOUNCEMENTS

1. Staff Announcements:

Community Development Director Brandon Goldman made the following announcement:

- He reminded the Commission that the City would be holding its annual appreciation event for the City's Commissions and Advisory Committees on December 16, 2024.

2. Advisory Committee Liaison Reports – None

III. CONSENT AGENDA

1. Approval of Minutes

- October 12, 2024 Regular Meeting

Commissioners Knauer/MacCracken Jain m/s to approve the Consent Agenda as presented.

Voice Vote: All AYES. Motion passed 5-0.

IV. PUBLIC FORUM – None





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V. **TYPE II PUBLIC HEARINGS**

PLANNING ACTION: PA-T2-2024-00054

SUBJECT PROPERTY: Tax lot 8600 of assessor's map 39-1E-04-AD

OWNER: PDK Properties, LLC

APPLICANT: Taylored Elements Construction

DESCRIPTION: A request for outline plan approval for a 15-lot Performance Standards Option (PSO) subdivision, and a request for residential Site Design Review approval. The application also includes a request for a variance to driveway width. **COMPREHENSIVE PLAN**

DESIGNATION: North Mountain Plan; **ZONING:** NM-MF; **MAP:** 39-1E-04-AD; **TAX LOT:** 8600, 4700, 7800

Chair Verner noted that staff had received several public comments since the meeting packet had been distributed, as well as informational materials distributed by a member of the public prior to the meeting (see attachment #1).

Ex Parte Contact

Commissioners Phillips and Verner disclosed site visits. Chair Verner disclosed two ex parte contacts with members of the public, who informed her that this item was on the agenda. She responded that she could not discuss this item due to her presence on the Commission. No other ex parte contact was disclosed.

Mr. Goldman noted that Commissioners KenCairn and Herron had recused themselves from the proceedings due to their past involvement with the applicant.

Staff Presentation

Senior Planner Aaron Anderson provided a brief presentation on the proposal, which included a request for Outline Plan Approval for a 13-lot Performance Standards Option subdivision, as well as Site Design Review, Tree Removal, and a Variance regarding required driveway width of the proposed units (see attachment #2). He stated that this project would be processed as part of the North Mountain Neighborhood Plan, and noted that the applicant had voluntarily removed Area 7 from the proposal, citing the need to further develop the proposal for this area. The removal of Area 7 reduced the number of proposed lots from 15 to 13, and the total number of units from 28 to 16. Mr. Anderson added that staff had included 2 potential conditions of approval to account for the withdrawal of Area 7 from the application:

- The conceptual plans for Area #7 are not approved here and have been provided for illustrative purposes only. Development of Areas #7 shall require Site Design Review approval. The ultimate development of Areas #7 shall comply with the minimum density





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standards of the NMNP.

- That all proposed public improvements including sidewalk, curb, gutter, park row landscaping/irrigation and alley be installed, including surrounding area 7, prior to the recording of final plat.

Questions of Staff

Commissioners Knauer and MacCracken Jain asked if a future development phase of Area 7 would have the required density for approval. Mr. Anderson responded that the current proposal meets required density standards and that Area 7 would also meet this standard as part of a future application.

Applicant Presentation

Mark Knox introduced himself as the representative of the applicant, and a member of the North Mountain neighborhood. Also in attendance was Kyle Taylor, the contractor involved in the project. Mr. Knox emphasized the high density of the proposed neighborhood and the accessibility of the associated alleyways. He related the difficulty in developing in Area 7, which resulted in that area being removed from the current application. Mr. Knox showed how the proposed houses in Areas 5 and 6 were designed to conform to the existing neighborhood, and how the designs were changed based on feedback from neighbors (see attachment #3). He added that the existing 16ft-wide alleyways would be expanded to 20ft wide and how the applicants worked to preserve the nearby riparian areas.

Questions of the Applicant – None

Public Comments

Lee Bowman/Mr. Bowman stated that his comments were focused on Area 7 of the application, and with its removal from the proposal ceded the remainder of his time.

Robert Tower/Mr. Tower stated that his comments were focused on Area 7 of the application, and with its removal from the proposal ceded the remainder of his time.

Lola Egan/Ms. Egan stated that her comments were focused on Area 7 of the application, and with its removal from the proposal ceded the remainder of her time.

Barbara Patridge/Ms. Patridge requested clarification regarding the North Mountain Neighborhood Plan that was approved in 1997. She stated that the proposed 16ft-wide carports would not be adequate for the residents to navigate, nor would they have the necessary depth to adequately park a vehicle. Mr. Anderson stated that the 1997 approval was by City ordinance and would stay in effect until the neighborhood fully manifests.





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Melissa Adams/Ms. Adams expressed concern about the limited fire evacuation routes from the neighborhood, drawing attention to the one egress/ingress point and requested that this be reviewed by the City.

Maggie Thompson/Ms. Thompson requested further clarification on why Area 7 was withdrawn from the application and what the future density of that area would be. She also requested clarification on why some of the proposed units would only have vehicular access from alleys. Chair Verner responded that the applicant had stated why Area 7 had been withdrawn. Mr. Anderson stated that the density of Area 7 would depend on the application presented, but that it could be up to 18-units. He added that this is unlikely as the applicant had originally proposed 12 units before removing the area from the current application. Regarding alley access, Mr. Anderson responded that the code requires that vehicle access come from alleys instead of street frontage when available, and that it is not uncommon for dwellings in infill neighborhoods like the one discussed to have their driveways removed in favor of alley access.

Jeff Askenas/Mr. Askenas asked what the timing of the construction would be and if the existing alleys would be accessible during development.

Ronald Vandervort/Mr. Vandervort expressed concern about the lack of evacuation routes in the neighborhood, and asked why the Nevada Bridge project had never been completed. Mr. Goldman responded that the bridge was left undeveloped by the Council due to testimony given by nearby residents at the time expressing concern with the bridge's scale, which resulted in grant funds being used to locate a location for a bridge near Tolman Creek Road. He added that the Nevada Bridge is still part of the Transportation System Plan (TSP), and that a condition of approval signed by members of the community as part of their development had them enter into a Local Improvement District (LID) agreement which required that they pay a proportional share of those improvement costs when the City moves forward with that capital project. He emphasized that concerns over evacuation have been made a priority in the TSP.

Applicant Rebuttal

Mr. Knox stated that the density of Area 7 could be increased if desired, but that this is unlikely due to the layout of the area. He stated that the applicants support the installation of the bridge, and that those wishing to see it completed should petition the Council to add it to the list of future capital improvements. He stated that the layout of the neighborhood is within safety standards, and Mr. Taylor added that the team wants to build a safe neighborhood. Mr. Taylor stated that the development would likely begin in middle of 2025, and that the team would work and communicate with residents to ensure that alley access is not inhibited during construction. Mr. Knox added that development would add more access points through Nandina Street and Mountain Meadows Drive that would filter traffic more evenly throughout the neighborhood.





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Public Comments

Robert Tower/Mr. Tower stated that the Mountain meadows subdivision had historically been in favor of the bridge installation.

Maggie Thompson/Ms. Thompson stated that Nandina Street is not an ingress/egress point and that those seeking to evacuate still need to take Mountain Meadows Drive or Fair Oaks Avenue to reach the exit from the neighborhood.

Chair Verner provided the applicant the opportunity to respond to these public comments that were received after the applicant team had submitted their rebuttal. The applicant team declined.

Chair Verner closed the Public Hearing and Public Record at 8:06 p.m.

Deliberation and Decision

Mr. Anderson reminded the Commission that two additional conditions of approval had been proposed by staff to account for the withdrawal of Area 7 from the application.

Commissioners MacCracken Jain/Knauer m/s to approve the Kestrel Park Phase III application for areas 4, 5, and 6, for a 13-lot subdivision with conditions as proposed and inclusive of those conditions just presented by staff. Roll Call Vote: all AYES. Motion passed 5-0.

VI. OPEN DISCUSSION

The Commission discussed the relationship between the Commission and the TSP. Mr. Goldman explained that the TSP is a supporting document of the Comprehensive Plan and that the City recently received a grant to update the TSP, which includes funds to hire a consultant to help with its development. He stated that evacuation access is a priority for the new TSP. Commissioner Knauer asked if there is an avenue for the Nevada Bridge to be built before the TSP is completed. Councilor Hyatt responded that it would need to be done as a capital improvement project and that interested parties could petition for it to be included in the next biennial budget. The Commission discussed how an LID could be created to pay for this project, which would require a public input process and grant requests.

VII. ADJOURNMENT

Meeting adjourned at 8:23 p.m.

*Submitted by,
Michael Sullivan, Executive Assistant*



Citations from Ashland Municipal Code relevant to development of Kestrel Park III

Chapter 18.3.5 North Mountain Neighborhood District

18.3.5.100.C.3 Alleys: ... **Alleys allow parking to be located at the property's rear** and diminish the negative impact of garages proliferating along street frontages, reduce pedestrian and vehicle conflicts at curb-cuts, and reduce impervious hard surface. In addition, homes, instead of garages, fill the street frontages, providing maximum opportunity for social interaction. The alley cross section is a 20-foot wide right-of-way which contains a 12-foot wide improved alley and 4-foot wide planted or graveled strips or shoulders. ...

The existing alleys to the east of Lot 36 and north of Lot 38 are narrow pavements constructed for exactly the purpose of this regulation, namely to provide secondary rear access to homes mostly accessed by a frontage street. The development proposes using one of these alleys as sole access for 12 units, and using the other for a primary access for 16 units.

18.3.5.100.C.2 Neighborhood Street Access: The primary type of street traversing the neighborhood is the neighborhood access street. This street has a **48-foot right-of-way**, which provides for a 15-foot travel surface, seven-foot parking bays, and eight-foot planting strips and five-foot sidewalks on each side.

Neither of the two alleys proposed for the development has space in which it can be widened to a Neighborhood Street to provide for the increased use it needs to accommodate.

18.3.5.100.A.2 Housing, Orientation: **Dwellings shall be designed with a primary elevation oriented toward a street.** Such elevation shall have a front door framed by a simple porch or portico ... clearly visible from the street to promote natural surveillance of the street ...

The 6 lower, downhill facing studio apartments in Lot 36 do not face into a street or have a street within view. In fact, they have access to an alley only by a one-story external flight of steps.

Chapter 18.4 Site Development and Design Standards

18.4.2.030.A.1.a Parking Layout: Parking for residents should be located so that distances to dwellings are minimized. However, avoid designs where parking areas are immediately abutting dwelling units because there is little or no transition from public to private areas. ...

The design of parking for the 12 studio apartment buildings has the 12 pull-in parking spaces immediately abutting the units.

Other conflicts with Ashland Municipal Code are cited in the written testimony submitted three days before the Planning Commission hearing.

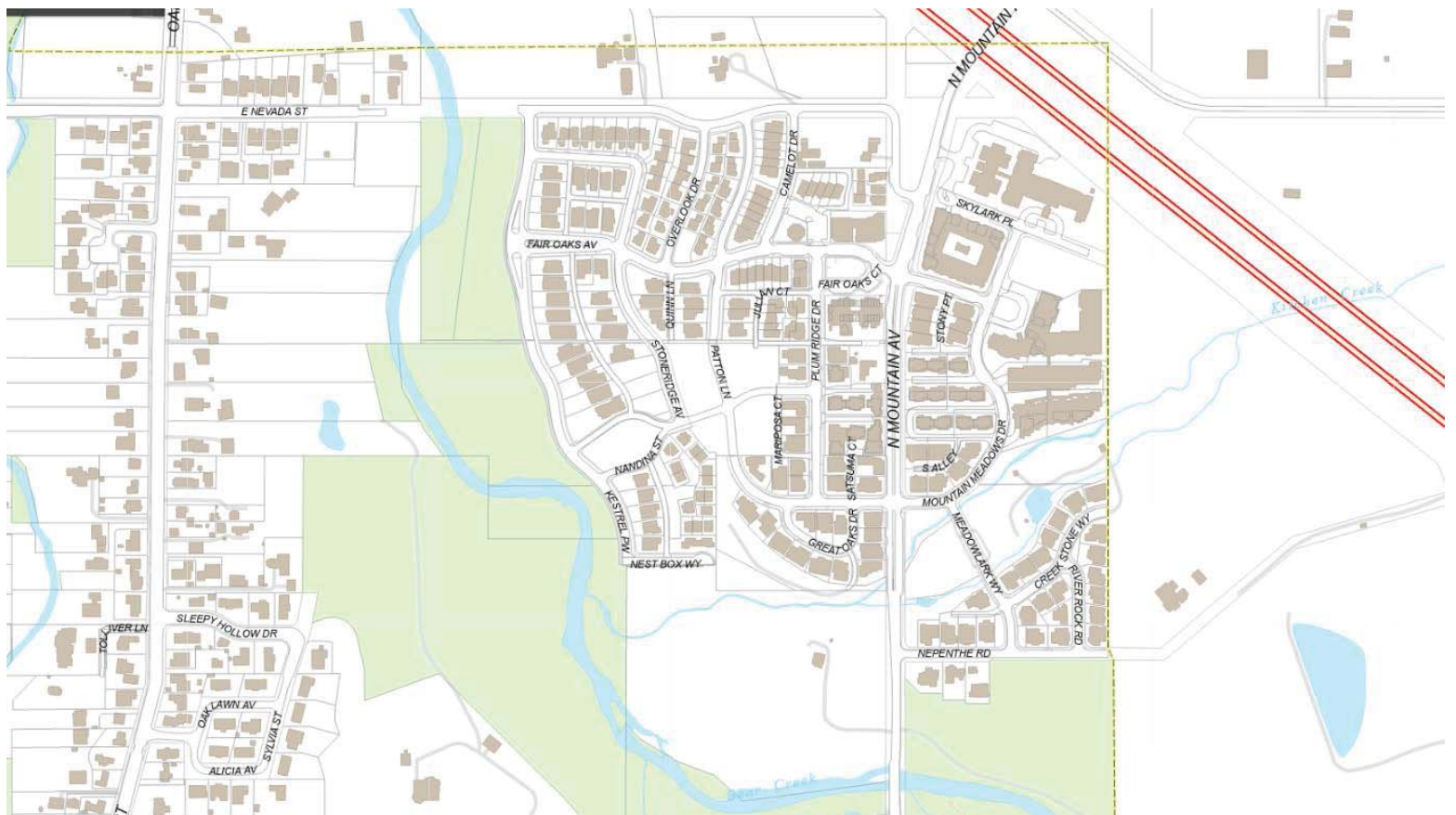
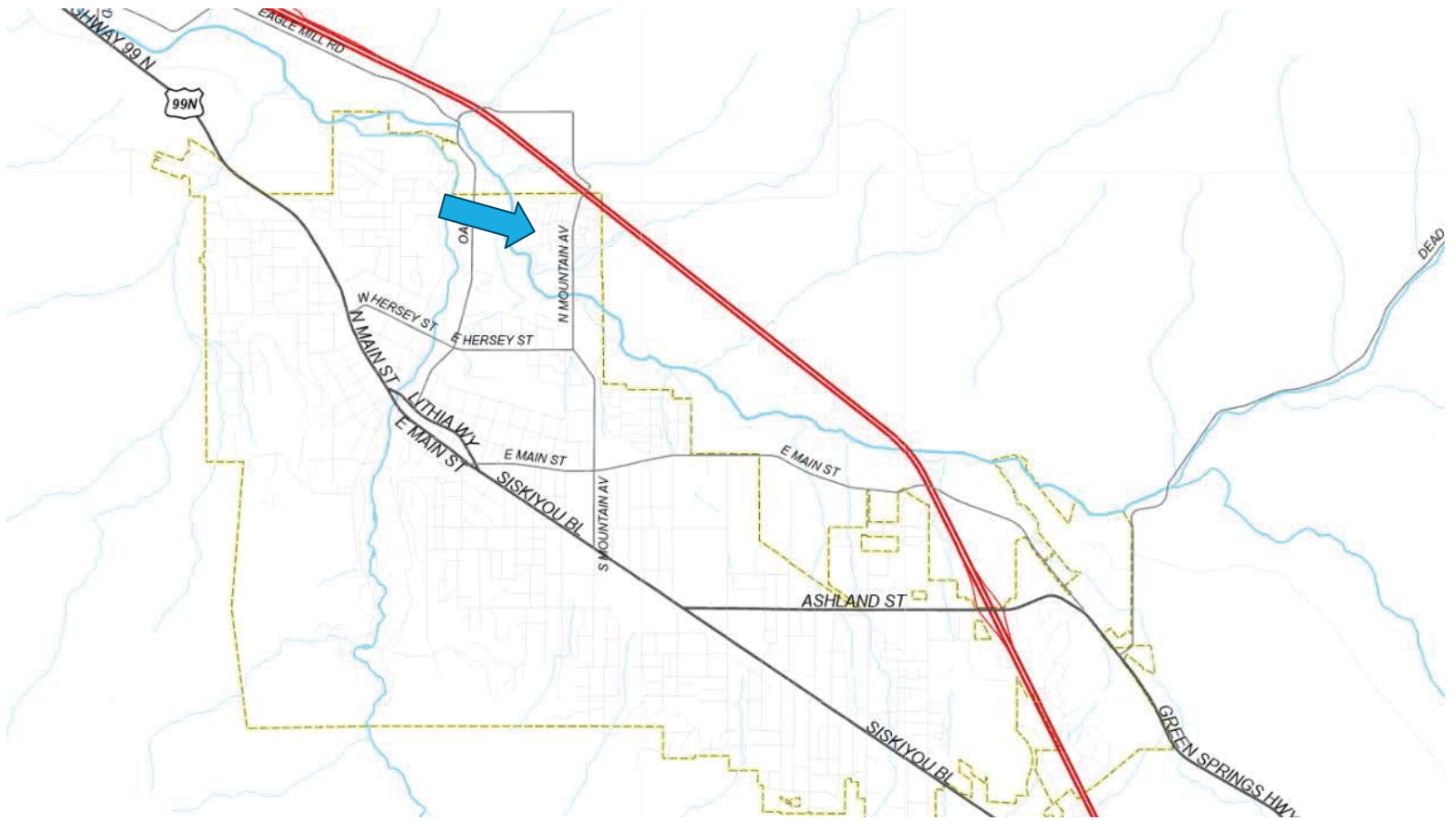
Richard Kinsinger
591 Nandina Street



Kestrel Park Phase 3

PLANNING
COMMISSION

DEC 10, 2024



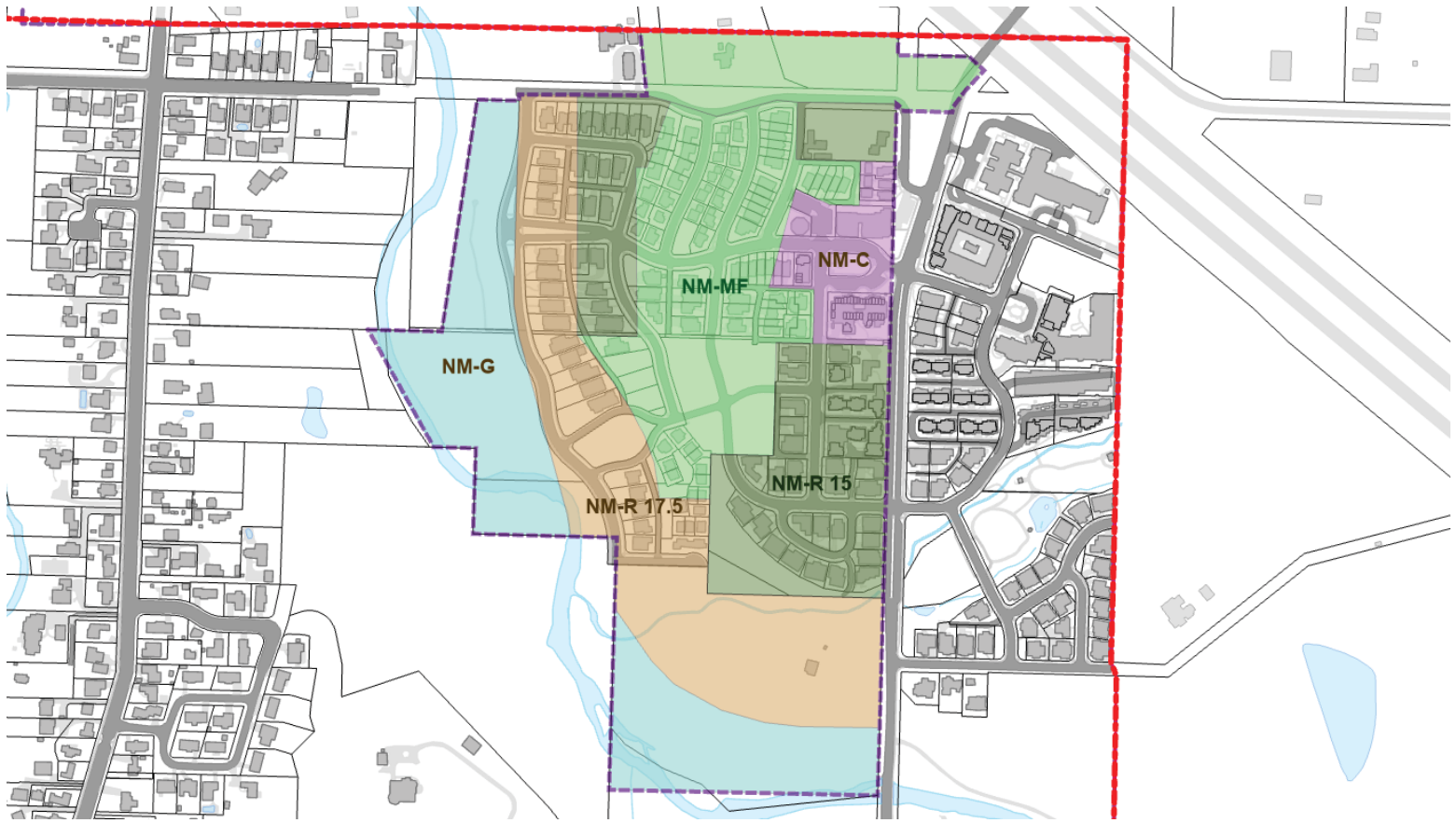
North Mountain Neighborhood Plan (NMNP)

AMC 18.3.5

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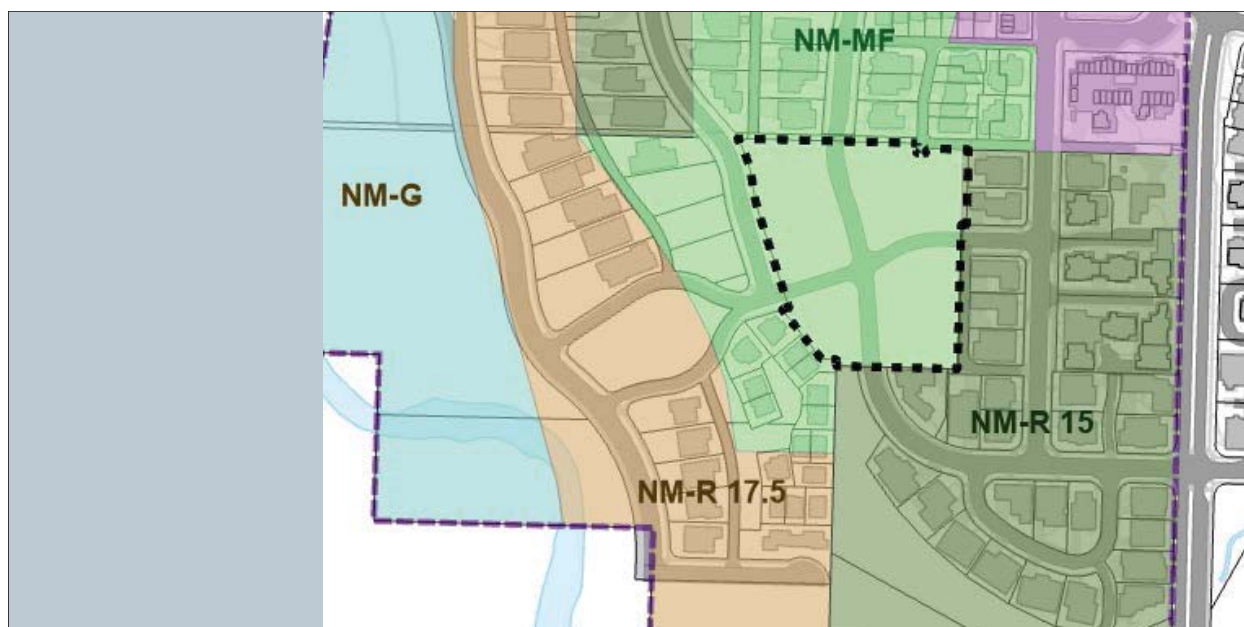
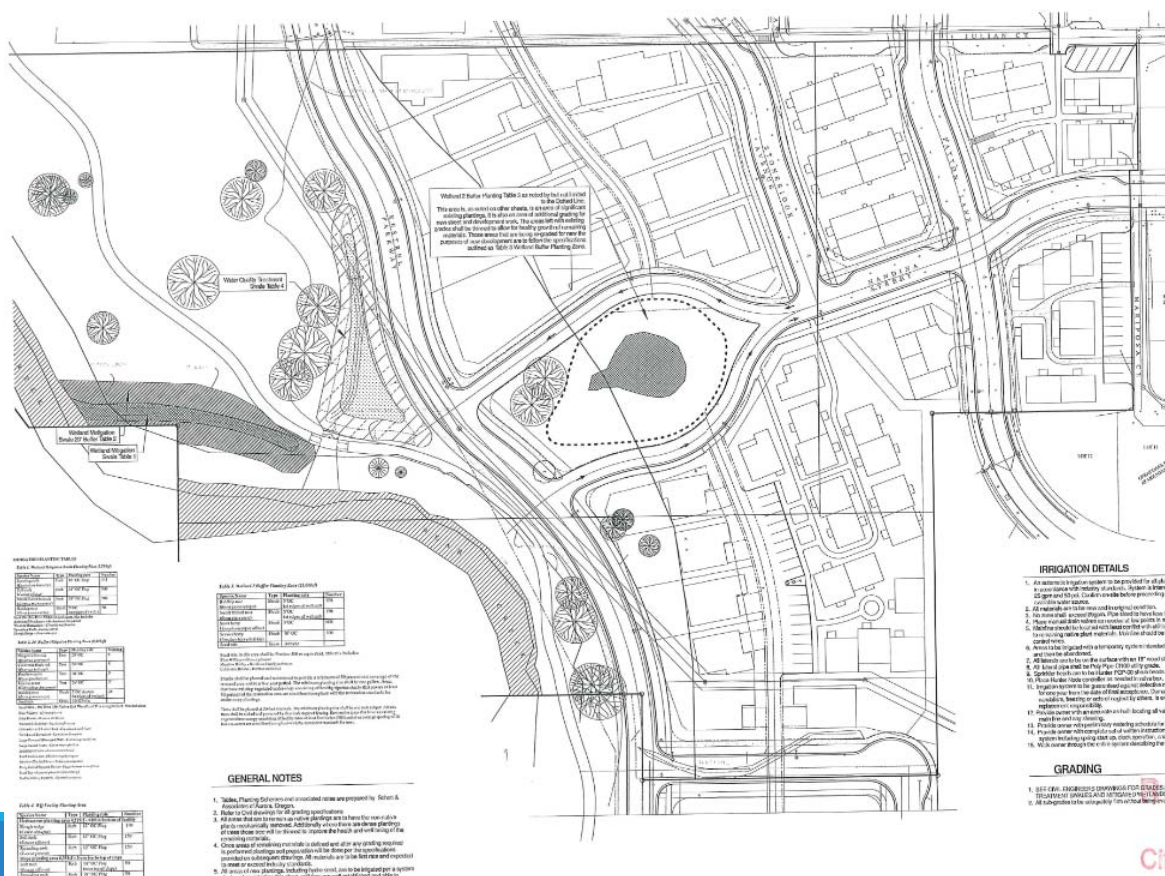
Introduction - Kestrel Phase 3

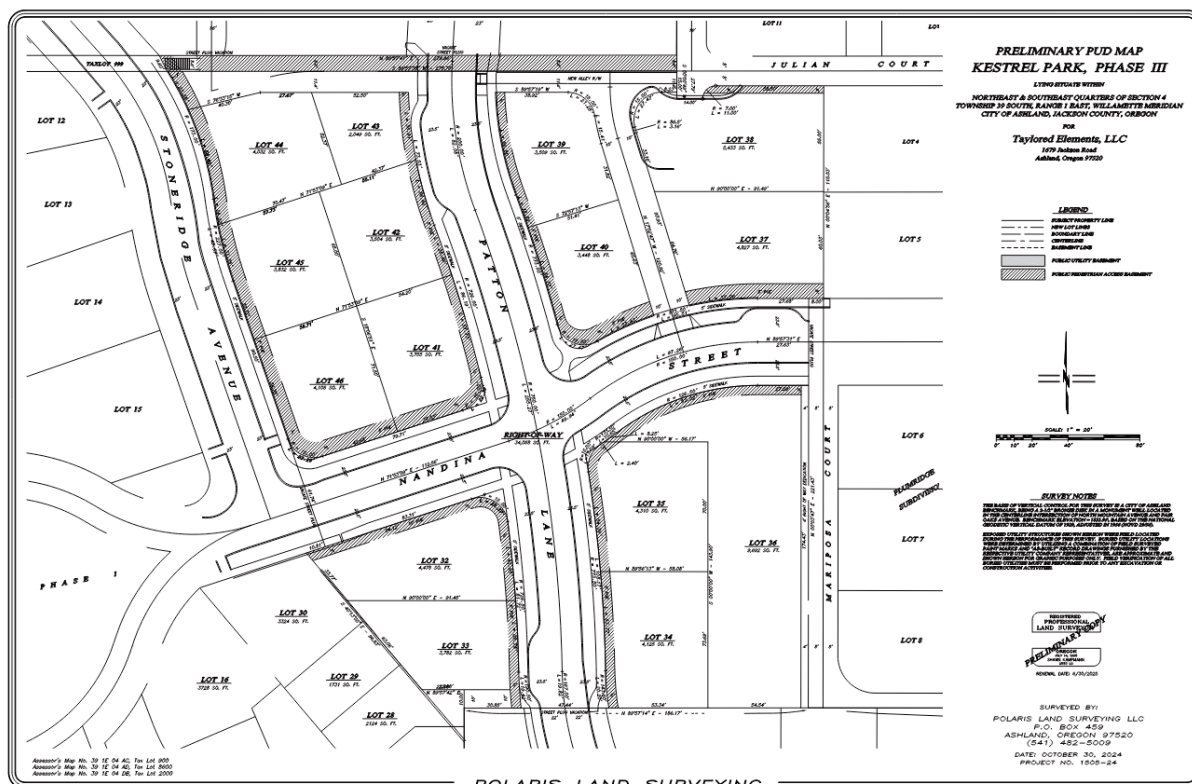
A request for Outline Plan approval for a ~~15~~ (13) -lot Performance Standards Option (PSO) subdivision.

The application includes a request for Site Design Review for ~~28~~ (16) units of multi family housing, and three shared wall single family homes.

The application also includes a variance to driveway width for both single family, and shared driveways.

- The applicant informed staff on 12/9 that they were withdrawing area 7 from the present application and instead plan to reserve it for a future phase.

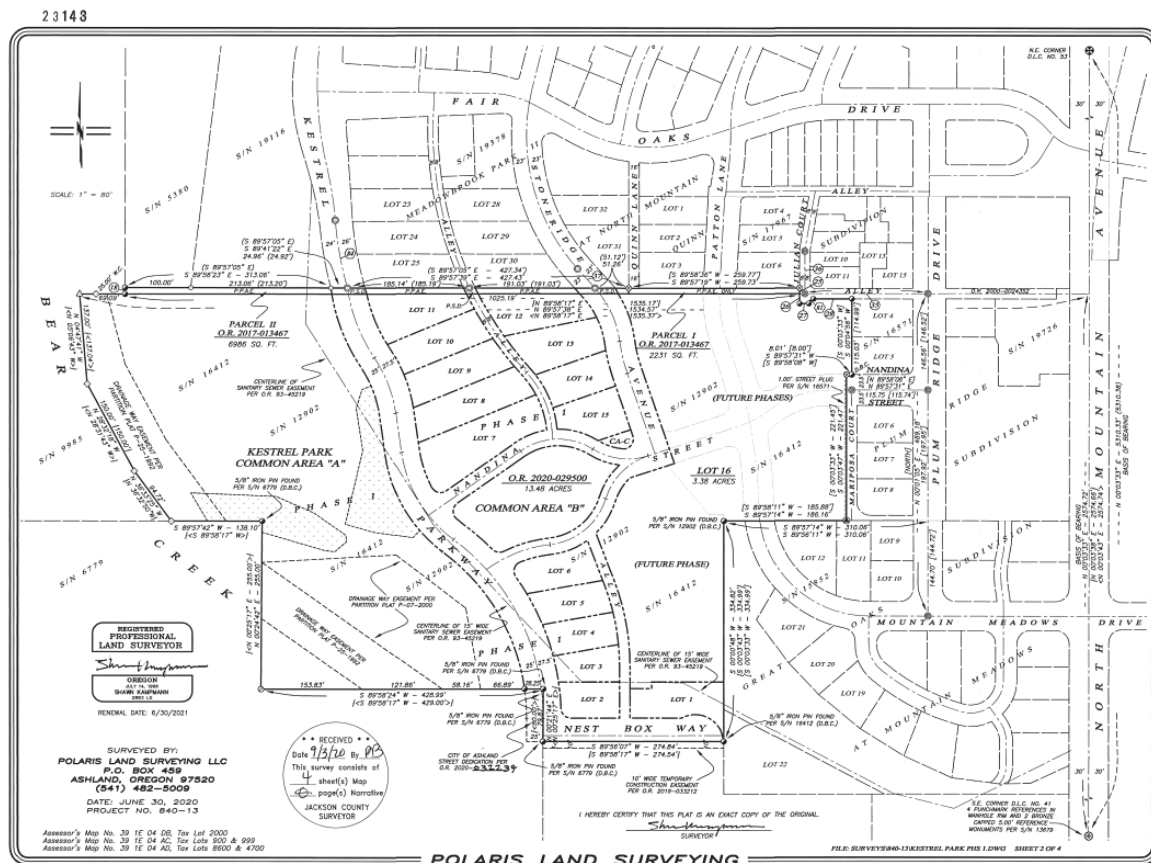




Background

PREVIOUS PHASES

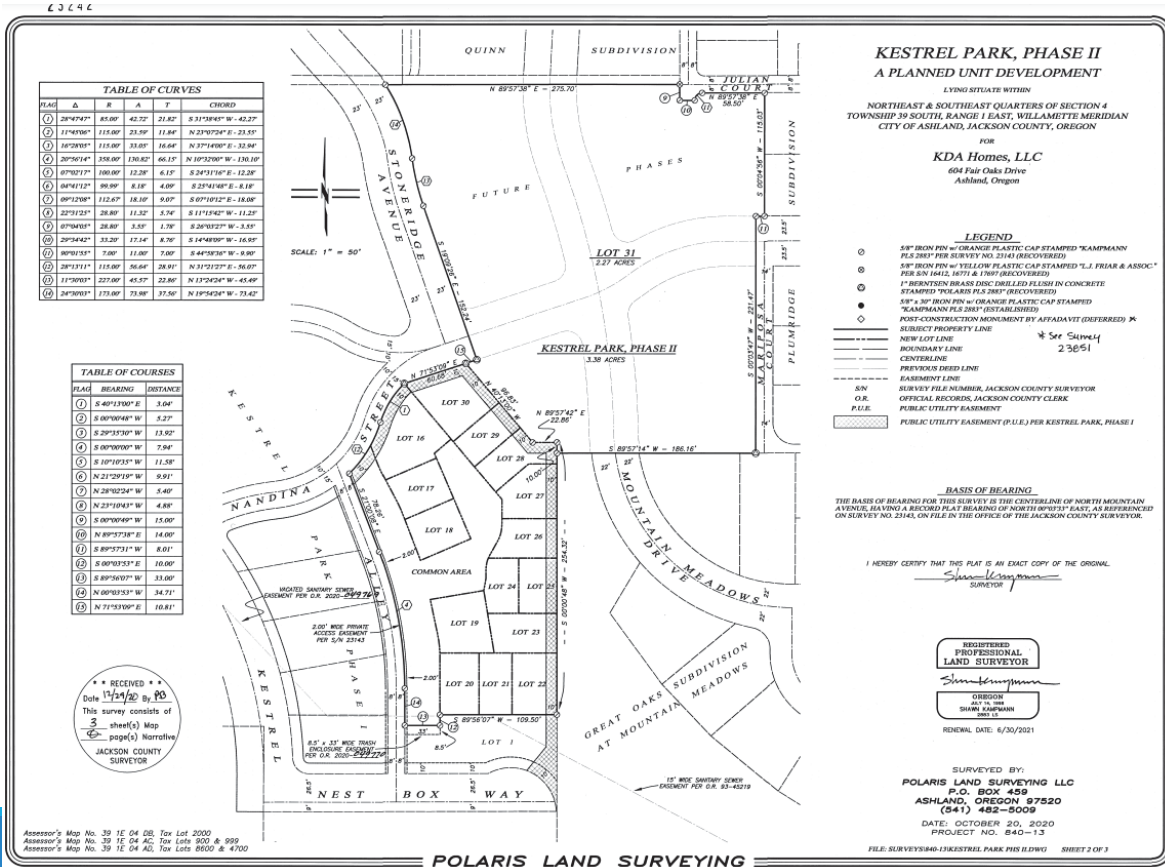
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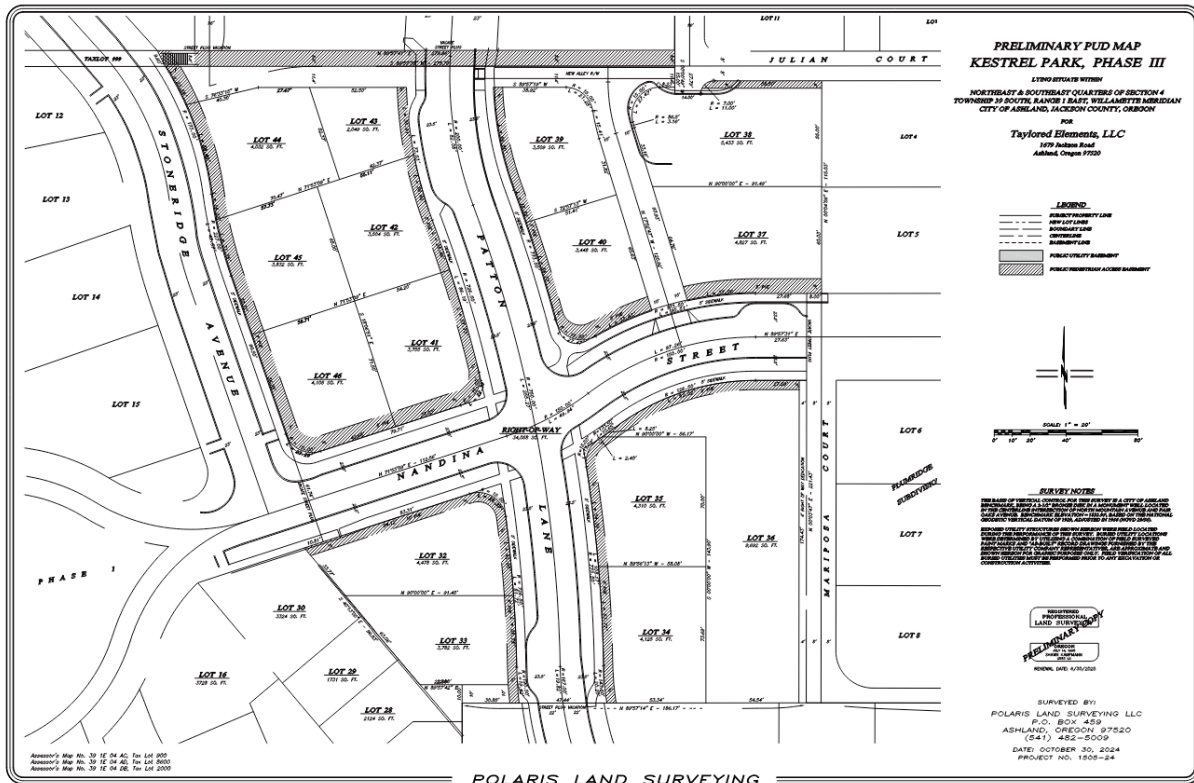


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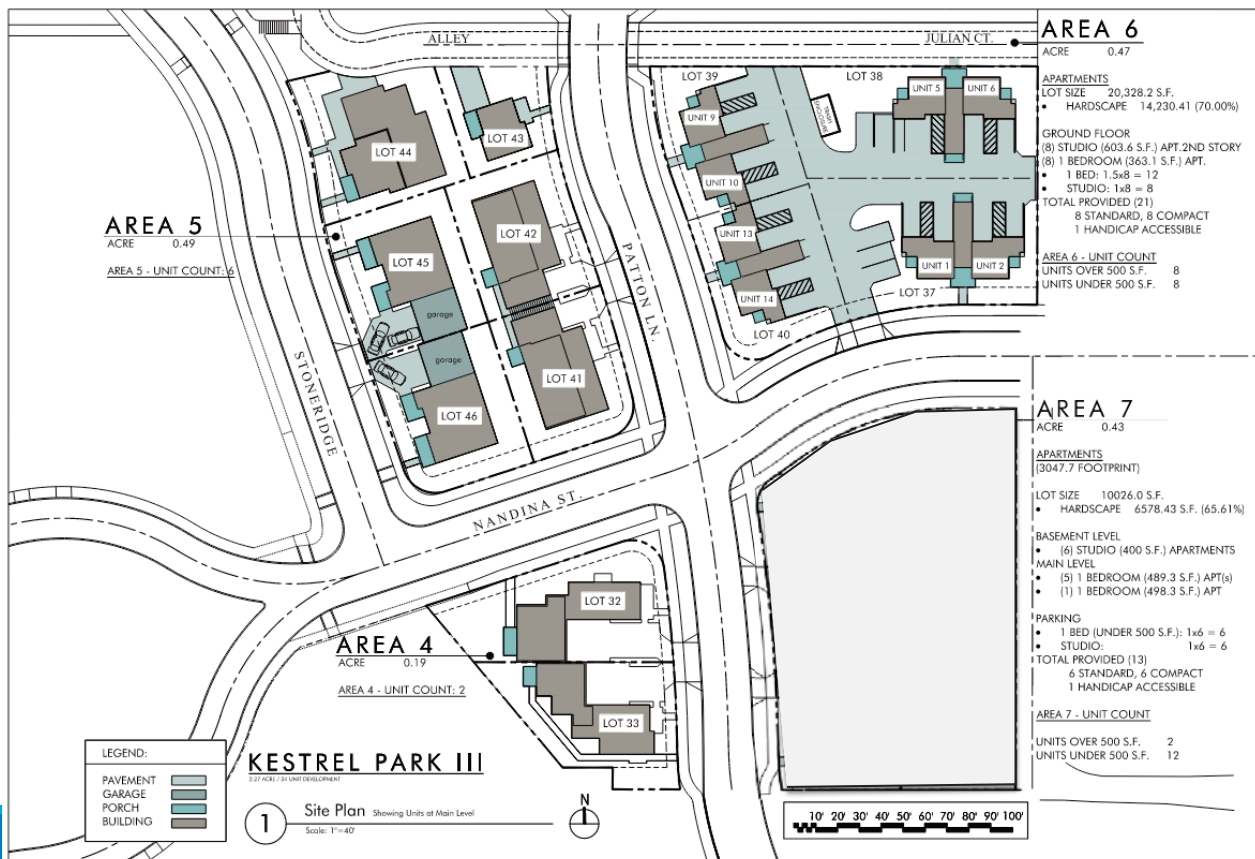
Present Proposal: PSO Subdivision, and Residential Site Design Review

PA-T2-2024-00054

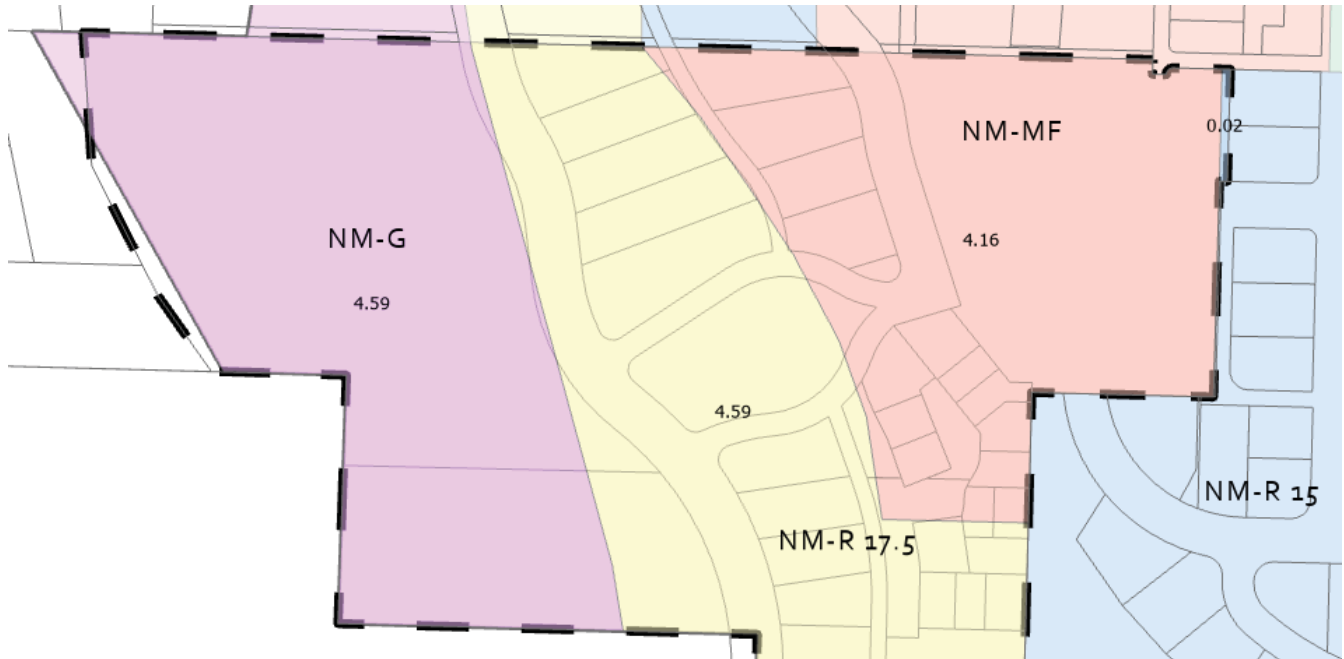




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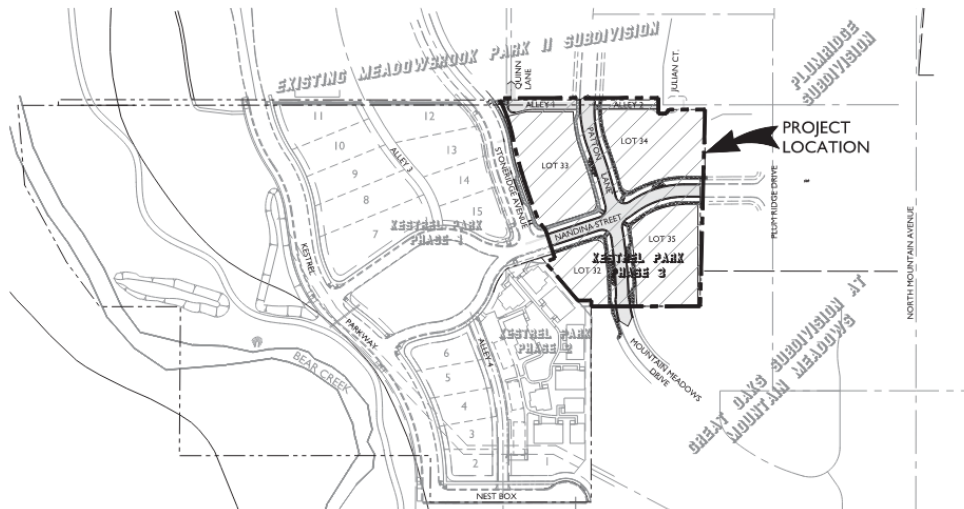


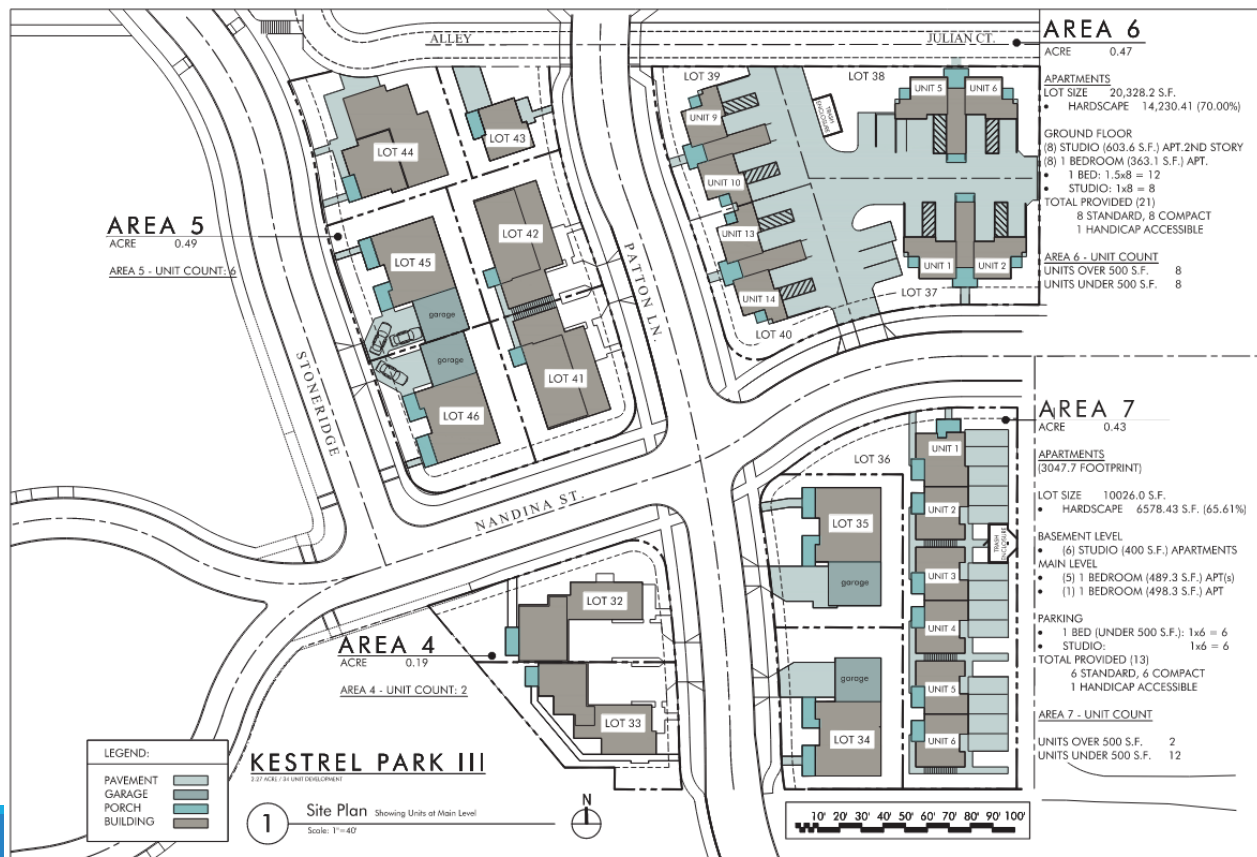
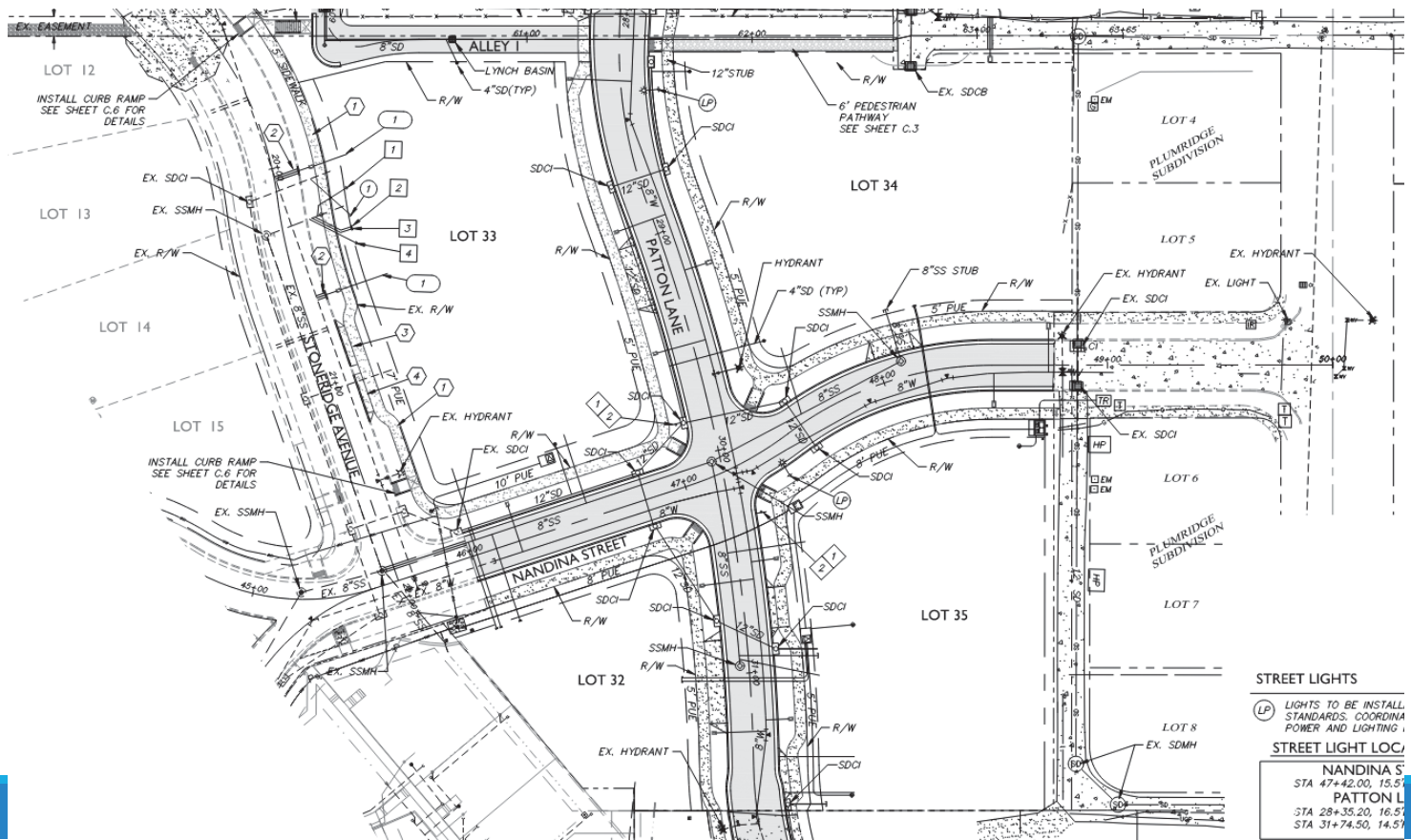
9



CIVIL IMPROVEMENT PLANS FOR KESTREL PARK SUBDIVISION PHASE 3

LOCATED IN
SECTION 4, T. 39 S., R. 1 E., W.M.
TAX LOTS 900, 2000, 8600
CITY OF ASHLAND
JACKSON COUNTY, OREGON







LOT 33 - PATTON LANE VIEW

LOT 32 - PATTON LANE VIEW



LOT 32 - REAR VIEW

NOTE: Lower level is daylight basement, i.e., 50% subterranean.



LOT 43 - STONERIDGE AVENUE VIEW

NOTE: Lower level is daylight basement, i.e., 50% subterranean.

LOT 44 - STONERIDGE AVENUE VIEW



REAR VIEW



LOT 41 - PATTON LANE VIEW



LOT 42 - PATTON LANE VIEW

NOTE: Lower level is daylight basement, i.e., 50% subterranean.

LOT 41 - REAR VIEW



LOT 42 - REAR VIEW



SHEET
14
OF 29

AREA 5 - LOTS 41-42
PERSPECTIVE VIEWS

Client/Owner: Taylored
Elements
October 30, 2024

Kestrel Hillside
Conceptual Architecture



NANDINA STREET VIEW



NANDINA STREET VIEW

ALLEY & PATTON LANE VIEW



SHEET
17
OF 29

AREA 6 - LOT 37, 38, & 39
PERSPECTIVE VIEWS

Client/Owner: Taylored
Elements
October 30, 2024

Kestrel Hillside
Conceptual Architecture





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Tree Removal (in area 7)

Tree. Any woody plant having a trunk six caliper inches or larger in diameter at breast height (DBH). If a tree splits into multiple trunks above ground, but below 4 ½ feet, the trunk is measured at its most narrow point beneath the split, and is considered one tree if greater than six inches DBH.

Plants commonly planted as shrubs, including but not limited to English laurel, Leyland cypress, Photinia, Arborvitae, poison oak, English holly, and English ivy are not considered a tree. Trees specifically planted and maintained as a hedge are also not be considered a tree.



29

Variance

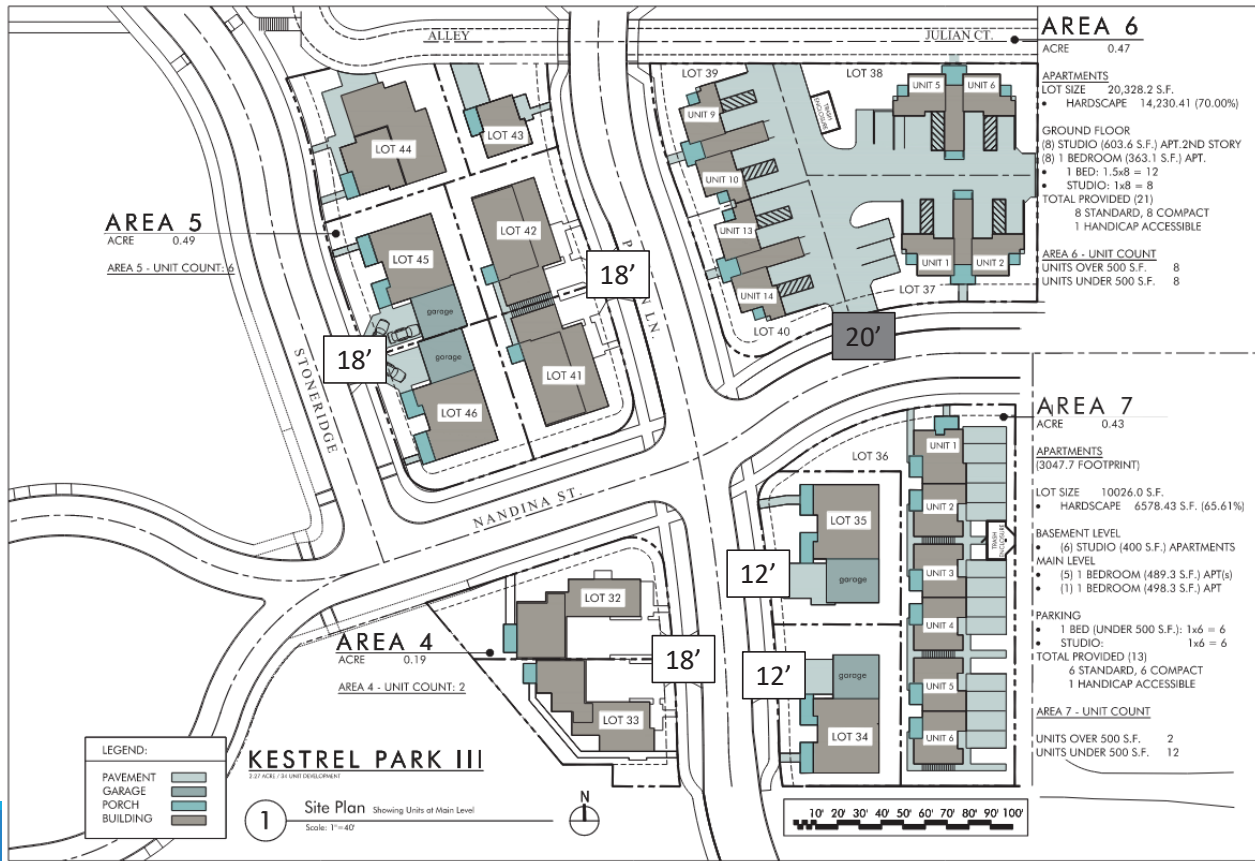
DRIVEWAY WIDTH

30

Public Works standard

NMNP standard: 9' for SFR, 12' shared
PW minimum 12' width.

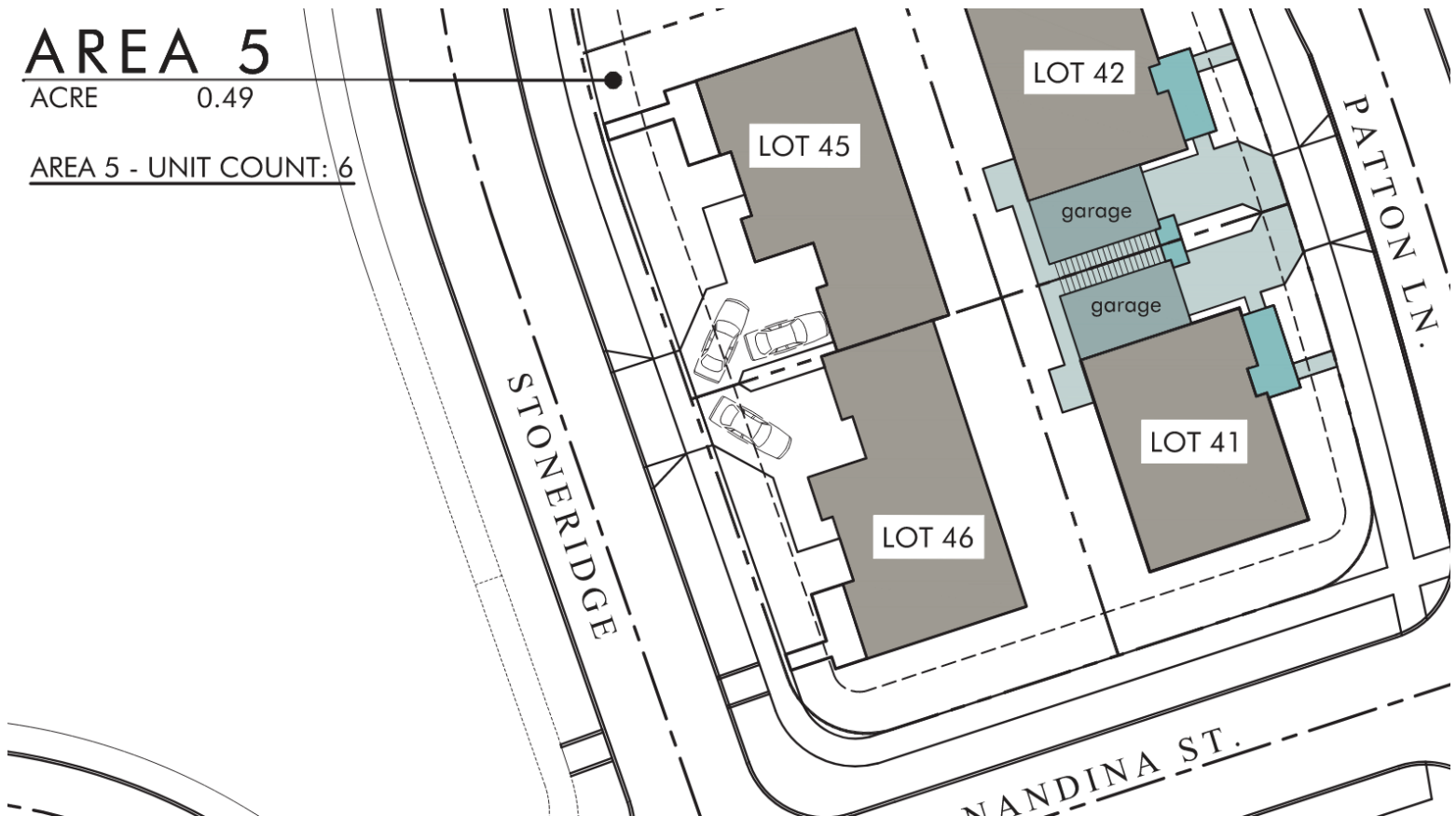
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AREA 5

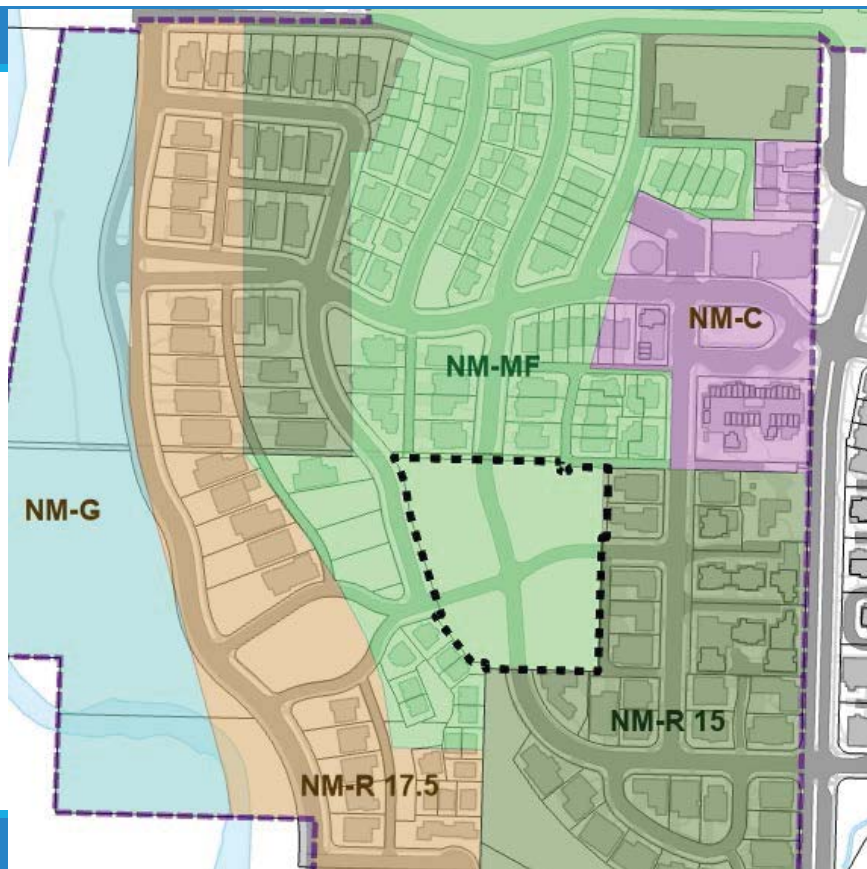
ACRE 0.49

AREA 5 - UNIT COUNT: 6



Issues Raised by public comment

34



35

Potential additional conditions of approval with the withdrawal of Area 7

- The conceptual plans for Area #7 are not approved here and have been provided for illustrative purposes only. Development of Areas #7 shall require Site Design Review approval. The ultimate development of Areas #7 shall comply with the minimum density standards of the NMNP.
- That all proposed public improvements including sidewalk, curb, gutter, park row landscaping/irrigation and alley be installed, including surrounding area 7, prior to the recording of final plat.

Approval Criteria

OUTLINE & FINAL PLAN, EXCEPTION TO STREET STANDARDS,
NON-HAZARD TREE REMOVAL

Approval Criteria

Outline Plan

- 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 common 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 common 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.
- H. the proposed development meets the common open space standards established under section 18.4.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the city of Ashland.

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Approval Criteria

Site Design Review

An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.

- 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, 2, or 3, 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;
 - 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; or
 - 3. There is no demonstrable difficulty in meeting the specific requirements for a cottage housing development, but granting the exception will result in a design that equally or better achieves the stated purpose of section 18.2.3.090.

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Approval Criteria

Variance

A. The approval authority through a Type I or Type II procedure, as applicable, may approve a variance upon finding that it meets all of the following criteria.

- 1. The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance.
- 2. The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site.
- 3. The proposal's benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.
- 4. The need for the variance is not self-imposed by the applicant or property owner. For example, the variance request does not arise as result of a property line adjustment or land division approval previously granted to the applicant.

B. In granting a variance, the approval authority may impose conditions similar to those provided for conditional uses to protect the best interests of the surrounding property and property owners, the neighborhood, or the City as a whole.

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Approval Criteria

Tree Removal

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.

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.

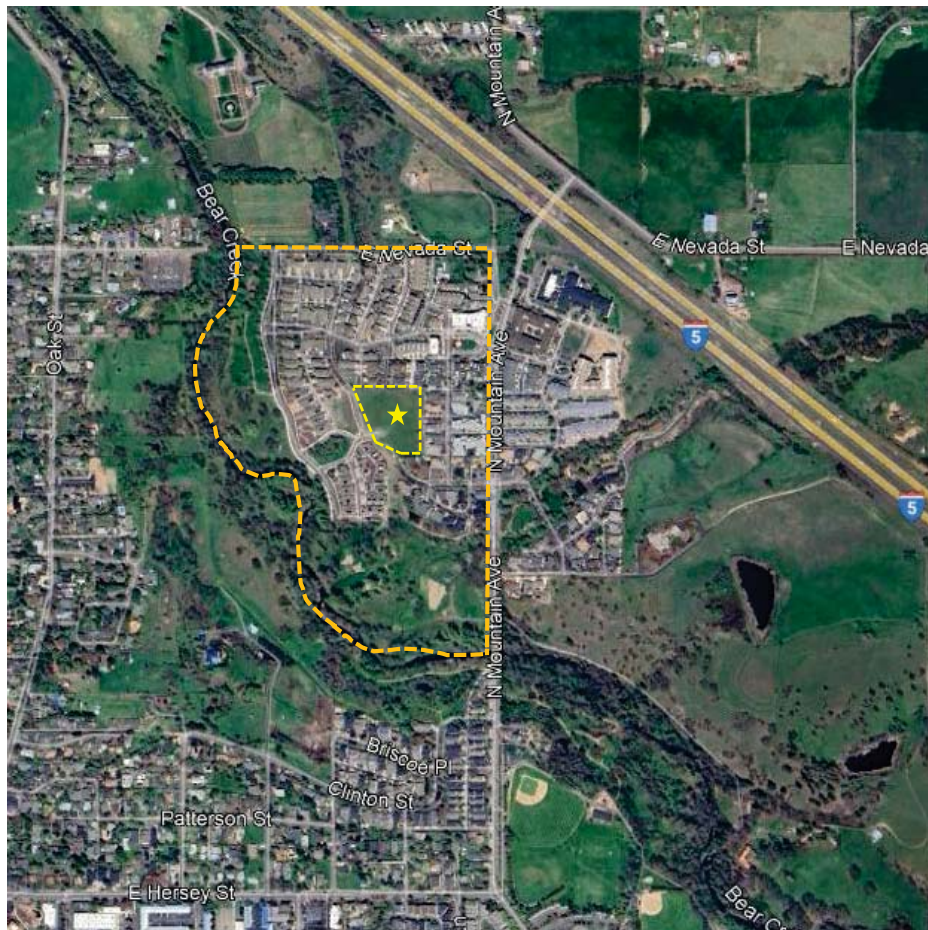
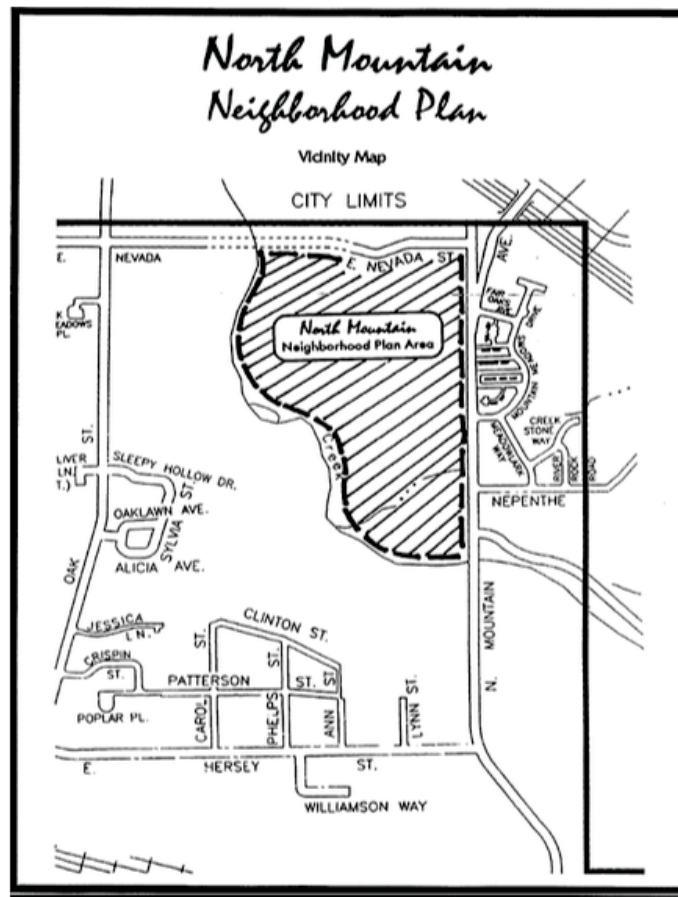
e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

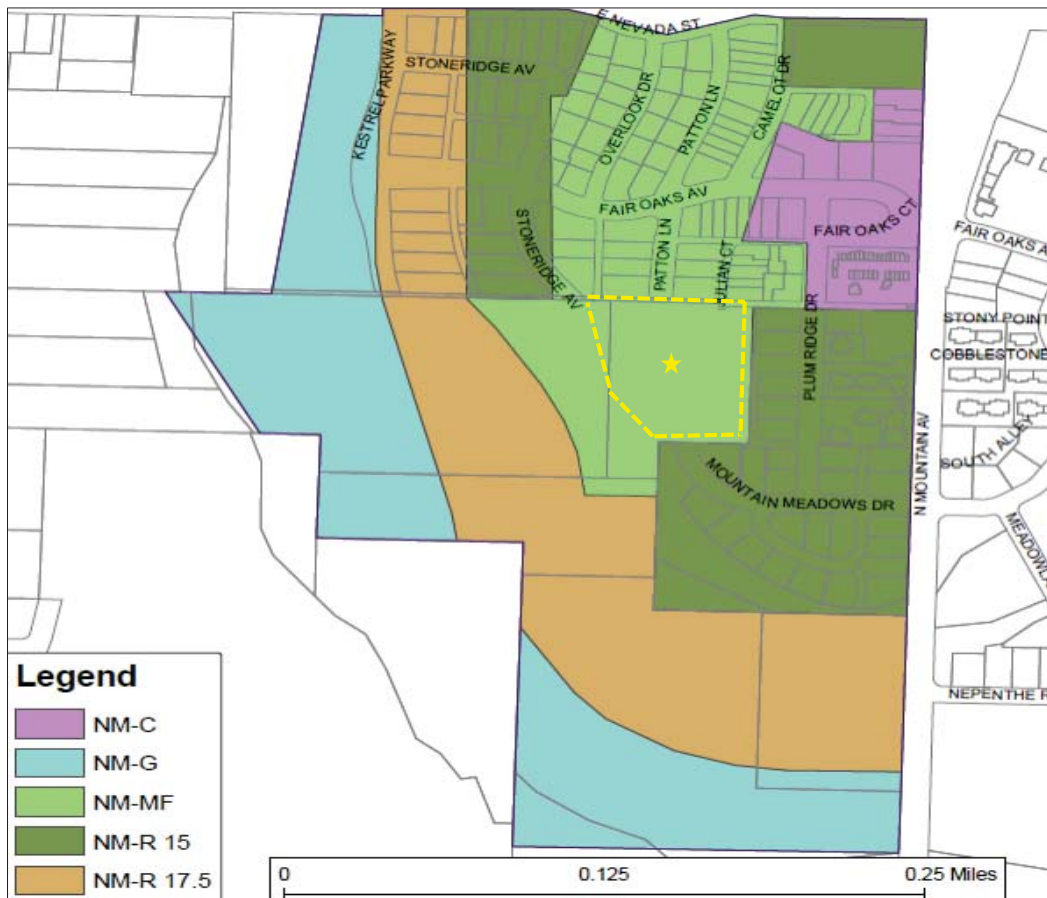
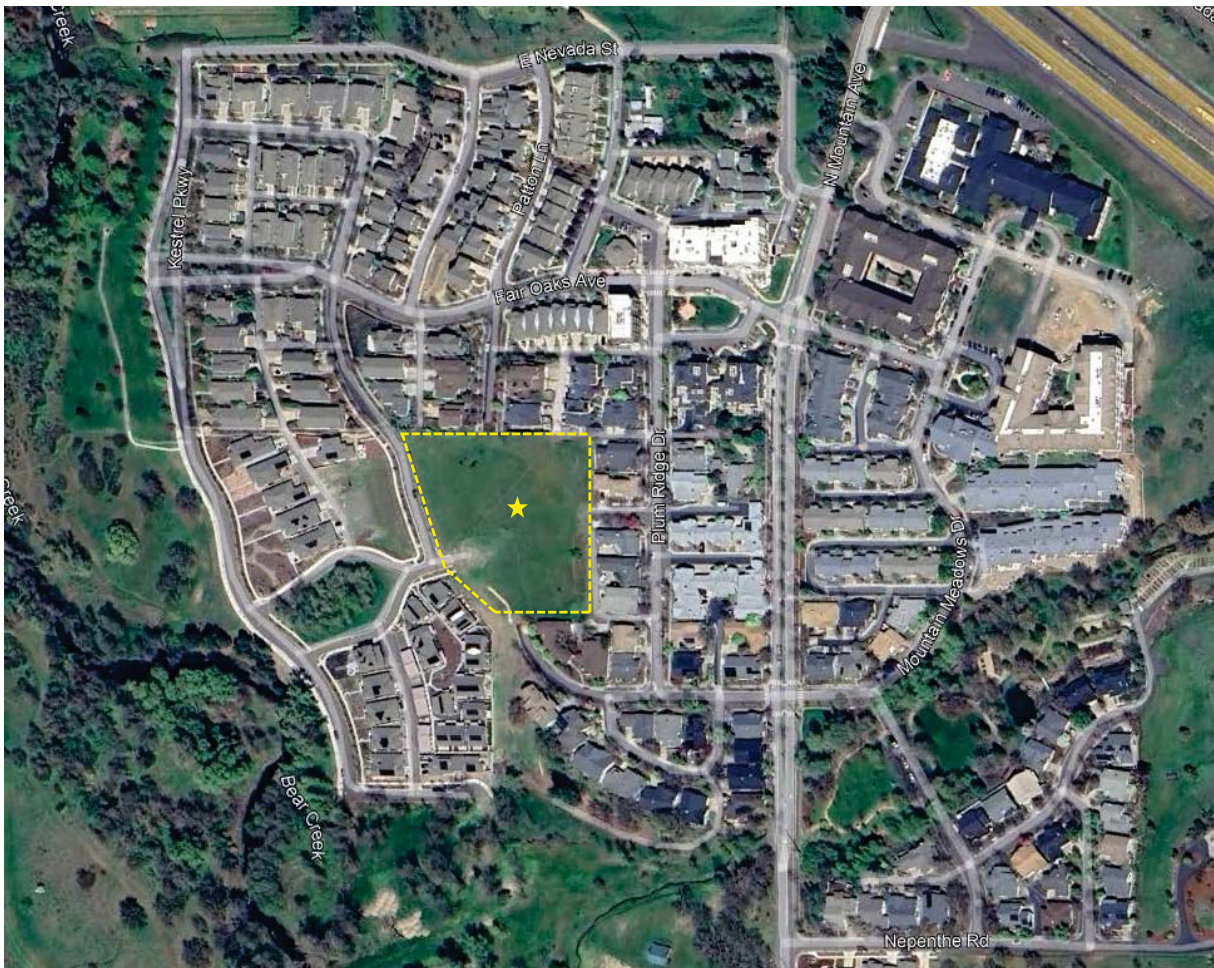
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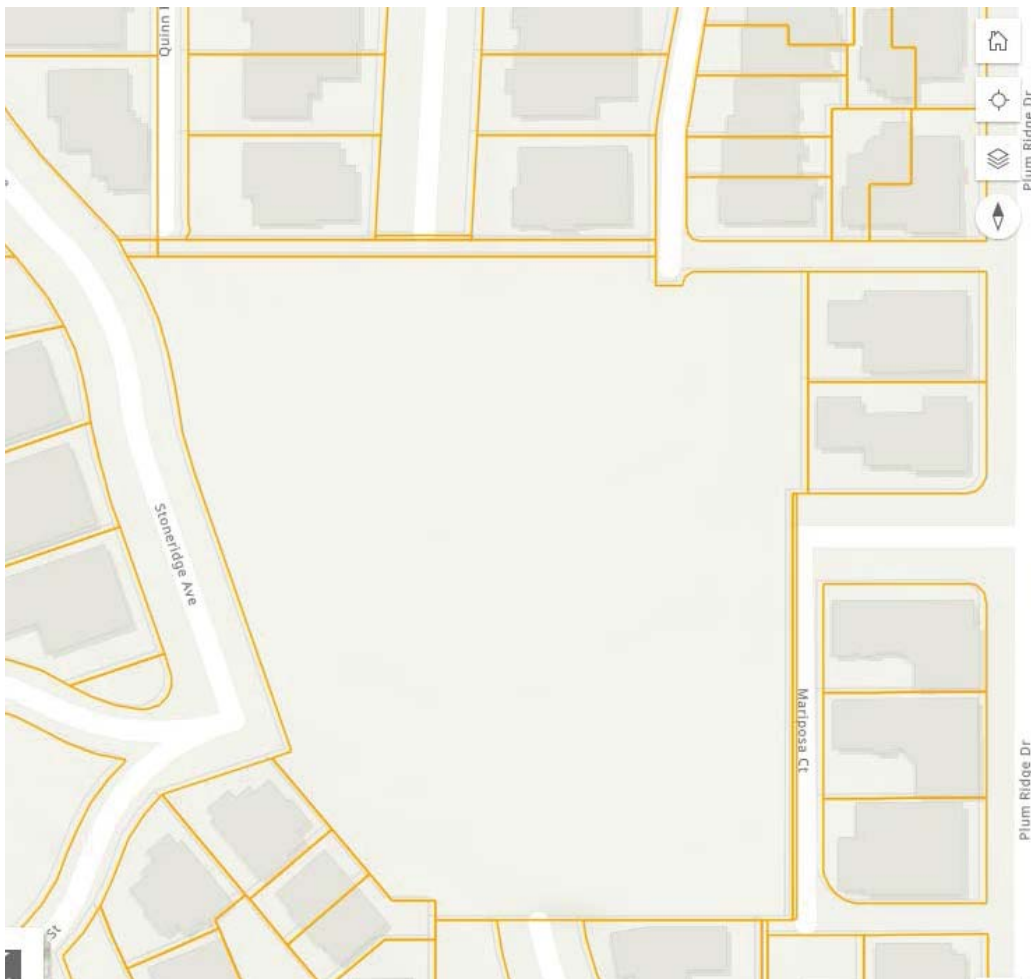
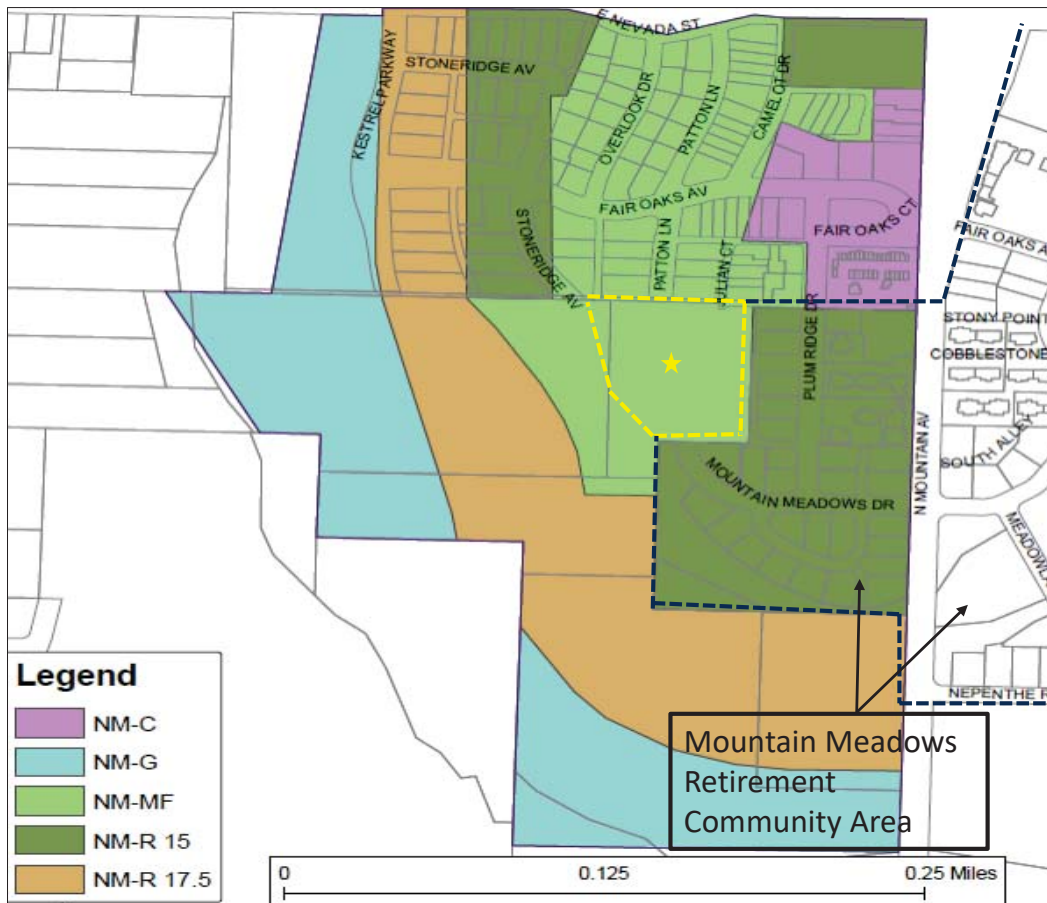
Kestrel Park Phase III

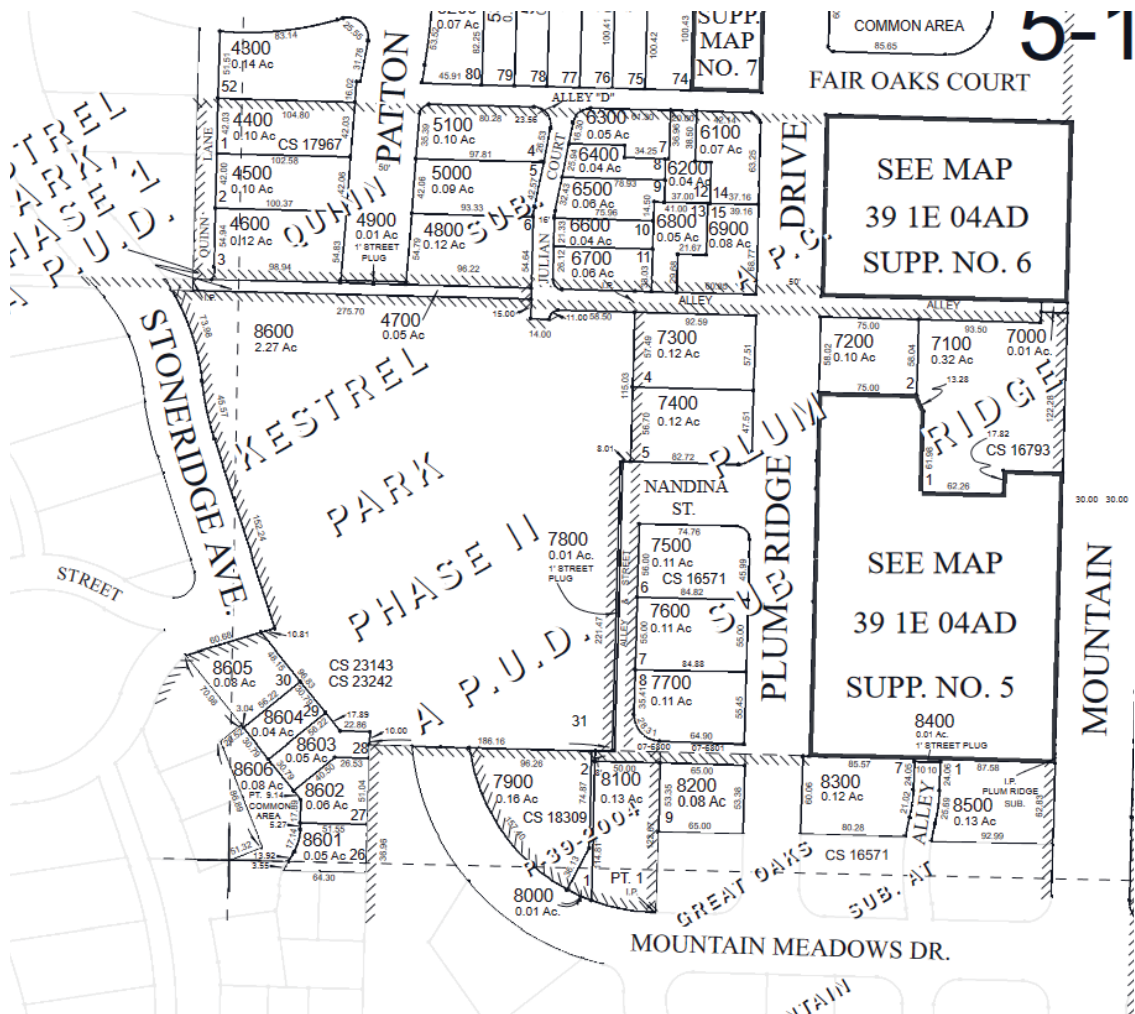
12-10-24

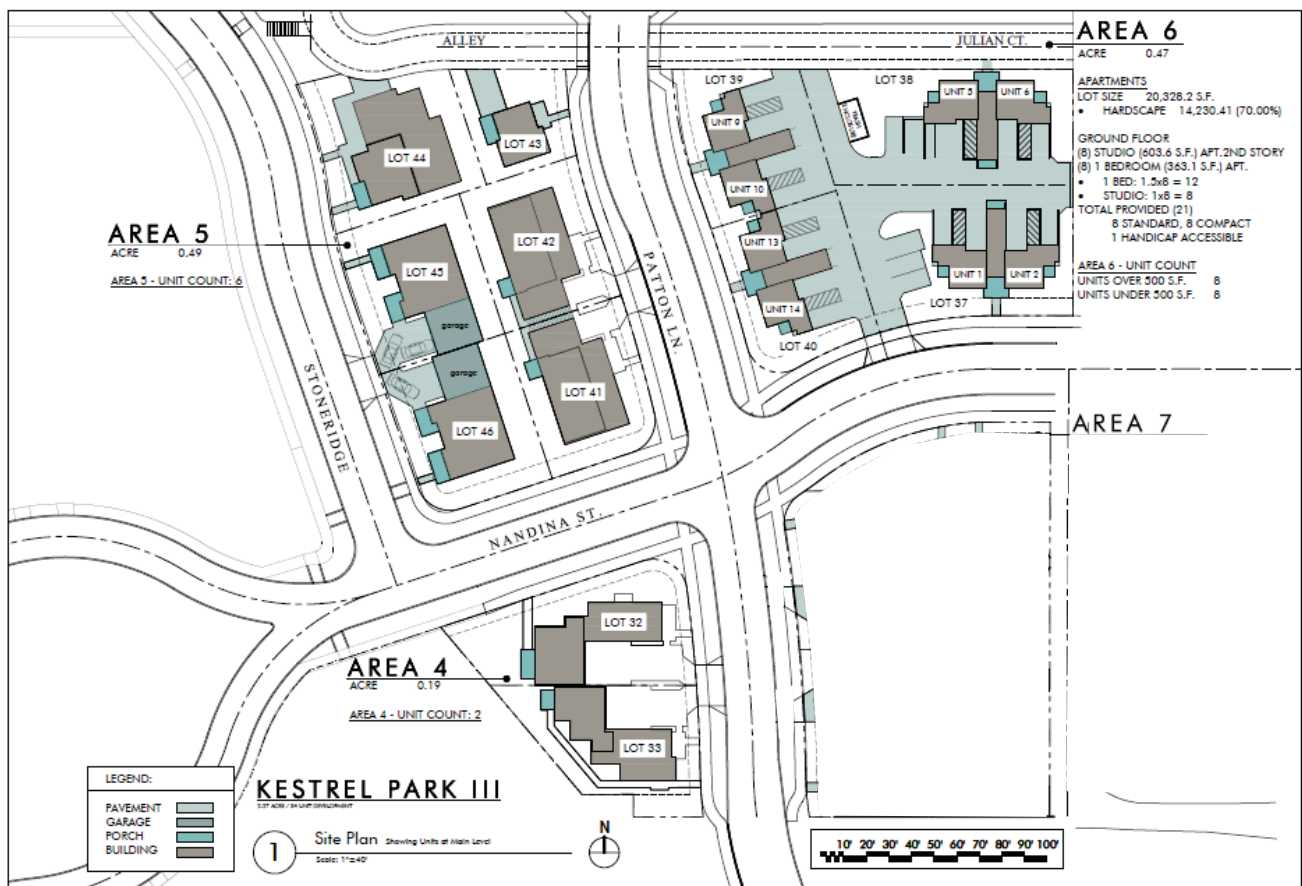
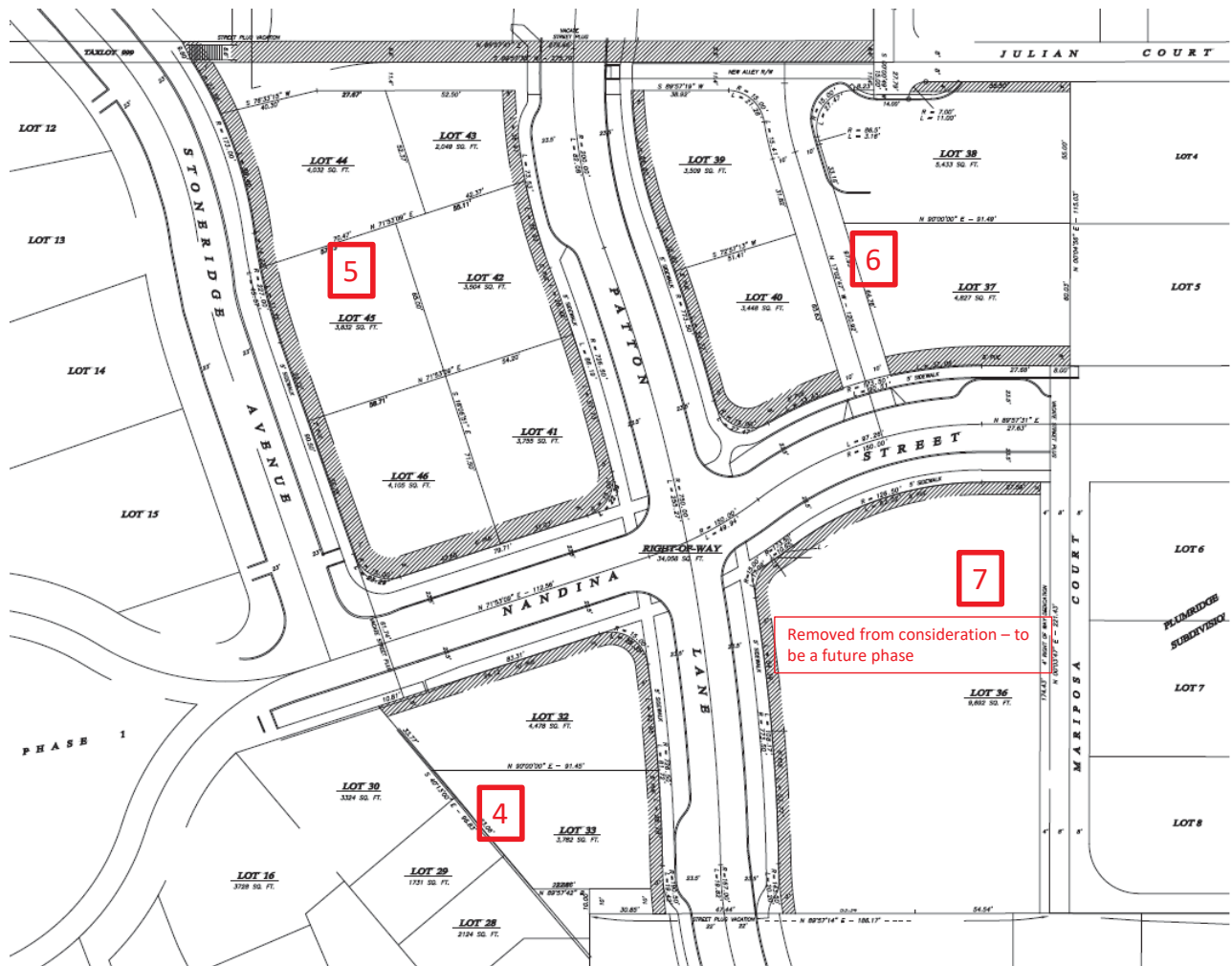




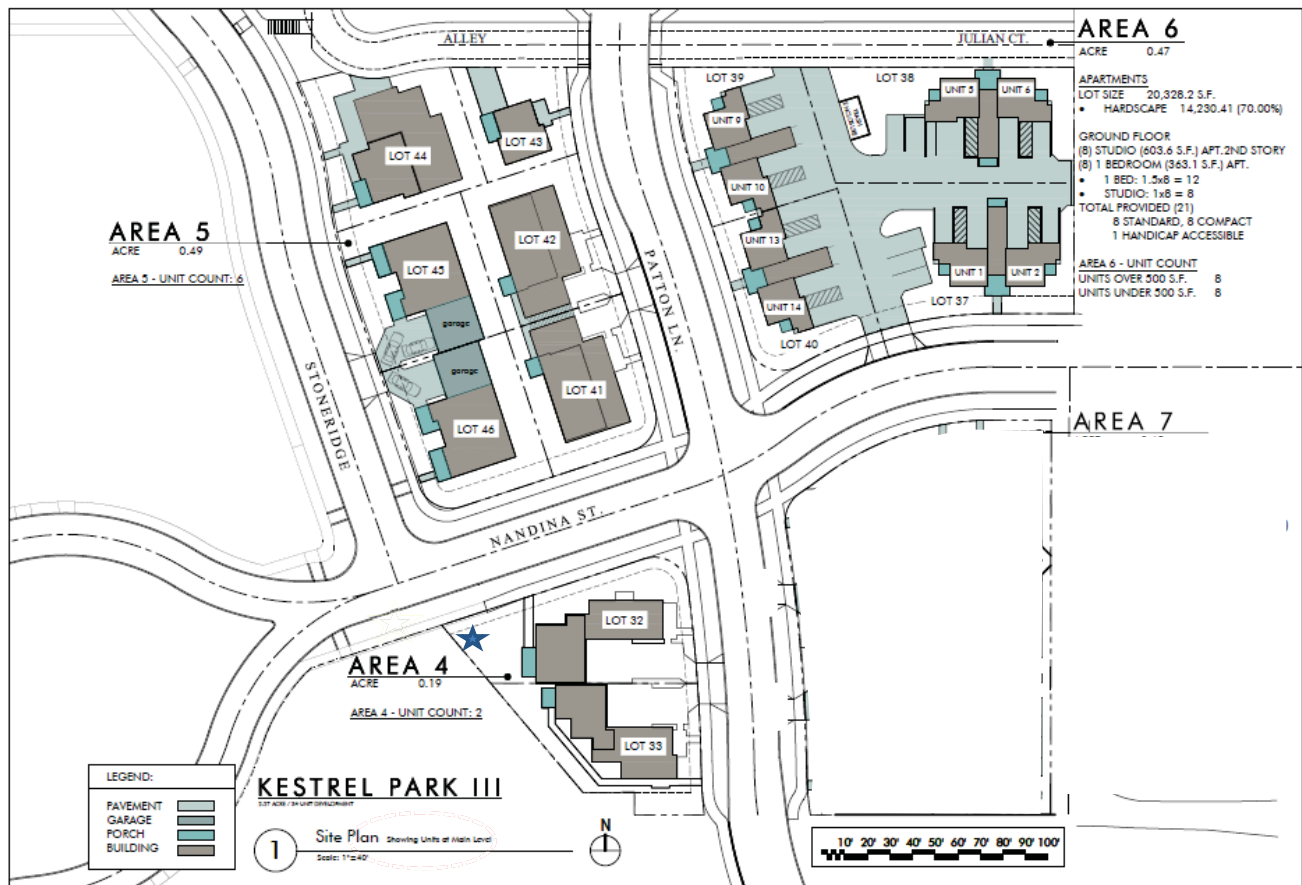








Area 4





LOT 33 - PATTON LANE VIEW

LOT 32 - PATTON LANE VIEW

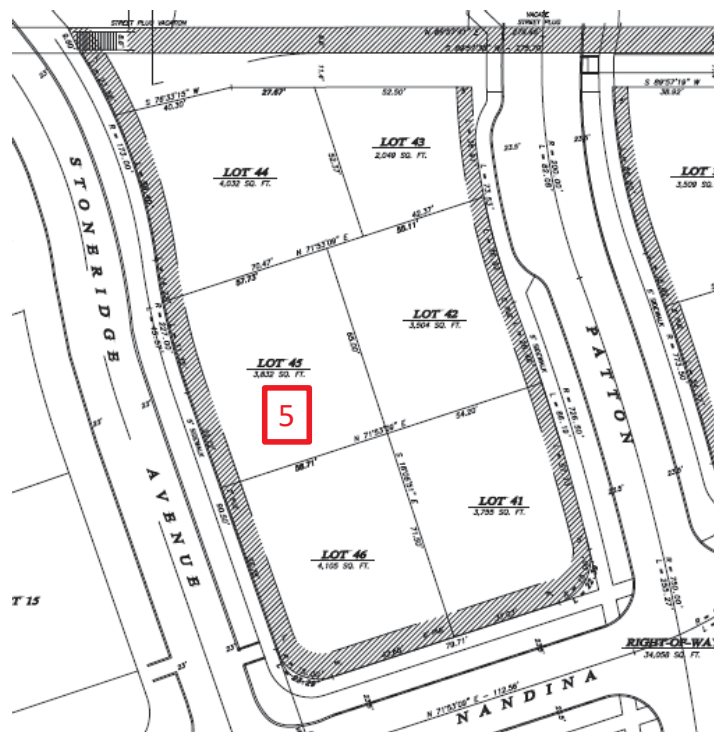


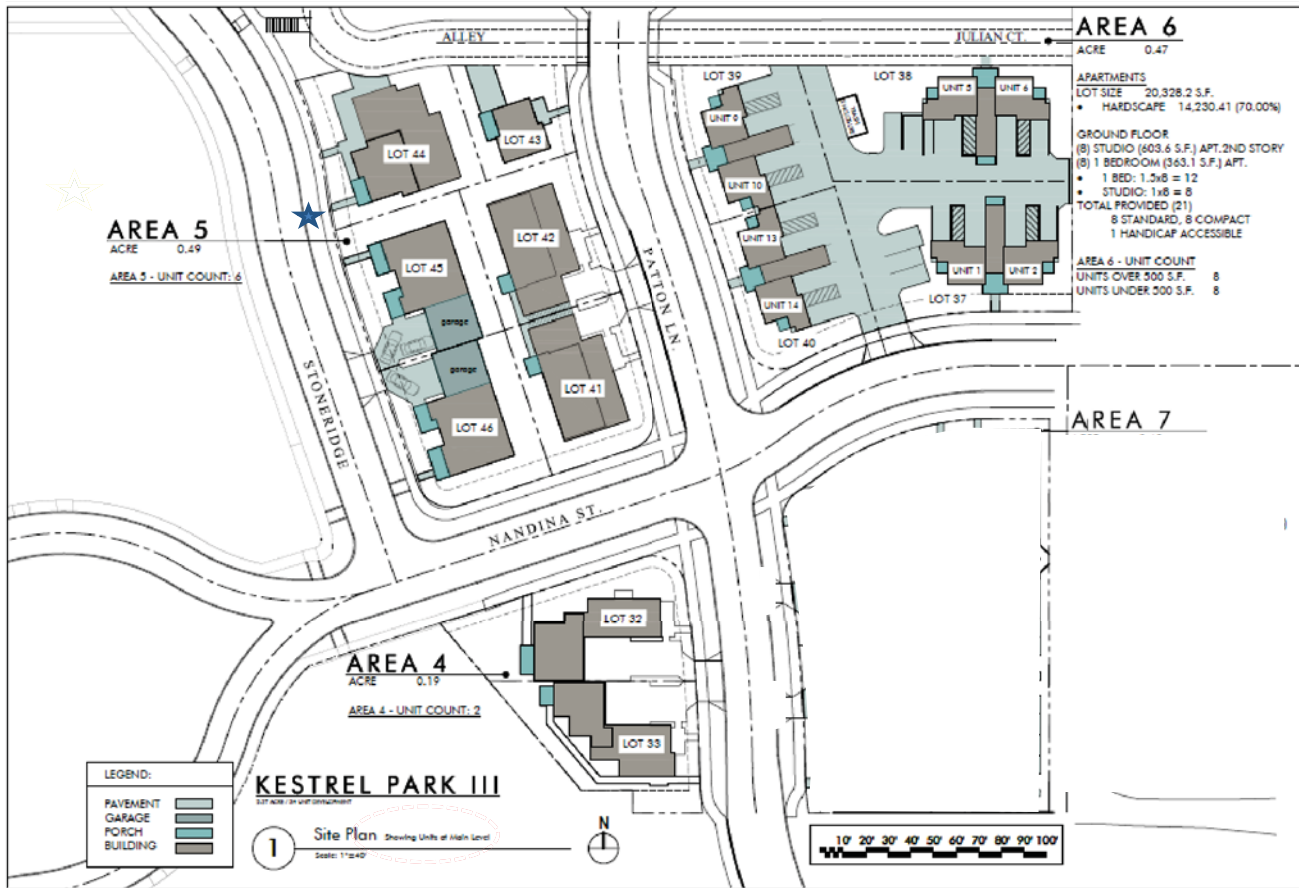
LOT 32 - REAR VIEW

NOTE: Lower level is daylight basement,
i.e., 50% subterranean.



Area 5







ALLEY VIEW



AERIAL VIEW



STONERIDGE AVENUE VIEW

STONERIDGE AVENUE VIEW



REAR WINDOW VIEW

NOTE: Lower level is daylight basement, i.e., 50% subterranean.





LOT 41 - PATTON LANE VIEW



LOT 42 - PATTON LANE VIEW

NOTE: Lower level is daylight basement, i.e., 50% subterranean.

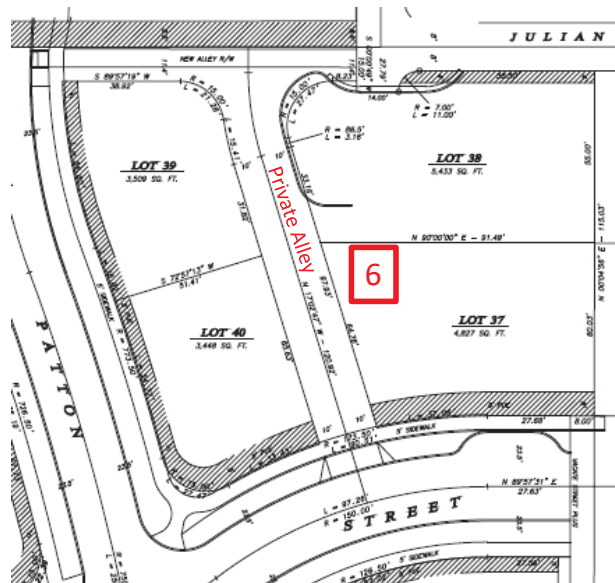
LOT 41 - REAR VIEW

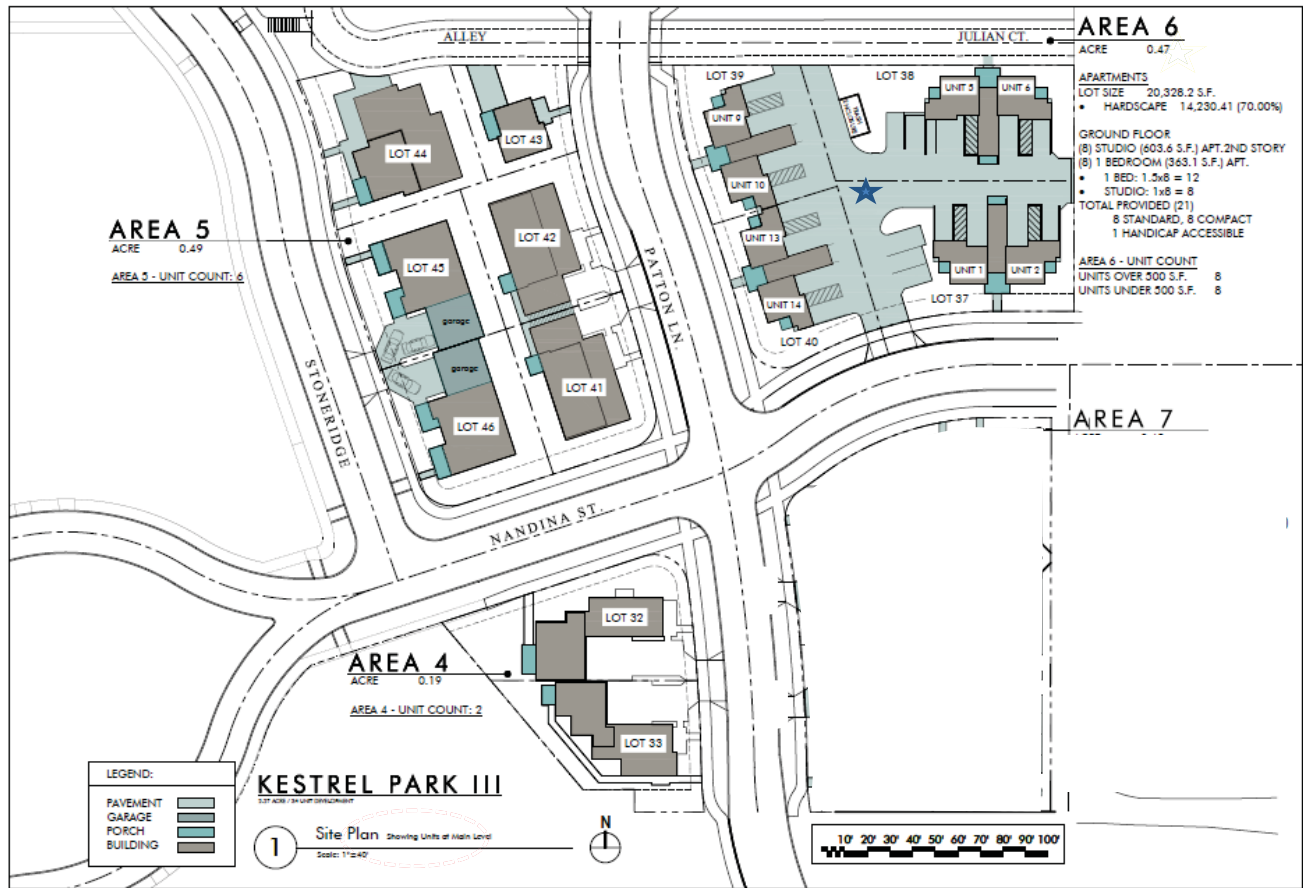


LOT 42 - REAR VIEW



Area 6





NANDINA STREET VIEW



NANDINA STREET VIEW



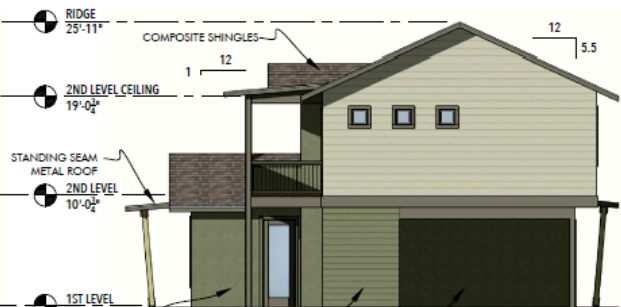
ALLEY & PATTON LANE VIEW



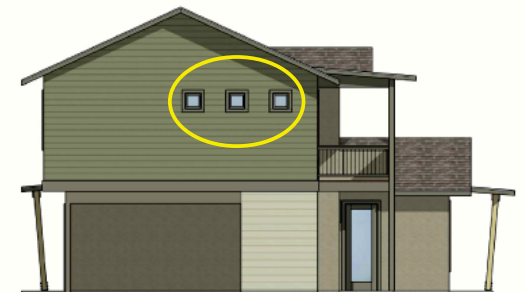




North Elevation - Facing Julian Ct.



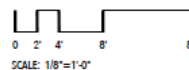
West Elevation



East Elevation



South Elevation



This is a detailed plat map of a portion of the City of Los Angeles, showing various lots, streets, and railroads. The map includes lot numbers, areas in acres, and street names such as Fourth, Fifth, Sixth, and Seventh Streets. A red circle highlights a specific lot, and a red line indicates a boundary. The map is titled "PLAT MAP" and includes a scale bar and a north arrow.

Streets and Railroads:

- Streets:** Fourth, Fifth, Sixth, Seventh, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth, Nineteenth, Twentieth, Twenty-first, Twenty-second, Twenty-third, Twenty-fourth, Twenty-fifth, Twenty-sixth, Twenty-seventh, Twenty-eighth, Twenty-ninth, Thirtieth, Thirty-first, Thirty-second, Thirty-third, Thirty-fourth, Thirty-fifth, Thirty-sixth, Thirty-seventh, Thirty-eighth, Thirty-ninth, Fortieth, Forty-first, Forty-second, Forty-third, Forty-fourth, Forty-fifth, Forty-sixth, Forty-seventh, Forty-eighth, Forty-ninth, Fiftieth, Fifty-first, Fifty-second, Fifty-third, Fifty-fourth, Fifty-fifth, Fifty-sixth, Fifty-seventh, Fifty-eighth, Fifty-ninth, Sixtieth, Sixty-first, Sixty-second, Sixty-third, Sixty-fourth, Sixty-fifth, Sixty-sixth, Sixty-seventh, Sixty-eighth, Sixty-ninth, Seventieth, Seventy-first, Seventy-second, Seventy-third, Seventy-fourth, Seventy-fifth, Seventy-sixth, Seventy-seventh, Seventy-eighth, Seventy-ninth, Eightieth, Eighty-first, Eighty-second, Eighty-third, Eighty-fourth, Eighty-fifth, Eighty-sixth, Eighty-seventh, Eighty-eighth, Eighty-ninth, Ninetieth, Ninety-first, Ninety-second, Ninety-third, Ninety-fourth, Ninety-fifth, Ninety-sixth, Ninety-seventh, Ninety-eighth, Ninety-ninth, One hundredth, One hundred first, One hundred second, One hundred third, One hundred fourth, One hundred fifth, One hundred sixth, One hundred seventh, One hundred eighth, One hundred ninth, One hundred tenth, One hundred eleventh, One hundred twelfth, One hundred thirteenth, One hundred fourteenth, One hundred fifteenth, One hundred sixteenth, One hundred seventeenth, One hundred eighteenth, One hundred nineteenth, One hundred twentieth, One hundred twenty-first, One hundred twenty-second, One hundred twenty-third, One hundred twenty-fourth, One hundred twenty-fifth, One hundred twenty-sixth, One hundred twenty-seventh, One hundred twenty-eighth, One hundred twenty-ninth, One hundred thirtieth, One hundred 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forty-eighth, Seven hundred forty-ninth, Seven hundred f



Table 1: City of Ashland Street Design Standards

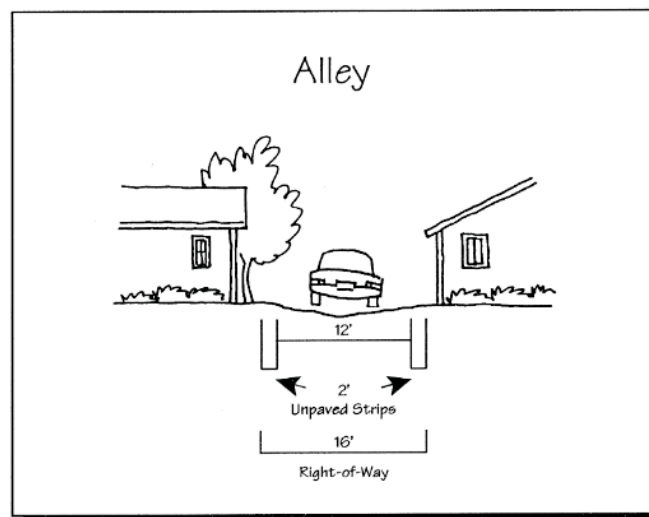
TYPE OF STREET	ADT	R.O.W. WIDTH	CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PARK-ROW on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANES on both sides	PARK-ING in 8' bays			
2-Lane Boulevard	8,000 to	61'-87"	34'	11'	none	2 at 6' each	in 8' bays	6"	5'-8'-1"	6'-10'-2"
3-Lane Boulevard	30,000	73'-99"	46'	11'	12'	2 at 6' each	in 8' bays	6"	5'-8'-1"	6'-10'-2"
5-Lane Boulevard	ADT	95'-121"	66'	11'	12'	2 at 6' each	in 8' bays	6"	5'-8'-1"	6'-10'-2"
2-Lane Avenue	3,000 to	59'-86"	32'-33'	10'-10.5'	none	2 at 6' each	in 8' bays	6"	5'-8'-1"	6'-10'-2"
3-Lane Avenue	10,000 ADT	70.5'-87.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6' each	in 8' bays	6"	5'-8'-1"	6'-10'-2"
Neighborhood Collector, Residential	1,500 to				NA	NA ²				
No Parking	5,000	49'-51'	22'	11'			none	6"	8'	5'-6'
Parking One Side	ADT	50'-56'	25'-27'	9'-10'			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides		57'-83'	32'-34'	9'-10'			two 7' lanes	6"	7'-8'	5'-6'
Neighborhood Collector, Commercial										
Parallel Parking One Side		55'-85'	28'	10'			one 8' lane	6"	5'-8'-1"	6'-10'-2"
Parallel Parking Both Sides		63'-73'	36'	10'			two 8' lanes	6"	5'-8'-1"	6'-10'-2"
Diagonal Parking One Side		65'-74'	37'	10'			one 17' lane	6"	5'-8'-1"	6'-10'-2"
Diagonal Parking Both Sides		81'-91'	54'	10'			two 17' lanes	6"	5'-8'-1"	6'-10'-2"
Neighborhood Street, Residential	less than				NA	NA ²				
Parking One Side	1,500	47'-51'	22'	15' Queuing			one 7' lane	6"	7'-8'	5'-6'
Parking Both Sides	ADT	50'-57'	25'-28'	11'-14' Queuing			two 7' lanes	6"	7'-8'	5'-6'
Alley	NA	16'	12' paved width, 2' strips on both sides	NA	NA	NA	none	none	none	none
Multi-Use Path	NA	10'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	NA	none	none	none	none

Alley

The alley is a semi-public neighborhood space that provides access via the rear of the property. The use of alleys eliminates the need for front yard driveways and provides the opportunity for a more positive front yard street scape, allows the street located adjacent to the front of properties to be designed using a narrow width with limited on-street parking, and creates the opportunity for the use of narrower lots to increase residential densities. Alleys are appropriate in all residential areas and in some commercial areas for business frontage. Alleys provide access and delivery depending on the circulation pattern of the area.

Street Function:	Provide rear yard access and delivery to individual residential and commercial properties, and an alternative utility placement area.
Connectivity:	Connects to all types of streets.
Average Daily Traffic:	Not applicable
Managed Speed:	Not applicable, motor vehicle travel speeds should be below 10 mph
Right-of-Way Width:	16'

Pavement Width:	12' with 2' graveled or planted strips on side
Motor Vehicle Travel Lanes:	Not applicable
Bike Lanes:	Not applicable, bicyclists can easily negotiate these low use areas
Parking:	No parking within the right of way
Curb and Gutter:	No curb, use inverse crown
Parkrow:	Not applicable
Sidewalks:	Not applicable, pedestrians can easily negotiate these low use areas



- C. 3. Alleys. One of the most important features making up the neighborhood is the alley. Alleys allow parking to be located at the property's rear and diminish the negative impact of garages proliferating along street frontages, reduces pedestrian and vehicle conflicts at curb-cuts, and reduces impervious hard surface. In addition, homes, instead of garages, fill the street frontages, providing maximum opportunity for social interaction. The alley cross section is a 20-foot wide right-of-way which contains a 12-foot wide improved alley and four-foot planted or graveled strips or shoulders. See Figure [18.3.5.100.C.3](#). See also, setback requirements for garages and accessory structure in section [18.3.5.060](#) and section [18.3.5.100.A.4](#).

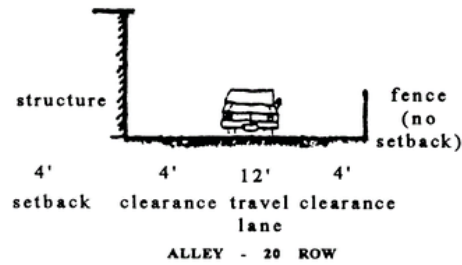
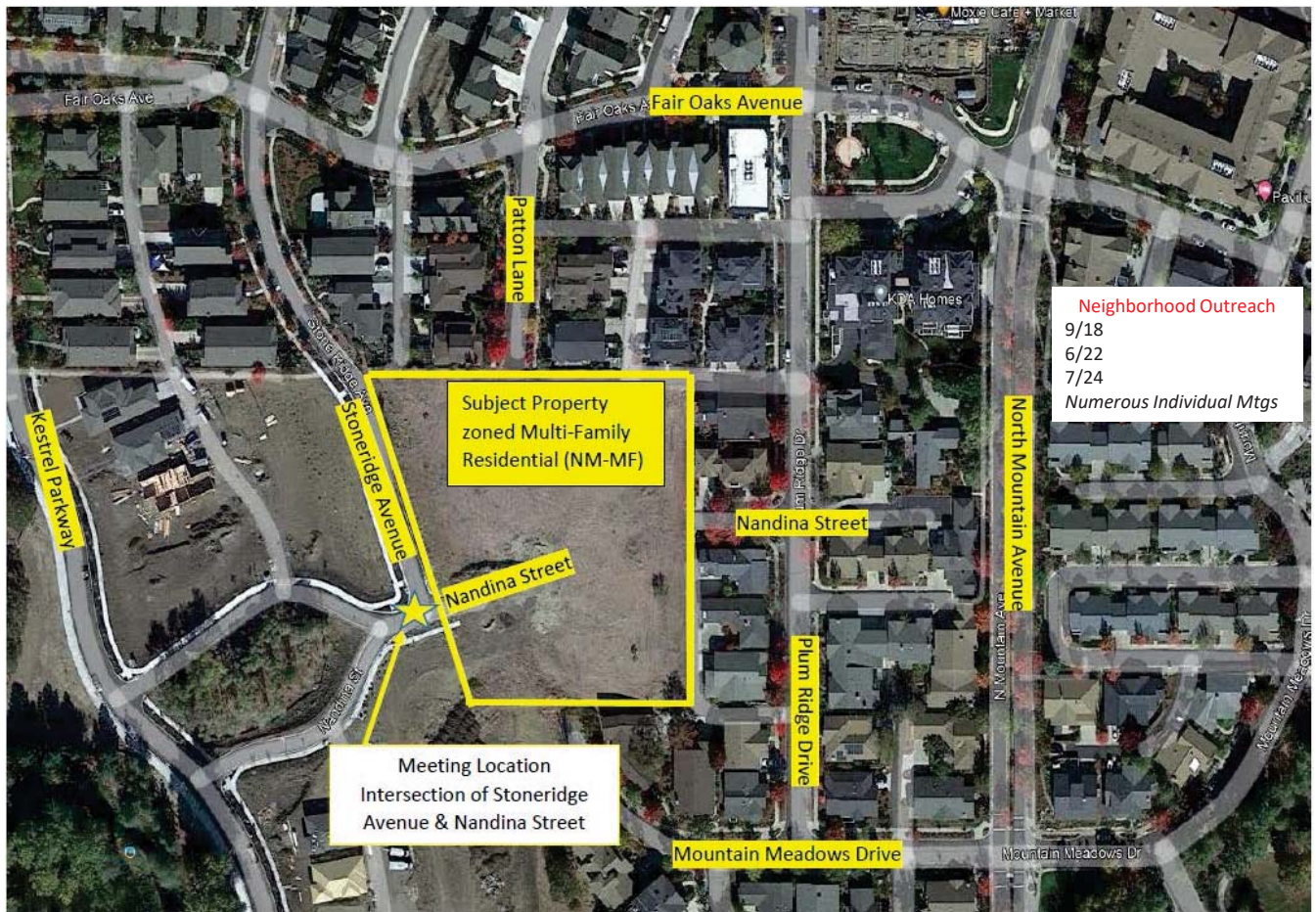
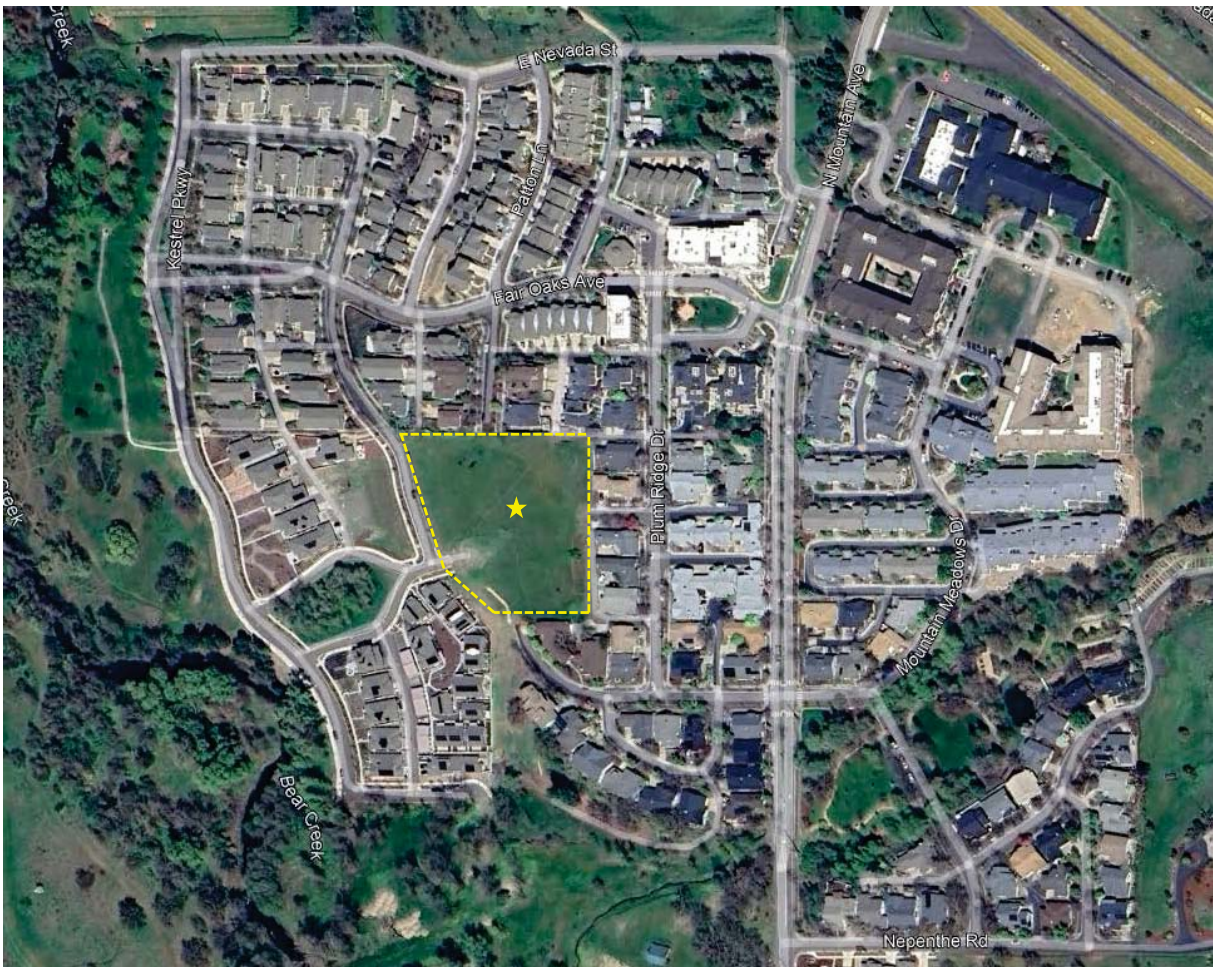


Figure 18.3.5.100.C.3. Alley

North
Mountain
Standard

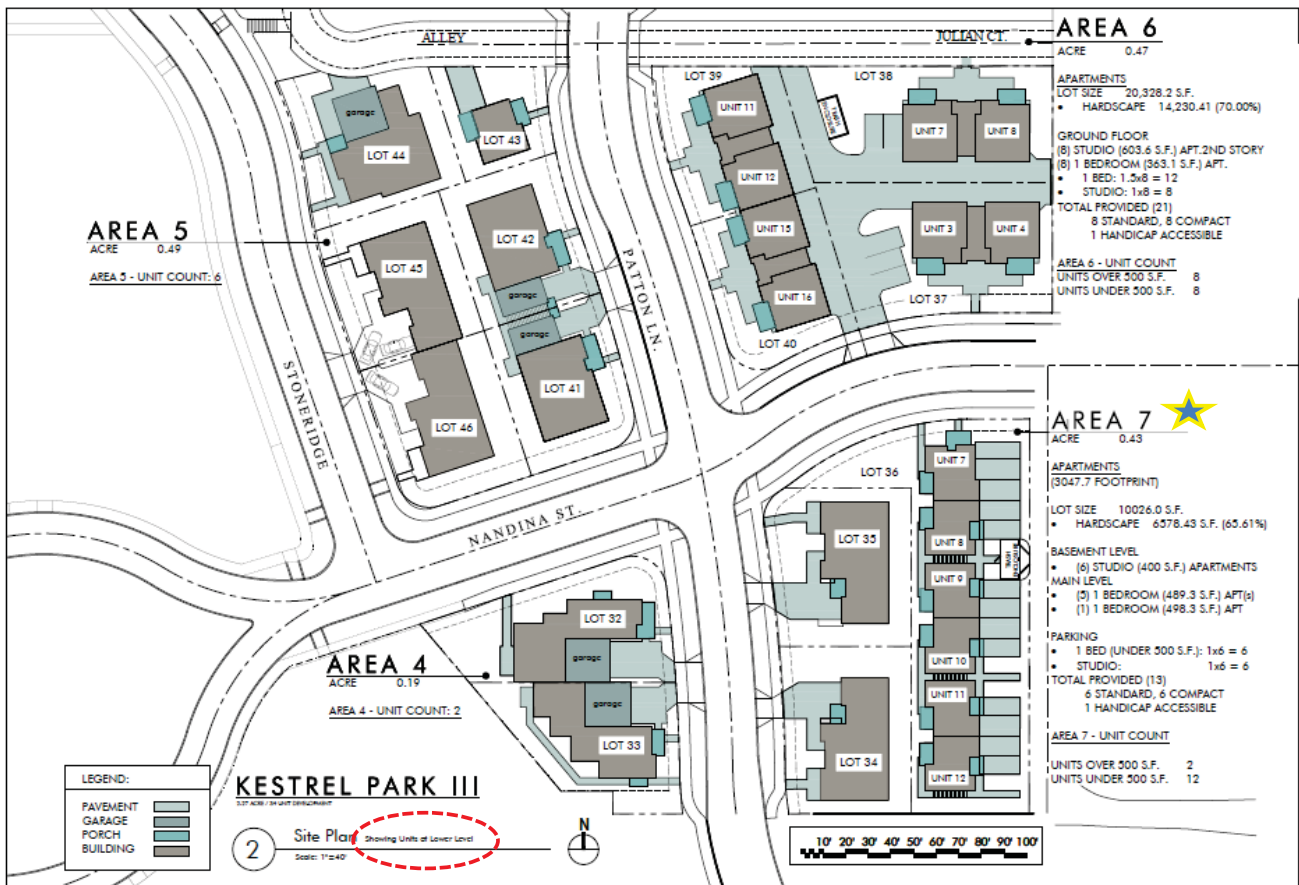
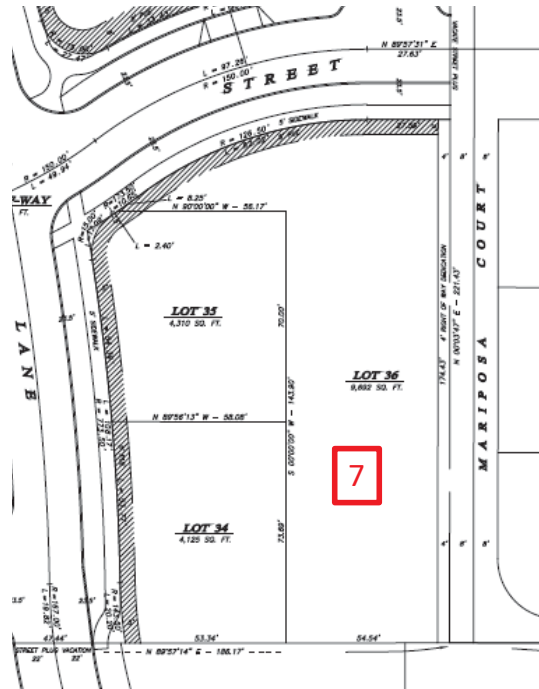
other







Area 7



PATTON LANE VIEW



REAR VIEW



NANDINA STREET VIEW

NOTE: Lower level is daylight basement, i.e., 50% subterranean.

PATTON LANE VIEW

REAR VIEW



NOTE: Lower level is daylight basement, i.e., 50% subterranean.

MARIPOSA COURT VIEW



MARIPOSA COURT VIEW



