Planning Commission Meeting Agenda

ASHLAND PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, August 12, 2025

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.

I. CALL TO ORDER

7:00 p.m., Civic Center Council Chambers, 1175 E. Main Street

II. ANNOUNCEMENTS

1. Staff Announcements
2. Advisory Committee Liaison Reports

III. CONSENT AGENDA

Approval of Minutes

1. July 22, 2025 Special Meeting Minutes

IV. PUBLIC FORUM

Note: To speak to an agenda item in person you must fill out a speaker request form at the meeting and will then be recognized by the Chair to provide your public testimony. Written testimony can be submitted in advance or in person at the meeting. If you wish to discuss an agenda item electronically, please contact PC-public-testimony@ashland.or.us by 10:00 a.m. on August 12, 2025 to register to
participate via Zoom. If you are interested in watching the meeting via Zoom, please utilize the following link: https://zoom.us/j/91057141502

V. UNFINISHED BUSINESS

A. Approval of revised Findings on remand from City Council for PA-T2-2024-00053, 231 Granite Street

VI. TYPE II PUBLIC HEARINGS

PLANNING ACTION: PA-T2-2025-00059
SUBJECT PROPERTY: 39-1E-04-AD Tax Lot 8600
OWNER/APPLICANT: PDK Properties LLC
DESCRIPTION: A request for Final Plan approval for a 15-lot Performance Standard Option (PSO) subdivision. The Subdivision Outline Plan was approved by the Ashland Planning Commission adopted findings approving PA-T2-2024-00054, on January 14, 2025. The Proposed final plan come before the Planning Commission because a section that was approved as an alley is now proposed to be pedestrian access due to the existing adjacent grade. The application also includes a modification to the previous Site Design Review. **COMPREHENSIVE PLAN DESIGNATION:** North Mountain I; **ZONING:** NM-MF; **MAP:** 39 1E 04 AD; **TAX LOTS:** 8600

VII. OPEN DISCUSSION

VIII. ADJOURNMENT

Next Meeting Date: August 26, 2025

If you need special assistance to participate in this meeting, please contact Derek Severson at planning@ashlandoregon.gov or 541.488.5305 (TTY phone number 1.800.735.2900). Notification at least three business days before the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting in compliance with the Americans with Disabilities Act.

Planning Commission Minutes

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July 22, 2025
SPECIAL MEETING
***DRAFT* Minutes**

I. CALL TO ORDER:

Chair Verner called the meeting to order at 7:01 p.m. at the Civic Center Council Chambers, 1175 E. Main Street.

Commissioners Present:
Lisa Verner
Susan MacCracken Jain
Eric Herron
Russell Phillips

Staff Present:
Brandon Goldman, Community Development Director
Derek Severson, Planning Manager
Michael Sullivan, Executive Assistant

Absent Members:

Council Liaison:
Jeff Dahle (absent)

II. ANNOUNCEMENTS

1. Staff Announcements:

Community Development Director Brandon Goldman made the following announcements:

- The Council passed first reading of an ordinance to adopt the SOU Master Plan on July 15th with amendments:
  - Maximum height for solar installations was increased from 25 feet to 38 feet
  - Climate Friendly Area height was modified to allow 60-foot height outright and 70-foot height with a conditional use permit (different from Planning Commission's recommendation of 50 feet with 60 feet for affordable housing with CUP)
  - The Ashland Street corridor would follow the Planning Commission's recommendation of 50-foot height, 60-foot with affordable housing and CUP
  - Second reading scheduled for August 5, 2025
- The Council also approved first reading of an ordinance amending the Hamilton Creek-Ashland modified floodplain, with second reading scheduled for August 5, 2025

Commissioner Phillips asked if the Council's amendments to the SOU Master Plan would affect the ability to develop a building on the corner of Walker and Ashland Street up to 110 feet. Director Goldman confirmed that there was no height cap proposed in the amendments for developments with a conditional use permit.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email planning@ashland.or.us. 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 1).

2. **Advisory Committee Liaison Reports** – None

III. CONSENT AGENDA

Approval of Minutes

1. June 24, 2025 Special Meeting Minutes

Commissioners MacCracken Jain/Phillips m/s to approve the Consent Agenda as presented. Voice Vote: All AYES. Motion passed 4-0.

IV. UNFINISHED BUSINESS

A. Approval of Findings for PA-T2-2025-00056, 120 Westwood Street

Ex Parte Contact

No ex parte contact or site visits were disclosed.

Decision

Commissioners Phillips/MacCracken Jain m/s to approve the Findings as presented. Roll Call Vote: all AYES. Motion passed 4-0.

B. Approval of Findings for PA-T3-2024-00011, 1511 Highway 99 North

Ex Parte Contact

No ex parte contact or site visits were disclosed.

Decision

Commissioners Herron/MacCracken Jain m/s to approve the Findings as presented. Roll Call Vote: all AYES. Motion passed 4-0.

V. TYPE II PUBLIC HEARING

SUBJECT PROPERTY: Fern Street Public Right-of-Way north of 648 Roca Street
OWNER / APPLICANT: City of Ashland/Public Works Department
DESCRIPTION: The Planning Commission will consider a request to vacate a portion of the Fern Street right-of-way just north of 648 Roca Street and make a recommendation to the City Council. **COMPREHENSIVE PLAN DESIGNATION:** Southern Oregon University; **ZONING:** SO; **MAP & TAX LOT:** Public Right of Way

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Better Together

Staff Presentation

Planning Manager Derek Severson explained that the proposal was for vacation of a section of Fern Street right-of-way to the east of Roca Street. He noted that the existing right-of-way would never be extended through due to grade, the presence of a creek, and lots on the east side. The request was to vacate it to SOU, who owns the properties to the north and south.

Mr. Severson noted that the Comprehensive Plan seeks to retain public bicycle and pedestrian access when vacating public right-of-way. Mr. Severson explained that the area has been used by the public with numerous trails through it. SOU had improved it as an arboretum as intended in their last master plan and installed a frisbee golf course that is popular in the community, along with a trail system used by neighbors for recreation (see attachment #1).

Staff recommended that the Planning Commission forward a favorable recommendation to the City Council and ask that public pedestrian access and public utility easements be retained to provide a connection from Roca Street to Madrone Street, and to accommodate existing utilities in place within the segment of right-of-way to be vacated.

Questions of Staff

In response to questions from Commissioners, Severson clarified:

- An existing sewer line runs diagonally across lot 628 in the Roca Park subdivision and continues north to Ashland Street, but it already has an easement
- The land would be split equally between the abutting SOU properties
- The water resource protection zone extends 30 feet on either side of the creek, and severe constraint lands with slopes over 35% are considered unbuildable
- A pedestrian easement would likely be 8-10 feet wide but given the steep terrain, it would not be accessible to all users

Applicant Presentation

Alan Harper and Rob Patridge represented SOU. They reported investigating the trails and access to Roca Canyon since the last meeting. Harper stated that SOU's preference for the pedestrian easement would be to link it to the parking lot and go back up, noting that many people use the parking lot to access the trails (see attachment #2).

Mr. Harper and Mr. Patridge proposed gifting to the City the riparian corridor and steep slope areas where the trails are located, explaining that the University doesn't maintain these areas but they are used by the public. They showed photos of the area and explained that SOU would retain some access rights for maintaining equipment like a seismic monitoring device.

Public Comments

The following submitted public comments which highlighted the ecological and recreational

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Better Together

importance of maintaining pedestrian access through a natural trail system in the Roca Canyon area, expressing concerns over potential impacts of the proposed right-of-way changes:

- Alison Laughlin
- Bruce Bergstrom (see attachment #3)
- Jeannine Grizzard (see attachment #4)
- Amy Swan

Chair Verner closed the Public Hearing and Public Record at 8:11 p.m.

Deliberations and Decision

The Commission discussed SOU's proposal to dedicate the riparian area to the City. Commissioner Phillips asked for clarification on where the dedication line would exist in relation to the creek, riparian setback, and unbuildable lands. SOU representatives confirmed it would encompass the riparian corridor and steep slope areas.

Commissioner Herron expressed concern about recommending vacation of the storm drain easement without confirmation from Public Works Director Scott Fleury about whether the infrastructure exists or is needed. Chair Verner questioned whether the Parks Department would want to accept the proposed riparian area, with Mr. Goldman noting that the City would need to consider maintenance costs, including wildfire and riparian mitigation.

Commissioners Herron/MacCracken Jain m/s to reopen the Public Record for written testimony to be accepted through August 26, 2025, and to continue the Public Hearing to August 26, 2025, at 7:00 PM to deliberate on the proposal. Roll Call Vote: Commissioners MacCracken Jain, Herron, and Verner: AYE. Commissioner Phillips: NAY. Motion passed 3-1.

VI. OPEN DISCUSSION - None

VII. ADJOURNMENT

Meeting adjourned at 8:22 p.m.

Submitted by,
Michael Sullivan, Executive Assistant

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ATTENTION

For attachments to the July 22, 2025 Minutes, please use the link below:

https://ahttps://ashlandor.portal.civicclerk.com/event/479/files/agenda/1606

For Video submitted by Applicant for the Fern Street Right-of-Way Vacation, please use the link below and view page #2 of the July 22, 2025 Planning Commission Minute Attachments:
https://records.ashland.or.us/WebLink/Browse.aspx?id=143033&dbid=0&repo=CITY-RECORDS

UNFINISHED BUSINESS

Approval of revised Findings on remand from City Council for PA-T2-2024-00053, 231 Granite Street

Memo

DATE: August 12, 2025
TO: Planning Commissioners
FROM: Derek Severson, *Planning Manager*
RE: 231 Granite Street
Remand from Council to Amend Findings

Background

Planning Action PA-T2-2024-00053 requested the construction of a new single-family residential home on hillside lands at 231 Granite Street. This required a Physical & Environmental (P&E) Constraints Review Permit due to the site's topography, and also includes requests for a Variance to the flag drive standards in AMC 18.5.3.060.F, a Tree Removal Permit to remove 74 trees including nine significant trees, and an Exception to the Development Standards for Hillside Lands.

Following the close of the public hearing, the Planning Commission deliberated and approved the application subject to a number of conditions on April 8, 2025 at 7:00 p.m. Written findings were adopted on April 22, 2025 and a Notice of Decision mailed.

On May 2, 2025, a timely appeal of Planning Action #PA-T2-2024-00053 was filed by appellants Leonard Eisenberg and Kent and Pamela McLaughlin, represented by attorney Zack P. Mittge of Hutchinson Cox. The appeal challenged the Planning Commission's April 22, 2025 decision to approve a Physical and Environmental Constraints Review Permit, a Variance to the flag drive standards, an Exception to the Development Standards for Hillside Lands, and a Tree Removal Permit for development of a single-family residence at 231 Granite Street.

The City Council held a hearing on July 15, 2025, to consider the appeal (PA-APPEAL-2025-00021) of the Planning Commission's approval of PA-T2-2024-00053. Upon review of the 25 assignments of error raised by the appellants, the Council determined that the Planning Commission's decision was supported by substantial evidence in the record and did not involve legal or procedural errors. As part of its decision, the Council settled the record and excluded untimely written submittals in accordance with AMC 18.5.1.060.I.5. The Council

affirmed the Planning Commission's decision and rejected the appeal, however at the applicant's request - and with an extension of the 120-day rule - the Council remanded the matter back to the Planning Commission for the sole purpose of amending its April 22, 2025 findings to provide some more specific and detailed findings in support of the approval based on the established and settled record. The Council's Findings dated July 15, 2025 are attached to this memorandum for reference.

Amended Findings

The applicant's team has presented some relatively minor requested revisions to amend the previously adopted findings which they believe will assist in defending the matter on appeal. An extension of the 120-day rule has been provided to allow the Commission's review and adoption of the amended findings.

In the marked-up findings attached, the original adopted findings which are amended are in ~~strike-out~~ with the proposed language from the applicant's team (which incorporates a significant amount of the previously adopted findings language) in red.

A clean copy incorporating all of the proposed amended language is also provided.

Next Steps

Staff would recommend that the Planning Commission adopt the amended findings as submitted. The Commission's decision will be the final decision of the City in this matter pursuant to AMC 18.5.1.060.I.5.c, and any further appeal would be directly to the Land Use Board of Appeals (LUBA).

REFERENCES & ATTACHMENTS

Attachment #1: July 15, 2025 Signed Council Appeal Findings
Attachment #2: Clean Copy of Amended Findings for Signature
Attachment #3: Mark Up Amended Findings for Review

- See https://ashlandoregon.gov/1094/231-Granite-PA-APPEAL-2025-00021

PLANNING ACTION MATERIALS

- PA-T2-2024-00053_Applicant Submittal (PDF)
- PA-T2-2024-00053_Planning Commission Hearing Notice (PDF)

- PA-T2-2024-00053_Planning Commission Hearing Staff Reports (PDF)
- PA-T2-2024-00053_Planning Commission Public Comments (PDF)
- PA-T2-2024-00053_Findings (PDF)
- PA-T2-2024-00053_Notice of Decision (PDF)
- PA-APPEAL-2025-00021_Appeal Submittal (PDF)
- PA-APPEAL-2025-00021_City Council Appeal Hearing Notice (PDF)
- PA-APPEAL-2025-00021_Applicants' Written Argument (PDF)

MEETING INFORMATION

City Council Findings Adoption

Tuesday, July 15, 2025 at 6:00PM

Ashland Civic Center, 1175 East Main Street

- **7/15/2025 City Council Packet (PDF)**
- **7/15/2025 City Council Recording (Video)**
- **7/15/2025 City Council Minutes (PDF)**

City Council Appeal Hearing

Tuesday, June 17, 2025 at 6:00PM

Ashland Civic Center, 1175 East Main Street

- **6/17/2025 City Council Packet (PDF)**
- **6/17/2025 City Council Recording (Video)**
- **6/17/2025 City Council Minutes (PDF)**

Planning Commission Special Meeting for Findings Adoption

Tuesday, April 22, 2025 at 7:00PM

Ashland Civic Center, 1175 East Main Street

- 4/22/25 Planning Commission Packet (PDF)
  (Special Meeting Materials are on pages 231-256)
- 4/22/25 Planning Commission Recording (Video)
- 4/22/25 Planning Commission Minutes (PDF)

Planning Commission Public Hearing

Tuesday, March 11, 2025 at 7:00PM

Ashland Civic Center, 1175 East Main Street

- 03/11/25 Planning Commission Packet (PDF)
- Materials Submitted into the Record at 03/11/25 Planning Commission Meeting (PDF)
- 03/11/25 Planning Commission Recording (Video)
- 03/11/25 Planning Commission Minutes (PDF)

Planning Commission Meeting - Continued

Tuesday, April 8, 2025 at 7:00PM

Ashland Civic Center, 1175 East Main Street

- Public Comments from Parties-of-Record Received Between 03/11/25 - 03/18/25 (PDF)
- Rebuttals from Parties-of-Record Received Between 03/18/25 - 03/25/25 (PDF)
- Applicant's Final Written Materials Received Between 03/25/25 - 04/01/25 (PDF)
- 04/08/25 Planning Commission Packet (PDF)
- 04/08/25 Planning Commission Recording (Video)
- 04/08/25 Planning Commission Minutes

THE CITY OF ASHLAND

BEFORE THE CITY COUNCIL

July 15, 2025

IN THE MATTER OF PLANNING ACTION #PA-APPEAL-2025-00021, AN APPEAL OF PLANNING ACTION #PA-T2-2024-00053, A PHYSICAL AND ENVIRONMENTAL (P&E) CONSTRAINTS REVIEW PERMIT FOR THE CONSTRUCTION OF A NEW SINGLE-FAMILY RESIDENTIAL HOME ON A VACANT PARCEL AT 231 GRANITE STREET. IN ADDITION TO THE P&E PERMIT, THE DEVELOPMENT REQUIRES A VARIANCE TO FLAG DRIVE STANDARDS OF AMC 18.5.3.060.F FOR BOTH MAXIMUM DRIVEWAY GRADE AND LENGTH, A TREE REMOVAL PERMIT FOR THE REMOVAL OF 74 TREES INCLUDING NINE SIGNIFICANT TREES, AND AN EXCEPTION TO THE DEVELOPMENT STANDARDS FOR HILLSIDE LANDS.	)

FINDINGS, CONCLUSIONS, AND ORDERS

OWNER:	BRYAN & STEPHANIE DEBOER
APPLICANT:	CARLOS DELGADO, ARCHITECT
APPLICANTS' REPRESENTATIVE:	CHRIS HEARN HEARN DAVIS HEARN ANDERSON & SELVIG
APPELLANTS:	LEONARD EISENBERG KENT MCLAUGHLIN PAMELA MCLAUGHLIN
APPELLANTS' PEPRESENTATIVE:	ZACK P. MITTGE HUTCHINSON COX

RECITALS:

1) The subject property is Tax Lot #1800 of Assessor's Map 39 1E 08 DA and has a site address of 231 Granite Street. The property is zoned Rural Residential (RR-.5), a rural residential zoning with a ½-acre minimum lot size and is 2.182 acres.

2) The application is an appeal on the record of the Planning Commission's March 11, 2025 approval of a Physical & Environmental Constraints Review Permit, Variance to the Flag Drive Standards of AMC 18.5.3.060.F for both maximum driveway grade and length, a Tree Removal Permit to remove 74 trees including nine significant trees, and an Exception to the Development Standards for Hillside Lands to allow the construction of a new single family residence on the vacant property at 231 Granite Street.

3) The relevant approval criteria include those for a Physical & Environmental Constraints Review Permits as set out in AMC 18.3.10.050, an Exception to the Development Standards for Hillside Lands as set out in AMC 18.3.10.090.H, a Variance as set out in AMC 18.5.5.050, and for Tree Removal Permits at set out in AMC 18.5.7.040. These are set out in full in the Planning Commission Findings, Conclusions & Orders referenced above, and for parsimony are not repeated here.

4) The Planning Commission, following proper public notice, held a public hearing on March 11, 2025. The meeting was conducted in person and electronically via Zoom. Public testimony was received, and exhibits were presented. Prior to the closing of the public hearing, members of the public requested that the hearing be continued. As provided under ORS 197.767.6.a-e, the Planning Commission voted to close the hearing but leave the public record open to allow for new information from parties of record for seven days (until March 18 at 4:30 p.m.), rebuttal from parties of record for the next seven days (until March 25 at 4:30 p.m.), and for a final seven days, only the applicant could provide their final legal arguments, but not new evidence, in response to all previously submitted information (until April 1 at 4:30 p.m.). The Planning Commission reconvened for deliberation on April 8, 2025, at 7:00 p.m. The Chair provided her summation of all conditions of approval recommended by the Staff Advisor and Commissioners and through public comments contained within the whole record. Following deliberations, the Planning Commission approved the application subject to a number of modified conditions pertaining to the appropriate development of the site. On April 22, 2025, the Planning Commission adopted Findings, Conclusions and Orders addressing the relevant approval criteria and conditions of approval.

5) On May 2, 2025, an appeal of the Planning Commission's decision was timely filed by Leonard Eisenberg and Kent and Pamela McLaughlin, represented by Attorney Zack P. Mittge of Hutchinson Cox. The appeal challenges the Planning Commission's April 22, 2025, approval of Planning Action #PA-T2-2024-00053 and did not request that the record be re-opened. The 25 grounds for appeal included in the appellants' Notice of Appeal are detailed below:

   a. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in approving a Physical Constraints Review Permit without addressing or demonstrating compliance with the requirements of 18.3.10.050.A.

   b. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in approving a Physical Constraints Review Permit without addressing or demonstrating compliance with the requirements of 18.3.10.050.B.

   c. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in approving a Physical Constraints Review Permit without addressing or demonstrating compliance with the requirements of 18.3.10.050.C.

d. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving development of unbuildable slopes greater than 35% in violation of 18.3.10.090.A.1 and 2.

e. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in concluding that the parcel has an inadequate buildable area less than or equal to 35% under 18.3. 10.090.A. 1.a when much of the property is comprised of 25% to 30% slopes.

f. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving the proposed development within a partition without the geotechnical study required by 18.3.10.090.A.4.

g. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by allowing terracing for purposes other than developing a building pad and vehicular access including landscaping, a pool and spa, and an outdoor kitchen and lounge contrary to 18.3.10.090.B.8.a.

h. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by allowing the applicant to develop a pad for a swimming pool and spa contrary to 18.3.10.090.A.8.c.

i. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving a building envelope which is not located and sized to preserve the maximum number of trees on site as required by 18.3. 10.090.D.3.b.

j. The Planning Commission improperly construes applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving an exception to the wall height requirements at 18.3.10.090.E.2.c without addressing or demonstrating compliance with the requirements of 18.3.10.090.H.

k. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by allowing the driveway grade for the new driveway to exceed 20% contrary to 18.4.3.080.D.8.

l. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving a variance to allow an average flag drive grade over 20% when 18% is

the maximum grade allowed for flag drive variances by 18.5.3.060.F.

m. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving a variance that allows the applicant to exceed the 15% maximum grade for a flag drive where the cumulative length of such variances exceeds 200 feet contrary to 18.5.3.060.F.

n. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by allowing an overlength flag drive without the turnaround required by 18.5.3.060.J.

o. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in approving a variance to 18.5.3.060.F without addressing or demonstrating compliance with the requirements of 18.5.5.050.

p. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in determining that the lot configuration, site topography and existing natural features are unique circumstances warranting a variance under 18.5.5.050.A.1.

q. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence in holding that the proposed variance is the minimum necessary variance under 18.5.5.050.A.2.

r. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by relying on determinations made by a former Ashland planning director in place of the required findings under the variance provisions in section 18.5.5.050.

s. The Planning Commission improperly construes 18.5.5.050.A.3 and makes a decision that is not supported by adequate findings or substantial evidence in holding that the proposal's benefits are greater than the negative impacts and will further the purpose and intent of the Ashland Land Use Ordinance and the Comprehensive Plan of the City when in fact the opposite is true.

t. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by holding that the proposed variance under 18.5.5.050.A.4 was not the result of a self-imposed hardship.

u. The Planning Commission improperly construes applicable law and makes a decision that is not supported by adequate findings or substantial evidence by approving a tree removal permit without addressing or demonstrating compliance

with each of the criteria set forth in 18.5.7.040.

v. The Planning Commission improperly construes applicable law and makes a decision that is not supported by adequate findings or substantial evidence by failing to analyze the impact of tree removal within 200 feet of the property as required by 18.5.7.040.B.2.c.

w. The Planning Commission improperly construes applicable law and makes a decision that is not supported by adequate findings or substantial evidence by failing to consider required tree protection measures as set forth under 18.4.5.030.C.1 and 18.4.5.030.C.6.

x. The Planning Commission errs by adopting conclusory findings that do not address the relevant criteria or explain how the facts found demonstrate compliance with those criteria, and which improperly incorporates by reference materials which do not support the decision of approval and are internally inconsistent.

y. The Planning Commission improperly construes the applicable law and makes a decision that is not supported by adequate findings or substantial evidence by imposing a condition requiring future development to conform to the requirements of the Ashland Fire Department where the applicant has not demonstrated such a condition to be feasible.

6) In accordance with Ashland Municipal Code (AMC) 18.5.1.060.I, the City Council's review of a Type 2 decision on appeal is confined to the record of the proceeding before the Planning Commission. As detailed in AMC 18.5.1.060.I.6, the record includes: the notice of appeal, written and oral arguments submitted by the parties to the appeal; copies of all required notices and any correspondence sent or received by the city; all materials considered by the hearings body including the application and all materials submitted with it; documentary evidence, exhibits and materials submitted during the hearing or at other times when the record before the Planning Commission was open; recorded testimony; all materials submitted by the Staff Advisor to the hearings body regarding the application including the Staff Report dated March 11, 2025; the minutes of the hearing, and the final written decision of the Commission including the Findings, Conclusions and Orders which were dated April 22, 2025. By their reference these are hereby incorporated herein as if set out in full. As required by the Ashland Municipal Code, the City Council is to consider the specific grounds of appeal as outlined in the appellants' submittal and detailed below and make a decision following the public hearing. The Council's review is limited to determining whether there is substantial evidence in the record to support the Planning Commission's findings or whether the Commission committed procedural or legal error in its decision.

7) The City Council, following proper public notice, held a public hearing on June 17, 2025, at which time oral testimony was received from staff, the appellant, and the applicant. The appellant and the applicant were each provided ten minutes for oral arguments, which were to be confined to the substance of timely-submitted written arguments as

provided in AMC 18.5.1.060.I.5.a. No new evidence was accepted into the record. Following the close of the public hearing, the City Council determined that there was substantial evidence in the record to support the decision of the Planning Commission with regard to each of the 25 grounds for appeal, and that no procedural or legal errors had been made. The Council affirmed the decision of the Planning Commission and rejected the appeal, however at the applicants' request the action was remanded back to the Planning Commission to revisit their findings.

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"

CONCLUSIONS OF LAW

1) The City Council finds that pursuant to AMC 18.5.1.060.I.5 written and oral arguments by all parties of record on the appeal shall be limited to those issues clearly and distinctly set forth in the Notice of Appeal, and written arguments shall be provided no less than days prior to the appeal hearing. Oral argument shall be confined to the substance of timely-provided written argument.

2) The City Council notes that with regard to oral arguments, AMC 18.5.1.060.I.5.a provides that:

Oral Argument. Oral argument on the appeal shall be permitted before the Council. Oral argument shall be limited to ten minutes for the applicant, ten for the appellant, if different, and three minutes for any other party who participated below. A party shall not be permitted oral argument if written arguments have not been timely submitted. Written arguments shall be submitted no less than ten days prior to the Council consideration of the appeal. Written and oral arguments on the appeal shall be limited to those issues clearly and distinctly set forth in the notice of appeal; similarly, oral argument shall be confined to the substance of the written argument.

The City Council finds that parties are defined as the applicant, persons who participated in the public hearing orally or in writing, or persons who were entitled to receive notice of the action but did not receive notice due to an error. As such, the applicants and the appellants are parties of record pursuant to AMC 18.5.1.060.

The City Council further finds that on June 6, 2025, the city received the applicants' written arguments for appeal from their attorney Chris Hearn, dated June 6, 2025. This submittal was received prior to the published deadline of 4:30 p.m. on June 6, 2025, as specified in the city's public notice and in AMC 18.5.1.060.I.5. The City Council finds that the June 6, 2025, submittal from Chris Hearn, applicants' attorney, was timely filed in accordance with AMC 18.5.1.060.I.5.

On June 13, 2025, the city received an appeal hearing statement from attorneys Zack P. Mittge and William H. Sherlock, dated June 12, 2025. This submittal was received after the published deadline of 4:30 p.m. on June 6, 2025, as specified both in the city's public notice and AMC 18.5.1.060.I.5. The City Council finds that the written Appeal Hearing Statement submittal from Hutchinson Cox was not timely filed in accordance with AMC 18.5.1.060.I.5.

In this instance, the public hearing on the appeal was scheduled for June 17, 2025, and the public notice of the hearing to the parties including the appellants cited a clear deadline for the submission of written arguments no later than 4:30 p.m. on Friday, June 6, 2025. The appellants provided written arguments on Friday, June 13, 2025, at 4:45 p.m., fully one week after the noticed deadline and only four days prior to the appeal hearing.

The Council specifically interprets the provisions of AMC 18.5.1.060.I.5.a to provide that the "*no less than ten days prior to the Council consideration of the appeal*" deadline strictly applies to *all* parties to the appeal. Appellants' counsel asserted that the intended purpose of the written argument deadline was to prevent other members of the public who had participated in the Planning Commission hearing process from also participating in oral argument at the Council appeal unless they had timely submitted written arguments, and that the "*no-less-than-ten-days-prior*" deadline was not intended to apply to the named appellants who had actually filed the Notice of Appeal. The Council rejects this assertion, finding that the deadline from AMC 18.5.1.060.I.5.a is intended to apply to all parties in order to provide adequate time to fully consider the arguments provided in light of the whole record of the original decision. On that basis, and consistent with due process and the fairness of the proceedings, the Council rejects the appellants' written argument submittal of June 13, 2025, in its entirety as having not been timely submitted as required in AMC 18.5.1.060.I.5.a. This submittal is excluded from the record and thus may not be considered in the settlement of the record or in reaching a decision on the appeal.

3) The Council finds that while the appellants identified 25 alleged errors, none rise to the level of reversible error, nor do they undermine the substantial evidence supporting the Commission's decision.

4) The City Council finds that the Planning Commission's decision was supported by substantial evidence in the record and did not involve legal or procedural errors.

5) The City Council concurs with the Planning Commission's findings, conclusions, and conditions of approval as adopted on April 22, 2025. However, the Council directs that the matter be remanded to the Planning Commission solely for the purpose of preparing more specific detailed findings, rather than conclusory statements, in support of the Planning Commission's approval as allowed in AMC 18.5.1.060.I.5.c.

Now, therefore, the City Council of the City of Ashland finds and concludes as follows:

DECISION

Based on the record of the Public Hearings on this matter, the City Council excludes the appellants' Appeal Hearing Statement dated June 12, 2025 from the record due to its untimely submittal, affirms the April 22, 2025 decision of the Planning Commission approving PA-T2-2024-00053 and rejects the appeal as that there is substantial evidence contained within the whole record to support the Planning Commission's decision. The City Council further finds that the Planning Commission did not commit any errors of law. The City Council remands the action to the Planning Commission solely for the preparation of specific findings in support of the Commission's decision; as provided in AMC 18.5.1.060.I.5.c, where the Council elects to remand a decision to the Planning Commission, the Planning Commission decision shall be the final decision of the City, unless the Council calls the matter up pursuant to AMC 18.5.1.060.J.

City Council Approval

July 15, 2025
Date

BEFORE THE PLANNING COMMISSION

August 12, 2025

IN THE MATTER OF PLANNING ACTION #PA-T2-2024-00053, INCLUDING REVIEW ON REMAND PURSUANT TO #PA-APPEAL-2025-00021, A PHYSICAL AND ENVIRONMENTAL (P&E) CONSTRAINTS REVIEW PERMIT FOR THE CONSTRUCTION OF A NEW SINGLE-FAMILY RESIDENTIAL HOME ON A VACANT PARCEL AT 231 GRANITE STREET. IN ADDITION TO THE P&E PERMIT, THE DEVELOPMENT REQUIRES A VARIANCE TO FLAG DRIVE STANDARDS OF AMC 18.5.3.060.F FOR BOTH MAXIMUM DRIVEWAY GRADE AND LENGTH, A TREE REMOVAL PERMIT FOR THE REMOVAL OF 74 TREES INCLUDING NINE SIGNIFICANT TREES, AND AN EXCEPTION TO THE DEVELOPMENT STANDARDS FOR HILLSIDE LANDS.	)	**FINDINGS, CONCLUSIONS & ORDERS.**
OWNERS: BRYAN & STEPHANIE DEBOER **APPLICANT:** CARLOS DELGADO, ARCHITECT	)	

RECITALS:

1) The subject property is tax lot #1800 of Assessor's Map 39-1E-08-DA and has a site address of 231 Granite Street.

2) The property is zoned Rural Residential (RR-.5) and is 2.182 acres in size.

3) The subject property was created prior to the current Physical & Environmental Constraints Ordinance (AMC 18.3.10) and has an average slope of approximately 27 percent. As provided at AMC 18.3.10.090.A.1.a, "*Existing parcels without adequate buildable area less than or equal to 35-percent shall be considered buildable for one single-family dwelling and an accessory residential unit or a duplex…*"

4) The application proposes the construction of a new single-family residential home which requires a Physical & Environmental (P&E) Constraints Review Permit due to the site's topography. The application also requires a Variance to the flag drive standards in AMC 18.5.3.060.F, a Tree Removal Permit to remove 74 trees including nine significant trees, and an Exception to the Development Standards for Hillside Lands.

5) On January 31, 2025, the application was deemed complete, and in accordance with AMC 18.5.1.050.B.4 a Notice of Complete application and public meeting was posted on February 19, 2025 at the entrance of the access easement along Granite Street in clear view from the public right-of-way that accesses the subject property. Notice was also mailed to all property owners of record within 200 feet of the subject parcel.

6) The Planning Commission, following proper public notice, held a public hearing on March 11, 2025. The meeting was conducted in person and electronically via Zoom. Public testimony

was received, and exhibits were presented. Prior to the closing of the public hearing, members of the public requested that the hearing be continued. As provided under ORS 197.767.6.a-e, the Planning Commission voted to close the hearing but leave the public record open to allow for new information from parties of record for seven days (until March 18 at 4:30 p.m.), rebuttal from parties of record for the next seven days (until March 25 at 4:30 p.m.), and for a final seven days, only the applicant could provide their final legal arguments, but not new evidence, in response to all previously submitted information (until April 1 at 4:30 p.m.). The Planning Commission reconvened for deliberation on April 8, 2025 at 7:00 p.m. The Chair provided her summation of all conditions of approval recommended by the Staff Advisor, Commissioners and through public comments contained within the whole record. Following deliberations, the Planning Commission approved the application subject to a number of modified conditions pertaining to the appropriate development of the site.

7) On May 2, 2025, a timely appeal of Planning Action #PA-T2-2024-00053 was filed by appellants Leonard Eisenberg and Kent and Pamela McLaughlin, represented by attorney Zack P. Mittge of Hutchinson Cox. The appeal challenged the Planning Commission's April 22, 2025 decision to approve a Physical and Environmental Constraints Review Permit, a Variance to the flag drive standards, an Exception to the Development Standards for Hillside Lands, and a Tree Removal Permit for development of a single-family residence at 231 Granite Street.

8) The City Council held a hearing on July 15, 2025, to consider an appeal (PA-APPEAL-2025-00021) of the Planning Commission's approval of PA-T2-2024-00053 for development at 231 Granite Street. Upon review of the 25 assignments of error raised by the appellants, the Council determined that the Planning Commission's decision was supported by substantial evidence in the record and did not involve legal or procedural errors. As part of its decision, the Council settled the record and excluded untimely written submittals in accordance with AMC 18.5.1.060.I.5. The Council affirmed the Commission's decision and rejected the appeal, and remanded the matter to the Planning Commission for the sole purpose of amending its April 22, 2025 findings to provide more specific and detailed findings in support of the approval based on the established and settled record. The Council's Findings dated July 15, 2025, are incorporated into the record of decision.

9) The criteria for approval for a Physical & Environmental (P&E) Constraints Review Permit are described in the Ashland Municipal Code (AMC) 18.3.10.050 which requires that all of the following criteria are met:

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

10) The criteria for approval for an Exception to the Development Standards for Hillside Lands are described in the Ashland Municipal Code (AMC) 18.3.10.090.H which require that all of the following criteria are met:

1. *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.*
2. *The exception will result in equal or greater protection of the resources protected under this chapter.*
3. *The exception is the minimum necessary to alleviate the difficulty.*
4. *The exception is consistent with the stated Purpose and Intent of chapter 18.3.10, Physical and Environmental Constraints Overlay, and section 18.3.10.090, Development Standards for Hillside Lands.*

11) The criteria for approval for a Variance are described in the Ashland Municipal Code (AMC) 18.5.5.050 which require that all of the following criteria are met

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.*

12) The criteria for approval of a Tree Removal Permit are described in the Ashland Municipal Code (AMC) 18.5.7.040.B.2 which require that all of the following criteria are met:

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.

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, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

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

2.1 The Planning Commission finds that it has received all the information necessary to render a decision based on the complete application materials, staff report, public hearing testimony and exhibits; and by their reference each of these are incorporated herein as if set out in full.

2..2 The Planning Commission finds that AMC Title 18 Land Use regulates the development of land envisioned by the Comprehensive Plan to encourage efficient use of land resources among other goals. The Planning Commission finds that there is substantial evidence in the record to make findings that each of the requested actions has been shown to meet the relevant approval criteria or to meet those approval criteria through the imposition of certain binding conditions of approval.

2.3. The Planning Commission finds that the purpose of the Hillside Ordinance is to: "*Provide for safe, orderly, and beneficial development of districts characterized by diversity of physiographic conditions and significant natural features; to limit alteration of topography and reduce encroachment upon, or alteration of, any natural environment and to provide for sensitive development in areas that are constrained by various natural features.*"

The Planning Commission finds that the proposed site development does not create soil erosion, sedimentation of lower slopes, slide damage, flooding problems, or severe cutting or scarring. The Commission finds that the intent of the hillside development standards are to encourage a sensitive form of development and to allow for a reasonable use that complements the natural and visual character of the City.

The Planning Commission finds that the proposed development complies with the criteria from AMC 18.3.10.050.A., B., and C., for the Physical and Environmental Constraints Review permit for the development of hillside lands that include areas of greater than 35 percent. The Commission finds that through the implementation of the proposed erosion control, wildfire hazard mitigation, including tree removal and tree preservation, for hillside development, with the development of areas with more than a 35 percent slope.

The Planning Commission notes that AMC 18.3.10.090.A.1 generally provides that all development is to occur on lands defined as having a buildable area.

Slopes greater than 35 percent are considered to be unbuildable, except that existing parcels without adequate buildable area, less than or equal to 35 percent, shall be considered buildable for one single-family dwelling and an accessory residential unit or a duplex.

The Commission finds that the subject parcel was created prior to the adoption of the hillside regulations and the standard AMC 18.3.10.090.A.1. The Commission finds that the subject property does not have adequate building area of less than or equal to 35 percent when considering the need to minimize broader disturbance by limiting development of the site to an area as near the existing driveway location as possible while also providing for site access and vehicular circulation.

The Commission finds that, consistent with AMC 18.3.10.090.A.3, the portion of the driveway on land greater than 35 percent does not exceed 100 feet in length.

The Planning Commission finds that the proposed home and outdoor area have been located in the northeast portion of the property to minimize hillside disturbance by limiting cuts and fill for construction. The Commission finds the proposed building design with the approved exception, reduces hillside disturbance through slope-responsive design, and that the height, roof forms, and off-sets reflect the irregular form of the property consistent with the building design standards from AMC 18.3.1.090.E.

The Commission finds that through the application of the requirements of the Hillside Ordinance, under the oversight of a geotechnical expert, a civil engineer and a structural engineer, with the implementation of erosion control measures, preservation of a substantial area of the property in a natural state, tree protection/preservation, selected tree removal for site access and implementation of a wildfire fuels management plan, potential adverse impacts have been minimized.

The Commission recognizes that development of the 2.18-acre site is focused on in the area nearest the location of the vehicular access easement, therefore retaining the majority of the large property in an undeveloped state.

The construction of a single-story residence with a basement reduces the building height and limits visual impacts to adjacent properties. The residence is cut into the hill's slope without the use of substantial amounts of fill. The Commission finds that the proposed cut slopes are retained

and terraced with the terraces planted with erosion control vegetation, and do not exceed the maximum allowed vertical height as allowed in AMC 18.3.10.090.B.4.

The Commission finds proposal minimizes slope failure and potential impacts to the subject property or adjacent properties through the implementation of appropriate drainage and retaining wall construction. The proposed development has stepped structural retaining walls to lessen the impact of a structure on the lot through the use of terracing and erosion control plant materials.

The Commission finds that the proposed site disturbance is substantially less than allowed per AMC 18.3.10.090.B.3. To ensure the development is balanced with environmental preservation, by limiting excessive grading and modification of hillside slopes, the required percentage of the site to remain undisturbed is 52 percent [27% average slope + 25% = 52% required to be retained in a natural state].

The Commission finds that the site grading has been proposed, considering the factors found in AMC 18.10.090.B.8. The area of the proposed patio, pool, and pool deck is within an area of excavation for the construction of the residence that will provide a contractor staging area during the construction of the residence.

The Commission finds that the pool is a lap pool, proposed in an area where the majority of the existing grade is slopes of less than 25 percent. The Commission finds that pools are not prohibited. The Commission finds that the proposed location of the proposed building pad, the patio area, and the pool are within an area of least slope, closest to the driveway access location, with as much of the remaining lot area as possible retained in the natural state of the original slope. The Commission finds that the proposed development reduces adverse impacts, potential hazards, and limits the amount of hillside disturbance.

The Commission finds that there is 18,738 square feet of disturbance proposed on the 94,960 square foot lot, which equates to 80 percent (75,969 square feet) of the lot being retained in a natural state. This is substantially greater than the minimum percentage required.

The Commission finds that the site is heavily treed, and the plan seeks to reduce fuel loads in the wildfire land overlay adjacent to the construction, while protecting healthy, preservable trees to reduce adverse impacts to the subject property or to adjacent properties. The Commission finds that the proposed development minimizes fire hazard through the implementation of a fire management plan. The Commission finds the proposed tree removal is consistent with AMC 18.3.9.110 requirements for wildfire hazards mitigation plan and an adequate wildfire mitigation zone surrounding the development area.

The Commission finds that under the oversight of the city of Ashland Fire Marshal, adequate fire truck apparatus access has been proposed. The proposed paved driveway with pull-outs and adequate turning radius provides adequate fire apparatus access. In addition to the fire apparatus access, there will be residential fire sprinklers, and a nearby private fire hydrant is present within the neighborhood, accessed from the shared, private driveway. An outdoor pool can provide emergency firefighting water outflow. The proposed fire safety measures demonstrate that all reasonable steps have been taken to reduce adverse impacts on the environment and potential

impacts to the property and nearby areas have been considered and impacts minimized.

The Planning Commission concludes that the proposal meets all applicable criteria and standards for a Physical & Environmental (P&E) Constraints Review Permit as provided at AMC 18.3.10. The proposed area of development is in the least-steep portion of the lot, near the end of the private drive, and the application has made every effort to minimize the impacts to the site by locating the home as close to the driveway access as possible, in this area of least-steep slopes.

The Planning Commission finds that the application includes erosion and sediment control plans as well as a geotechnical report and that by following the recommendations in both, the potential hazards will have been mitigated. The Planning Commission finds that the landscaping plan and erosion control plan will minimize any adverse impacts through the control of storm water drainage upon the subject property and prevention of off-site drainage, with temporary and permanent erosion control measures, and preservation of a substantial amount of trees upon the subject property irreversible actions have been considered more seriously than reversible actions, and that the single-family home retains substantially more of the site in its natural state than required by ordinance.

2.4 The Planning Commission notes that the application, as originally submitted, involved two Exceptions to the Development Standards for Hillside Lands. The first of these was to AMC 18.3.10.090.E.2.c requires that downhill building wall heights greater than 20 feet require at least a six-foot step back. The Commission rejects the applicant's assertion that this standard was limited to the wall face, and that the height measurement considered in the standard did not include the fascia and roofing above. As such, while they had proposed an 18-foot 9-inch wall face, with the inclusion of the fascia and roof above, the total height above natural grade was 23-feet 10-inches tall without the requisite setback. The Planning Commission, however, finds that excluding the fascia and roof measurements from the wall height would run counter to the intent of the standard, which seeks to have the structure step back meaningfully with the hillside.

The Commission therefore finds that the proposal as presented requires an Exception. In considering this Exception, the Commission notes that the application asserts that the building step backs are minimal to keep the building shorter and closer to parallel with the slope of the lot, without interfering with the ridgeline, explaining that the lot is one long, consistent linear hill with rock outcroppings, and the proposed structure has differentiated it's masses to mimic these smaller masses. The applicant further asserts that the design minimizes alteration of the area of natural slope retention and protects the topographic character and integrity of the hillside lands.

The Planning Commission finds that the applicant has demonstrated that the Exception allows for a reasonable use that complements the natural and aesthetic character of the city on a challenging site. The Commission finds that there is demonstrable difficulty in meeting the design standard for a six-foot step back. The Commission finds that the proposed development area in the area of the site nearest the driveway access and reduced step back due to the steep slopes in excess of 35 percent on the uphill side of the house. The proposed structure i where the A larger step back into the hillside would disturb a greater area of the property and areas of steeper slopes. The Commission finds the structure requests an exception to the standards in one portion of the structure where the grade is steeper, and the exception does not apply to the entire

downhill wall. The Commission finds that the exception is the minimum necessary to alleviate the difficulty. The Commission concludes that in this instance, the Exception is merited subject to a condition that with final grading, the total height of the wall, fascia, and foot above shall not exceed 25 feet.

The second Exception requested involved AMC 18.3.10.090.E.2.d, which requires that, *"Continuous horizontal building planes shall not exceed a maximum length of 36 feet. Planes longer than 36 feet shall include a minimum offset of six feet."* The applicant had initially requested an Exception to provide only a four- to five-foot offset where six feet was required; however, subsequent to the close of the public hearing, the applicant provided revised designs providing the full required offset while the record remained open to the submittal of new materials. As such, the Planning Commission finds that the second Exception is no longer necessary and has included a condition (#9e) below requiring that the building permit drawings reflect the revised design.

2.5 The Planning Commission further notes that the application requires a Variance to the flag drive standards in AMC 18.5.3.060.F which speaks to the maximum grade and length of flag driveways. AMC 18.5.3.060.F specifically provides that, *"Flag drive grades shall not exceed a maximum grade of 15 percent. Variances may be granted for flag drives for grades in excess of 15 percent but no greater than 18 percent; provided, that the cumulative length of such variances across multiple sections of the flag drive does not exceed 200 feet. Such variances shall be required to meet all of the criteria for approval in chapter 18.5.5 Variances."*

The Planning Commission finds that the proposed driveway is via an existing shared access easement to utilize an existing long, steep, partially paved private driveway. The proposed driveway extension to serve the subject property is approximately 197 feet in total length from the terminus of the existing driveway and has an average slope of approximately 24 percent.

The Planning Commission finds that the lot configuration, site topography, existing driveway grade and existing natural features are unique circumstances that prevent meeting the standard. The existing driveway serving the lot and the adjacent properties to the east exceeds a 15 percent grade and is a legal, non-conforming situation. The average existing property grade before driveway construction is 27 percent, and there is no feasible area to mitigate the driveway grade with switchbacks, given the narrow 33.04-foot width of the flagpole portion of the lot configuration and the location of the access easement to the property. The Commission finds that no alternative driveway access is available.

The Commission further finds that allowing access via the existing easement to this otherwise landlocked parcel for the development of a residential dwelling on an existing legal lot of record utilizing the shared driveway is the minimum necessary to address the unique physical circumstances related to accessing the subject property.

The Commission further notes that the proposal has been reviewed by the Fire Marshal, and as proposed the residence will have a fire suppression system to mitigate fire risk, and that the driveway grade and the final driveway design will be reviewed by the Fire Marshal for compliance with all applicable fire codes. To ensure compliance with the requirements for a fire

suppression system, driveway grade and turnout dimensions and location, adequate hydrant pressure, and fuels management, the Commission has included conditions of approval (#10, 11, &12) addressing these criteria.

The Commission notes that staff have provided a March 22, 1992, letter from the Planning Director, John McLaughlin, to the record, which discussed access to the subject property in the early 1990s. This letter stated that access from Granite Street would be the *"most appropriate"* means to access the subject property if an access easement were to be acquired. The alternative access considered at the time, via a driveway from Strawberry Lane, was noted as requiring a Variance to allow for more parcels to take access off a private easement than was allowed. A subsequent August 12, 1992 letter from McLaughlin stated, *"To summarize the above statements, if an easement is granted for access to lot 1800 from the existing drive from Granite Street, the City will allow this as the driveway to this parcel, even though it exceeds the current allowable grades. Further, a minor land partition survey will be required for the parcels to approve the boundary line adjustment previously made illegally. Once these are complete, parcels 1800 and 1801 become buildable parcels, subject to all development requirements of the City regarding driveway surfacing and hydrant/sprinkler requirements.* " The required partition plat was recorded as P-43-1996 on April 12, 1996. Based on this historical information, the Commission finds that the driveway grade was recognized as an issue with the lot's creation, that the lot creation predates the current hillside standards, and that the need for a Variance has not been self-imposed by the current property owners nor the applicants.

The Commission finds that the driveway's location is determined by the existing private drive and the lot's flagpole configuration, which extends to the established driveway access. The natural slope within the flagpole area averages 27 percent, making it impossible for the applicant to comply with the standard requirement for a driveway on slopes less than 15 percent for a flag driveway, 18 percent with a variance to the flag driveway standards. The Commission finds the property grades prevent development of a driveway that complies with the maximum grade, and is a unique circumstance that applies to this property and the proposed driveway extension of the existing shared driveway.

The Commission finds that, as the proposed building area is situated immediately adjacent to the end of the flag pole along the east property line, it is evident that the proposed building location minimizes the length of the driveway to the greatest extent feasible while still providing necessary vehicular and emergency vehicle access to the property.

The Commission finds that the existing driveway accessing the adjacent properties and the subject property leading to the proposed driveway is in excess of 15 percent. The Commission finds the only way to access the legal, developable lot of record is via the existing driveway connecting to the proposed driveway. Because the existing grade and the proposed grade exceed 18 percent, the variance to increase the grade to the proposed approximately 24 percent is the minimum necessary.

The Commission finds that the proposal’s benefit of development of a permitted residential dwelling on a residentially zoned, legal lot of record with access via the existing access easement and the existing shared driveway benefitting the subject property and the adjacent properties

furthers the purpose of the land development ordinance which is to encourage the most appropriate and efficient use of the residentially zoned land with a residential home. The Commission finds that the development of residentially zoned property, utilizing a legal access easement and the development of a driveway, will not have a substantial negative impact on the adjacent properties. The Commission finds that the city of Ashland Fire Marshal has reviewed the proposed driveway grades, turnout locations, and hydrant access and has indicated that the proposal with the fire suppression system provides adequate fire apparatus access and does not substantially increase fire-fighting response times or emergency vehicle access to the adjacent properties.

The Commission concludes that the requested flag drive Variance is the minimum necessary deviation to facilitate development of the site while ensuring compliance with safety and accessibility requirements. The Variance criteria are met, as the standard code provisions for maximum driveway grade and length do not account for the unique physical characteristics and topography of the site, which is recognized as a pre-existing legal lot of record.

2.6 The Planning Commission notes that there are 74 tree removals proposed as part of the application, including nine significant trees. The application materials explain that there are hundreds of trees on the property and the adjacent properties and that the design of the project has sought to minimize required tree removals. The application states that those trees identified for removal are being removed because they are" ... *within the building envelope/footprint ... within the proposed driveway or within the identified area of disturbance.* " The application asserts that, *"The tree assessment retains most of the site slope stabilizing trees ... The property will remain heavily treed following the removal of the small-diameter fuels, the dead trees, and the trees in poor condition. Tree protection zones are included on the tree protection plan, including preservation plans for tree conservation during construction."* With that said, the application includes a request for a Tree Removal Permit consistent with the standards from AMC 18.3.10.090.D.5, and AMC 18.5.7.404 to remove 74 trees, including nine significant trees, to develop the site and reduce wildfire fuels in the area of disturbance, with the majority of the property and the majority of the trees preserved as they are outside of the area of proposed development.

The Tree Management Advisory Committee (TMAC) reviewed the initial application which identified the removal of 67 trees at their regular monthly meeting. While expressing that the number of trees proposed for removal was substantial, the TMAC recognized that all trees proposed for removal were either within the building envelope or very close to the excavation required for the construction of the proposed site development.

The most significant tree near the project, a 36-inch diameter at breast height (d.b.h.) Madrone is partially on an adjacent property, and it initially appeared that the Tree Protection Plan provided adequate protection to its critical root zone. Revised submittals received on March 18, 2025 included several trees that were not originally identified on the tree inventory, including two ten- to 12-inch d.b.h. Madrones on the property line, as well as a revised location for the 36-inch Madrone that is also on or near the property line, but within the access easement, thus necessary to remove. The Planning Commission finds that while the 36-inch d.b.h. Madrone and seven additional trees that were to be removed were not initially identified in the applicant's submittals;

their presence was raised during the hearing, and subsequent to the close of the hearing, they were identified in revised submittals while the record remained open and therefore received due process.

The applicant's narrative and final argument submittals made clear that the 36-inch d.b.h. Madrone tree was within the driveway easement, and that its removal was necessary to construct the driveway and to provide access to the property. The Planning Commission concludes that the driveway construction will significantly impact the 36-inch d.b.h. Madrone's root system, and that its removal is necessary in order to provide driveway access to this otherwise landlocked property.

The Commission finds that the removal of the trees will not have significant negative impact on erosion, soil stability, protection of adjacent trees or windbreaks. The Commission finds that the trees proposed for removal consists of primarily small-diameter trees within the development area and removed for wildfire fuels reduction and nine significant trees that are within areas of development where a structure, patio, driveway, retaining wall, erosion control vegetation adjacent to the areas disturbed by construction that will not be subject to erosive action due to construction/development. The Commission finds that the removal of the nine significant trees and the smaller diameter trees will not have a significant negative impact on tree densities, sizes, canopies, and species within 200 feet of the subject property. The Commission finds that there are hundreds of trees upon the subject property and within 200 feet of the subject property. There are numerous large-stature madrone trees upon the subject property and on the adjacent properties. There are numerous ponderosa pine, Douglas fir, and oak trees, the removal of the nine significant trees and the small diameter trees will not have a significant negative impact on the tree canopies, species, and tree density.

The Commission finds that the proposal mitigates for each significant tree proposed for removal and proposes twelve mitigation trees.

2.7 The Planning Commission discussed the applicant’s voluntary proposal to provide a public pedestrian access easement across the property along the TID Trail. While such a dedication is not a requirement for the development of a single-family home, the Commission recognized the public benefit of formalizing trail access in this location. As a result, the proposal has been included as Condition of Approval # 14, reflecting the applicant’s willingness to dedicate the easement and the Commission’s support for securing long-term public access along the trail corridor.

2.8 The Planning Commission notes that after the hearing was closed but while the record remained open, six comments were received from non-parties of record. The Planning Commission finds that because the hearing was closed and the record left open to new submittals only from parties of record who had participated orally or in writing while the hearing was open, these six comments must be excluded from the record and were not considered by the Planning Commission.

The Planning Commission further notes that while the record remained open to new submittals, on March 18th Planning staff provided memos to the record responding directly to a number of public comments that had been submitted. Staff responses are adopted here as findings of the Commission as if set forth in full.

2.9 In summary, the applicants have submitted substantial findings addressing all the relevant approval criteria and applicable standards for the planning action, the requested Exception and the Variances. The application addresses the unique factors requiring the need for the requested Variance due to the site's topography and the fact that the lot is pre-existing with little to no slopes under 25 percent to develop, and much of the lot having 25 to 30 percent slopes, or greater, along with the requirement to take access via a pre-existing easement from Granite Street, which is an existing driveway with a considerable slope, greater than the maximum allowed 15 percent driveway grade. This driveway location allows for access to an otherwise landlocked property from an existing driveway.

2.10 The Commission finds that with the conditions below attached, the proposal satisfies the applicable approval criteria. The Planning Commission finds that the proposal meets all applicable criteria for a Physical & Environmental (P&E) Constraints Review Permit as provided at AMC 18.3.10.050, for an Exception to the Development Standards for Hillside Lands in AMC 18.3.10.090.H, for a Variance as provided at AMC 18.5.5.050, and for a Tree Removal Permit to remove 74 trees, including nine significant trees, as provided at AMC 18.5.7.040.

SECTION 3. DECISION

3.1 Based on the whole record of the public hearing on this matter, and all materials submitted by staff, the applicant and other participants, the Planning Commission concludes that the applicant's site planning, building design, engineering and landscape planning have adequately addressed the criteria and standards for the approval of a Physical & Environmental (P&E) Constraints Review Permit with an associated Exception to the Development Standards for Hillside Lands to allow a downhill wall height exceeding 20 feet, a Variance to the flag drive standards for maximum grade and length in AMC 18.5.3.060.F, and a Tree Removal Permit to remove a total of 74 trees, including nine significant trees. Therefore, the Planning Commission approves the application, with the attached conditions of approval, noting that this decision is supported by evidence contained within the whole record.

1. That all proposals of the applicant become conditions of approval.
2. A Verification Permit shall be applied for and approved by the Ashland Planning Division prior to site work, tree removal, building demolition, and/or storage of materials. The Verification Permit is to inspect the identification of the 74 trees to be removed and the installation of tree protection fencing for the remaining trees on and adjacent to the site. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B.
3. All recommendations of the Tree Management Advisory Committee, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein.
4. Prior to building permit issuance:
    a. 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 Variance and Physical and Environmental Constraints

Review permit approval shall be submitted and approved prior to issuance of a building permit.

b. Identification of all easements, including public and private utility easements, mutual access easements, public pedestrian access easements, and fire apparatus access easements shall be identified on building permit plans.

c. Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard A in the formula [(Height –6)/(0.445 + Slope) = Required Solar Setback] and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade shall be met.

d. Lot coverage calculations including all building footprints, driveways, parking, and circulation areas. Lot coverage shall be limited to no more than 20 percent as required in AMC 18.2.5.030.C.

e. Storm water from all new impervious surfaces and runoff 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.

f. A revised Tree Protection Plan consistent with the standards described in 18.4.5 be submitted for approval by the Staff Advisor. The tree protection fencing shall be installed according to the approved plan prior to any site work, storage of materials onsite or issuance of the building permit. The plan shall identify the location and placement of fencing around the drip lines of trees identified for preservation. The amount of fill and grading within the drip line shall be minimized. Cuts within the drip line shall be noted on the tree protection plan and shall be executed by handsaw and kept to a minimum. No fill shall be placed around the trunk/crown root.

g. 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.

h. A landscaping and irrigation plan to include irrigation details satisfying the requirements of the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies shall be provided.

i. The tree protection and temporary erosion control measures (i.e. silt fence and bale barriers) shall be installed according to the approved plan and approved by the Staff Advisor prior to any site work, storage of materials, issuance of an excavation permit and issuance of a building permit. The erosion control measures shall be installed as identified in the Marquess & Associates' report dated December 5, 2024 and as approved by Public Works.

j. A written verification from the project geotechnical expert addressing the consistency of the building permit submittals with the geotechnical report recommendations (e.g. grading plan, storm drainage plan, foundation plan, etc.) shall be submitted with the building permit.

k. Applicant shall provide documentation for the access easement.

l. Applicant shall have the retaining wall designed by the project engineer to conform with AMC 18.3.10.090.B.

5. Mitigation trees, to be planted on-site, off-site, or payment in lieu, shall be planted at the rate of 1:1 of regulated tree removals.

6. A preconstruction conference to review the requirements of the Hillside Development Permit shall be held prior to site work, the issuance of an excavation permit or the issuance of a building permit, whichever action occurs first. The conference shall include the Planning Department, Building Department, the project engineer, project geotechnical experts (i.e. Marquess & Associates), landscape professional, arborist (i.e. Canopy) and the general contractor. The applicant or applicant's' representative shall contact the Planning Department to schedule the preconstruction conference.

7. The foundation plans of the house shall be stamped by an engineer or architect with demonstrable geotechnical design experience in accordance with AMC 18.3.10.090.F.

8. All measures installed for the purposes of long-term erosion control and fire mitigation, including but not limited to vegetative cover, rock walls, retaining walls and landscaping shall be maintained in perpetuity on all areas in accordance with 18.3.10.090.B.7.a.

9. Prior to Certificate of Occupancy:

   a. The landscaping and irrigation for re-vegetation of cut/fill slopes and erosion control shall be installed in accordance with the approved plan. Vegetation shall be installed in such a manner as to be substantially established within one year of installation.

   b. All landscaping in the new landscaped areas shall be installed according to the approved plan and tied into the onsite irrigation system.

   c. Marquess & Associates shall provide a final report indicating that the approved grading, drainage and erosion control measures were installed as per the approved plans, and that all scheduled inspections were conducted by the project geotechnical expert periodically throughout the project.

   d. The flag drive shall be paved to 12 feet, have a vertical clearance of 13-feet, 6-inches and be able to withstand 44,000 lbs. of pressure. The flag drive shall be constructed so as to prevent surface drainage from flowing over the private property lines and / or public way in accordance with 18.76.060.B.

   e. The house shall be constructed as shown on the amended plans submitted on March 12, 2025, with the 6-foot horizontal offset, per AMC 18.3.10.090.E.2.

   f. Applicant shall provide a surveyor's map that confirms the driveway grade does not exceed 24 percent and that the length of the portion of the driveway in excess of 35 percent slopes does not exceed 100 feet, per AMC 18.3.10.090.A.2.

10. Requirements of the Ashland Fire Department shall be met, including that all addressing shall be approved, that fire apparatus access be provided, that a final approval of the access plan (turnouts, etc.) be obtained, that a fires suppression system be installed in the home, that a new fire hydrant and pump be installed, if necessary, and that a fuel break is required.

11. Prior to bringing combustible materials on site, applicants shall provide documentation of fire hydrant location within 600 feet of the southwest corner of the house and of the access (easement).
12. A Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 shall be provided prior to bringing combustible materials onto the property. New landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
13. Final grading and retaining wall plans shall meet the terracing requirements of AMC 18.3.10.090.B.4.b to the satisfaction of the Staff Advisor.
14. Prior to issuance of building permits for the proposed residence, applicants/property owners shall execute and deliver to the City a perpetual public trail easement in favor of the City of Ashland along the existing "Ditch Trail", which generally follows the Talent Irrigation District's (TID) "Ashland Canal" as it traverses the subject property (Tax Lot 1800). Applicants shall also provide a centerline legal description of the Easement Area to be appended to the easement document and reflecting an easement area 10-feet in width and shall include the traveled portion of the existing Ditch Trail crossing the property. This condition was voluntarily offered by the applicants/property owners and this public trail easement is not an exaction required by the City and is not subject to constitutional takings concerns or nexus/proportionality analysis.

_____	August 12, 2025
Planning Commission Approval	Date

BEFORE THE PLANNING COMMISSION

~~April 22, 2025~~August 12, 2025

IN THE MATTER OF PLANNING ACTION #PA-T2-2024-00053, INCLUDING REVIEW ON REMAND PURSUANT TO #PA-APPEAL-2025-00021, A PHYSICAL AND ENVIRONMENTAL (P&E) CONSTRAINTS REVIEW PERMIT FOR THE CONSTRUCTION OF A NEW SINGLE-FAMILY RESIDENTIAL HOME ON A VACANT PARCEL AT 231 GRANITE STREET. IN ADDITION TO THE P&E PERMIT, THE DEVELOPMENT REQUIRES A VARIANCE TO FLAG DRIVE STANDARDS OF AMC 18.5.3.060.F FOR BOTH MAXIMUM DRIVEWAY GRADE AND LENGTH, A TREE REMOVAL PERMIT FOR THE REMOVAL OF 74 TREES INCLUDING NINE SIGNIFICANT TREES, AND AN EXCEPTION TO THE DEVELOPMENT STANDARDS FOR HILLSIDE LANDS.	**FINDINGS, CONCLUSIONS & ORDERS.**
OWNERS: BRYAN & STEPHANIE DEBOER **APPLICANT:** CARLOS DELGADO, ARCHITECT	

RECITALS:

1) The subject property is tax lot #1800 of Assessor's Map 39-1E-08-DA and has a site address of 231 Granite Street.

2) The property is zoned Rural Residential (RR-.5) and is 2.182 acres in size.

3) The subject property was created prior to the current Physical & Environmental Constraints Ordinance (AMC 18.3.10) and has an average slope of approximately 27 percent. As provided at AMC 18.3.10.090.A.1.a, "*Existing parcels without adequate buildable area less than or equal to 35-percent shall be considered buildable for one single-family dwelling and an accessory residential unit or a duplex…*"

4) The application proposes the construction of a new single-family residential home which requires a Physical & Environmental (P&E) Constraints Review Permit due to the site's topography. The application also requires a Variance to the flag drive standards in AMC 18.5.3.060.F, a Tree Removal Permit to remove 74 trees including nine significant trees, and an Exception to the Development Standards for Hillside Lands.

5) On January 31, 2025, the application was deemed complete, and in accordance with AMC 18.5.1.050.B.4 a Notice of Complete application and public meeting was posted on February 19, 2025 at the entrance of the access easement along Granite Street in clear view from the public right-of-way that accesses the subject property. Notice was also mailed to all property owners of record within 200 feet of the subject parcel.

6) The Planning Commission, following proper public notice, held a public hearing on March 11, 2025. The meeting was conducted in person and electronically via Zoom. Public testimony

was received, and exhibits were presented. Prior to the closing of the public hearing, members of the public requested that the hearing be continued. As provided under ORS 197.767.6.a-e, the Planning Commission voted to close the hearing but leave the public record open to allow for new information from parties of record for seven days (until March 18 at 4:30 p.m.), rebuttal from parties of record for the next seven days (until March 25 at 4:30 p.m.), and for a final seven days, only the applicant could provide their final legal arguments, but not new evidence, in response to all previously submitted information (until April 1 at 4:30 p.m.). The Planning Commission reconvened for deliberation on April 8, 2025 at 7:00 p.m. The Chair provided her summation of all conditions of approval recommended by the Staff Advisor, Commissioners and through public comments contained within the whole record. Following deliberations, the Planning Commission approved the application subject to a number of modified conditions pertaining to the appropriate development of the site.

7) On May 2, 2025, a timely appeal of Planning Action #PA-T2-2024-00053 was filed by appellants Leonard Eisenberg and Kent and Pamela McLaughlin, represented by attorney Zack P. Mittge of Hutchinson Cox. The appeal challenged the Planning Commission's April 22, 2025 decision to approve a Physical and Environmental Constraints Review Permit, a Variance to the flag drive standards, an Exception to the Development Standards for Hillside Lands, and a Tree Removal Permit for development of a single-family residence at 231 Granite Street.

8) The City Council held a hearing on July 15, 2025, to consider an appeal (PA-APPEAL-2025-00021) of the Planning Commission's approval of PA-T2-2024-00053 for development at 231 Granite Street. Upon review of the 25 assignments of error raised by the appellants, the Council determined that the Planning Commission's decision was supported by substantial evidence in the record and did not involve legal or procedural errors. As part of its decision, the Council settled the record and excluded untimely written submittals in accordance with AMC 18.5.1.060.I.5. The Council affirmed the Commission's decision and rejected the appeal, and remanded the matter to the Planning Commission for the sole purpose of amending its April 22, 2025 findings to provide more specific and detailed findings in support of the approval based on the established and settled record. The Council's Findings dated July 15, 2025, are incorporated into the record of decision.

~~7)~~9) The criteria for approval for a Physical & Environmental (P&E) Constraints Review Permit are described in the Ashland Municipal Code (AMC) 18.3.10.050 which requires that all of the following criteria are met:

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

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

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

~~8)~~10) The criteria for approval for an Exception to the Development Standards for Hillside Lands are described in the Ashland Municipal Code (AMC) 18.3.10.090.H which require that all of the following criteria are met:

1. *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.*
2. *The exception will result in equal or greater protection of the resources protected under this chapter.*
3. *The exception is the minimum necessary to alleviate the difficulty.*
4. *The exception is consistent with the stated Purpose and Intent of chapter 18.3.10, Physical and Environmental Constraints Overlay, and section 18.3.10.090, Development Standards for Hillside Lands.*

~~9)~~11) The criteria for approval for a Variance are described in the Ashland Municipal Code (AMC) 18.5.5.050 which require that all of the following criteria are met

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.*

~~10)~~12) The criteria for approval of a Tree Removal Permit are described in the Ashland Municipal Code (AMC) 18.5.7.040.B.2 which require that all of the following criteria are met:

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.

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, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

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

2.1 The Planning Commission finds that it has received all the information necessary to render a decision based on the complete application materials, staff report, public hearing testimony and exhibits; and by their reference each of these are incorporated herein as if set out in full.

2..2 The Planning Commission finds that AMC Title 18 Land Use regulates the development of land envisioned by the Comprehensive Plan to encourage efficient use of land resources among other goals. The Planning Commission finds that there is substantial evidence in the record to make findings that each of the requested actions ~~have~~ has been shown to meet the relevant approval criteria or to meet those approval criteria through the imposition of certain binding conditions of approval.

2.3. The Planning Commission finds that the purpose of the Hillside Ordinance is to: "*Provide for safe, orderly, and beneficial development of districts characterized by diversity of physiographic conditions and significant natural features; to limit alteration of topography and reduce encroachment upon, or alteration of, any natural environment and to provide for sensitive development in areas that are constrained by various natural features*."

~~The Planning Commission notes that AMC 18.3.10.090.A.1 generally provides that all development is to occur on lands defined as having a buildable area. Slopes greater than 35 percent are considered to be unbuildable except that existing parcels without adequate buildable area less~~

~~than or equal to 35 percent shall be considered buildable for one single-family dwelling and an accessory residential unit or a duplex. In this instance, the subject parcel was created prior to the adoption of the hillside regulations, and the Commission finds that it does not have an adequate building area of less than or equal to 35 percent when considering the need to minimize broader disturbance by limiting development of the site to an area as near the driveway as possible while also providing for access and circulation.~~

~~The Planning Commission finds that the home has been located to minimize hillside disturbance by limiting cuts and fill for construction. The application notes that through the application of the requirements of the Hillside Ordinance; the oversight of a geotechnical expert, a civil engineer and a structural engineer; and the implementation of erosion control, tree protection/preservation, and wildfire fuels management plans, potential adverse impacts have been minimized.~~

~~The Commission recognizes that development of the 2.18-acre site is focused in the area nearest the location of the vehicular access, and this retains the majority of the large property in an undeveloped state. The construction of a single-story residence with a basement reduces the building height and limits visual impacts to adjacent properties. The residence is cut into the hill's slope without the use of substantial amounts of fill. The proposed development minimizes fire hazard through the implementation of a fire management plan, minimizes slope failure through the implementation of appropriate drainage and retaining wall construction. The proposed development has stepped structural retaining walls to lessen the impact of a structure on the lot through the use of terracing, and erosion control plant materials.~~

~~The application notes that the site is heavily treed, and the plan seeks to reduce fuel loads in the wildfire land overlay adjacent to the construction while protecting healthy, preservable trees to reduce adverse impacts. Adequate fire truck apparatus access is proposed. There will be residential sprinklers, and a nearby private fire hydrant is present within the neighborhood accessed on the private driveway. The property owners have proposed an outdoor pool area that can provide emergency firefighting water outflow. The proposed fire safety measures demonstrate all reasonable steps have been taken to reduce adverse impacts on the environment. The application further notes the pool is a lap pool, and the majority of the area where the pool is placed has existing grade slopes of less than 25 percent and is within an area of excavation for the construction of the house that will provide a contractor staging area during the construction of the residence.~~

~~The Commission finds that the proposed site disturbance is substantially less than allowed. For this property, the required percentage of the site to remain undisturbed is 52 percent [27% average slope + 25% = 52% required to be retained in a natural state], ensuring that development is balanced with environmental preservation by limiting excessive grading and modification of the site. For the proposal, there is 18,738 square feet of disturbance proposed on the 94,960 square foot lot, which equates to 80 percent (75,969 square feet) of the lot being retained in a natural state. This is substantially greater than the minimum percentage required.~~

~~The Planning Commission concludes that the proposal meets all applicable criteria and standards for a Physical & Environmental (P&E) Constraints Review Permit as provided at AMC 18.3.10. The least steep portion of the lot is near the end of the flag drive and the application has made every~~

~~effort to minimize the impacts to the site by locating the home as close to the driveway access as possible, in this area of least steep slopes. The Planning Commission finds that the application includes erosion and sediment control plans as well as a geotechnical report and that by following the recommendations in both, that the potential hazards will have been mitigated. The Planning Commission finds that the landscaping plan and erosion control plan will minimize any adverse impacts, that irreversible actions have been considered more seriously than reversible actions and that the single-family home retains substantially more of the site in its natural state that required by ordinance.~~

The Planning Commission finds that the proposed site development does not create soil erosion, sedimentation of lower slopes, slide damage, flooding problems, or severe cutting or scarring. The Commission finds that the intent of the hillside development standards are to encourage a sensitive form of development and to allow for a reasonable use that complements the natural and visual character of the City.

The Planning Commission finds that the proposed development complies with the criteria from AMC 18.3.10.050.A., B., and C., for the Physical and Environmental Constraints Review permit for the development of hillside lands that include areas of greater than 35 percent. The Commission finds that through the implementation of the proposed erosion control, wildfire hazard mitigation, including tree removal and tree preservation, for hillside development, with the development of areas with more than a 35 percent slope.

The Planning Commission notes that AMC 18.3.10.090.A.1 generally provides that all development is to occur on lands defined as having a buildable area.

Slopes greater than 35 percent are considered to be unbuildable, except that existing parcels without adequate buildable area, less than or equal to 35 percent, shall be considered buildable for one single-family dwelling and an accessory residential unit or a duplex.

The Commission finds that the subject parcel was created prior to the adoption of the hillside regulations and the standard AMC 18.3.10.090.A.1. The Commission finds that the subject property does not have adequate building area of less than or equal to 35 percent when considering the need to minimize broader disturbance by limiting development of the site to an area as near the existing driveway location as possible while also providing for site access and vehicular circulation.

The Commission finds that, consistent with AMC 18.3.10.090.A.3, the portion of the driveway on land greater than 35 percent does not exceed 100 feet in length.

The Planning Commission finds that the proposed home and outdoor area have been located in the northeast portion of the property to minimize hillside disturbance by limiting cuts and fill for construction. The Commission finds the proposed building design with the approved exception, reduces hillside disturbance through slope-responsive design, and that the height, roof forms, and off-sets reflect the irregular form of the property consistent with the building design standards from AMC 18.3.1.090.E.

The Commission finds that through the application of the requirements of the Hillside Ordinance, under the oversight of a geotechnical expert, a civil engineer and a structural engineer, with the implementation of erosion control measures, preservation of a substantial area of the property in a natural state, tree protection/preservation, selected tree removal for site access and implementation of a wildfire fuels management plan, potential adverse impacts have been minimized.

The Commission recognizes that development of the 2.18-acre site is focused on in the area nearest the location of the vehicular access easement, therefore retaining the majority of the large property in an undeveloped state.

The construction of a single-story residence with a basement reduces the building height and limits visual impacts to adjacent properties. The residence is cut into the hill's slope without the use of substantial amounts of fill. The Commission finds that the proposed cut slopes are retained and terraced with the terraces planted with erosion control vegetation, and do not exceed the maximum allowed vertical height as allowed in AMC 18.3.10.090.B.4.

The Commission finds proposal minimizes slope failure and potential impacts to the subject property or adjacent properties through the implementation of appropriate drainage and retaining wall construction. The proposed development has stepped structural retaining walls to lessen the impact of a structure on the lot through the use of terracing and erosion control plant materials.

The Commission finds that the proposed site disturbance is substantially less than allowed per AMC 18.3.10.090.B.3. To ensure the development is balanced with environmental preservation, by limiting excessive grading and modification of hillside slopes, the required percentage of the site to remain undisturbed is 52 percent [27% average slope + 25% = 52% required to be retained in a natural state].

The Commission finds that the site grading has been proposed, considering the factors found in AMC 18.10.090.B.8. The area of the proposed patio, pool, and pool deck is within an area of excavation for the construction of the residence that will provide a contractor staging area during the construction of the residence.

The Commission finds that the pool is a lap pool, proposed in an area where the majority of the existing grade is slopes of less than 25 percent. The Commission finds that pools are not prohibited. The Commission finds that the proposed location of the proposed building pad, the patio area, and the pool are within an area of least slope, closest to the driveway access location, with as much of the remaining lot area as possible retained in the natural state of the original slope. The Commission finds that the proposed development reduces adverse impacts, potential hazards, and limits the amount of hillside disturbance.

The Commission finds that there is 18,738 square feet of disturbance proposed on the 94,960 square foot lot, which equates to 80 percent (75,969 square feet) of the lot being retained in a natural state. This is substantially greater than the minimum percentage required.

The Commission finds that the site is heavily treed, and the plan seeks to reduce fuel loads in the

wildfire land overlay adjacent to the construction, while protecting healthy, preservable trees to reduce adverse impacts to the subject property or to adjacent properties. The Commission finds that the proposed development minimizes fire hazard through the implementation of a fire management plan. The Commission finds the proposed tree removal is consistent with AMC 18.3.9.110 requirements for wildfire hazards mitigation plan and an adequate wildfire mitigation zone surrounding the development area.

The Commission finds that under the oversight of the city of Ashland Fire Marshal, adequate fire truck apparatus access has been proposed. The proposed paved driveway with pull-outs and adequate turning radius provides adequate fire apparatus access. In addition to the fire apparatus access, there will be residential fire sprinklers, and a nearby private fire hydrant is present within the neighborhood, accessed from the shared, private driveway. An outdoor pool can provide emergency firefighting water outflow. The proposed fire safety measures demonstrate that all reasonable steps have been taken to reduce adverse impacts on the environment and potential impacts to the property and nearby areas have been considered and impacts minimized.

The Planning Commission concludes that the proposal meets all applicable criteria and standards for a Physical & Environmental (P&E) Constraints Review Permit as provided at AMC 18.3.10. The proposed area of development is in the least-steep portion of the lot, near the end of the private drive, and the application has made every effort to minimize the impacts to the site by locating the home as close to the driveway access as possible, in this area of least-steep slopes.

The Planning Commission finds that the application includes erosion and sediment control plans as well as a geotechnical report and that by following the recommendations in both, the potential hazards will have been mitigated. The Planning Commission finds that the landscaping plan and erosion control plan will minimize any adverse impacts through the control of storm water drainage upon the subject property and prevention of off-site drainage, with temporary and permanent erosion control measures, and preservation of a substantial amount of trees upon the subject property irreversible actions have been considered more seriously than reversible actions, and that the single-family home retains substantially more of the site in its natural state than required by ordinance.

2.4 ~~The Planning Commission notes that the application as originally submitted involved two Exceptions to the Development Standards for Hillside Lands. The first of these was to AMC 18.3.10.090.E.2.c which requires that downhill building wall heights greater than 20 feet require at least a six-foot step back. The applicant had asserted that this standard was limited to the wall face, and that the height measurement considered in the standard did not include the fascia and roofing above. As such, while they had proposed an 18-foot 9-inch wall face, with the inclusion of the fascia and roof above, the total height above natural grade was 23-feet 10-inches tall without the requisite setback. The Planning Commission, however, finds that excluding the fascia and roof measurements from the wall height would run counter to the intent of the standard which seeks to have the structure step back meaningfully with the hillside. The Commission therefore finds that the proposal as presented requires an Exception. In considering this Exception, the Commission notes that the application asserts that the building step backs are minimal to keep the building~~

~~shorter and closer to parallel with the slope of the lot, without interfering with the ridgeline, explaining that the lot is one long, consistent linear hill with rock outcroppings, and the proposed structure has differentiated it's masses to mimic these smaller masses. The applicant further asserts that the design minimizes alteration of the area of natural slope retention and protects the topographic character and integrity of the hillside lands. The proposal reduces the amount of cutting and scarring, and when considering the difficulty of constructing in the neighborhood, the proposal is sensitive to the adjacent properties and the impacts of construction by locating the residence on the lesser slopes of the property. The Planning Commission finds that the applicant has demonstrated that the Exception allows for a reasonable use that complements the natural and visual character of the city on a challenging site. The Planning Commission concludes that in this instance, the Exception is merited subject to a condition that with final grading, the total height of the wall, fascia and foot above shall not exceed 25 feet.~~

~~The second Exception requested involved AMC 18.3.10.090.E.2.d, which requires that, "*Continuous horizontal building planes shall not exceed a maximum length of 36 feet. Planes longer than 36 feet shall include a minimum offset of six feet*." The applicant had initially requested an Exception to provide only a four- to five-foot offset where six feet was required, however subsequent to the close of the public hearing, the applicant provided revised designs providing the full required offset while the record remained open to the submittal of new materials. As such, the Planning Commission finds that the second Exception is no longer necessary and has included a condition (#9e) below requiring that the building permit drawings reflect the revised design.~~

2.4 The Planning Commission notes that the application, as originally submitted, involved two Exceptions to the Development Standards for Hillside Lands. The first of these was to AMC 18.3.10.090.E.2.c requires that downhill building wall heights greater than 20 feet require at least a six-foot step back. The Commission rejects the applicant's assertion that this standard was limited to the wall face, and that the height measurement considered in the standard did not include the fascia and roofing above. As such, while they had proposed an 18-foot 9-inch wall face, with the inclusion of the fascia and roof above, the total height above natural grade was 23-feet 10-inches tall without the requisite setback. The Planning Commission, however, finds that excluding the fascia and roof measurements from the wall height would run counter to the intent of the standard, which seeks to have the structure step back meaningfully with the hillside.

The Commission therefore finds that the proposal as presented requires an Exception. In considering this Exception, the Commission notes that the application asserts that the building step backs are minimal to keep the building shorter and closer to parallel with the slope of the lot, without interfering with the ridgeline, explaining that the lot is one long, consistent linear hill with rock outcroppings, and the proposed structure has differentiated it's masses to mimic these smaller masses. The applicant further asserts that the design minimizes alteration of the area of natural slope retention and protects the topographic character and integrity of the hillside lands.

The Planning Commission finds that the applicant has demonstrated that the Exception allows for a reasonable use that complements the natural and aesthetic character of the city on a challenging site. The Commission finds that there is demonstrable difficulty in meeting the design standard for a six-foot step back. The Commission finds that the proposed development area in the area of the site nearest the driveway access and reduced step back due to the steep

slopes in excess of 35 percent on the uphill side of the house. The proposed structure i where the A larger step back into the hillside would disturb a greater area of the property and areas of steeper slopes. The Commission finds the structure requests an exception to the standards in one portion of the structure where the grade is steeper, and the exception does not apply to the entire downhill wall. The Commission finds that the exception is the minimum necessary to alleviate the difficulty. The Commission concludes that in this instance, the Exception is merited subject to a condition that with final grading, the total height of the wall, fascia, and foot above shall not exceed 25 feet.

The second Exception requested involved AMC 18.3.10.090.E.2.d, which requires that, *"Continuous horizontal building planes shall not exceed a maximum length of 36 feet. Planes longer than 36 feet shall include a minimum offset of six feet."* The applicant had initially requested an Exception to provide only a four- to five-foot offset where six feet was required; however, subsequent to the close of the public hearing, the applicant provided revised designs providing the full required offset while the record remained open to the submittal of new materials. As such, the Planning Commission finds that the second Exception is no longer necessary and has included a condition (#9e) below requiring that the building permit drawings reflect the revised design.

2.5 The Planning Commission further notes that the application requires a Variance to the flag drive standards in AMC 18.5.3.060.F which speaks to the maximum grade and length of flag driveways. AMC 18.5.3.060.F specifically provides that, "*Flag drive grades shall not exceed a maximum grade of 15 percent. Variances may be granted for flag drives for grades in excess of 15 percent but no greater than 18 percent; provided, that the cumulative length of such variances across multiple sections of the flag drive does not exceed 200 feet. Such variances shall be required to meet all of the criteria for approval in chapter 18.5.5 Variances.*"

~~The Planning Commission notes that the driveway is via an existing shared access easement to utilize an existing long, steep, partially paved private driveway. The proposed driveway improvement to serve the subject property is approximately 197 feet in total length and has an average slope of approximately 24 percent.~~

~~The Planning Commission finds that the lot configuration, site topography and existing natural features are unique circumstances which prevent meeting the standard. The existing driveway serving the lot exceeds 15 percent grade and is a legal, non-conforming situation. The average existing grade is 27 percent, and there is no feasible area to mitigate the driveway grade with switchbacks given the narrow 33.04-foot width of the flagpole access to the property and no alternative access available.~~

~~The Commission further finds that allowing access via the existing easement to this otherwise landlocked parcel is the minimum necessary to address the unique physical circumstances related to accessing the subject property. The Commission finds that allowing the driveway will provide access to serve a single-family residence on a legal, residentially-zoned lot of record. The Commission notes that with the proposal, one additional home serving a lot with a pre-existing~~

~~easement, will be served from the shared driveway. The Commission further notes that the proposal has been reviewed by the Fire Marshal, and as proposed the residence will have a fire suppression system to mitigate fire risk, and that the driveway grade and the final driveway design will be reviewed by the Fire Marshal for compliance with all applicable fire codes. To ensure compliance with the requirements for a fire suppression system, driveway grade and turnout, adequate hydrant pressure, and fuels management, the Commission has included conditions of approval (#10, 11, &12) addressing these criteria.~~

~~The Commission notes that staff have provided a March 22, 1992 letter from Planning Director John McLaughlin to the record which discussed access to the subject property in the early 1990's. This letter stated that access from Granite Street would be the "*most appropriate*" means to access the subject property if an access easement were to be acquired. The alternative access considered at the time, via a driveway from Strawberry Lane, was noted as requiring a Variance to allow for more parcels to take access off a private easement than was allowed. A subsequent August 12, 1992 letter from McLaughlin stated, "*To summarize the above statements, if an easement is granted for access to lot 1800 from the existing drive from Granite Street, the City will allow this as the driveway to this parcel, even though it exceeds the current allowable grades. Further, a minor land partition survey will be required for the parcels to approve the boundary line adjustment previously made illegally. Once these are complete, parcels 1800 and 1801 become buildable parcels, subject to all development requirements of the City regarding driveway surfacing and hydrant/sprinkler requirements.*" The required partition plat was recorded as P-43-1996 on April 12, 1996. Based on this historical information, the Commission finds that the driveway grade was recognized as an issue with the lot's creation, that the lot creation predates the current hillside standards, and that the need for a Variance has not been self-imposed by the current property owners.~~

~~The Commission finds that the driveway's location is determined by the existing private drive and the lot's flagpole configuration, which extends to the established driveway access. The natural slope within the flagpole area averages 24%, making it impossible for the applicant to comply with the standard requirement for a driveway on slopes less than 15%. The Commission finds that as the proposed building envelope is situated immediately adjacent to the end of the flag pole along the east property line, it is evident that the proposed building location minimizes the length of the driveway to the greatest extent feasible while still providing necessary vehicular and emergency vehicle access to the property. The Commission concludes that the requested flag drive Variance is the minimum necessary deviation to facilitate development of the site while ensuring compliance with safety and accessibility requirements. The Variance criteria are met, as the standard code provisions for maximum driveway grade and length do not account for the unique physical characteristics and topography of the site which is recognized as a pre-existing legal lot of record.~~

The Planning Commission finds that the proposed driveway is via an existing shared access easement to utilize an existing long, steep, partially paved private driveway. The proposed driveway extension to serve the subject property is approximately 197 feet in total length from the terminus of the existing driveway and has an average slope of approximately 24 percent.

The Planning Commission finds that the lot configuration, site topography, existing driveway grade and existing natural features are unique circumstances that prevent meeting the standard. The existing driveway serving the lot and the adjacent properties to the east exceeds a 15 percent grade and is a legal, non-conforming situation. The average existing property grade before driveway construction is 27 percent, and there is no feasible area to mitigate the driveway grade with switchbacks, given the narrow 33.04-foot width of the flagpole portion of the lot configuration and the location of the access easement to the property. The Commission finds that no alternative driveway access is available.

The Commission further finds that allowing access via the existing easement to this otherwise landlocked parcel for the development of a residential dwelling on an existing legal lot of record utilizing the shared driveway is the minimum necessary to address the unique physical circumstances related to accessing the subject property.

The Commission further notes that the proposal has been reviewed by the Fire Marshal, and as proposed the residence will have a fire suppression system to mitigate fire risk, and that the driveway grade and the final driveway design will be reviewed by the Fire Marshal for compliance with all applicable fire codes. To ensure compliance with the requirements for a fire suppression system, driveway grade and turnout dimensions and location, adequate hydrant pressure, and fuels management, the Commission has included conditions of approval (#10, 11, &12) addressing these criteria.

The Commission notes that staff have provided a March 22, 1992, letter from the Planning Director, John McLaughlin, to the record, which discussed access to the subject property in the early 1990s. This letter stated that access from Granite Street would be the *"most appropriate"* means to access the subject property if an access easement were to be acquired. The alternative access considered at the time, via a driveway from Strawberry Lane, was noted as requiring a Variance to allow for more parcels to take access off a private easement than was allowed. A subsequent August 12, 1992 letter from McLaughlin stated, *"To summarize the above statements, if an easement is granted for access to lot 1800 from the existing drive from Granite Street, the City will allow this as the driveway to this parcel, even though it exceeds the current allowable grades. Further, a minor land partition survey will be required for the parcels to approve the boundary line adjustment previously made illegally. Once these are complete, parcels 1800 and 1801 become buildable parcels, subject to all development requirements of the City regarding driveway surfacing and hydrant/sprinkler requirements.* " The required partition plat was recorded as P-43-1996 on April 12, 1996. Based on this historical information, the Commission finds that the driveway grade was recognized as an issue with the lot's creation, that the lot creation predates the current hillside standards, and that the need for a Variance has not been self-imposed by the current property owners nor the applicants.

The Commission finds that the driveway's location is determined by the existing private drive and the lot's flagpole configuration, which extends to the established driveway access. The natural slope within the flagpole area averages 27 percent, making it impossible for the applicant to comply with the standard requirement for a driveway on slopes less than 15 percent for a flag driveway, 18 percent with a variance to the flag driveway standards. The Commission finds the

property grades prevent development of a driveway that complies with the maximum grade, and is a unique circumstance that applies to this property and the proposed driveway extension of the existing shared driveway.

The Commission finds that, as the proposed building area is situated immediately adjacent to the end of the flag pole along the east property line, it is evident that the proposed building location minimizes the length of the driveway to the greatest extent feasible while still providing necessary vehicular and emergency vehicle access to the property.

The Commission finds that the existing driveway accessing the adjacent properties and the subject property leading to the proposed driveway is in excess of 15 percent. The Commission finds the only way to access the legal, developable lot of record is via the existing driveway connecting to the proposed driveway. Because the existing grade and the proposed grade exceed 18 percent, the variance to increase the grade to the proposed approximately 24 percent is the minimum necessary.

The Commission finds that the proposal's benefit of development of a permitted residential dwelling on a residentially zoned, legal lot of record with access via the existing access easement and the existing shared driveway benefitting the subject property and the adjacent properties furthers the purpose of the land development ordinance which is to encourage the most appropriate and efficient use of the residentially zoned land with a residential home. The Commission finds that the development of residentially zoned property, utilizing a legal access easement and the development of a driveway, will not have a substantial negative impact on the adjacent properties. The Commission finds that the city of Ashland Fire Marshal has reviewed the proposed driveway grades, turnout locations, and hydrant access and has indicated that the proposal with the fire suppression system provides adequate fire apparatus access and does not substantially increase fire-fighting response times or emergency vehicle access to the adjacent properties.

The Commission concludes that the requested flag drive Variance is the minimum necessary deviation to facilitate development of the site while ensuring compliance with safety and accessibility requirements. The Variance criteria are met, as the standard code provisions for maximum driveway grade and length do not account for the unique physical characteristics and topography of the site, which is recognized as a pre-existing legal lot of record.

2.6 ~~The Planning Commission notes that there are 74 tree removals proposed as part of the application, including nine significant trees. The application materials explain that there are hundreds of trees on the property and that the design of the project has sought to minimize required tree removals. The application states that those trees identified for removal are because they are "*…within the building envelope/footprint…within the proposed driveway or within the identified area of disturbance.*" The application asserts that, "*The tree assessment retains most of the site slope stabilizing trees…The property will remain heavily treed following the removal of the small diameter fuels, the dead trees and the trees in poor condition. Tree protection zones are included on the tree protection plan including preservation plans for tree conservation during construction.*" With that said, the application includes a request for a Tree Removal Permit to remove 74 trees including nine significant trees to develop the site and reduce wildfire fuels in the~~

~~area of disturbance.~~

~~The Tree Management Advisory Committee (TMAC) reviewed the initial application which identified the removal of 67 trees at their regular monthly meeting. While expressing that the number of trees proposed for removal was substantial, the TMAC recognized that all trees proposed for removal were either within the building envelope or very close to required excavation.~~

~~The most significant tree near the project, a 36-inch diameter at breast height (d.b.h.) Madrone, is partially on an adjacent property and it initially appeared that the Tree Protection Plan provided adequate protection to its critical root zone. Revised submittals received on March 18, 2025 included several trees that were not originally identified on the tree inventory, including two ten- to 12-inch d.b.h. Madrones on the property line, as well as a revised location for the 36-inch Madrone that is also on or near the property line but within the access easement and thus necessary to remove. The Planning Commission finds that while the 36-inch d.b.h. Madrone and seven additional trees that were to be removed were not initially identified in the applicant's submittals, their presence was raised during the hearing and subsequent to the close of the hearing, they were identified in revised submittals while the record remained open and therefore received due process. The applicant's narrative and final argument submittals made clear that the 36-inch d.b.h. Madrone tree was within the driveway easement, and that its removal was necessary to construct the driveway and to provide access to the property. The Planning Commission concludes that the driveway construction will significantly impact the 36-inch d.b.h. Madrone's root system, and that its removal is necessary in order to provide driveway access to this otherwise landlocked property.~~

2.6 The Planning Commission notes that there are 74 tree removals proposed as part of the application, including nine significant trees. The application materials explain that there are hundreds of trees on the property and the adjacent properties and that the design of the project has sought to minimize required tree removals. The application states that those trees identified for removal are being removed because they are" ... *within the building envelope/footprint ... within the proposed driveway or within the identified area of disturbance.* " The application asserts that, *"The tree assessment retains most of the site slope stabilizing trees ... The property will remain heavily treed following the removal of the small-diameter fuels, the dead trees, and the trees in poor condition. Tree protection zones are included on the tree protection plan, including preservation plans for tree conservation during construction."* With that said, the application includes a request for a Tree Removal Permit consistent with the standards from AMC 18.3.10.090.D.5, and AMC 18.5.7.404 to remove 74 trees, including nine significant trees, to develop the site and reduce wildfire fuels in the area of disturbance, with the majority of the property and the majority of the trees preserved as they are outside of the area of proposed development.

The Tree Management Advisory Committee (TMAC) reviewed the initial application which identified the removal of 67 trees at their regular monthly meeting. While expressing that the number of trees proposed for removal was substantial, the TMAC recognized that all trees proposed for removal were either within the building envelope or very close to the excavation required for the construction of the proposed site development.

The most significant tree near the project, a 36-inch diameter at breast height (d.b.h.) Madrone is

partially on an adjacent property, and it initially appeared that the Tree Protection Plan provided adequate protection to its critical root zone. Revised submittals received on March 18, 2025 included several trees that were not originally identified on the tree inventory, including two ten- to 12-inch d.b.h. Madrones on the property line, as well as a revised location for the 36-inch Madrone that is also on or near the property line, but within the access easement, thus necessary to remove. The Planning Commission finds that while the 36-inch d.b.h. Madrone and seven additional trees that were to be removed were not initially identified in the applicant's submittals; their presence was raised during the hearing, and subsequent to the close of the hearing, they were identified in revised submittals while the record remained open and therefore received due process.

The applicant's narrative and final argument submittals made clear that the 36-inch d.b.h. Madrone tree was within the driveway easement, and that its removal was necessary to construct the driveway and to provide access to the property. The Planning Commission concludes that the driveway construction will significantly impact the 36-inch d.b.h. Madrone's root system, and that its removal is necessary in order to provide driveway access to this otherwise landlocked property.

The Commission finds that the removal of the trees will not have significant negative impact on erosion, soil stability, protection of adjacent trees or windbreaks. The Commission finds that the trees proposed for removal consists of primarily small-diameter trees within the development area and removed for wildfire fuels reduction and nine significant trees that are within areas of development where a structure, patio, driveway, retaining wall, erosion control vegetation adjacent to the areas disturbed by construction that will not be subject to erosive action due to construction/development. The Commission finds that the removal of the nine significant trees and the smaller diameter trees will not have a significant negative impact on tree densities, sizes, canopies, and species within 200 feet of the subject property. The Commission finds that there are hundreds of trees upon the subject property and within 200 feet of the subject property. There are numerous large-stature madrone trees upon the subject property and on the adjacent properties. There are numerous ponderosa pine, Douglas fir, and oak trees, the removal of the nine significant trees and the small diameter trees will not have a significant negative impact on the tree canopies, species, and tree density.

The Commission finds that the proposal mitigates for each significant tree proposed for removal and proposes twelve mitigation trees.

2.7 The Planning Commission discussed the applicant’s voluntary proposal to provide a public pedestrian access easement across the property along the TID Trail. While such a dedication is not a requirement for the development of a single-family home, the Commission recognized the public benefit of formalizing trail access in this location. As a result, the proposal has been included as Condition of Approval # 14, reflecting the applicant’s willingness to dedicate the easement and the Commission’s support for securing long-term public access along the trail corridor.

2.8 The Planning Commission notes that after the hearing was closed but ~~the~~ while the record remained open, six comments were received from non-parties of record. The Planning

Commission finds that because the hearing was closed and the record left open to new submittals only from parties of record who had participated orally or in writing while the hearing was open, these six comments must be excluded from the record and were not considered by the Planning Commission.

The Planning Commission further notes that while the record remained open to new submittals, on March 18th Planning staff provided memos to the record responding directly to a number of public comments that had been submitted. Staff responses are adopted here as findings of the Commission as if set forth in full.

2.9 In summary, the applicants have submitted substantial findings addressing all the relevant approval criteria and applicable standards for the planning action, the requested Exception and the Variances. The application addresses the unique factors requiring the need for the requested Variance due to the site's topography and the fact that the lot is pre-existing with little to no slopes under 25 percent to develop, and much of the lot having 25 to 30 percent slopes, or greater, along with the requirement to take access via a pre-existing easement from Granite Street, which is an existing driveway with a considerable slope, greater than the maximum allowed 15 percent driveway grade. This driveway location allows for access to an otherwise land-locked property from an existing driveway.

2.10 The Commission finds that with the conditions below attached, the proposal satisfies the applicable approval criteria. The Planning Commission finds that the proposal meets all applicable criteria for a Physical & Environmental (P&E) Constraints Review Permit as provided at AMC 18.3.10.050, for an Exception to the Development Standards for Hillside Lands in AMC 18.3.10.090.H, for a Variance as provided at AMC 18.5.5.050, and for a Tree Removal Permit to remove 74 trees, including nine significant trees, as provided at AMC 18.5.7.040.

SECTION 3. DECISION

3.1 Based on the whole record of the public hearing on this matter, and all materials submitted by staff, the applicant and other participants, the Planning Commission concludes that the applicant's site planning, building design, engineering and landscape planning have adequately addressed the criteria and standards for the approval of a Physical & Environmental (P&E) Constraints Review Permit with an associated Exception to the Development Standards for Hillside Lands to allow a downhill wall height exceeding 20 feet, a Variance to the flag drive standards for maximum grade and length in AMC 18.5.3.060.F, and a Tree Removal Permit to remove a total of 74 trees, including nine significant trees. Therefore, the Planning Commission approves the application, with the attached conditions of approval, noting that this decision is supported by evidence contained within the whole record.

1. That all proposals of the applicant become conditions of approval.
2. A Verification Permit shall be applied for and approved by the Ashland Planning Division prior to site work, tree removal, building demolition, and/or storage of materials. The Verification Permit is to inspect the identification of the 74 trees to be removed and the installation of tree protection fencing for the remaining trees on and adjacent to the site. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B.

3. All recommendations of the Tree Management Advisory Committee, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein.
4. Prior to building permit issuance:
    a. 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 Variance and Physical and Environmental Constraints Review permit approval shall be submitted and approved prior to issuance of a building permit.
    b. Identification of all easements, including public and private utility easements, mutual access easements, public pedestrian access easements, and fire apparatus access easements shall be identified on building permit plans.
    c. Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard A in the formula [(Height –6)/(0.445 + Slope) = Required Solar Setback] and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade shall be met.
    d. Lot coverage calculations including all building footprints, driveways, parking, and circulation areas. Lot coverage shall be limited to no more than 20 percent as required in AMC 18.2.5.030.C.
    e. Storm water from all new impervious surfaces and runoff 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.
    f. A revised Tree Protection Plan consistent with the standards described in 18.4.5 be submitted for approval by the Staff Advisor. The tree protection fencing shall be installed according to the approved plan prior to any site work, storage of materials onsite or issuance of the building permit. The plan shall identify the location and placement of fencing around the drip lines of trees identified for preservation. The amount of fill and grading within the drip line shall be minimized. Cuts within the drip line shall be noted on the tree protection plan and shall be executed by handsaw and kept to a minimum. No fill shall be placed around the trunk/crown root.
    g. 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.
    h. A landscaping and irrigation plan to include irrigation details satisfying the requirements of the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies shall be provided.
    i. The tree protection and temporary erosion control measures (i.e. silt fence and bale barriers) shall be installed according to the approved plan and approved by the Staff

Advisor prior to any site work, storage of materials, issuance of an excavation permit and issuance of a building permit. The erosion control measures shall be installed as identified in the Marquess & Associates' report dated December 5, 2024 and as approved by Public Works.

j. A written verification from the project geotechnical expert addressing the consistency of the building permit submittals with the geotechnical report recommendations (e.g. grading plan, storm drainage plan, foundation plan, etc.) shall be submitted with the building permit.

k. Applicant shall provide documentation for the access easement.

l. Applicant shall have the retaining wall designed by the project engineer to conform with AMC 18.3.10.090.B.

5. Mitigation trees, to be planted on-site, off-site, or payment in lieu, shall be planted at the rate of 1:1 of regulated tree removals.

6. A preconstruction conference to review the requirements of the Hillside Development Permit shall be held prior to site work, the issuance of an excavation permit or the issuance of a building permit, whichever action occurs first. The conference shall include the Planning Department, Building Department, the project engineer, project geotechnical experts (i.e. Marquess & Associates), landscape professional, arborist (i.e. Canopy) and the general contractor. The applicant or applicant's' representative shall contact the Planning Department to schedule the preconstruction conference.

7. The foundation plans of the house shall be stamped by an engineer or architect with demonstrable geotechnical design experience in accordance with AMC 18.3.10.090.F.

8. All measures installed for the purposes of long-term erosion control and fire mitigation, including but not limited to vegetative cover, rock walls, retaining walls and landscaping shall be maintained in perpetuity on all areas in accordance with 18.3.10.090.B.7.a.

9. Prior to Certificate of Occupancy:

   a. The landscaping and irrigation for re-vegetation of cut/fill slopes and erosion control shall be installed in accordance with the approved plan. Vegetation shall be installed in such a manner as to be substantially established within one year of installation.

   b. All landscaping in the new landscaped areas shall be installed according to the approved plan and tied into the onsite irrigation system.

   c. Marquess & Associates shall provide a final report indicating that the approved grading, drainage and erosion control measures were installed as per the approved plans, and that all scheduled inspections were conducted by the project geotechnical expert periodically throughout the project.

   d. The flag drive shall be paved to 12 feet, have a vertical clearance of 13-feet, 6-inches and be able to withstand 44,000 lbs. of pressure. The flag drive shall be constructed so as to prevent surface drainage from flowing over the private property lines and / or public way in accordance with 18.76.060.B.

e. The house shall be constructed as shown on the amended plans submitted on March 12, 2025, with the 6-foot horizontal offset, per AMC 18.3.10.090.E.2.

f. Applicant shall provide a surveyor's map that confirms the driveway grade does not exceed 24 percent and that the length of the portion of the driveway in excess of 35 percent slopes does not exceed 100 feet, per AMC 18.3.10.090.A.2.

10. Requirements of the Ashland Fire Department shall be met, including that all addressing shall be approved, that fire apparatus access be provided, that a final approval of the access plan (turnouts, etc.) be obtained, that a fires suppression system be installed in the home, that a new fire hydrant and pump be installed, if necessary, and that a fuel break is required.

11. Prior to bringing combustible materials on site, applicants shall provide documentation of fire hydrant location within 600 feet of the southwest corner of the house and of the access (easement).

12. A Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 shall be provided prior to bringing combustible materials onto the property. New landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.

13. Final grading and retaining wall plans shall meet the terracing requirements of AMC 18.3.10.090.B.4.b to the satisfaction of the Staff Advisor.

14. Prior to issuance of building permits for the proposed residence, applicants/property owners shall execute and deliver to the City a perpetual public trail easement in favor of the City of Ashland along the existing "Ditch Trail", which generally follows the Talent Irrigation District's (TID) "Ashland Canal" as it traverses the subject property (Tax Lot 1800). Applicants shall also provide a centerline legal description of the Easement Area to be appended to the easement document and reflecting an easement area 10-feet in width and shall include the traveled portion of the existing Ditch Trail crossing the property. This condition was voluntarily offered by the applicants/property owners and this public trail easement is not an exaction required by the City and is not subject to constitutional takings concerns or nexus/proportionality analysis.

_____ ~~April 22, 2025~~ August 12, 2025

Planning Commission Approval Date

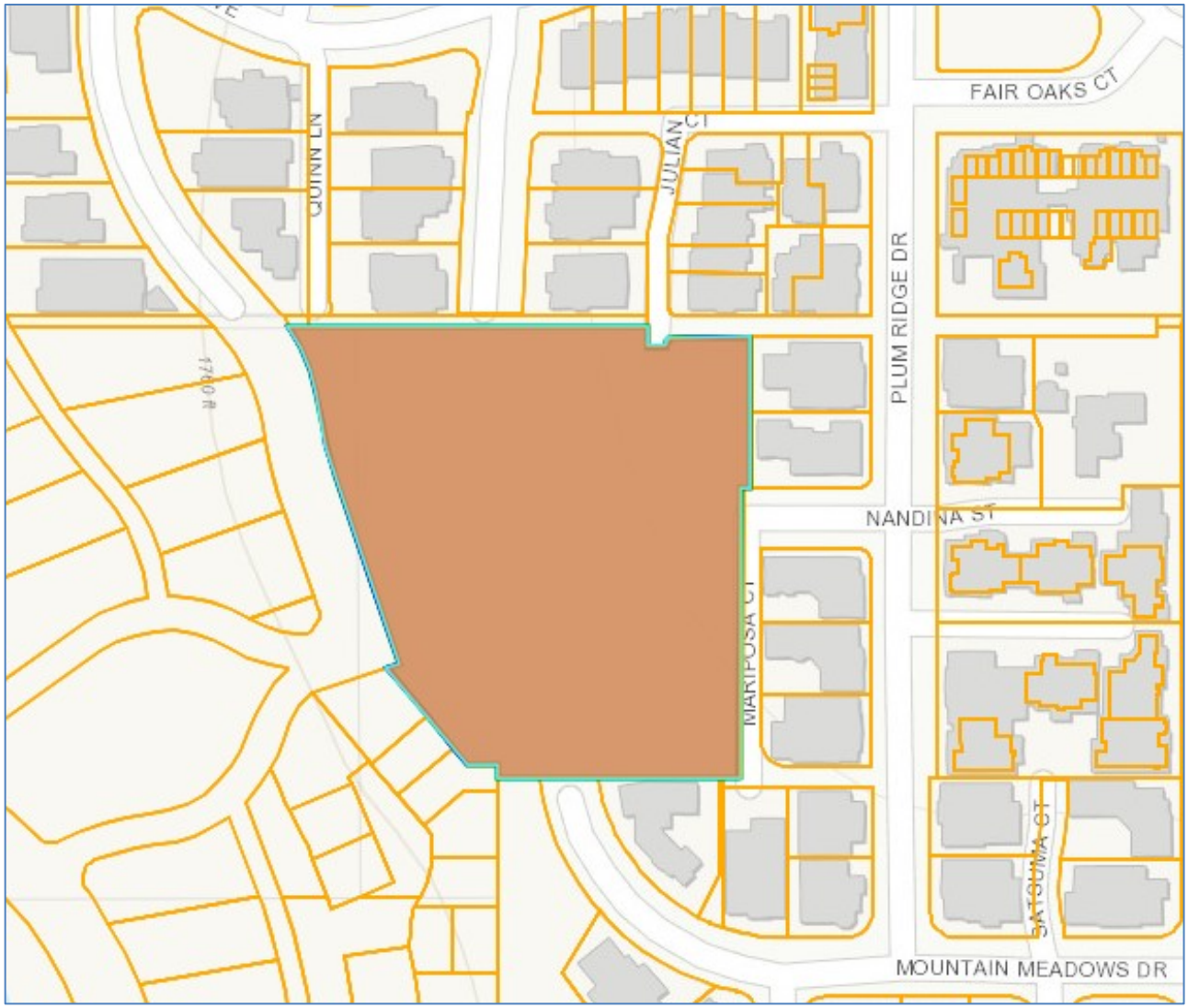
TYPE II PUBLIC HEARING

PA-T2-2025-00059,
Kestrel Park Phase III Final Plan

NOTICE OF PUBLIC HEARING

PLANNING ACTION: PA-T2-2025-00059
SUBJECT PROPERTY: 39-1E-04-AD Tax Lot 8600
OWNER/APPLICANT: PDK Properties LLC
DESCRIPTION: A request for Final Plan approval for a 15-lot Performance Standard Option (PSO) subdivision. The Subdivision Outline Plan was approved by the Ashland Planning Commission adopted findings approving PA-T2-2024-00054, on January 14, 2025. The Proposed final plan come before the Planning Commission because a section that was approved as an alley is now proposed to be pedestrian access due to the existing adjacent grade. The application also includes a modification to the previous Site Design Review.
COMPREHENSIVE PLAN DESIGNATION: North Mountain I; ZONING: NM-MF; MAP: 39 1E 04 AD; TAX LOTS: 8600

ASHLAND PLANNING COMMISSION MEETING: *Tuesday August 12, 2025 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



COMMUNITY DEVELOPMENT DEPARTMENT
51 Winburn Way
Ashland, Oregon 97520
ashland.or.us
Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

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.

A copy of the application, including all documents, evidence and applicable criteria are available online at "What's Happening in my City" at https://gis.ashland.or.us/developmentproposals/. Copies of application materials will be provided at reasonable cost, if requested. Application materials may be requested to be reviewed in-person at the Ashland Community Development & Engineering Services Building, 51 Winburn Way, via a pre-arranged appointment by calling (541) 488-5305 or emailing planning@ashland.or.us.

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.

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.

If you have questions or comments concerning this request, please feel free to contact Aaron Anderson at 541-488-5305 or planning@ashland.or.us.

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).

MAJOR MODIFICATIONS (AMC 18.5.6.030.C.)

Major Modification Approval Criteria. A Major Modification shall be approved only upon the approval authority finding that all of the following criteria are met.

1. Major Modification applications are subject to the same approval criteria used for the initial project approval, except that the scope of review is limited to the modification request. For example, a request to modify a commercial development's parking lot shall require Site Design Review only for the proposed parking lot and any changes to associated access, circulation, etc.
2. A modification adding or altering a conditional use, or requiring a variance, administrative variance, or exception may be subject to other ordinance requirements.
3. The approval authority shall approve, deny, or approve with conditions the application, based on written findings.

OUTLINE PLAN SUBDIVISION APPROVAL (AMC 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.
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.

APPROVAL CRITERIA FOR FINAL PLAN
18.3.9.040.B.5

Final Plan approval shall be granted upon finding of substantial conformance with the Outline Plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of 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.

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.

Staff Report

ASHLAND PLANNING DEPARTMENT

STAFF REPORT

Before the Planning Commission – August 12, 2025

PLANNING ACTION:	PA-T2-2025-00059
OWNER:	CMK Development LLC
APPLICANT:	Taylored Elements
LOCATION:	39-1E-04-AD Tax Lot 8600, 4700, 7800, & 4900
ZONE DESIGNATION:	North Mountain Multi-Family (NM-MF)
COMP. PLAN DESIGNATION:	North Mountain
ORDINANCE REFERENCES:	18.2.4 General Regulations for Base Zones
	18.2.5 Standards for Residential Zones
	18.3.5 North Mountain Neighborhood District
	18.3.9 Performance Standards Overlay
	18.5.1 General Review Procedures
	18.5.2 Site Design Review
	18.5.3 Land Divisions & Property Line Adjustments
	18.5.6 Modifications to Approved Applications
	18.6.1 Definitions
APPLICATION DATE:	June 30, 2025
APPLICATION COMPLETE:	July 11, 2025
PUBLIC NOTICE:	July 22, 2025
MEETING DATE:	August 12, 2025
120-DAY DEADLINE:	November 8, 2025

PROPOSAL: A request for Final Plan approval for a 15-lot Performance Standard Option (PSO) subdivision. The Subdivision Outline Plan was approved by the Ashland Planning Commission who adopted findings for PA-T2-2024-00054 on January 14, 2025.

The application also includes two requested modifications to the previously approved planning action:

1) A modification to the Site Design Review approval as it relates to the layout and design of the buildings as well as the design of the parking area in "Area Six", and
2) A modification to the Outline Plan Approval as it relates to the road design, the application proposes to change what was understood to be a vehicle alley to pedestrian connection from Patton Lane to the Julian Court Alley.

These changes have been proposed to better address the topography of the site, and the existing developments' adjacent grade.

I. Application

1) Introduction

Final Plan approval is a type-1 planning action and therefore would not typically come before the Planning Commission. Because of the proposed modifications to the Site Design Review approval involve changes in the building envelopes and elevations it qualifies as a "major modification."

AMC 18.5.6.030(A) requires that "*The approval authority and review procedure for Major Modification applications is the same as for the original project or plan approval*." Therefore, review and approval by the Planning Commission is required because the Planning Commission originally approved the application.

2) History and Background

The Staff Report dated December 10, 2024 that was prepared for the Outline Plan approval and Site Design Review (PA-T2-2024-00054) has an extensive history of the planning approvals relating to previous phases of Kestrel Park as well as background for the North Mountain Neighborhood Plan (NMNP). Rather than repeat or to attempt to summarize those items here, that staff report has been included in this meeting packet in its entirety.

3) Previous Final Plan application

On May 12, 2025, an application for final plan approval was submitted (PA-T1-2025-00268). During the review for completeness of the application staff became aware of some outstanding items that needed to be addressed including modifications to the survey plat, and concerns regarding grading. It was during this review process that staff also became aware that the engineering plans proposed a pedestrian connection between Julian Court and Patton Lane. The plans indicated a six-foot gravel path as opposed to the alley standard of a twelve-foot paved surface with four-foot clearance area on either side that was illustrated in the prior approval.

At Outline Plan approval the Civil Engineering plans had shown the proposed pedestrian connection in the grading plan, however during review of the application there was a reliance on the architectural and landscaping site plans as the main exhibits which both indicated an alley improved to vehicle standards. As the details of the existing adjacent grade and civil engineering plans were further explored it became apparent that the Site Plan and common improvements previously approved were incompatible with the site topography. A formal letter raising these issues was sent by Ashland Planning Staff to the applicant on June 3, 2025.

Staff continued to work with the applicant and suggested that for the purpose of timelines (the 120-day rule; see ORS 227.178), and clarity of what constitutes the record, that the application be withdrawn and that a new application be submitted when those issues were resolved. On June 25, 2025, the applicant sent staff an email formally requesting to withdraw the application.

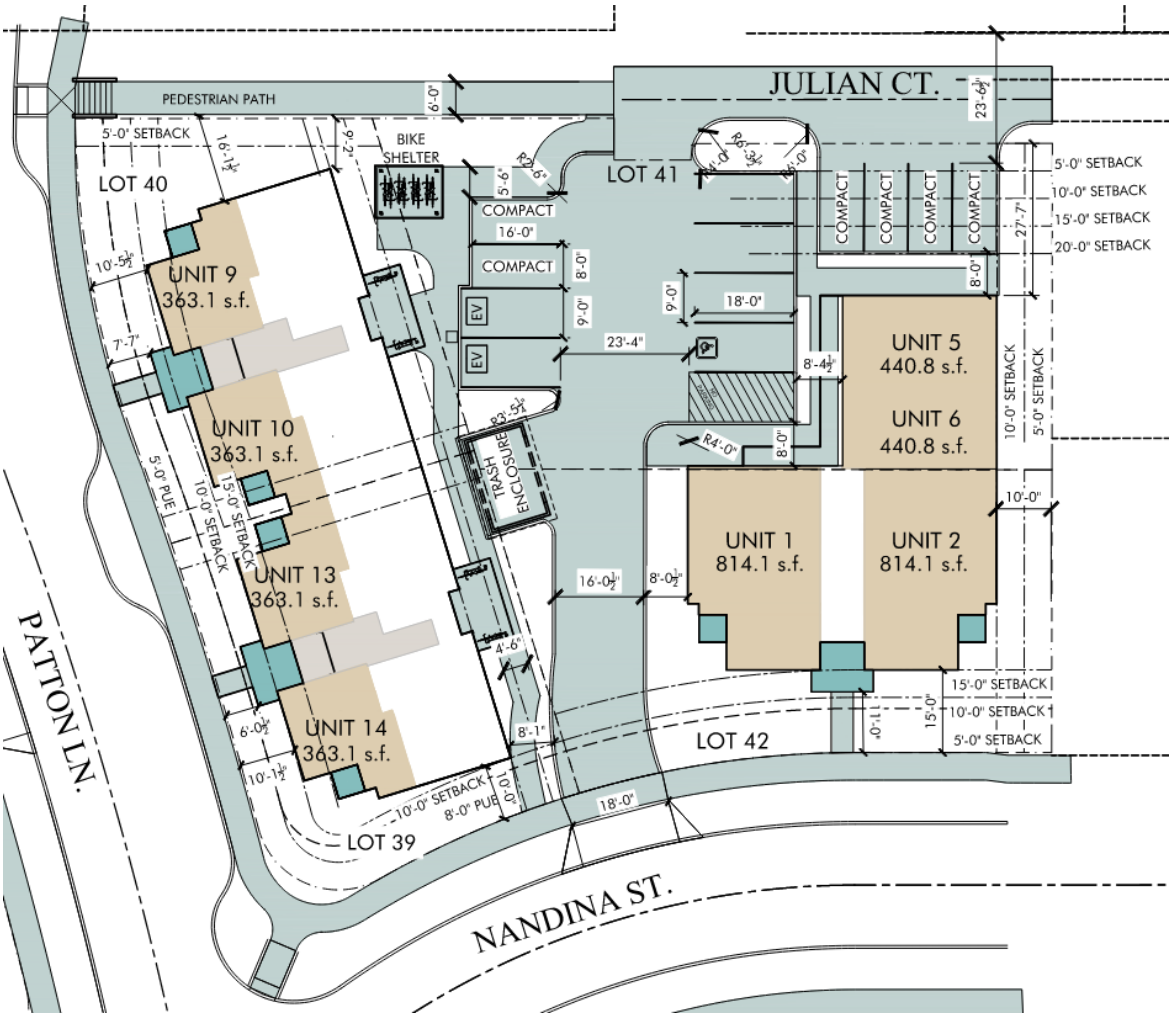
4) <u>Major Modification to previously approved plan</u>

There are two significant modifications from the design that was approved in January:

1. The Alley between Julian Court and Patton Lane is now proposed to be a pedestrian path instead of a vehicle alley due to the existing adjacent grade immediately to the north, and
2. The Area Six building design and associated site improvements and parking area have been modified to better respond to the change in elevation across the site.

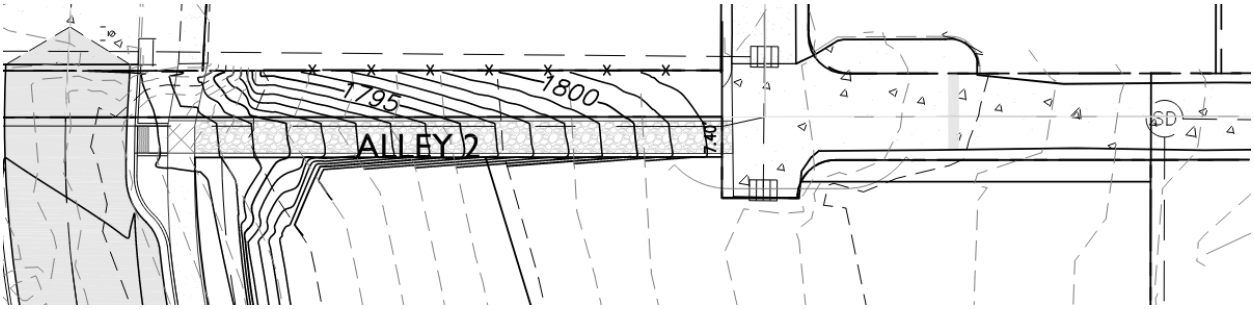
In the original approval the parking for the buildings was intended to be tucked under the second floor. As work was being done to address the design as it related to the change in grade across the site it became apparent the parking design would need to change. This also caused the layout of the buildings in the northeast corner to change to make space for additional parking area immediately adjacent to the alley. Note that the existing alley is being improved to the North Mountain standard width of 20' with a paved travel lane 12' wide and 4' clearance area on each side.

Shown below is the site plan for Area Six with dimensions showing that all of the building, parking and driving areas meet the required separation and landscaping screening requirements.

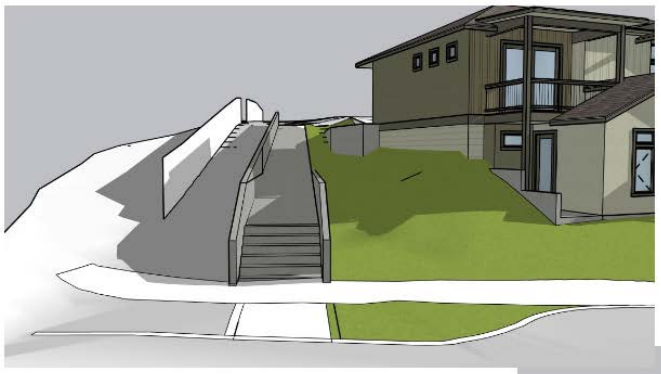


For comparison the Site Plan as previously approved is shown below. Remember that the parking was proposed to be located under the units in this approval.

Shown below is a portion of the Civil Engineering / grading plans showing the improvement to the existing Alley as well as the proposed pedestrian connection.



Shown below are several renderings showing the buildings on Area Six and the proposed buildings. In the previous approval the renderings did not accurately reflect the existing topography. Note the relationship in elevation between the proposed buildings, in the previous approval they appeared to be very similar in elevation as opposed to the actual finished floor elevation as shown below.



Area 6 - Patton View - Walking Path

Area 6 - Patton View - Walking Path

5) <u>Performance Standards Option (PSO) Subdivision – Final Plan Approval</u>

AMC 18.3.9.040.B.5 provides the following: "*Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:*"

The Final Plan Approval Citeria can be summarized as the following:

a) The number of dwelling units varies by no more than ten percent.

b) The yard depths and building separation vary no more than ten percent

c) The common open spaces vary no more than ten percent

d) The building size does not exceed by more than ten percent.

e) The building elevations are in conformance with the approved plan.

f) Addresses additional standards required based on the awarding of bonus points.

g) The development complies with the street standards.

h) Nothing in this section shall limit the reduction in the number of dwelling units or increased open space.

Staff have conducted a comprehensive review of the application materials and have determined the following.

a) The number of dwelling units / lots is identical to the previous approval and therefore is within the ten percent allowance.

b) The yard depths and building separation is virtually identical to those on the Outline Plan. The site plan on the previous page shows that all setback requirements are met and where there are changes, they are within the ten percent allowance.

c) The application included no open space other than the parking facilities associated with the multi-family development. As the Outline Plan Staff Report explains the previous phases of the Kestrel Park subdivision, all the required open space was provided in the

flood plain during the first phase and therefore it is manifest that it is within the ten-percent allowance.

d) The building size does not exceed by more than ten percent.

e) That while the building elevations and envelopes are not in conformance with the approved plan, that is the purpose of the requested modification of the approval accompanying the application. The proposed exterior materials and design are identical to what was previous approved. With the approval of the modification this standard can be found to have been met.

f) There were no additional standards which resulted in the awarding of bonus points therefore this standard is met

g) That the street standards have all been met based on the ROW width and proposed improvements on the Civil Engineering plans therefore this standard is met.

h) That there is no reduction in the number of units or open space and therefore this standard is met.

6) Public Input

Notice was posted at the terminus of each road that abuts the subject property and mailed to all properties within 200' on July 22, 2025. At the time of this writing there were no written comments received.

II. Procedural – Approval Criteria

1) Major Modification of a previously approved plan

AMC 18.5.6.030 provides the approval criteria and standards for Major Modifications to previously approved plans.

> C. Major Modification Approval Criteria. A Major Modification shall be approved only upon the approval authority finding that all of the following criteria are met.
>
> > 1. Major Modification applications are subject to the same approval criteria used for the initial project approval, except that the scope of review is limited to the modification request. For example, a request to modify a commercial development's parking lot shall require Site Design Review only for the proposed parking lot and any changes to associated access, circulation, etc.
> >
> > 2. A modification adding or altering a conditional use, or requiring a variance, administrative variance, or exception may be subject to other ordinance requirements.
> >
> > 3. The approval authority shall approve, deny, or approve with conditions the application, based on written findings.

2) Outline Plan

AMC 18.3.9.040.A.3 provides the approval criteria and standards for Outline Plan approval:

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 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.

3) Final Plan

AMC 18.3.9.040.B.5 provides the approval criteria and standards for Final Plan approval:

5. Approval Criteria for Final Plan. Final Plan approval shall be granted upon finding of substantial conformance with the Outline Plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of 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.

6. Any substantial amendment to an approved Final Plan shall follow a Type I procedure in section 18.5.1.050 and be reviewed in accordance with the above criteria.

4) Supplemental Approval Criteria

AMC 18.3.5.030.C provides the approval criteria and standards for development in the NMNP.

C. Supplemental Approval Criteria. In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.

1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.

2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

5) Site Design Review

AMC 18.5.2.050 provides the approval criteria and standards for 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.

III. Conclusion and Recommendations

Staff recommend that the Planning Commission approve the modification to the Outline Plan and Site Design Review, as well as Final Plan approval.

If the Planning Commission approves the application, staff recommends including the following conditions of approval below:

1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
2) That the applicant apply for final plan approval pursuant to AMC 18.3.9.040.B within 18 months of this outline plan approval. The application for Final Plan approval will be required to include the following:
    a. That the revised civil and site plans that are to be submitted with Final Plan approval indicate 47’ of ROW for both Engle and Street and Caldera Lane.
    b. Provide CC&R’s for review that include sufficient maintenance for the private drive and all common area amenities.
    c. That pursuant to AMC 13.24.010.C that the applicant shall consult with the Public Works Director for approval of the proposed street name of Caldera Lane.
3) That permits shall be obtained from the Ashland Public Works Department prior to any additional work in the public right of way.
4) That a final survey plat shall be submitted within 12 months of Final Plan approval and approved by the City of Ashland within 18 months of this approval. Prior to submittal of the final subdivision survey plat for signature:
    a. All easements including but not limited to public and private utilities, public pedestrian and public bicycle access, drainage, irrigation, and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.
    b. Subdivision infrastructure improvements including but not limited to utilities, driveways, streets and common area improvements shall be completed according to approved plans, inspected and approved.
    c. Electric services shall be installed underground to serve all lots, inspected and approved. The final electric service plan shall be reviewed and approved by the

Ashland Electric, Building, Planning and Engineering Divisions prior to installation.

d. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within the applicable phase, inspected and approved.

5) That a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.

6) That the building permit submittals shall include the following:

a. Identification of all easements, including but not limited to any public and private utility easements, mutual access easements, and fire apparatus access easements.

b. Solar setback calculations demonstrating that all units comply with Solar Setback Standard A in the formula [(Height –6) / (0.445 + Slope) = Required Solar Setback] and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.

c. Final lot coverage calculations demonstrating how lot coverage is to comply with the applicable coverage allowances of the zoning district. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.

d. That storm water from all new impervious surfaces and runoff associated with peak rainfalls must be collected on site and channeled to the City storm water collection system through the curb or gutter at a public street, a public storm pipe, an approved 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.

ASHLAND PLANNING DEPARTMENT
STAFF REPORT

Before the Planning Commission – December 10, 2024

PLANNING ACTION:	PA-T2-2024-00054
OWNER:	CMK Development LLC
APPLICANT:	Taylored Elements
LOCATION:	39-1E-04-AD Tax Lot 8600, 4700, 7800, & 4900
ZONE DESIGNATION:	North Mountain Multi-Family (NM-MF)
COMP. PLAN DESIGNATION:	North Mountain
ORDINANCE REFERENCES:	18.2.4 General Regulations for Base Zones
	18.2.5 Standards for Residential Zones
	18.3.5 North Mountain Neighborhood District
	18.3.9 Performance Standards Overlay
	18.5.1 General Review Procedures
	18.5.2 Site Design Review
	18.5.3 Land Divisions & Property Line Adjustments
	18.6.1 Definitions
APPLICATION DATE:	November 1, 2024
APPLICATION COMPLETE:	November 15, 2024
PUBLIC NOTICE:	November 19, 2024
MEETING DATE:	December 10, 2024
120-DAY DEADLINE:	March 1, 2025

PROPOSAL: 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 as well as a request to remove a single non-hazard tree that is within a proposed building envelope.

I. Introduction

The property was created as lot-31 of Kestrel Park Phase II and was reserved for this final phase of the Kestrel Park Subdivision. The property is zoned "North Mountain-Multi Family" (NM-MF) and is regulated by the North Mountain Neighborhood Plan (NMNP). The NMNP is codified at Ashland Municipal Code (AMC) 18.3.5, and applies to all properties within the North Mountain Neighborhood Plan area (adopted by Ordinance 2800 in April 1997).

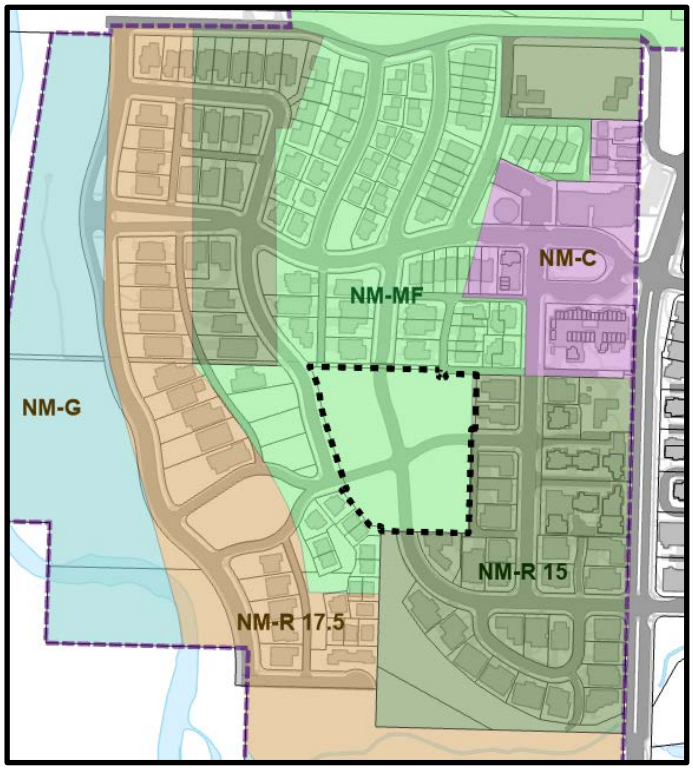
The AMC requires that all applications involving the creation of three or more lots in the NMNP to be processed in accordance with AMC 18.3.9 the 'Performance Standards Option and PSO Overlay' chapter (see: AMC 18.3.5.040.K). There are two required steps to a PSO subdivision; first Outline Plan, followed by Final Plan. For developments of fewer than ten lots, the Outline

Plan may be filed concurrently with the Final Plan, however for developments of ten or more lots, separate Outline Plan approval is mandatory prior to Final Plan. The code requires a type-1 land use action for Final Plan approval to ensure that there are findings of substantial conformance with the Outline Plan prior to construction and the recording of the final plat.

The proposed PSO subdivision includes a total of 15-lots for residential development, ten of the lots are proposed for single-family residential (SFR) development, and five lots for multifamily housing. The application includes a request for Site Design Review approval for four multifamily buildings with a total of 28-units of multi-family housing. Combined, this is a development density of 38 dwellings for the purposes of determining allowed density. In accordance with HB2001 and the adopted duplex standards at AMC 18.2.3.110 each of the SFR lots can be developed with two dwellings.

1) <u>North Mountain Neighborhood Plan (NMNP)</u>

The NMNP Area is approximately 53 acres and is located between Interstate-5 and Bear Creek and west of North Mountain Avenue. The Neighborhood Plan and related implementation standards were adopted by the City Council by Ordinance 2800 on April 2, 1997. Development located within the NMNP area is required to meet all applicable sections of AMC 18.3.5, except as otherwise allowed. The subject property is shown in dashed outline at right along with most of the NMNP area.



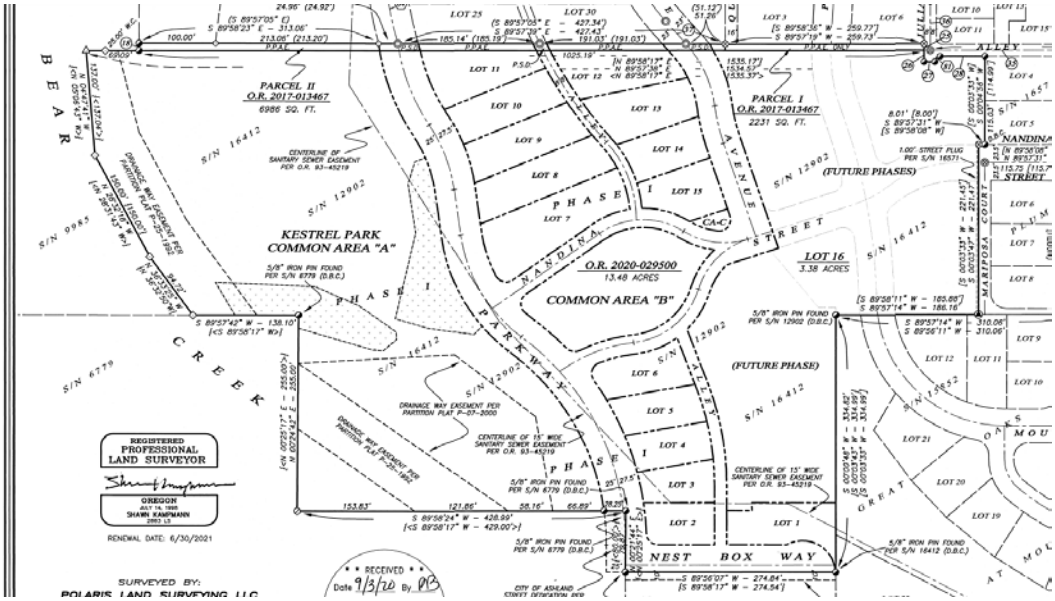
This proposed subdivision will complete the northern portion of the NMNP area leaving only the 11-acre parcel to the south (tax lot #2800) to complete the implementation of the NMNP.

2) <u>Background</u>

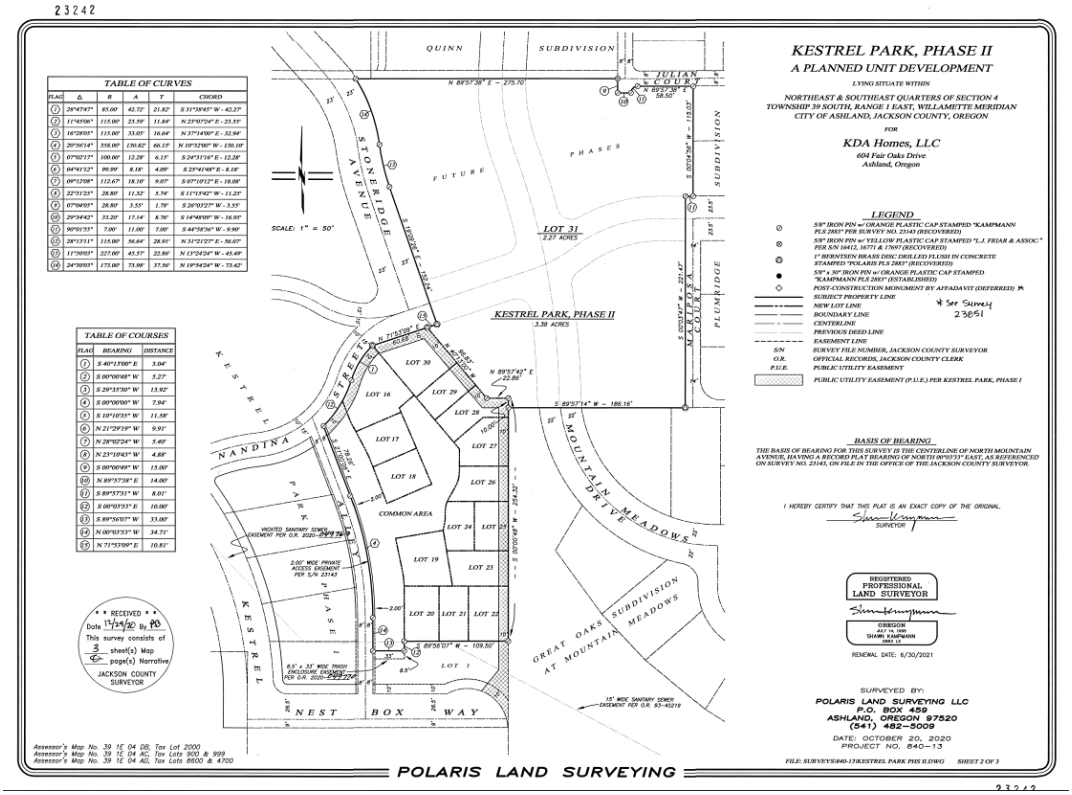
This is the 3rd Phase of the Kestrel Park Subdivision which began in 2018. The subject property is Lot 31 of Phase 2 and was reserved for this final phase. The proposed subdivision will connect both Nandina Street and Patton Lane / Mountain Meadows Drive to create four blocks that have been identified previously as areas 4, 5, 6, and 7.

Phase 1 was the extension of Kestrel Parkway and Stoneridge Ave., as well as the construction of Nandina Street. It consisted of 15 residential lots and was approved as Outline Plan PA-T2-2018-00005 in December 2018 followed by Final Plan PA-T1-2019-00075 in November 2019. The final plat was recorded as CS23143 in September of 2020. The application also included

amendments to the NMNP to modify the street network and address the 'Civic Space' shown on the adopted map. A portion of the phase 1 plat is shown below.



Phase 2 which consisted of the "cottage development" and was approved as Outline Plan PA-T2-2020-00016 in March of 2020 followed by Final Plan PA-T1-2020-00113 in June of 2020. The final plat was recorded as CS23242 in December of 2020, and reserved lot 31 for phase 3. The plat is shown below.



3) Site Description

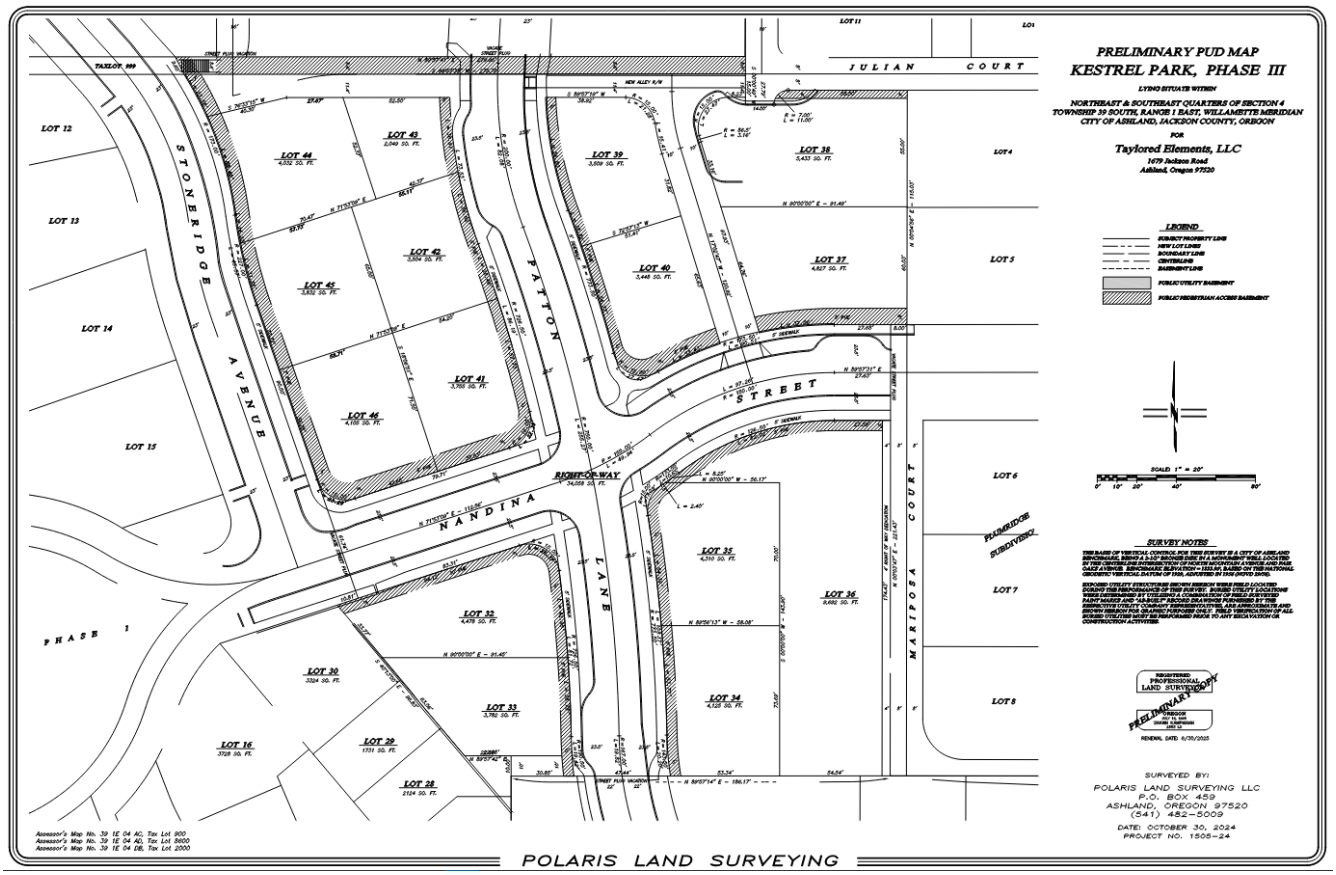
The subject property is Tax lot #8600 of Assessor Map 39-1E-04-AD, it does not presently have an assigned street address. The application also includes three tax lots owned by the City of Ashland; tax lot 4700 a 0.05 acre strip of land along the north, as well as tax lots 7800 & 4900 which are both 'street plugs' to be vacated. The property was created as lot-31 of Kestrel Park Phase II and was reserved for this final phase of the Kestrel Park Subdivision. The property is 2.27 acres in size and slopes from east to west at approximately 15% and is zoned North Mountain Multi-Family (NM-MF).

II. Project Proposal – Outline Plan Subdivision and Residential Site Design Review.

1) Performance Standards Option (PSO) Subdivision – Outline Plan Approval

The North Mountain Neighborhood District regulations require that all applications involving the creation of three or more lots shall be processed under chapter 18.3.9 Performance Standards Option Overlay (AMC 18.3.5.040.K).

The proposed subdivision, shown below, will create 15 new lots and connect Nandina and Patton Streets. Because of survey regulations regarding multi-phased subdivisions lot numbers need to be sequential through all phases. Because the parent lot was #31 of Phase 2, now the numbers for the 15 lots in Phase 3 are #32 through #46.



The approval criteria for Outline Plan include eight items which are summarized as follows:

1) The development meets all applicable ordinance requirements of the city.
2) Adequate key City facilities can be provided including water, sewer, paved access.
3) The natural features, such as wetlands and large trees, are included in unbuildable areas.
4) The development of the land will not prevent adjacent land from being developed.
5) There are adequate provisions for the maintenance of common open space.
6) The proposed density meets the base and bonus density standards.
7) The development complies with the street standards.
8) The proposed development meets the common open space standards.

The application includes detailed written responses to each of the approval criteria and design standards, and by their reference they are incorporated herein as if set out in full. Next, we briefly address each of the approval criteria, and any needed conditions of approval to demonstrate compliance with the applicable standards.

The first approval criterion is that "*the development meets all applicable ordinance requirements of the city.*" This first approval criterion is all-encompassing allowing the Planning Commission to address all city standards, even outside of Chapter 18 of the AMC. The application materials explain that the proposal utilizes the Performance Standards Option Chapter 18.3.9, and that the development demonstrates compliance with the standards from AMC 18.3.9.050 – 18.3.9.080. The application materials emphasize that as a Performance Standards Options proposal, the application is not required to meet the minimum lot size, lot width, lot depth or setback standards of part 18.2. With the application materials fully considered staff concluded that findings can be made that all applicable ordinance requirements will be met.

The second approval criterion is that "*adequate key City facilities can be provided including water, sewer, paved access.*" Staff would reiterate that this is the third phase of the Kestrel Park Subdivision and that all city facilities were sized with the capacity for the third phase in mind. The application includes preliminary Civil Plans that illustrate the various city utilities including sewer, water and storm drainage. The plans indicate that the available utilities include eight-inch water and sewer mains, and twelve-inch storm drain. Staff has consulted with the engineering department in Public Works regarding the civil plans and have confirmed that the proposed infrastructure will meet all city standards, and that there is sufficient capacity for the proposed development. Staff believe findings can be made that this approval criterion is met.

The third approval criterion is that "*the natural features, such as wetlands and large trees, are included in unbuildable areas.*" The previous phases of the subdivision have addressed flood plain and wetland areas. For this phase the subject property has no identified natural features or wetlands to consider with the exception of the single multi branched tree that is proposed for removal and is discussed further below. Staff believe findings can be made that this approval criterion is met.

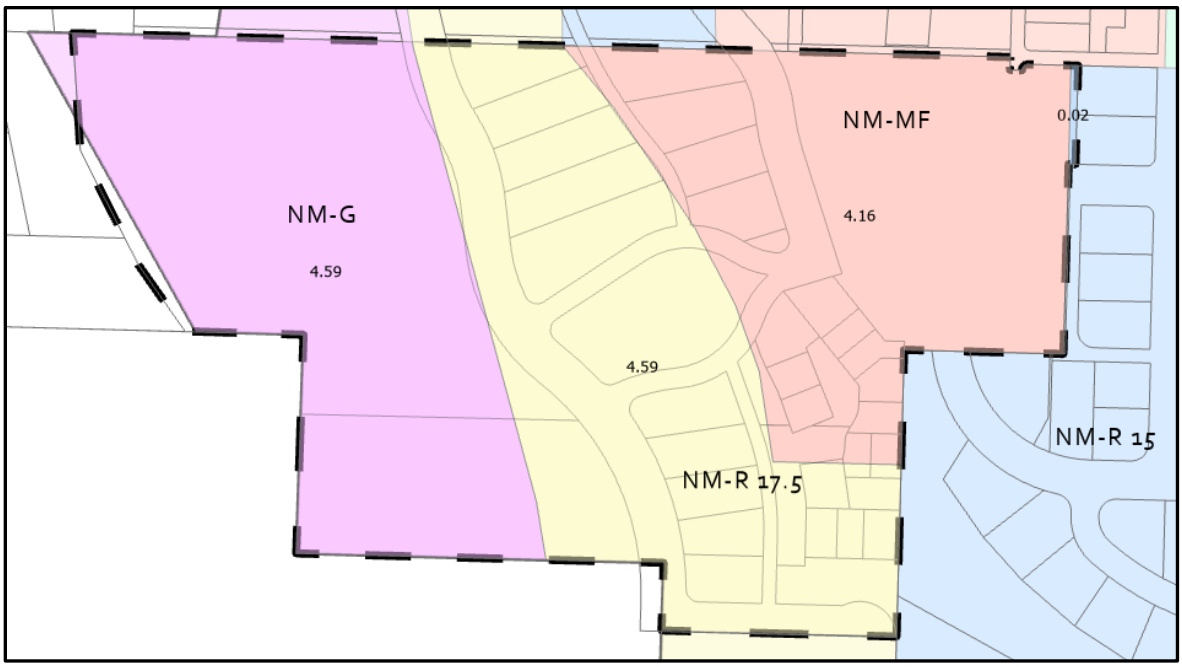
The fourth approval criterion is that "*the development of the land will not prevent adjacent land from being developed.*" The subject property is surrounded by land that have already fully

developed. It is manifest that the proposed development will not prevent adjacent land from developing and that findings can be made that this approval criterion is met.

The fifth approval criterion is that "*there are adequate provisions for the maintenance of common open space.*" The application discusses the existing HOA's that have been formed from the earlier phases of the Kestrel Park, and further states that "The three phases are also tied together through monetary commitments (HOA Dues) for the maintenance of common areas and improvements such as the site's wetlands, common spaces, park benches, park row vegetation and irrigation and street trees." Staff conclude that the HOA provides sufficient evidence of the provisions for the ongoing maintenance for the common open space and that findings can be made that this approval criterion is met.

The sixth approval criterion is that "*the proposed density meets the base and bonus density standards.*" The application explains in detail that the Kestrel Park Subdivision has two zones, NM-R-1-7.5 and NM-MF with a minimum density requirement between 75% and 110% of each zone's base density. The table (page 6 in the application findings) shows that with the dwelling units developed in previous phases the proposal is within the required / allowed density.

During the application review staff became aware of an error in the area of the two different zones. This error was in the original 2018 application materials and has been carried forward without notice. There are two errors in the table as it underrepresents the land zoned NM-R-1-7.5 and overstates the land zoned NM-MF. Shown below is a screen capture from the City GIS clipping the NMNP zones and calculating the area of each zone in the Kestrel Park subdivision. Note that there is a small portion of the original portion the lot that was dedicated as open space in phase 1 that is just outside of the NMNP zoning district which is why these values sum just short of the project size of 13.48 acres.



The table below sets out the correct sizes of land for each zone per City GIS and the number of dwellings approved in each zone per phase.

NM ZONE	NM-R-1-7.5	NM-MF
Acres	4.59	4.16
Dwelling units per acre	3.6	12
Base Density (acres x units per acre)	16.52	49.92
minimum density (x 0.75 – 1.1)	12.39 – 18.18	37.44 – 54.91
Phase 1	11	4
Phase 2 (Cottages)	5	10
Total Dwellings (Phase 1 + 2)	16	14
Remaining Density from allowed max	2.18	40.91
Proposed Phase 3		38

As stated above, the application is for 28 multi-family dwellings, and 10 lots for single family housing[*]. Combined these represent 38 dwelling units for the purposes of density for the subdivision which is less than the 40 which could be allowed. Staff conclude that findings can be made that this approval criterion will be met.

The seventh approval criterion is that "*the development complies with the street standards.*" The preliminary civil plans provide cross sections showing proposed improvements that meet all of the NMNP street standards including park row, sidewalk as well as paved and ROW width. The only exception to this is a portion of Stoneridge which has a 46' wide ROW. However, as the application makes clear, this was previously approved during the first phase of the subdivision.

During the original Kestrel Park subdivision approval process, concerns were raised during public testimony that emergency access and evacuation routes were limited to the bridge on Mountain Avenue over Bear Creek or to indirect access via county roads to Oak Street, the Commission found that in response to similar concerns for previous development of the North Mountain Neighborhood, all properties were required to sign in favor of and agree to participate in a Local Improvement District (LID) for the future construction of a bridge across Bear Creek to connect Nevada Street to Oak Street. As such, a condition was included to require that all properties within the Kestrel Park Subdivision sign a similar agreement prior to signature of the final survey plat. The subject properties here are within the subdivision and are subject to that original condition which has been included below. Staff conclude that with the condition of approval findings can be made that this approval criterion will be met.

The eighth and final approval criterion is that "*the proposed development meets the common open space standards.*" The application notes the following: "The Kestrel Park Subdivision is 13.48 acres in size of which 5.13 acres was dedicated as open space (Bear Creek Riparian Area) and another .7 acres was platted as private open space for the subdivision's on-site wetlands and a couple of smaller landscape areas - located at various street corners as common neighborhood landscaping, for a total of 5.82 acres or roughly 43% of the subdivision's acreage of which only 8% is required with Performance Standard Subdivisions and an additional 4% for Site Review

[*] The application makes clear, and staff agree, that each of the 10 'single family' lots may or may not build out with ARU's or duplexes in accordance with HB2001 and COA Ord. 3229 § 3, 12/19/2023.

applications. Additionally, each of the proposed multi-family units do include an additional 8% recreational space (porches/patios)." Staff conclude that findings can be made that this approval criterion will be met.

The NMNP also included Supplemental Approval Criteria that require that there is conformity with both the "*general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation*" as well as the "*specific design requirements as provided in the North Mountain Neighborhood Design Standards.*" The NMNP includes detailed Design standards for both roads and architectural design. The application states that the NMNP design standards are fully met and include detailed dimensions on the site plan showing that porches meet the correct size and that garages are appropriately setback from the front of the homes. The remainder of the architectural standards are discussed below under the Site Design Review approval criteria.

As mentioned at the outset, the application includes a variance to driveway width from the NMNP standard. The NMNP standards requires 9' driveways for single homes and allows 12' for shared drives. The reason for the variance is a combination of driveway spacing standards and that Public Works will not allow nine-foot driveways. Instead, the application proposes 12' driveway width (the public works minimum for a single lot) for the SFR lots, and 18' driveway width for shared driveways. Staff believes that based on the topography that functionally a 12' wide driveway can not effectively serve two – two car garages as there is not sufficient depth for the driveway to widen out. Staff believe that when one considers how cars have increased in size over the years, and the site topography that the proposal for 12' driveways and 18' for shared driveways can be supported. The approval criteria for the variance are discussed further below.

Staff conclude with the approval of the variance that findings can be made that the Supplemental Approval Criteria criterion will be met.

2) <u>Residential Site Design Review</u>

The applicability section of Site design review is provided at AMC 18.5.2.020.B and requires Site Design Review for both "*Three or more dwelling units on a lot*" as well as "*Construction of attached (common wall) single-family dwellings*" as is proposed here.

The first criterion of approval 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.*" PSO subdivisions are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by AMC 18.3.9. By virtue of being a PSO development this approval criterion is effectively not applicable. Staff conclude that findings can be made that this approval criterion will be met.

The second criterion of approval for Site Design Review is that "*The proposal complies with applicable overlay zone requirements (part 18.3).*" The only applicable overlay zone is the North Mountain Neighborhood District at AMC 18.3.5 which governs all development in the NMNP area. Included in the NMNP standards are the Site Development and Design Standards at AMC

18.3.5.100. When printed these standards occupy 30 pages, so we do not address each item individually. That said the building elevations and renderings make clear that the architectural design requirements are clearly met as the proposed buildings features include covered porches, eves, and building offsets. The Site plans have dimensions shown that the three single family common wall buildings each include the required setback and offset for the garages as illustrated in AMC 18.3.5.100.A.4.a. Staff conclude that findings can be made that this approval criterion will be met.

The third criterion of approval for Site Design Review is that "*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided below.*" Because the development is regulated by the NMNP many of the regulations in 18.4 are not in effect. AMC 18.3.5.020 provides in part that "where the provisions of this chapter conflict with comparable standards described in any other ordinance, resolution or regulation, the provisions of the North Mountain Neighborhood district shall govern." That said, the site plan clearly demonstrates that the driveway spacing meets or exceeds the 24' requirement as well as details on recycling and refuse area. The application materials include a detailed landscaping plan showing that all portions of a lot not otherwise developed are to be landscaped. Staff conclude that findings can be made that this approval criterion will be met.

The fourth criterion of approval for Site Design Review is 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.*" As discussed above the proposed street network and proposed City facilities have been sized specifically for the proposed density. The application includes detailed civil plans and staff are confident that findings can be made that this approval criterion has been met.

The last criterion of approval for Site Design Review is that "*The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsections below, are found to exist…*" There are no exceptions requested to the above standards and staff is confident that findings can be made that this criterion of approval has been met.

3) <u>Tree removal</u>

The application includes a request to remove what is described as a 'multi stem' cherry tree which is located in the proposed building envelope of the multi family housing. Staff have doubts about whether the proposed tree is regulated based on the photos and site visits. Based on the trees form it presents more like a shrub rather than a dominate trunk that then splits. The Tree Management Advisory Committee (MAC) reviewed the application also questioned if the proposed tree removal was in fact a regulated tree, while also unanimously recommending approval of the proposed removal. Based on the location the proposed removal meets the criteria of approval for removal as it is located within the building envelope.

4) Variance

As discussed above, the application includes a variance request to depart from the NMNP driveway standard of 9' wide for single lot and 12' for shared access. The Public Works standards provide both a minimum driveway width of 12' and a maximum of 18'. Staff would note that vehicle size has increased over the years and would further note that a shared drive of 12', which can then widen to a wider drive on the lot, only works when there is sufficient depth. Based on the topography and proposed lot layout the proposed 18' shared drive is essentially meeting the standard of 9' for each home.

The variance is necessary because the public works standards do not allow a driveway as narrow as the code dictates. The 18' is the minimum necessary when one considers that each lot would be allowed a 9' driveway however the spacing won't allow for it. The benefit of the 18' shared drive reduces the curb cuts and allows for a majority of the block to be landscaped park row. Staff believe that the proposal provides an engaging streetscape while reducing curb cuts and support the variance to the NMNP standard.

5) Public Input

Notice was posted at the property frontage and mailed to all properties within 200' on November 19, 2024. On Friday 11/29 two public comment emails were received raising concerns about the proposed subdivision. Both emails raise concerns regarding the sufficiency of vehicle access to the apartment building in area 7, as well as concerns about the size of the parking areas. The second email also raised concerns regarding the appropriateness of the multifamily housing as it relates to the surrounding development.

Staff would first note that the alley in question was created as a 16' wide alley when the Plum Ridge Subdivision was created (see: CS 16571, PA2000-007), and the present proposal includes an additional dedication of 4 additional feet to meet the NMNP standards for alley width of 20'. Staff would highlight that AMC 18.3.5.040.D provides that "*If an alley serves the site, access and egress for motor vehicles shall be to and from the alley. In such cases, curb openings along the street frontage are prohibited.*" Staff would further note that AMC 18.3.5.100.C.3 which provides details on Street Types and Design standards in the NMNP states the following: "*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…*" Finally, Staff would note that the proposal only includes a total of six driveway curb cuts on street frontages for the entire proposal for all 38 dwelling units providing uninterrupted landscaped park row creating an engaging streetscape consistent with the rest of the NMNP area.

With regard to the concern of street frontage for each lot. The email states that lots 43 and 44 lack street frontage, however it is clear that each of these lots have frontage on Patton Lane and Stoneridge Ave respectively. Next it is also clear that lot 38 does not have street frontage but is served by a multifamily parking area which will be required to have reciprocal access easements. It has long been common practice in performance subdivisions to allow the creation of lots not

meeting the minimum frontage standard provided that access can be provided over easements. In the alternative the lot could be reconfigured to have a flagpole touching the street frontage.

Lastly, with regard to neighborhood compatibility staff first note that the proposed application is zoned multi-family and is required top meet a certain density as has been reviewed and approved in the previous phases of this subdivision. It is true that the size of the units in multi-family buildings is not consistent with the surrounding neighborhood, but again staff would point out that the zoning to the east is single family, while the subject property is multi-family. Staff believe that the intent of the neighborhood compatibility is met as it relates to the architectural features of the proposed buildings.

III. Procedural – Approval Criteria

1) Outline Plan

AMC 18.3.9.040.A.3 provides the approval criteria and standards for Outline Plan approval:

> 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 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.

2) Supplemental Approval Criteria

AMC 18.3.5.030.C provides the approval criteria and standards for development in the NMNP.

C. Supplemental Approval Criteria. In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.

1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.

2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

3) Site Design Review

AMC 18.5.2.050 provides the approval criteria and standards for 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.

4) Tree Removal

AMC 18.5.7.040 provides the approval criteria and standards for tree removal.

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 18.3.10.

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.

5) Variance

AMC 18.5.5.050 provides the approval criteria and standards for a 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.

IV. Conclusion and Recommendations

Staff recommend that the Planning Commission approve Outline Plan for the PSO subdivision including the requested variance to driveway width and the requested tree removal. Staff also recommend that The Planning Commission approve Site Design Review for the four proposed buildings in areas six and seven, and the three common wall single family homes.

If the Planning Commission approves the application, staff recommends including the following conditions of approval below:

1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
2) That all new addresses shall be assigned by City of Ashland Planning Department.
3) 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 driveway approaches, street improvements, utilities or any necessary encroachments.
4) That the properties within the project sign in favor and agree to participate in a local improvement district (LID) for future construction of the Nevada Street bridge across Bear Creek. The agreement shall be prepared by the City of Ashland and signed by the property owner prior to signature of 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.
5) That a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
6) That the Final Plan application shall include:
    a. Final electric service, utility and civil plans including but not limited to the water, sewer, storm drainage, electric, street and driveway improvements shall be submitted for the review and approval of the Planning, Building, Electric, and Public Works/Engineering Departments with the Final Plan submittal. The street

system plan shall include full street designs with cross-sections consistent with the City's Street Design Standards for the proposed residential neighborhood streets and alleys, as approved. Street lights shall be included in keeping with city street light standards. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes; fire hydrant; sanitary sewer lines, manholes and clean-out's; storm drain lines and catch basins; and locations of all primary and secondary electric services including line locations, transformers (to scale), cabinets, meters and all other necessary equipment. Transformers, cabinets and vaults shall be located in areas least visible from streets, while considering the access needs of the utility departments. Any required private or public utility easements shall be delineated on the civil plans. All civil infrastructure shall be installed by the applicants, inspected and approved prior to the signature of the final survey plat.

b. 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, street lights 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 the sidewalk corridor and vision clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all lots within the applicable phase 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 Electric, Engineering, Building and Planning Departments prior to installation of facilities.

c. A final storm drainage plan detailing 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. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.

d. A final grading and erosion control plan.

e. That the parking lot tree canopy plan shall be prepared by a licensed landscape architect or International Society of Arboriculture (ISA) certified arborist, and include certification that the plan is consistent with ANSI A300 standards.

f. Calculations demonstrating that the proposed new lots have been designed to permit the location of a 21-foot high structure with a solar setback that does not exceed 50 percent of the lot's north-south dimension based on Solar Standard A, or identification of a solar envelope for each lot which provides comparable solar access protections, as required in AMC 18.4.8.040

g. That the requirements of the Ashland Fire Department relating to approved addressing; fire apparatus access, fire apparatus access approach, aerial ladder access, firefighter access pathways, and fire apparatus turn-around; fire hydrant distance, spacing and clearance; fire department work area; fire sprinklers; limitations on gates, fences or other access obstructions; and addressing standards for wildfire hazard areas including vegetation standards and limits on work during fire season shall be satisfactorily addressed in the Final Plan submittals. Fire Department requirements shall be included in the civil drawings.

h. That draft CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plan submittal. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including driveway, open space, landscaping, utilities, and stormwater detention and drainage system, and shall include an operations and maintenance plan for the stormwater detention and drainage system.

i. A fencing plan which demonstrates that all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060, and that fencing around common open space, except for deer fencing, shall not exceed four feet in height. Fencing limitations shall be noted in the subdivision CC&R's. 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.

7) That a final survey plat shall be submitted within 18 months of Final Plan approval. Prior to submittal of the final subdivision survey plat for signature:

a. All easements including but not limited to public and private utilities, public pedestrian and public bicycle access, drainage, irrigation and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.

b. The final survey plat shall include the dedication of right-of-way necessary to accommodate the proposed street system.

c. Subdivision infrastructure improvements including but not limited to utilities, driveways, streets and common area improvements shall be completed according to approved plans, inspected and approved.

d. Irrigated street trees selected from the Recommended Street Tree Guide and planted according to city planting and spaces standards shall be planted along all street frontages pursuant to the proposed landscape plan, inspected and approved by the Staff Advisor.

e. Electric services shall be installed underground to serve all lots, inspected and approved. The final electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.

f. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within the applicable phase, inspected and approved.

Public Comments

Michael Sullivan

From: MARK ABELLE <acumed@mind.net>
Sent: Tuesday, August 05, 2025 5:07 PM
To: planning
Subject: Final Plan of Kestrel Phase III

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL SENDER]

To: Ashland Planning Commission
"The City of Ashland has a very high risk of wildfire – higher than 97% of communities in the United States (USDA Forest Service, 2024).
In 2020, the Almeda Fire provided a tragic example of what can happen when we simply sit on our hands and do nothing; now is ***the time to act and commit to making a real difference."***
Even thought this development plan "checks all the boxes", we are asking the planning commission to modify kestrel phase 3. In light of the KLD Evacuation Study and the just released Ashland Community Wildfire Protection Plan, the current wildfire danger can no longer be ignored. We are asking you to reduce the density and increase the road width. You have a responsibility to the citizens of Ashland to provide for their safety, over and above the desires/plans of developers.
The plans for the North Mountain Neighborhood were drawn up decades ago when high density infill seemed like a good idea. However, in today's real world of climate change, this density is now a serious safety issue. In that context, we see that the developer has maxed out his density allowance. The emergency evacuation of the neighboring citizens and of the new residents of the application before you have not been addressed. I am sure you are aware that public transportation is nonexistent for this area so it must be assumed that residents will have vehicles. Because of the increase in vehicles, the narrow streets and the limitations of the alley system make emergency evacuation even more difficult than it already is at this time.

A quote from the excellent KLD Evacuation Study commissioned by the City: "Wildfires, and the impacts thereof, are a critical issue facing the world. During a wildfire, however, the transportation system can become inadequate due to unsafe roadway conditions, abandoned vehicles blocking the roadway, and congestion. As a result, the risk to public health and the environment – and **the potential for loss of life – increases."**

The very worrisome annual fire danger we all face cannot and should not be disregarded**.** When high density is coupled with street narrowing, you have the recipe for catastrophe. Dropping high density developments into neighborhoods with streets that do not have the capacity to properly evacuate the residents in a timely fashion, is not only unconscionable but borders on the criminal. According to the Evacuation study, the North Mountain Neighborhood will congest within 10-12 minutes. All of Ashland will be congested within 30 minutes. It will take 4.5 hours to fully evacuate the City. If a wildfire were to hit Ashland today, many, many people would die.

From the "Neighborhood Street design Guidelines", issued November 2000, by Governor Kitzhaber:
"Why Are Emergency Service Providers Concerned?

Street width affects the ability of emergency service vehicles to quickly reach a fire or medical emergency. Emergency service providers and residents alike have an expectationthat neighborhood streets provide adequate space for emergency vehicles to promptly reach their destination and for firefighters to efficiently set up and use their equipment.
Fire equipment is large and local fire departments do not have full discretion to simply "downsize" their vehicles. Efforts by some departments to do this have generally not been successful, since these smaller vehicles did not carry adequate supplies for many typical emergency events.
The movement to reduce street standard widths raised concerns with emergency service providers. Thus, the most controversial issue facing Oregon's fire departments in the past decade has been street width. Fire departments must move large trucks, on average, 10 feet wide mirror-to-mirror. Response times can be slowed depending upon the amount of on-street parking and traffic encountered.
Narrow streetslined with parked cars may not provide adequate space for firefighters to access and use their equipment once they have reached the scene of an emergency. In addition, emergencyvehicle access can be completely blocked on streets that provide less than 10 feet of clear travel width."
This set of guidelines was adopted, leading to the narrowing of our streets. This was back in the days of a relatively normal climate. This is not what we are facing now in the year of 2025.

From the Ashland Community Wildfire Protection Plan

Key Fact Highlights:

- Thousands of properties—not just homes, but businesses, schools, and health care facilities—are at risk from wildfire, and many had never been comprehensively mapped or assessed before this plan
- Only 15% of homes currently meet wildfire-resilient construction standards
- Without intervention, wildfire and smoke could cause $1 billion in damages and displacements over the next 30 years

We have addressed the above issues with planning, the City Council, and the developer until we are blue in the face. To say we are tired of dismissiveness, prevarication, condescension, and disrespect would be an understatement. We are very serious. Please read the following:

"C**ities have been held liable** when they ignore the advice of their own experts and a disaster results—especially when the advice involved **public safety, infrastructure, or environmental risk.** Courts have found liability when:

- The advice was specific and actionable.

- The risk was foreseeable.
- The city had the resources or authority to act and failed to do so.

Here are two prominent examples:

---

1. New Orleans – Hurricane Katrina (2005)

Agency: U.S. Army Corps of Engineers / Local Levee Boards

- **Background:** Prior to Hurricane Katrina, engineers had repeatedly warned local and federal officials about the inadequacy of the levee system protecting New Orleans.
- **Ignored advice:** Reports and internal reviews dating back decades warned of poor construction and maintenance standards. Levee experts had called for urgent upgrades, especially in areas below sea level.
- **Disaster:** When Katrina hit, the levees failed catastrophically, flooding 80% of the city and killing over 1,800 people.
- **Liability outcome:**
    - The federal government was **immune from most lawsuits**, but **local levee boards and contractors were sued**.

- In *In re Katrina Canal Breaches*, courts ruled that the **Corps of Engineers was liable for negligence** related to the Mississippi River-Gulf Outlet (MRGO) canal, though damages were limited due to sovereign immunity.

Case: PG&E and the 2018 Camp Fire

- **What happened:** On November 8, 2018, the Camp Fire ignited in Northern California and ultimately destroyed the town of Paradise, killing 85 people and destroying more than 18,000 structures.
- **Cause:** The fire was traced back to a **failed C-hook on a PG&E transmission tower**, part of an aging line built in 1921.
- **Warnings and advice ignored:**
  - PG&E had received **advice from engineering consultants and internal inspections** flagging this and other transmission lines as being at risk due to deferred maintenance.
  - Reports and audits prior to the fire had emphasized the need to upgrade or replace aging infrastructure in high-risk wildfire zones.
- **Legal consequences:**

- PG&E was found **criminally liable** and pleaded guilty to **84 counts of involuntary manslaughter** in 2020.
- The company faced **tens of billions of dollars in civil liabilities**, ultimately leading to its **bankruptcy in 2019**.
- The California Public Utilities Commission fined PG&E $1.9 billion in penalties."

Sincerely,

Mark Abelle

902 Patton Lane

Ashland OR

Michael Sullivan

From: Nancy <mna@mind.net>
Sent: Tuesday, August 05, 2025 5:07 PM
To: planning
Subject: Final Plan of Kestral Park Phase lll

[EXTERNAL SENDER]

Planning Department Ashland, Oregon:

Please seriously consider our extreme concern for the safety of our neighborhood. After reading YOUR 2025 ASHLAND WILD FIRE PROTECTION PLAN, we are requesting that you modify the plans for the development. The increase in the number of houses and cars will increase the areas density beyond a safe level for the pre-existing houses. The Wild Fire Protection Plan specifically states that increased density significantly increases the risk of fire and limits the residents ability to safely evacuate. We can not over state our concern regarding our safety. We have made numerous requests to the City Council, the Planning Department, and directly to the developer. We understand the project will go forward. We are asking for a reduction in the number of units because the increase in density puts our safety at risk.

You have an opportunity to modify the plan because of this study. The 2025 ASHLAND WILD FIRE PROTECTION PLAN is NEW information that supports our concerns. We have addressed this several times in the past and we are asking for you to directly address our concerns NOW. It does us NO good to be told you will make adjustments over the next 10 years. We need for you to make adjustments NOW for our safety and preventing a catastrophic event occurring.

Please take our concerns seriously and make the necessary adjustments, modifications and reduction in units for the safety of the residents in this area and the rest of Ashland if our worst fears are realized.

Sincerely ,

Nancy Crowley
902 Patton Lane
Ashland, Oregon

Applicant Submittal

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

ZONING PERMIT APPLICATION

FILE # _____

DESCRIPTION OF PROJECT Land Development - Final Plan and Modification Application

DESCRIPTION OF PROPERTY

Pursuing LEED® Certification? ☐ YES ■ NO

Street Address Kestrel Phase 3 - No Address on file

Assessor's Map No. 39 1E 04AD Tax Lot(s) 8600

Zoning North Mountain - Multi Family Comp Plan Designation NM-MF

APPLICANT

Name PDK Properties, LLC Phone 541-621-8095 E-Mail kyle@tayloredelements.com

Address 1679 Jackson Rd City Ashland Zip 97520

PROPERTY OWNER

Name PDK Properties, LLC Phone 541-621-8095 E-Mail kyle@tayloredelements.com

Address 1679 Jackson Rd City Ashland Zip 97520

SURVEYOR, ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OTHER

Title _____ Name Pacific Crest Surveying Phone 408-375-5220 E-Mail curt@pc-surveys.com

Address 131 Helman City Ashland Zip 97520

Title _____ Name CEC Engineering Phone 51-779-5268 E-Mail brad@cecengineering.com

Address PO Box 1724 City Medford Zip 97501

I hereby certify that the statements and information contained in this application, including the enclosed drawings and the required findings of fact, are in all respects, true and correct. I understand that all property pins must be shown on the drawings and visible upon the site inspection. In the event the pins are not shown or their location found to be incorrect, the owner assumes full responsibility. I further understand that if this request is subsequently contested, the burden will be on me to establish:

1) *that I produced sufficient factual evidence at the hearing to support this request;*
2) *that the findings of fact furnished justifies the granting of the request;*
3) *that the findings of fact furnished by me are adequate; and further*
4) *that all structures or improvements are properly located on the ground.*

Failure in this regard will result most likely in not only the request being set aside, but also possibly in my structures being built in reliance thereon being required to be removed at my expense. If I have any doubts, I am advised to seek competent professional advice and assistance.

Kyle Taylor — Digitally signed by Kyle Taylor; DN: CN=Kyle Taylor, O=Tayloredelements Const, E=Kyle@tayloredelements.com, C=US; Reason: I am the author of this document; Location: your signing location here; Date: 2025-05-12 10:44:46; Foxit Reader Version: 10.0.1 — 6-30-2025

Applicant's Signature — Date

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner.

Kyle Taylor — Digitally signed by Kyle Taylor; DN: CN=Kyle Taylor, O=Tayloredelements Const, E=Kyle@tayloredelements.com, C=US; Reason: I am the author of this document; Location: your signing location here; Date: 2025-05-12 10:44:46; Foxit Reader Version: 10.0.1 — 6-30-2025

Property Owner's Signature (required) — Date

[To be completed by City Staff]

Date Received _____ Zoning Permit Type _____ Filing Fee $ _____

OVER ▶▶

ZONING PERMIT SUBMITTAL REQUIREMENTS

- ☑ APPLICATION FORM must be completed and signed by both applicant and property owner.
- ☐ PLANNING FEES FORM must be completed and signed by both applicant and property owner.
- ☑ FINDINGS OF FACT – Respond to the appropriate zoning requirements in the form of factual statements or findings of fact and supported by evidence. List the findings criteria and the evidence that supports it. Include information necessary to address all issues detailed in the Pre-Application Comment document.
- ☑ TRUE SCALE PDF DRAWINGS – Standard scale and formatted to print no larger than 11x17 inches. Include site plan, building elevations, parking and landscape details.
- ☐ FEE (Check, Charge or Cash)
- ☐ LEED® CERTIFICATION *(optional)* – Applicant's wishing to receive priority planning action processing shall provide the following documentation with the application demonstrating the completion of the following steps:
    - Hiring and retaining a LEED® Accredited Professional as part of the project team throughout design and construction of the project; and
    - The LEED® checklist indicating the credits that will be pursued.

NOTE:

- Applications are accepted on a first come, first served basis.
- Applications will not be accepted without a complete application form signed by the applicant(s) AND property owner(s), all required materials and full payment.
- All applications received are reviewed for completeness by staff within 30 days from application date in accordance with ORS 227.178.
- The first fifteen COMPLETE applications submitted are processed at the next available Planning Commission meeting. (Planning Commission meetings include the Hearings Board, which meets at 1:30 pm, or the full Planning Commission, which meets at 7:00 pm on the second Tuesday of each month. Meetings are held at the City Council Chambers at 1175 East Main St).
- A notice of the project request will be sent to neighboring properties for their comments or concerns.
- If applicable, the application will also be reviewed by the Tree and/or Historic Commissions.

"KESTREL PARK, PHASE 3"

Tract "B" - Areas 4, 5, 6 & 7

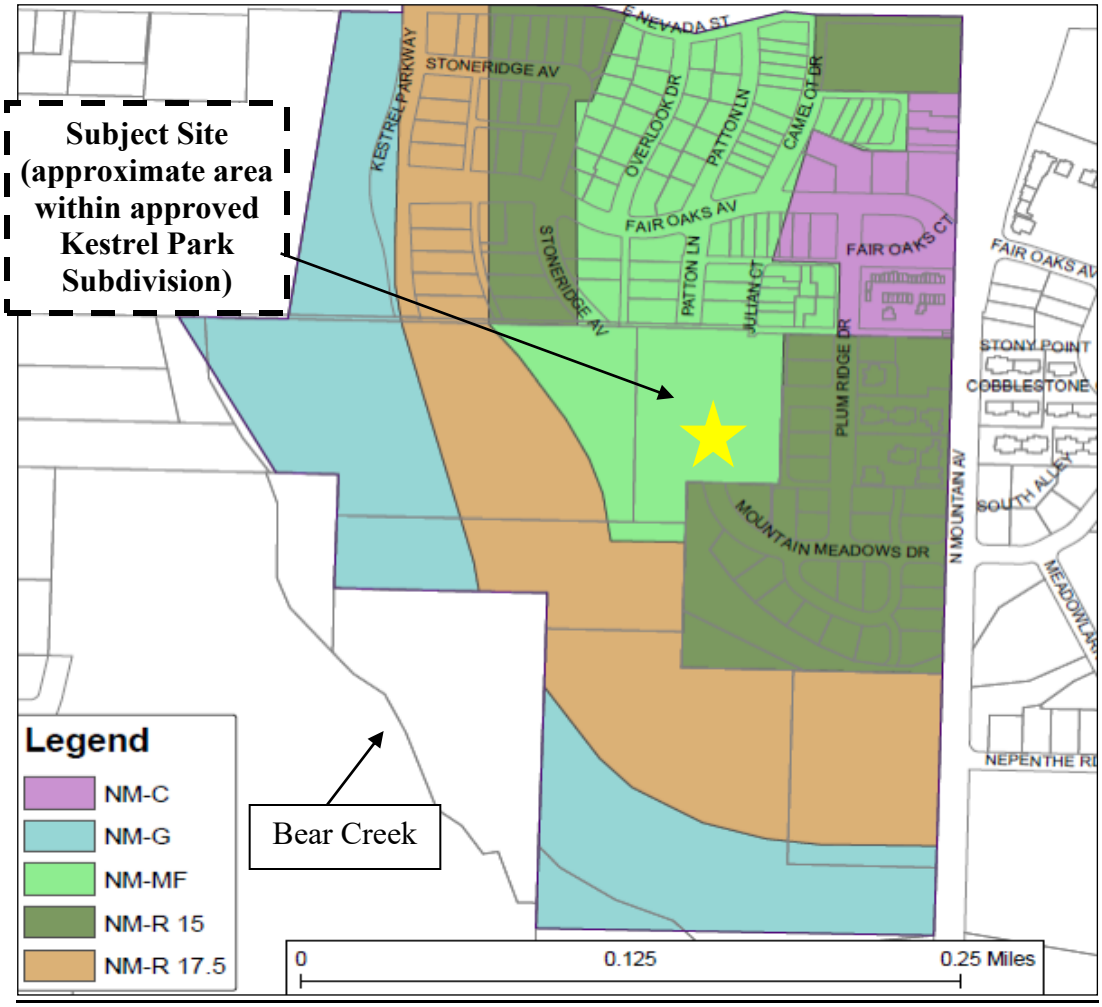
REQUEST FOR A SITE REVIEW PERMIT MODIFICATION, OUTLINE PLAN MODIFICATION AND FINAL PLAN APPROVAL FOR A 13-LOT / 16 UNIT PERFORMANCE STANDARDS OPTION SUBDIVISION

SUBMITTED TO

CITY OF ASHLAND

FOR

TAYLORED ELEMENTS



North Mountain Zoning Map

JULY 9TH, 2025

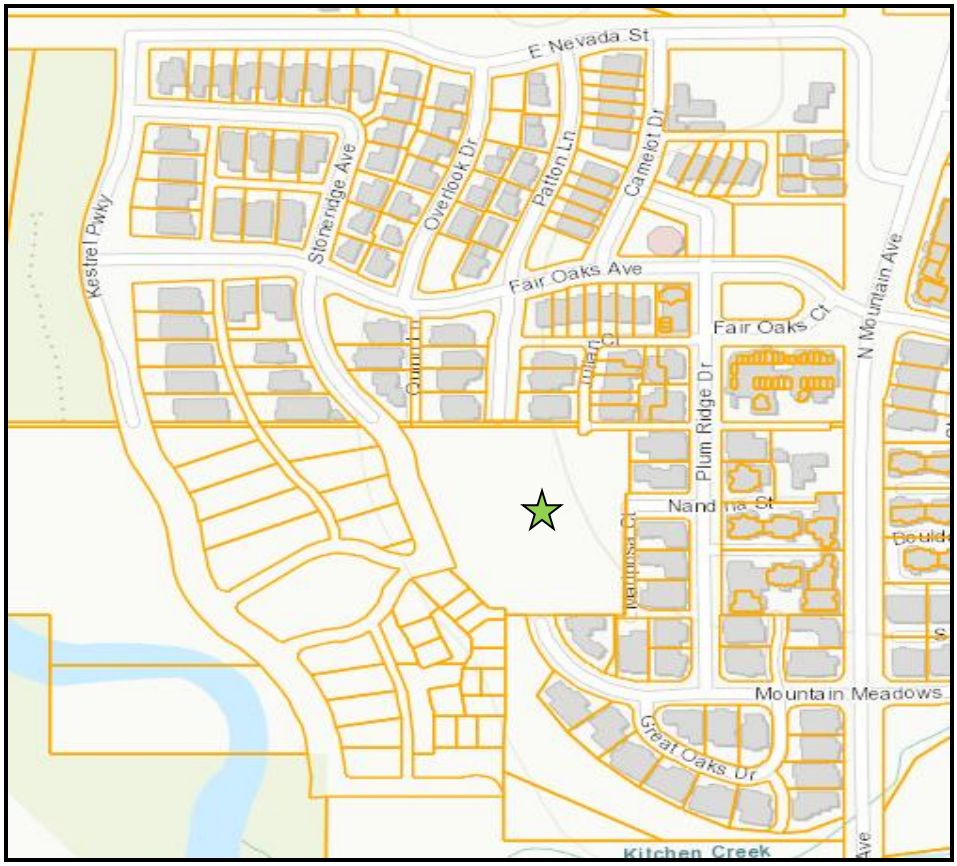
I. PROJECT INFORMATION:

PROJECT NAME: **"**Kestrel Park Phase 3"

LEGAL DESCRIPTION: Area 4, 5, 6 & 7 of the Kestrel Park Subdivision

APPLICANT:	**LAND USE PLANNING:**	**ENGINEER:**
PDK Properties, LLC	Urban Development Services, LLC	CEC Engineering
1679 Jackson Road	670 Nepenthe Road	132 W. Main Street
Ashland, OR 97520	Ashland, OR 97520	Medford, Oregon 97501

ZONING: As illustrated in the inserted Zoning Map (above), the property is zoned North Mountain NM-MF (multi-family). The subject property is part of the Kestrel Park Subdivision and is referenced as Areas 4, 5, 6 & 7 on those plans. Areas 1, 2 & 3 have been recorded, public infrastructure completed, and single family and cottage housing construction has occurred. This particular proposal is regulated by the AMC, Chapters 18.3.5 (North Mountain Neighborhood District), 18.3.9 (Performance Standards Option Subdivision), 18.5.2 (Site Review) and 18.5.6.030 C. (Modifications to Approved Planning Actions).

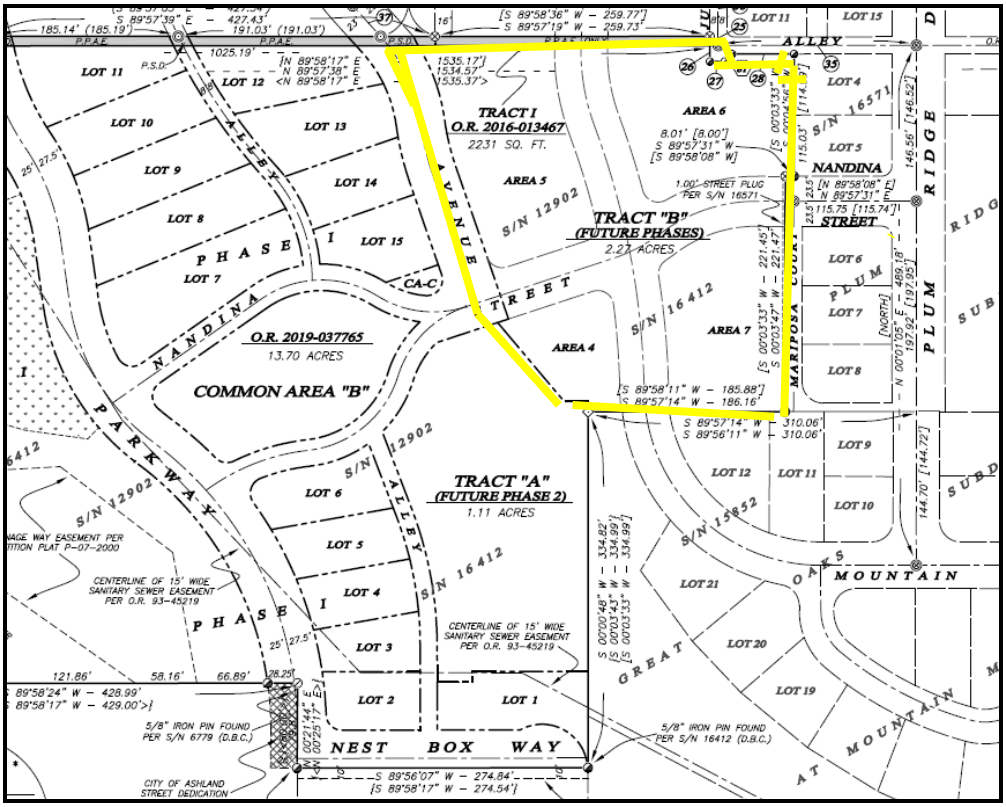


PROPERTY DESCRIPTION: The subject property is tax lot #8600 of Assessor's Map 39-1E-04-AD. The property was created as lot-31 of Kestrel Park Phase II and was reserved for this final phase of the Kestrel Park Subdivision. The application also includes three tax lots owned by the City of Ashland; tax lot 4700 a 0.05-acre strip of land along the north of the subject property, as well as tax lots 7800 & 4900

which are both 'street plugs' to be vacated. The property is 2.27 acres in size and slopes from east to west at approximately 15% slope. The property is zoned "North Mountain-Multi Family" (NM-MF) and is regulated by the North Mountain Neighborhood Plan (NMNP) which is codified at Ashland Municipal Code (AMC) 18.3.5. This chapter applies to properties within the North Mountain Neighborhood Plan area adopted by Ordinance 2800 in April 1997.

PROJECT PROPOSAL: The proposal is for a Site Review Permit Modification, Outline Plan Modification and Final Plan adoption for a 13-Lot Performance Standards Option Subdivision. On March 10th, 2025, the Ashland City Council adopted and signed the Findings, Conclusions and Orders for a 15-Lot Performance Standards Option Outline Plan Subdivision, including Site Design Review and a Variance (PA-T2-2024-00054). Adoption included "conditions of approval" as outlined below. The applicants are now seeking Final Plan approval and have included civil engineering specifications, revised landscape plans and preliminary survey maps that have incorporated each of the conditions of approval. However, with the civil engineering details, various design elements of the subdivision and Site Review plan have changed and thus the current application includes a Modification request of both the Outline Plan and the Site Review Permit. It should also be clarified that Area 7, previously removed from the Site Review Permit submittals, is now identified as a single parcel and will remain vacant for the foreseeable future. Overall, the proposal remains consistent with the North Mountain Neighborhood Plan, including the roads, alleys, open spaces and infrastructure.

A total of 24 units are proposed, consisting of a mixture unit sizes and housing types, including multi-family apartments which are subject to a Site Review Permit. Of the proposed 24 units, 16 are apartment units less than 1,000 square feet and eight are single family residences, six of which share a common wall.



Kestrel Park Subdivision Plan (portion of) – Outlined Proposed Development Area Tract "B"

PROJECT HISTORY: Beginning in 1995, the City of Ashland held a number of neighborhood meetings, including a design charrette, between property owners and neighbors of the North Mountain area which included City staff and Professional Land Use Consultants. The effort eventually culminated in a master plan called the North Mountain Neighborhood Plan which was adopted in 1997 (Ord #2800) and included amendments to the City's Comprehensive Plan, Zoning Map, Land Use Code and Site Design and Use Standards to guide the eventual development. The expected build-out period at that time was estimated at 20 years.

In 2004, a large portion of the North Mountain Neighborhood was approved for an 81-lot subdivision by a Development Company called Camelot Homes who developed a majority of the subdivision's road and a few homes, but later sold the property due to the poor economy. The remaining areas of the North Mountain Neighborhood are either pending eventual development or were developed between 2005-2017 by other property owners, including the Julian Square Mixed-Use Development, Great Oaks Subdivision, Plumb Ridge Subdivision, Mountain Meadows Retirement Center and the newly constructed three-story condominium building on the corner of Plum Ridge Court and Fair Oaks Avenue.

In December of 2019, the Planning Commission approved a Final Plan proposal for a 15-unit, 17-lot subdivision for Areas 1 and 2 of the Kestrel Park Subdivision, including a remainder parcel which included identified future phasing Areas #3 - #7 (PA-T1-2019-00075). This area or phase of the master plan consists of single family detached homes which are predominately completed.

In July of 2020, the Planning Commission approved a Final Plan proposal for a 15-unit, 16-lot subdivision for Area 3 of the Kestrel Park Subdivision, including a remainder parcel which included identified future phasing Areas #4 - #7 (PA-T1-2020-00113). This area or phase of the master plan consists of attached and detached cottage homes which have been completed.

On January 14th, 2025, the Planning Commission approved a 13-Lot Performance Standards Option Subdivision, Site Review Permit for 16 multi-family apartments and Variance to driveway width. The Site Review Permit was modified, at the request of the applicants, to remove Area 7's proposed units until a future date. The total number of units approved at this time was 16 multi-family apartments and 8 single family residences.

On March 4th, 2025, the Ashland City Council adopted the Planning Commission's Findings (PA-T2-2024-0054).

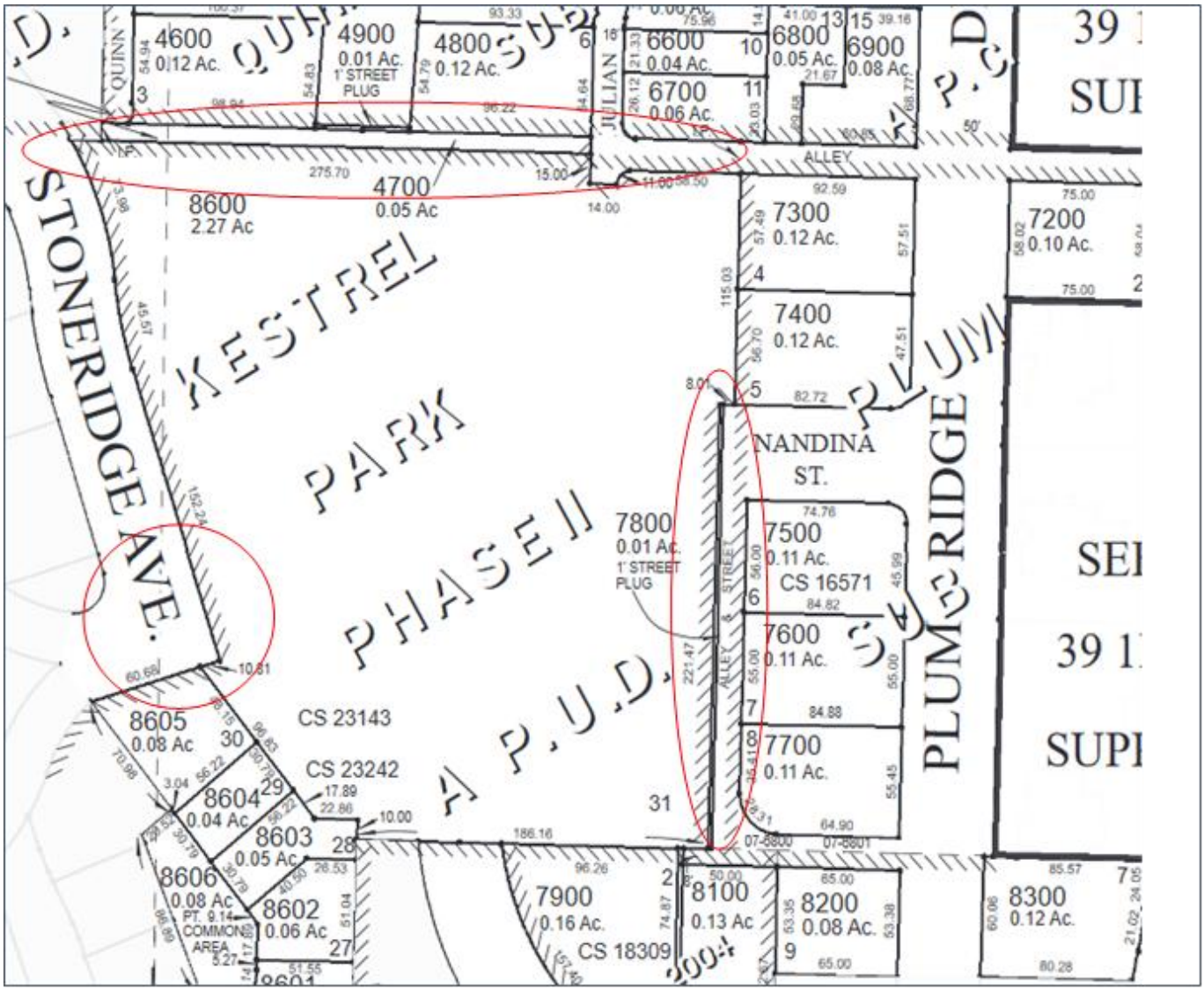
PROJECT DETAILS:

Subdivision: As illustrated within the attached Preliminary PUD Map (Kestrel Park, Phase III), the applicants are proposing Tract B (as illustrated within the insert on Page 3 (Areas #4, #5, #6 and #7)) be divided into 13 lots. These areas will be divided by public streets which will extend to and through the property from the adjoining neighborhoods (see Assessor's Map insert on Page 5 - hi-lighted areas). There are two existing alleys abutting the property that will eventually be extended or widened to accommodate City Street Standards and the North Mountain Plan's intent for street and pedestrian

connectivity. Area 4 will be divided into 2 lots, Area 5 will be divided into 6 lots, Area 6 will be divided into 3 lots and Area 7 will remain as a single parcel.

The existing alley (Julian Court) within the northeast corner of the property will provide ingress/egress opportunities to the property and continue to function as it currently does for the neighboring properties. At the terminus point of the alley, roughly ½ of the subject property (Area 6) it will connect with a proposed two-way drive which extends to Nandina Street. NOTE: As previously stated, the initial application proposed the alley to connect with Patton Lane but do to excessive slopes where the subject alley intersect with Patton, this section of alley was deemed no longer feasible, but instead replaced with a pedestrian path. NOTE2: No alley improvements are proposed at this time for the alley abutting Area 7. A future Site Review application will be submitted separately for Area 7 and will address any necessary alley improvements at that time.

Grading, drainage, street, and utility plans are included in this submittal. Such plans have been coordinated and designed in concert with various service agencies and City staff.



Density (As approved with the Kestrel Park Subdivision - PA-2018-00005): The Kestrel Park Subdivision was approved as a Performance Options Standard Subdivision in compliance with the North Mountain Neighborhood District's design and dimensional standards noted in AMC Chapter 18.3.5. The Kestrel Park Subdivision has two zones, NM-R-1-7.5 and NM-MF with a minimum and maximum density requirement between 75% and 110% of each zone's base density. The table below attempts to break-down the minimum and maximum density requirements based on the subdivision's zoning, acreage and recent approvals:

Kestrel Park - Density Allocation Table

NM Zone	**NM-G**	**NM-R-1-7.5**	**NM-MF**
Acres	5.99 ac	2.76 ac	4.74 ac
Dwelling Units Per Acre	-	3.6	12
75% to 110% Base Density Requirement	-	7.42–11.02	42.66 – 62.56 ((56.88 - base))
Approved Density (Phase I – Areas 1 & 2)	-	11	4
Approved Density (Phase II – Area 3)	-	-	15
Permitted Density (Phase III – Areas 4 - 7)		-	*23.66* – 43.56***

Minimum vs. Maximum Density: In order to ensure the City's minimum and maximum density standards within the North Mountain Neighborhood District are complied with, the following explanation has been provided:

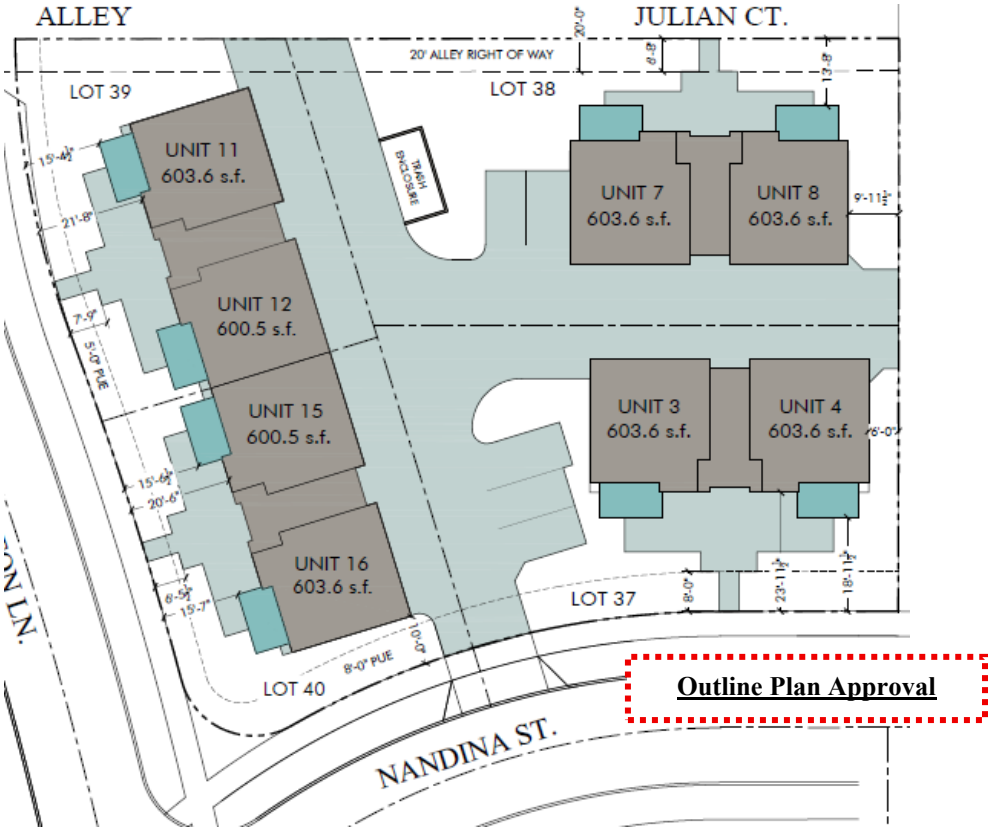
**Minimum Density: The minimum density in Areas 4 – 7 is 23.66. As proposed, there are a total 8 single family units and 16 multifamily units for a total of 24 units planned within Areas 4, 5 and 6. The minimum density standard has been complied with this proposal, but it's important to note, when Area 7 is eventually developed, a total of 19 "standard" sized units, units greater than 500 sq. ft., could be developed.*
***Maximum Density: The maximum permitted density with standard sized units in Areas 4-7 is 43.56 units*

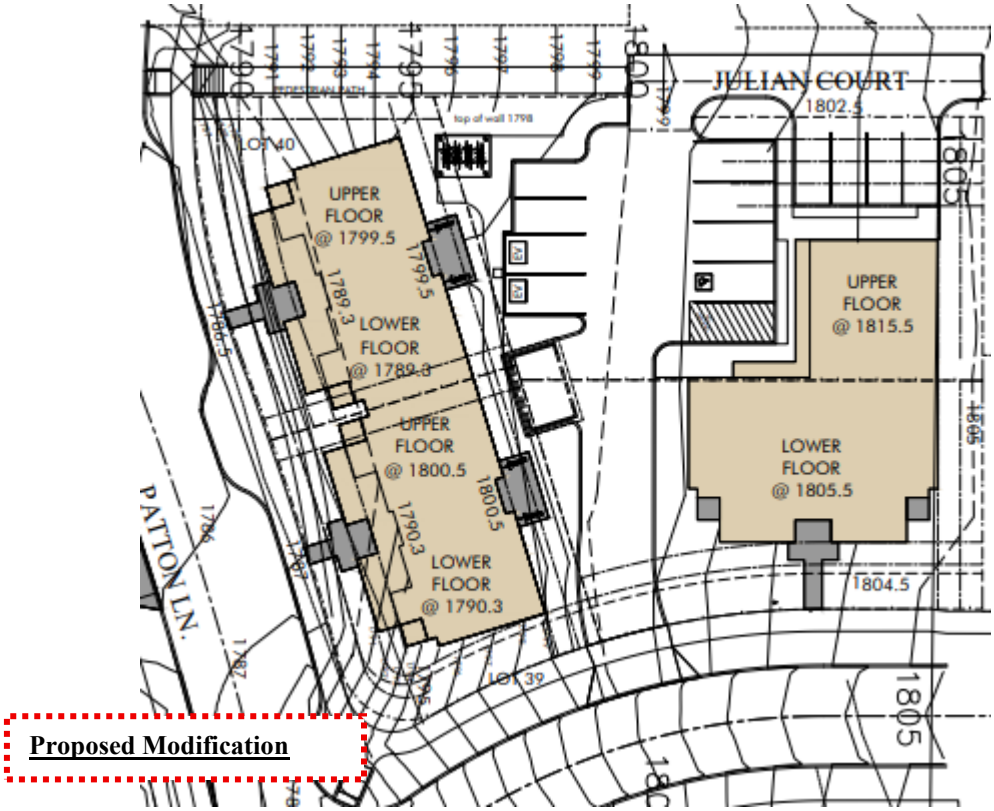
Areas 4, 5 & 7: Areas 4, 5, & 7 remain as originally approved.

Area 6: Area 6 has changed significantly, thus the request for a Site Review and Outline Plan Modification. It is important to convey the City of Ashland's subdivision process is a multi-step process with the intent to progress from an application that is generally "preliminary" in the initial stages (Outline Plan) to a more refined state (Final Plan) prior to eventual roads being constructed and infrastructure installation. The primary difference between the two stages is the inclusion of civil engineering details for the proposed grades, roads, building elevations, water lines, sewer lines, etc. With the engineering details and refinement of the Outline Plan, there are often significant changes that occur to the Outline Plan's design that are necessary to review with the neighbors and Planning Commission to ensure the various standards remain complied with.

In the subject application's case, as the approved Outline Plan's configuration went through the civil engineering process and existing and proposed grades were further analyzed in relation to building elevation grades, sidewalk grades, and street/alley connections, a few key modifications to the plan were deemed necessary, all of which were in the vicinity of Area 6 due to the excessive grade change along the

east side of Patton Lane. Unfortunately, the buildings illustrated with the initial Outline Plan and the preliminary drawings of the abutting unit and public alley / Patton Lane intersection did not account for the degree of grade change in these areas and thus various revisions were necessary.





The proposed modification of Area 6 continues to illustrate housing units fronting both Patton Lane and Nandina Street. The most significant change occurs along the public alley where the alley "Ts" providing access to the north (existing) and access to the south into the center of Area 6. The parking spaces have also been revised with 4 head-in parking spaces directly from the existing alley and 8 parking spaces, one of which is a handicap space, on either side of the driveway that connects to Nandina Street.

Architectural Design: Again, Areas 4 and 5 have previously been approved and Area 7 will currently remain vacant. The proposed Modification requests are specifically related to Area 6. Building elevations are attached to the submittal with Area 6 building elevations illustrated on Pages 13 – 20.

The site's east to west slope, coupled with the requirement to connect existing streets, adherence to various design standards and consideration of neighborhood context has significantly influenced the proposal's building designs. The most noticeable is the fact that all of the units are two-story near the top of the property (least sloping area) and one-and-a-half story designs from the middle to the bottom of the property due to the property's change in slope from relatively level to steeper slopes. Because of the slopes, portions of the ground floors, "day light basement" type space, sit below a habitable floor above which allows units to nestle into the hillside similar to many other existing houses within the North Mountain neighborhood (see illustration below).

Architectural elevations illustrate attractive facades for all of the proposed units and reflect designs that include a variety of architectural elements that break-up the facades such as added gables, windows, porches, decks, changes in materials, inset and reset volumes, etc. All of the proposed designs are similar to what can be found within the North Mountain Neighborhood. The design team has considered neighborhood input which have included changes to include shallow roof pitches to reduce building mass and to preserve views.

II. PROJECT FINDINGS OF FACT:

The following Findings of Fact in response to the City of Ashland's Performance Options Subdivision Criteria for an Outline Plan Subdivision (Ashland Municipal Code (AMC) 18.3.9.040 A.3), Final Plan Subdivision (AMC 18.3.9.040 B.5.), Modifications (to an approved application) Criteria (AMC 18.5.6.030.C.) and Site Review Criteria (AMC 18.5.2.050) have been provided by the applicants to ensure the proposed project meets the City's requirements and procedures. In addition, the "Response to Outline Plan Conditions" section below has been provided by the applicants to help the Planning Staff better track the conditions from previous approvals.

For clarity reasons, the following documentation has been formatted in "outline" form with the City's approval criteria and conditions of approval noted in ***BOLD*** *font and the applicant's responses in* regular *font. Also, there are a number of responses that are repeated in order to ensure that the findings of fact are complete.*

Major Modification Approval Criteria (AMC 18.5.6.030.C.).

A Major Modification shall be approved only upon the approval authority finding that all of the following criteria are met.

1. Major Modification applications are subject to the same approval criteria used for the initial project approval, except that the scope of review is limited to the modification request. For example, a request to modify a commercial development's parking lot shall require Site Design Review only for the proposed parking lot and any changes to associated access, circulation, etc.

The applicant's responses and Findings of Fact are based on the same approval criteria outlined below for an Outline Plan and Site Review Permit. The previously requested driveway Variance has not deviated and therefore is not applicable.

The proposed Outline Plan and Site Review modifications are primarily limited to Area 6. Areas 4 and 5 remain as originally approved and Area 7 was previously withdrawn from consideration and continues to remain as a vacant parcel. The proposed modifications are primarily in Area 6 and primarily due to additional engineering and survey data provided since the initial Outline Plan. These include:

- Building modifications along the 8-plex building fronting Patton Lane. This change removed the rear loaded parking bays under the building.
- Julian Court Alley – The extension of the existing public alley no longer intersects with Patton Lane for "vehicular" connectivity, but similar to the alley/street connection below (west) in Area 5, the vehicular section of the alley will narrow to a pedestrian only connection. The pedestrian path will be constructed within a 16' public pedestrian path easement.
- The building designs, building footprints and parking locations within Area 6 have all changed to accommodate the property's steep grade change along Patton Lane.
- The public street rights-of-way have been changed from 47' to 48'. That is reflected in both the PUD map, civil, and all architectural drawings.
- Parking bays along Patton have been shown on civil drawings for four on-street spaces.

2. A modification adding or altering a conditional use, or requiring a variance, administrative variance, or exception may be subject to other ordinance requirements.

To the best of the applicant's knowledge, no additional land use entitlements are proposed or would be triggered by the proposed design modifications.

3. The approval authority shall approve, deny, or approve with conditions the application, based on written findings.

The applicants are aware of this criterion and contend the proposal satisfies the City's criteria and design standards.

Site Review Approval Criteria (AMC 18.5.2.050 B. and C.)

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, 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 subject application complies with all of the applicable provisions of the underlying zone, including but building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, solar access and all other applicable standards.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements.

The subject property does lay within the North Mountain Neighborhood District and subject to the standards thereof (AMC 18.3.5). The applicants contend the proposal complies with the North Mountain Neighborhood District standards, including all dimensional, building orientation standards, off-street parking, density minimums and maximums, etc. Further, supplemental approval criteria as outlines in AMC 18.3.5.030 C. for Site Plan and Architectural Review have been provided as follows:

AMC 18.3.5.030 C. Site Plan and Architectural Review

C. Supplemental Approval Criteria. In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.

1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.

The proposal's various submittals illustrate conformance with the general design requirements as spelled out and illustrated within the North Mountain Neighborhood Plan. The Kestrel Park Subdivision, a three-phased subdivision, is methodically developing as envisioned by the North Mountain Neighborhood Master Plan, including density (as demonstrated within density table on Page 6), transportation (as demonstrated on the site plan), building design and building orientation (as illustrated in the site plan and architectural building elevations).

2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

As noted in the Finding above, the proposal complies with the design requirements in the North Mountain Neighborhood Design Standards. At the time of individual building permit applications, verification of such requirements by City staff will occur.

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.

The proposed application complies with all applicable Site Development and Design Standards of Chapter 18.4, where applicable. Additional Findings have been included below (See "Additional Site Design and Development Standards" insertion box on Page 11).

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.

All of the site's necessary utilities extend to the subject property from the various public utility easements and street rights-of way surrounding the site. Existing public utilities with capacity to service the proposed housing units have been designed and installed during the construction of the abutting streets and alleys. The attached Civil Plans illustrates the various utilities and their extension to the proposed units. The project's Civil Engineer has communicated with City staff to ensure the subject infrastructure needs meet City standards and address all capacity requirements. At the time of the Final Engineering Plan submittal, final sign-off of the street construction drawings, the plans will be further refined but remain consistent with the drawing included herein.

Water: The property is currently served by eight-inch water mains that will be able to connect into the proposed layout. The existing water lines extend to and through Stoneridge Avenue, Nandina Street, and Patton Lane.

Sewer: The property is currently served by an eight-inch sanitary sewer main extending from Stoneridge Avenue, Nandina Street, and Patton Lane.

Electricity: The applicants have met with the Electric Department and discussed the backbone installation of a three-phase system to serve the development. The Electric Department has suggested that the applicant carefully consider the needs for later phases of the development, including such details as accessory units and chargers for electric vehicles, will be provided, up front as addressing these in the initial infrastructure design will be more efficient and less costly than adding them after the fact in a later phase. The applicants indicate that a final electrical distribution will be provided for review with the Final Engineering Plan details.

Urban Storm Drainage: As with the various utilities, 12" storm drain facilities exist within the adjacent rights-of-way abutting the property which collect urban run-off and transfer it down to a 12" main in

Kestrel Parkway and out to the subdivision's storm water collection basin within the recently constructed in the Bear Creek open space area.

Overall, the applicants contend 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. The development will not cause a City facility to operate beyond capacity. Other than a future Site Review application for Area 7, this is the final phase of the Kestrel Park Subdivision and all infrastructure installed in the previous phases were sized based on the total planned density.

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.

Not applicable. The applicants are not requesting any exceptions to the Site Development and Design Standards.

AMC 18.4 - Additional Site Design and Development Standards

Chapter 18.4.3
PARKING, ACCESS, AND CIRCULATION
18.4.3.030 General Automobile Parking Requirements and Exceptions
This project provides 12 off street vehicle parking places and 16 sheltered bicycle spaces.
Multi-family development allows for a maximum of two (2) spaces per unit, this project provides less than one (1) space per unit on average.
18.4.3.040 Vehicle and Bicycle Quantity Standards
Multi-family development allows for a maximum of two (2) spaces per unit, this project provides less than one (1) space per unit.
18.4.3.050 Accessible Parking Spaces
One accessible parking space has been provided within the proposed parking lot that includes a total of twelve (12) spaces. The accessible parking space will be signed and meets all of the required dimensional and slope criteria and is adjacent to pedestrian access to the buildings.
18.4.3.070 Bicycle Parking Standards
One space per unit is required for this portion of the greater Kestrel multi-family development. Bicycle parking is provided with one eight (8) space shelter adjacent to the main parking lot and eight (8) dispersed spaces within the 8-plax building. The shelter parking includes 4 loops with standard spacing between (30 inches), this allows for the two furthest spaces to accommodate larger bicycle trailers. There are no obstructions to bicycle parking within the shelter. The overhead structure is oversized to allow for maximum for weather protection. The Shelter will have lighting in the ceiling and is located for maximum visibility from most of the site. The bike parking within the eight-plex includes four interior hanging spaces in closets in the downstairs entries and four sheltered loop parking places on the upper floor accessed from the drive entry. All bicycle parking spaces are easily accessed from all parts of the site. Please see sheet P L.1
B. <u>Bicycle Parking Design Standards.</u>
Bicycle parking spaces that are outdoors are undercover and very visible from all the access points of the

site. Bicycle parking spaces that are interior to buildings, the spaces provided in a closet for the lower units of the eight-plex are within the entry ways to the units they serve.
The bicycle parking is centrally located to all buildings, this is a multi-building project, and the location of the bike shelter is provided for high visibility and adjacent to drive path access.
The shelter will be well lit and will be very visible from all the parking spaces on the site.
The bicycle parking locations, other than those interior to the buildings, are located on concrete
There is only one row of bicycle parking, the walkways around the parking structure are oversized to accommodate easy maneuverability and multiple users. The 2 outer spaces of the shelter parking would easily accommodate larger family bicycles; the porch parking places allow for any size of bike to easily park under cover.

C. <u>Bicycle Parking Rack Standards.</u>
This project makes use of inverted U steel racks as specified by the City of Ashland code excluding the four (4) hanging racks that are intended for use by the lower floor residents of the eight-plex structure. All locations met the criteria of lockability and stability.

18.4.3.080 Vehicle Area Design
All parking spaces, except for the 6 compact spaces, are nine 9() feet by eighteen (18) feet. The compact spaces are eight (8) feet by sixteen (16) feet. All spaces have a minimum back up of twenty-two (22) feet.
There are two parking areas, one with four (4) spaces and one with a drive aisle down the middle of eight (8) spaces.
The parking areas are designed to mitigate environmental impacts through the use of the following strategies:
Solar energy-generating carports cover seven (7) of the parking spaces, this coupled with shade from tree canopy (cover the parking area surface within five years of project occupancy) will create 59.8% shade cover over the lots. These two combined strategies will shade more than 50% of the parking lot. This project is part of a larger development that incorporates alternative stormwater management into its stormwater system through the use of treatment swales, detention and percolation prior to the entry into Bear Creek.
Trees chosen to shade the parking lots are Zelkova serrata 'Village Green and Chillopsis linearis. The trees are planted in a location that provides the best soil volume, where this was not possible solar carports are shown to provide the additional needed shade. There are not any conflicts with electrical supply as this project has an underground power supply.

D. <u>Driveways and Turn-Around Design.</u>
The proposed driveway is eighteen (18) feet wide and there is only one curb at each end of the parking lot. The width of the driveway has been minimized to protect the aesthetic aspects of the park row and sidewalk. A 13.5-foot vertical clearance shall be maintained throughout the parking lot excluding where the solar carports are proposed. Vision Clearance. No obstructions may be placed in the vision clearance area except as set forth in section. The grades of the parking lot and drive aisle have been kept to 10% or less throughout.

E. <u>Parking and Access Construction.</u>
The lot and drive aisles for this project will be asphalt, all walkways and the drive approach will be concrete.

Stormwater will be removed from the parking areas via catch basins at the low points in the paving.
Driveway approaches will be built to the City of Ashland Public Works criteria.
All parking spaces will be striped in a permanent manner.
Wheel stops greater than 4" will be installed in all spaces to keep cars from overhanging into landscape and walkways.
The total parking lot area including paving and landscape is 7,023 square feet. The landscape area is 2,053 square feet which equals 29% of the parking lot areas in landscape.
Six out of twelve parking spaces will be EV ready, which is 50% of the provided parking.
All lighting will comply with dark sky criteria and be shielded per City of Ashland ordinance.

18.4.3.090 Pedestrian Access and Circulation

All walkways within the development are continuous and designed to get pedestrians safely to their front doors, the bike parking shelters, and/or the trach enclosure. All walkways connect to the street sidewalks and to the pedestrian way to the North of the site.

Applicants met all applicable standards in AMC 18.4.3 and 18.4.4.

AMC 18.3.9.040 A.3. Outline Plan Approval Criteria

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.

Unless otherwise noted herein, the applicants contend the proposed subdivision meets all applicable ordinance requirements of the City of Ashland. That said, the Purpose Statement of the Performance Standards Option Subdivision (AMC 18.3.9.010) *"is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood"*. As such, the proposal has:

1) *Stressed energy efficiency, architectural creativity and innovation*: The applicants are proposing to construct Earth Advantage homes with an architectural style that provides for a variety of housing types that are consistent with the volume and mass of housing in the adjoining subdivisions.
2) *Used the natural features of the landscape to their greatest advantage:* Phase III of the Kestrel Park Subdivision has the least number of natural features, compared to Phases I and II which included the Bear Creek Greenway dedication, improvements, numerous trees and wetlands. Phase III has little natural features but recognizes the site's significant east to west slope. That said, the proposed streets and house plans are designed to terrace themselves into the slopes in an

attempt to reduce excessive cut and fill areas. In this regard, the subdivision's design and street patterns remain consistent with the surrounding neighborhood. Further, the applicants have purposefully placed the densest housing type (rental apartments) on the least sloping areas of the property (east side – Areas 6 and 7).

3) *Provide for a quality of life equal to or greater than that provided in developments built under the standard zoning codes:* The applicants have generated a plan that incorporates the site's slope and embraced the "human scale" concepts of found in other Performance Standard Options Subdivisions which have produced neighborhoods such as the North Mountain Neighborhood, Kestrel Park, Ashland Village, Beach Creek and Clay Creek Gardens neighborhoods which include various neo-traditional elements such as porches, street connectivity, use of alleys where possible, mitigated garage façades, street facing homes, etc.;
4) *Provide for more efficient land use:* The mixture of housing types within the planned range of densities in an integrated pattern improves transportation options and maximizes community interaction.
5) *Reduces the impact of development on the natural environment and neighborhood:* As noted, this particular phase is part of the Kestrel Park Subdivision which incorporated multiple preservation efforts in both Phase I and II. Phase III does not really have any significant natural features, but does include climate friendly construction techniques including full utilization of the property with small to medium sized housing units with the densest housing being constructed on the least sloping areas of the property (east side). Further, it has been the primary goal of the application to mitigate impacts to the surrounding neighborhoods by ensuring street, alley and pedestrian connectivity aligns with the surrounding neighborhood's streets, alleys and pedestrian paths. The applicants contend the overall design of the Kestrel Park Subdivision and inclusion of these elements noted herein reduce the impacts of development on the natural environment and surrounding neighborhoods.

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.

All of the site's necessary utilities extend to the subject property from the various public utility easements and street rights-of-way surrounding the site. Existing public utilities with capacity to service the proposed housing units have been designed and installed during the construction of the abutting streets and alleys. The attached preliminary Civil Plans illustrate the various utilities and their extension to the proposed units. The project's Civil Engineer has communicated with City staff to ensure the subject infrastructure needs meet City standards and address all capacity requirements. At the time of the Final Plan submittal, as well as the Engineering Departments final sign-off of the street construction drawings, the plans will be further refined and formalized.

<u>Water:</u> The property is currently served by eight-inch water mains that will be able to connect into the proposed layout. The existing water lines extend to and through Stoneridge Avenue, Nandina Street, and Patton Lane.

Sewer: The property is currently served by an eight-inch sanitary sewer main extending from Stoneridge Avenue, Nandina Street, and Patton Lane.

Electricity: The applicants have met with the Electric Department and discussed the backbone installation of a three-phase system to serve the development. The Electric Department has suggested that the applicant carefully consider the needs for later phases of the development, including such details as accessory units and chargers for electric vehicles, will be provided, up front as addressing these in the initial infrastructure design will be more efficient and less costly than adding them after the fact in a later phase. The applicants indicate that a final electrical distribution will be provided for review with the Final Plan submittal.

Urban storm drainage: As with the various utilities, 12" storm drain facilities exist within the adjacent rights-of-way abutting the property which collect urban run-off and transfer it down to a 12" main in Kestrel Parkway and out to the subdivision's storm water collection basin within the recently constructed in the Bear Creek open space area.

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.

To the best of the applicants' abilities, the site's natural features have been identified and included in the open space, common areas, and unbuildable areas of the Kestrel Park Subdivision, specifically in the Phase I area. Overall, the plan recognizes the site's significant natural features such as the Bear Creek riparian corridor traversing through the property and the numerous mature trees within the corridor and open space areas and have not only incorporated such features into the design, but have also made such features an integral part of the subdivision's human scale character such as the pedestrian walkway extending from the top of the subdivision (east side) down to the Bear Creek Greenway and Kestrel Park (west side).

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

The subject property is surrounded on all sides by urbanized lands in compliance with the City's Comprehensive Plan, including existing residential subdivisions to the north, east and west. As such, the development of the subject property 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.

Most of the Kestrel Park Subdivision's open space areas have been incorporated within the initial Phase I and Phase II areas. No open space areas are proposed in Phase III, but common areas do exist in Areas #6

for shared driveways, common landscaping and irrigation as it relates to the individual parcels occupied with multi-family housing.

Lastly, it should be noted the property owners within the Phase III area are included in the overall Kestrel Park Homeowners Association, subject to Conditions, Covenants and Restrictions (CCRs), financial dues and meeting procedures in order to ensure maintenance of the subdivision's common areas. A copy of the CC&Rs has previously been provided with the Phase I Final Plan application submittal.

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

As noted on Page 5 within the Kestrel Park Density Allocation Table, the proposed density meets the base density standards for the zone and remains in compliance with the original density allocations provided for in the Kestrel Park Subdivision approval documents. No density bonuses have been applied for since the initial inception of the Kestrel Park Subdivision.

g. The development complies with the street standards.

The proposed streets comply with the Planning Commission's previously approved findings of fact as noted below from the original Kestrel Park Subdivision's 2019 approval (PA-T1-2019-00075).

The Planning Commission finds that the NMNP includes its own neighborhood-specific street types and design standards in AMC 18.3.5.100.C. With regard to the specific improvements proposed:

"Greenway Drive": Kestrel Parkway is considered to be the Greenway Drive street type, and the Planning Commission finds that the cross-section illustrated on Exhibit C.2 is consistent with the adopted Greenway Drive cross-section in the NMNP.

Neighborhood Access Streets: The remaining streets (Nandina Street, Stoneridge Avenue, Patton Lane, and Zare Way) are considered to be Neighborhood Access Streets. The Planning Commission finds that in extending existing street sections and responding to site topography, these individual streets vary from the standard cross-section as follows:

- **Stoneridge Avenue** – As illustrated, the curb to curb width includes a single 15-foot queuing lane and parking on both sides except where bump-outs are proposed. Standard sidewalks and parkrows are illustrated on the downhill side, but on the uphill side, sidewalks are shown at the curbside presumably in response to site topography. The proposed right-of-way dedication is 46 feet where the standard cross-section calls for 48 feet, with six-inches of sidewalk on the uphill side and 18-inches of sidewalk on the downhill side illustrated being provided outside of the right-of-way.

- **Nandina Street** – The upper sections of Nandina, from Mariposa to Stoneridge, are illustrated with a 29-foot curb-to-curb width within a 47-foot right-of-way, and on-street parking on both sides. Standard sidewalks and parkrow planting strips are illustrated on the south side, and on-street parking is in bays with curbside sidewalks on the north side. Sidewalks on the south side are illustrated extending one-foot beyond the dedicated right-of-way.

  The applicants have requested a major modification of the NMNP to install Nandina Street as a one-way couplet around Wetland #2. As proposed, Nandina within the couplet would have an 18-foot curb-to-curb width with curbs but no sidewalks or parkrow planting strips on the interior, wetland side and five-foot width curbside sidewalks on the exterior side adjacent to the surrounding developable lots. The applicants assert that additional area has been provided for the wetland buffer, and that this area already contains a number of trees that will be preserved and will be further enhanced with new plantings. The Planning Commission finds that an Exception is merited to limit impacts of the development upon the wetland and its protection zone, however the Commission further finds that even with an Exception irrigated larger-stature species street trees should be planted at a standard spacing of one per 30 feet within the private yard areas behind the sidewalk to provide canopy and associated streetscape benefits (shade, traffic calming, etc.).
- **Patton Lane** – The two illustrated segments of Patton Lane include varying right-of-way widths from 46 to 50 feet, and illustrate some portion of the sidewalks outside of the proposed right-of-way. The section between the existing Patton Lane extending to Nandina Street does not include parkrows on the downhill side in response to site topography.

  The section from Nandina to Mountain Meadows Drive includes a 26-foot curb-to-curb width with a 12-foot queuing lane where the standard cross-section calls for 15 feet. The Planning Commission finds that this width is proposed in transitioning to the existing Mountain Meadows Drive improvement which is narrower, and that the Final Plan will include final civil drawings for review by the Engineering Division to verify the appropriate width for this transition. A condition to this effect has been included below.

The Planning Commission finds that for all neighborhood street sections (Patton, Nandina and Stoneridge) where sidewalk improvements are shown outside the right-of-way, public pedestrian access easements will need to be provided or additional right-of-way dedicated to accommodate standard sidewalk widths prior to signature of the final survey plat. Conditions to this effect have been included below.

The Commission further finds that for those sections of Patton, Nandina and Stoneridge surrounding Area 5, and the section of Nandina south of Area 6, shown with curbside sidewalks, an Exception to the Street Standards is required not to install standard parkrow planting strips and no such Exception has been requested here. The Commission concludes that no Exception is merited and these sections should be installed with standard parkrow planting strips or Exceptions requested and justified as part of the Final Plan application.

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.

The Kestrel Park Subdivision is 13.48 acres in size of which 5.13 acres was dedicated as open space (Bear Creek Riparian Area) and another .7 acres was platted as private open space for the subdivision's on-site wetlands and a couple of smaller landscape areas - located at various street corners as common neighborhood landscaping, for a total of 5.82 acres or roughly 43% of the subdivision's acreage of which only 8% is required with Performance Standard Subdivisions and an additional 4% for Site Review applications. Overall, the proposal complies with the open space provisions noted in Chapter 18.4.4.070. The applicants contend the planning and dedication of these areas are critical to the subdivision's residents, neighbors and community as they provide for both natural preservation and physical recreational opportunities for pedestrian walking, active hiking, wading in creek, bird watching and for bicycling once the future extension of the Bear Creek Greenway is realized.

AMC 18.3.9.040 B.5. Final Plan Approval Criteria

Approval Criteria for Final Plan:

Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:

a. The number of dwelling units varies 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.

The number of dwelling units remains the same as originally proposed and adopted with 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.

The yard depths and distances between buildings have not changed from the Outline Plan, but for in Area 6. Such changes in Area 6 have been addressed herein and included with the Modification Findings as well as the Site Review Findings. All proposed setbacks along the perimeter of all the proposed buildings comply with the North Mountain Neighborhood District dimensional and Solar Access standards.

c. The common open spaces vary no more than ten percent of that provided on the outline plan.

The common open spaces have not changed from the Outline Plan to the Final Plan and in no case greater than 10%. The common open space within Area 6 has changed, but not more than 10%.

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

In Areas 4 and 5, no building sizes have changed since the Outline Plan's original adoption and the proposed Final Plan. However, the building sizes have changed in Area 6 and have been addressed through the Modification and Site Review criteria noted herein.

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

All building elevations and exterior materials will be very similar to the existing elevations and materials found in the adjacent neighborhood. All choices will be in conformance with the purpose and intent of the Performance Standards Option Ordinance and the applicant's Outline Plan Findings of Fact.

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.

No density bonus points are being requested.

g. The development complies with the street standards.

All streets have been designed under the direction of the City's Street Standards as well as the North Mountain Plan's Street Standards. Multiple discussions with the City of Ashland's Fire Department and Engineering staff have also occurred to make sure safe and orderly turning movements are provided.

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 common open space reduced below that permitted in the outline plan.

The proposed plan has not been changed as it relates to density allocations. No density is being transferred from any of the planned phases.

6. Any substantial amendment to an approved final plan shall follow a Type I procedure in section 18.5.1.050 and be reviewed in accordance with the above criteria.

The applicants have proposed amendments to Area 6 and have responded to all applicable criteria herein.

Applicants' Response to Outline Plan Conditions – PA-T2-2024-00054

1. That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.

To the best of the applicant's knowledge, all proposals by the applicants as described herein or within the Outline Plan submittal, will or have been included within the attached submittals and will be installed accordingly.

2. That the applicant apply for final plan approval pursuant to AMC 18.3.9.040.B within 18 months of this outline plan approval prior to any development or construction.

The applicants are filing for Final Plan approval pursuant to AMC 18.3.9.040B within 18 months of the City Council's final adoption on March 10th, 2025.

3. 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.

The applicants are aware of this condition relating to Area #7 and have made all of the necessary adjustments to plan submittals.

4. 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.

Per the final civil drawings, all public improvements have been designed to City Standards and will be submitted prior to the City's signature of the Final Plat, unless otherwise bonded for per municipal code.

5. That permits shall be obtained from the Ashland Public Works Department prior to any additional work in the public right of way.

The applicant will obtain all necessary permits from the Ashland Public Works Department prior to any additional work in the public right of way.

6. That a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.

A final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.

7. That a final survey plat shall be submitted within 12 months of Final Plan approval and approved by the City of Ashland. Prior to submittal of the final subdivision survey plat for signature:

a. All easements including but not limited to public and private utilities, drainage, irrigation, mutual access, conservation area easements, and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.

b. Subdivision infrastructure improvements including but not limited to utilities, driveways, streets, and conservation area easements, shall be completed according to approved plans, inspected, and approved.

c. Electric services shall be installed underground to serve all lots, inspected, and approved. The final electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.

d. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within the applicable phase, inspected and approved.

The applicants will be submitting a final survey plat, completed by a local licensed Surveyor within 12 months of Final Plan. All items identified in Condition #7 a-d., will be included. A preliminary plat as well as the project's civil drawings have been included in this submission.

8. That the building permit submittals shall include the following:

a. Identification of all easements, including but not limited to any public and private utility easements, mutual access easements, conservation area easements, and fire apparatus access easements.

b. Solar setback calculations demonstrating that all units comply with the performance Solar Setback Standard as approved in the outline and final plans.

c. Final lot coverage calculations demonstrating how lot coverage complies with the lot coverage approved in the outline and final plans.

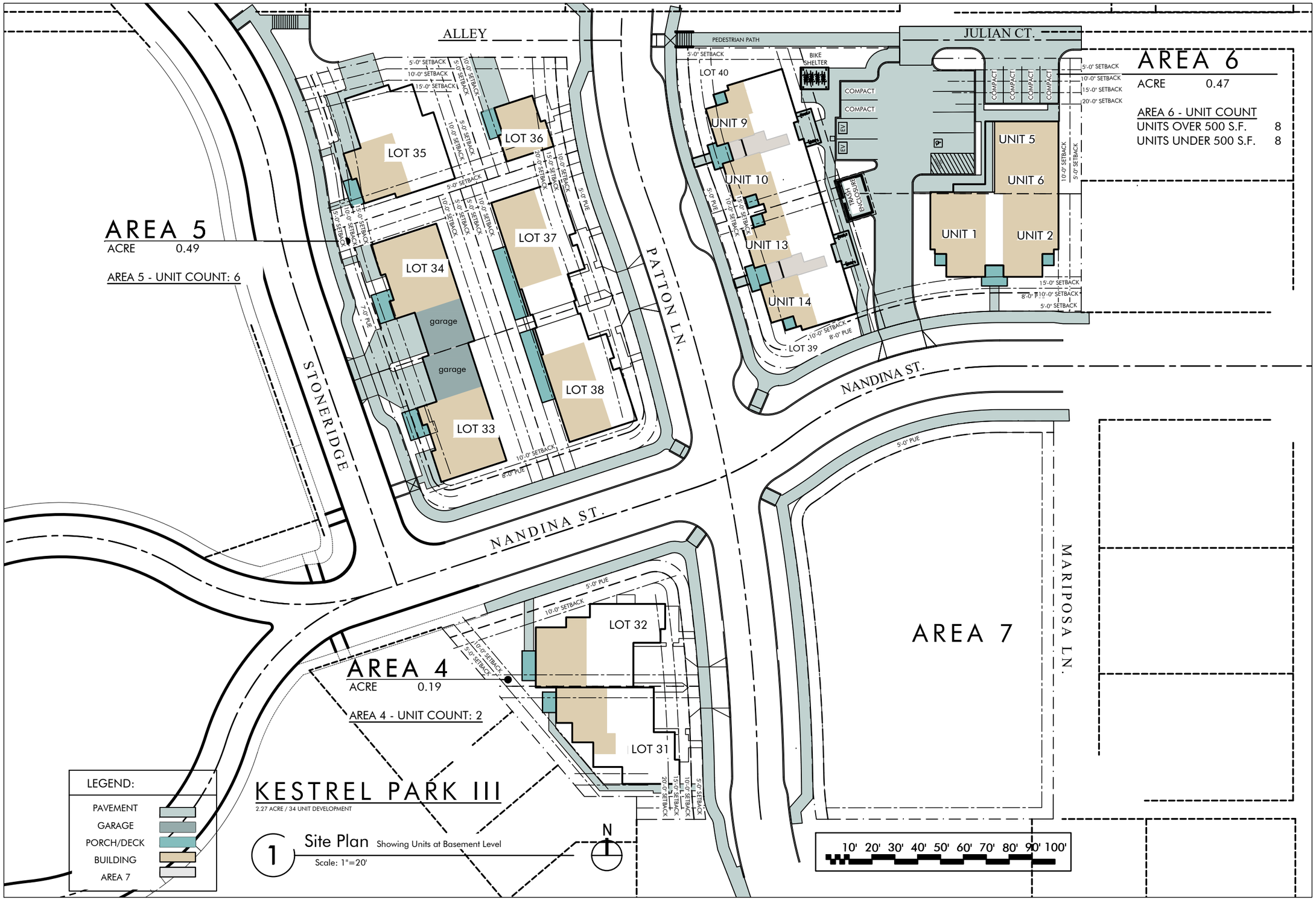
d. That storm water from all new impervious surfaces and runoff associated with peak rainfalls must be collected on site and channeled to the City storm water collection system through the curb or gutter at a public street, a public storm pipe, an approved public drainage way, or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.

The applicants are aware of Condition #8, and all identified under subsections a-d will be identified on all building permit submittals.

List of attachments:

1 - Site plan 2 - PUD Map 3 - Civil Drawings 4 – Elevations 5 – Planting Plan

6 – Parking and Shade Plan 7 – Setback Calculations



SHEET 1 OF 12

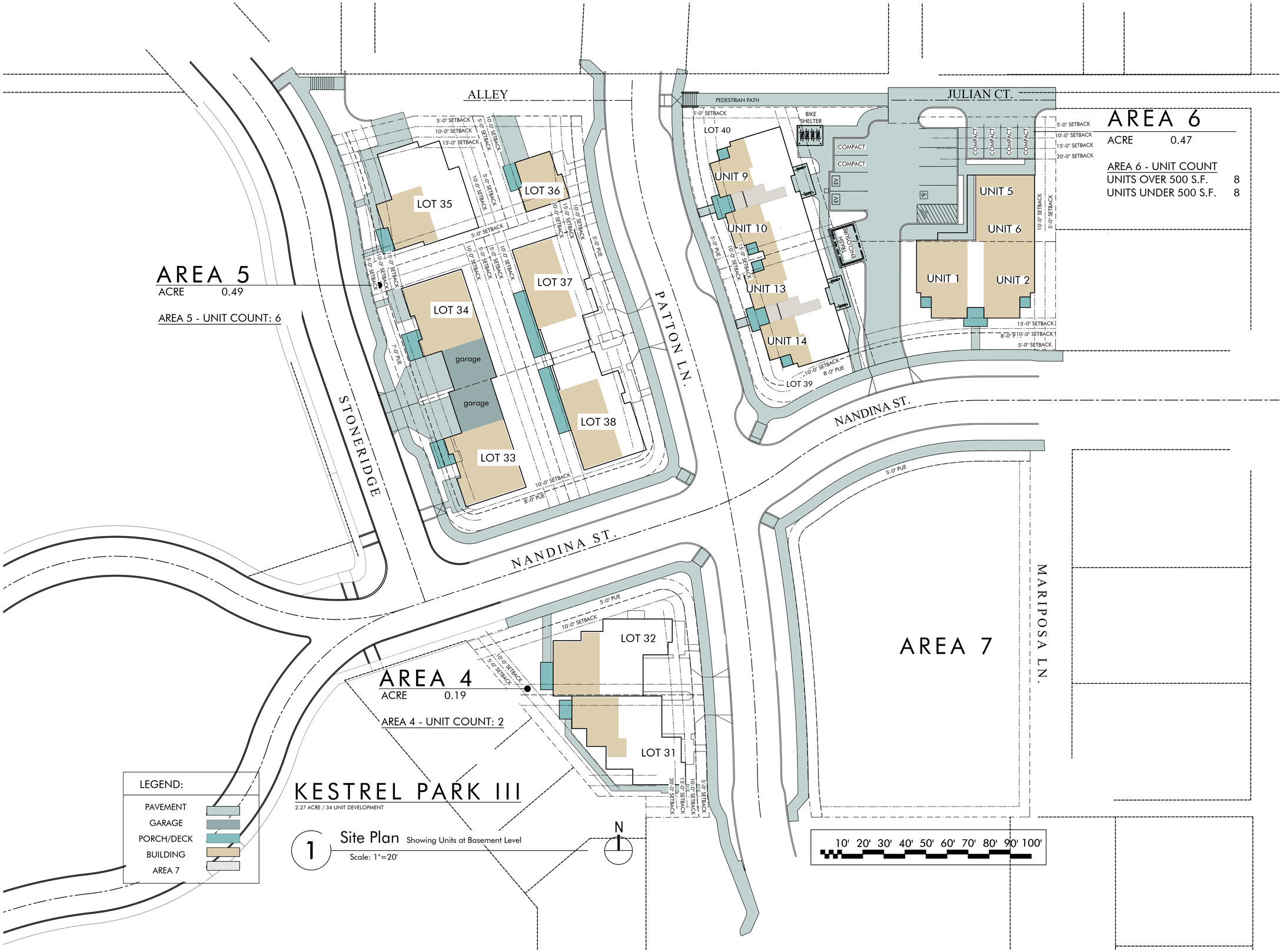
SITE PLAN - DOWNSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC



1 Site Plan Showing Units at Basement Level

Scale: 1"=20'

SHEET 2 OF 12

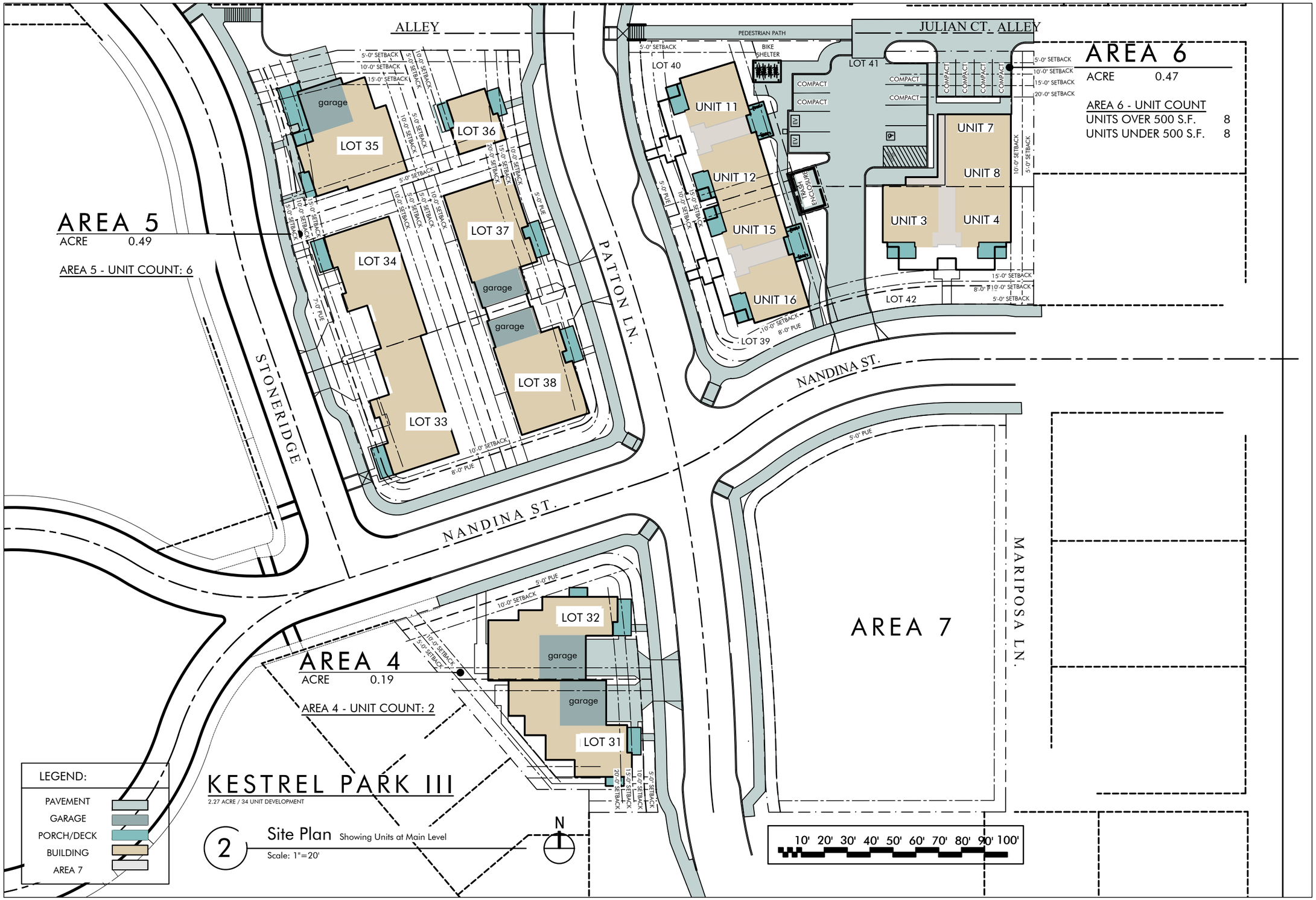
SITE PLAN - DOWNSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC



SHEET 1 OF 12

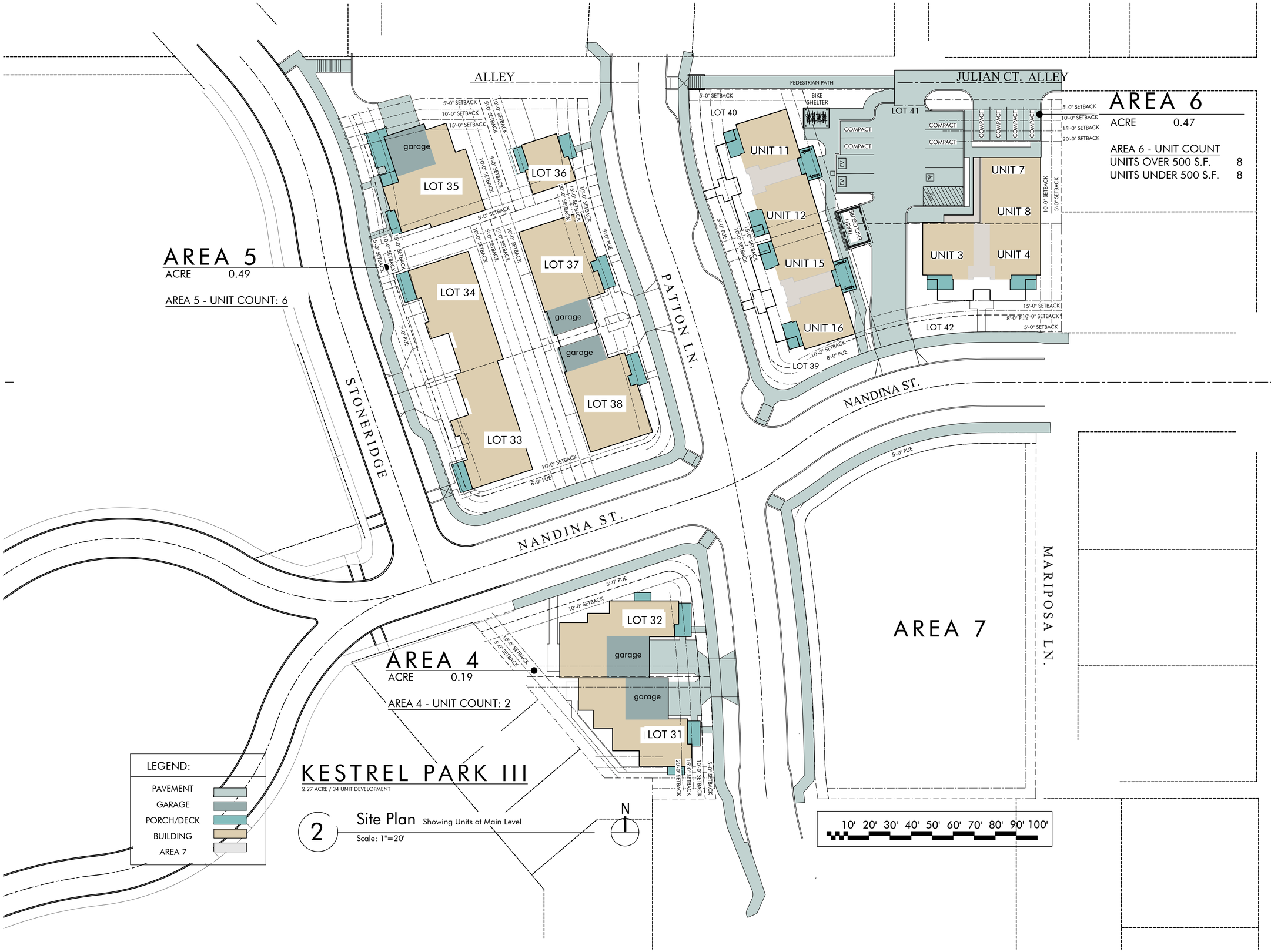
SITE PLAN - UPSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC



2 Site Plan Showing Units at Main Level

Scale: 1"=20'

SHEET 4 OF 12

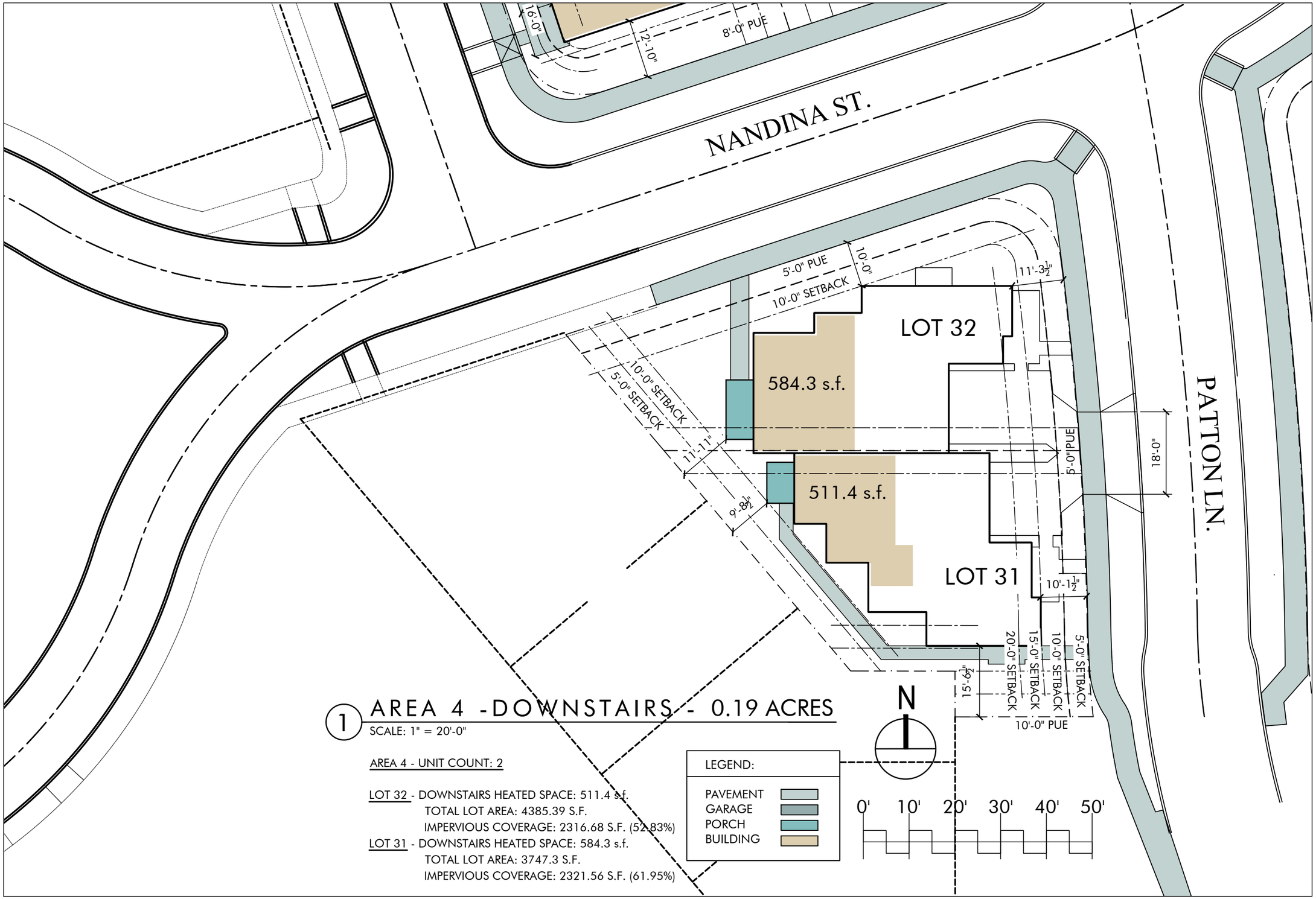
SITE PLAN - UPSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC



1 AREA 4 -DOWNSTAIRS - 0.19 ACRES

SCALE: 1" = 20'-0"

AREA 4 - UNIT COUNT: 2

LOT 32 - DOWNSTAIRS HEATED SPACE: 511.4 s.f.
TOTAL LOT AREA: 4385.39 S.F.
IMPERVIOUS COVERAGE: 2316.68 S.F. (52.83%)

LOT 31 - DOWNSTAIRS HEATED SPACE: 584.3 s.f.
TOTAL LOT AREA: 3747.3 S.F.
IMPERVIOUS COVERAGE: 2321.56 S.F. (61.95%)

SHEET 5 OF 12

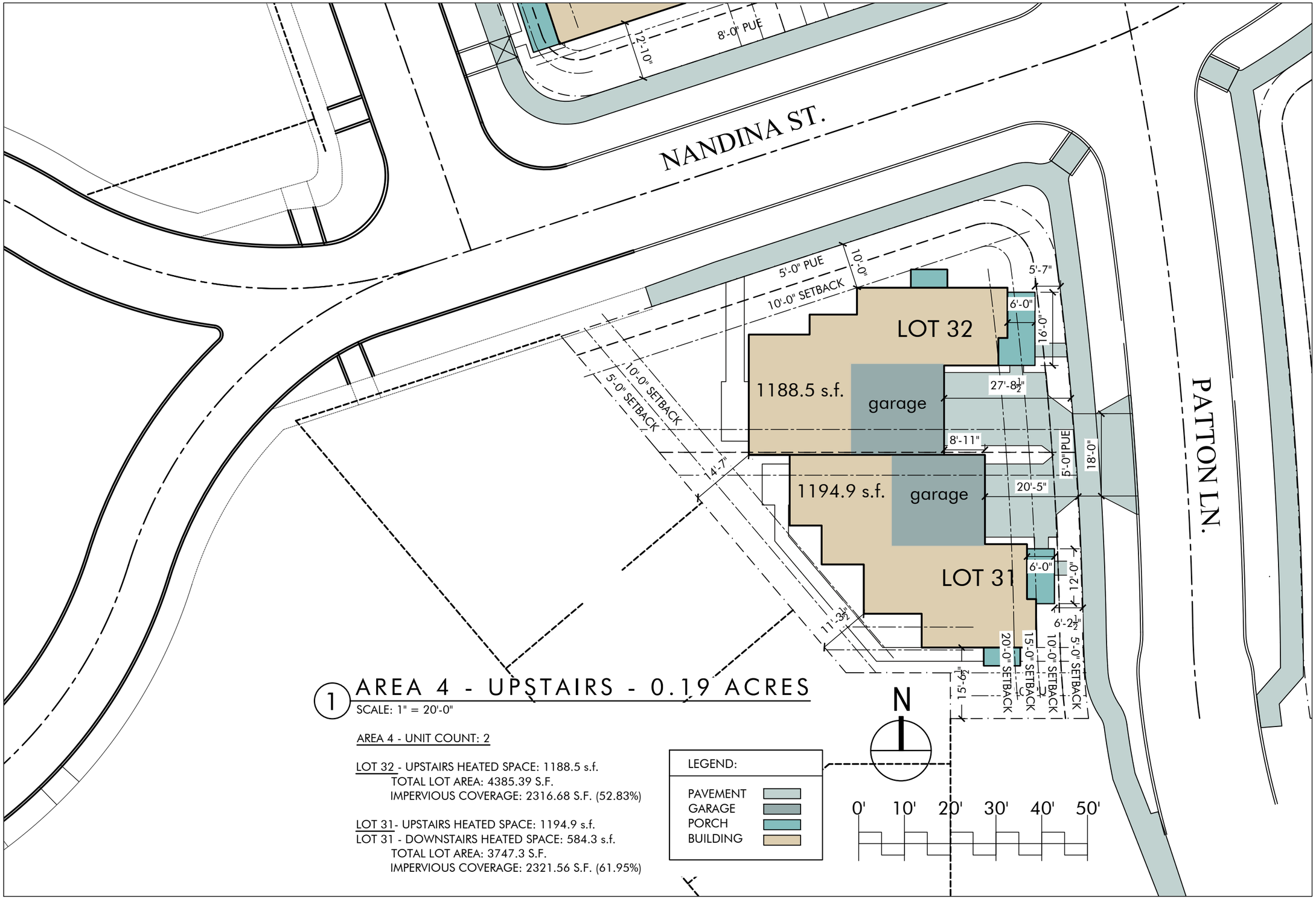
AREA 4 - DOWNSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC



1 AREA 4 - UPSTAIRS - 0.19 ACRES

SCALE: 1" = 20'-0"

AREA 4 - UNIT COUNT: 2

LOT 32 - UPSTAIRS HEATED SPACE: 1188.5 s.f.
TOTAL LOT AREA: 4385.39 S.F.
IMPERVIOUS COVERAGE: 2316.68 S.F. (52.83%)

LOT 31- UPSTAIRS HEATED SPACE: 1194.9 s.f.
LOT 31 - DOWNSTAIRS HEATED SPACE: 584.3 s.f.
TOTAL LOT AREA: 3747.3 S.F.
IMPERVIOUS COVERAGE: 2321.56 S.F. (61.95%)

SHEET 6 OF 12

AREA 4 - UPSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC

AREA 5 - DOWNSTAIRS 0.49 ACRES

SCALE: 1" = 20'-0"

AREA 5 - UNIT COUNT: 6

LOT 38:
DOWN S. HEATED SPACE: 751.2 s.f.
TOTAL LOT AREA: 3476.5 S.F.
IMPERVIOUS COVERAGE:
2102.08 S.F. (60.44%)

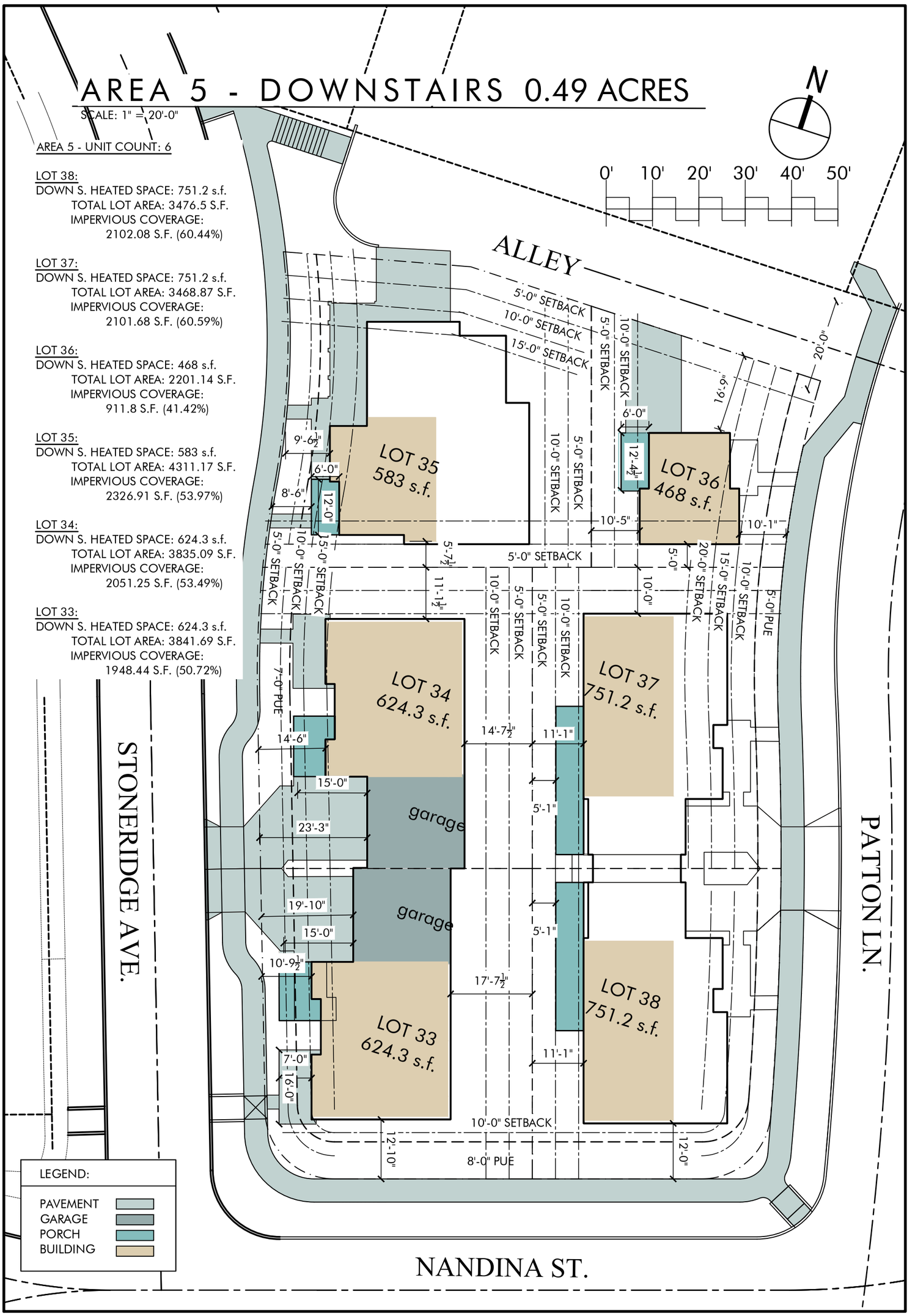
LOT 37:
DOWN S. HEATED SPACE: 751.2 s.f.
TOTAL LOT AREA: 3468.87 S.F.
IMPERVIOUS COVERAGE:
2101.68 S.F. (60.59%)

LOT 36:
DOWN S. HEATED SPACE: 468 s.f.
TOTAL LOT AREA: 2201.14 S.F.
IMPERVIOUS COVERAGE:
911.8 S.F. (41.42%)

LOT 35:
DOWN S. HEATED SPACE: 583 s.f.
TOTAL LOT AREA: 4311.17 S.F.
IMPERVIOUS COVERAGE:
2326.91 S.F. (53.97%)

LOT 34:
DOWN S. HEATED SPACE: 624.3 s.f.
TOTAL LOT AREA: 3835.09 S.F.
IMPERVIOUS COVERAGE:
2051.25 S.F. (53.49%)

LOT 33:
DOWN S. HEATED SPACE: 624.3 s.f.
TOTAL LOT AREA: 3841.69 S.F.
IMPERVIOUS COVERAGE:
1948.44 S.F. (50.72%)



Total Page Number: 12

dəzīn HOME DESIGN SPECIALISTS

Kestrel Hillside
Site Plan

Client/Owner:
Taylored Elements
July 8th, 2025

AREA 5 -
DOWNSTAIRS

SHEET
7
OF 12

AND LINDEMANN DESIGN LLC

AREA 5 -UPSTAIRS - 0.49 ACRES

1 SCALE: 1" = 20'-0"

AREA 5 - UNIT COUNT: 6

LOT 38:
UP S. HEATED SPACE: 1214 s.f.
TOTAL LOT AREA: 3476.5 S.F.
IMPERVIOUS COVERAGE:
2102.08 S.F. (60.44%)

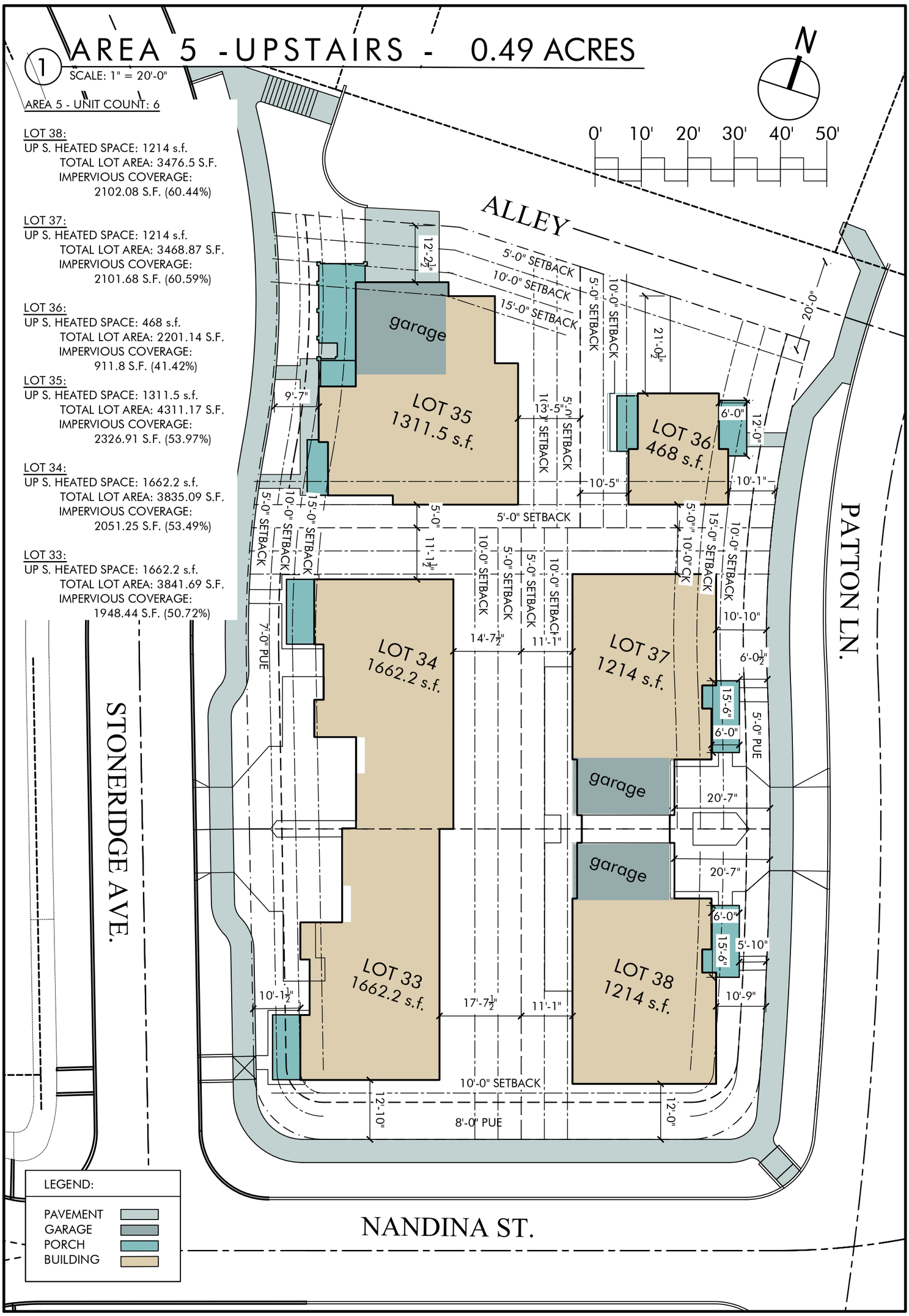
LOT 37:
UP S. HEATED SPACE: 1214 s.f.
TOTAL LOT AREA: 3468.87 S.F.
IMPERVIOUS COVERAGE:
2101.68 S.F. (60.59%)

LOT 36:
UP S. HEATED SPACE: 468 s.f.
TOTAL LOT AREA: 2201.14 S.F.
IMPERVIOUS COVERAGE:
911.8 S.F. (41.42%)

LOT 35:
UP S. HEATED SPACE: 1311.5 s.f.
TOTAL LOT AREA: 4311.17 S.F.
IMPERVIOUS COVERAGE:
2326.91 S.F. (53.97%)

LOT 34:
UP S. HEATED SPACE: 1662.2 s.f.
TOTAL LOT AREA: 3835.09 S.F.
IMPERVIOUS COVERAGE:
2051.25 S.F. (53.49%)

LOT 33:
UP S. HEATED SPACE: 1662.2 s.f.
TOTAL LOT AREA: 3841.69 S.F.
IMPERVIOUS COVERAGE:
1948.44 S.F. (50.72%)



Total Page Number: 13

dəʼzīn HOME DESIGN SPECIALISTS

Kestrel Hillside Site Plan

Client/Owner: Taylored Elements July 8th, 2025

AREA 5 - UPSTAIRS

SHEET 8 OF 12

AND LINDEMANN DESIGN LLC

LEGEND:

- PAVEMENT
- GARAGE
- PORCH
- BUILDING

① AREA 6 - DOWNSTAIRS

ACRE 0.47

APARTMENTS

LOT SIZE 19,770.16 S.F. (100%)

- HARDSCAPE 6,893.25 S.F. (34.87%)
- STRUCTURES 6,651.69 S.F. (33.65%)
- TOTAL 13,544.94 S.F. (68.51%)

GROUND FLOOR

- (4) STUDIO (363.1 S.F.) APARTMENTS
- (2) STUDIO (440.8 S.F.) APARTMENTS
- (2) 1 BEDROOM (814.1 S.F.) APARTMENTS

2ND STORY

- (6) 1 BEDROOM (603.6 S.F.) APARTMENTS
- (2) STUDIO (440.8 S.F.) APARTMENTS

PARKING

- 1 BED: 1.5x8 = 12
- STUDIO: 1x8 = 8

TOTAL REQUIRED (20)

TOTAL PROVIDED (21)

8 STANDARD, 8 COMPACT

1 HANDICAP ACCESSIBLE

AREA 6 - UNIT COUNT

UNITS OVER 500 S.F. 8

UNITS UNDER 500 S.F. 8

LOT COVERAGE:

TOTAL AREA: 19770.16 S.F.

TOTAL AREA IMPERVIOUS COVERAGE: 13544.94 (68.51%)

LOT 39:

TOTAL LOT AREA: 3810.92 S.F.

IMPERVIOUS COVERAGE: 2460.99 S.F. (64.58%)

LOT 40:

TOTAL LOT AREA: 4081.36 S.F.

IMPERVIOUS COVERAGE: 2351.27 S.F. (57.61%)

LOT 41:

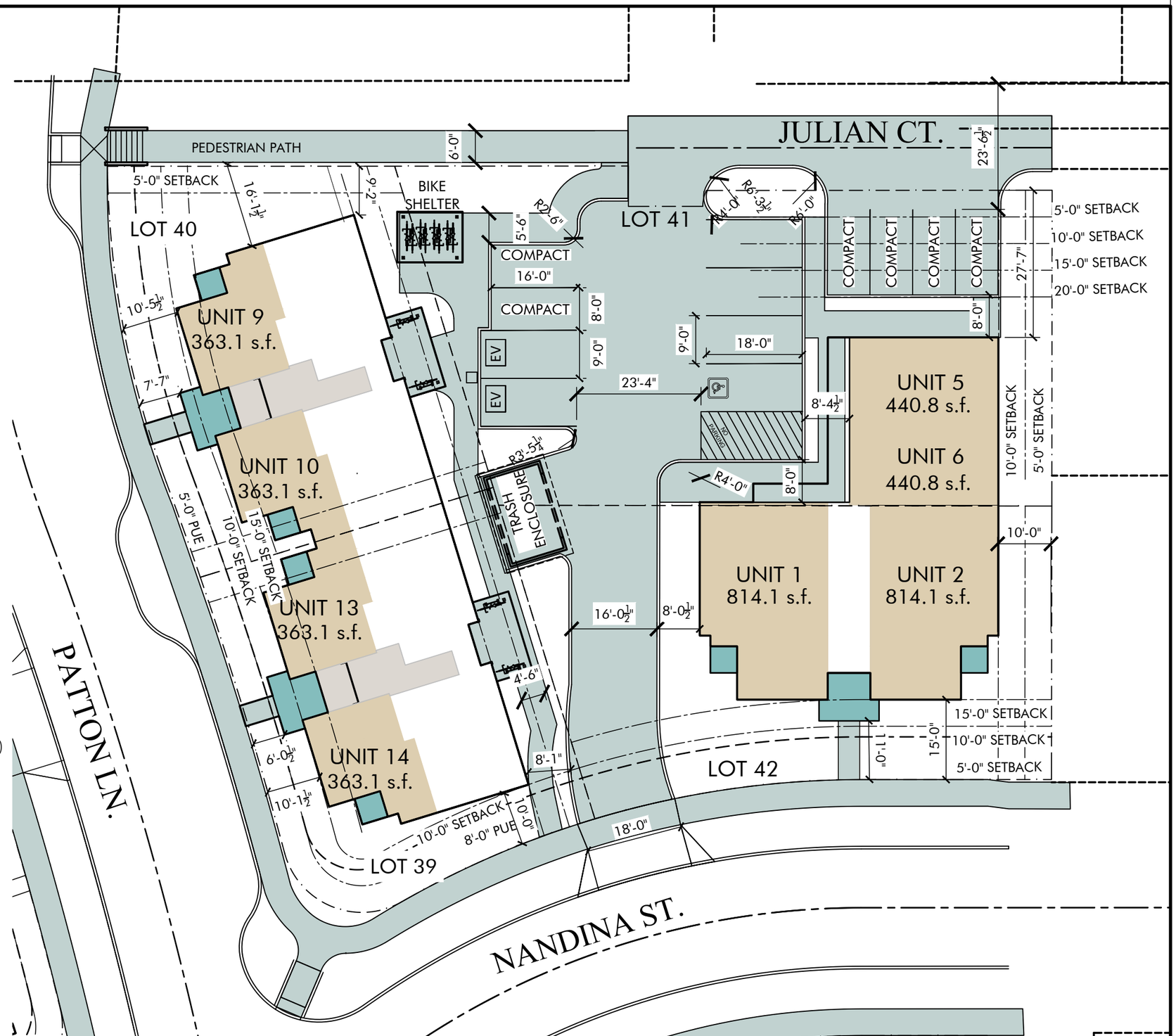
TOTAL LOT AREA: 6825.8 S.F.

IMPERVIOUS COVERAGE: 5623.03 S.F. (82.38%)

LOT 42:

TOTAL LOT AREA: 5052.08 S.F.

IMPERVIOUS COVERAGE: 3109.65 S.F. (61.55%)



SHEET 9 OF 12

AREA 6 - DOWNSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC

LEGEND:

- PAVEMENT
- GARAGE
- PORCH
- BUILDING

① AREA 6 - UPSTAIRS

ACRE 0.47

APARTMENTS
LOT SIZE 19,770.16 S.F. (100%)
- HARDSCAPE 6,893.25 S.F. (34.87%)
- STRUCTURES 6,651.69 S.F. (33.65%)
- TOTAL 13,544.94 S.F. (68.51%)

GROUND FLOOR
- (4) STUDIO (363.1 S.F.) APARTMENTS
- (2) STUDIO (440.8 S.F.) APARTMENTS
- (2) 1 BEDROOM (814.1 S.F.) APARTMENTS

2ND STORY
- (6) 1 BEDROOM (603.6 S.F.) APARTMENTS
- (2) STUDIO (440.8 S.F.) APARTMENTS

PARKING
- 1 BED: 1.5x8 = 12
- STUDIO: 1x8 = 8

TOTAL REQUIRED (20)
TOTAL PROVIDED (21)
8 STANDARD, 8 COMPACT
1 HANDICAP ACCESSIBLE

AREA 6 - UNIT COUNT
UNITS OVER 500 S.F. 8
UNITS UNDER 500 S.F. 8

LOT COVERAGE:
TOTAL AREA: 19770.16 S.F.
TOTAL AREA IMPERVIOUS COVERAGE: 13544.94 (68.51%)
LOT 39:
TOTAL LOT AREA: 3810.92 S.F.
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TOTAL LOT AREA: 6825.8 S.F.
IMPERVIOUS COVERAGE: 5623.03 S.F. (82.38%)

LOT 42:
TOTAL LOT AREA: 5052.08 S.F.
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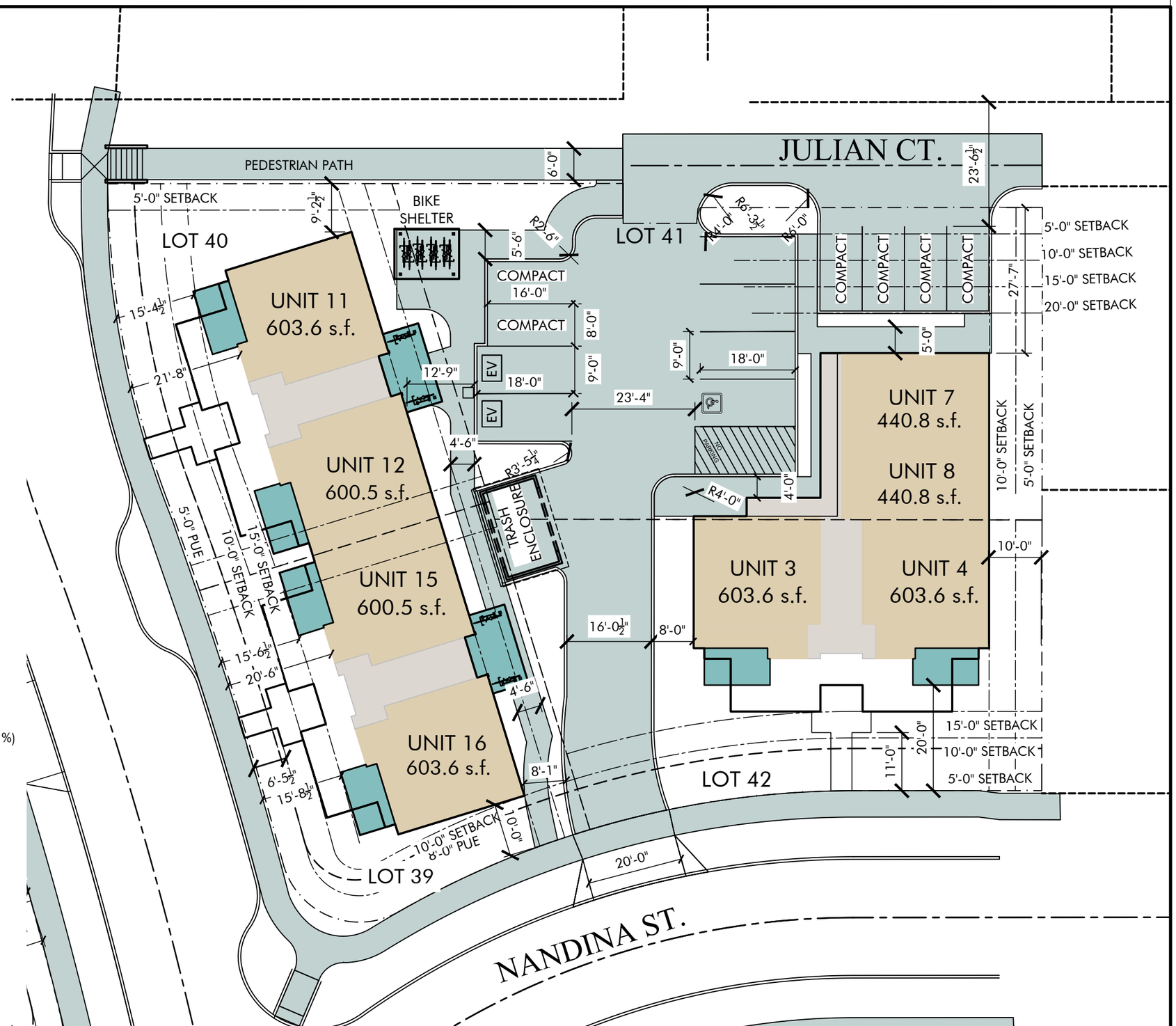


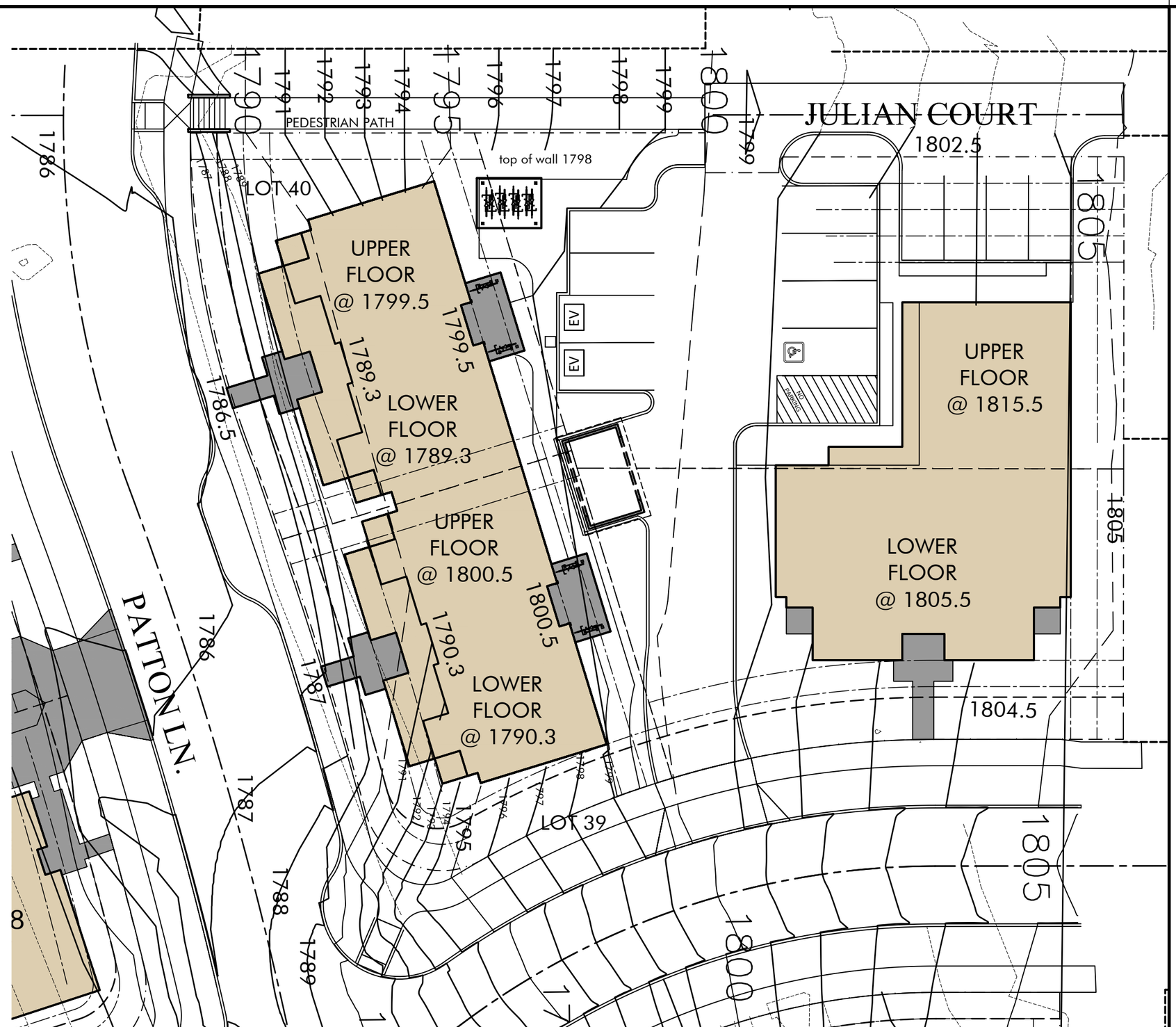
SHEET 10 OF 12

AREA 6 - UPSTAIRS

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS
AND LINDEMANN DESIGN LLC



1 AREA 6 - TOPOGRAPHY
SCALE: 1" = 20'-0"

SHEET 11 OF 12

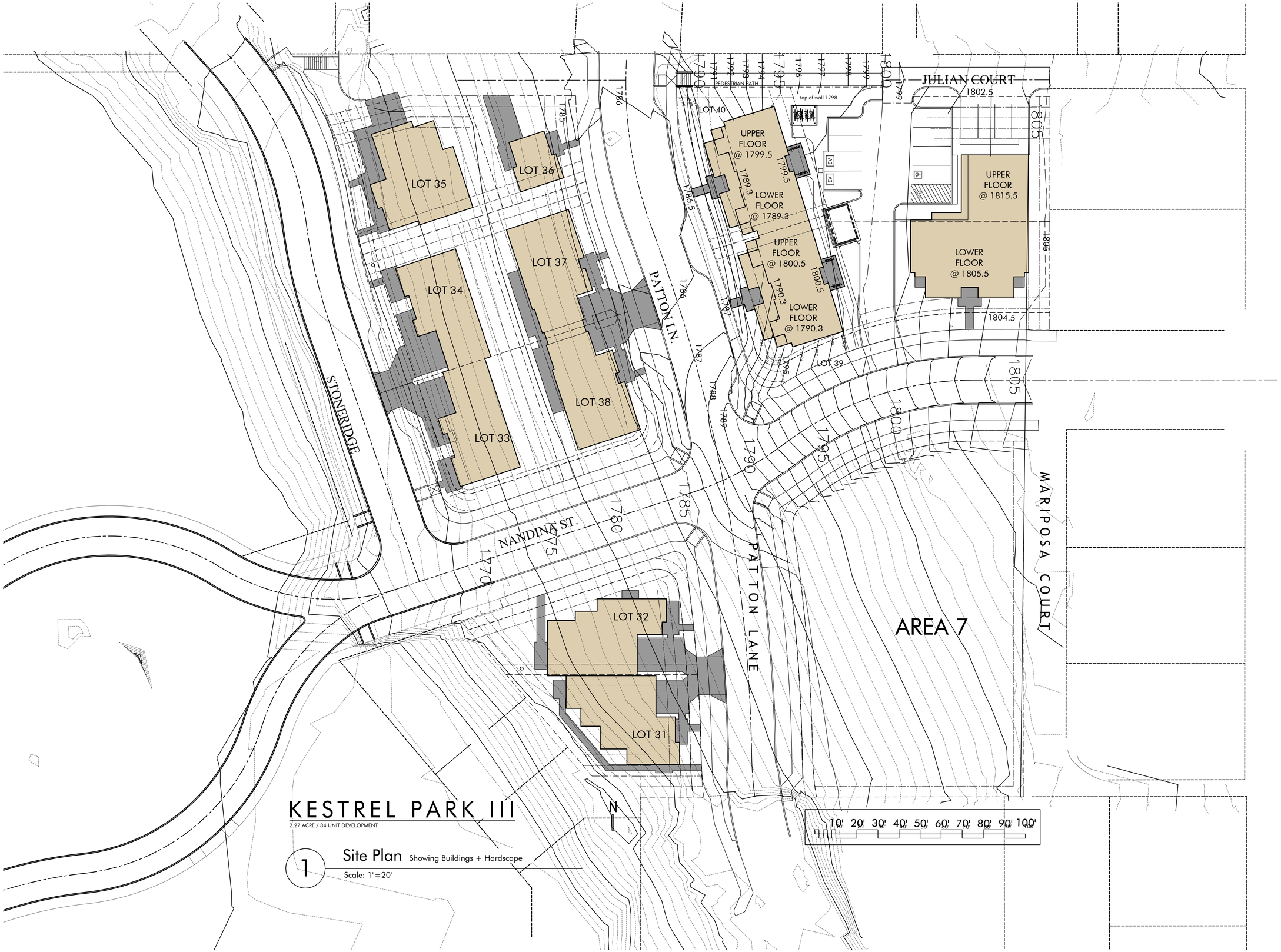
AREA 6 - TOPOGRAPHY

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn HOME DESIGN SPECIALISTS

AND LINDEMANN DESIGN LLC



KESTREL PARK III

2.27 ACRE / 34 UNIT DEVELOPMENT

1 Site Plan Showing Buildings + Hardscape

Scale: 1"=20'

SHEET 12 OF 12

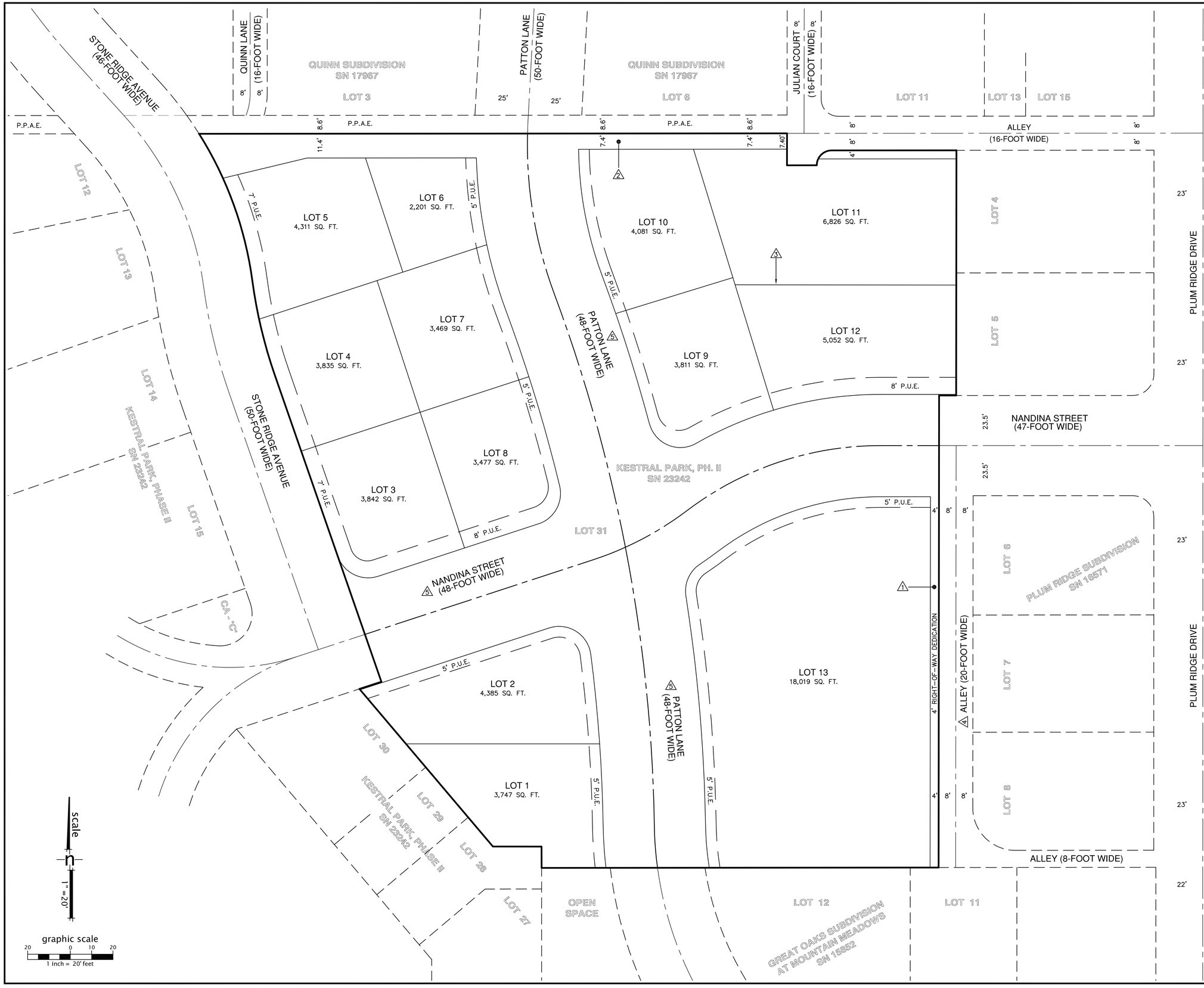
SITE - TOPOGRAPHY

Client/Owner:
Taylored Elements
July 8th, 2025

Kestrel Hillside
Site Plan

de'zīn
HOME DESIGN SPECIALISTS
AND LINDEMANN DESIGN LLC

Total Page Number: 134



PRELIMINARY P.U.D. MAP
KESTRAL PARK, PHASE III

BEING A SUBDIVISION OF LOT 31 OF KESTRAL PARK PHASE II, S.N. 23242 LYING WITHIN THE NORTHEAST & SOUTH QUARTERS OF SECTION 4, TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY OREGON
for
TAYLORED ELEMENTS LLC

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION.

CURTIS C. CHAPPELL, PLS 84543
EXPIRATION DATE: JANUARY 11, 2026

July 9, 2025
DATE

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JANUARY 11, 2022
CURT C. CHAPPELL
84543 PLS
EXPIRES: 12/31/2025

PACIFIC CREST SURVEYING
Ashland, OR
curt@pc-surveys.com

PRELIMINARY PUD MAP
KESTRAL PARK, PHASE III
A SUBDIVISION OF LOT 31, KESTRAL PARK PHASE II

CITY OF ASHLAND
JACKSON COUNTY
OREGON

Revisions	
No.	
1	ADD'L 4' OF ROW LOT 43
2	REDUCED WIDTH TO 16'
3	MOVE LOT LINE SOUTH
4	REMOVED ALLEY NAME
5	REVISED ST. WIDTH TO 48'

Date	6-24-2025
Scale	1" = 20'
Field	CCC
Mapping	CCC
Approved	CCC
Job No	2025008

Drawing:
2025008 MASTER

CIVIL IMPROVEMENT PLANS
FOR
KESTREL PARK SUBDIVISON
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

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE APWA/ODOT STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OREGON CHAPTER, 2024 AND AS AMENDED BY THE CITY OF ASHLAND ENGINEERING DEPARTMENT.

2. STORM DRAIN PIPE SHALL BE AS INDICATED ON THE PROJECT PLANS. PRIVATE STORM DRAIN PIPE (4", 6" & 8") SHALL BE PVC CONFORMING TO ASTM D-3034. EACH SERVICE TERMINATION POINT SHALL BE MARKED WITH A PAINTED 2" x 4" AND STORM DRAIN DETECTOR TAPE SHALL BE USED.

3. SANITARY SEWER PIPE SHALL BE PVC (ASTM D-3034). SANITARY SEWER LATERALS SHALL BE CONNECTED TO THE MAIN WITH A ONE PIECE PREFABRICATED SEWER WYE AND SHALL EXTEND 2' BEYOND THE P.U.E. EACH SERVICE TERMINATION POINT SHALL BE MARKED WITH A PAINTED GREEN 2" x 4". SANITARY SEWER DETECTOR TAPE SHALL BE USED. ONLY GREEN PIPE ALLOWED PER CITY STANDARDS.

4. CLASS "B" BACKFILL SHALL BE USED IN ALL TRENCHES WITHIN THE RIGHT OF WAY AND SHALL BE COMPACTED TO 95% MAXIMUM DENSITY (PER CITY OF ASHLAND). CLASS "E" BACKFILL SHALL BE USED IN ALL TRENCHES UNDER EXISTING ASPHALT.

5. GRANULAR MATERIALS SHALL BE OBTAINED FROM A CITY APPROVED SOURCE. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF THE MATERIAL SOURCE PRIOR TO ANY GRANULAR MATERIAL PLACEMENT. CONTRACTOR SHALL NOT CHANGE MATERIAL SOURCE WITHOUT PRIOR APPROVAL FROM THE CITY ENGINEER.

6. ALL STORM DRAIN CURB INLETS SHALL BE CITY OF ASHLAND TYPE 4A WITH A 4' CURB OPENING UNLESS OTHERWISE SPECIFIED ON THE PLANS.

7. ALL STORM DRAIN PIPES SHALL HAVE WATER-TIGHT JOINTS. PVC AND SANITTE PIPE JOINTS SHALL CONFORM TO ASTM D-3212 (TESTABLE JOINTS). PRE-MANUFACTURED TEES SHALL BE USED FOR LATERALS CONNECTING TO NEW STORM DRAIN/SANITARY SEWER MAINS.

8. ALL WATER PIPE SHALL BE PER CURRENT CITY OF ASHLAND STANDARDS, BE FULLY RESTRAINED AND VISIBLY RECOGNIZABLE AS SUCH (EBAA MEGALUG OR APPROVED EQUAL).
   a. PIPE: AWWA 21.51 DUCTILE IRON, CLASS 54, FULLY RESTRAINED JOINT UNLESS NOTED OTHERWISE.
   b. FITTINGS: AWWA C116 OR C153 WITH "EBAA MEGALUGS" OR APPROVED EQUAL. RESTRAIN ALL JOINTS UNLESS OTHERWISE NOTED ON PLANS.
   c. INSTALL THRUST BLOCKS AS SHOWN ON PLANS.
   d. THE CITY SHALL INSTALL ALL WATER SERVICES INCLUDING THE TAP, SERVICE LINE & METER. THE CONTRACTOR SHALL INSTALL THE METER BOX, LID & ACCESSORIES.
   e. THE OWNER SHALL ENTER INTO AN AGREEMENT WITH THE CITY TO STERILIZE ALL WATER SERVICES. COSTS FOR THIS WORK WILL BE BILLED BY THE CITY TO THE OWNER ON AN ACTUAL COST BASIS FOR LABOR, MATERIALS, EQUIPMENT RENTAL AND OVERHEAD.
   f. CONTRACTOR SHALL FURNISH ENGINEER OF RECORD AND CITY WITH DATA ON ALL VALVES AND PIPE APPURTENANCES WITH THE AS-BUILTS.

9. SEPARATION OF SANITARY SEWER AND WATER MAINS SHALL BE IN ACCORDANCE WITH OREGON STATE HEALTH DIVISION RULES AND/OR AS MODIFIED BY THE CITY OF ASHLAND.

10. ALL GIVEN PIPE LENGTHS AND SLOPES ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

11. ALL WORK ON GRAVITY STORM DRAIN AND SANITARY SEWER SYSTEMS SHALL BEGIN AT THE LOWEST POINT AND PROCEED UPGRADE TO THE HIGHEST POINT. WORK SHALL NOT BEGIN ANYWHERE OTHER THAN THE LOWEST POINT. DO NOT LEAVE OUT SECTIONS OF THE SYSTEM AND RESTART AT A HIGHER POINT. CAP/PLUG SS DAILY DURING CONSTRUCTION.

12. THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND STRUCTURES ARE APPROXIMATE. UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO CONSTRUCTION.

13. CONTRACTORS AND SUBCONTRACTORS SHALL BE PREQUALIFIED WITH THE CITY OF ASHLAND ENGINEERING DEPARTMENT PRIOR TO STARTING WORK. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER (1-800-332-2344) AND THE CITY OF ASHLAND ENGINEERING (541-488-5587) 48 HOURS PRIOR TO STARTING WORK.

14. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE VARIOUS UTILITY COMPANIES REGARDING INSTALLATION AND/OR RELOCATION REQUIREMENTS FOR THEIR FACILITIES.

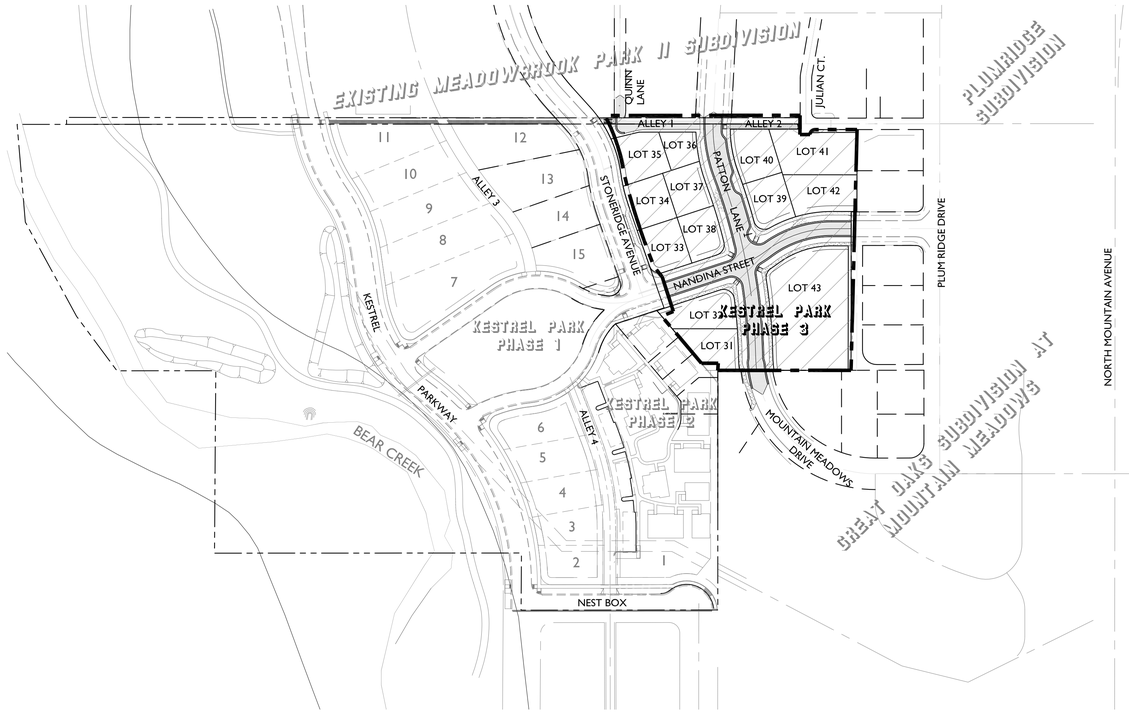
15. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.

16. STABILIZATION FABRIC SHALL CONFORM TO ODOT 2024 SPECIAL PROVISIONS 02320.

17. POWER FACILITIES SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. SEE POWER PLANS PREPARED BY CITY OF ASHLAND ELECTRIC DEPARTMENT FOR DETAILED PLANS & SPECIFICATIONS.

18. BASIS OF BEARING: SEE TOPOGRAPHIC SURVEY, SHEET T.1

19. BENCHMARK: SEE TOPOGRAPHIC SURVEY, SHEET T.1



VICINITY MAP

NORTH
NOT TO SCALE

NORTH
GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100 ft.

811
Know what's below.
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CONSTRUCTION ENGINEERING CONSULTANTS, INC.
P.O. BOX 1724 - MEDFORD, OREGON 97501
PH. (541) 779-5268

DATE: 1/25
DATE: 1/25
DATE:
DATE:
DATE:
DATE:

DRAWN BY: BHD
CHECKED BY: MWK, AMB
APPROVED RVS:
APPROVED:
APPROVED:
APPROVED:

REGISTERED PROFESSIONAL ENGINEER
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CONTACT INFORMATION

ENGINEER OF RECORD:
ANTHONY BAKKE, P.E.
C.E.C., INC.
132 W. MAIN ST., SUITE 103
MEDFORD, OR 97501
PH: (541) 779-5268

SURVEYOR OF RECORD:
SHAWN KAMPMANN
POLARIS LAND SURVEYING
P.O. BOX 459
ASHLAND, OR 97502
PH: (541) 482-5009

DEVELOPER/OWNER:
KYLE TAYLOR
KDA HOMES
604 FAIR OAKS COURT
ASHLAND, OR 97520
PH: (541) 821-3752

CITY/ASHLAND PUBLIC WORKS:
KARL JOHNSON
ENGINEERING DIVISION
51 WINBURN WAY
ASHLAND, OR 97520
PH: (541) 552-2415

ELECTRIC/AFN:
TOM MCBARTLETT
CITY OF ASHLAND
90 NORTH MOUNTAIN
ASHLAND, OR 97520
PH: (541) 488-5357

IRRIGATION:
WANDRA DERRY
TALENT IRRIGATION DISTRICT
104 W. VALLEY VIEW RD.
TALENT, OR 97540
PH: (541) 535-1529

CABLE COMPANY:
CHARTER COMMUNICATIONS
ERIC CHASE
1341 CENTER DR., SUITE C
MEDFORD, OR 97501
PH: (541) 500-8992

GAS COMPANY:
ERIK ENRIQUEZ
AVISTA UTILITIES
580 BUSINESS PARK DR
MEDFORD, OR 97504
PH: (458) 225-4732

TELEPHONE COMPANY:
LANCE HARVEY
LUMEN/CENTURY LINK
132 W. 4th STREET
MEDFORD, OR 97501
PH: (541) 776-8128

LEGEND

LINES

	PROPOSED PVMNT
	PROPOSED SIDEWALK
XX" SD	PROPOSED STORM
XX" SS	PROPOSED SEWER
XX" W	PROPOSED WATER
	R/W
	PROPERTY LINE
	CENTER LINE
	PUE
	PROPOSED C & G
	PROPOSED DITCH
EX SD	EXISTING STORM
EX SS	EXISTING SEWER
EX W	EXISTING WATER
EX G	EXISTING GAS
OHP P OHP	EXISTING POWER
T	EXISTING PHONE
TV	EXISTING TV
	EXISTING PVMNT
	EXISTING C & G
	EXISTING SIDEWALK
Y	EXISTING DITCH
X	EXISTING FENCE

SYMBOLS

SEWER MANHOLE		STORM MANHOLE	
CLEAN-OUT		AREA DRAIN	
SERVICE WYE		PIPE PLUG	
WATER SERVICE		CATCH/LYNCH BASIN	
FIRE HYDRANT		UTILITY POLE/GUY WIRE	
WATER VALVE		STREET LIGHT	
FITTING &, T.B.		TELEPHONE PEDESTAL	T
DRAINAGE FLOW		POWER TRANSFORMER	P
AIR VALVE		POWER SWITCHGEAR	S
CURB INLET		GAS VALVE	
SEWER SERVICE		STORM SERVICE	

SHEET INDEX

COVER SHEET A.1
SECTIONS A.2
UTILITY, SITE, LIGHTING, & SIGNING PLAN B.1
NANDINA STREET C.1
PATTON LANE C.2
ALLEY 1 ..... C.3
CURB RETURNS C.4-C.5
GRADING PLAN D.1
NANDINA SECTIONS D.2
PATTON SECTIONS D.3
EROSION & SEDIMENT CONTROL PLAN E.1-E.5
DETAILS F.1-F.2
TOPOGRAPHIC SURVEY T.1

NO.	REVISION	DATE	BY

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION
PHASE 3
CIVIL IMPROVEMENTS

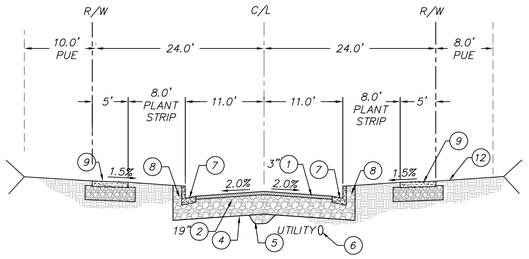
COVER SHEET

PROJECT NO. –

DRAWING NO. A.1

REVIEWED PUBLIC WORKS DIRECTOR: DATE:

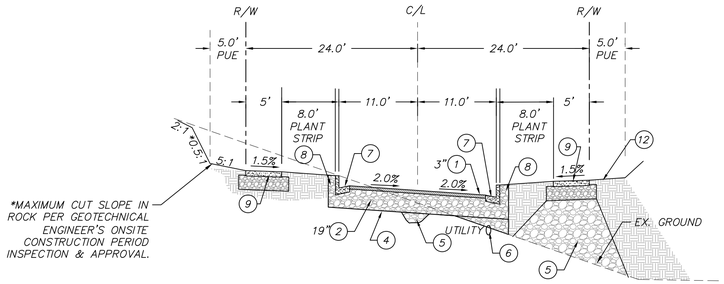
NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025



TYPICAL SECTION - 48' R/W

N.T.S.

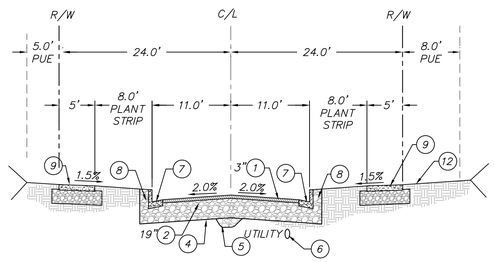
NANDINA STREET
(STA: 46+00.00 TO STA: 47+17.78)



TYPICAL SECTION - 48' R/W

N.T.S.

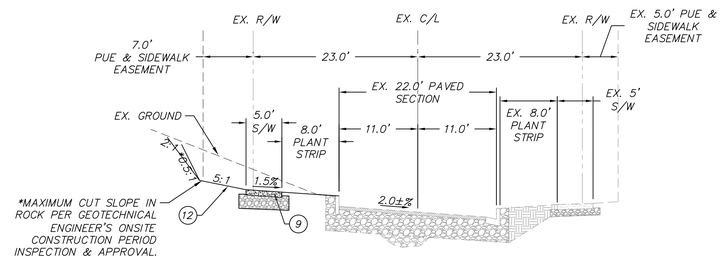
PATTON LANE
(STA: 28+00.00 TO STA: 32+08.50)



TYPICAL SECTION - 48' R/W

N.T.S.

NANDINA STREET
(STA: 47+17.78 TO STA: 48+76.00)



TYPICAL SECTION - 46' R/W

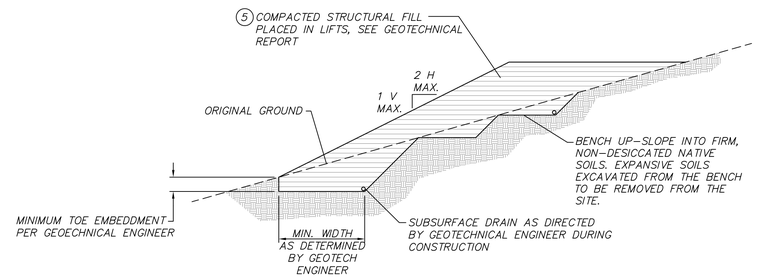
N.T.S.

STONERIDGE AVENUE
(STA: 19+23.00 TO NANDINA

TYPICAL SECTION CONSTRUCTION NOTES

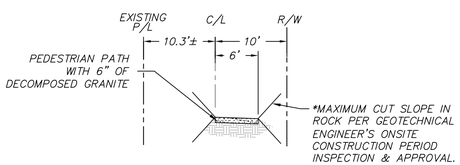
1. LEVEL 2, 1/2" HMAC (DEPTH AS NOTED).
2. 3/4"-MINUS CRUSHED ROCK (DEPTH AS NOTED).
3. NOT USED
4. WOVEN GEOTEXTILE STABILIZATION FABRIC PER 2018 OREGON STANDARD SPECIFICATION, SPECIAL PROVISION 02320 (SUBGRADE GEOTEXTILE).
5. IMPORTED SUB-BASE (WHERE APPLICABLE) TO BE 4"-0" CRUSHED ROCK OR APPROVED EQUIVALENT.
6. CONTRACTOR TO MOUND OVER UNDERGROUND UTILITIES WITH 3/4"-MINUS GRAVEL FOLLOWING UTILITY INSTALLATION TO MAINTAIN 18" MINIMUM COVER AT ALL TIMES.
7. 24" CURB & GUTTER, E=6", PER CURRENT ODOT STANDARD DRAWING NO. RD700.
8. BASE MATERIAL TO EXTEND 12" BEHIND CURB (TYPICAL). PROVIDE BASE MATERIAL A MINIMUM OF 3' BEHIND CURB WHERE NOT CONSTRUCTING PLANTER, SIDEWALK, OR PUE GRADE IN FILL SECTIONS.
9. SIDEWALK W/PARK STRIP PER CURRENT ODOT STANDARD DRAWING NO. RD720 WITH 6" OF 3/4"-MINUS AGGREGATE BASE COMPACTED TO 95% OF ASTM D 698 AND EXTENDED 6" BEYOND EDGE OF SIDEWALK. SIDEWALK AND BASE ROCK TO BE INSTALLED BY HOMEBUILDER U.N.O.
10. NOT USED
11. MAXIMUM CUT & FILL SLOPES (SEE PLAN FOR ADDITIONAL REQUIREMENTS).
12. PUE GRADE AS SHOWN. EMBANKMENT, WHERE REQUIRED, SHALL BE CONSTRUCTED PER GEOTECHNICAL REPORT.
13. NOT USED

NOTE: CROSS SECTIONS ARE ALWAYS VIEWED LOOKING "UP-STATION".



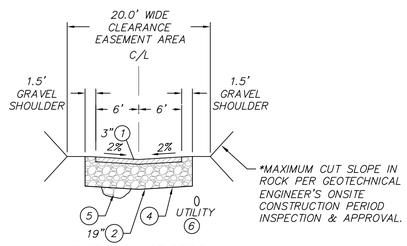
FILL BENCHING EXHIBIT

NOTE: THIS EXHIBIT IS CONCEPTUAL ONLY AND INTENDED TO DEPICT THE BENCHING OF FILLS ON STEEP SLOPES. THE CONTRACTOR SHALL COORDINATE WITH THE GEOTECHNICAL ENGINEER FOR SPECIFIC REQUIREMENTS



PEDESTRIAN PATH

N.T.S.



TYPICAL SECTION

ALLEY I

N.T.S

REGISTERED PROFESSIONAL ENGINEER
15045PE
OREGON
JULY 25, 1980
FRANK L. WARREN

Renewal: June 2026

FOR GEOTECHNICAL NOTES AND SPECIFICATIONS ONLY

GEOTECHNICAL NOTES

NOTE: PAVEMENT SECTIONS ARE BASED UPON GEOTECHNICAL RECOMMENDATIONS BY APPLIED GEOTECHNICAL ENGINEERING AND GEOLOGIC CONSULTING LLC. CONTRACTOR SHALL COORDINATE WITH GEOTECHNICAL ENGINEER DURING CONSTRUCTION FOR CONFORMANCE WITH REQUIREMENTS.

NOTE: THE CONTRACTOR SHALL OBTAIN A COPY OF THE GEOTECH REPORT PREPARED BY: APPLIED GEOTECHNICAL ENGINEERING AND GEOLOGIC CONSULTING LLC AND COMPLY WITH THE RECOMMENDATIONS CONTAINED IN THE REPORT.

NOTE: THE PAVEMENT SECTIONS SHOWN ARE BASED ON THE ASSUMPTION THAT PAVEMENT CONSTRUCTION WILL BE ACCOMPLISHED DURING THE DRY SEASON. IF WET-WEATHER PAVEMENT CONSTRUCTION IS CONSIDERED, IT WILL LIKELY BE NECESSARY TO INCREASE THE THICKNESS OF THE CRUSHED ROCK BASE TO SUPPORT CONSTRUCTION EQUIPMENT AND PROTECT THE MOISTURE-SENSITIVE SUBGRADE SOILS FROM DISTURBANCE. IT SHOULD BE NOTED THAT THE PAVEMENT SECTIONS MAY NOT BE ADEQUATE FOR THE SUPPORT OF INTENSE, HEAVY CONSTRUCTION TRAFFIC.

GEOTECHNICAL PRE-CONSTRUCTION & SUBGRADE APPROVAL

NOTE: CONTRACTOR IS TO HOLD A PRE-CONSTRUCTION MEETING WITH CITY DESIGNATED INSPECTOR PRIOR TO THE START OF CONSTRUCTION.

NOTE: PROJECT GEOTECHNICAL ENGINEER OR QUALIFIED EXPERIENCED CITY INSPECTOR MUST PROVIDE APPROVAL OF ALL EARTHWORK AND SUBGRADE PRIOR TO PLACEMENT OF ROADWAY ROCK SECTION AND/OR GEOTEXTILE FABRIC. INSPECTOR SHALL PROVIDE WRITTEN CONFIRMATION TO THE ENGINEER OF RECORD AND THE CITY PUBLIC WORKS DEPARTMENT WITHIN 10 WORKING DAYS.

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CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
ANTHONY M. BAKKE
OREGON
JULY 11, 2006
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

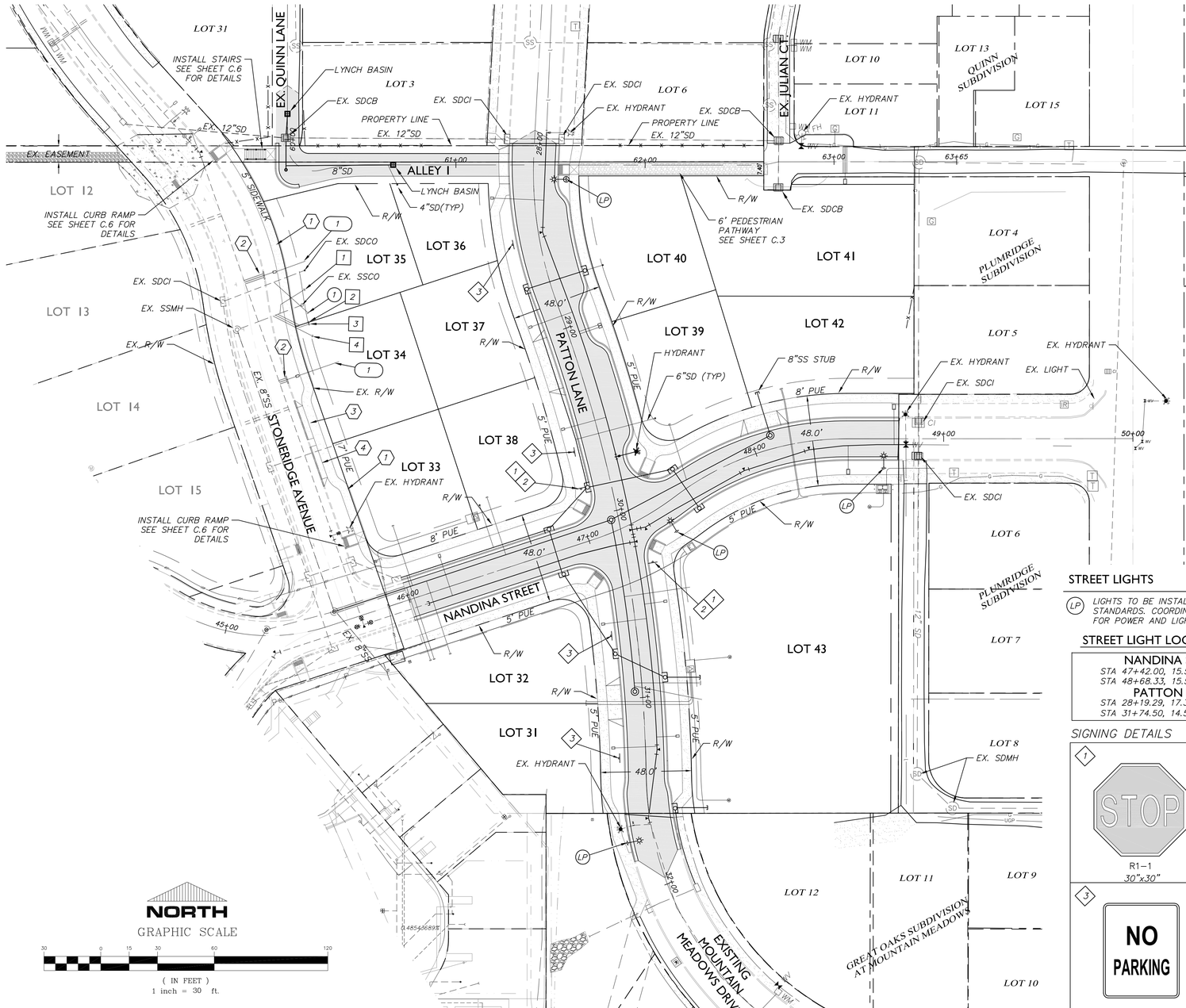
SECTIONS

PROJECT NO. –

DRAWING NO. A.2

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/18/2025



ELECTRICAL SERVICE FACILITIES

ELECTRICAL SERVICE FACILITIES SHOWN WITHIN THIS PLAN SET IS FOR REFERENCE ONLY. SEE UTILITY COMPANY PLANS FOR ELECTRICAL PLANS AND SPECIFIC ELECTRICAL FACILITY REQUIREMENTS.

NOTE: CONTRACTOR TO COORDINATE WITH PACIFIC POWER PRIOR TO INSTALLATION.

UTILITY NOTE:

ALL PRIVATE SD LINES TO BE INSTALLED PER OREGON PLUMBING SPECIALTY CODE & CITY OF ASHLAND STANDARDS. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS AND INSPECTIONS

CONSTRUCTION NOTES

1. CONSTRUCT STONERIDGE SIDEWALK WITH STREET IMPROVEMENTS. SEE SHEET A.2 FOR SECTION DETAIL.
2. SAWCUT EXISTING AC AS REQUIRED. SLURRY BACKFILL, APPLY TACK COAT AND SAND SEAL. REMOVE & REPLACE EX. CURB AS NEEDED.
3. INSTALL 18' WIDE DRIVEWAY AT STA 20+86.00 LT ON STONERIDGE AVE.
4. INSTALL 18' WIDE DRIVEWAY AT STA 21+08.00 LT ON STONERIDGE AVE.

PRIVATE SEWER CONSTRUCTION NOTES

1. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+13.00, 31.5'LT
2. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+32.50, 31.5'LT
3. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+33.70, 31.5'LT
4. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+41.30, 31.5'LT

PRIVATE STORM CONSTRUCTION NOTES

1. CONNECT TO EX. 8"SD & INSTALL PRIVATE 8"SD STUB @ MIN. 1.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+27.00, 31.5'LT

PRIVATE WATER CONSTRUCTION NOTES

1. CITY WATER DEPT. TO TAP WATER MAIN AND INSTALL WATER SERVICE AND WATER METER. WATER SERVICE SIZING TO BE VERIFIED BY MECHANICAL ENGINEER/PROJECT PLUMBER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ASHLAND WATER DEPARTMENT FOR INSTALLATION OF SERVICES.

WATER SERVICE TABLE

DESCRIPTION	STATION	OFFSET	DESCRIPTION
LOT 35	20+02.50 (STONERIDGE)	16.5' LT	SINGLE
LOT 34	20+61.00 (STONERIDGE)	16.5' LT	SINGLE

STREET LIGHTS

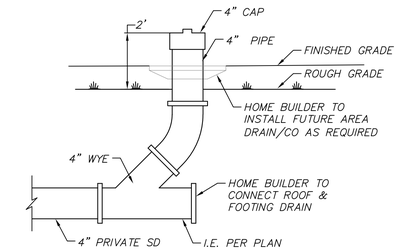
(LP) LIGHTS TO BE INSTALLED PER CITY OF ASHLAND STANDARDS. COORDINATE WITH CITY OF ASHLAND FOR POWER AND LIGHTING REQUIREMENTS.

STREET LIGHT LOCATION TABLE

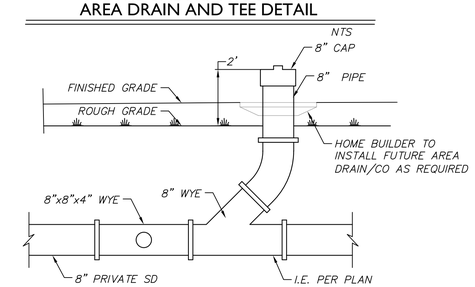
NANDINA STREET
STA 47+42.00, 15.5'RT
STA 48+68.33, 15.5'RT
PATTON LANE
STA 28+19.29, 17.3'LT
STA 31+74.50, 14.5'RT

SIGNING DETAILS

1. STOP — R1-1 30"x30"
2. STREET NAME — STREET NAME SIGN PER CITY OF ASHLAND STANDARDS. EXTRUDED BLANKS ONLY
3. NO PARKING



INDIVIDUAL PRIVATE STORM AREA DRAIN AND TEE DETAIL



COMMON PRIVATE STORM AREA DRAIN AND TEE DETAIL

NTS

Know what's below. Call before you dig.

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P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER — OREGON — JULY 11, 2006 — ANTHONY M. BAKKE — EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

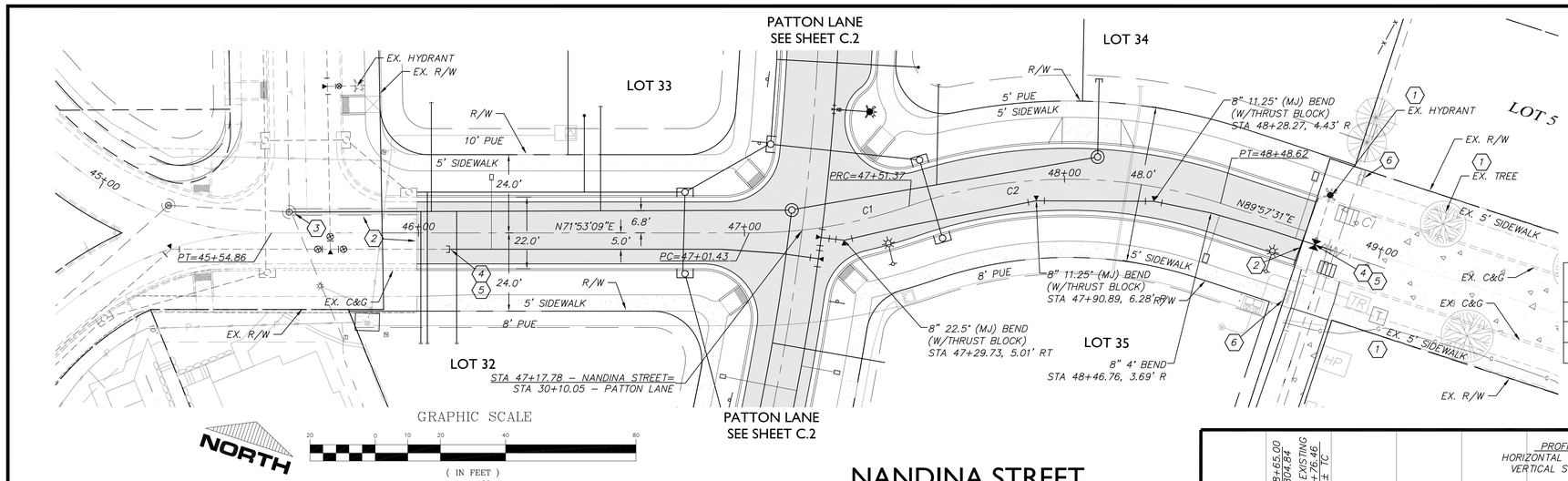
UTILITY, SITE, LIGHTING, & SIGNING PLAN

PROJECT NO. –

DRAWING NO. B.1

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025



CONSTRUCTION NOTES

1. PROTECT IN PLACE
2. SAWCUT EXISTING AC AS REQUIRED. SLURRY BACKFILL, APPLY TACK COAT AND SAND SEAL.
3. PERMANENTLY PLUG AND ABANDON EX. 8"SS(SE). CORE DRILL AND CONNECT/RE-CHANNEL EX. SSMH PER COA STDS.
4. CONTRACTOR TO POTHOLE EXISTING UTILITY PRIOR TO CONSTRUCTION. CONTACT ENGINEER IF CONFLICT OCCURS.
5. CONNECT TO EX. 8"WATER PER CITY OF ASHLAND STANDARDS
6. MATCH EXISTING SIDEWALK AND REMOVE SIDEWALK ENDS SIGN

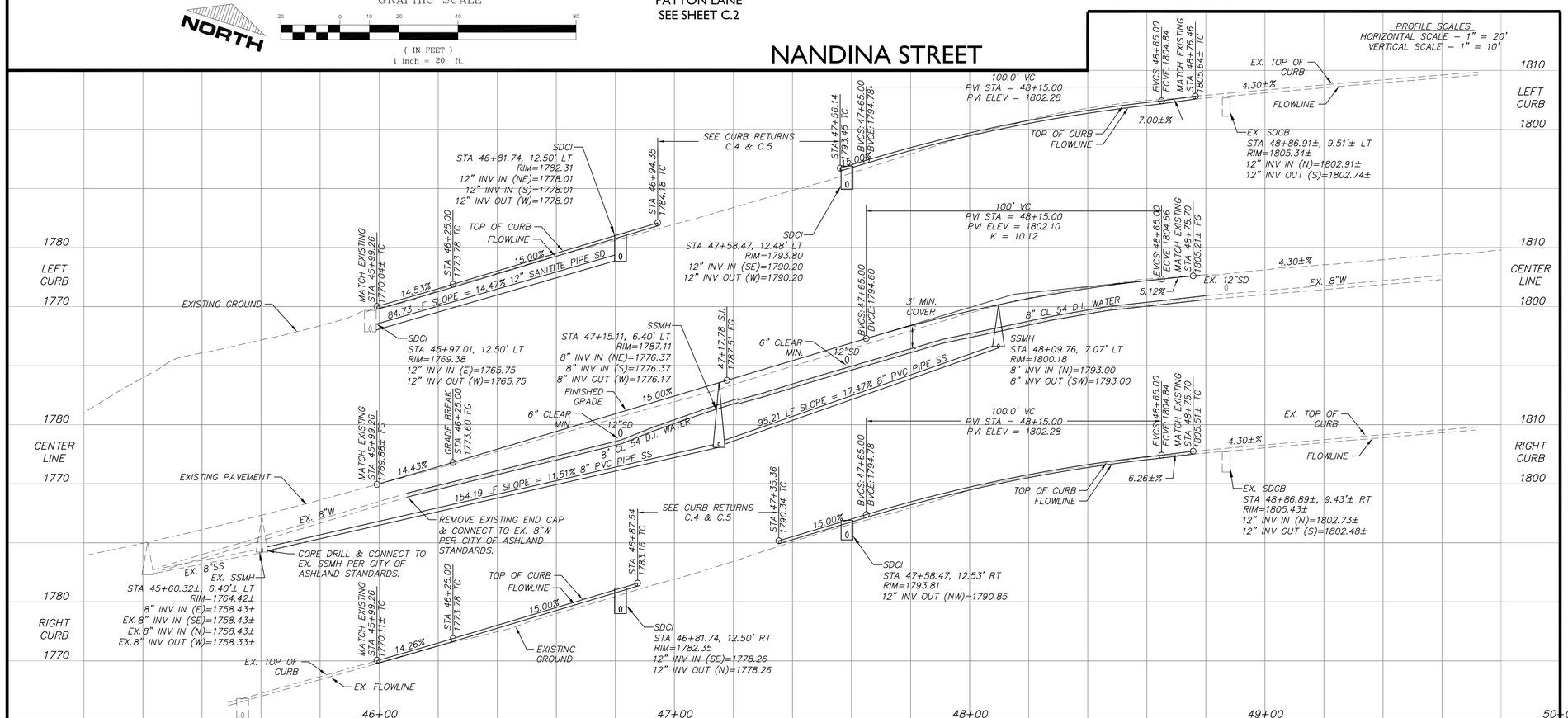
CURVE TABLE ALIGNMENTS

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD
C1	150.0	49.940	019°04'32"	25.20	49.71
C2	150.0	97.254	037°08'53"	50.41	95.56

POWER SHOWN FOR REFERENCE ONLY. SEE P&P PLANS FOR POWER LAYOUT.

NOTE:
CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION

NANDINA STREET



WATER SERVICE TABLE

LOT	STATION	OFFSET	DESCRIPTION
34–1	48+73.75	15.93' LT	SINGLE
35–1	48+49.54	16.50' RT	SINGLE
33	46+22.36	16.50' LT	SINGLE

SANITARY SEWER SERVICE LOCATION TABLE

LOT	STATION	OFFSET	SIZE
32–1	46+00.70	34.0' RT	4"
33–1	46+03.93	40.1' LT	4"
32–2	46+11.70	34.0' RT	4"
33–2	46+55.85	38.9' LT	4"
34–1	47+68.39	33.5' LT	4"
34–2	48+09.01	31.0' LT	8"

STORM DRAIN SERVICE LOCATION TABLE

LOT	STATION	OFFSET	SIZE
32– 1	46+02.70	34.0' RT	8"
33– 3	46+50.85	36.0' LT	4"

DRIVEWAY CENTER LINE LOCATION TABLE

LOT	STATION	WIDTH
34	48+07.75 LT	18'

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CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
#93786PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

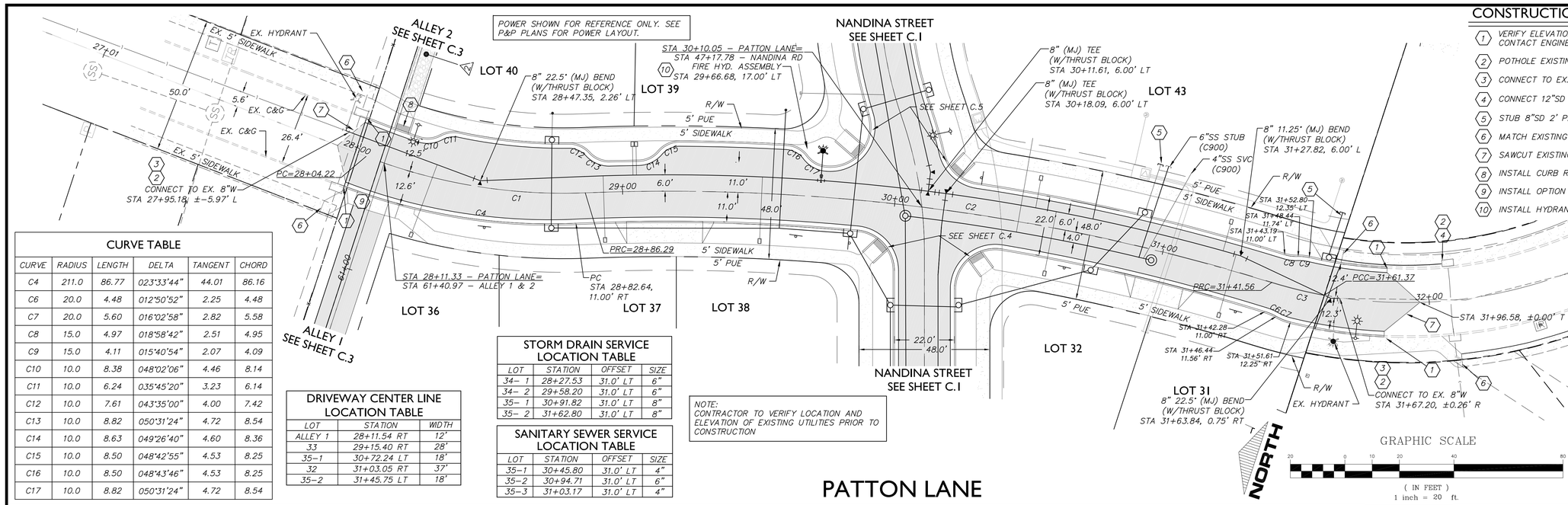
NANDINA STREET

PROJECT NO. –

DRAWING NO. C.1

REV. CITY ENGINEER: DATE

NAME: KES–PH3.DWG PROJ.: 22–30 PLOT DATE: 6/26/2025



PATTON LANE

CONSTRUCTION NOTES

1. VERIFY ELEVATION OF EXISTING CURB PRIOR TO CONSTRUCTION. CONTACT ENGINEER IF CONFLICT OCCURS.
2. POTHOLE EXISTING UTILITY PRIOR TO CONSTRUCTION.
3. CONNECT TO EX. 8"WATER PER CITY OF ASHLAND STANDARDS.
4. CONNECT 12"SD TO EX. SDCI PER CITY OF ASHLAND STANDARDS.
5. STUB 8"SD 2' PAST BACK OF PUE.
6. MATCH EXISTING SIDEWALK
7. SAWCUT EXISTING AC PER CITY OF ASHLAND STANDARDS.
8. INSTALL CURB RAMP PER OREGON STD DWG RD910
9. INSTALL OPTION G DRIVEWAY PER OREGON STD DWG RD735.
10. INSTALL HYDRANT PER CITY OF ASHLAND STANDARDS.

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD
C4	211.0	86.77	023°33'44"	44.01	86.16
C6	20.0	4.48	012°50'52"	2.25	4.48
C7	20.0	5.60	016°02'58"	2.82	5.58
C8	15.0	4.97	018°58'42"	2.51	4.95
C9	15.0	4.11	015°40'54"	2.07	4.09
C10	10.0	8.38	048°02'06"	4.46	8.14
C11	10.0	6.24	035°45'20"	3.23	6.14
C12	10.0	7.61	043°35'00"	4.00	7.42
C13	10.0	8.82	050°31'24"	4.72	8.54
C14	10.0	8.63	049°26'40"	4.60	8.36
C15	10.0	8.50	048°42'55"	4.53	8.25
C16	10.0	8.50	048°43'46"	4.53	8.25
C17	10.0	8.82	050°31'24"	4.72	8.54

DRIVEWAY CENTER LINE LOCATION TABLE

LOT	STATION	WIDTH
ALLEY 1	28+11.54 RT	12'
33	29+15.40 RT	28'
35–1	30+72.24 LT	18'
32	31+03.05 RT	37'
35–2	31+45.75 LT	18'

STORM DRAIN SERVICE LOCATION TABLE

LOT	STATION	OFFSET	SIZE
34– 1	28+27.53	31.0' LT	6"
34– 2	29+58.20	31.0' LT	6"
35– 1	30+91.82	31.0' LT	8"
35– 2	31+62.80	31.0' LT	8"

SANITARY SEWER SERVICE LOCATION TABLE

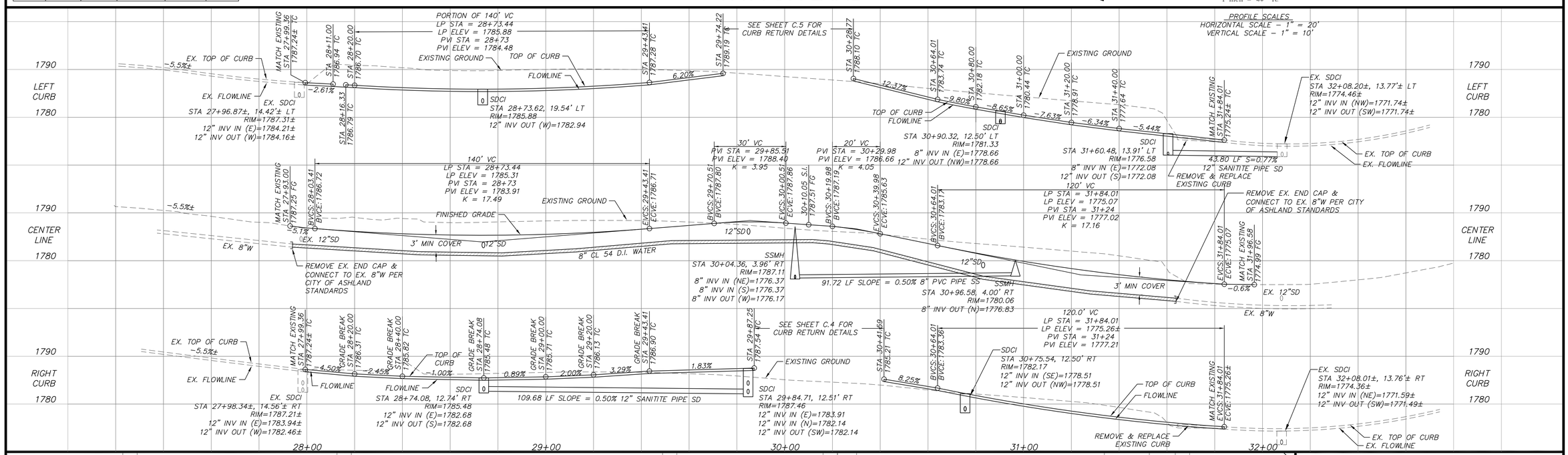
LOT	STATION	OFFSET	SIZE
35–1	30+45.80	31.0' LT	4"
35–2	30+94.71	31.0' LT	6"
35–3	31+03.17	31.0' LT	4"

NOTE:
CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION

WATER SERVICE TABLE

LOT	STATION	OFFSET	DESCRIPTION
36	28+27.51	21.69' RT	SINGLE
37	28+93.02	16.97' RT	SINGLE
39	29+04.55	16.77' LT	DOUBLE
38	29+51.04	16.96' RT	SINGLE
35–2	30+51.19	16.50' LT	SINGLE
32–1	30+58.81	16.50' RT	SINGLE
35–3	31+21.19	16.50' LT	SINGLE
32–2	31+26.10	16.50' RT	SINGLE

ALL WATER SERVICES ARE 1" WITH 5/8" X 3/4" METERS (UNLESS OTHERWISE NOTED).



Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 · MEDFORD · OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
85376PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

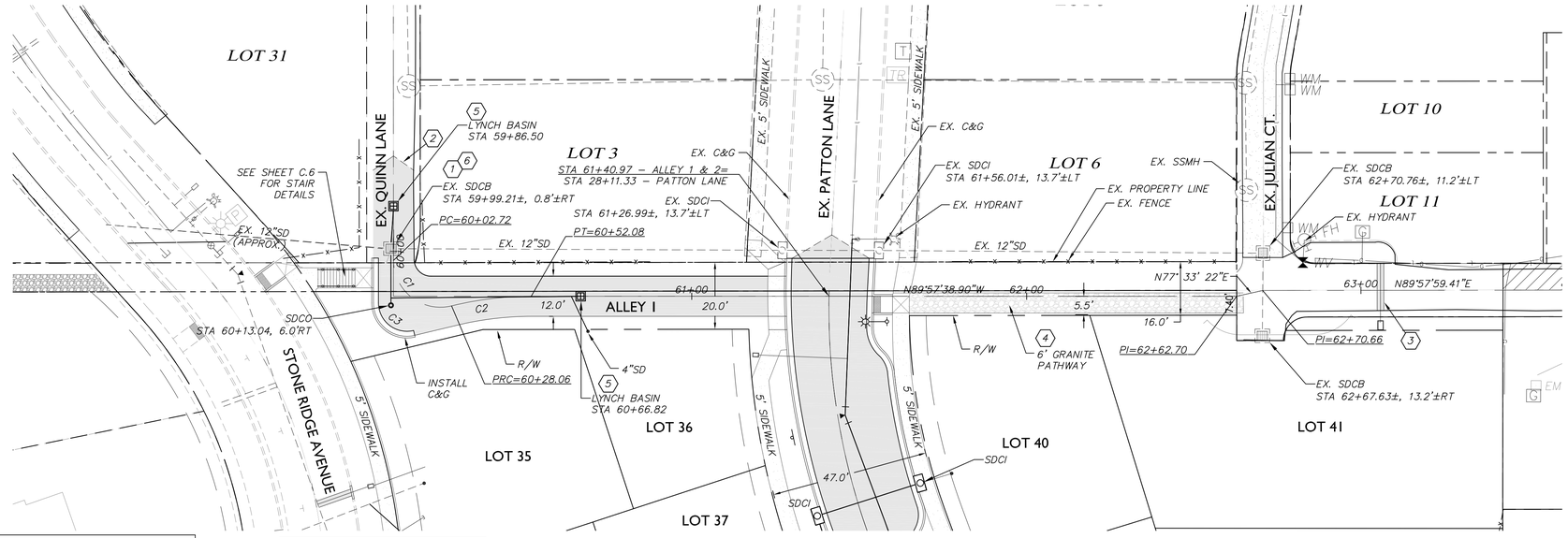
PATTON LANE

PROJECT NO. –

DRAWING NO. C.2

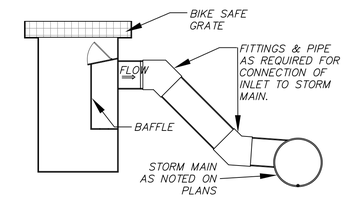
REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025



CONSTRUCTION NOTES

1. ADJUST EX. STRUCTURE TO FINISH GRADE
2. SAWCUT EXISTING AC AS REQUIRED FOR A SMOOTH TRANSITION PER CITY OF ASHLAND STANDARDS.
3. SAWCUT EXISTING AC, SLURRY BACKFILL, APPLY TACK COAT AND SAND SEAL PER CITY OF ASHLAND STANDARDS.
4. INSTALL PEDESTRIAN PATH PER SECTION ON SHEET A.2
5. INSTALL LYNCH BASIN PER DETAIL THIS SHEET.
6. CONTRACTOR TO POTHOLE EXISTING UTILITY PRIOR TO CONSTRUCTION. CONTACT ENGINEER IF CONFLICT OCCURS.



STEEL LYNCH BASIN DETAIL

NOTE: MODEL CB SERIES AS MANUFACTURED BY GRATEMASTER, INC. HILLSBORO, OR (O.A.E) (PRIVATE)

N.T.S.

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD
C1	14.0	25.35	103°44'14"	17.83	22.02
C2	100.0	24.02	013°45'44"	12.07	23.96
C3	8.5	15.35	103°27'36"	10.77	13.35

STORM DRAIN SERVICE LOCATION TABLE

LOT	STATION	OFFSET	SIZE
33– 4	60+69.02	10.5' RT	4"

WATER SERVICE TABLE

LOT	STATION	OFFSET	DESCRIPTION
41	63+05.83	9.5' RT	SINGLE

POWER SHOWN FOR REFERENCE ONLY. SEE P&P PLANS FOR POWER LAYOUT.

NOTE:
CONTRACTOR TO VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION

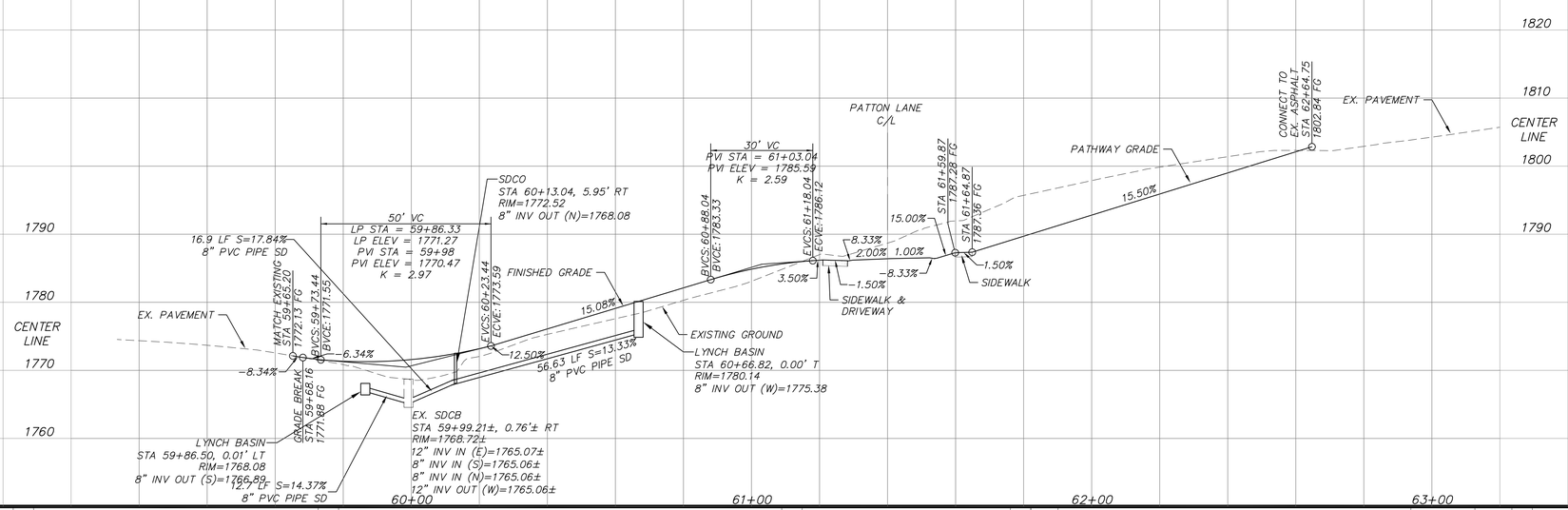
PRIOR TO CONSTRUCTION OF CURBS. CONTRACTOR TO VERIFY PROPOSED CURB GRADES RESULT IN A ROADWAY CROSS-SLOPE OF 2% TO 4% CONTRACTOR TO NOTIFY ENGINEER OF THE RESULTS PRIOR TO CONSTRUCTION.

NORTH

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

ALLEY 1 & 2

PROFILE SCALES
HORIZONTAL SCALE – 1" = 20'
VERTICAL SCALE – 1" = 10'



811 Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER #537033 OREGON JULY 11, 2006 ANTHONY M. BAKKE EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

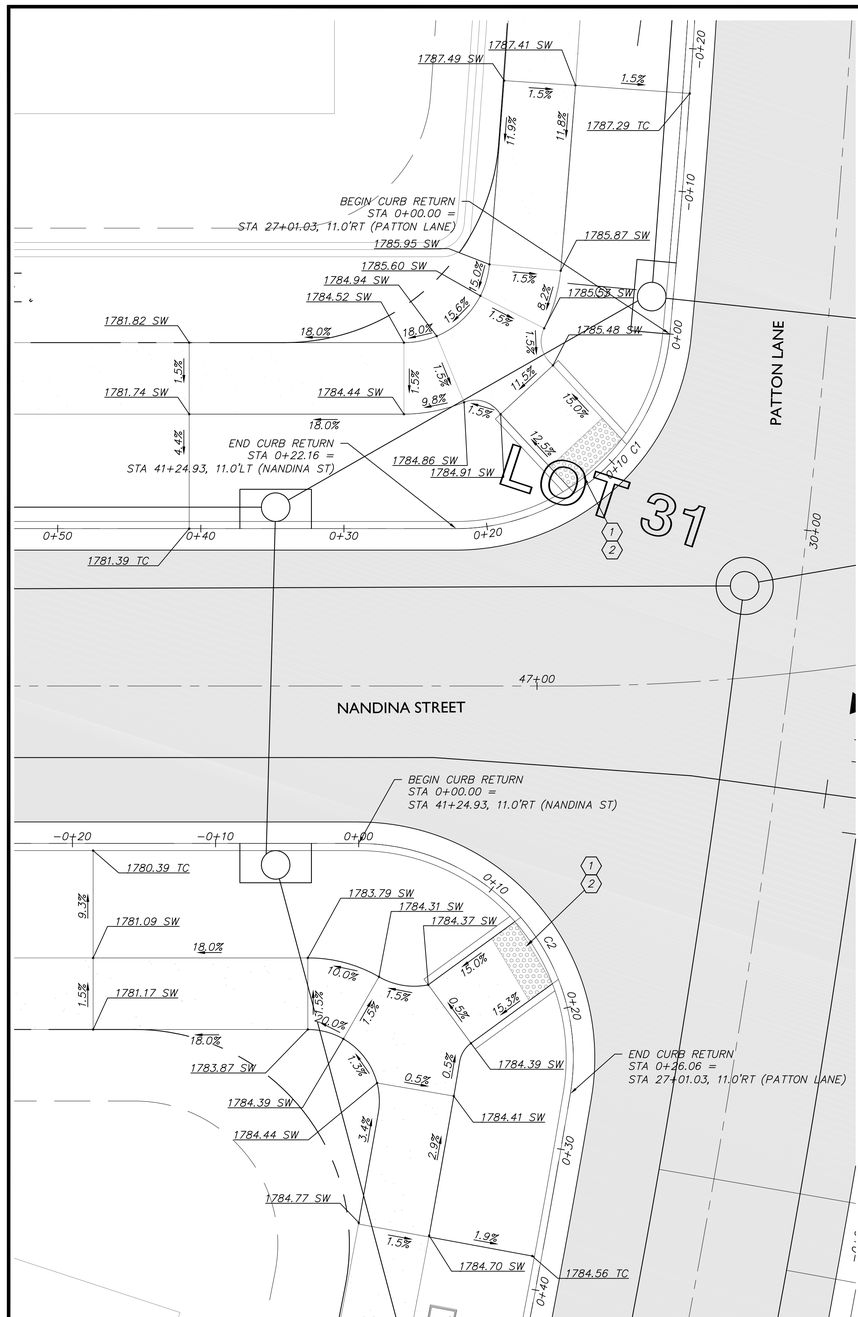
ALLEY 1

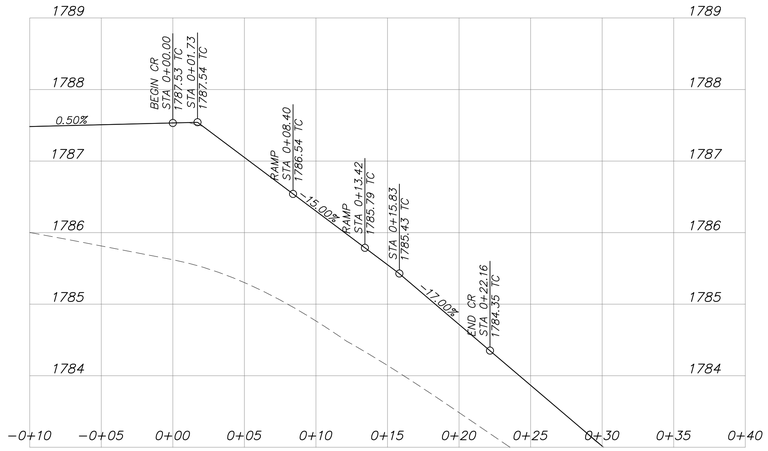
PROJECT NO. –

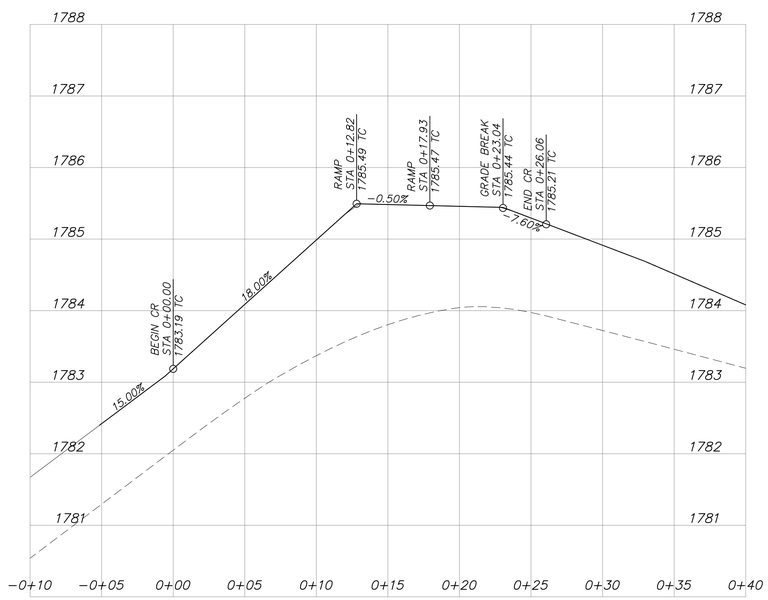
DRAWING NO. C.3

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025







CURVE TABLE ALIGNMENTS

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD
C1	15.0	22.152	084°36'53"	13.65	20.19
C2	15.0	26.059	099°32'12"	17.73	22.90

CONSTRUCTION NOTES

1. INSTALL DETECTABLE WARNING SURFACE PER OREGON STD DWG RD902.
2. INSTALL CURB RAMP PER OREGON STD DWG RD916.

GRAPHIC SCALE

(IN FEET)
1 inch = 5 ft.

NORTH

811 Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
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APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
85376PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

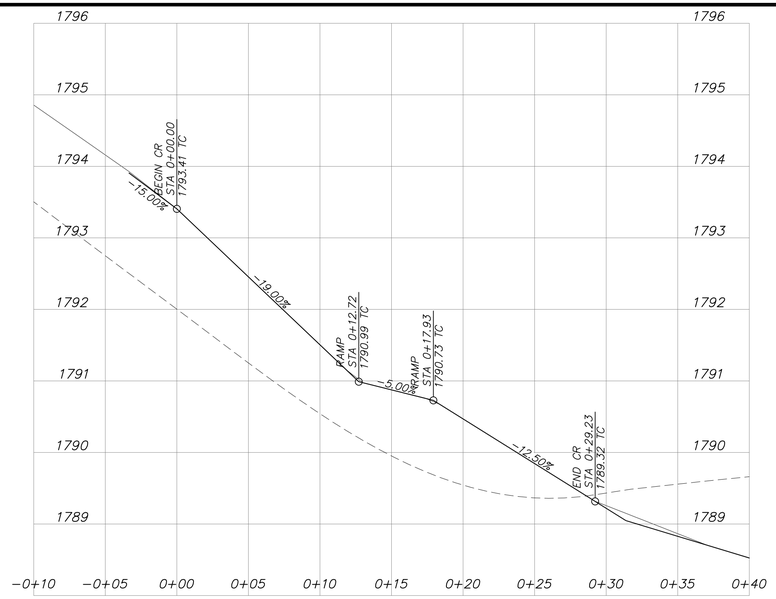
CURB RETURNS

PROJECT NO. –

DRAWING NO. C.4

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025



CURVE TABLE ALIGNMENTS

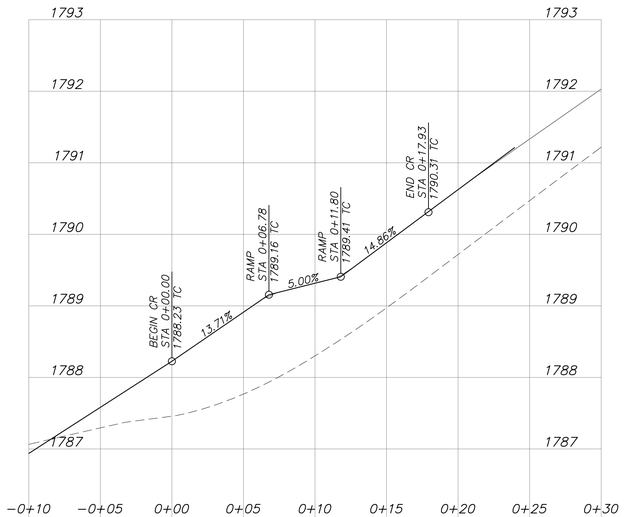
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD
C3	15.0	29.229	111°38'41"	22.09	24.82
C4	15.0	17.928	068°28'52"	10.21	16.88

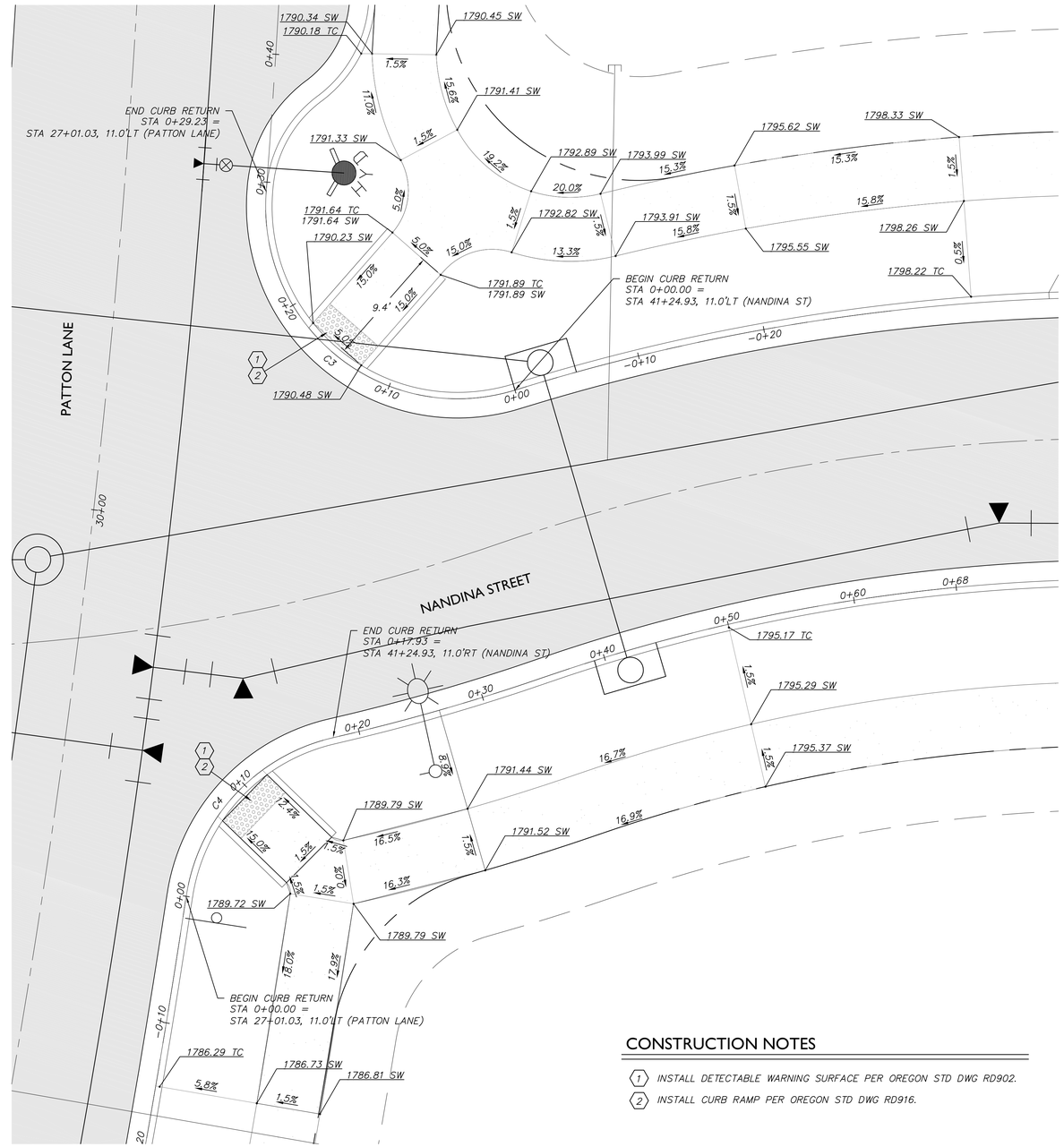
GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

NORTH





CONSTRUCTION NOTES

1. INSTALL DETECTABLE WARNING SURFACE PER OREGON STD DWG RD902.
2. INSTALL CURB RAMP PER OREGON STD DWG RD916.

Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

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APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
85376PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

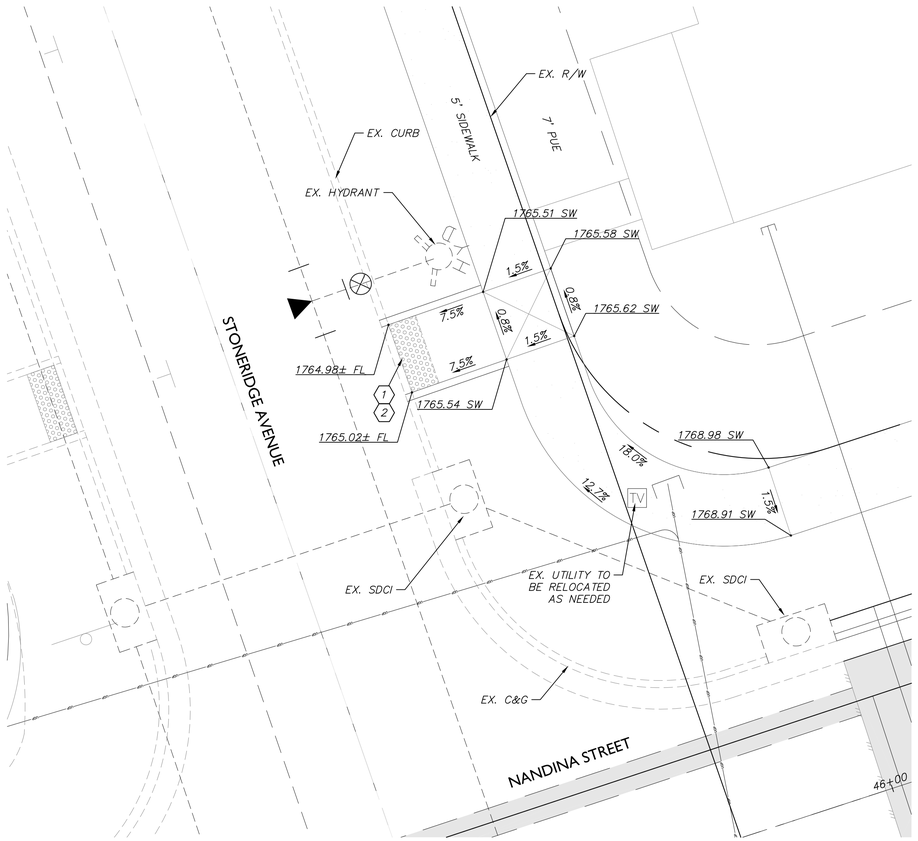
CURB RETURNS

PROJECT NO. –

DRAWING NO. C.5

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025



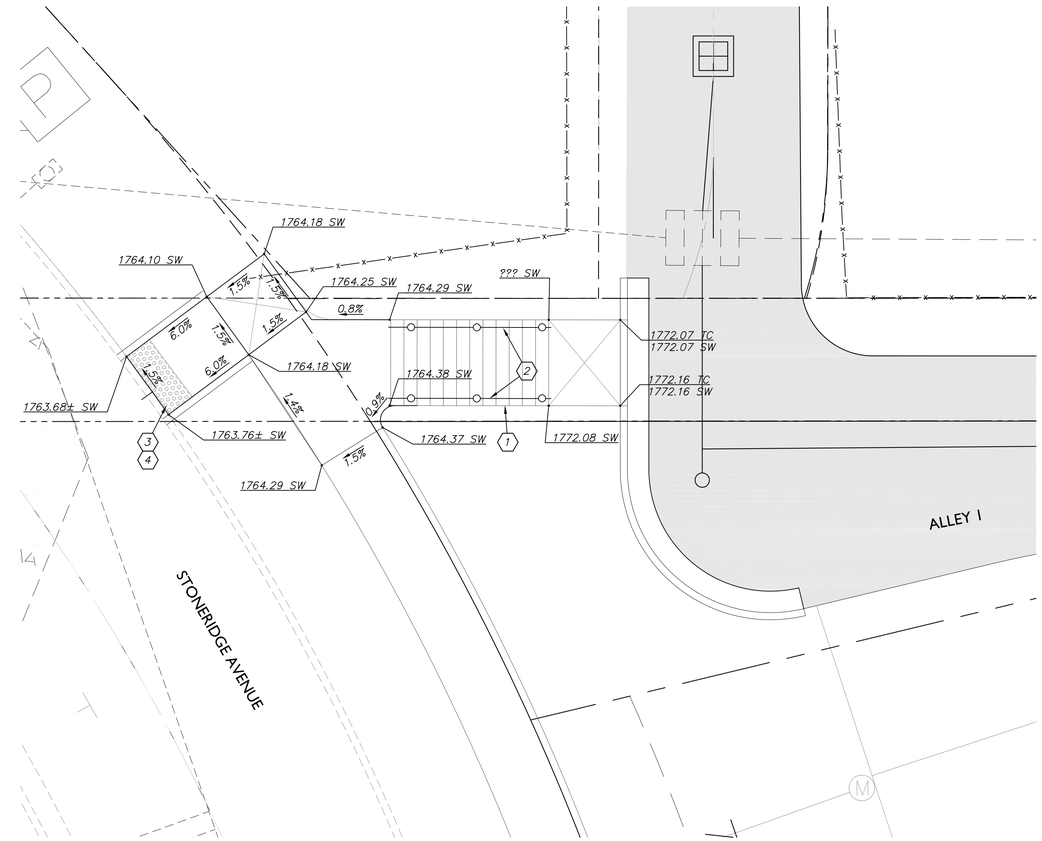
CONSTRUCTION NOTES

1. INSTALL DETECTABLE WARNING SURFACE PER OREGON STD DWG RD902.
2. INSTALL CURB RAMP PER OREGON STD DWG RD910.

NORTH

GRAPHIC SCALE

(IN FEET)
1 inch = 5 ft.



CONSTRUCTION NOTES

1. INSTALL 12 STEPS WITH 7" RISE AND 11" LENGTH.
2. INSTALL RAILING
3. INSTALL DETECTABLE WARNING SURFACE PER OREGON STD DWG RD902.
4. INSTALL CURB RAMP PER OREGON STD DWG RD910.

NORTH

GRAPHIC SCALE

(IN FEET)
1 inch = 5 ft.

Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
85376PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

CURB RAMP & STAIRS

PROJECT NO. –

DRAWING NO. C.6

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025

CONTOURS

CONTOUR INTERVAL = 2'

INDEX INTERVAL = 10'

EXISTING GROUND — — ELEV — —

FINISHED GROUND ——— ELEV ———

GENERAL NOTES:

1. STORM DRAIN LINES SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY. SEE PLAN & PROFILE SHEETS FOR DETAIL INFORMATION.

2. PROPOSED CONTOURS SHOWN REPRESENT FINISHED GRADES IN ROAD AREAS. PROPOSED CONTOURS SHOWN IN ALL OTHER AREAS REPRESENT APPROXIMATE GRADING PRIOR TO CONSTRUCTION OF BUILDINGS. FINISHED GRADING AFTER COMPLETION OF BUILDING CONSTRUCTION MAY VARY FROM THE PROPOSED CONTOURS SHOWN ON THIS DRAWING.

3. EXCESS SPOILS SHALL BE REMOVED FROM THE PROJECT AS NEEDED UNLESS OTHERWISE COORDINATED WITH THE PROJECT ENGINEER. MATCH EXISTING GRADES AT ADJACENT PROPERTY LINES & MAINTAIN EXISTING DRAINAGE DIRECTION. DO NOT BLOCK ANY OFF SITE DRAINAGE PATHS.

GEOTECHNICAL NOTES

THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF THE GEOTECH REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER, AND FOLLOW ALL OF THE RECOMMENDATIONS CONTAINED WITHIN THE REPORT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE PROJECT GEOTECHNICAL ENGINEER FOR REQUIRED REMEDIATION. THE CONTRACTOR SHALL COORDINATE WITH THE GEOTECHNICAL ENGINEER FOR REQUIRED SITE OBSERVATIONS AND TESTING OF ALL EARTHWORK OPERATIONS.

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

811 Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
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APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
#53760PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

GRADING PLAN

PROJECT NO. –

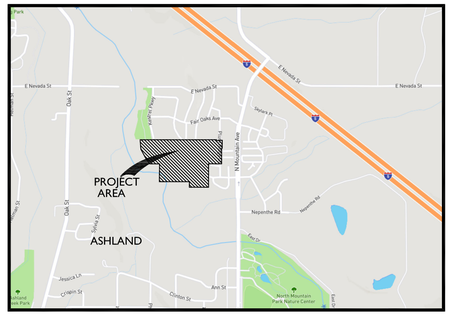
DRAWING NO. D.1

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025

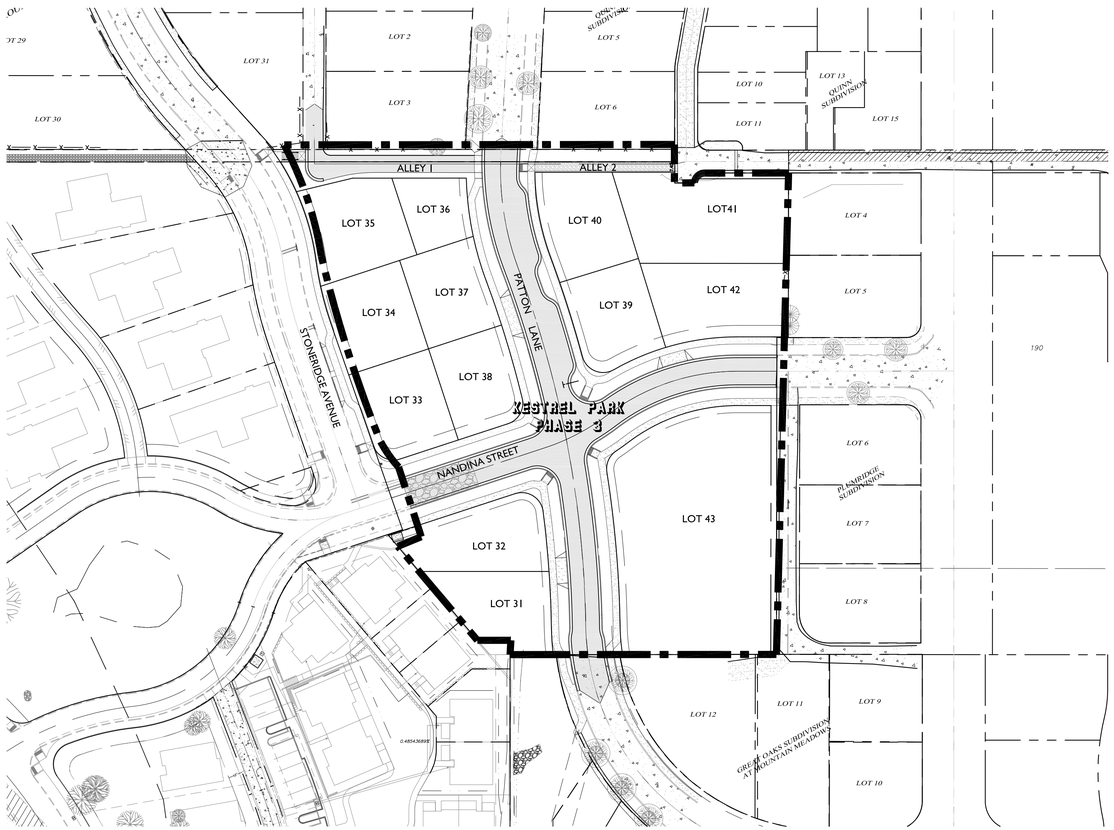
EROSION & SEDIMENT CONTROL PLAN FOR
KESTREL PARK SUBDIVISON PHASE 3

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



VICINITY MAP

NORTH
NOT TO SCALE



NORTH
GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS, INC.
P.O. BOX 1724 - MEDFORD, OREGON 97501
PH. (541) 779-5268

DATE: 1/23
DATE: 1/23
DATE:
DATE:
DATE:
DATE:

DRAWN BY: NBK
CHECKED BY: MWK, AMB
APPROVED RVS:
APPROVED:
APPROVED:
APPROVED:

REGISTERED PROFESSIONAL ENGINEER
85376PE
OREGON
JULY 11, 2008
ANTHONY M. BAKKE
EXPIRES 12/31/25

SHEET INDEX

COVER SHEET E.1
GENERAL NOTES E.2
DEMOLITION, CLEARING, GRADING & EXCAVATION E.3
STREETS, UTILITIES, VERTICAL CONSTRUCTION, & FINAL STABALIZATION E.4
DETAILS E.5

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTRAL PARK SUBDIVISION
PHASE 3
EROSION & SEDIMENT CONTROL PLAN

EROSION & SEDIMENT CONTROL PLAN

PROJECT NO. –

DRAWING NO. E.1

REVIEWED PUBLIC WORKS DIRECTOR: DATE:

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025

ESCP NARRATIVE FORM

PROJECT NAME: KESTREL PARK SUBDIVISION PHASE 3
LOT ACREAGE: 2.27 ACRES
DISTURBED AREA: 1.13 ACRES
LOCATION: T. 39 S., R. 1 W., SECTION 4, W.M.
TAX LOT 900, 2000, & 8600
LATITUDE: 42.208029°
LONGITUDE: -122.702897

PROJECT GREATER THAN 20 ACRES: NO
PROJECT GREATER THAN 1 ACRE: YES
STRUCTURALLY AMENDED SOIL USED ON SITE: NO
WITHIN 50' OF STATE SURFACE WATERS: NO
RECEIVING WATER BODY: –
NEAREST OFFICIAL RAIN GAUGE:
ROGUE VALLEY INTL–MEDFORD AIRPORT

APPLICANT NAME: TAYLORED ELEMENTS
KYLE TAYLOR
ADDRESS: 1679 JACKSON ROAD
ASHLAND, OR 97520
(541) 690–1617

CERTIFIED EROSION AND SEDIMENT CONTROLS INSPECTOR:
NAME: MATTHEW LIPSCOMB
ADDRESS: 2446 ARROWPOINT CT.
MEDFORD, OR 97504
TELEPHONE: (541) 778–0314
CERTIFICATION: RVSS 538
TRAINING: RVSS
EXPERIENCE: 1 YRS

1

CONSTRUCTION ACTIVITIES: DEMOLITION, UTILITIES, ROADS
303(D) CATEGORY 4/5 IMPAAIRMENT STATEMENT: N/A
WATER BODIES IMPACTED, INCLUDING 401, USAGE, DSL PERMIT NAMES/NUMBERS: N/A
DESCRIPTION AND PROJECTED SCHEDULE FOR TEH FOLLOWING:
1. ESTIMATED START DATE OF CONSTRUCTION ACTIVITIES IN EACH POSTION OF SITE: 07/2025 – 07/2025
2. TEMPORARY OR PERMANENT STOP DATES OF CONSTRUCTION ACTIVITIES IN EACH PORTION OF SITE: 09/2026
3. ESTIMATED DATE OF TEMPORARY OR FINAL STABILIZATION OF EXPOSED AREAS: 11/2026
4. ESTIMATED DATE OF REMOVAL OF TEMPORARY STORMWATER CONTROLS AND CONSTRUCTION EQUIPMENT OF VEHICLES, AND FINAL END DATE OF CONSTRUCTION RELATED POLLUTANT GENERATION ACTIVITIES: 11/2026

TYPE OF FILL MATERIAL: NATIVE SOIL, GRAVEL
SITE SOIL: TYPE B & D CARNEY CLAYS
AUTHORIZED NON-STORMWATER DISCHARGE: N/A
POLLUTANT GENERATING ACTIVITIES ON SITE: N/A
SPILL PREVENTION PROCEDURES: N/A
PLANNED BUSINESS DAYS AND HOURS: MONDAY – FRIDAY, 8AM–7PM
NATURAL BUFFER ZONE COMPLIANCE ALTERNATIVE: TWO TIER FENCE WITH 7 DAY STABILIZATION

NOTE:
ONCE KNOWN, DEVELOPER/GENERAL CONTRACTOR TO PROVIDE A LIST OF ALL CONTRACTORS THAT WILL ENGAGE IN CONSTRUCTION ACTIVITIES ON SITE, AND THE AREAS OF THE SITE WHERE THE CONTRACTOR(S) WILL ENGAGE IN CONSTRUCTION ACTIVITIES. DEVOLOPER/GENERAL CONTRACTOR TO REVISE THE LIST AS APPROPRIATE UNTIL PERMIT COVERAGE IS TERMINATED.

BMPs WITH ESCP IMPLEMENTATION SCHEDULE FORM

YEAR:	2025–2027												
BMPs	MONTH #:	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.
TEMPORARY SEEDING AND PLANTING						X	X	X	X	X	X	X	X	
PERMANENT SEEDING AND PLANTING		X	X						X	X	X	X	X	X
CONSTRUCTION ENTRANCE		X	X	X	X	X	X	X	X	X	X	X	X	X
SEDIMENT FENCING		X	X	X	X	X	X	X	X	X	X	X	X	X
STORM DRAIN INLET PROTECTION		X	X	X	X	X	X	X	X	X	X	X	X	X

EROSION CONTROL INSPECTION TABLE

SITE CONDITION	MINIMUM FREQUENCY
1. ACTIVE PERIOD	ON INITIAL DATE THAT LAND DISTURBANCE ACTIVITIES COMMENCE. WITHIN 24 HOURS OF ANY STORM EVENT, INCLUDING RUNOFF FROM SNOW MELT, THAT RESULTS IN DISCHARGE FROM THE SITE. AT LEAST ONCE EVERY 14 DAYS, REGARDLESS OF WHETHER STORMWATER RUNOFF IS OCCURRING.
2. INACTIVE PERIODS GREATER THAN FOURTEEN (14) CONSECUTIVE CALENDAR DAYS	THE INSPECTOR MAY REDUCE THE FREQUENCY OF INSPECTION IN ANY AREA OF THE SITE WHERE THE STABILIZATION STEPS IN SECTION 2.2.20 HAVE BEEN COMPLETED TO TWICE PER MONTH FOR THE FIRST MONTH, NO LESS THAN 24 CALENDAR DAYS APART, THEN ONCE PER MONTH:.
3. PERIODS DURING WHICH THE SITE IS INACCESSIBLE DUE TO INCLEMENT WEATHER	IF SAFE, ACCESSIBLE AND PRACTICAL, INSPECTIONS MUST OCCUR DAILY AT A RELEVANT DISCHARGE POINT OR DOWNSTREAM LOCATION OF THE RECEIVING WATERBODY.
4. PERIODS DURING WHICH CONSTRUCTION ACTIVITIES ARE SUSPENDED AND RUNOFF IS UNLIKELY DUE TO FROZEN CONDITIONS	VISUAL MONITORING INSPECTIONS MAY BE TEMPORARILY SUSPENDED. IMMEDIATELY RESUME MONITORING UPON THAWING, OR WHEN WEATHER CONDITIONS MAKE DISCHARGES LIKELY.
5. PERIODS DURING WHICH CONSTRUCTION ACTIVITIES ARE CONDUCTED AND RUNOFF IS UNLIKELY DURING FROZEN CONDITIONS.	VISUAL MONITORING INSPECTIONS MAY BE REDUCED TO ONCE A MONTH. IMMEDIATELY RESUME MONITORING UPON THAWING, OR WHEN WEATHER CONDITIONS MAKE DISCHARGES LIKELY.

SEEDING NOTES:

HYDROSEED SEED MIX:
65% FESCUE
15% BLUEGRASS
20% PERENNIAL RYE

SEED SHALL BE APPLIED AT A MINIMUM RATE OF 75 LBS/ACRE.

THE CONTRACTOR SHALL APPLY A COMMERCIALLY PREPARED FERTILIZER WITH THE ANALYSIS OF 16–20–0–14, APPLIED AT A RATE OF 250 LBS/ACRE.

MULCH SHALL BE APPLIED AT A RATE OF 2000 LBS/ACRE. MULCH SHALL BE VIRGIN WOOD CELLULOSE FIBER SPECIFICALLY PROCESSED AS A HYDROSEEDING MULCH AND CONTAIN NO GROWTH OR GERMINATION INHIBITING FACTORS.

TACKIFIER SHALL BE APPLIED AT THE RATE OF 40 POUNDS PER ACRE.

STANDARD NOTES FOR EROSION CONTROL PLANS

1. INCLUDE A LIST OF ALL PERSONNEL (BY NAME AND POSITION) THAT ARE RESPONSIBLE FOR THE DESIGN, INSTALLATION AND MAINTENANCE OF STORMWATER CONTROL MEASURES (E.G. ESCP DEVELOPER, BMP INSTALLER (SEE SECTION 4.10), AS WELL AS THEIR INDIVIDUAL RESPONSIBILITIES. (SECTION 4.4.C.II)

2. VISUAL MONITORING INSPECTION REPORTS MUST BE MADE IN ACCORDANCE WITH DEQ 1200–C PERMIT REQUIREMENTS. (SECTION6.5)

3. INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200–C PERMIT REQUIREMENTS. (SECTION 6.5.0)

4. RETAIN A COPY OF THE ESCP AND ALL REVISIONS ON SITE AND MAKE IT AVAILABLE ON REQUEST TO DEQ, AGENT, OR THE LOCAL MUNICIPALITY. (SECTION 4.7)

5. THE PERMIT REGISTRANT MUST IMPLEMENT THE ESCP. FAILURE TO IMPLEMENT ANY OF THE CONTROL MEASURES OR PRACTICES DESCRIBED IN THE ESCP IS A VIOLATION OF THE PERMIT. (SECTIONS 4 AND 4.11)

6. THE ESCP MUST BE ACCURATE AND REFLECT SITE CONDITIONS. (SECTION 4.8)

7. SUBMISSION OF ALL ESCP REVISIONS IS NOT REQUIRED. SUBMITTAL OF THE ESCP REVISIONS IS ONLY UNDER SPECIFIC CONDITIONS. SUBMIT ALL NECESSARY REVISION TO DEQ OR AGENT WITHIN 10 DAYS. (SECTION 4.9)

8. SEQUENCE CLEARING AND GRADING TO THE MAXIMUM EXTENT PRACTICAL TO PREVENT EXPOSED INACTIVE AREAS FROM BECOMING A SOURCE OF EROSION. (SECTION 2.2.2)

9. CREATE SMOOTH SURFACES BETWEEN SOIL SURFACE AND EROSION AND SEDIMENT CONTROLS TO PREVENT STORMWATER FROM BYPASSING CONTROLS AND PONDING. (SECTION 2.2.3)

10. IDENTIFY, MARK, AND PROTECT (BY CONSTRUCTION FENCING OR OTHER MEANS) CRITICAL RIPARIAN AREAS AND VEGETATION INCLUDING IMPORTANT TREES AND ASSOCIATED ROOTING ZONES, AND VEGETATION AREAS TO BE PRESERVED. IDENTIFY VEGETATIVE BUFFER ZONES BETWEEN THE SITE AND SENSITIVE AREAS (E.G., WETLANDS), AND OTHER AREAS TO BE PRESERVED, ESPECIALLY IN PERIMETER AREAS. (SECTION 2.2.1)

11. PRESERVE EXISTING VEGETATION WHEN PRACTICAL AND RE–VEGETATE OPEN AREAS. RE–VEGETATE OPEN AREAS WHEN PRACTICABLE BEFORE AND AFTER GRADING OR CONSTRUCTION. IDENTIFY THE TYPE OF VEGETATIVE SEED MIX USED. (SECTION 2.2.5)

12. MAINTAIN AND DELINEATE ANY EXISTING NATURAL BUFFER WITHIN THE 50–FEET OF WATERS OF THE STATE. (SECTION 2.2.4)

13. INSTALL PERIMETER SEDIMENT CONTROL, INCLUDING STORM DRAIN INLET PROTECTION AS WELL AS ALL SEDIMENT BASINS, TRAPS, AND BARRIERS PRIOR TO LAND DISTURBANCE. (SECTIONS 2.1.3)

14. CONTROL BOTH PEAK FLOW RATES AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND DOWNSTREAM CHANNELS AND STREAMBANKS. (SECTIONS 2.1.1. AND 2.2.16)

15. CONTROL SEDIMENT AS NEEDED ALONG THE SITE PERIMETER AND AT ALL OPERATIONAL INTERNAL STORM DRAIN INLETS AT ALL TIMES DURING CONSTRUCTION, BOTH INTERNALLY AND AT THE SITE BOUNDARY. (SECTIONS 2.2.6 AND 2.2.13)

16. ESTABLISH CONCRETE TRUCK AND OTHER CONCRETE EQUIPMENT WASHOUT AREAS BEFORE BEGINNING CONCRETE WORK. (SECTION 2.2.14)

17. APPLY TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES IMMEDIATELY ON ALL DISTURBED AREAS AS GRADING PROGRESSES. TEMPORARY OR PERMANENT STABILIZATIONS MEASURES ARE NOT REQUIRED FOR AREAS THAT ARE INTENDED TO BE LEFT UNVEGETATED, SUCH AS DIRT ACCESS ROADS OR UTILITY POLE PADS.(SECTIONS 2.2.20 AND 2.2.21)

18. ESTABLISH MATERIAL AND WASTE STORAGE AREAS, AND OTHER NON–STORMWATER CONTROLS. (SECTION 2.3.7)

19. KEEP WASTE CONTAINER LIDS CLOSED WHEN NOT IN USE AND CLOSE LIDS AT THE END OF THE BUSINESS DAY FOR THOSE CONTAINERS THAT ARE ACTIVELY USED THROUGHOUT THE DAY. FOR WASTE CONTAINERS THAT DO NOT HAVE LIDS, PROVIDE EITHER (1) COVER (E.G., A TARP, PLASTIC SHEETING, TEMPORARY ROOF) TO PREVENT EXPOSURE OF WASTES TO PRECIPITATION, OR (2) A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS (E.G., SECONDARY CONTAINMENT). (SECTION 2.3.7)

20. PREVENT TRACKING OF SEDIMENT ONTO PUBLIC OR PRIVATE ROADS USING BMPS SUCH AS: CONSTRUCTION ENTRANCE, GRAVELED (OR PAVED) EXITS AND PARKING AREAS, GRAVEL ALL UNPAVED ROADS LOCATED ONSITE, OR USE AN EXIT TIRE WASH. THESE BMPS MUST BE IN PLACE PRIOR TO LAND– DISTURBING ACTIVITIES. (SECTION 2.2.7)

21. WHEN TRUCKING SATURATED SOILS FROM THE SITE, EITHER USE WATER–TIGHT TRUCKS OR DRAIN LOADS ON SITE. (SECTION 2.2.7.F)

22. CONTROL PROHIBITED DISCHARGES FROM LEAVING THE CONSTRUCTION SITE, I.E., CONCRETE WASH–OUT, WASTEWATER FROM CLEANOUT OF STUCCO, PAINT AND CURING COMPOUNDS. (SECTIONS 1.5 AND 2.3.9)

23. ENSURE THAT STEEP SLOPE AREAS WHERE CONSTRUCTION ACTIVITIES ARE NOT OCCURRING ARE NOT DISTURBED. (SECTION 2.2.10)

24. PREVENT SOIL COMPACTION IN AREAS WHERE POST–CONSTRUCTION INFILTRATION FACILITIES ARE TO BE INSTALLED. (SECTION 2.2.12)

25. USE BMPS TO PREVENT OR MINIMIZE STORMWATER EXPOSURE TO POLLUTANTS FROM SPILLS; VEHICLE AND EQUIPMENT FUELING, MAINTENANCE, AND STORAGE; OTHER CLEANING AND MAINTENANCE ACTIVITIES; AND WASTE HANDLING ACTIVITIES. THESE POLLUTANTS INCLUDE FUEL, HYDRAULIC FLUID, AND OTHER OILS FROM VEHICLES AND MACHINERY, AS WELL AS DEBRIS, FERTILIZER, PESTICIDES AND HERBICIDES, PAINTS, SOLVENTS, CURING COMPOUNDS AND ADHESIVES FROM CONSTRUCTION OPERATIONS. (SECTIONS 2.2.15 AND 2.3)

26. PROVIDE PLANS FOR SEDIMENTATION BASINS THAT HAVE BEEN DESIGNED PER SECTION 2.2.17 AND STAMPED BY AN OREGON PROFESSIONAL ENGINEER. (SEE SECTION 2.2.17.A)

27. IF ENGINEERED SOILS ARE USED ON SITE, A SEDIMENTATION BASIN/IMPOUNDMENT MUST BE INSTALLED. (SEE SECTIONS 2.2.17 AND 2.2.18)

28. PROVIDE A DEWATERING PLAN FOR ACCUMULATED WATER FROM PRECIPITATION AND UNCONTAMINATED GROUNDWATER SEEPAGE DUE TO SHALLOW EXCAVATION ACTIVITIES. (SEE SECTION 2.4)

29. IMPLEMENT THE FOLLOWING BMPS WHEN APPLICABLE: WRITTEN SPILL PREVENTION AND RESPONSE PROCEDURES, EMPLOYEE TRAINING ON SPILL PREVENTION AND PROPER DISPOSAL PROCEDURES, SPILL KITS IN ALL VEHICLES, REGULAR MAINTENANCE SCHEDULE FOR VEHICLES AND MACHINERY, MATERIAL DELIVERY AND STORAGE CONTROLS, TRAINING AND SIGNAGE, AND COVERED STORAGE AREAS FOR WASTE AND SUPPLIES. (SECTION 2.3)

30. USE WATER, SOIL–BINDING AGENT OR OTHER DUST CONTROL TECHNIQUE AS NEEDED TO AVOID WIND–BLOWN SOIL. (SECTION 2.2.9)

31. THE APPLICATION RATE OF FERTILIZERS USED TO REESTABLISH VEGETATION MUST FOLLOW MANUFACTURER'S RECOMMENDATIONS TO MINIMIZE NUTRIENT RELEASES TO SURFACE WATERS. EXERCISE CAUTION WHEN USING TIME–RELEASE FERTILIZERS WITHIN ANY WATERWAY RIPARIAN ZONE. (SECTION 2.3.5)

32. IF AN ACTIVE TREATMENT SYSTEM (FOR EXAMPLE, ELECTRO–COAGULATION, FLOCCULATION, FILTRATION, ETC.) FOR SEDIMENT OR OTHER POLLUTANT REMOVAL IS EMPLOYED, SUBMIT AN OPERATION AND MAINTENANCE PLAN (INCLUDING SYSTEM SCHEMATIC, LOCATION OF SYSTEM, LOCATION OF INLET, LOCATION OF DISCHARGE, DISCHARGE DISPERSION DEVICE DESIGN, AND A SAMPLING PLAN AND FREQUENCY) BEFORE OPERATING THE TREATMENT SYSTEM. OBTAIN ENVIRONMENTAL MANAGEMENT PLAN APPROVAL FROM DEQ BEFORE OPERATING THE TREATMENT SYSTEM. OPERATE AND MAINTAIN THE TREATMENT SYSTEM ACCORDING TO MANUFACTURER'S SPECIFICATIONS. (SECTION 1.2.9)

33. TEMPORARILY STABILIZE SOILS AT THE END OF THE SHIFT BEFORE HOLIDAYS AND WEEKENDS, IF NEEDED. THE REGISTRANT IS RESPONSIBLE FOR ENSURING THAT SOILS ARE STABLE DURING RAIN EVENTS AT ALL TIMES OF THE YEAR. (SECTION 2.2)

34. AS NEEDED BASED ON WEATHER CONDITIONS, AT THE END OF EACH WORKDAY SOIL STOCKPILES MUST BE STABILIZED OR COVERED, OR OTHER BMPS MUST BE IMPLEMENTED TO PREVENT DISCHARGES TO SURFACE WATERS OR CONVEYANCE SYSTEMS LEADING TO SURFACE WATERS. (SECTION 2.2.8)

35. SEDIMENT FENCE: REMOVE TRAPPED SEDIMENT BEFORE IT REACHES ONE THIRD OF THE ABOVE GROUND FENCE HEIGHT AND BEFORE FENCE REMOVAL. (SECTION 2.1.5.B)

36. OTHER SEDIMENT BARRIERS (SUCH AS BIOBAGS): REMOVE SEDIMENT BEFORE IT REACHES TWO INCHES DEPTH ABOVE GROUND HEIGHT AND BEFORE BMP REMOVAL. (SECTION 2.1.5.C)

37. CATCH BASINS: CLEAN BEFORE RETENTION CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT. SEDIMENT BASINS AND SEDIMENT TRAPS: REMOVE TRAPPED SEDIMENTS BEFORE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT AND AT COMPLETION OF PROJECT. (SECTION 2.1.5.D)

38. WITHIN 24 HOURS, SIGNIFICANT SEDIMENT THAT HAS LEFT THE CONSTRUCTION SITE, MUST BE REMEDIATED. INVESTIGATE THE CAUSE OF THE SEDIMENT RELEASE AND IMPLEMENT STEPS TO PREVENT A RECURRENCE OF THE DISCHARGE WITHIN THE SAME 24 HOURS. ANY IN–STREAM CLEAN–UP OF SEDIMENT SHALL BE PERFORMED ACCORDING TO THE OREGON DEPARTMENT OF STATE LANDS REQUIRED TIMEFRAME. (SECTION 2.2.19.A)

39. THE INTENTIONAL WASHING OF SEDIMENT INTO STORM SEWERS OR DRAINAGE WAYS MUST NOT OCCUR. VACUUMING OR DRY SWEEPING AND MATERIAL PICKUP MUST BE USED TO CLEANUP RELEASED SEDIMENTS. (SECTION 2.2.19)

40. DOCUMENT ANY PORTION(S) OF THE SITE WHERE LAND DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED OR WILL BE TEMPORARILY INACTIVE FOR 14 OR MORE CALENDAR DAYS. (SECTION 6.5.F.)

41. PROVIDE TEMPORARY STABILIZATION FOR THAT PORTION OF THE SITE WHERE CONSTRUCTION ACTIVITIES CEASE FOR 14 DAYS OR MORE WITH A COVERING OF BLOWN STRAW AND A TACKIFIER, LOOSE STRAW, OR AN ADEQUATE COVERING OF COMPOST MULCH UNTIL WORK RESUMES ON THAT PORTION OF THE SITE. (SECTION 2.2.20)

42. DO NOT REMOVE TEMPORARY SEDIMENT CONTROL PRACTICES UNTIL PERMANENT VEGETATION OR OTHER COVER OF EXPOSED AREAS IS ESTABLISHED. ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED, ALL TEMPORARY EROSION CONTROLS AND RETAINED SOILS MUST BE REMOVED AND DISPOSED OF PROPERLY, UNLESS NEEDED FOR LONG TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE. (SECTION 2.2.21)

ESTABLISHING TEMPORARY GRASSES AND PERMANENT VEGETATIVE COVER

CONDITIONS WHERE PRACTICE APPLIES

* ALL EXPOSED DISTURBED SOIL SURFACES WHERE RUN–OFF MAY OCCUR
* AREAS WHICH WILL NOT BE SUBJECTED TO HEAVY WEAR BY ON–GOING CONSTRUCTION TRAFFIC.
* EXPOSED GROUND SURFACES AT END OF CONSTRUCTION PERIOD (PERMANENT COVER MUST BE ESTABLISHED PRIOR TO REMOVAL OF ANY EROSION CONTROL MEASURES).
* TEMPORARY OR PERMANENT STABILIZATION OF NEW OR DISTURBED DITCHES OR SWALES.

DESIGN CRITERIA/SPECIFICATIONS: TEMPORARY EROSION CONTROL GRASSES AND PERMANENT VEGETATIVE COVER

* TEMPORARY GRASS COVER MEASURES MUST BE FULLY ESTABLISHED BY NOVEMBER 1 OR OTHER COVER MEASURES WILL HAVE TO BE IMPLEMENTED UNTIL ADEQUATE GRASS COVERAGE IS ACHIEVED. TO ESTABLISH AN ADEQUATE GRASS STAND FOR CONTROLLING EROSION BY NOVEMBER 1, IT IS RECOMMENDED THAT SEEDING AND MULCHING OCCUR BY OCTOBER 1.
* SOIL PREPARATION – TOP SOIL SHOULD BE PREPARED ACCORDING TO LANDSCAPE PLANS, IF AVAILABLE, OR RECOMMENDATIONS OF GRASS SEED SUPPLIER. IF APPLICABLE, IT IS RECOMMENDED THAT SLOPES BE ROUGHENED BEFORE SEEDING BY "TRACK–WALKING", (DRIVING A CRAWLING TRACTOR UP AND DOWN SLOPES TO LEAVE A PATTERN OF CLEAT IMPRINTS PARALLEL TO SLOPE CONTOURS). IF "TRACK–WALKING" IS NOT POSSIBLE, TOP SOIL SHALL BE FIRMLY TAMPED TO PROVIDE MORE STABLE SITES FOR SEEDS TO REST.
* SEEDING – RECOMMENDED EROSION CONTROL GRASS SEED MIX FOR TEMPORARY AND PERMANENT SEEDING AS LISTED UNDER 01030 ARE AS FOLLOWS:

	PLS	
LOLIUM PERENNE (DELAWARE DWARF PERENNIAL REYGRASS)	98	LB/ACRE
LOLIUM PERENNE (NOBILITY PERENNIAL REYGRASS)	97	LB/ACRE
FESTUCA RUBRA COMMUTATA (SILHOUETTE CHEWINGS FESCUE)	65	LB/ACRE
FESTUCA RUBRA (BADGER CREEPING RED FESCUE)	65	LB/ACRE

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

AUTHORIZED NON-STORMWATER DISCHARGES

* WATER AND ASSOCIATED DISCHARGES FROM EMERGENCY FIREFIGHTING ACTIVITIES
* FIRE HYDRANT FLUSHING
* PROPERLY MANAGED LANDSCAPE IRRIGATION
* WATER USED TO WASH EQUIPMENT AND VEHICLES (EXCLUDING THE ENGINE, UNDERCARAGE, AND WHEEL/TIRES) PROVIDED THERE IS NO DISCHARGE OF SOAPS, SOLVENTS, OR DETERGENTS ARE USED
* POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHINGS
* EXTERNAL BUILDING WASHDOWN, PROVIDED SOAPS, SOLVENTS, AND DETERGENTS ARE NOT USED, AND EXTERNAL SURFACES DO NOT CONTAIN HAZARDOUS SUBSTANCES
* PAVEMENT WAS WATERS, PROVIDED SPILLS OR LEAKS OF TOXIC OR HAZAROUS SUBSTANCES HAVE NOT OCCURRED (UNLESS ALL SPILL MATERIAL HAS BEEN REMOVED) AND WHERE SOAPS, SOLVENT, AND DETERGENTS ARE NOT USED. DIRECTING PAVEMENT WASH WATERS INTO ANY SURFACE WATER, STORMDRAIN INLET, OR STORMWATER CONVEYANCE IS PROHIBITED, UNLESS THE CONVEYANCE IS CONNECTED TO A SEDIMENT BASIN, SEDIMENT TRAP, OR SIMILARLY EFFECTIVE CONTROL FOR THE POLLUTANTS PRESENT. HOSING OF ACCUMULATED SEDIMENTS ON PAVEMENT INTO ANY STORMWATER CONVEYANCE IS PROHIBITED.
* UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE
* UNCONTAMINATED, NON–TURBID DISCHARGES OF GROUNDWATER OR SPRING WATER
* FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH PROCESS MATERIALS SUCH AS SOLVENTS OR CONTAMINATED GROUNDWATER
* CONSTRUCTION DEWATERING ACTIVITIES (INCLUDING UNDERGROUND DEWATERING AND WELL DRILLING DISCHARGE ASSOCIATED WITH THE REGISTERED CONSTRUCTION ACTIVITY), PROVIDED THAT:

a) THE WATER IS LAND APPLIED IN A WAY THAT RESULTS IN COMPLETE INFILTRATION WITH NO POTENTIAL TO DISCHARGE TO SURFACE WATER OF THE STATE, OR THE USE OF A SANITARY OR COMBINED SEWER DISCHARGE IS AUTHORIZED WITH LOCAL SEWER DISTRICT APPROVAL; OR

b) BEST MANAGEMENT PRACTICES AND A TREATMENT SYSTEM APPROVED BY DEQ OR AGENT ARE USED TO ENSURE COMPLIANCE WITH DISCHARGE AND WATER QUALITY REQUIREMENTS

GENERAL NOTES

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

POSSIBLE POLLUTANT-GENERATING ACTIVITIES

* GENERAL CONSTRUCTION EQUIPMENT OPERATION, LOCATION VARIES:
  – HYDROLIC FLUID LEAK/SPILL
  – FUEL LEAK/SPILL
  – OIL LEAK/SPILL
* GENERAL MOTORIZED VEHICLE OPERATION, LOCATION VARIES:
  – FUEL LEAK/SPILL
  – OIL LEAK/SPILL
* BUILDING MATERIALS–CONSTRUCTION EQUIPEMENT STAGING AREA, LOCATION VARIES:
  – PAINTS/SOLVENTS
  – CAULK/SEALANTS
  – FLUORESCENT LIGHTING TUBES & BALLAST
* LANDSCAPING MATERIALS–CONSTRUCTION EQUIPEMENT STAGING AREA, LOCATION VARIES:
  – SEDIMENT
  – FERTILIZERS

* SEE SHEET E.5 FOR DEQ FACT SHEET SPILL PLAN

Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 · MEDFORD · OR 97501
PH. (541) 779–5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY
1	OWNERSHIP AND INSPECTOR CHANGE	4/22/25	BHD

REGISTERED PROFESSIONAL ENGINEER 85376PE OREGON JULY 11, 2006 ANTHONY M. BAKKE EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

EROSION & SEDIMENT CONTROL PLAN

PROJECT NO. –
DRAWING NO. E.2

REV. CITY ENGINEER: DATE

NAME: KES–PH3.DWG PROJ.: 22–30 PLOT DATE: 6/18/2025

ESC CONSTRUCTION NOTES:

1. INSTALL ROCK CONSTRUCTION ENTRANCE PER OREGON STD DWG RD1000, SEE SHEET E.5.
2. FILTER FABRIC SEDIMENTATION FENCE INSTALLED AT THE LOCATIONS SHOWN PER OREGON STD DWG RD1040, SEE SHEET E.5.
3. CONCRETE WASH-OUT PER OREGON STD DWG RD1070, SEE SHEET E.5, OR APPROVED EQUAL. LOCATION MAY VARY.
4. STOCKPILE AREA. STOCKPILES SUBJECT TO EROSION OF SEDIMENT SHALL BE PROTECTED PER OREGON TECHNICAL SERVICES DETAIL DET6001, SHEET E.5. O.A.E. LOCATION MAY VARY.
5. CONSTRUCTION EQUIPMENT STAGING & POTENTIAL POLLUTANT-GENERATING MATERIAL STORAGE AREA. LOCATION MAY VARY.
6. SANITARY FACILITY SHALL BE PLACED MIN. 30' AWAY FROM ANY STORM DRAIN INLET. QUANTITY & LOCATION MAY VARY.
7. PROPOSED & EXISTING STORM DRAIN INLETS SHALL BE PROTECTED BY INLET BARRIERS PER OREGON STD DWG RD1010, SEE SHEET E.5.
8. USE EXISTING CURB FOR SEDIMENT CONTROL SIMILAR TO SEDIMENTATION FENCE.

STABILIZATION NOTE:

CONTRACTOR TO PHASE CLEARING AND GRADING TO THE MAXIMUM EXTENT POSSIBLE TO PREVENT AREAS OF EROSION. IF AN AREA IS NOT TO BE WORKED WITHIN A 14 DAY PERIOD, THE CONTRACTOR IS TO APPLY TEMPORARY HYDROSEED, STRAW, OR OTHER APPROVED BMP TO ANY AREA THAT IS CLEARED AND HAS POTENTIAL FOR RUNOFF. SEE ESTABLISHING TEMPORARY GRASSES AND PERMANENT VEGETATIVE COVER, SHEET E.4.

CONTOURS

CONTOUR INTERVAL = 1'

INDEX INTERVAL = 5'

EXISTING GROUND — — ELEV — —

FINISHED GROUND ——— ELEV ———

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
85376PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

EROSION & SEDIMENT CONTROL PLAN

REV. CITY ENGINEER: DATE

PROJECT NO. –

DRAWING NO. E.3

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025

ESC CONSTRUCTION NOTES:

1. INSTALL ROCK CONSTRUCTION ENTRANCE PER OREGON STD DWG RD1000, SEE SHEET E.5.
2. FILTER FABRIC SEDIMENTATION FENCE INSTALLED AT THE LOCATIONS SHOWN PER OREGON STD DWG RD1040, SEE SHEET E.5.
3. CONCRETE WASH-OUT PER OREGON STD DWG RD1070, SEE SHEET E.5, OR APPROVED EQUAL. LOCATION MAY VARY.
4. STOCKPILE AREA. STOCKPILES SUBJECT TO EROSION OF SEDIMENT SHALL BE PROTECTED PER OREGON TECHNICAL SERVICES DETAIL DET6001, SHEET E.5. O.A.E. LOCATION MAY VARY.
5. CONSTRUCTION EQUIPMENT STAGING & POTENTIAL POLLUTANT-GENERATING MATERIAL STORAGE AREA. LOCATION MAY VARY.
6. SANITARY FACILITY SHALL BE PLACED MIN. 30' AWAY FROM ANY STORM DRAIN INLET. QUANTITY & LOCATION MAY VARY.
7. PROPOSED & EXISTING STORM DRAIN INLETS SHALL BE PROTECTED BY INLET BARRIERS PER OREGON STD DWG RD1010, SEE SHEET E.5.
8. USE EXISTING CURB FOR SEDIMENT CONTROL SIMILAR TO SEDIMENTATION FENCE.
9. STRAW, MULCH, HYDROSEED OR OTHER DEQ ACCEPTABLE BMP TO BE INSTALLED 20' MINIMUM BEYOND BACK OF CURB OR OVER ANY PREVIOUS CONSTRUCTION. INSTALL PRIOR TO FINAL ACCEPTANCE.

STABILIZATION NOTE:

CONTRACTOR TO PHASE CLEARING AND GRADING TO THE MAXIMUM EXTENT POSSIBLE TO PREVENT AREAS OF EROSION. IF AN AREA IS NOT TO BE WORKED WITHIN A 14 DAY PERIOD, THE CONTRACTOR IS TO APPLY TEMPORARY HYDROSEED, STRAW, OR OTHER APPROVED BMP TO ANY AREA THAT IS CLEARED AND HAS POTENTIAL FOR RUNOFF. SEE ESTABLISHING TEMPORARY GRASSES AND PERMANENT VEGETATIVE COVER, SHEET E.4.

CONTOURS

CONTOUR INTERVAL = 1'

INDEX INTERVAL = 5'

EXISTING GROUND — — ELEV — —

FINISHED GROUND ——— ELEV ———

NORTH

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER 85376PE OREGON JULY 11, 2006 ANTHONY M. BAKKE EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

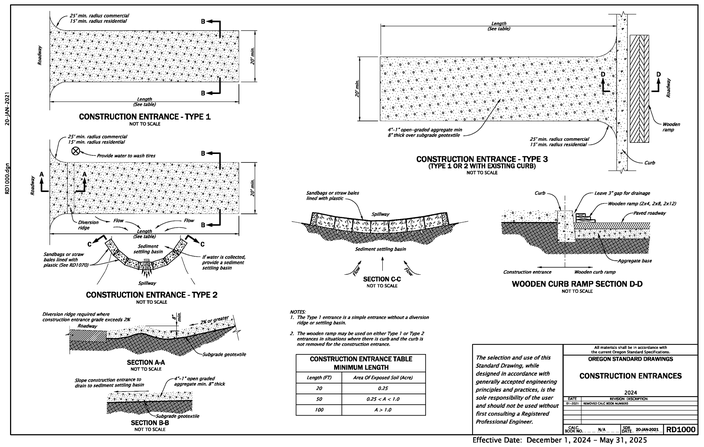
EROSION & SEDIMENT CONTROL PLAN

PROJECT NO. –

DRAWING NO. E.4

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/26/2025



NOTES:
1. The Type 1 entrance is a simple entrance without a diversion ridge or settling basin.
2. The wooden ramp may be used on either Type 1 or Type 2 entrances in situations where there is curb and the curb is not removed for the construction entrance.

CONSTRUCTION ENTRANCE TABLE MINIMUM LENGTH	
Length (FT)	Area Of Exposed Soil (Acre)
20	0.25
50	0.25 < A < 1.0
100	A > 1.0

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

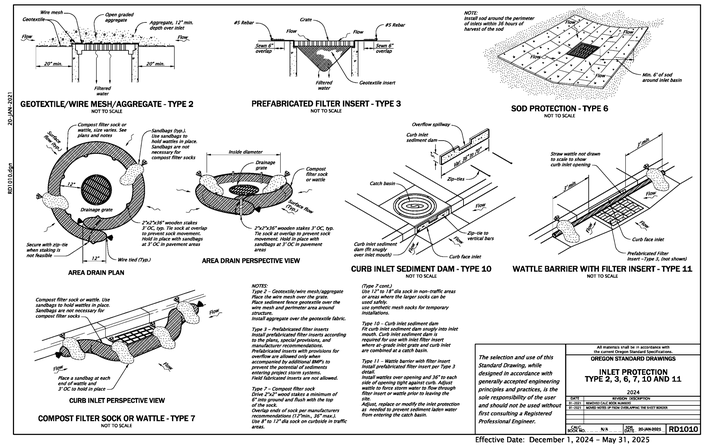
CONSTRUCTION ENTRANCES

2024

DATE	REVISION DESCRIPTION
01-2021	MINOR CHG. PER NMWRE

CHECKED	DRAWN	DATE	DWG.
APPROVED	N.A.	20-JAN-2021	RD1000

Effective Date: December 1, 2024 – May 31, 2025



NOTES:
Type 2 - Geotextile/wire mesh/aggregate inlet filter is used on paved roads. Place sediment fence geotextile over the wire mesh and perimeter area around structure.
Install aggregate over the geotextile fabric.

Type 3 – Prefabricated filter inserts
Install prefabricated filter inserts according to the plans, special provisions, and manufacturer recommendations. Modifications or substitutions for overflow are allowed only when accompanied by additional BMP's to prevent the potential of sediments entering project storm systems. Field fabricated inserts are not allowed.

Type 7 – Compost filter sock
Place a sandbag at a minimum of 3" into ground and flush with the top of the sock.
Overlap ends of sock per manufacturers recommendations (12"min., 36" max.). Use 2" to 1" dia sock on curbside in traffic areas.

(Type 7 cont.)
Use 12" to 18" dia sock in non-traffic areas where ever possible the larger socks can be used safely.
use synthetic mesh socks for temporary installations.

Type 10 - Curb inlet sediment dam
Fit curb inlet sediment dam snugly into inlet mouth. Curb inlet sediment dam is required for use with inlet filter insert where at-grade inlet grate and curb inlet are combined at a catch basin.

Type 11 - Wattle barrier with filter insert
Install prefabricated filter insert per Type 3 detail.
Install wattles over opening and 36" to each side of opening tight against curb. Adjust wattle to force storm water to flow through the insert or wattle prior to leaving the site.
Adjust, replace or modify the inlet protection as needed to prevent sediment laden water from entering the catch basin.

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OREGON STANDARD DRAWINGS

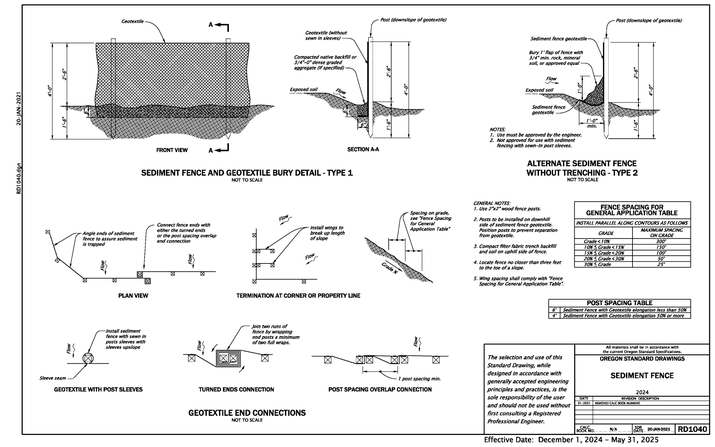
INLET PROTECTION
TYPE 2, 3, 6, 7, 10 AND 11

2024

DATE	REVISION DESCRIPTION
01-2021	MINOR CHG. PER NMWRE
01-2021	MOVE NOTE OF TYPE 7 DRAWING TO THE EDIT MENUS

CHECKED	DRAWN	DATE	DWG.
APPROVED	N.A.	20-JAN-2021	RD1010

Effective Date: December 1, 2024 – May 31, 2025



GENERAL NOTES:
1. Use 2"x2" wood fence posts.
2. Posts to be installed on downhill side of sediment fence geotextile. Position posts to prevent separation from geotextile.
3. Compact fillers fabric trench backfill and soil on uphill side of fence.
4. Locate fence no closer than three feet to the toe of a slope.
5. Wing spacing shall comply with "Fence Spacing for General Application Table".

FENCE SPACING FOR GENERAL APPLICATION TABLE	
INSTALL PARALLEL ALONG CONTOURS AS FOLLOWS	
GRADE	MAXIMUM SPACING ON GRADE
Grade < 1%*	300'
1% ≤ Grade < 10%	150'
10% ≤ Grade < 20%	100'
20% ≤ Grade < 50%	50'
50% ≤ Grade	25'

POST SPACING TABLE
8' - 1 sediment fence with geotextile elongation less than 50%
4' - 1 sediment fence with geotextile elongation 50% or more

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All materials shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

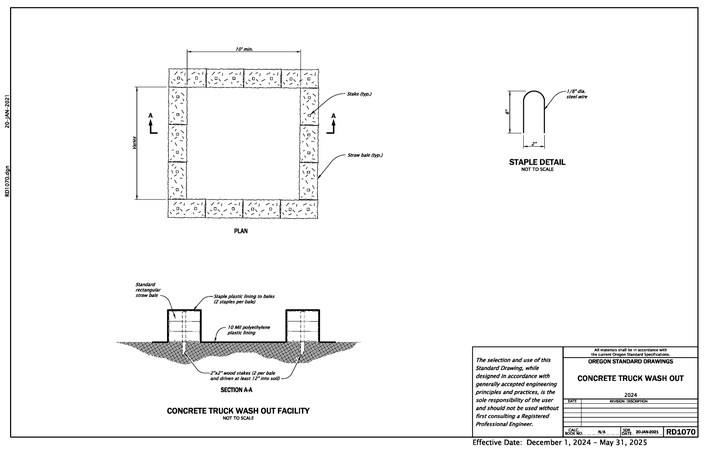
SEDIMENT FENCE

2024

DATE	REVISION DESCRIPTION
01-2021	MINOR CHG. PER NMWRE

CHECKED	DRAWN	DATE	DWG.
APPROVED	N.A.	20-JAN-2021	RD1040

Effective Date: December 1, 2024 – May 31, 2025



The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS

CONCRETE TRUCK WASH OUT

2024

DATE	REVISION DESCRIPTION

CHECKED	DRAWN	DATE	DWG.
APPROVED	N.A.	20-JAN-2021	RD1070

Effective Date: December 1, 2024 – May 31, 2025

Fact Sheet

What to do when you've had a spill

Contact local emergency services
Call 911 for medical emergency and public safety assistance from the local fire, police and medical services.

Report the spill immediately
Immediately report the spill or threatened spill to the Oregon Emergency Response System, 1-800-452-0311, when the spill or threat of a spill includes:

- Any amount of oil to waters of the state;
- Oil spills on land in excess of 42 gallons;
- Hazardous materials and reportable quantities that are equal to the Code of Federal Regulations, 40 CFR Part 302.

Provide information
When you report the spill to OERS, you will need to provide basic spill information:

- Contact names and phone numbers
- Type of oil or hazardous material
- Estimated quantity
- Location descriptions (land or water)

U.S. Environmental Protection Agency Notification
Some oil or hazardous material spills will require a separate notification to the National Response Center, 1-800-424-8802. Visit EPA's Emergency Response website for information necessary to determine if you need to report to the federal system.

Other actions to take

- Move away or upwind from the spill if you detect an odor and are unsure if it is safe.
- Avoid contact with liquids or fumes.
- Keep non-emergency people out of the area.
- Control and contain the spill.
- Clean up what you can immediately.
- Remove cleanup materials to an approved facility (such as a solid or hazardous waste landfill or recycling facility.) Save your receipts for documentation.
- Continue with long-term cleanup measures.
- File a completed Spill Release Report Form with DEQ.

Your role
You are responsible for the immediate cleanup of your spill, regardless of the quantity involved.

The responsibility lies with the person who spills the product, as well as the person owning or having authority over the oil or hazardous material. You may need to hire a qualified contractor or properly trained and equipped personnel to respond immediately to the spill. If you fail to clean up your spill, DEQ may clean it up for you and, as allowed by law, fine you up to three times the cost of the cleanup, in addition to the actual cost of the cleanup (Oregon Administrative Rules 340-142).

Contractors can work to control, contain and mitigate difficult spills like this truck crash on the North Umpqua Highway that caused diesel to leak into the river.

DEQ's role
DEQ is responsible for ensuring that the cleanup is completed in a way that protects human health and the environment. Oregon law also requires DEQ to recover its costs in carrying out this responsibility.

Depending on the type and quantity of material spilled, and the potential threat to people or the environment, DEQ may choose to oversee the cleanup. This oversight may take the form of DEQ staff at the scene, phone contact, document review or a combination of these actions. You are responsible for these oversight costs and will normally be billed within 45 days.

For more information
Regional Emergency Response coordinators are listed in the margin. You may also visit the DEQ Emergency Response webpage.

Alternative formats
Documents can be provided upon request in an alternate format for individuals with disabilities or in a language other than English for people with limited English skills. To request a document in another format or language, call DEQ in Portland at 503-229-5696, or toll-free in Oregon at 1-800-452-4011, ext. 5696; or email deqinfo@deq.state.or.us.

State of Oregon
Department of Environmental Quality

Emergency Response
700 NE Multnomah
Portland, OR 97232
Phone: 503-229-6931
Fax: 503-229-5408
Contact: Mike Zollbrich
zollbrich.michael@deq.state.or.us

Contact the State On-Scene Coordinator in your area:

Northwest Region
Portland-Metro and North Coast
Michael Greenberg
503-229-5133
greenberg.michael@deq.state.or.us

Western Region
Willamette Valley, Cascades, Klamath and South Coast
Geoff Brown
541-686-7819
brown.geoff@deq.state.or.us

Eastern Region
East of Cascades
Jamie Collins
541-633-2010
collins.jamie@deq.state.or.us

Last Updated: 9/11
By: K. Van Patten
08-LQ-090

Know what's **below.** **Call** before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
#53786PE
OREGON
JULY 11, 2006
ANTHONY M. BAKKE
EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

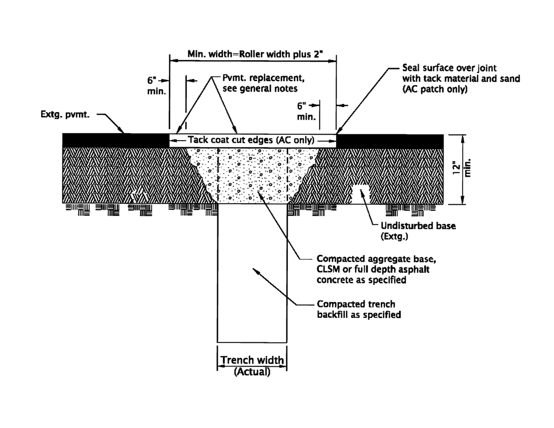
EROSION & SEDIMENT CONTROL PLAN

PROJECT NO. –

DRAWING NO. E.5

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/18/2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All existing AC or PCC pavement shall be sawcut prior to repaving.
2. Concrete pavement shall be replaced with concrete to a minimum thickness of 8" or to the thickness of removed pavement, whichever is greater.
3. For joining new concrete to existing concrete, see contract plans for sepecific details.
4. Place AC mix minimum thkn. of 6" or the thkn. of the removed pavement, whichever is greater. Compact as specified.

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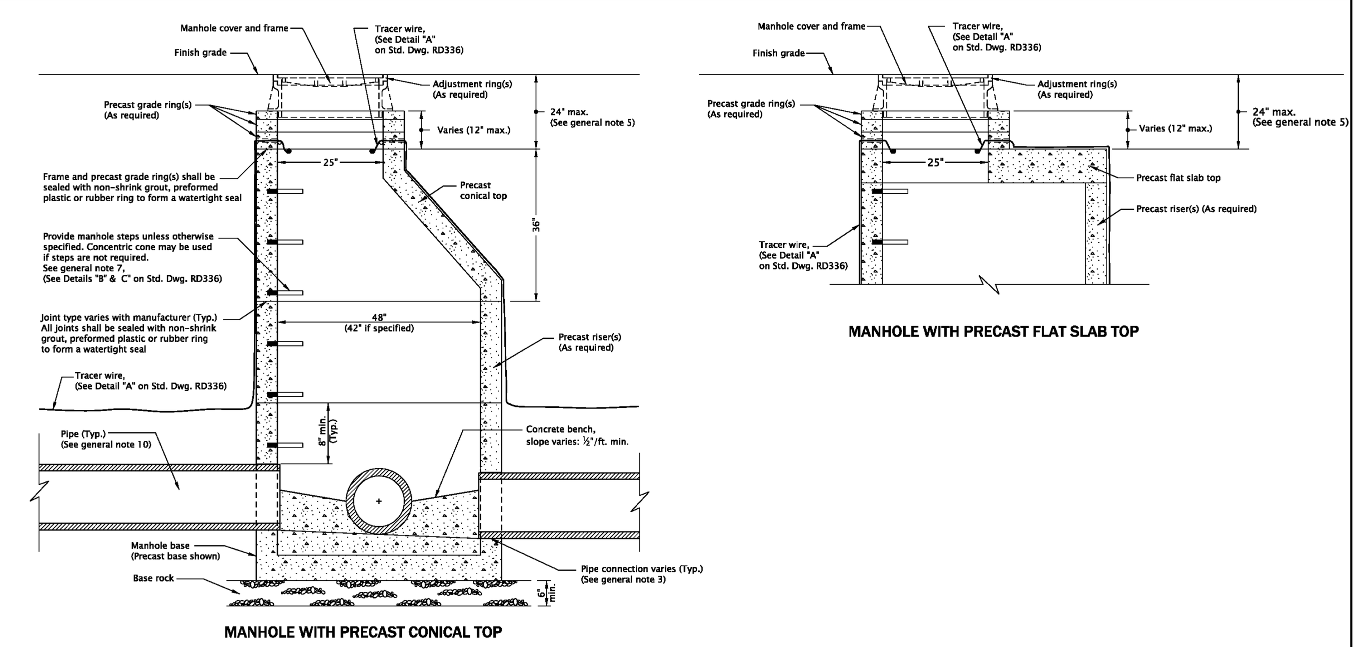
All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
STREET CUT
2024
CALC. BOOK NO. N/A — SDR DATE 20-JUL-2020 — RD302
Effective Date: December 1, 2024 - May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All precast products shall conform to requirements of ASTM C478.
2. Standard precast manhole section diameter shall be 48". Use 42" if specified by the Engineer.
3. See Std. Dwg. RD345 for pipe to manhole connections.
4. See Std. Dwg. RD344 for manhole base section.
5. Adjust 24" maximum.
6. All connecting pipes shall have a tracer wire, or approved alternate.
7. See Std. Dwg. RD336 for manhole steps.
8. See Std. Dwg. RD336 for details not shown.
9. See Std. Dwg. RD356 for manhole covers and frames, manhole adjustment rings, etc.
10. Max. pipe diameter varies with pipe material.
11. See Std. Dwg. RD342 for shallow manholes.
12. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
13. This detail limited to interior drop of 24". See Std. Dwgs. RD350 or RD352 for drop manhole details for drops in excess of 24".

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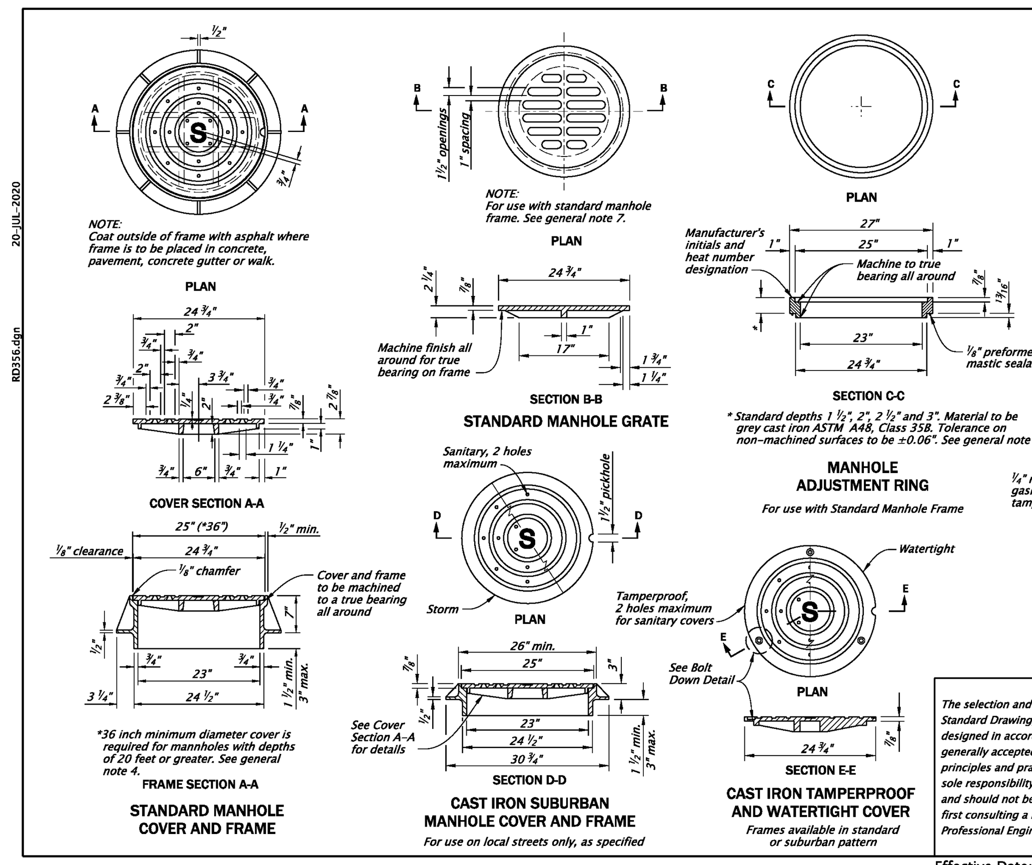
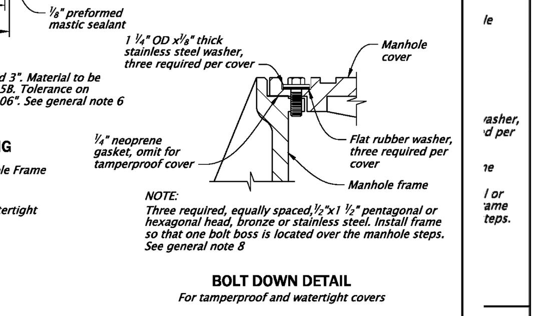
All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
STANDARD SANITARY SEWER MANHOLE
2024
CALC. BOOK NO. N/A — SDR DATE 21-JUN-2019 — RD338
Effective Date: December 1, 2024 - May 31, 2025



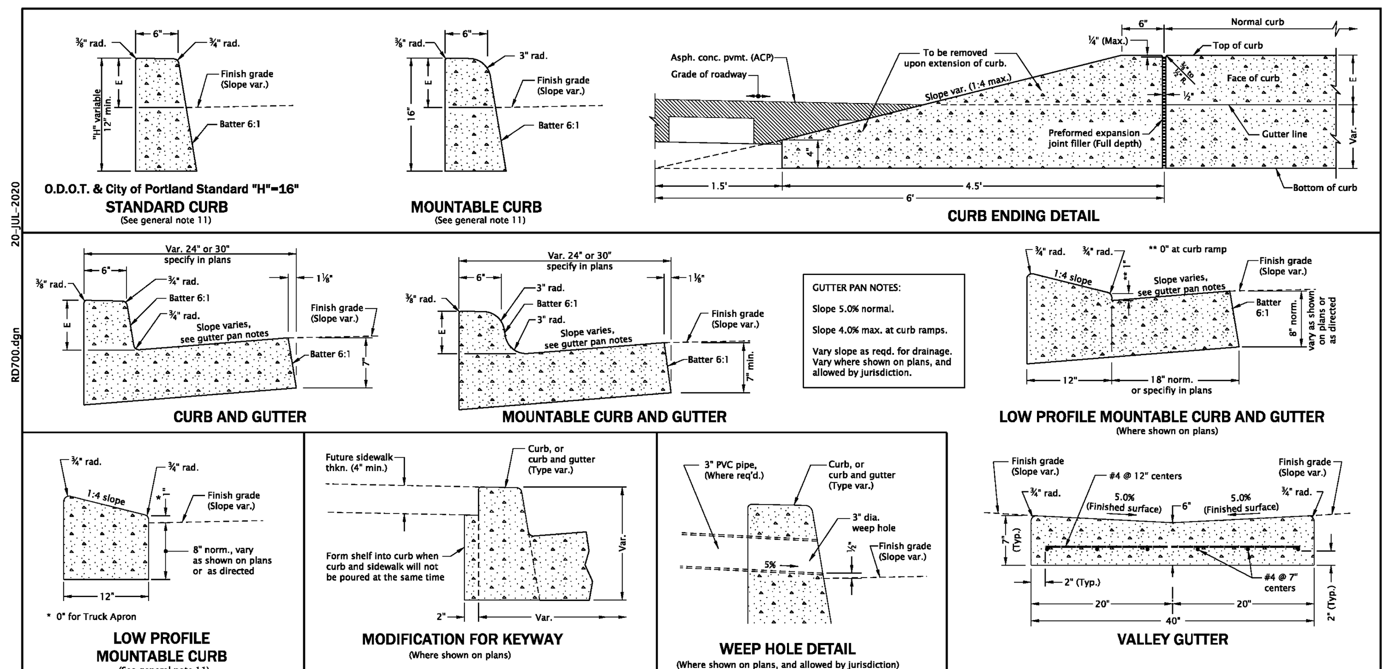
GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. *Tamperproof covers required on sanitary or storm drain manhole where located in pedestrian ways or easement areas. Covers for sanitary manholes shall have two holes maximum.*
2. *Watertight covers required if located where cover may be submerged (no holes).*
3. *Covers and frames shall be stamped with manufacturer's initials, heat number and point of origin.*
4. *See Std. Dwg. RD336 for manhole steps.*
5. *See Std. Dwg. RD360 for manhole frame adjustment.*
6. *See ODOT's QPL for alternate manhole adjustment rings.*
7. *Manhole grate allowed only in locations not subject to bicycle or pedestrian use.*
8. *See ODOT's QPL for alternate bolt-down products.*



The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
MANHOLE COVERS AND FRAMES
2024
07-2022 REVISED DETAILS AND NOTES
CALC. BOOK NO. N/A — SDR DATE 21-JUN-2019 — RD356
Effective Date: December 1, 2024 - May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb exposure "E" = 6" to 9", as measured vertically from flowline to highest point on curb. Vary as shown on plans or as directed. O.D.O.T standard "E"=7".
2. Const. curb expansion joints at 200' maximum spacing, and at points of tangency, and at ends of each driveways.
3. Const. curb contraction joints at 15' maximum spacing, and at ends of each inlet and curb ramp.
4. Transitions shall be used to connect curbs of different exposures "E". ("E" is the total vertical dimension of those curb surfaces having a slope of 1:1 or steeper). Minimum desirable transition length shall be 20' for each 1" difference in "E".
5. Tops of all curbs shall slope toward the roadway at 1.5% max. (Max. 2.0% finished surface slope), unless otherwise shown, or as directed.
6. Dimensions are nominal, vary to conform with curb machine approved by the engineer.
7. Dimensions adjacent to radii are measured to the point of intersection of curb surfaces.
8. For sidewalk details, and monolithic curb & sidewalk, see Std. Dwgs. RD720 & RD721.
9. For drainage curbs, see Std. Dwg. RD701.
10. For curb ramp details, see Std. Dwgs. RD900 series.
11. On or along state highways, curb and gutter is required at curb ramp.

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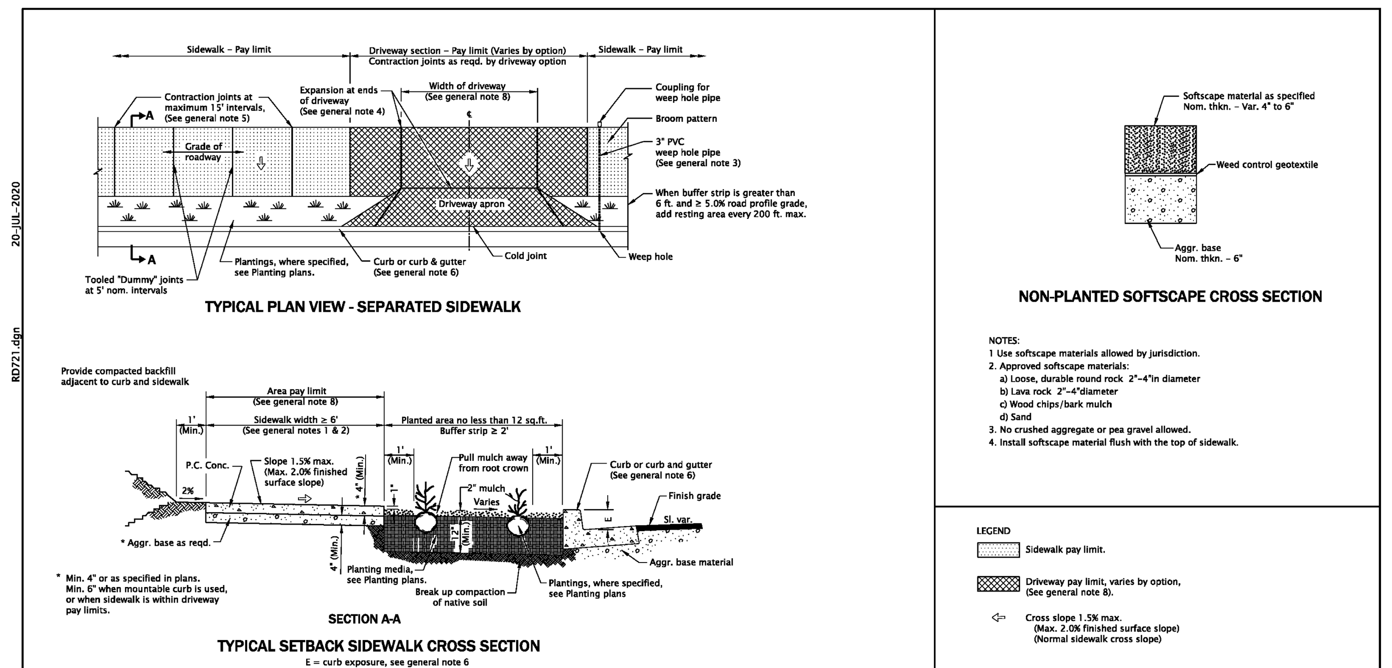
OREGON STANDARD DRAWINGS
CURBS
2024
CALC. BOOK NO. N/A — SDR DATE 20-JUL-2020 — RD700
Effective Date: December 1, 2024 - May 31, 2025



NOTES:
1 Use softscape materials allowed by jurisdiction.
2. Approved softscape materials:
a) Loose, durable round rock 2"-4"in diameter
b) Lava rock 2"-4"diameter
c) Wood chips/bark mulch
d) Sand
3. No crushed aggregate or pea gravel allowed.
4. Install softscape material flush with the top of sidewalk.

LEGEND
- Sidewalk pay limit.
- Driveway pay limit, varies by option, (See general note 8).
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Include additional paved or unpaved 2' shy distance to vertical faces higher than 5' such as retaining walls, sound walls, fences and buildings.
2. Curb type and sidewalk width as shown on plans or as directed. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
3. Install 3" pvc weep hole pipes in sidewalks where shown on plans, and allowed by jurisdiction. Place contraction joint over top of pipe. See Std. Dwg. RD700 for weep hole details.
4. Provide expansion joints around poles, posts, boxes, at ends of each driveway, and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb & sidewalk, const. expansion joints at 45' maximum spacing. See Std. Dwg. RD722 for expansion joint details.
5. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joint details.
6. Curb and gutter shown; see project plans for the curb design specified. For curb details, see Std. Dwgs. RD700 & RD701. ODOT standard E=7".
7. Sidewalk details are based on ODOT applicable standards.
8. Driveway encroaches into sidewalk shown; see project plans for the driveway design specified. For driveway details not shown, see Std. Dwgs. RD725, RD730, RD735, RD740, RD745 & RD750.
9. See project plans for details not shown.
10. Provide plantings in areas 12 SF or greater, as shown or directed. Treat areas less than 12 SF with mulch surfacing.

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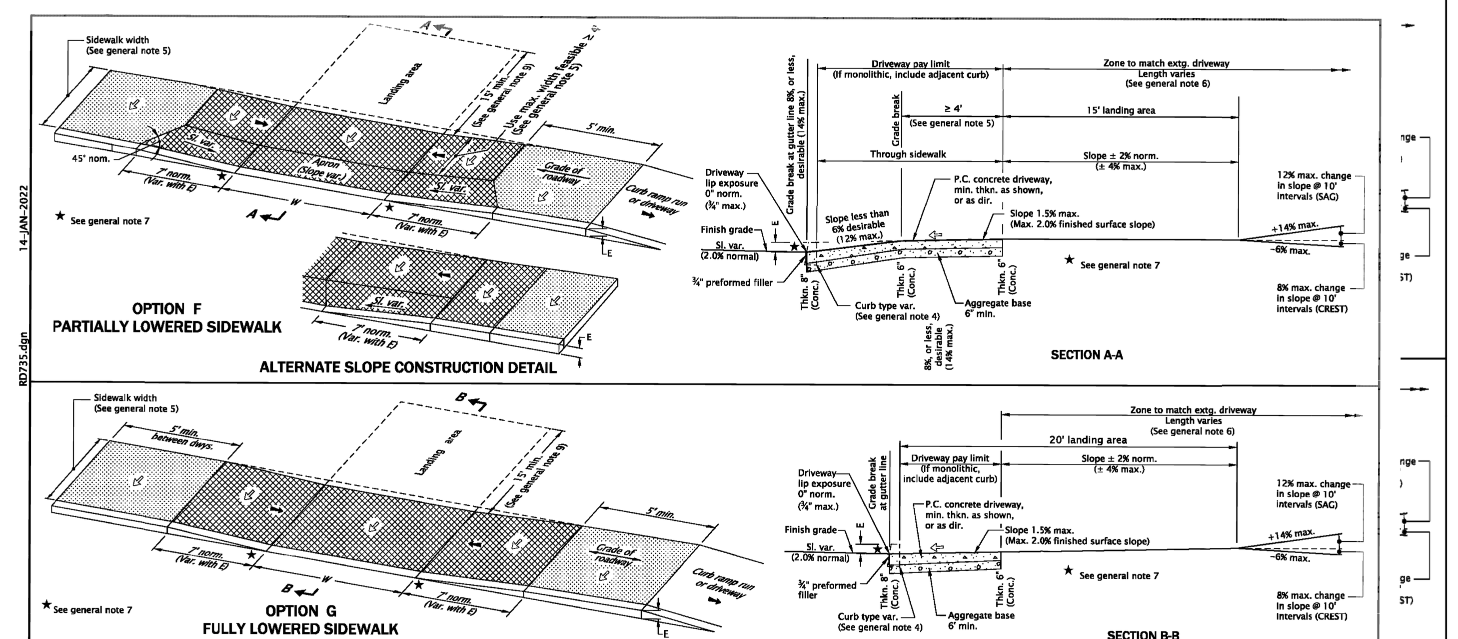
All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
SEPARATED SIDEWALKS
2024
CALC. BOOK NO. N/A — SDR DATE 20-JUL-2020 — RD721
Effective Date: December 1, 2024 - May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Details are based on applicable ODOT Standards.
2. Only use details allowed by jurisdiction.
3. The following dimensions are as shown on plans, or as directed: driveway width, driveway slope, sidewalk width, curb exposure, driveway lip exposure, landing area length and width. See project plans for details not shown.
4. Curb, gutter, and sidewalk types varies, see plans. See Std. Dwgs. RD700 & RD701 for curb details. See Std. Dwg. RD720 for sidewalk details. See Std. Dwg. RD722 for joint details.
5. A greater than or equal 4' unobstructed clear passage with cross slope 1.5% max. (Max. 2.0% finished surface slope) is required behind driveway apron.
6. Where existing driveway is in good condition, and meets slope requirements, construct only as much landing area as required for satisfactory connection with new work.
7. Check the gutter flow depth at driveway locations to assure that the design flood does not overtop the back of sidewalk at driveway. If overtopping occurs place an inlet at upstream side of driveway or perform other approved design mitigation.
8. Construct a full deph expansion joints with 1#2" (In) preformed joint filler at ends of each driveway. Tooled joints are required at all driveway slope break lines.
9. 15' min. of the driveway behind the sidewalk should be surfaced to prevent tracking of gravel onto the sidewalk.
10. Monolithic curb & sidewalk shall retain thickened edge through lowered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.

LEGEND:
- Sidewalk
- Driveway pay limit (If monolithic, include adjacent curb) (See project plans for details not shown)
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- W — Width of driveway
- E — Curb exposure

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

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OREGON STANDARD DRAWINGS
CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS F & G) ODOT HIGHWAYS
2024
CALC. BOOK NO. N/A — SDR DATE 20-JUL-2020 — RD735
Effective Date: December 1, 2024 - May 31, 2025

Know what's **below.** **Call** before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER 65376PE OREGON JULY 11, 2006 ANTHONY M. BAKKE EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

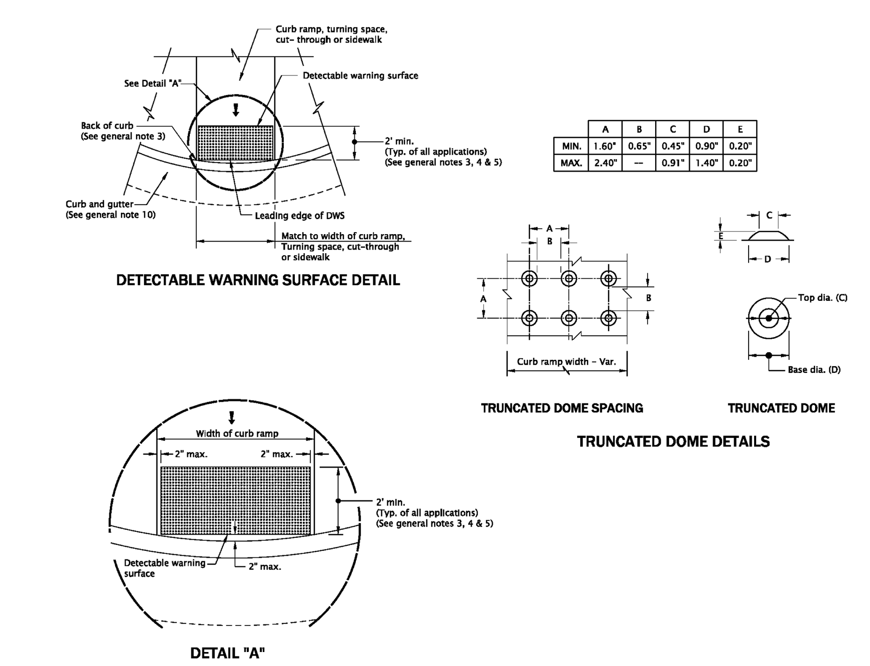
KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

DETAILS

REV. CITY ENGINEER: DATE

PROJECT NO. –
DRAWING NO. F.1

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/18/2025



	A	B	C	D	E
MIN.	1.60"	0.65"	0.45"	0.90"	0.20"
MAX.	2.40"	--	0.91"	1.40"	0.20"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Detectable warning surface details & locations are based on applicable ODOT Standards.
2. See project plans for details not shown. See Std. Dwgs. RD700 & RD701 for curbs.
3. The detectable warning surface shall extend the full width of the curb ramp opening, shared use path, blended transition, turning space, or other roadway entrance as applicable. A gap of up to 2 inches on each side of the detectable warning surface is permitted (measured at the leading edge of the detectable warning surface panel as shown in Detail "A").
4. Detectable warning surface shall be placed at the back of curb for a minimum depth of 2 ft. in the direction of pedestrian travel at curb ramps that are adjacent to traffic. Detectable warning surface may be radial or rectangular, but must comply with the truncated dome size and spacing standards. Detectable warning surface may be cut to meet necessary shape as shown in plans. Detectable warning surface across a grade break is prohibited. Place abutting panels within ¼ inch of each other and install anchors, as specified by manufacturers, along cut edge.
5. Color to be safety yellow if no color specified in construction note. Alternative colors require a design exception on or along state highways.
6. Detectable warning surface shall be used in the following locations:
   a) Curb ramps at street crossings.
   b) Crossing islands (Accessible Route Islands).
   c) Rail crossings.
7. Where public transportation stations (rail, bus, etc.) use platform boarding, detectable warning surface shall be placed along the full edge length of the station, when not protected by platform screens or guards, (see Std. Dwg. RD908).
8. Detectable warning surface shall not be used on the following locations:
   a) End of sidewalk transitions that are not at a crosswalk, (see Std. Dwgs. RD950, RD952 and RD960).
   b) Driveways, unless constructed with curb return or are signalized.
   c) Parking lots, access aisles and passenger loading zones where curb ramp does not lead to vehicular way.
9. Where no curb is present, the detectable warning surface shall be placed at the edge of the roadway.
10. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Detectable warning surface
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)

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All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

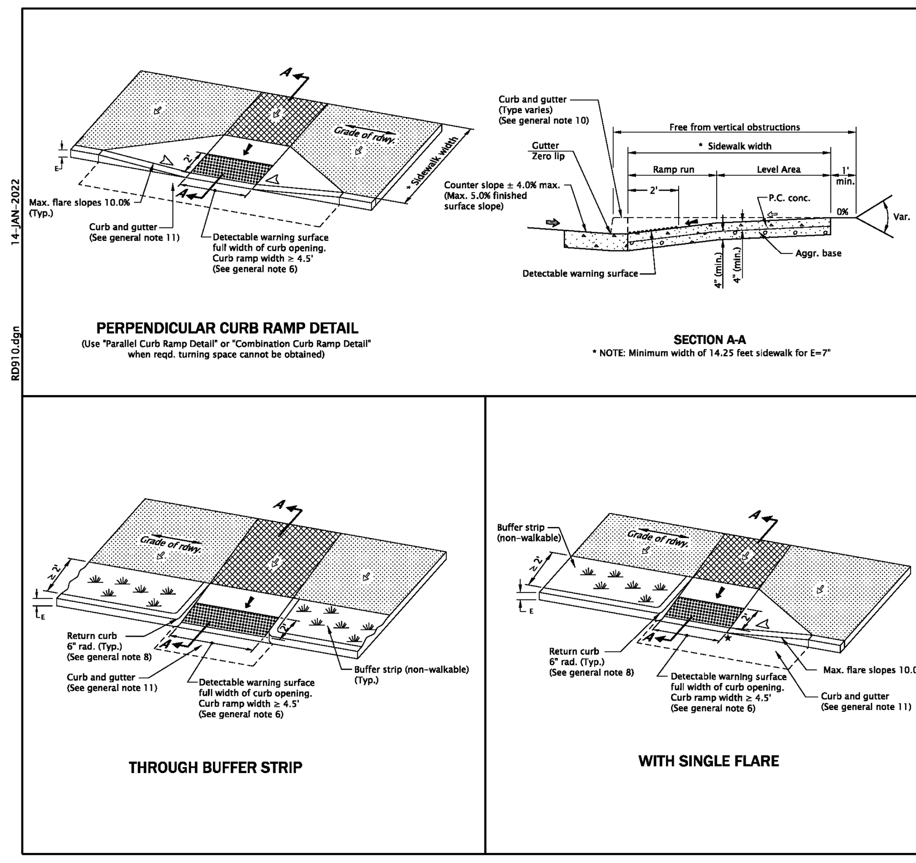
DETECTABLE WARNING SURFACE DETAILS

2024

DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES

CALC. BOOK NO. N/A SDR. DATE 19-JUL-2021 **RD902**

Effective Date: December 1, 2024 - May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwgs. RD720 & RD721 for sidewalks. See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details. See Std. Dwgs. RD912 through RD916 for curb ramp placement options.
3. Site conditions normally require a project specific design. See project plans for details not shown.
4. Tooled dummy joints are required at all curb ramp grade break lines, (see Std. Dwg. RD722).
5. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
6. Place detectable warning surface at the back of curb for a minimum depth of 2' in the direction of pedestrian travel full width of curb ramp opening that is adjacent to traffic.
7. Grade breaks at the top and bottom of curb ramp runs shall be perpendicular to the direction of the ramp run. Grade breaks shall not be permitted on the surface of ramp runs and turning spaces. Surface slopes that meet at grade breaks shall be flush.
8. Return curb may be provided in lieu of flared slope only if protected from traverse travel by landscaping, see Std. Dwg. RD721. Return curb shall not reduce width of approaching sidewalk.
9. Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flares. When a curb ramp is used to provide bicycle access from a roadway to a sidewalk, the curb ramp opening will be ≥ 8' wide, (see Std. Dwg. RD909 for additional details).
10. Place an inlet at upstream side of curb ramp or perform other approved design mitigation. Check the gutter flow depth at curb ramp locations to assure that the design flood does not overtop the back of sidewalk.
11. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing) Unobstructed 4.5' x 4.5' With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- Counter slope 4.0% max. ascending or descending, (Max. 5.0% finished surface slope) Slope as required for drainage
- Flare slope (Max. 10% finished surface slope)

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

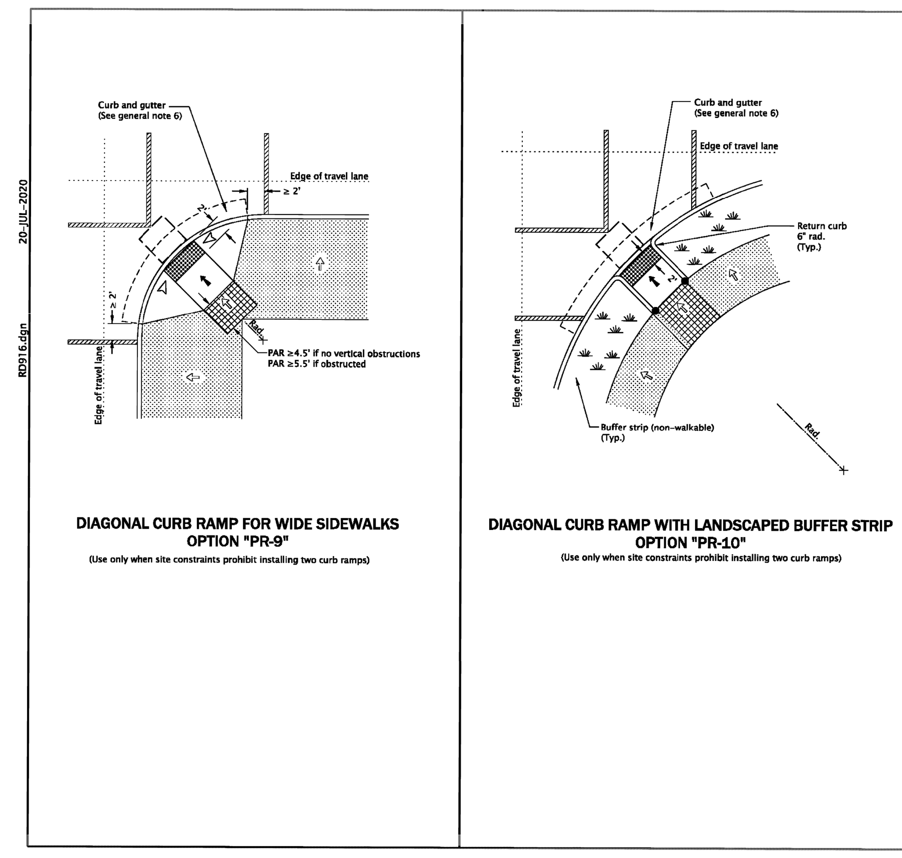
PERPENDICULAR CURB RAMP

2024

DATE	REVISION DESCRIPTION
12-2021	NEW DRAWING CREATED
01-2022	REVISED NOTES

CALC. BOOK NO. N/A SDR. DATE 14-JAN-2022 **RD910**

Effective Date: December 1, 2024 - May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT Standards.
2. See project plans for details not shown. See Std. Dwgs. RD700 & RD701 for curbs. See Std. Dwgs. RD720 & RD721 for sidewalks. See Std. Dwg. RD910 for perpendicular curb ramp details. See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
3. Tooled dummy joints are required at all curb ramp slope break lines, (see Std. Dwg. RD722).
4. Curb ramp slopes shown are relative to the true level horizon (zero bubble).
5. Only use curb ramp options allowed by jurisdiction. Single ramps required design exceptions on or along state highways.
6. On or along state highways, curb and gutter is required at curb ramps.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Level area (Turning space/landing) Unobstructed 4.5' x 4.5' With obstruction 4.5' x 5.5' (Longer dimension in direction of pedestrian street crossing). For the purposes of this application, a max. 2.0% finished surface slope (for drainage) measured perpendicular in two directions is considered level.
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- Flare slope (Max. 10% finished surface slope)
- 4'x4' clear space
- PAR Pedestrian Access Route
- Zero curb exposure

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.

OREGON STANDARD DRAWINGS

PERPENDICULAR CURB RAMP SINGLE RAMP

2024

DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED

CALC. BOOK NO. N/A SDR. DATE 20-JUL-2020 **RD916**

Effective Date: December 1, 2024 - May 31, 2025

Know what's below. Call before you dig.

CONSTRUCTION ENGINEERING CONSULTANTS INC.
P.O. BOX 1724 - MEDFORD - OR 97501
PH. (541) 779-5268

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MWK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER 65376PE OREGON JULY 11, 2006 ANTHONY M. BAKKE EXPIRES 12/31/25

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTREL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

DETAILS

PROJECT NO. –

DRAWING NO. F.2

REV. CITY ENGINEER: DATE

NAME: KES-PH3.DWG PROJ.: 22-30 PLOT DATE: 6/18/2025

KESTREL PARK PHASE THREE
CONCEPTUAL ARCHITECTURE

11 x 17 Format - Over/Under Apartments & Townhouses Schematic Design

THESE CONCEPTUAL SCHEMATIC DRAWINGS & RENDERINGS ARE NOT FOR CONSTRUCTION © 2024 DE'ZIN LLC & LINDEMANN DESIGN LLC

AND LINDEMANN DESIGN LLC

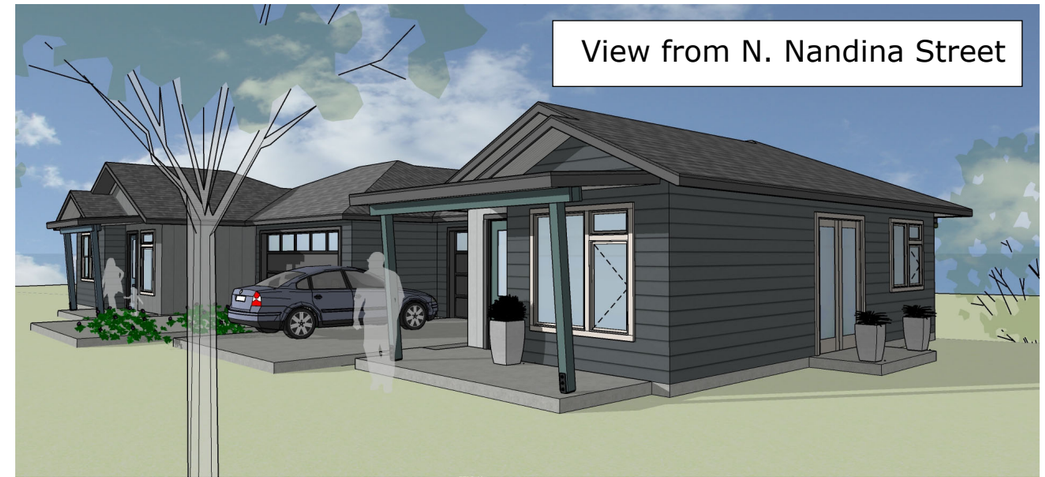
KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

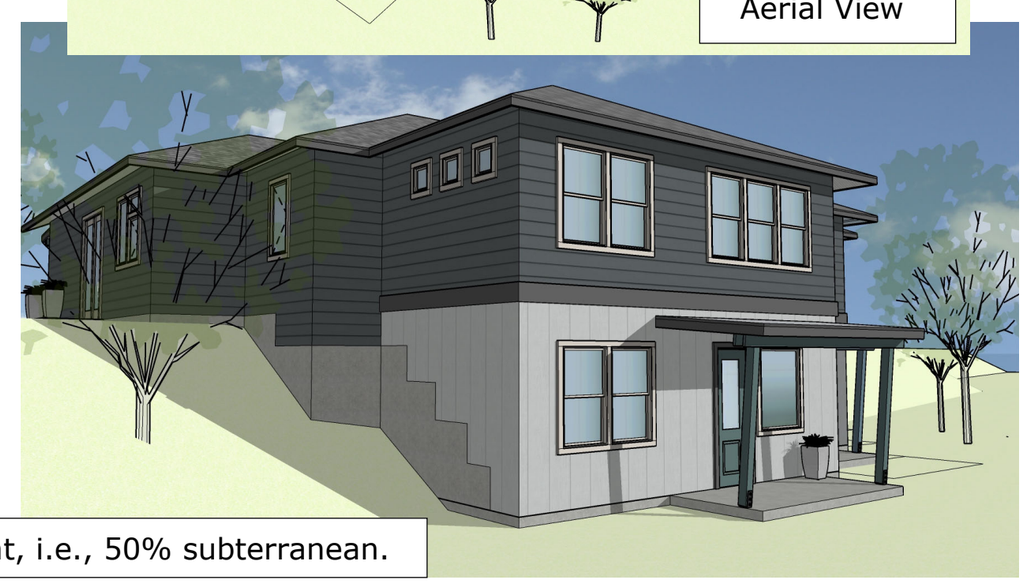
PROJECT INFORMATION

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC





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

PAGE: 2 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

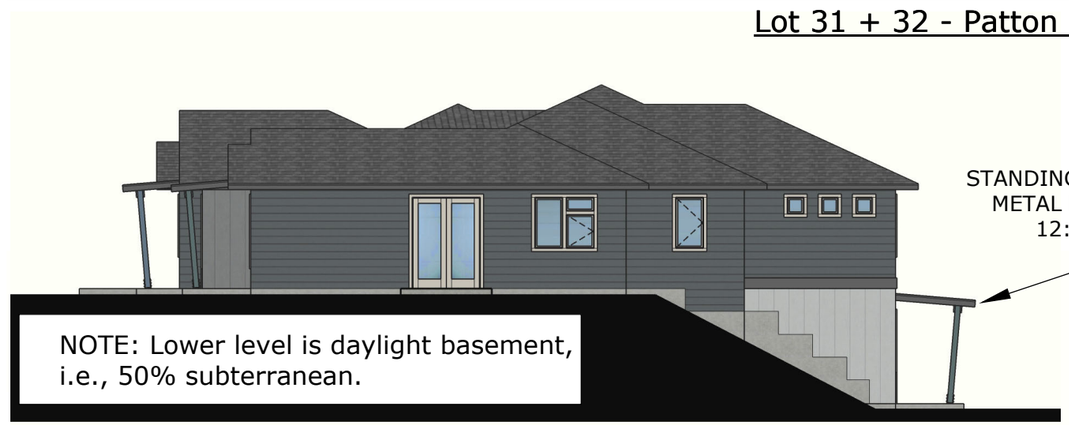
AREA 4 - LOTS 31 + 32

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

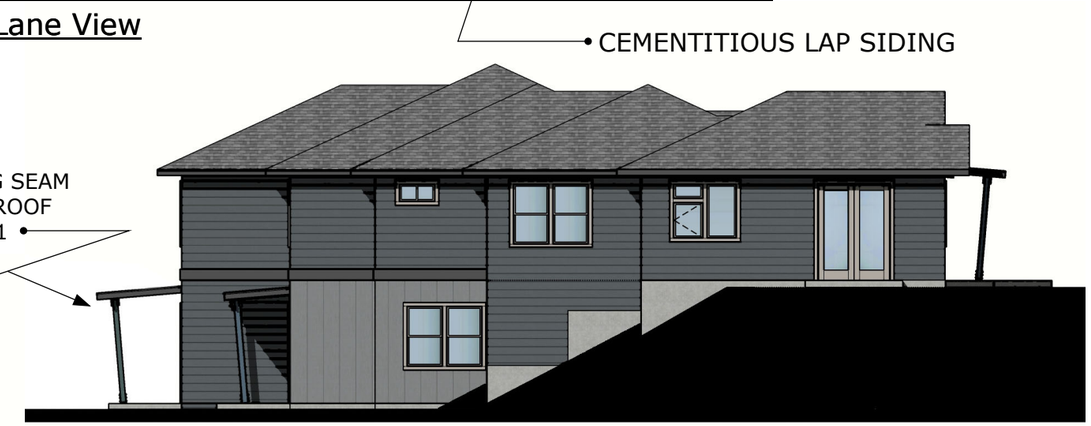
HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

Lot 31 + 32 - Patton Lane View



Lot 31 + 32 - Nandina Street View (North)



Lot 31 + 32 - South Elevation

Lot 31 + 32 - West Elevation (Rear)

PAGE: 3 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 4 - LOTS 31 + 32

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

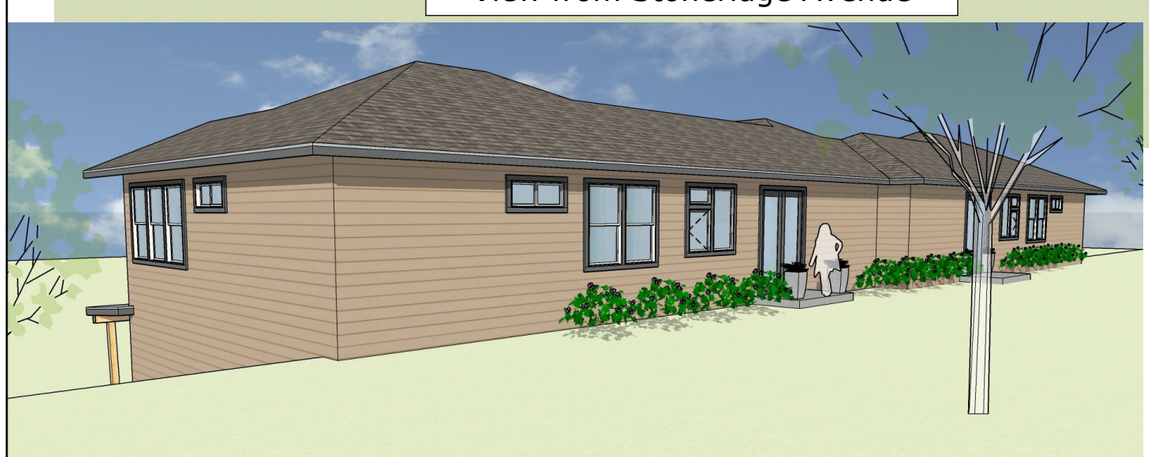
LINDEMANN DESIGN LLC

View from N. Stoneridge Avenue

Rear View

View from Stoneridge Avenue

Aerial View



Rear View

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

View from S. Stoneridge Avenue

PAGE: 4 OF 20

KESTREL PARK - PHASE 3

AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE

DATE: 9th of July, 2025

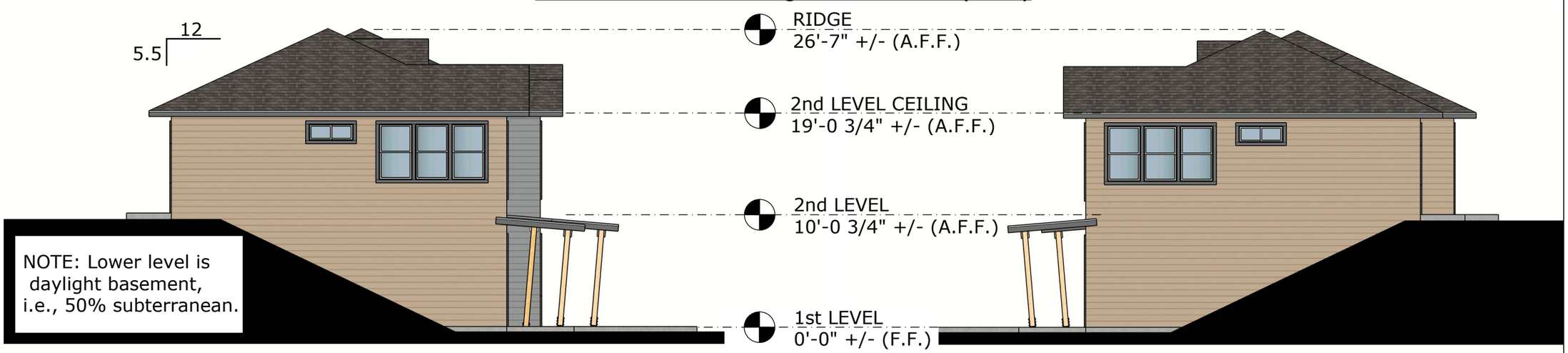
AREA 5 - LOTS 33 + 34

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

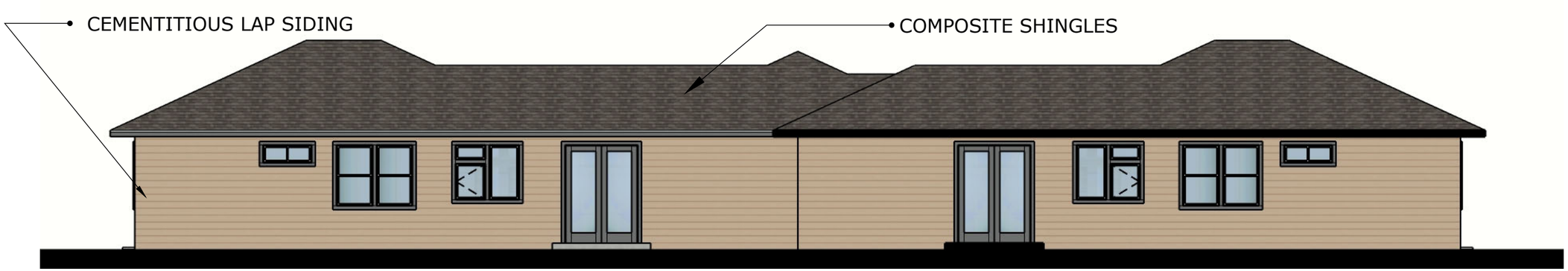
LINDEMANN DESIGN LLC

Lots 33 + 34 - Stoneridge Avenue View (West)



Lots 33 + 34 - North Elevation

Lot 33 + 34 - South Elevation



Lot 33 + 34 - East Elevation (Rear)

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

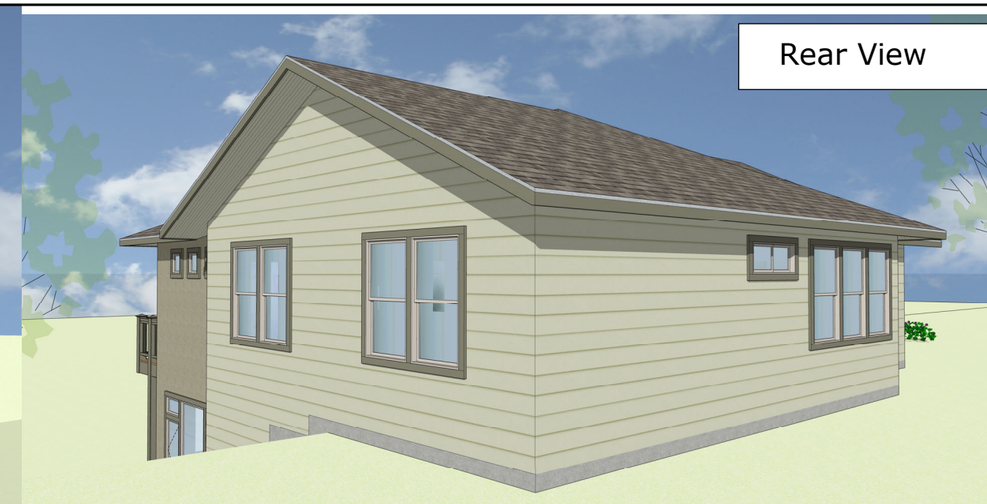
AREA 5 - LOTS 33 + 34

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

View from N. Stoneridge Avenue

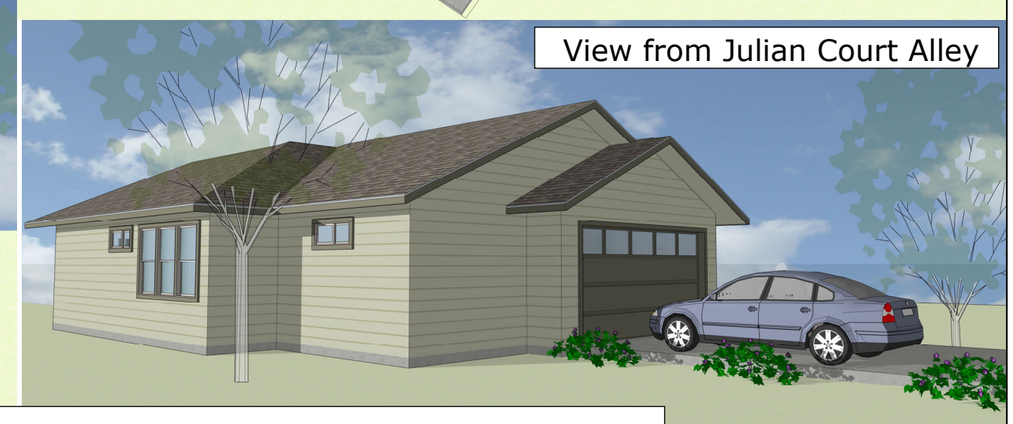


Rear View

View from Stoneridge Avenue

Aerial View

View from S. Stoneridge Avenue



View from Julian Court Alley

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

PAGE: 6 OF 20

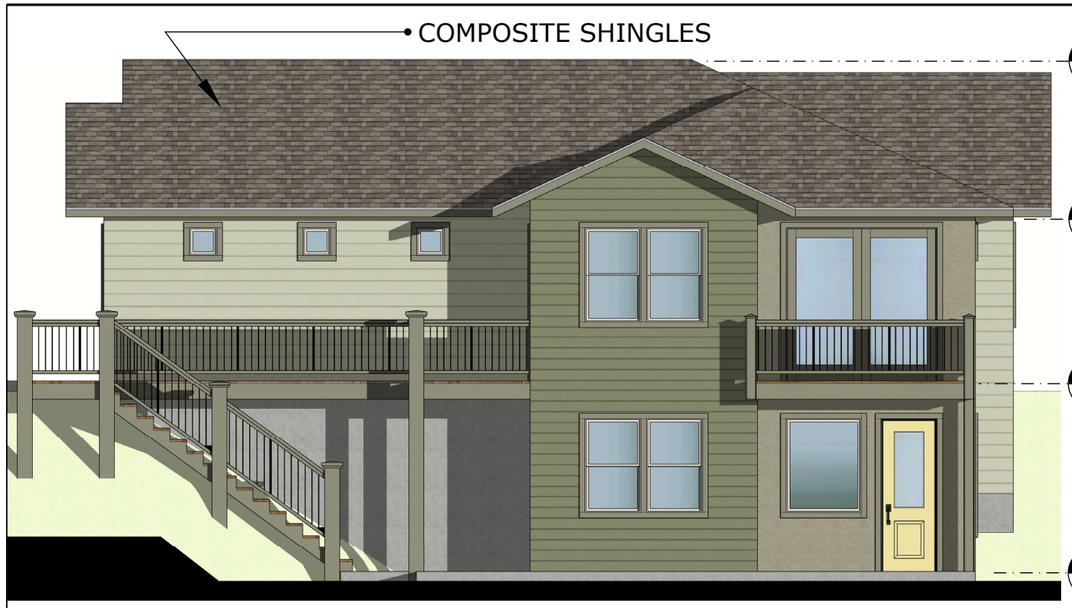
KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 5 - LOT 35

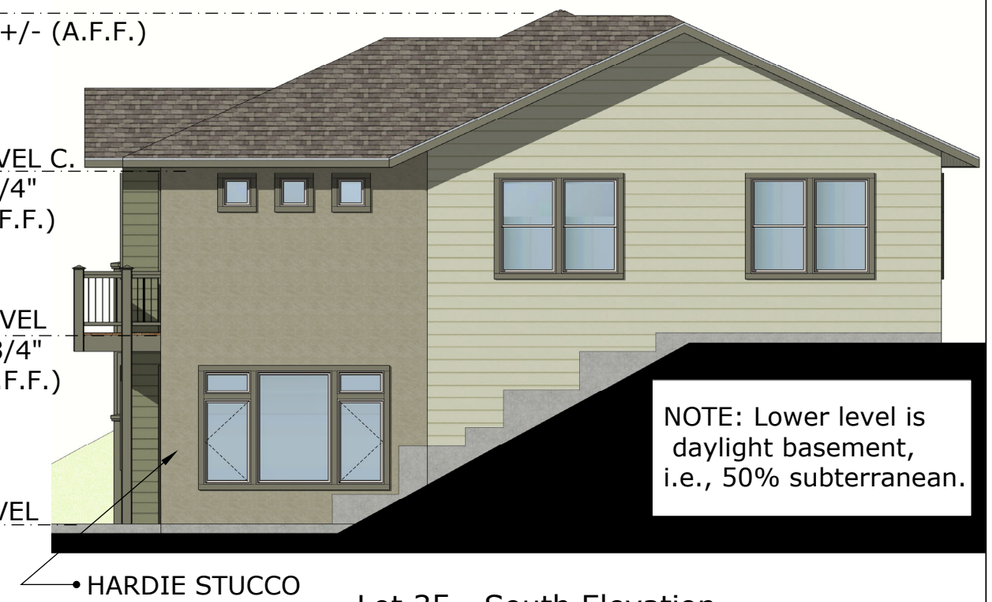
OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

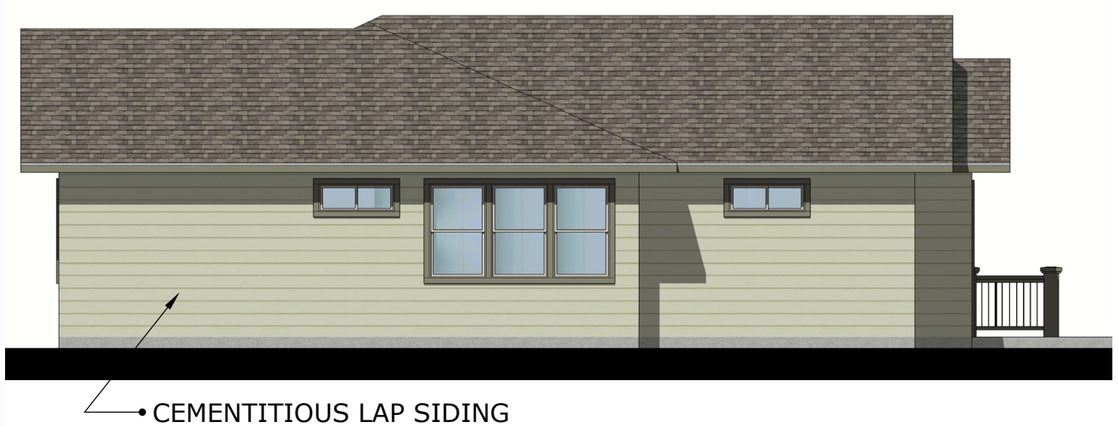
LINDEMANN DESIGN LLC



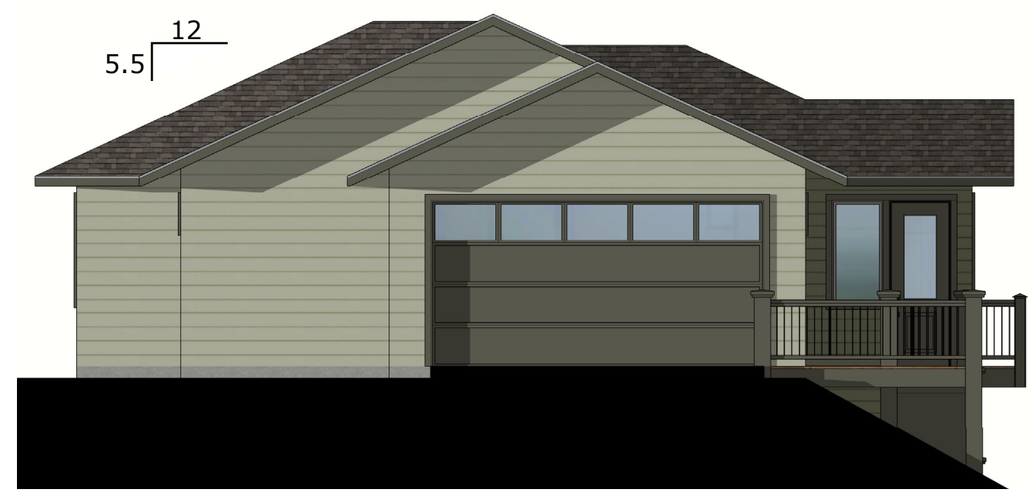
Lot 35 - Stoneridge Avenue View (West Elevation)



Lot 35 - South Elevation



Lot 35 - East Elevation



Lot 35 - North Elevation

PAGE: 7 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 5 - LOT 35

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
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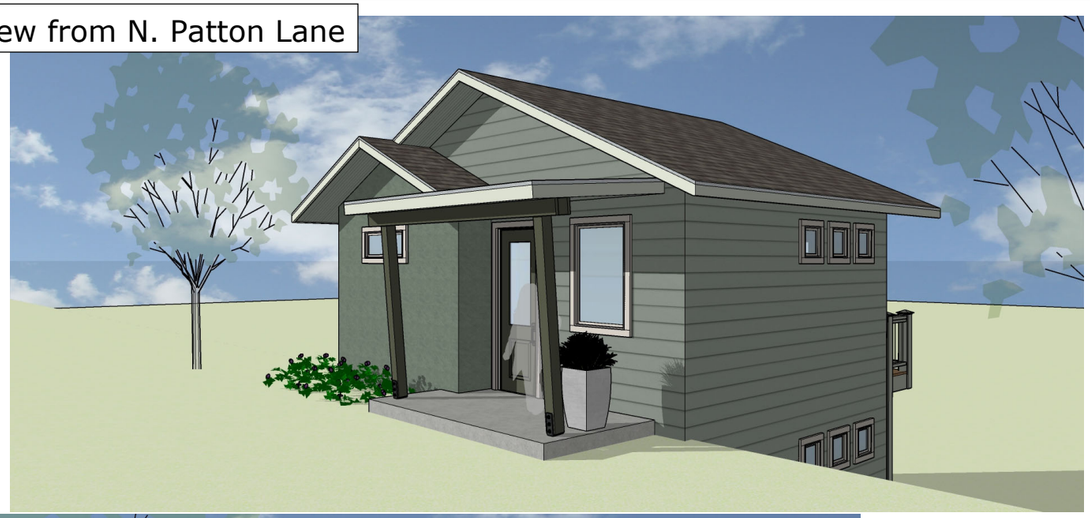
HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

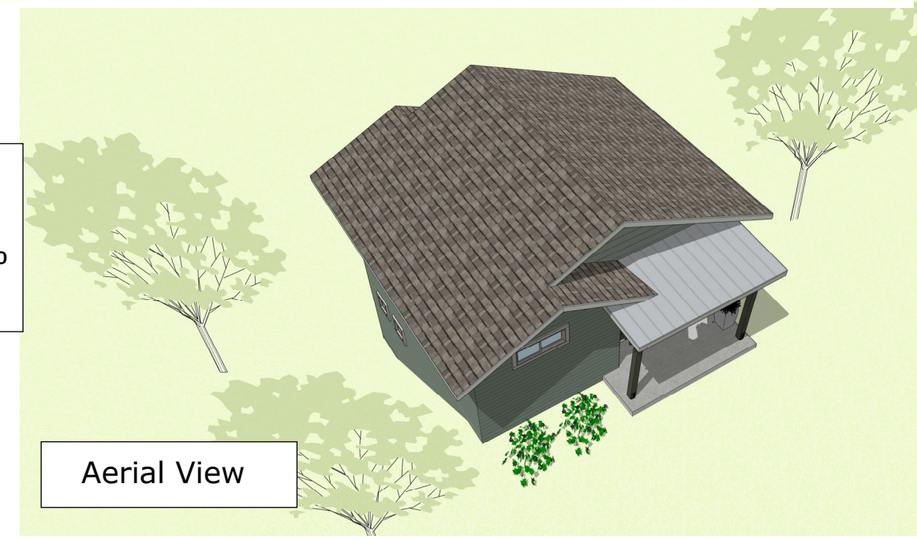
View from N. Patton Lane



Rear View

View from S. Patton Lane

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



Aerial View

Rear View (South)

View from Julian Court Alley

PAGE: 8 OF 20

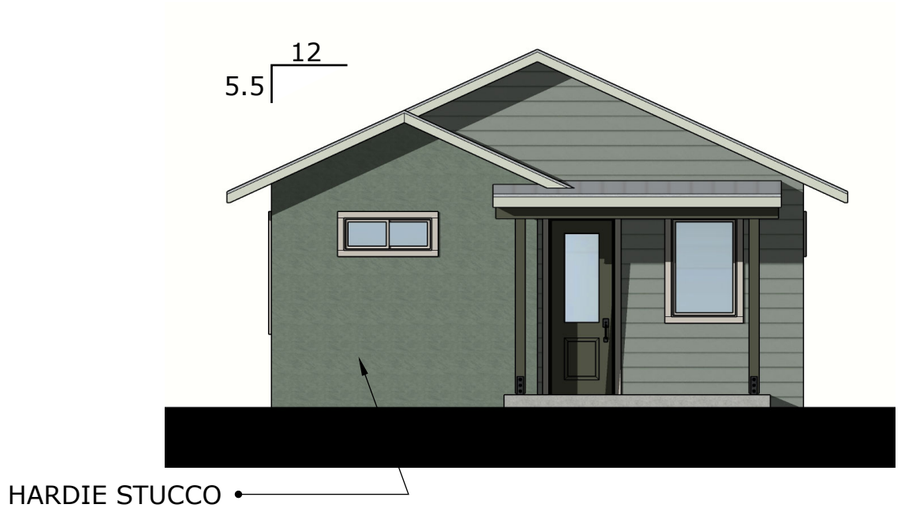
KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 5 - LOT 36

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

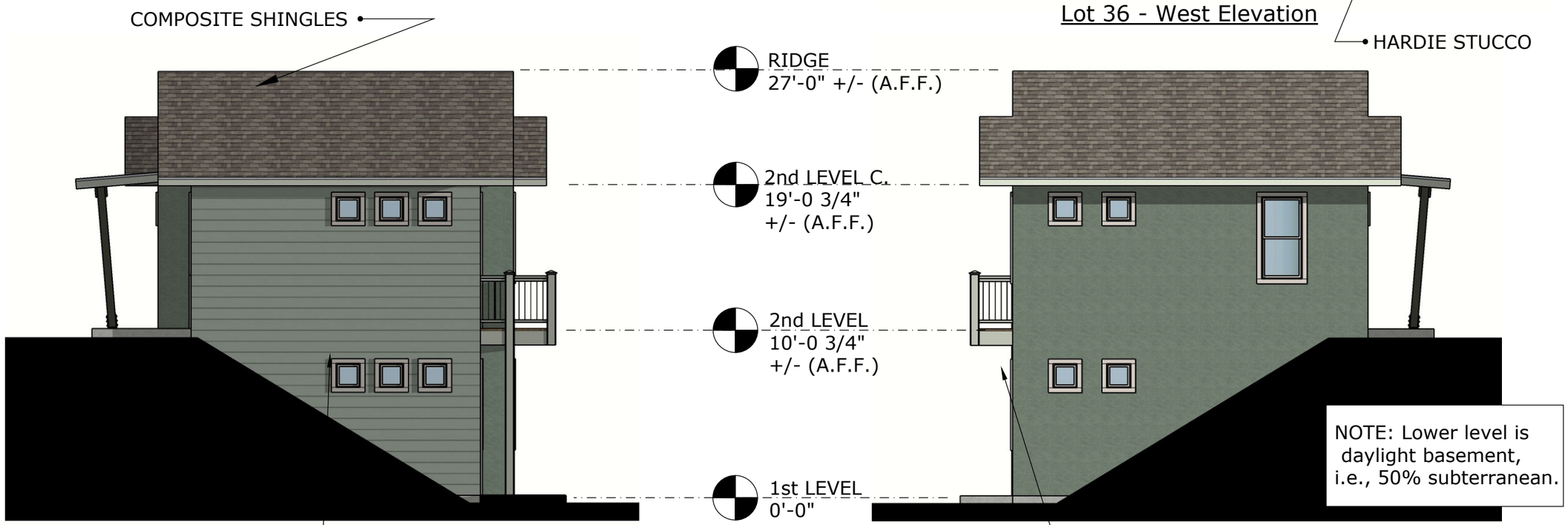
HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC



Lot 36 - Patton Lane View (East Elevation)

Lot 36 - West Elevation



Lot 36 - North Elevation

Lot 36 - South Elevation

PAGE: 9 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 5 - LOT 36

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

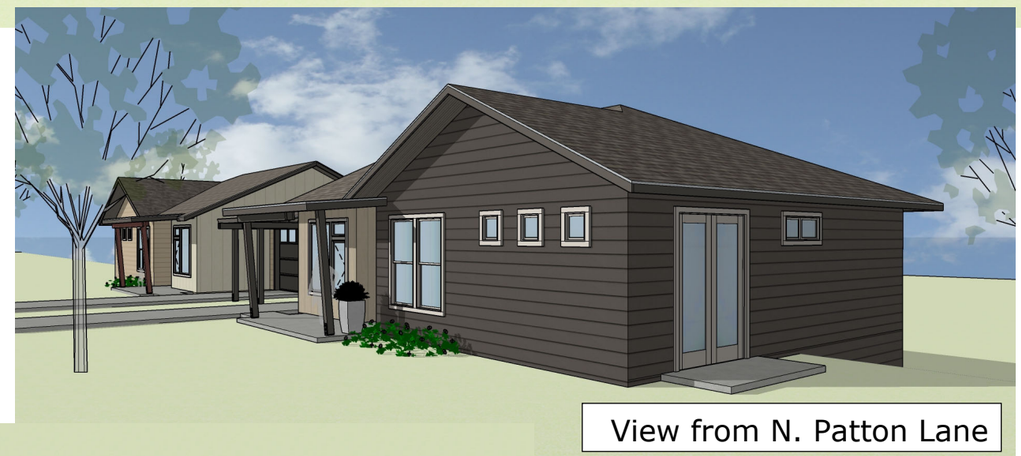
HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

de'zīn HOME DESIGN SPECIALISTS

LINDEMANN DESIGN LLC

View from Patton Lane

View from S. Patton Lane



View from N. Patton Lane

Aerial View

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

PAGE: 10 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 5 - LOT 37 + 38

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

Rear View

Rear View (South)

Rear View (North)

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

PAGE: 11 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

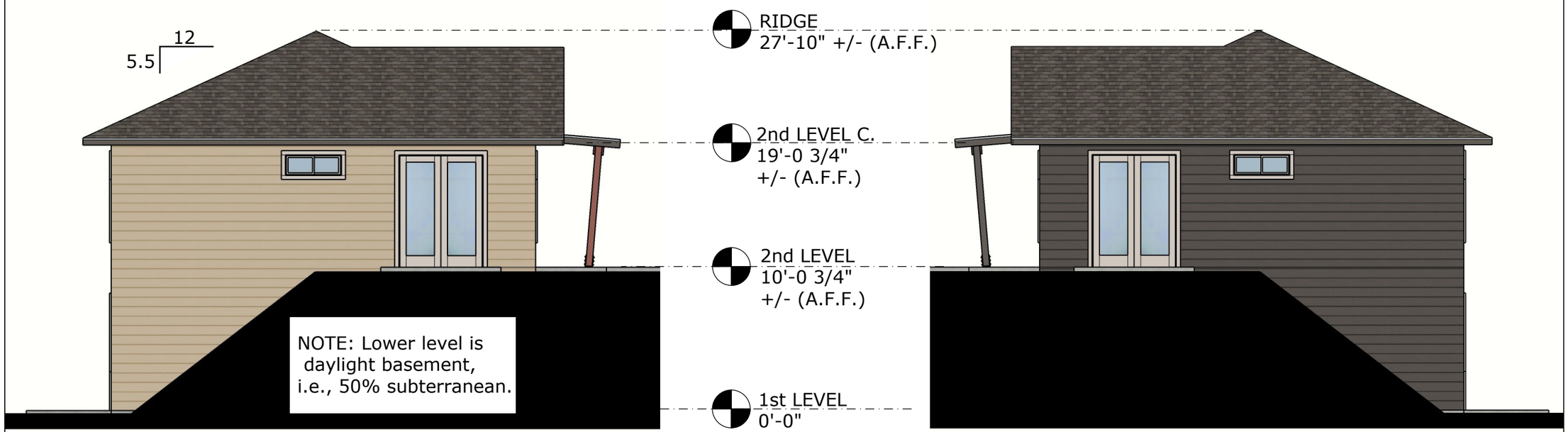
AREA 5 - LOT 37 + 38

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

Lots 37 + 38 - Patton Lane View (East Elevation)



Lot 38 - North Elevation

Lot 37 - North Elevation

Lots 37 + 38 - Rear View (East Elevation)

PAGE: 12 OF 20

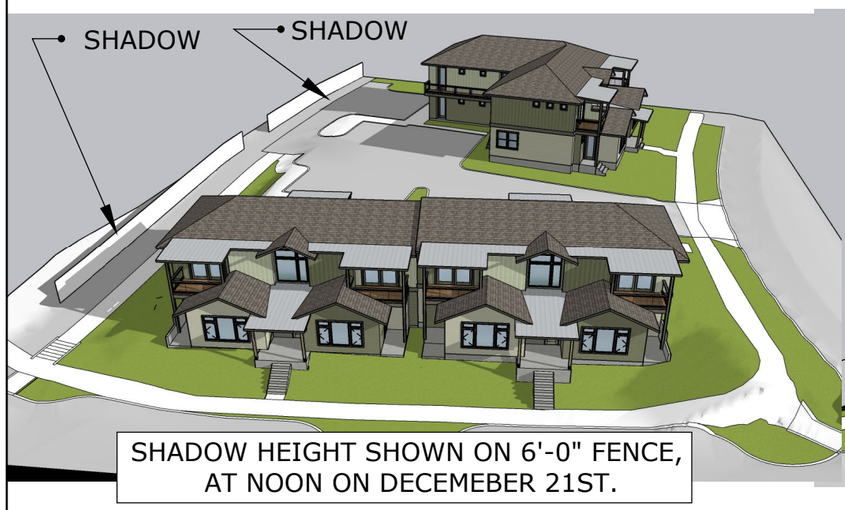
KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

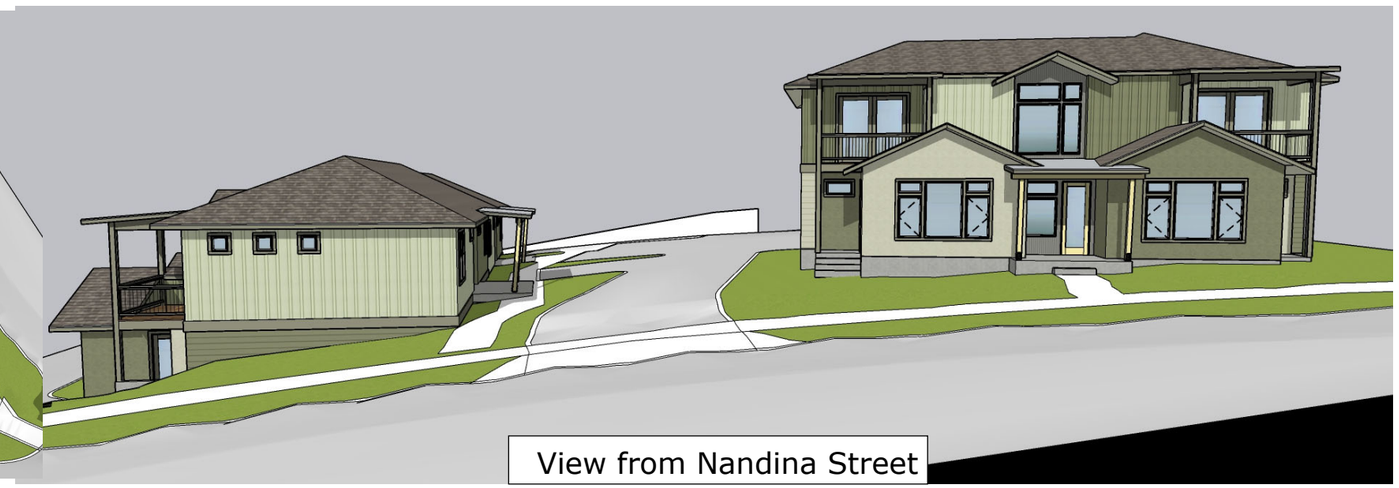
AREA 5 - LOT 37 + 38

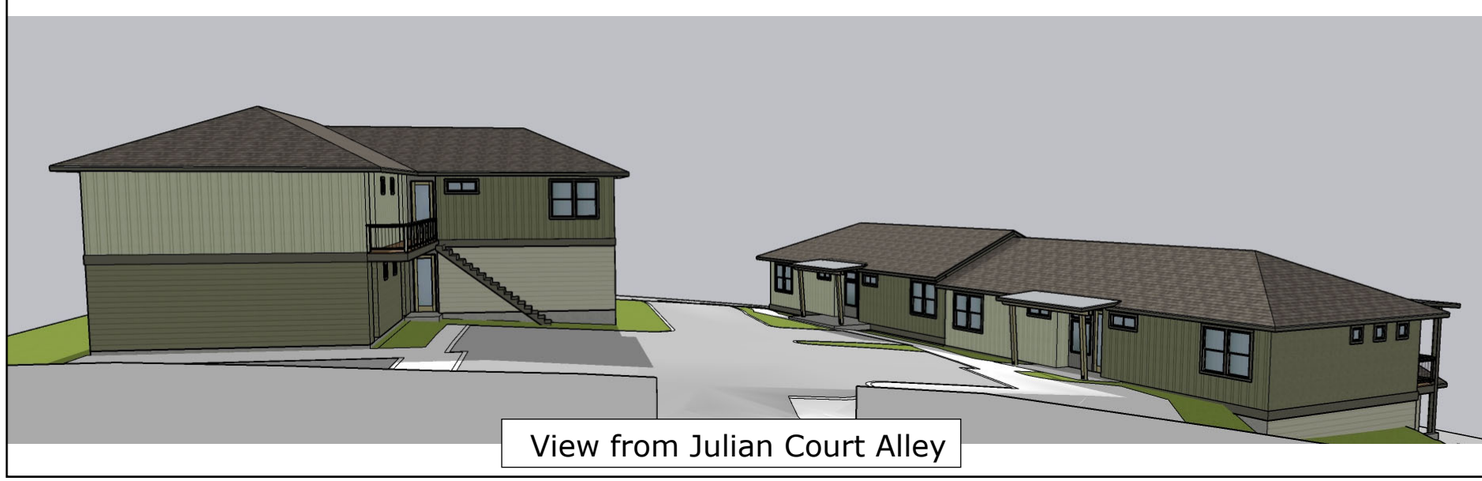
OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC







PAGE: 13 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 6 -
LOTS 39, 40, 41, & 42

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

View from Patton Lane

View from Julian Court Alley

View from Nandina Street

Rear View (East)

KESTREL PARK - PHASE 3

AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE

DATE: 9th of July, 2025

AREA 6 -
LOTS 39, 40, 41, & 42

PAGE: 14 OF 20

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

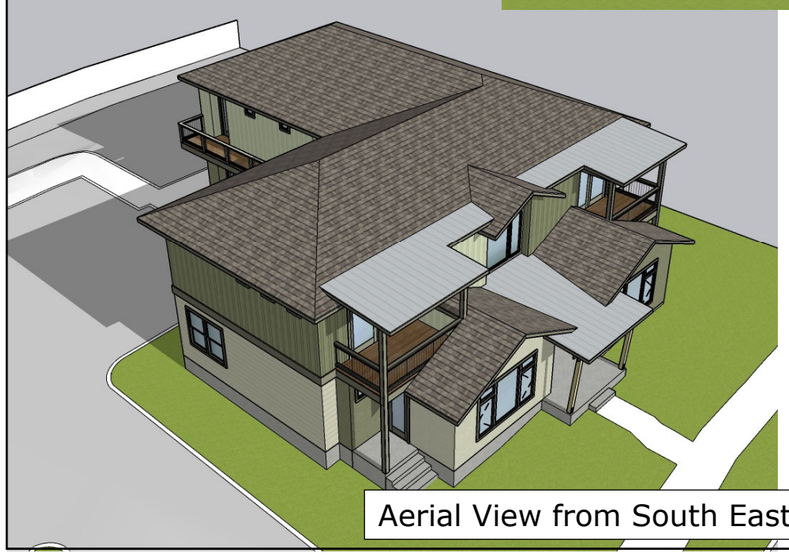
HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC

View from Julian Court Alley and Nandina Street

Aerial View from North East

Side View



Aerial View from South East

Rear View

PAGE: 15 OF 20

KESTREL PARK - PHASE 3

AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE

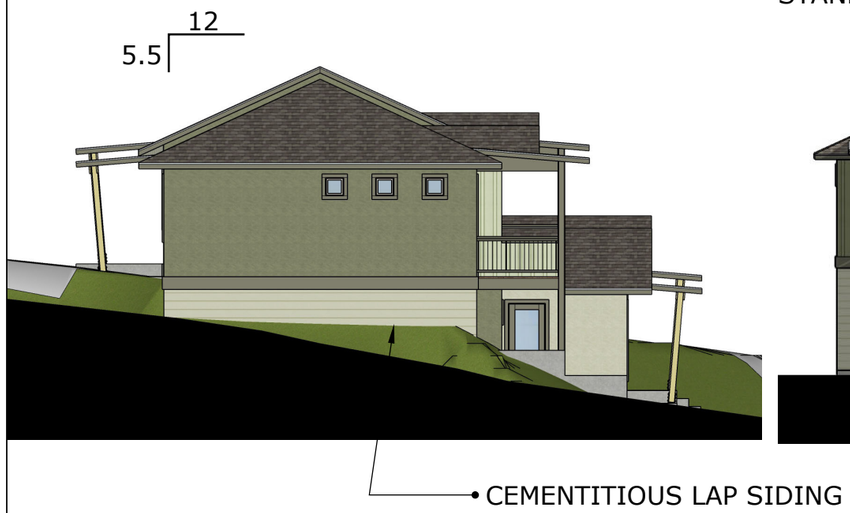
DATE: 9th of July, 2025

AREA 6 -
LOTS 39, 40, 41, & 42

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
1679 Jackson Rd, Ashland, OR 97520
+1 541-690-1617

HOME DESIGNER:
DE'ZIN LLC
170 Harrison Street, Ashland, OR 97520
+1 503-917-0267

LINDEMANN DESIGN LLC



Area 6 - Patton Eight Plex - Side Elevation

Area 6 - Patton Eight Plex - Front Elevation

Area 6 - Patton Eight Plex - Side Elevation

Area 6 - Paton Eight Plex - Rear Elevation

PAGE: 16 OF 20

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 6 -
LOTS 39, & 40

OWNER/CLIENT:
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+1 503-917-0267

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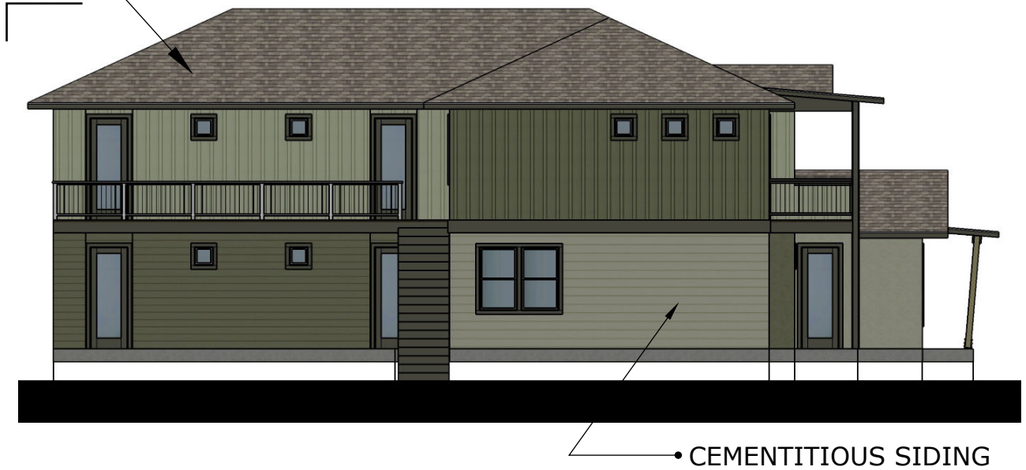
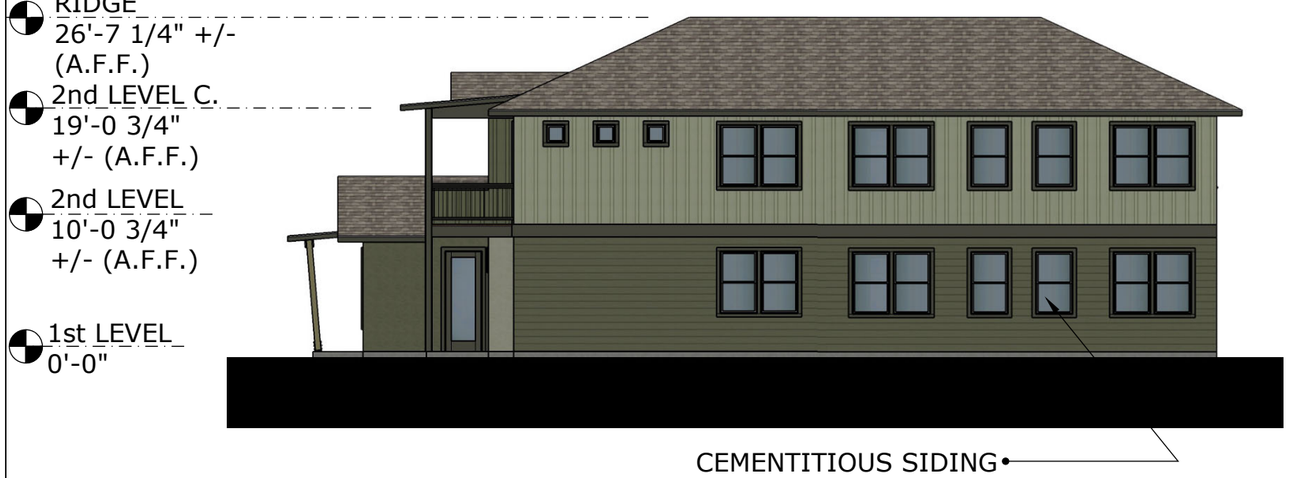
Area 6 - Nandina Eight Plex - Front Elevation



Area 6 - Nandina Eight Plex - Side Elevation



Area 6 - Nandina Eight Plex - Side Elevation

Area 6 - Nandina Eight Plex - Rear Elevation

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 6 -
LOTS 41, & 42

OWNER/CLIENT:
TAYLORED ELEMENTS CONSTRUCTION, LLC.
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97520
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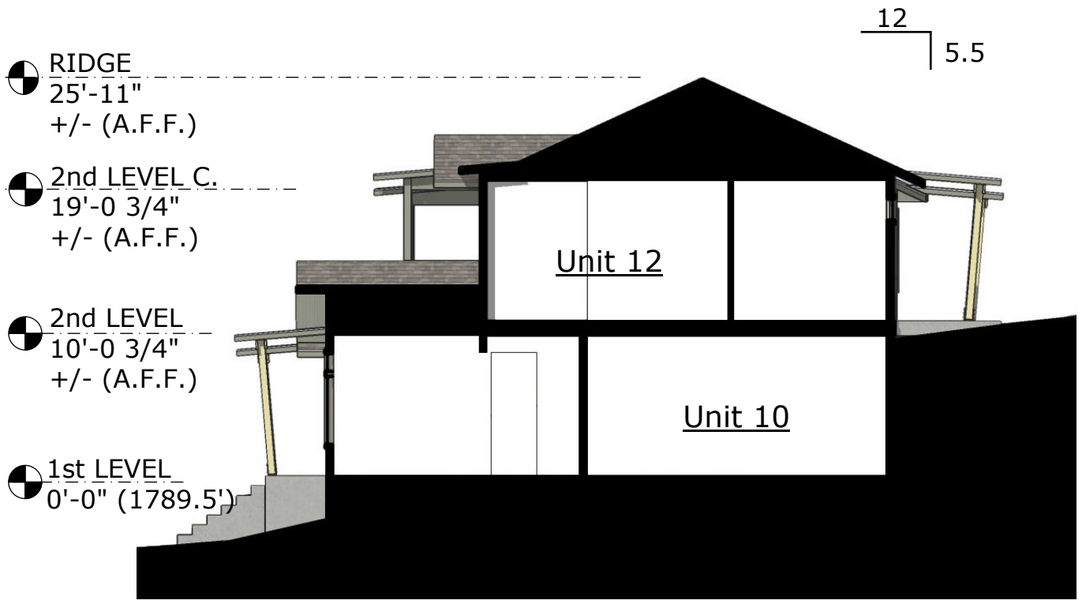
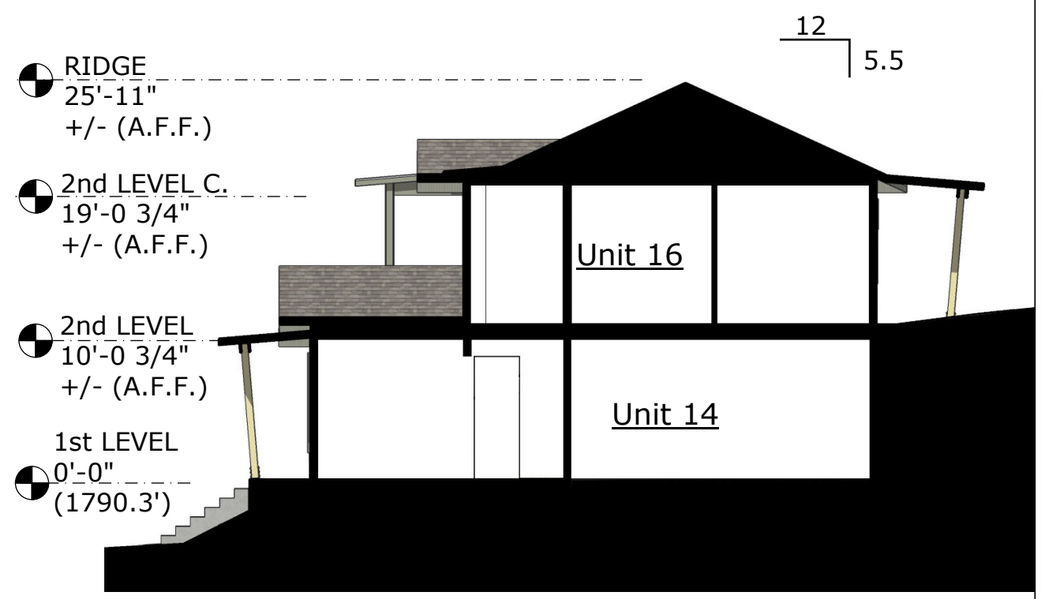
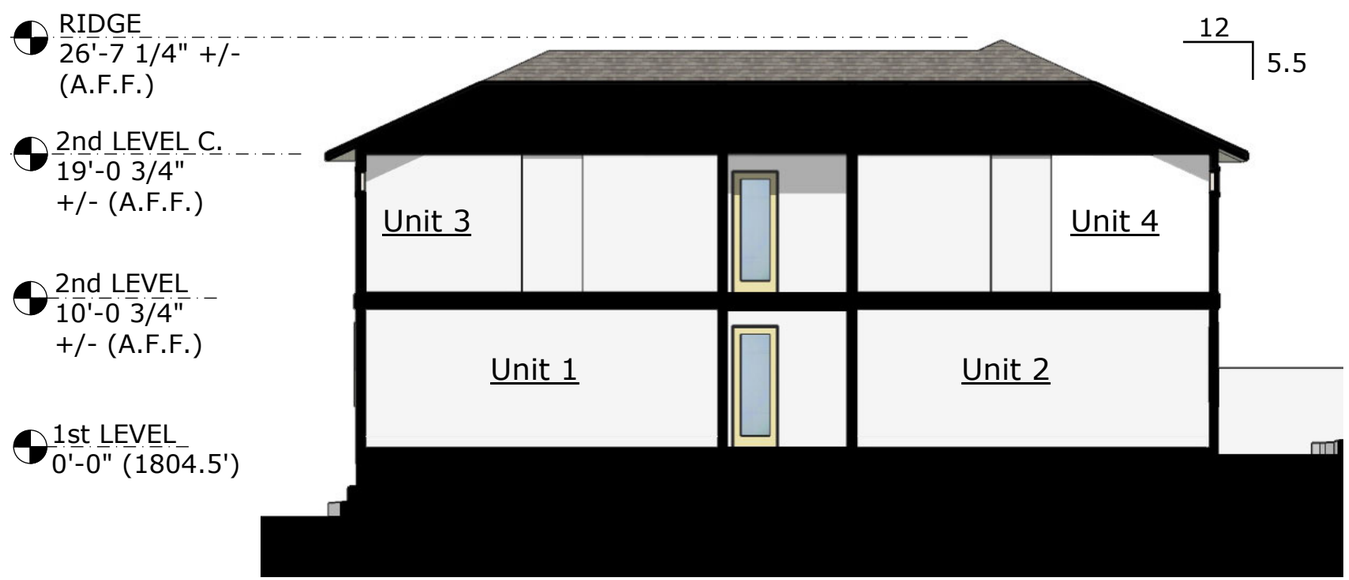


Area 6 - Patton Eight Plex - Section 1 (North)



Area 6 - Paton Eight Plex - Section 2



Area 6 - Nandina Eight Plex - Section

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 6 - Section Views

OWNER/CLIENT:
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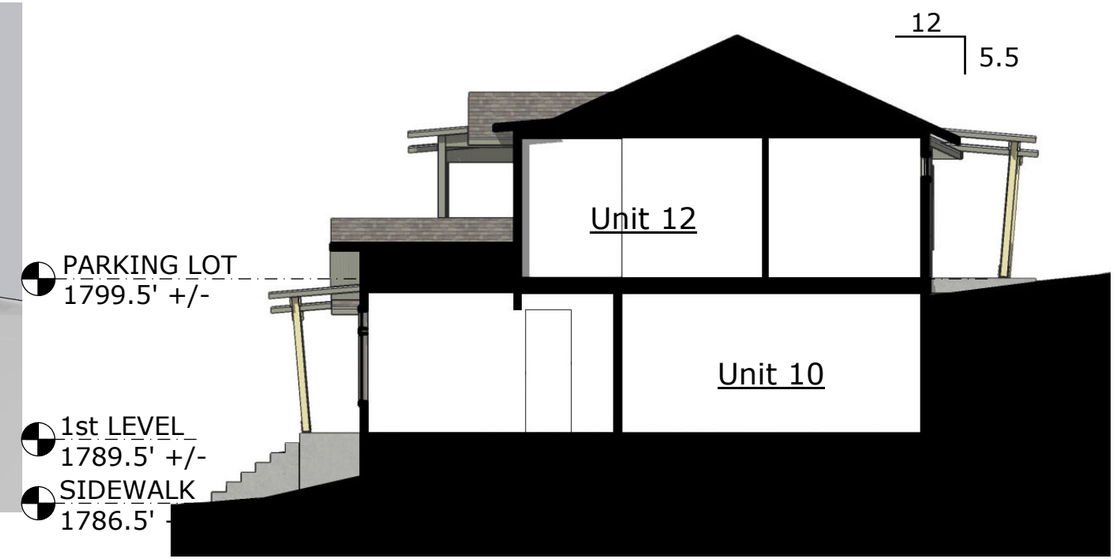
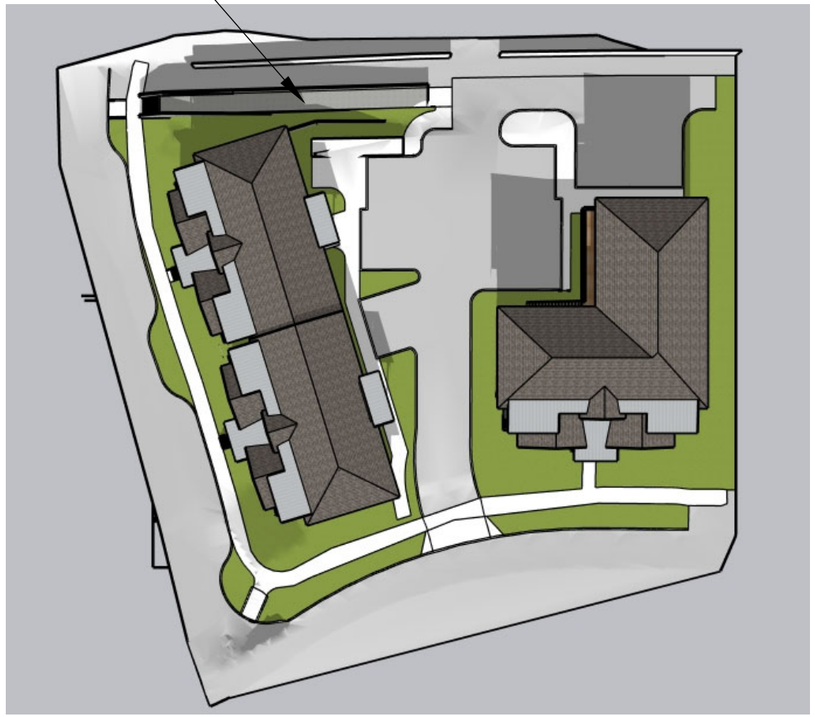
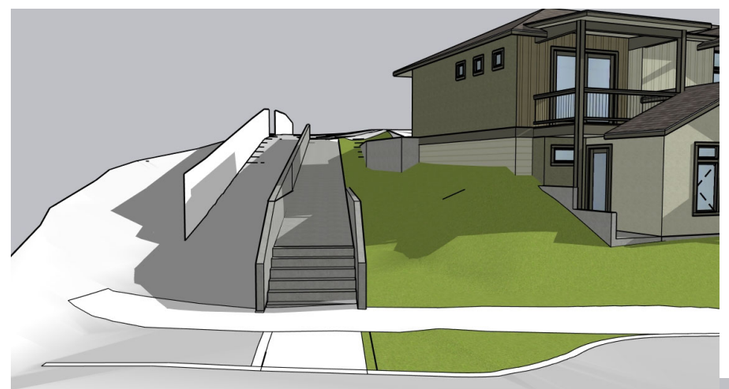
Area 6 - North Patton View - Walking Path



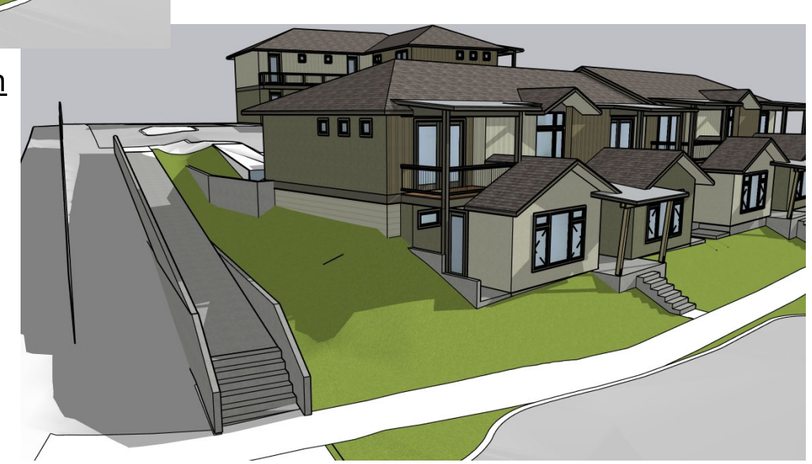
Area 6 - Patton Eight Plex - Section 1 (North)



Area 6 - Aerial View - Walking Path



Area 6 - Patton View - Walking Path



Area 6 - Patton View - Walking Path

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 6 - Section Views

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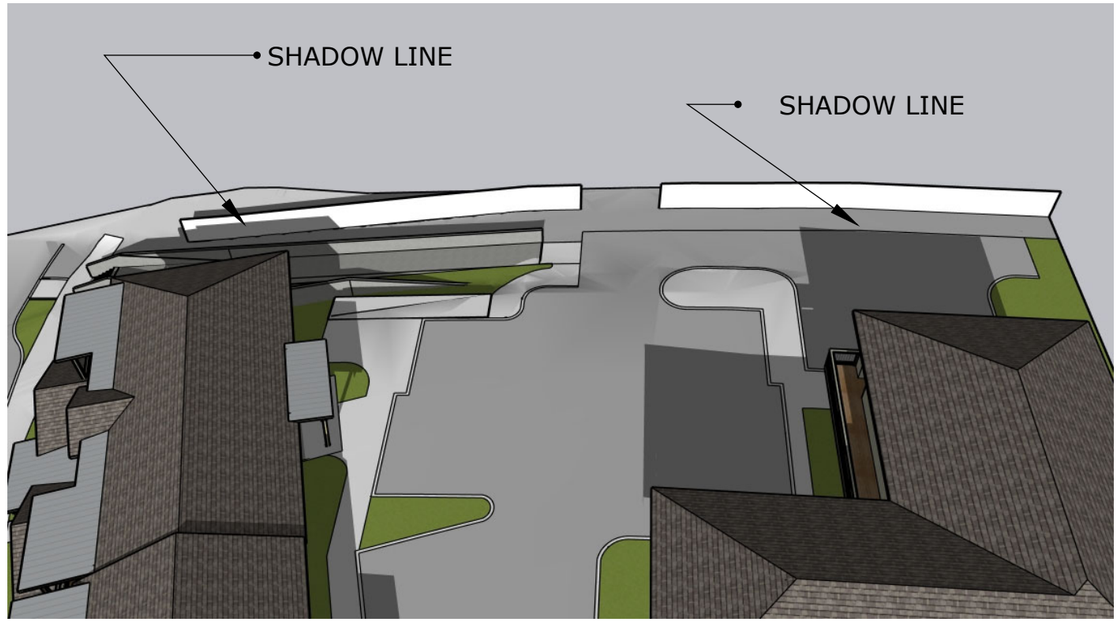
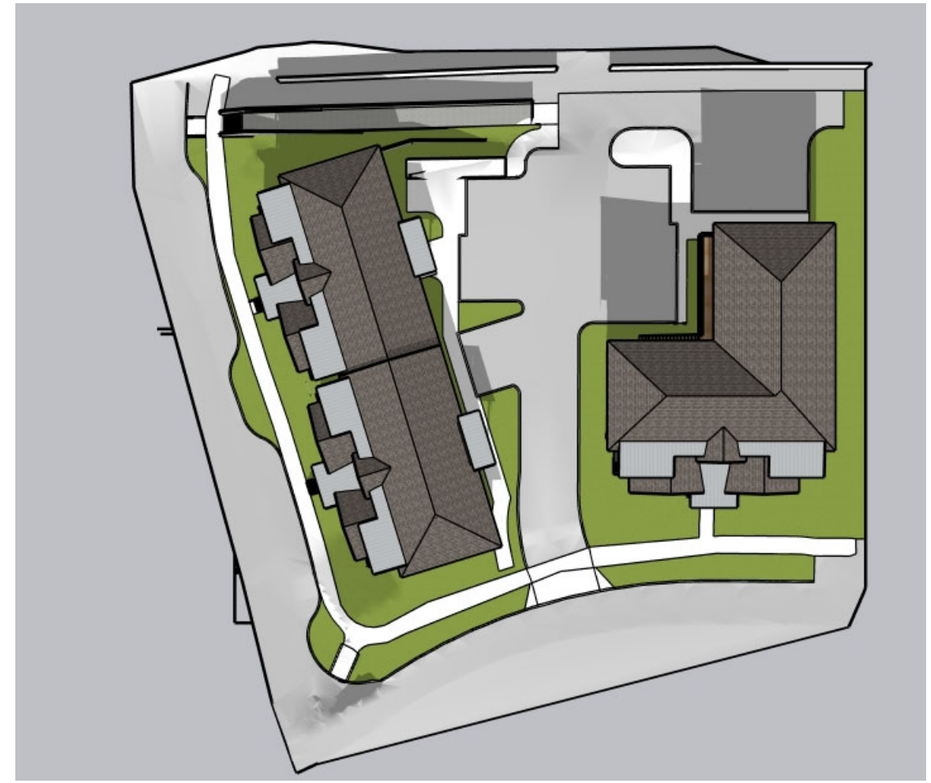
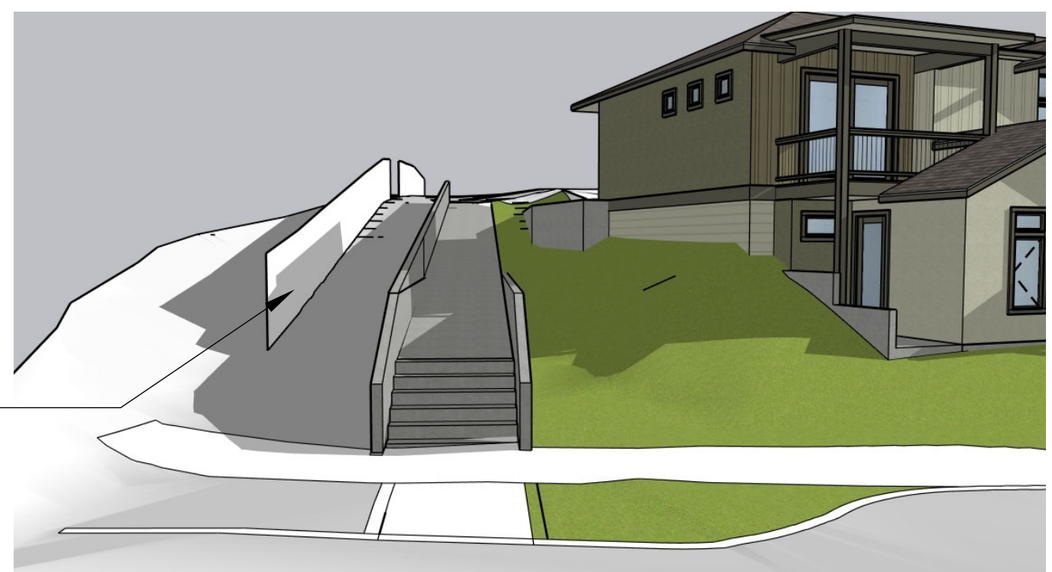


Area 6 - Aerial View - Solar

SHADOW HEIGHT SHOWN ON 6'-0" FENCE,
AT NOON ON DECEMEBER 21ST.



Area 6 - Aerial View - Solar



Area 6 - Patton View - Solar

KESTREL PARK - PHASE 3
AREA 4, 5, 6 - CONCEPTUAL ARCHITECTURE
DATE: 9th of July, 2025

AREA 6 -
Section Views

PAGE: 20 **OF** 20

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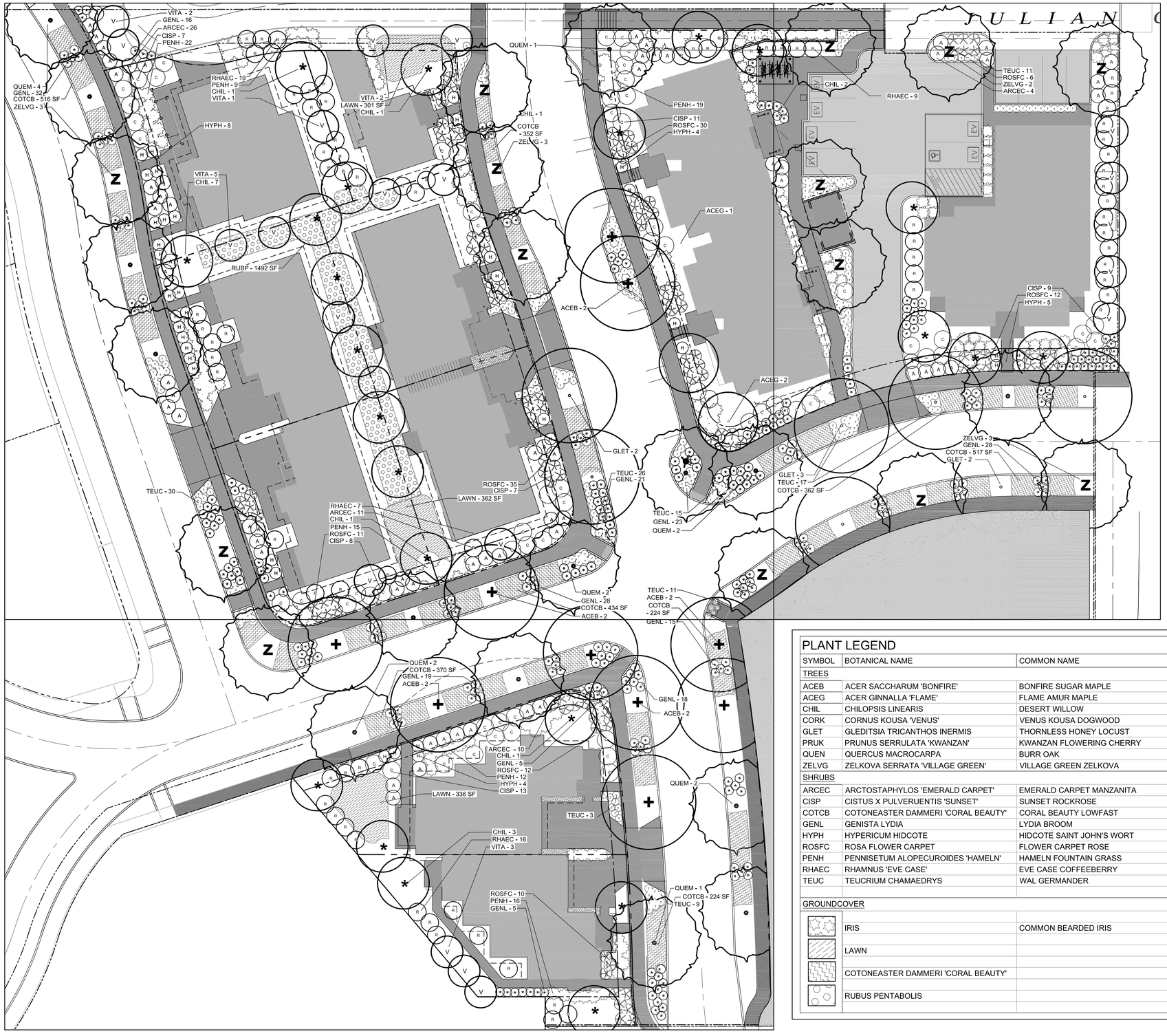


PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
TREES			
ACEB	ACER SACCHARUM 'BONFIRE'	BONFIRE SUGAR MAPLE	2" CAL
ACEG	ACER GINNALLA 'FLAME'	FLAME AMUR MAPLE	15 GAL
CHIL	CHILOPSIS LINEARIS	DESERT WILLOW	1.5 CAL
CORK	CORNUS KOUSA 'VENUS'	VENUS KOUSA DOGWOOD	15 GAL
GLET	GLEDITSIA TRICANTHOS INERMIS	THORNLESS HONEY LOCUST	2" CAL
PRUK	PRUNUS SERRULATA 'KWANZAN'	KWANZAN FLOWERING CHERRY	1.5" CAL
QUEN	QUERCUS MACROCARPA	BURR OAK	2" CAL
ZELVG	ZELKOVA SERRATA 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	2" CAL
SHRUBS			
ARCEC	ARCTOSTAPHYLOS 'EMERALD CARPET'	EMERALD CARPET MANZANITA	1 GAL
CISP	CISTUS X PULVERUENTIS 'SUNSET'	SUNSET ROCKROSE	2 GAL
COTCB	COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY LOWFAST	1 GAL
GENL	GENISTA LYDIA	LYDIA BROOM	1 GAL
HYPH	HYPERICUM HIDCOTE	HIDCOTE SAINT JOHN'S WORT	5 GAL
ROSFC	ROSA FLOWER CARPET	FLOWER CARPET ROSE	1 GAL
PENH	PENNISETUM ALOPECUROIDES 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL
RHAEC	RHAMNUS 'EVE CASE'	EVE CASE COFFEEBERRY	5 GAL
TEUC	TEUCRIUM CHAMAEDRYS	WAL GERMANDER	1 GAL
GROUNDCOVER			
	IRIS	COMMON BEARDED IRIS	1 GAL 3' O.C.
	LAWN		
	COTONEASTER DAMMERI 'CORAL BEAUTY'		1 GAL 3' O.C.
	RUBUS PENTABOLIS		1 GAL 4'O.C.

SCALE: 1"= 20'

0' 10' 20' 40' 60'

NORTH

KenCairn
Landscape Architecture

www.KenCairnLandscape.com

147 CENTRAL AVE, ASHLAND, OR 97520
541.488.3194

REGISTERED LANDSCAPE ARCHITECT
STATE OF OREGON
REG. # 493
Kerry KenCairn
11/12/99

DRAWN BY:
KENCAIRN

SCALE
1" = 20'

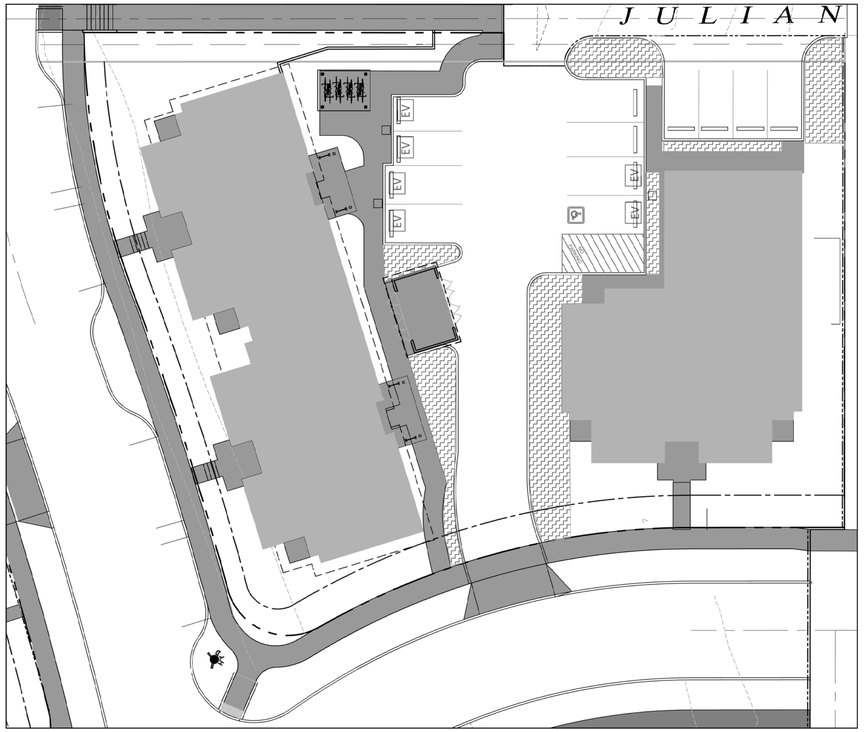
KESTREL PARK
ASHLAND, OR 97520

JOB NO. 2413
REVISION DATE
JUNE 23, 2025
JULY 1, 2025
JULY 10, 2025

PLANTING PLAN

ISSUE DATE:
05.14.25

L 1.0



1 **VEHICLE AND BICYCLE PARKING**
Scale: 1" = 20'-0"

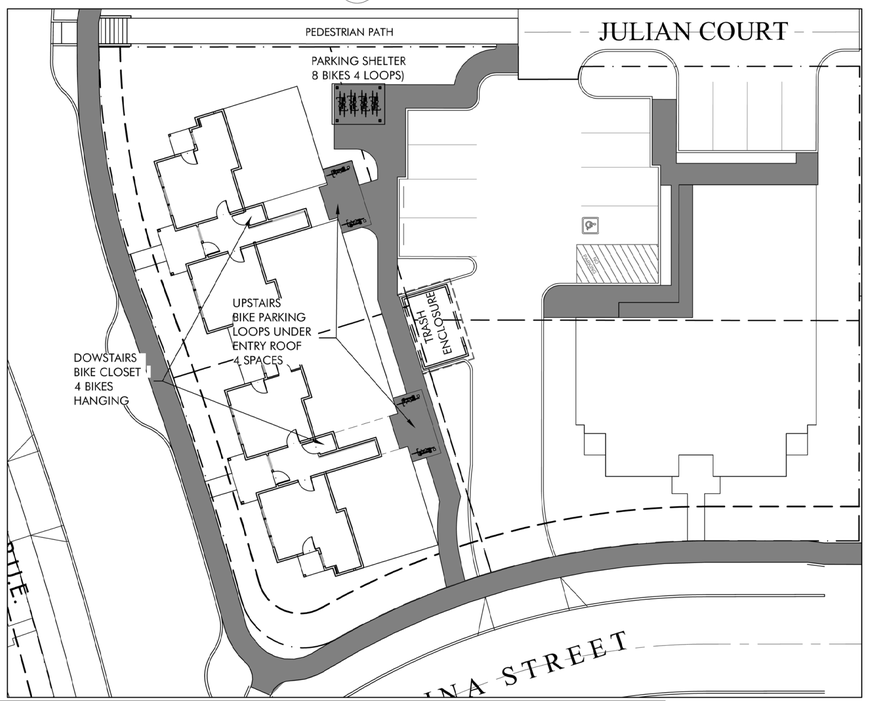
2 **PARKING LOT SHADOW COVERAGE**
Scale: 1" = 20'-0"

PARKING LOT SHADE STUDY LEGEND

SYMBOL	DESCRIPTION
	OUTLINE OF NEW PARKING LOT PARKING LOT AREA: 4,970 SQ FT
	PROPOSED PARKING LOT TREE: ZELKOVA SERRATA 'VILLAGE GREEN' AND CHILLOPSIS LINEARIS
	ESTIMATED SHADOW CAST BY TREE BASIS FOR STUDY: ESTIMATED SHADOW ON 8/21 SOLAR ALTITUDE: 16° SHADOWS PLACED @ 18.75' FROM ORIGIN FOR 40' H TREE TOTAL SHADED AREA: FROM TREES AND CARPORTS 2,796 SQ FT SHADE COVERAGE: 59.8%

PARKING LOT LANDSCAPE AREA LEGEND

SYMBOL	DESCRIPTION
	TOTAL LOT INCLUDES PAVING AND LANDSCAPE 7,023 SQUARE FEET TOTAL LANDSCAPE COVER 2,053 LANDSCAPE IS 29% OF PARKING AREA



3 **BIKE PARKING**
Scale: 1" = 20'-0"

SCALE: 1"= 20'
0' 10' 20' 40' 60'
NORTH

KenCairn
Landscape Architecture

147 CENTRAL AVE, ASHLAND, OR 97520
541.488.3194

REGISTERED
STATE OF
OREGON
REG. # 493
Kerry KenCairn
11/12/99
LANDSCAPE ARCHITECT

DRAWN BY:
KENCAIRN

SCALE
1" = 20'

KESTREL PARK
ASHLAND, OR 97520

JOB NO. 2413
REVISION DATE
JUNE 23, 2025
JULY 1, 2025
JULY 9, 2025

PARKING AND SHADE STUDY

ISSUE DATE:
05.14.25

P 1.0

	Kestrel Hillside Subdivision - Required Setback Details						Updated: 6-26-25	Updated by: C. del Nero				
Area	**Lot #**	**Zone Type**	**Lot Coverage**	**Front Street**	**Front Setback Porch**	**Front Setback House**	**Front Setback Garage**	**Side Street**	**Side Setback**	**Rear Street**	**Rear Setback**	**Notes**
4	***31***	*NM-R-1-5*			*Standard*	*Standard*	*Standard*		*Standard*		*Standard*	
			50%	Patton Lane	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Lot 32	5 ft per story	Lot 29	10 ft per building story	Basement is not a story.
4	***32***	*NM-R-1-5*			*Standard*	*Standard*	*Standard*		*Side - Adjacent to Street*		*Standard*	
			50%	Patton Lane	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Nandina St	Nandina - 10 ft Lot 31 - 0 ft	Lot 30	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*Standard*		*Adjacent to Street*		*Standard*	
5	**33**	NM-R-1-5	50%	Stoneridge Ave	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Nandina St	Nandina - 10 ft Lot 34 - 0 ft	Lot 38	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*Standard*		*Standard, Duplex*		*Standard*	
5	**34**	NM-R-1-5	50%	Stoneridge Ave	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Lot 33, Lot 35	Lot 35 - 5 ft per story Lot 34 - 0 ft	Lot 37	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*Standard*		*Adjacent to Street*		*Standard*	
5	**35**	NM-R-1-5	50%	Stoneridge Ave/ Julian Ct	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Julian Ct/ Stoneridge Ave	Lot 34 - 5 ft Julian Ct - 10 ft	Lot 36	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*N/a*		*Adjacent to Street, Duplex*		*Standard*	
5	**36**	NM-R-1-5	50%	Patton Lane	5 ft	10 ft	N/a	Julian Ct Lot 37	Lot 37 - 5 ft Julian Ct - 10 ft	Lot 35	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*Standard*		*Standard, Duplex*		*Standard*	
5	**37**	NM-R-1-5	50%	Patton Lane	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Lot 36 Lot 38	Lot 36 - 5 ft per story Lot 38 - 0 ft	Lot 34	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*Standard*		*Adjacent to Street*		*Standard*	
5	**38**	NM-R-1-5	50%	Patton Lane	5 ft	10 ft	15 ft building face + 20 ft sidewalk	Nandina St	Nandina - 10 ft Lot 37 - 0 ft	Lot 33	10 ft per building story	Basement is not a story.
					Standard	*Standard*	*Parking Lot*		*Standard Ajacent to Street*		*Standard, Parking Lot*	
6	**39**	NM-MF	75%	Patton Lane	5 ft	10 ft	8 ft	Nandina St Lot 40	Nandina - 10 ft Lot 40 - 0 ft	Lot 42/ Parking Lot	Standard - 10ft per building story, Parking Lot - 8' to parking	Basement is not a story.

					Standard	*Standard*	*Parking Lot*		*Standard Ajacent to Street*		*Standard, Parking Lot*	
6	**40**	NM-MF	75%	Patton Lane	5 ft	10 ft	8 ft	Lot 39 Julian Ct	Lot 39 - 0 ft Julian - 5 ft per story	Lot 41/ Parking Lot	Standard - 10ft per building story, Parking Lot - 8' to parking	Basement is not a story.
					Standard	*Standard*	*Parking Lot*		*Standard*		*Standard, Parking Lot*	
6	**41**	NM-MF	75%	Nandina Street	5 ft	10 ft	8 ft	Lot 40 Lot 4	Lot 40 - 5 ft per Story Lot 4 - 5 ft per Story	Julian Ct	Standard - 10ft per building story, Parking Lot - 8' to parking	
					Standard	*Standard*	*Parking Lot*		*Standard*		*Attached*	
6	**42**	NM-MF	75%	Nandina Street	5 ft	10 ft	8 ft	Lot 39 Lot 5	Lot 39 - 5 ft per Story Lot 5 - 5 ft per Story	Lot 41	0 Ft	
					Standard	*Standard*			*Adjacent to Street, Standard*		*Standard*	
7	**43**	NM-MF	75%	Nandina Street	5 ft	10 ft	N/a	Patton Lane Mariposa Ct	Patton - 10 ft Mariposa - 5 ft per Building Story	Lot 12	Standard - 10ft per building story	Basement is not a story.

Code	Item	Note	Lots Effected:
18.6.1.030	**Basement**. That portion of a building with a floor-to-ceiling	Buildings with lower floor with 50% or more of lowest floor less than 6' from grade, will count as single story buildings with a basement.	All Lots, allows use of "Single-Story" setbacks.
18.6.1.030	**Story.** That portion of a building included between the upper	A basement is not considered a story.	
18.6.1.030	**Story, Half.** A half story is a space under a sloping roof that has		
18.6.1.030	**Shadow Plan.** A schematic or conceptual design for future land		
18.6.1.030	**Setback.** The minimum distance required between a specified		
18.6.1.030	**Dwelling.** A structure conforming to the definition of a dwelling		
18.6.1.030	**Duplex.** Two dwellings on one lot in any configuration including		31+32, 33 +34, 37 +38
18.6.1.030	**Multifamily Dwelling.** Three or more dwellings on one lot in		Area 6 + 7
18.6.1.030	**Single-Family Dwelling.** A detached or attached structure		35, 36
18.6.1.030	**Accessory Residential Unit.** A secondary dwelling on a lot		
18.3.5.060	**Dimensional Standards for North Mountain**	Area 4 +5 use NM-R-1-5, Area 6 +7 use NM-MF	All lots
18.4.3.040	**Multifamily - Bike Parking Requirements:**	Studios/1 Bedrooms: 14 = 14 Bike spaces	Area 6
18.4.3.070 - B	**Bike Parking Requirements:**		