Council Business Meeting Agenda

ASHLAND CITY COUNCIL

BUSINESS MEETING AGENDA

Tuesday, November 4, 2025

Council Chambers, 1175 E Main Street

Live stream via RVTV Prime at rvtv.sou.edu or broadcast on Spectrum 180 & 181.

Public comment is welcome on public forum topics and agenda items.
To **speak electronically** during the meeting or to submit **written comments** in advance, please complete the online Public Comment Form by 10 a.m. the day of the meeting.

I. EXECUTIVE SESSION 5:00 p.m.
To review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing pursuant to ORS 192.660 (2)(i).

II. BUSINESS MEETING CALL TO ORDER 6:00 PM

a. Land Acknowledgement**

III. PLEDGE OF ALLEGIANCE

IV. ROLL CALL

V. MAYOR'S / CHAIR OF THE COUNCIL ANNOUNCEMENT

VI. APPROVAL OF MINUTES

a. Minutes of the October 20, 2025 – Study Session Meeting

b. Minutes of the October 21, 2025 - Business Meeting

c. Minutes of the October 7, 2025 - Business Meeting

VII. CONSENT AGENDA

a. Resolution 2025-28 Establishing Ownership of the Hargadine Cemetery

b. Resolution 2025-29: Approving an Additional Seasonal Event Day on December 6th, 2025, per Ashland Municipal Code 13.03.030

c. Request to Begin Surplus Property Process - Imperatrice Property

d. Resolution 2025-27 Authorizing Parks and Recreation Department Grant Application

VIII. SPECIAL PRESENTATIONS

IX. PUBLIC FORUM

X. PUBLIC HEARING

a. Public Hearing and First Reading of Ordinance 3272: "An ordinance annexing property and withdrawing an annexed area from Jackson County Fire District no. 5., and also repealing ordinances 3215 and 3194 which were the previous annexation approvals in Casita 1 and Casita 2." (1511 Highway 99 - Planning Action #PA-T3—2024-00011)

b. First Reading of Ordinance 3255: An Ordinance Relating to Liquor License Review; Repealing and Replacing AMC Chapter 6.32

XI. ORDINANCES, RESOLUTIONS AND CONTRACTS

a. Second Reading and Adoption of Findings for a Legislative Amendment to the Southern Oregon University Fac Masterplan and Implementing Ordinances #3267, #3268, and #3269 (#PA-L-2025-00016)

XII. UNFINISHED BUSINESS

Council Business Meeting Agenda

XIII. NEW BUSINESS

XIV. CITY MANAGER REPORT

XV. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

XVI. ADJOURNMENT

If you need special assistance to participate in this meeting, please contact Alissa Kolodzinski at recorder@ashlandoregon.gov or 541.488.5307 (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.

* Items on the Agenda not considered due to time constraints are automatically continued to the next regularly scheduled Council meeting [AMC 2.04.030.(D)(3)]

**** LAND ACKNOWLEDGEMENT**
We acknowledge and honor the aboriginal people on whose ancestral homelands we work—the Ikirakutsum Band of the Shasta Nation, as well as the diverse and vibrant Native communities who make their home here today. We honor the first stewards in the Rogue Valley and the lands we love and depend on: Tribes with ancestral lands in and surrounding the geography of the Ashland Watershed include the original past, present and future indigenous inhabitants of the Shasta, Takelma, and Athabaskan people. We also recognize and acknowledge the Shasta village of K'wakhakha - "Where the Crow Lights" - that is now the Ashland City Plaza.

***Agendas and minutes for City of Ashland Council, Commission and Committee meetings may be found at the City website, ashlandoregon.gov.

ASHLAND CITY COUNCIL
STUDY SESSION MINUTES
Monday, October 20, 2025

Mayor Graham called the meeting to order at 5:30 p.m.
Council Present: Mayor Graham, Councilors Bloom, Dahle, Hansen, Kaplan, and Sherrell.
Via Zoom: DuQuenne
Council Absent: none
Staff Present:

Sabrina Cotta	City Manager
Alissa Kolodzinski	City Recorder
Johan Pedila	City Attorney
Tom McBartlett	Director of Electric

I. Call to Order

II. Reports and Presentations

a. Bonneville Power Administration Provider of Choice Contract

McBartlett introduced Zabyn Towner from Northwest Requirements Utilities (NRU) who was instrumental in negotiating the contracts with Bonneville Power Administration (BPA) and provided a presentation (see attached.)

Towner presented an overview of NRU, noting that Ashland fits in the middle in terms of size among NRU members. He outlined how BPA offers stable pricing compared to the volatility of market prices and explained the transition between the current 'regional dialogue' contracts and the upcoming 'provider of choice' contracts. The city's current contract expires September 30, 2028, and the new contract must be signed by December 5, 2025, with Bonneville executing no later than December 31, 2025. Towner noted there would be a three-year implementation period before power delivery would start under the new contract.

Key changes in the new contract include:

- More of the lowest-cost tier one power due to revised Canadian treaty and Columbia Generating Station (nuclear plant) uprate project
- A fixed amount of tier one power for the term of the contract, providing greater cost certainty
- Better treatment for small local resources, such as for rooftop solar
- Simplified rate design methodology that prices capacity fairly
- Rate impact credits to mitigate effects of the rate design change

Towner explained that Ashland's load forecast is projected to remain flat through at least 2035, meaning tier-one power should be sufficient without needing tier-two options. The city would need to determine by July 2026 how to serve any above-contract load if growth occurs. Towner recommended that Ashland sign the contract as soon as possible to secure statutory and contractual right to the power given potential interest from the federal administration in using the power for other purposes.

During Council discussion, it was clarified that:

- Ashland has a couple of megawatts of headroom and has been growing at about 0.2% annually. McBartlett works with the BPA forecaster at least once a year to update load projections based on any developments going through planning.
- The new contract is far less restrictive than the current one and allows unlimited resources under one megawatt without tracking requirements, plus up to five megawatts of nameplate capacity of new resources even without load growth.
- The tiered rate structure insulates non-growing utilities from the effects of load growth elsewhere, including from a carbon content perspective.
- Batteries are not treated as resources under the contract, which could be advantageous as there may be financial benefits from using storage to smooth out loads and respond to high demand periods.
- The contract does not impose any wildfire liability from the Bonneville system or from the Pacific Power system onto the City of Ashland.

McBartlett will return the following evening requesting authorization for the City Manager to sign the contract.

b. Ownership of City Buildings – City Hall

Cotta introduced the item, and Pietila provided a presentation (see attached). Pietila noted that while researching city buildings and leases, staff had discovered that the Hargadine Cemetery still required formal action to complete its ownership transfer. House Bill 3017, enacted in 1989, granted authority upon Ashland to assume ownership. However, the Council at that time did not officially finalize the process. This ownership transfer will be presented to the Council as a separate resolution to resolve the matter with the County.

Pietila provided the history of City Hall discussions dating back to the late 1970s and explained that the 7,800 square foot building currently houses 13 employees from administration, human resources, city recorder, and city attorney which is down from 28 employees before a 2020 HVAC/mold issue forced some to relocate.

The deed to the property where City Hall is located contains a reversionary clause specifying that the property should be used for "a public square or plaza and for the erection of a town hall and jail therein." Pietila presented maps showing the deeded property boundaries, which have been confirmed by a surveyor.

Pietila outlined structural issues identified in various studies since 1994, including: unreinforced parapets that are crumbling; lack of shear walls; the potential for the building to slide toward Main Street in an earthquake; outdated HVAC, electrical, and roofing systems, and ADA compliance issues.

Pietila outlined potential liability risks, including Federal liability under Section 1983 for known structural dangers, ADA accessibility issue, Oregon Tort Claims Act exposure if building components fail, OSHA violations and potential unlawful employment practices, and risk of reversion under the deed due to not operating a jail.

Pietila presented three options for council:

1. Continue without action (not recommended)
2. Pursue structural/facility changes without addressing the title (not recommended)
3. Take legal action to secure clean title before making significant improvements

Pietila recommended the third option and noted his office could handle the process in-house with minimal filing fees. He estimated the process could take approximately six months or longer depending on any contestation.

During Council discussion, it was confirmed that any legal action would be filed with Jackson County Circuit Court and the benefit of having a backup contingency plan for city operations was discussed.

Public Comment- A community member stated that there was strong public support for keeping civic activities downtown to maintain vitality when this issue came before council previously.

The Council provided staff direction to pursue option 3: seeking clean title for the property, with subsequent decisions about the building's future to be part of the facilities master planning process.

The Council decided unanimously to extend the meeting for 30 minutes to address the third item.

c. *Ballot Measure Question: Should Ashland's Charter be Amended to Require Voters Involvement and Approval for City of Ashland Utility Bill Fee or Tax?*

Cotta presented information about a citizens' ballot initiative that would require voter approval for new or increased utility fees. Council can either allow the process to continue with signature collection or refer the measure directly to the ballot through a resolution.

Councilors questioned whether the proposal would require voter approval for annual inflation adjustments to existing fees such as the wildfire, public safety, and parks fees. Pietila confirmed this was a potential interpretation of the measure's language that could create issues with the inflation adjustments previously approved by council.

Council decided to suspend the rules to allow George Kramer as the chief petitioner to address questions. Kramer explained that his petition aimed to give voters a say in new fees, not necessarily to prevent inflationary increases. He acknowledged he was unaware of the inflation adjustment components when drafting the measure but suggested the council could still propose such adjustments to voters at regular elections if the measure is passed. Kramer explained the intent was to encourage the council to be more deliberate and engage with the community when considering new fees, ensuring that votes take place during regularly scheduled elections to avoid the costs of holding special elections.

Public Comment- A community member spoke in opposition to the measure noting concern regarding misinformation and that citizens already have referendum rights through the existing

initiative process and that the proposal could create fiscal paralysis for infrastructure development. Another community member also spoke in opposition and shared her experience with misleading messaging during previous ballot measures such as a Parks measure where voters were confused by conflicting information.

As the meeting reached its time limit, direction was given to staff to bring the item back to Council for further discussion.

III. Adjournment of Study Session

The meeting was adjourned at 7:33 p.m.

City Recorder Alissa Kolodzinski

Mayor Tonya Graham

DRAFT

Northwest Requirements Utilities

• PARTNERS IN POWER •

City of Ashland Provider of Choice Contract Overview

Zabyn Towner, Executive Director

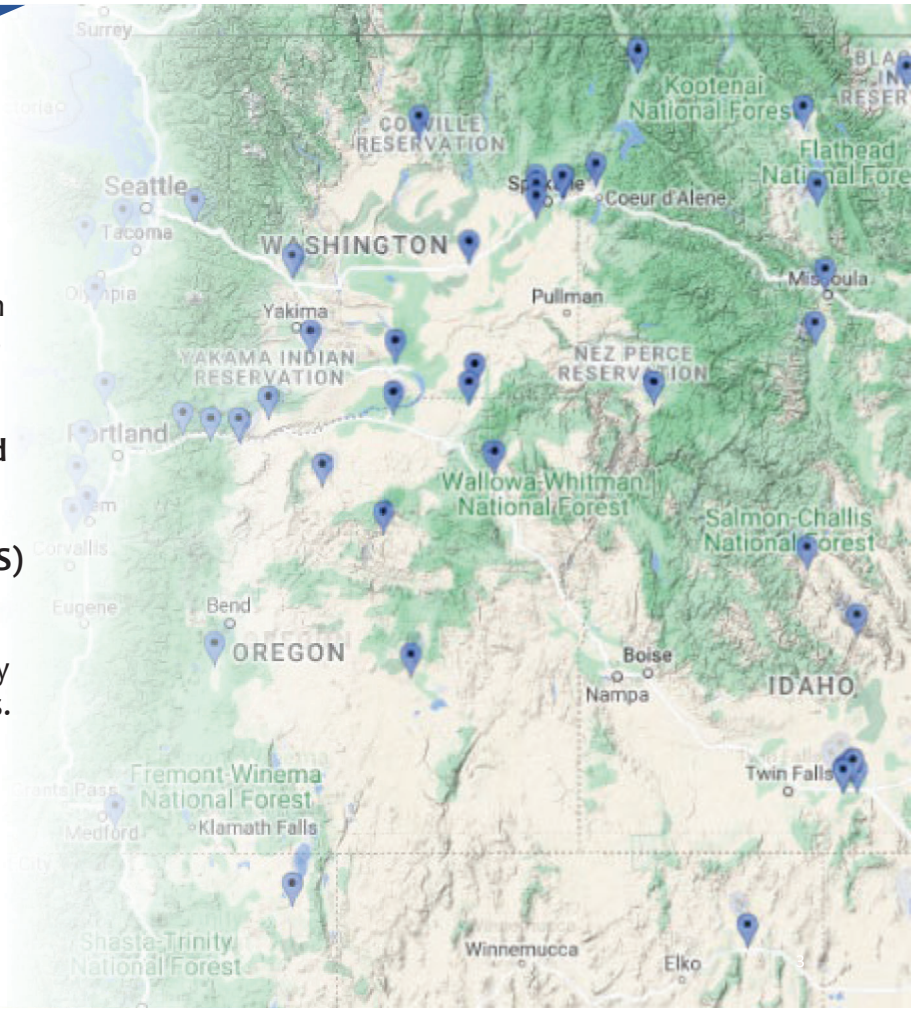
October 20, 2025

Agenda

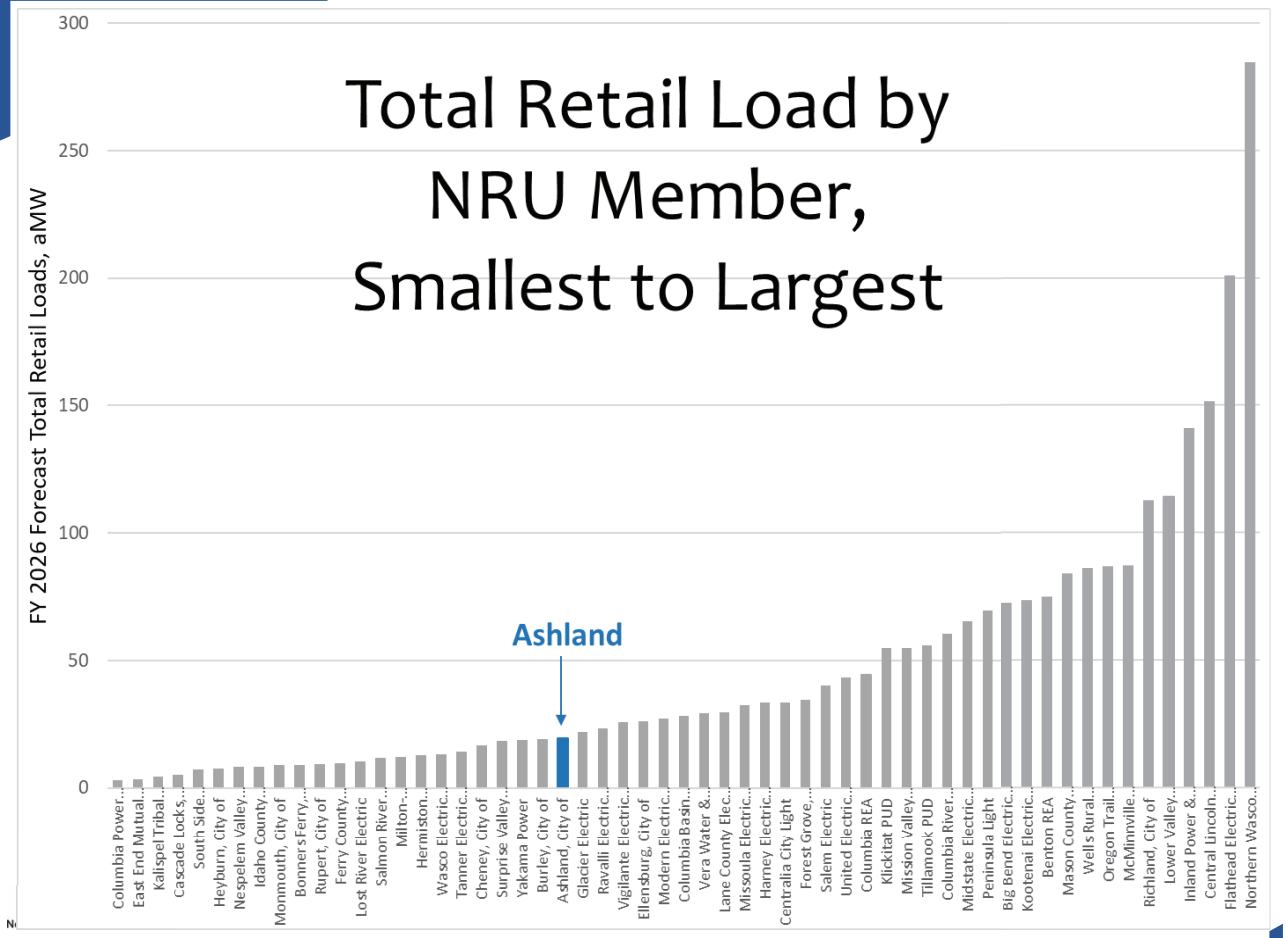
- NRU Background
- Value of Bonneville Power
- What is Changing:
  - New Policy
  - New Rate Structure
  - New Contracts

NRU: Who We Are

- 57 retail utilities, and one Generation & Transmission cooperative, with load in 8 states.
- All NRU members are **Load Following** customers with **Network Integration Transmission Service (NITS)** agreements.
- NRU members are typically smaller, more rural utilities.
- Board of Directors: all members have one equal vote.
- ~37% of BPA Tier 1 load



Northwest Requirements Utilities



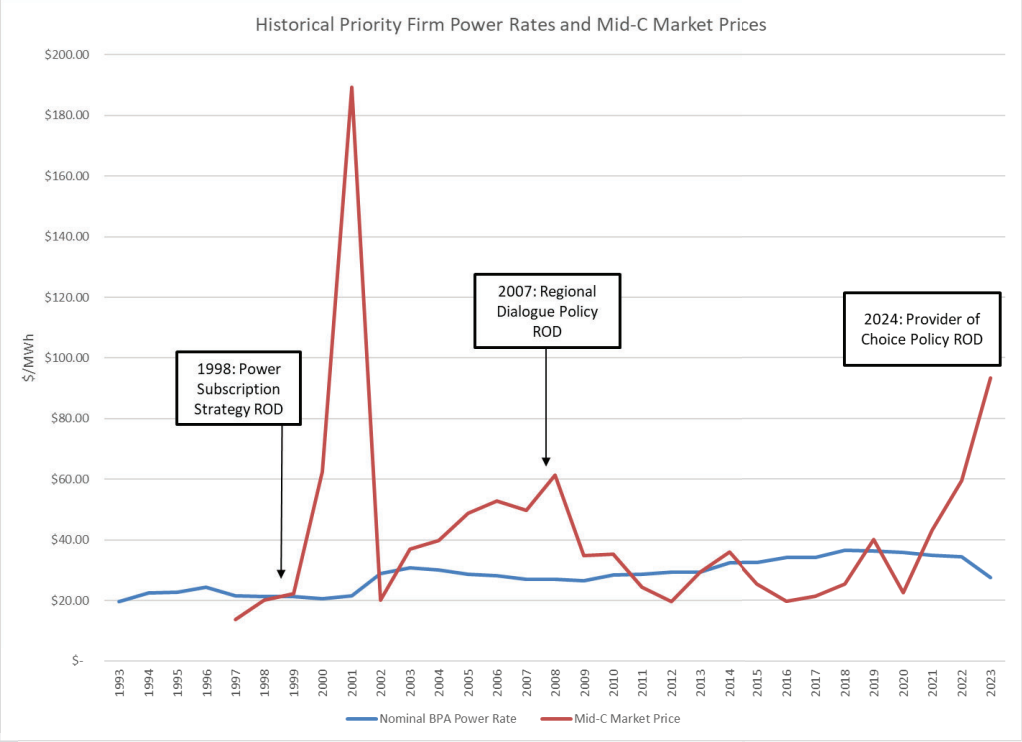
NRU's Mission Statement

NRU *advocates* on behalf of its members for **cost-effective and reliable wholesale power supply** and transmission service (including transfer service).

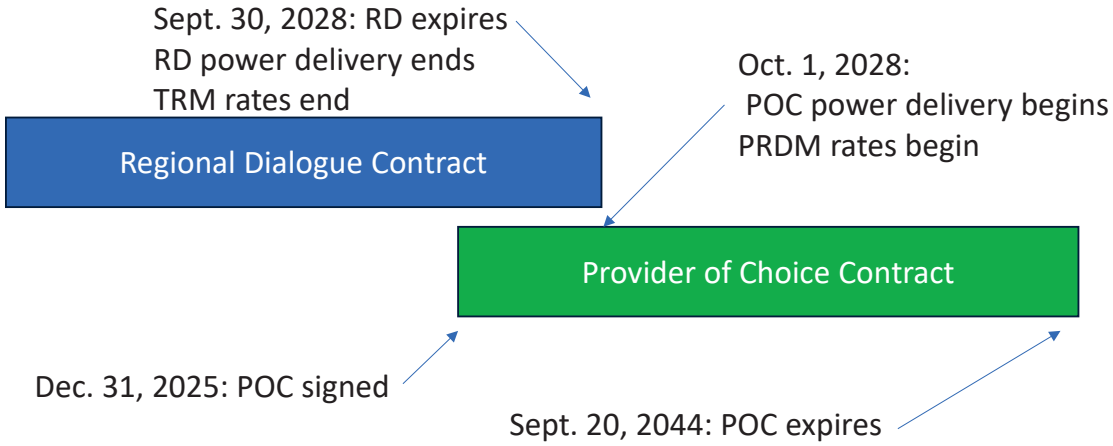
NRU *educates and informs* members and other stakeholders about **BPA and other regional power supply** and transmission issues.

NRU *supports* members' goal of **preserving the historical benefits of BPA power and transmission services** (including transfer service) while also working for a policy framework and helping members understand options for cost-effective and reliable above-Contract High Water Mark power and transmission services.

The Value of Bonneville Power



Contract Transition Timeline



What is Changing?

1. New Policy:
   - Provider of Choice Policy
2. New Rate Structure:
   - Public Rate Design Methodology
3. New Contracts
   - Provider of Choice Contracts

Provider of Choice Policy

- More Tier 1 and Tier 2 Power from Bonneville
  - Larger system size
    - Lower Entitlement amounts to Canada: 149-220aMW more
    - Columbia Generating Station: 170 aMW more
    - Additional resources possible
  - Guaranteed, fixed amount for term of contract
- Better treatment of small, local resources

Public Rate Design Methodology

TRM:
- Customer Charge
- Load Shaping Charge
- Load Shaping True Up
- Demand Charge
- CDQ

Conveyed through a mix of non-industry standard, $/TOCA and $/MWh

PRDM:
- Energy Charges
- Energy True Up
- Peak Load Variance Charge
- Demand Charge
- RICs

Conveyed through $/MWh

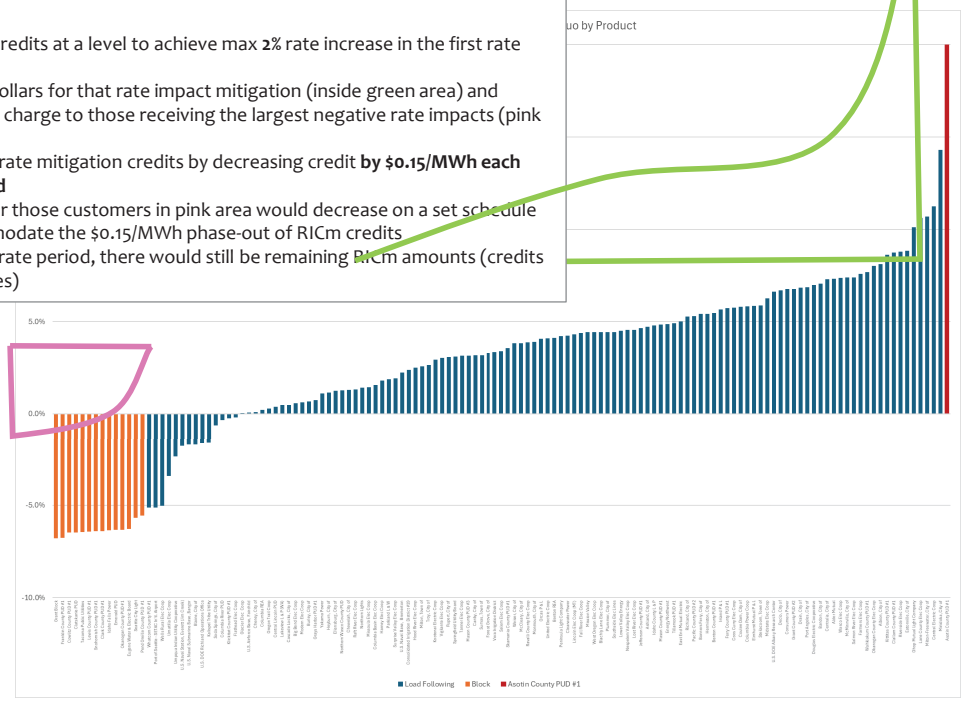
TOCA and $/MWh units collect the same amount of money, but they do impact cash flow a bit

TOCA? = means "Tier 1 Cost Allocator" essentially a customer's share of the system

PRDM: Value of Rate Credits

RICm

- Set RICm credits at a level to achieve max **2%** rate increase in the first rate period
- Take the dollars for that rate impact mitigation (inside green area) and assign as a charge to those receiving the largest negative rate impacts (pink area)
- Phase out rate mitigation credits by decreasing credit **by $0.15/MWh each rate period**
- Charges for those customers in pink area would decrease on a set schedule to accommodate the $0.15/MWh phase-out of RICm credits
- In the last rate period, there would still be remaining RICm amounts (credits and charges)



Northwest Requirements Utilities

CONFIDENTIAL - DO NOT SHARE OUTSIDE OF NRU MEMBERSHIP

Provider of Choice Contracts

Northwest Requirements Utilities

Load Following Contract Summary

BPA's Obligation	Customer Obligation
• Serve the utility's Net Requirement load (Total load less any non-federal resources) • Provide power shaped to actual hourly usage • Manage resource balancing and system reliability	• Work with BPA to forecast load and provide any required data • Decide how to serve Above-CHWM Load (Tier 2 or non-federal resources) • Pay BPA for Tier 1 service and any selected Tier 2 service

Contract Changes: *Improvements*

- **Small Non-Federal Resource Allowances**
  - Existing small resources not listed in the contract.
  - Can add unlimited small resources (1 MW nameplate) without tracking requirements.
  - Non-federal resources up to 5 MW nameplate, in aggregate, can be dedicated to load at any time, *even if your load is not growing*.
- **Product Switching**
  - Moved timing allowing one-time right to change product from a specific date to a "window"; effective date of switch can happen between 10/1/2032 and 10/1/2040.
- **Above-CHWM Load elections**
  - Simplified elections by removing Notice Deadlines & Purchase Periods (3-year notice for a 5-year commitment) and making Short-Term Tier 2 a by rate period election.

Contract Changes:
Preparing for the future

- **Western Resource Adequacy Program (WRAP)**
  - Move from Unspecified Resource Amounts to Committed Power Purchases.
- **Day-Ahead Markets**
  - There will be a public process to discuss day-ahead market implementation and any necessary contract amendments.
- **Renewable Energy Credits (RECs) and Environmental Attributes**
  - After each rate period, BPA will hold a public process to allocate environmental attributes and RECs based on generation associated with each rate pool.
- **New Large Single Loads and NR rate service**
  - If a customer requests BPA to serve an NLSL at the NR rate, BPA will conduct a study (up to 3 years) at the customer's expense.

Above-CHWM Load Options

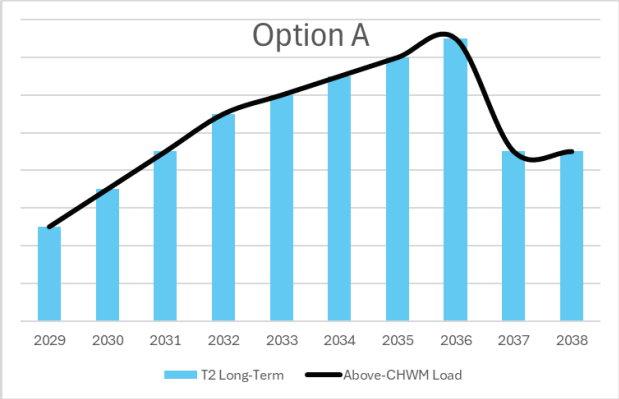
Tier 2 Long-Term Rate
- 100% Long-Term Rate
- Up to a fixed amount at Long-Term, all else Flexible
- Up to a fixed amount at Flexible, all else Long-Term

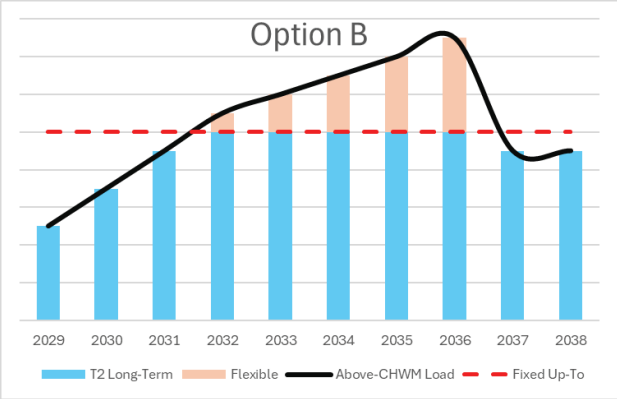
Flexible Above-CHWM Load Options
- Tier 2 Short-Term Rate
- Tier 2 Vintage Rate
- Non-Federal Resources

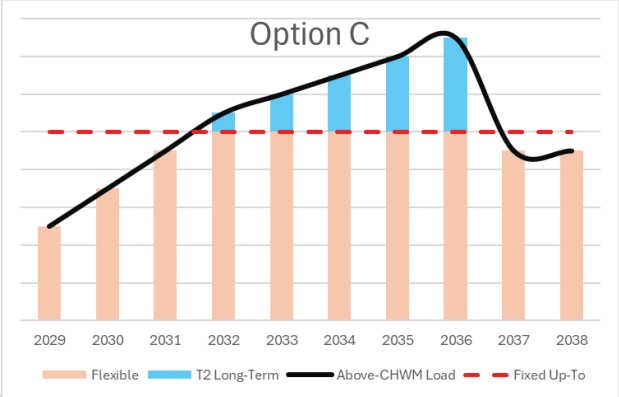
- Timing to elect Long-Term amounts:
  - 60 days after CHWMs are published (July 2026)
  - Election for the term of the agreement, with some off-ramps
- Timing to elect specific Flexible option amounts:
  - 14 months prior to each rate period for the upcoming rate period
  - For example, July 2027 election for FY2029 and FY2030.
  - Longer commitments for some non-federal resources and Tier 2 Vintage

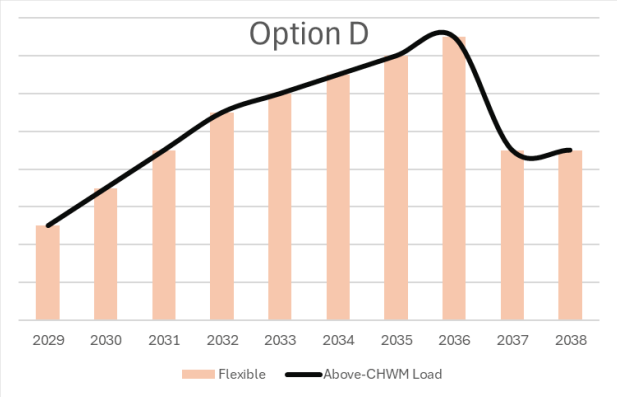
Blue – Tier 2 Long-Term – one time election in July 2026

Orange – "Flexible" means the options of Tier 2 Short-Term, Tier 2 Vintage, and/or Non-Federal – election every two years









Tier 2 Options

Attributes	T2 Long-Term	T2 Short-Term	T2 Vintage
Resources included in Tier 2 cost pool?	Combination of Tier 1 firm surplus, generating resources, market purchases	Market purchases	Specific generating resource
Rate Stability or Price Certainty?	Medium, will vary based on supply/demand, price will be more certain over time	Least stable, price will be tied to market plus adders	Most stable, power cost will be locked in contract
Supply or Demand Risk?	No, although supply/demand can impact the rate	Yes, supply risk - BPA may not acquire all requested amounts	Yes, both risks - Uncertain when BPA will offer and a utility can over commit
Greenhouse gas content?	Will vary by resource mix	Highest, unspecified sources	Depends, may be lowest if carbon-free resource

Non-Federal Resource Option

Pros

- Customer control over what is being purchased for Above-CHWM Load service
- Greater ability to control costs and environmental attributes of Above-CHWM Load service

Cons

- If a customer dedicates a non-federal resource to load, then that resource may be required to serve load until the Administrator grants a loss of resource determination
- Additional customer obligations for managing resource; i.e., transmission and scheduling requirements

Evaluating A-CHWM alternatives

City of Ashland
Above-HWM Load Estimates*

Fiscal Year	Tier 1 Load (aMW)	Above-HWM Load (aMW)
2026	19.22	0.00
2027	19.22	0.00
2028	19.22	0.00
2029	19.38	0.00
2030	19.38	0.00
2031	19.38	0.00
2032	19.38	0.00
2033	19.38	0.00
2034	19.38	0.00
2035	19.38	0.00

*using BP-26 load data and October 2025 CHWM estimates

- Each Above-CHWM Load option balances cost, risk, and flexibility differently.
- Decision drivers:
  - Risk Tolerance – rate volatility and supply/demand risk
  - Budget Certainty – stable, predictable pricing vs potential cost savings
  - Environmental goals – prioritize renewables or a specific resource type?
  - Resource control – direct control over power supply vs complexity of managing non-federal resources

Above-CHWM Load Timeline

Event	Timeline
Long-Term Tier 2 Election Deadline	July 2026 (one-time election)
One-time election deadline is 60-days after final CHWMs are published. ** RSS Language finalized concurrent with Tier 2 Election Deadline.*	
Short-Term Tier 2 Election Deadline	July 31, 2027 (ongoing, every two years)
Election for subsequent rate periods due 14 months prior to implementation.	

Contract Execution Timeline

Event	Timeline
Customer Request for Offer	April 1 – June 18, 2025
Final PoC Contract Templates Released	June 18, 2025
Contract ROD published	Aug 14, 2025
Contract Offers sent to Customers	Aug 14 – Sept 30, 2025
Customers Must Sign Contracts	**No Later than Dec 5, 2025**
Bonneville Signs all Contracts	***Upon Receipt from Customer**

Bottom Line:

The Provider of Choice power sales contract locks in 16 years of nearly carbon-free power at cost from the Bonneville Power Administration. Its terms provide significant benefit to the City of Ashland.

NRU recommends the City execute the contract as soon as you can.

Questions?
Contact NRU Staff

- Zabyn Towner, Executive Director
  ztowner@nru-nw.com
- Matthew Schroettnig, Vice President, Policy & Legal Affairs
  mschroettnig@nru-nw.com
- Emily Traetow, Senior Rates & Policy Director
  etraetow@nru-nw.com
- Chris Jones, Director of Transmission Policy & Power Delivery
  cjones@nru-nw.com
- Bre Truong, Finance & Administration Manager
  btruong@nru-nw.com
- Connor Reiten, Director of External Affairs & Communication
  creiten@nru-nw.com

BPA Provider of Choice

October 20, 2025

City of Ashland

This is to inform Council and answer any questions before bringing this contract to a business meeting for signature authorization

Previous Update May 2, 2023

STAFF RECOMMENDATION
Bring the Provider of Choice contract forward at a Business meeting for Council to authorize signature by the City Manager

Electric

Background

The current BPA wholesale power purchase contract, known as the Regional Dialogue Contract, expires September 30, 2028

Through an intensive, multi-year, workshop process, the replacement contracts, known as Provider of Choice, are ready to be signed and go into effect October 1, 2028

These new contracts wil provide Ashland clean and reliable electricity until September 30, 2044

Highlights

- More flexibility for the City to develop resources
- Rate mitigation tools built into the rate design
- Fixed system size
- 95% carbon free electricity
-

QUESTIONS?

City Hall

Update to Council on the Issues Involving the Building
October 20, 2025

City of Ashland

Ashland City Hall

20 E. Main St

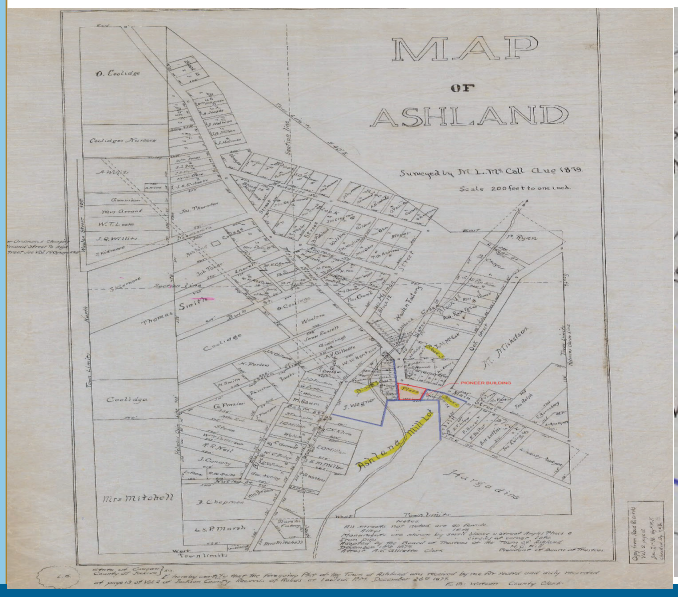
Background, Correct Misinformation, Highlight Issues, Request Guidance

- History and Description
- Summary of Council Action
- Summary of Building Specific Issues
- General Issues and Brief Potential Risk

City Hall Building Description

- 7,745 square feet in size.
- Administration, Human Resources, the City Recorder, and the City Attorney.
- A total of 13 employees.

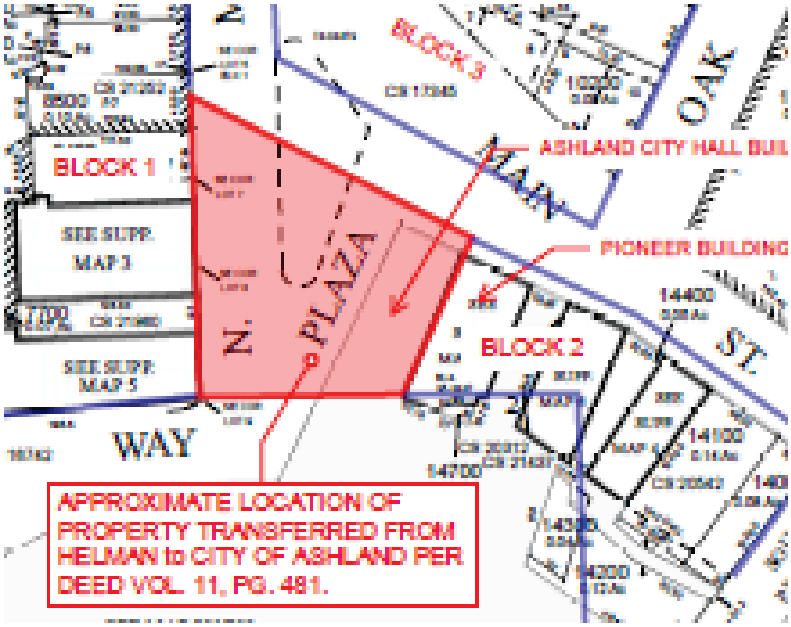
Deed Property Boundary



Deed Property Boundary

Deed Property Boundary

Area shaded in RED reflects the property subject to the reversionary clause



The Helman Parcel (Title)

Deed Language

- "Property of the people of the Town of Ashland and used in common by the people of said town as a public Square or Plaza and also for the erection of a Town Hall and Jail therein."

Reversionary Clause

- For consideration of $1 the deed "doth by these presents bargain, sell, covey, and quit claim unto the corporation of the Town of Ashland for the purposes aforesaid, and in case of the perversion of the land herein described from the purposes aforesaid by the corporation…it is hereby expressly stipulated that the land hereinafter described shall revert to and again become vested in the parties' the first part as though these presents had never been made."

Last 10 Years

Summary of Council Actions

- **City Council Study Session:** Council directed staff to develop an updated seismic analysis of the current City Hall. June 15, 2015 Staff Report.
- **City Council Study Session:** Review of the seismic report and cost estimates for improvement. Space needs and alternative analysis to be completed next. February 1, 2016 Staff Report
- **City Council Study Session:** ORW and staff presentation on alternatives and space needs. June 20, 2016 Staff Report
- **City Council Study Session:** Alternative/Feasibility presentation on options and public outreach process. October 17, 2016 Study Session
- **City Council Business Meeting:** Next steps discussion, Ad-Hoc Committee request. January 17, 2017 Staff Report
- **Council Business Meeting:** Presentation on recommendations from Ad-Hoc Committee. No consensus on options, Council directed staff to bring back options/recommendations for next steps. October 3, 2017 Staff Report

Last 10 Years

Summary of Council Actions

- **Council Business Meeting:** Options presented to Council and Council to review information and meet again in December. October 17, 2017 Staff Report
- **City Council Study Session:** Another discussion on options. December 4, 2017 Staff Report
- **City Council Business Meeting:** Approved contract with ORW for conceptual design and construction costing for three sites. July 3, 2018 Staff Report
- **City Council Business Meeting:** ORW conceptual design presentation to Council. February 5, 2019 Staff Report
- **City Council Study Session:** Another presentation to Council on options. June 3, 2019 Staff Report
- **City Council Study Session:** Another presentation to Council. September 30, 2019 Staff Report
- **City Council Business Meeting:** Another presentation and discussion. Council directed staff to bring forward an asset plan for City facilities and properties. Council directed staff to retain City Hall at current location and build new two story or keep and retro existing two story. October 15, 2019 Staff Report

Better Together

Last 10 Years

Summary of Council Actions

- **City Council Business Meeting:** Council approved final design for a new City Hall with ORW. December 3, 2019 Staff Report
- **City Council Business Meeting:** Council discussed bond measure for City Hall project. February 4, 2020 Staff Report
- **City Council Business Meeting:** Council approved moving forward with the bond. February 18, 2020 Staff Report
- **City Council Business Meeting:** Council changed their decision to reconstruct in the existing location to protecting the existing structure and maintain historic structure. March 3, 2020 Staff Report
- **City Council Business Meeting:** Presentation by ORW on historic preservation renovation of the building. April 21, 2020 Staff Report

Better Together

1994 Study

Building Specific Issues (recommendations)

- Parapet bracing for brick parapets above the roof
- Adding steel wall ties to roof/ceiling/floors for all brick/masonry walls
- Installing interior plywood shearwalls on both levels
- Reinforcing the roof diaphragm with steel strapping and perimeter plywood
- Constructing a braced steel frame (or alternative concrete wall) on the north wall

Better Together

2016 Study

Building Specific Issues (Recommendations)

- Upgrade roof and floor diaphragms to transfer lateral loads to walls
- Improve wall-to-diaphragm connections and add in-plane/out-of-plane ties
- Add bonded and plywood shear walls on multiple grids and floors
- Add special concentric braced frames on north and west walls
- **Minimum objective**: Provide life-safety for exiting only, not full building function after an earthquake

Better Together

2015 Feasibility Report

Building Specific Issues

- Options reviewed included full rebuild, expansion with or without historic wall retention, or relocation—all requiring modern seismic and accessibility compliance
- All code-compliant upgrades would be required for major renovations, expansions, or new construction
- Additional upgrades for building systems, ADA, and functionality included in more recent options

Building Structure

Summary

Year	Study/Author	Key Repair Recommendations	Estimated Cost
1994	Miller-Gardner, Inc.	Parapet bracing, wall ties, shearwalls, roof diaphragm, north wall bracing, elevator option	$314K–$327K
2015	Miller Consulting Engineers	Updated roof/floor strengthening, shear walls, improved wall connections, braced frames	$1.36 million (structural only)
2016	ORW Architecture	Full structural/code compliance as part of expansion/new construction or consolidation	$8.5M–$19M (remodel/construction)

Building Structure

Summary

Activity	Estimator	Date of Estimate	Cost per Square Foot	Cost of Activity in Q1 2016	Adjusted to January 2023*	Escallated to 2024**	Owner Held Contingency 25%
Seismic Retrofit, Construction Costs Only	Miller Consulting	Dec-15	176	$ 1,363,740	$ 1,854,686	$ 1,947,420	$ 2,434,275
Flashing, Bracing, Weather-Proofing, etc	Vitus Construction	Jan-16	18	$ 139,410	$ 189,598	$ 199,077	$ 248,847
Temp. Facilities	Vitus Construction	Jan-16	20	$ 154,900	$ 210,664	$ 221,197	$ 276,497
Soft Costs	Vitus Construction	Jan-16	42	$ 325,290	$ 442,394	$ 464,514	$ 580,643
MEP upgrades	Vitus Construction	Jan-16	110	$ 851,950	$ 1,158,652	$ 1,216,585	$ 1,520,731
ADA upgrades	Vitus Construction	Jan-16	28	$ 216,860	$ 294,930	$ 309,676	$ 387,095
Fire Suppression	Vitus Construction	Jan-16	15	$ 116,175	$ 157,998	$ 165,898	$ 207,372
Tenant Improvements	Vitus Construction	Jan-16	185	$ 1,432,825	$ 1,948,642	$ 2,046,074	$ 2,557,593
Total				$ 4,601,150	$ 5,045,120	$ 6,593,770	$ 8,242,213

*used published construction costs indices to make this calculation (Mortenson)

**5% inflation estimated for 2023

Mortenson 2016 (Portland) 118	36.56%
Mortenson 2022 (Portland) 186	

McKinstry City Hall FCA Analysis

Non-Structural Building Specific Issues

- Roof beyond useful life and needs replacement
- HVAC beyond useful life and needs replacement
- Electrical system needs to be studied and upgraded
  - IR and ARC Flash study should be conducted
  - May need additional electrical upgrade
- Building does not meet Oregon Building Specialty Structural Code

Potential Current Risk

Existing Conditions

- Known Structural Dangers
- ADA Compliance
- State Building Codes
- HVAC and Electrical
- Roof
- Jail *(ORS Ch 169)*

Liability

- Federal
  - 1983/FTCA/ADA
- State
  - OTCA/OSHA/BOLI
- Unlawful Employment Practices

- *Reversion* (Required action)

Additional Considerations (Functional/Not Analyzed)

- Costs
- Efficiency
- Public access

Direction from Council

1. Continue without Action
   1. Make no structural changes
   2. No facility upgrades
2. Pursue Structural/Facility Changes without Title
   1. Cost
   2. Risk of Reversion after improvement
3. Action for Title
   1. If clean title is secured Council can provide further direction as to desired upgrades/uses/divestment

JOINT ASHLAND CITY COUNCIL AND
PARKS & RECREATION COMMISSION
BUSINESS MEETING MINUTES
Tuesday, October 21, 2025

6:00 PM Business Meeting

Council Present: Mayor Graham, Councilors Bloom, Dahle, Hansen, Kaplan, and Sherrell.
Via Zoom: DuQuenne
Parks Commission Present: Chair Bachman, Commissioners Adams, Gardiner, Landt, and Weiner.
Staff Present:

Sabrina Cotta	City Manager
Johan Pietila	City Attorney
Alissa Kolodzinski	City Recorder
Bryn Morrison	Interim Finance Director
Rocky Houston	Parks & Recreation Director
Tom McBartlett	Electric Director
Scott Fleury	Public Works Director
Chad Woodward	Climate and Energy Analyst

I. CALL TO ORDER

Graham called the meeting to order at 6:01 p.m.

a. Land Acknowledgement**

Graham read the land acknowledgement.

II. PLEDGE OF ALLEGIANCE

Bachman led the pledge of allegiance.

III. ROLL CALL

IV. MAYOR'S/ CHAIR OF THE COUNCIL ANNOUNCEMENT

Graham welcomed everyone to the first quarterly joint session between the City Council and Ashland Parks and Recreation Commission. She explained that these joint sessions would allow both governing bodies to receive financial updates simultaneously and discuss topics where the city and parks commission have intersecting roles.

V. SPECIAL PRESENTATIONS

a. Finance Update

Morrison presented the preliminary fiscal year 2025 fourth quarter financial report (see attached). This is a similar report that was presented to Council at the October 7 meeting. Citywide revenue declined by 3.3% due mainly to reduced charges related to delinquent utility accounts. Transient Lodging Tax (TLT) rose by 10.1%, though Food and Beverage Tax decreased by 6.2% amidst audits of 21 providers. Planning and building fees fell by 26% due to less activity, yet investment income stayed high and franchise fees grew by 7.6% with AFN now contributing. Delinquent utility processing has been erratic since 2020 due to COVID, fires, and staffing shortages. By June 30, $6.8 million was owed on utility accounts, with $2.7 million to be collected. Tax return garnishment is expected to recover less than 10%. Expenditures aligned

with the budget, showing reduced capital spending. The general fund fell by $1.7 million, while the electric fund dropped by $1.8 million due to delinquencies. Overall, fund balances slipped from $89.1 million to $85.2 million. The finance department is undergoing an audit, with related meetings set for December. Applications for the audit committee are open.

During discussion, it was confirmed that the typical recovery rate for debt collection was less than 10% and that delinquent accounts referred to people who had moved and were no longer in the City of Ashland utility system. It was also confirmed that investment revenue had returns ranging from 4-7% through Wells Fargo and the local government investment pool. Real time transactional data is updated nightly through OpenGov, with links posted to the City's Website, where monthly and year-over-year reports are also made available within 10 business days of the month prior.

VI. PUBLIC FORUM –

A community member expressed concern that all public restrooms are in city parks, preventing homeless community members from accessing facilities when expelled. Another community member expressed concerns about recent median landscape changes, recommended a two-foot mulch ring around tree trunks, and expressed concern about the use of poison near streams and the loss of wildlife habitat.

VII. New Business

a. Review of APRC PROS Plan

Houston presented an update on the Parks, Recreation, Open Space, and Senior Services (PROS) Plan (see attached). The planning process began in September 2024, it is currently in the draft master plan phase, and includes developing plan objectives, reviewing existing conditions, conducting a community survey, completing a needs assessment, and analyzing service levels. The scope of the plan will cover 10 years and inform the department's biennial budgets, capital improvement plans, and operations.

The department manages 811 acres, a 25% increase from 637 acres in 2000, while staffing has decreased by 36% during that same period. A maintenance management plan identified nearly 140,000 hours of routine tasks needed annually, but the department only has about 46,000 staff hours available with a reliance on contractors, seasonal workers, and volunteers to fill the gap.

Demographic data showed Ashland's population at 21,360 residents, with 48.2% over age 50, making the community 8 years older than Oregon's median age. Community survey results showed 84% of respondents live within 10 minutes of a park, 84% use parks and programs more than weekly, and the top desired amenities were natural areas, natural trails, and water views. The highest satisfaction was with Lithia Park, Siskiyou Mountain Park, and North Mountain Park, while the lowest was with the golf course, skate park, and Triangle Park. When asked about priorities for future funding, respondents ranked transient lodging tax highest, followed by general fund usage and food and beverage reauthorization. The lowest-ranked funding options were parking fees, a special district, or a park levy.

A staffing reorganization plan was presented, that would reduce management positions from 11 to 7 and increase frontline staff from 26 to 30. This would align with city and industry benchmarks, which average 18% management to staff ratio, compared to the current 30% in parks.

During discussion, the timeline for completing the PROS plan was clarified as February 2026 with adoption in April 2026. Given upcoming financial discussions in December, it was requested that preliminary financial information for Parks's financial needs be included. Houston clarified the PROS plan would include service level goals to align priorities based on established goals and mandates, but likely not the detailed matrix of service levels and cost requested. Councilors and Commissioners discussed how to include diverse public perspectives on the plan and how to prepare for the sunset of the parks fee. Houston clarified his department would continue with operational adjustments while developing the strategic plan.

Public comment- a community member advocated for long-term funding for Ashland's park system as a priority investment, describing parks as fundamental pillars of what makes Ashland the gem of Southern Oregon. She urged extension of the food and beverage tax beyond the 2030 sunset date to provide stable, transparent funding.

b. Citywide Strategic Plan Update

Cotta reported that the city is evaluating consultants for the citywide strategic plan, with a multi-month engagement process beginning early next year. This process will include opportunities for Council and APRC participation.

c. City Finances: Staffing and Service Level Adjustments

Cotta explained that all city departments, including Parks, have been making operational adjustments, noting that parks fee implementation came with cuts as part of its approval. Houston presented additional information about Parks operations, noting that Parks represented 35% of the general fund budget in fiscal year 1999, but today it's at 14.37%. He explained that the department is still reviewing its organizational structure to align with municipal and industry benchmarks and detailed operational adjustments including a 20% reduction in irrigation, modified trash and pet waste collection, reduced temporary employees, and pool staffing adjustments.

d. Food & Beverage Tax

The Council and Commission discussed the food and beverage tax, which is set to sunset in 2030. Considerations included allocating 25% to parks operational costs, 48% to general CIP (Capital Improvement Projects), and 25% for the water treatment plant. There was support for continuing the tax in perpetuity, while it was recalled that a previous ballot measure to extend the tax to 2040 failed by less than one percentage point. Further considerations included focusing first on extending the sunset date and addressing allocation changes later, as they would be more complex. It was also noted that dedicating the tax to parks would avoid having to repeatedly seek voter approval for changing allocations. Discussion on options for incorporating a public engagement process regarding the food

and beverage tax as part of the January town hall and/or as part of the upcoming strategic planning process.

e. Topics and Meeting Frequency

It was discussed that the Ashland City Council and the Ashland Parks and Recreation Commission (APRC) would hold quarterly joint sessions for both governing bodies to receive financial reports together, discuss intersecting roles, and provide a public forum to work out any issues between the two bodies. Graham requested that members reach out to Council Chair Dahle or Commissioner Chair Bachman with any desired agenda items prior to the next meeting, anticipated to be in mid-January.

VIII. COUNCIL BUSINESS MEETING

At this point, Parks Commissioners departed, and City Council continued with the business meeting. DuQuenne was no longer available via Zoom at this point.

IX. CONSENT AGENDA

a. Liquor License Approval for Calypso Hotel

Bloom moved to approve the consent agenda. Dahle seconded the motion.

Roll Call Vote: Dahle, Sherrell, Kaplan, Hansen and Bloom - YES. DuQuenne – absent. Motion passed.

X. ORDINANCES, RESOLUTIONS AND CONTRACTS

a. BPA Contract Approval

McBartlett requested authorization for the city manager to sign the BPA contract for wholesale power needs through 2044. Councilors expressed gratitude for McBarlett's presentation at the previous evenings Study Session and five years of negotiation work that went into securing a contract that provides clean, affordable electricity with flexibility for future needs.

Kaplan moved to authorize the City Manager to sign the BPA Provider of Choice Contract. Dahle seconded the motion.

Roll Call Vote: Dahle, Sherrell, Bloom, Kaplan, and Hansen - YES. DuQuenne - absent. Motion passed.

b. *Second Reading of Ordinance 3276 - Vacating a Portion of the Fern Street Public Right of way*

Fleury presented the second reading of the ordinance to vacate the extension of Fern Street to the east from the intersection with Roca Avenue to Roca Creek.

Public comment - community members expressed concern about storm draining issues in the area, noting the street floods during heavy rain, and requested that the easement language be changed to ensure access from Roca Street to Southern Oregon University.

Fleury explained that the city would maintain a storm drain public utility easement and that pedestrian access would be preserved through a public pedestrian easement on the northern line of the property.

DRAFT

Bloom moved to approve the second reading of Ordinance Number 3276 an Ordinance relating to the vacation of a portion of Fern Street. Hansen seconded the motion.

Roll Call Vote: Bloom, Dahle, Kaplan, Hansen, and Sherrell - YES. DuQuenne - absent. Motion passed.

XI. NEW BUSINESS

a. Annual Climate and Energy Action Plan Report & Conservation Incentives Adoption

Woodward presented an update on the Climate and Energy Action Plan (CEAP) (see presentation in agenda packet). Recommendations included a simplified focus on nine primary areas, moving away from the previous complex setup of 56 emission categories and multiple strategies. He prioritized primary (high emissions, locally actionable), secondary (important but less measurable locally), and tertiary focus areas (difficult to measure and impact).

Suggestions included using the DEQ emission factor for carbon measurement and tracking electric vehicle registrations rather than vehicle miles traveled. Progress was reported in emissions reduction, with transport emissions decreasing due to more electric vehicles and increased solar production. The focus is on more equitable climate initiatives, investigating solid waste impacts, and improving outreach and education.

For conservation incentives, it was proposed to align with the Bonneville Power Authority's increased funding for electric conversions, offering higher rebates for various heat pumps and a 2x multiplier for income-qualified residents, plus new incentives to make homes electric-ready.

Public comment - community members expressed support for bold climate action, increased community outreach, and the revised incentive structure including a suggestion for doubling incentives for low- and moderate-income households for e-bikes and limiting EV incentives to low-and moderate-income households.

Kaplan moved to approve the conservation incentives as presented to Council. Dahle seconded the motion.

Roll Call Vote: Kaplan, Hansen, Sherrell, Bloom, and Dahle - YES. DuQuenne – absent. Motion passed.

XII. CITY MANAGER REPORT

XIII. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

XIV. ADJOURNMENT

The meeting was adjourned at 9:38 p.m.

City Recorder Alissa Kolodzinski

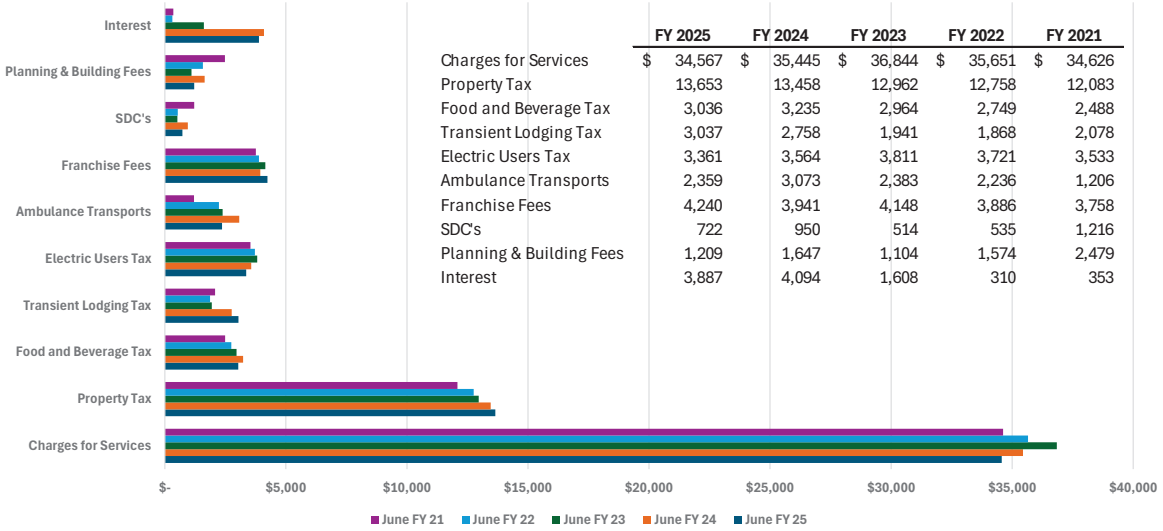
Mayor Tonya Graham

DRAFT

Finance Update Preliminary FY 2025

October 21, 2025

Finance



	FY 2025	FY 2024	FY 2023	FY 2022	FY 2021
Charges for Services	$ 34,567	$ 35,445	$ 36,844	$ 35,651	$ 34,626
Property Tax	13,653	13,458	12,962	12,758	12,083
Food and Beverage Tax	3,036	3,235	2,964	2,749	2,488
Transient Lodging Tax	3,037	2,758	1,941	1,868	2,078
Electric Users Tax	3,361	3,564	3,811	3,721	3,533
Ambulance Transports	2,359	3,073	2,383	2,236	1,206
Franchise Fees	4,240	3,941	4,148	3,886	3,758
SDC's	722	950	514	535	1,216
Planning & Building Fees	1,209	1,647	1,104	1,574	2,479
Interest	3,887	4,094	1,608	310	353

Finance

Revenues

- Transient Lodging and Food & Beverage Taxes
  - *TLT is **10.1% higher** than previous year*
  - *F&B is **6.2% lower** than previous year, audit underway*
- Planning and Building Fees
  - *Planning/Building fees are **26% lower** than previous year due to less activity*
- Investment income remains high
- Franchise Fee revenue ***increased by 7.6%,*** primarily due to AFN
- Accounts receivable and collections update
  - *Delinquency processing and collections efforts continue*

Finance

Outstanding Utility Account Balances

- Timeline
  - *March 2020* City postponed delinquent processing due to COVID per Governor's executive order.
  - *July 2020* resumed delinquent processing, to delay in September due to the Almeda Fire.
  - *October 2020* resumed delinquent processing alerting customers of past due balances and agreed not to pursue disconnection until future date.
  - *March 2022* resumed delinquent processing and disconnection.
  - *August 2023* postponed delinquent processing due to staff turnover.
  - *May 2024* resumed delinquent processing and disconnection and offered extended payment plans.
  - *January 2025* postponed delinquent processing due to staff turnover.

Finance

Outstanding Utility Account Balances

- Total owed on Utility Accounts June 30, 2025:
  - $6,796,390

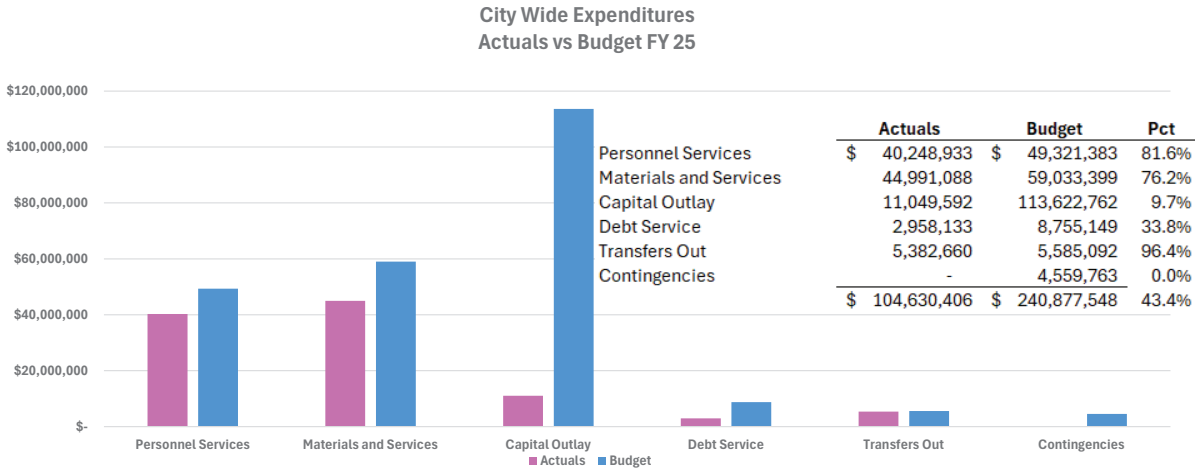
Amount sent to collection and impact on Revenue =$2,713,359

- General Fund-Electric Users Tax = $309,343
- Street Fund = $115,104
- Water Fund = $288,009
- Wastewater Fund = $234,421
- Stormwater Fund = $26,286
- Electric Fund = $1,620,875
- Telecommunications Fund = $119,321

Finance

Expenditures

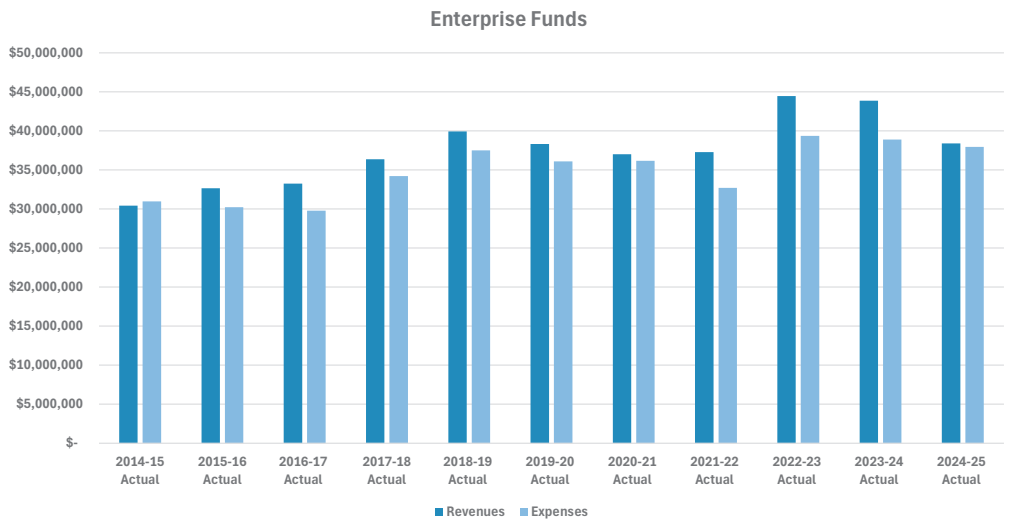
- In budgetary compliance
- Capital spending & debt service
  - Water Treatment Plant construction delay



	Actuals	Budget	Pct
Personnel Services	$ 40,248,933	$ 49,321,383	81.6%
Materials and Services	44,991,088	59,033,399	76.2%
Capital Outlay	11,049,592	113,622,762	9.7%
Debt Service	2,958,133	8,755,149	33.8%
Transfers Out	5,382,660	5,585,092	96.4%
Contingencies	-	4,559,763	0.0%
	$ 104,630,406	$ 240,877,548	43.4%

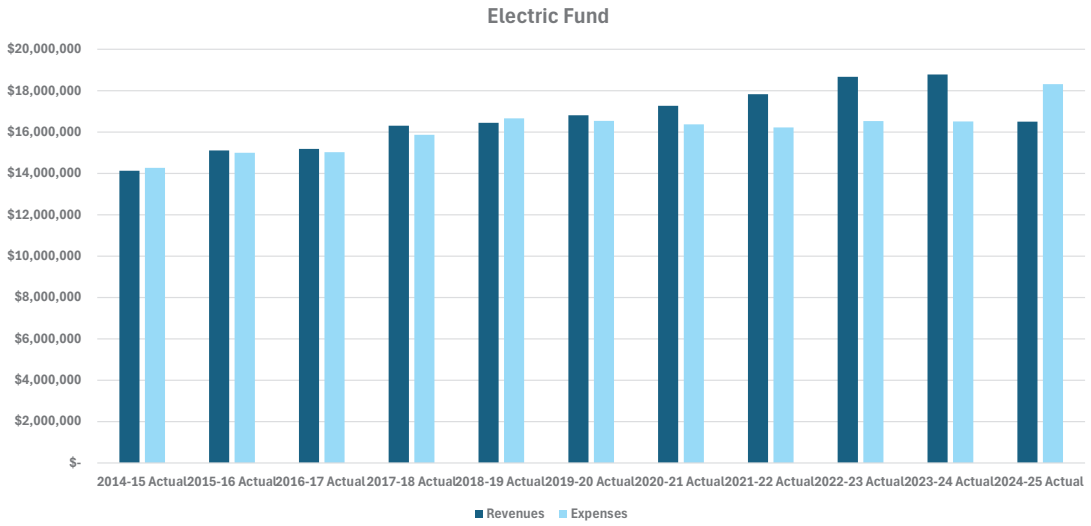
Finance

Revenue vs Expenditures - Enterprise Funds



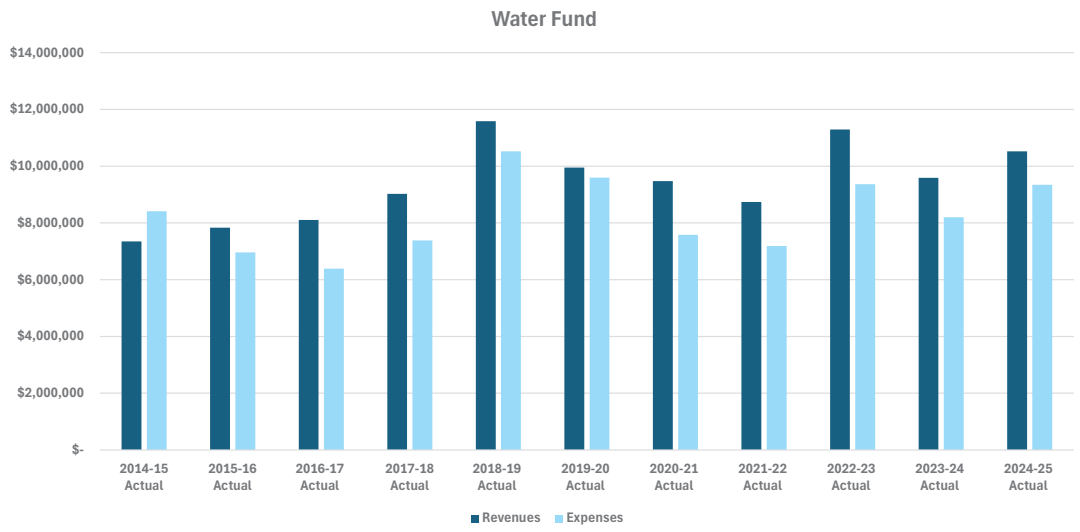
Finance

Revenue vs Expenditures – Electric Fund



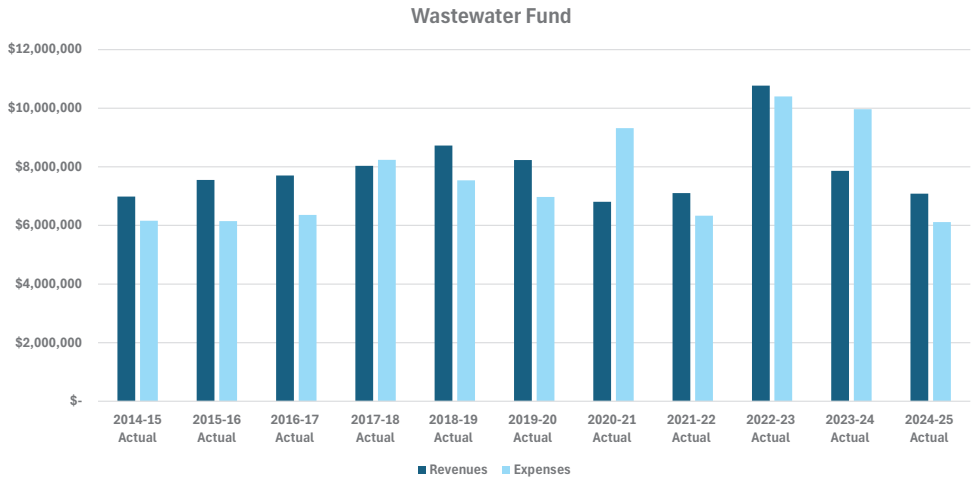
Finance

Revenue vs Expenditures – Water Fund



Finance

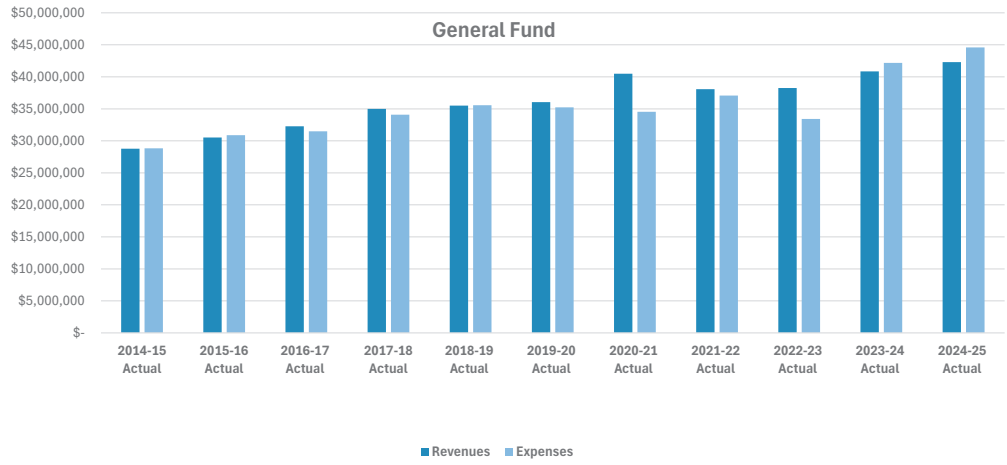
Revenue vs Expenditures – Wastewater Fund



Finance

Revenue vs Expenditures - General Fund

	2019-20 Actual	2020-21 Actual	2021-22 Actual	2022-23 Actual	2023-24 Actual	2024-25 Actual
Revenues	$ 36,058,286	$ 40,493,301	$ 38,062,681	$ 38,240,676	$ 40,842,959	$ 42,281,663
Expenses	35,234,686	34,550,619	37,066,082	33,427,427	42,164,274	44,590,713
Revenues Less Expenses	$ 823,600	$ 5,942,682	$ 996,598	$ 4,813,250	$ (1,321,315)	$ (2,309,049)



Finance

City's Net Position*

- ❖ Fund Balance
  - City Wide = $85.2M vs $89.1M
  - General Fund = $15.4M vs $17.1M
  - Electric Fund = $7.6M vs $9.4M
    - Collection account shown as reduction in revenue
- ❖ Cash & Investments
  - City Wide = $79.2M vs $78.6M
  - General Fund = $14M vs $13.8M

* Current Year vs Previous Year, same period

Finance

Reports

- ❖ OpenGov
  - Finance Department page - Interactive Financial Reporting
  - Annual Report updated nightly
  - Monthly Data and Year over Year updated monthly
- ❖ Monthly Financial Statements
  - Finance Department page - Financial Documents
  - Preliminary June 2025 as of August 11 and October 7

Finance

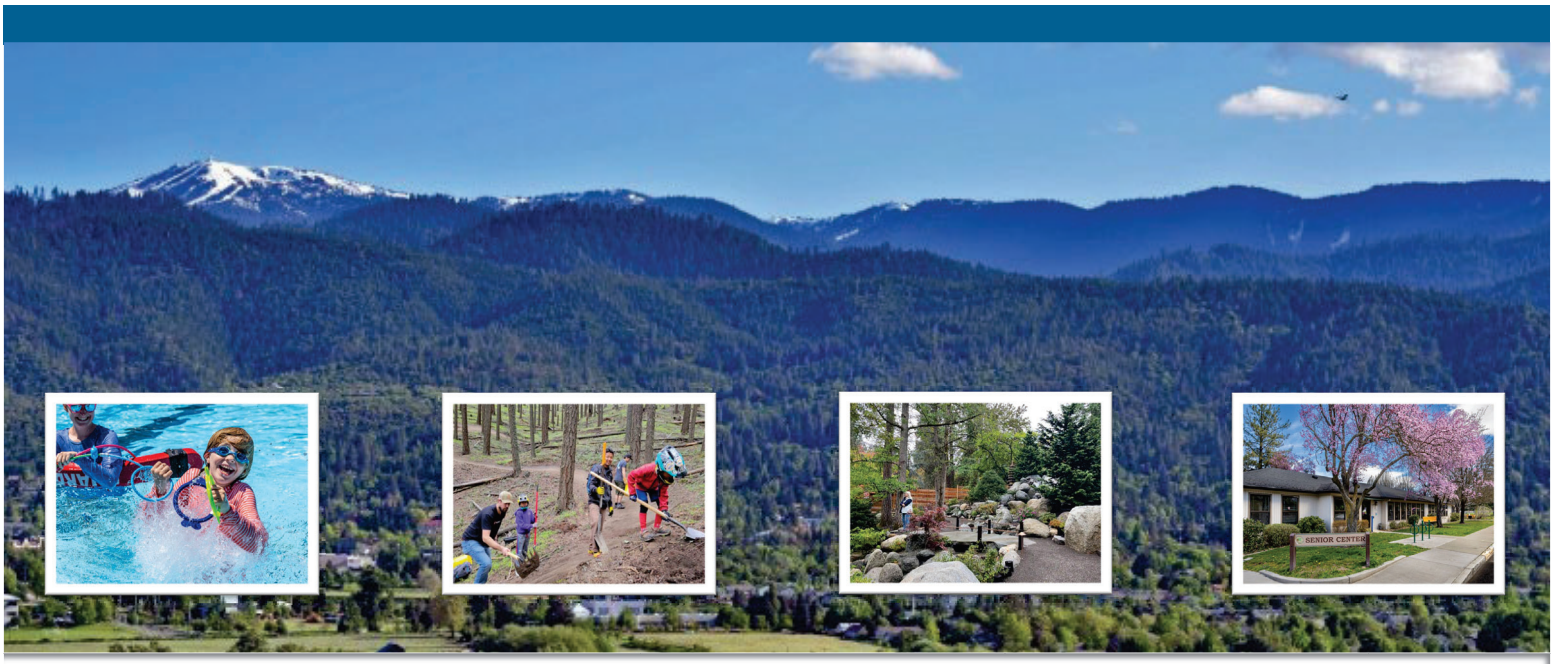
Finance Department Updates

- ❖ Annual Audit
  - Onsite fieldwork began October 13
  - The Audit Committee will meet December 3- applications available
  - Report by Auditors to City Council December 16
- ❖ Software Updates
  - Preparing RFP for Utility Billing Software
  - Preparing for implementation of new payroll software with Human Resources

QUESTIONS?

City Council & Park Commission

Joint Session, October 21, 2025



Strategic Plan: Parks, Recreation, Open space & Senior services plan

Planning Update

October 21, 2025

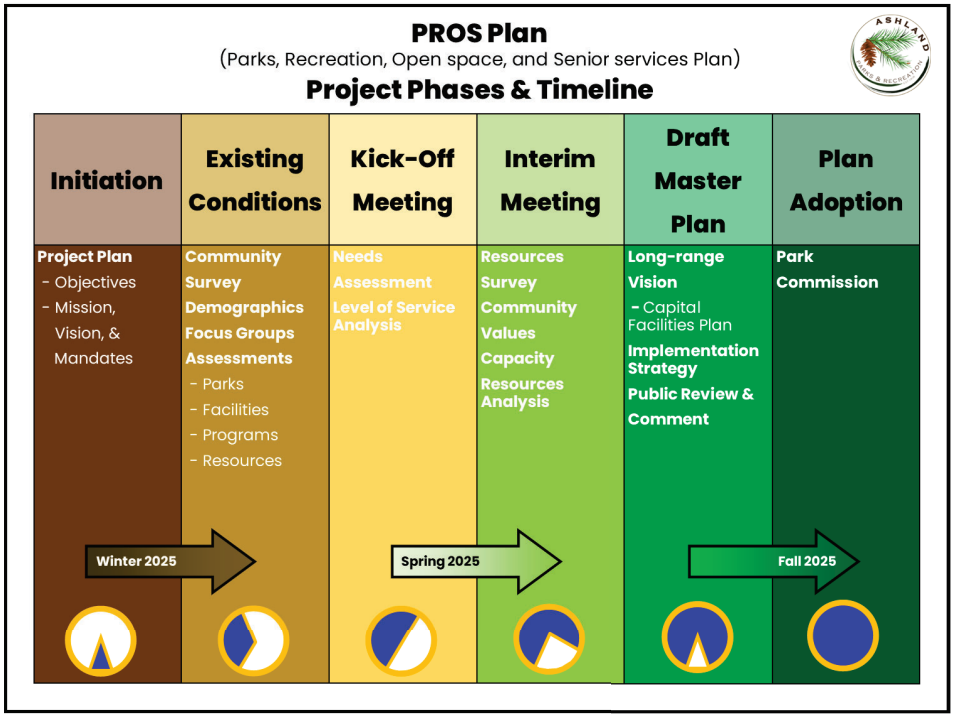
Better Together

ASHLAND PARKS & RECREATION

Agenda

- Review the planning objectives and process
- Review a summary of the Community input to date
- Question and Answer Session
- Discuss Next Steps

PROS PLAN PROCESS



Strategic Plan

Process:
- Information Collection
- Resource Analysis
- Capacity Evaluation

Goals:
- **Strategic Goals**
  - Objectives
  - Actions
- **Service Level Goals**
  - Measurable Outcomes

Department Plans:
- **Dept. Workplan**
- **CIP Plan**

Budget:
- **Operations Budget**
- **Capital Budget**

Department Activities:
- Programs
- Services
- Projects
- Operations

Covers 10 years | Completed every 2 years | Ongoing

Strategic Plan

GOAL DEVELOPMENT

Purpose: Develop goals that provide measurable outcomes & provide strategic direction

Why?: This allows the department to report **how we are doing** at achieving goals and **ensure** work is in **alignment** with strategic direction

Goals

Developing Goals

Goals

Types of Goals

Goals

STRATEGIC GOALS

- A goal that provides direction and purpose
  - Alignment with mission, vision and values
  - Forward focused
  - Guide to allocate resources, programs, & projects to achieve a transformational outcome
- Are actionable
  - Objectives & actions to assist implementation
- Are measurable
  - X is accomplished; or
  - X level of satisfaction rating

Goals

SERVICE LEVEL GOALS

- A methodology used to determine adequacy of parklands, facilities, and services
  - Generally, a ratio of element to 1,000 residents.
  - Allows a provider to assess needs and expectations.
  - Allows system to be compared to other providers in the region, state, or nationally (benchmarking).
- It provides a measurable outcome for APRD

Community Data & Community Values

11

DEMOGRAPHICS

Demographics Snapshot

Populations and People
Total Population
21,360
P1 | 2020 Decennial Census

Income and Poverty
Median Household Income
$71,782
S1901 | 2023 American Community Survey 5-Year Estimates

Education
Bachelor's Degree or Higher
65.0%
S1501 | 2023 American Community Survey 5-Year Estimates

Employment
Employment Rate
54.7%
DP03 | 2023 American Community Survey 5-Year Estimates

Housing
Total Housing Units
10,966
H1 | 2020 Decennial Census

Health
Without Health Care Coverage
5.8%
S2701 | 2023 American Community Survey 5-Year Estimates

Families and Living Arrangements
Total Households
10,264
DP02 | 2023 American Community Survey 5-Year Estimates

Race and Ethnicity
Hispanic or Latino (of any race)
1,616
P9 | 2020 Decennial Census

DEMOGRAPHICS

Populations and People

Age and Sex

48.2 ± 2.9
Median Age in Ashland city, Oregon

40.5 ± 0.2
Median Age in Oregon

Older Population

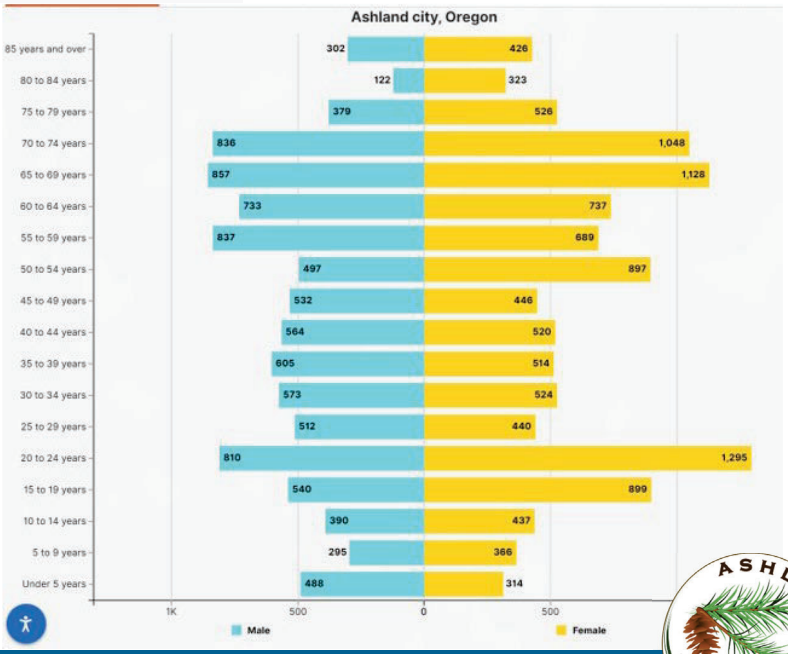
27.8% ± 2.2%
65 Years and Older in Ashland city, Oregon

19.3% ± 0.1%
65 Years and Older in Oregon

Poverty

17.9% ± 3.1%
Poverty, All people in Ashland city, Oregon

12.1% ± 0.4%
Poverty, All people in Oregon



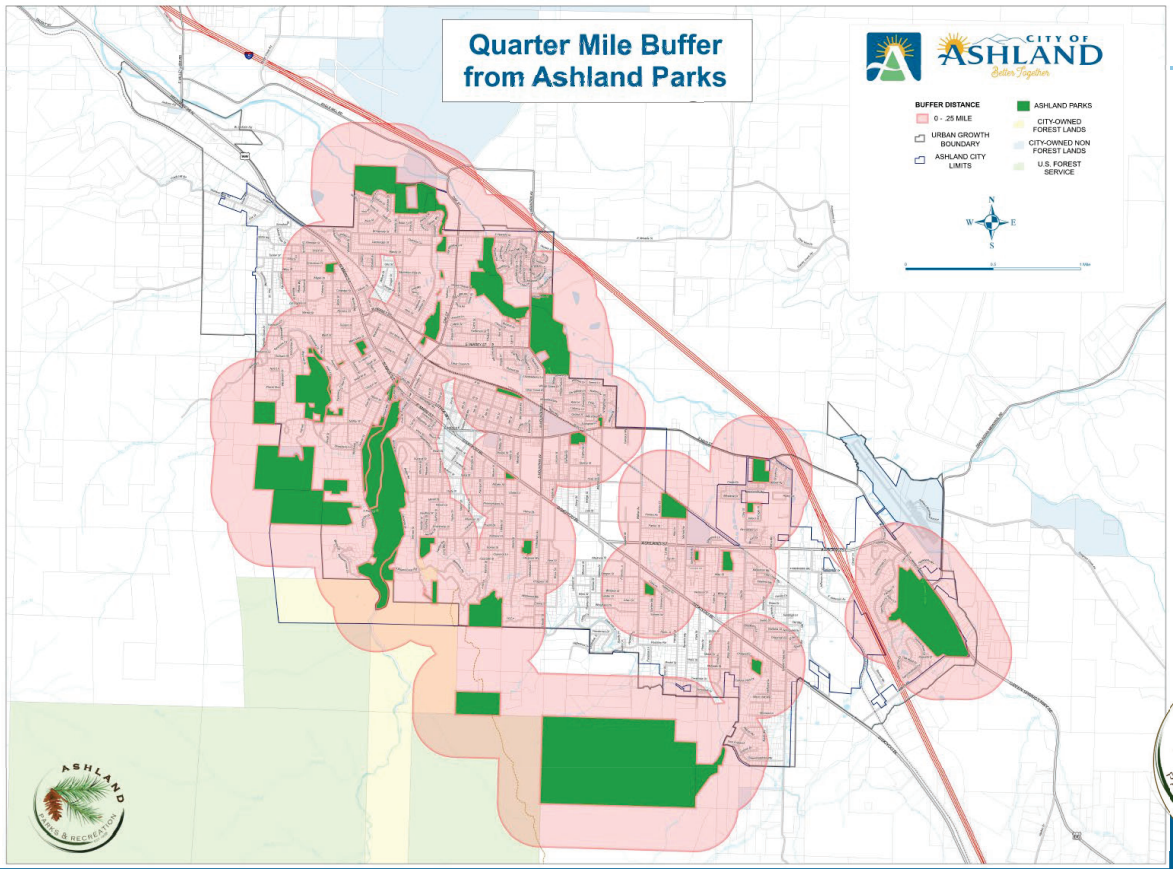
DEMOGRAPHICS

Populations and People

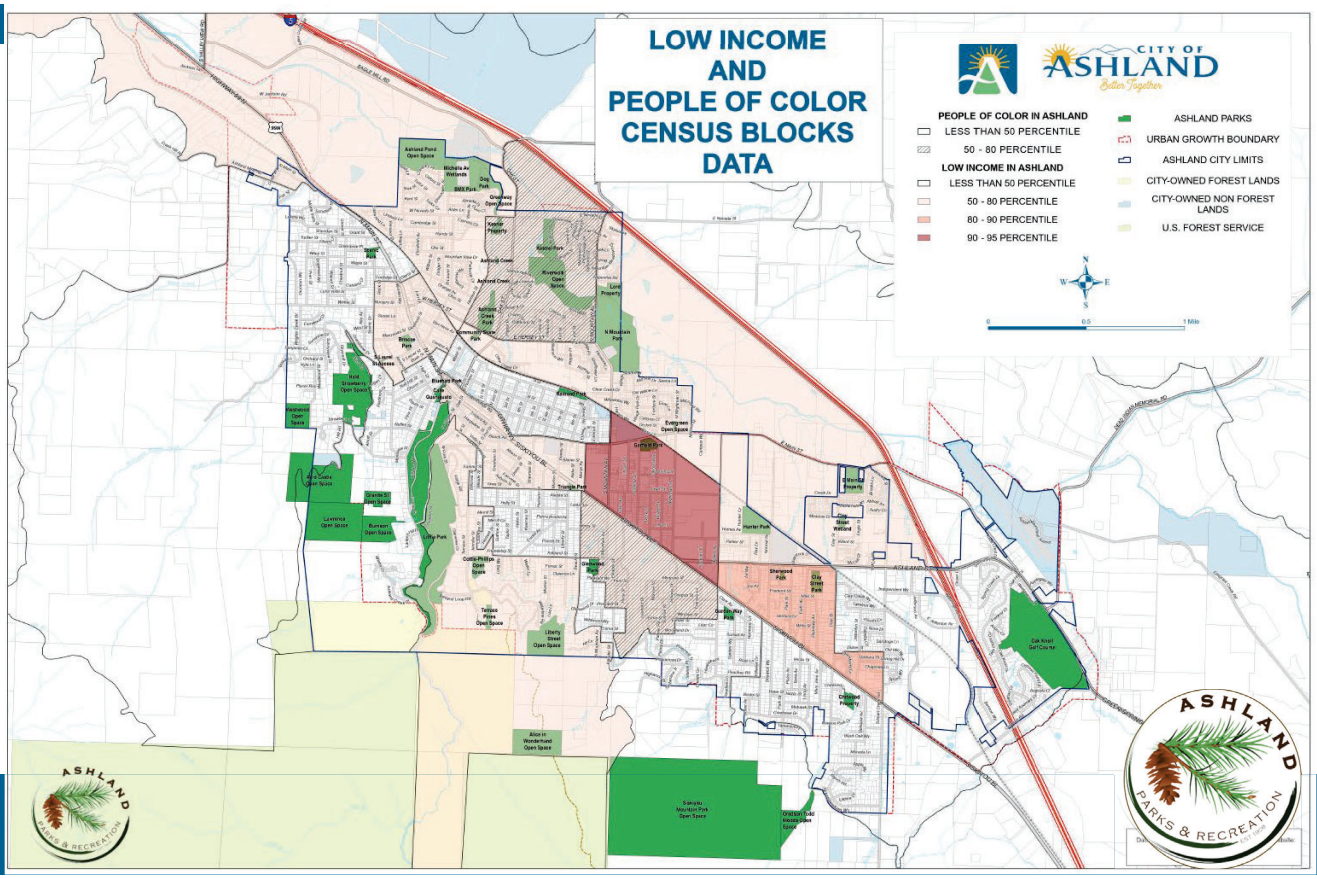
Youth (Under 18 years) – **17.5%**

Adult (19 to 50 years) – **34.3%**

Older Adult (over 50 years) – **48.2%**

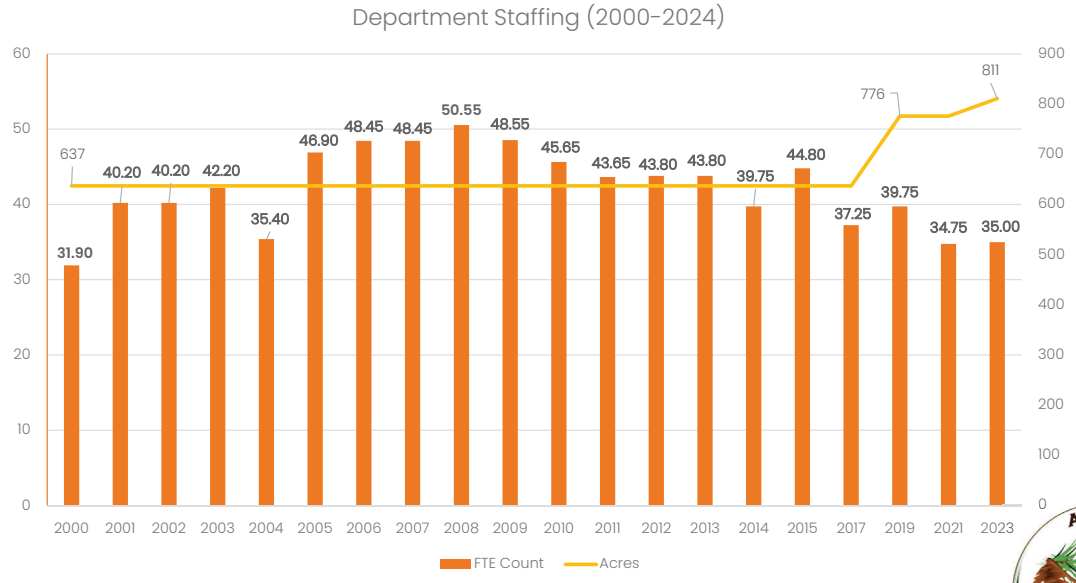


DEMOGRAPHICS



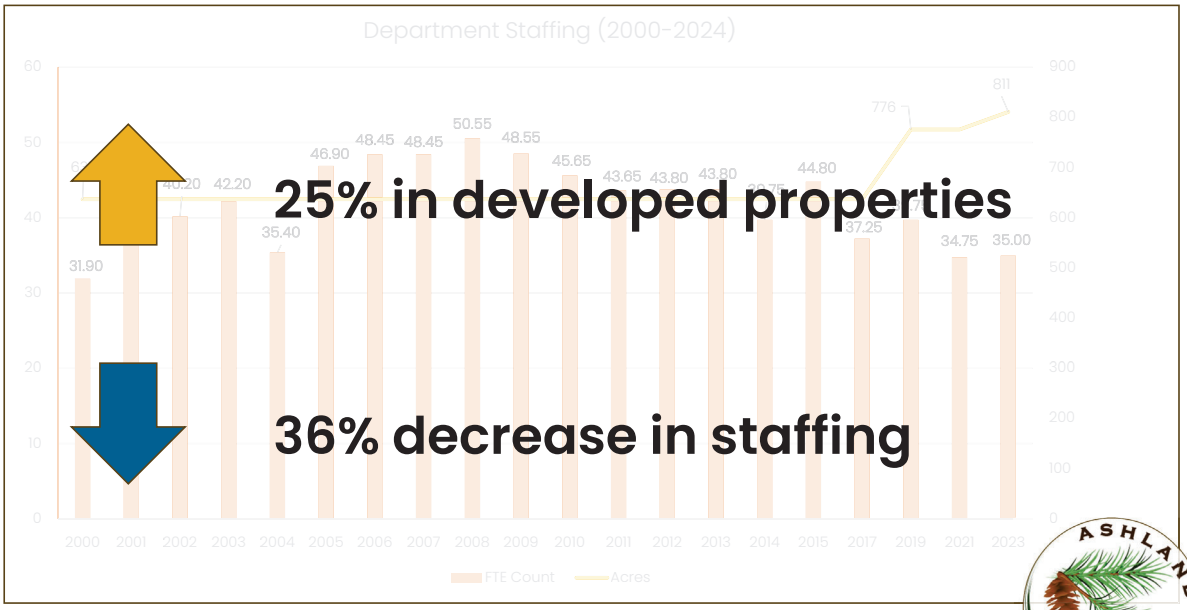
Park Operations: Capacity

Park Staffing History



Park Operations: Capacity

Park Staffing History



Park Operations: Capacity

Maintenance Management Plan

Plan Completion:

Repeat the process for every task at every property to develop a total number of hours to complete **routine maintenance**

Task × # of Asset × Time Standard × # of times task completed = Hours per year to do Task

About 300 rows of tasks to review per property x 36 properties = 10,800 tasks to review
10,800 potential tasks x 12 months = 129,600 data points

Park Operations: Capacity

Maintenance Management Plan:

Current Resources vs Need

FTE Hours	**45,760**	**33%**
Contractor Hours (approx.)	**1,500**	
Seasonal Hours	**10,500**	
Volunteer Hours	**12,000**	
Total Hours Used	**69,760**	**50%**

MMP Total Hours	**139,343**

Community Survey

- 84% have a park within a 10-minute walk from their home
- 84% use our parks and programs more than weekly
- 63% drive to a park or program
- 91% walk on our trails & 43% cycle on our trails
- 65% have participated in a recreation program/event in the last year

Community Survey

- **Top 3 Park Amenities desired**
  - Natural Areas
  - Natural/Soft surface trails
  - Water views and vistas

Community Survey

- **Satisfaction with current condition of specific park**

Highest Ranked	Lowest Ranked
• Lithia Park • Siskiyou Mountain/Oredson-Todd Woods • North Mountain Park	• Oak Knoll Golf Course • Skate Park • Triangle Park

Community Survey

- **Top Priorities (from list in question)**

Highest Priority	Lowest Priority
• Clean and Well-Maintained Facilities • Natural/dirt walking trails • Free-of-charge recreation opportunities	• Separate areas for older adults to be with others their ages • Free wifi • Picnic areas and shelters for large groups

Community Survey

- **Do you Agree with the following?**

Need more Tennis Courts	Need more Pickleball Courts	Need new Pool
Disagree – 44.57%	**Disagree – 38.57%**	**Agree – 48.11%**
Agree – 17.02%	Agree – 32.08%	Disagree – 21.22%
N/A – 38.24%	N/A – 29.35%	N/A – 30.67%

Focus Groups

- South Ashland Neighborhoods
- Central Ashland Neighborhoods
- North Ashland Neighborhoods
- Youth & Families
- Livability & Economic Development
- Trails
- Natural Resources
- Recreation
- Senior Services

Community Values Survey

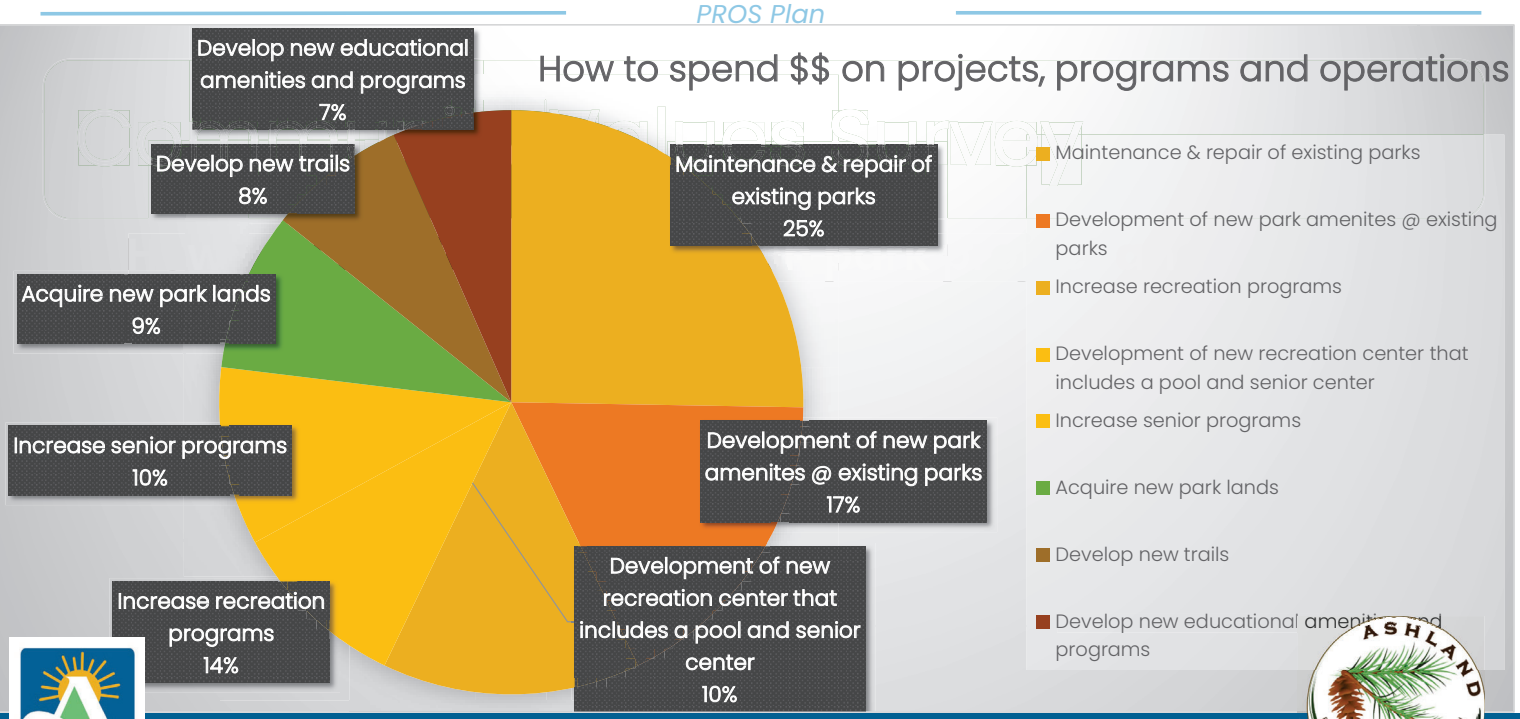
- **Priorities Ranked**

Highest Ranked	Lowest Ranked
• Maintain existing parks and facilities • Meet recreational needs of community • Operate youth recreation programs	• Operate the golf course • Invest in equipment, etc. that reduces fossil fuel use • Operate Ice-skating rink

Community Values Survey

- **How you would spend $100 on park project and operations**

How to spend $$ on projects, programs and operations



Community Values Survey

- **Funding Tools Supported Ranked**

Highest Ranked	Lowest Ranked
• Transient Lodging Tax Increase • General Fund • Food & Beverage reauthorization	• Parking Fee • Special District • Park Levy

Community Values Survey

- **Which is a higher priority?**

Limited use of pesticides (74%)	Reduced programming or reduced maintenance of parks (26%)
Sport Fields (54%)	Pickleball (46%)
Youth Recreation Programs (71%)	Senior Recreation Programs (29%)
Trails (59%)	Pickleball (41%)
Pool (70%)	Dog Park (30%)
Youth Recreation Programs (76%)	Adult Recreation Programs (24%)

Community Values Survey

- **Which is a higher priority?**

No reduction in recreation programs (61%)	No use of pesticides (39%)
Youth Sports (78%)	Adult Sports (22%)
Maintaining Parks (87%)	Pool (13%)
Trails (81%)	Golf Course (19%)
Pool (53%)	Pickleball (47%)
Trails (72%)	Pool (28%)
Low cost, high use programs and parks (95%)	High cost, low use programs and parks (5%)

PROS PLAN

PROS PLAN

Next Steps:

- **Draft PROS Plan** (February 2026)
  - 30-day comment period
- **PROS Plan Adoption**(April 2026)

- **Implementation**

Citywide Strategic Plan: Plan Update

Joint Session, October 21, 2025

City Finances:

Staffing and Service Level Adjustments

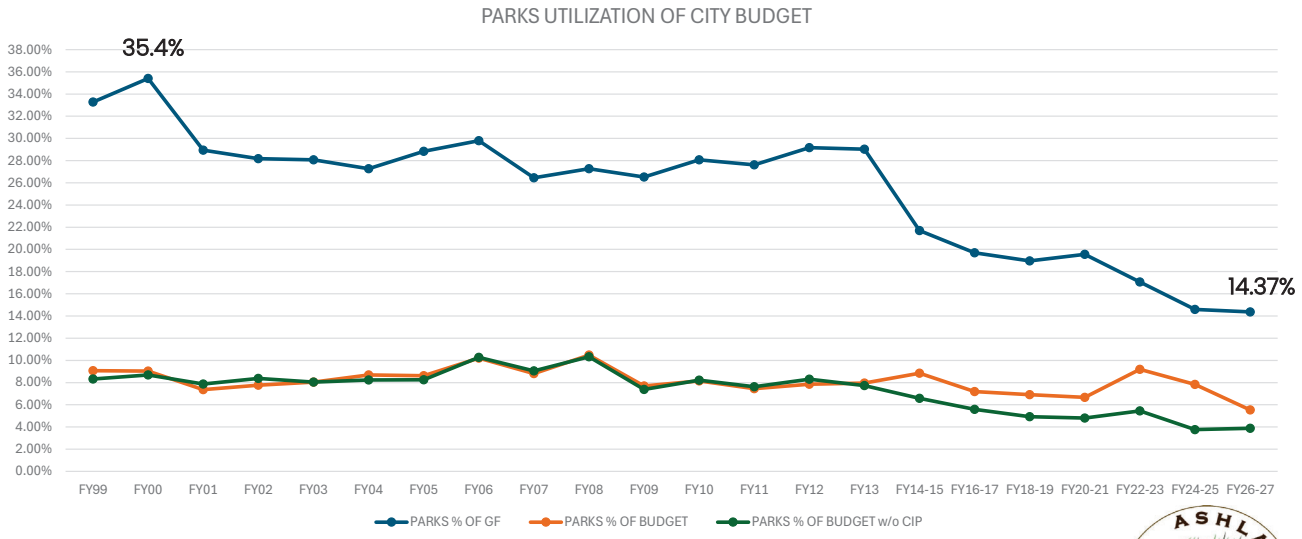
October 21, 2025

Better Together

ASHLAND PARKS & RECREATION

Parks Activities

Parks Budget History

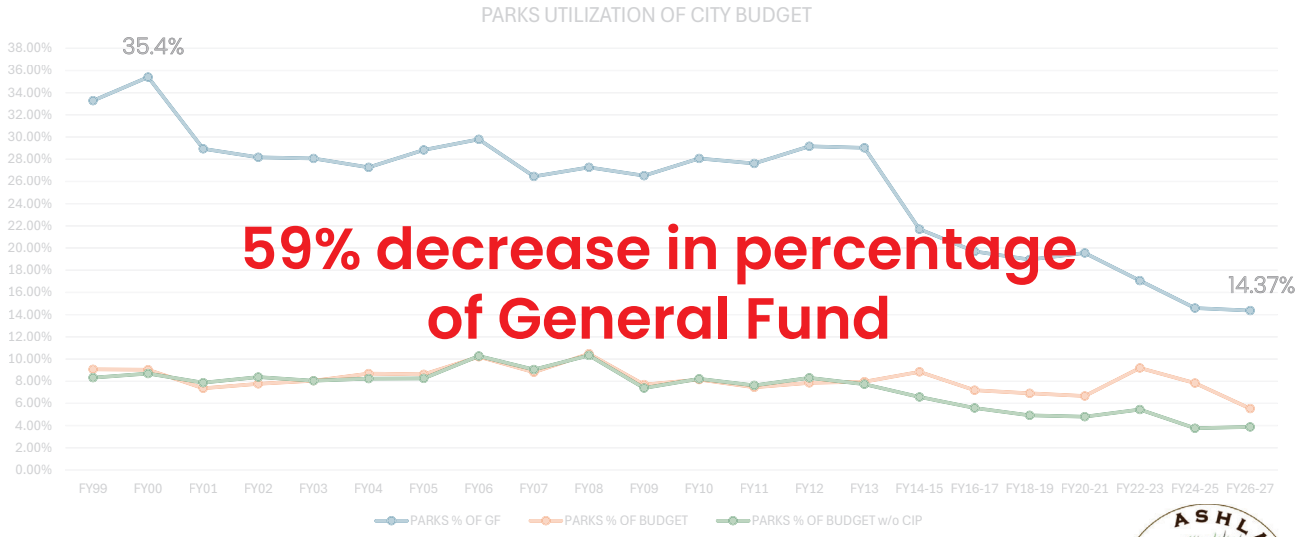


Better Together

ASHLAND PARKS & RECREATION

Parks Activities

Parks Budget History



59% decrease in percentage of General Fund

Better Together

ASHLAND PARKS & RECREATION

Parks Activities

Parks Budget History

BIENNIUM	2025-2027
FTE COUNT	35.00
ADOPTED OPERATIONS TOTAL	**$ 14,397,635**
2 Year Cost **AVERAGE COST PER FTE**	**$ 263,620**

BIENNIUM	1997-1999*
FTE COUNT	35.8
ADOPTED OPERATIONS TOTAL	**$ 11,153,674**
2 Year Cost **AVERAGE COST PER FTE**	**$ 85,502**
Adopted Operations *(2025 Dollars)*	*$22,223,886*
AVERAGE COST PER FTE (2025 dollars)	$ 171,863

BIENNIUM	2007-2009*
FTE COUNT	50.55
ADOPTED OPERATIONS TOTAL	**$ 16,346,131**
2 Year Cost **AVERAGE COST PER FTE**	**$ 128,407**
Adopted Operations *(2025 Dollars)*	*$ 25,211,854*
AVERAGE COST PER FTE (2025 dollars)	$ 202,871

Better Together

ASHLAND PARKS & RECREATION

Parks Activities

Parks Budget History

BIENNIUM	2025-2027
FTE COUNT	35.00
ADOPTED OPERATIONS TOTAL	$ 14,397,635
AVERAGE COST PER FTE	$ 263,620

• **42% reduction** (in 2025 dollars)

BIENNIUM	2009-2011
FTE COUNT	35.8
ADOPTED OPERATIONS TOTAL	$ 11,153,674
AVERAGE COST PER FTE	$ 85,502
Adopted Operations (2025 Dollars)	$22,223,886
AVERAGE COST PER FTE (2025 dollars)	$ 171,863

BIENNIUM	2007-2009*
FTE COUNT	50.55
ADOPTED OPERATIONS TOTAL	$ 16,346,131
AVERAGE COST PER FTE	$ 128,407
Adopted Operations (2025 Dollars)	$ 25,211,854
AVERAGE COST PER FTE (2025 dollars)	$ 202,871

Better Together

ASHLAND PARKS & RECREATION

Park Activities

III. Current Actions to Streamline Operations

Operations

- 20% reduction in irrigation
- Modification on trash and pet waste receptacles
- Reduction in temp. employees

Recreation

- Modification of pool staffing level
- Plan to reduce ice rink by 2 weeks due to costs and usage

Seniors

- Assessing co-housing seniors at The Grove
- Reviewing programming

Structure

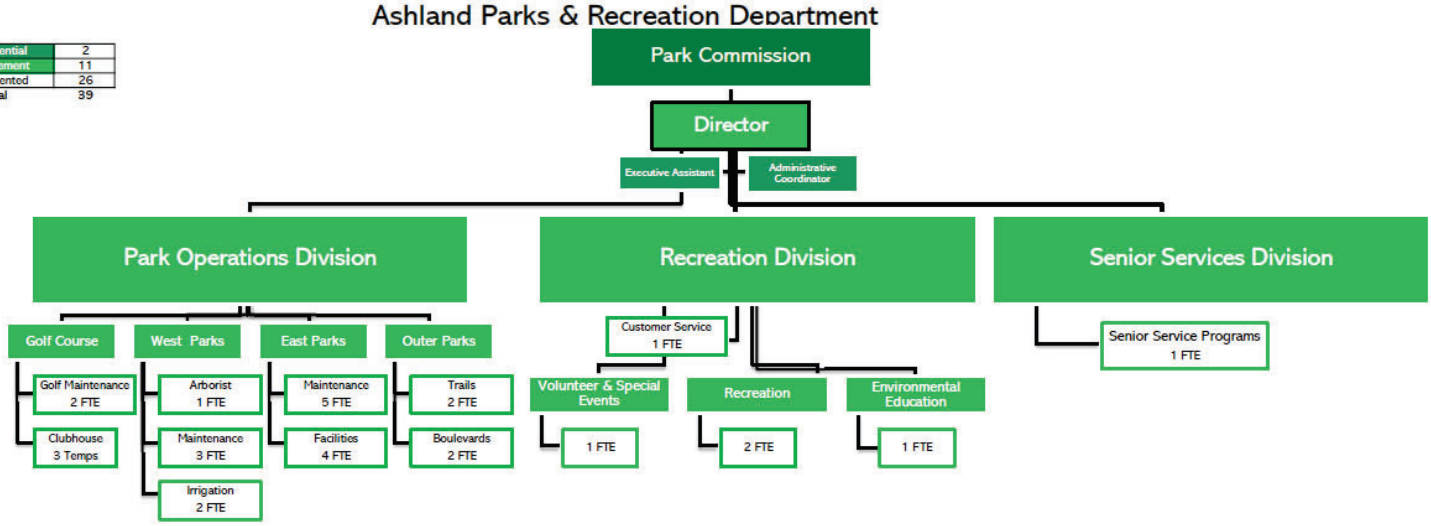
- Reviewing staff locations
- Reviewing work
- Reviewing community needs

Better Together

ASHLAND PARKS & RECREATION

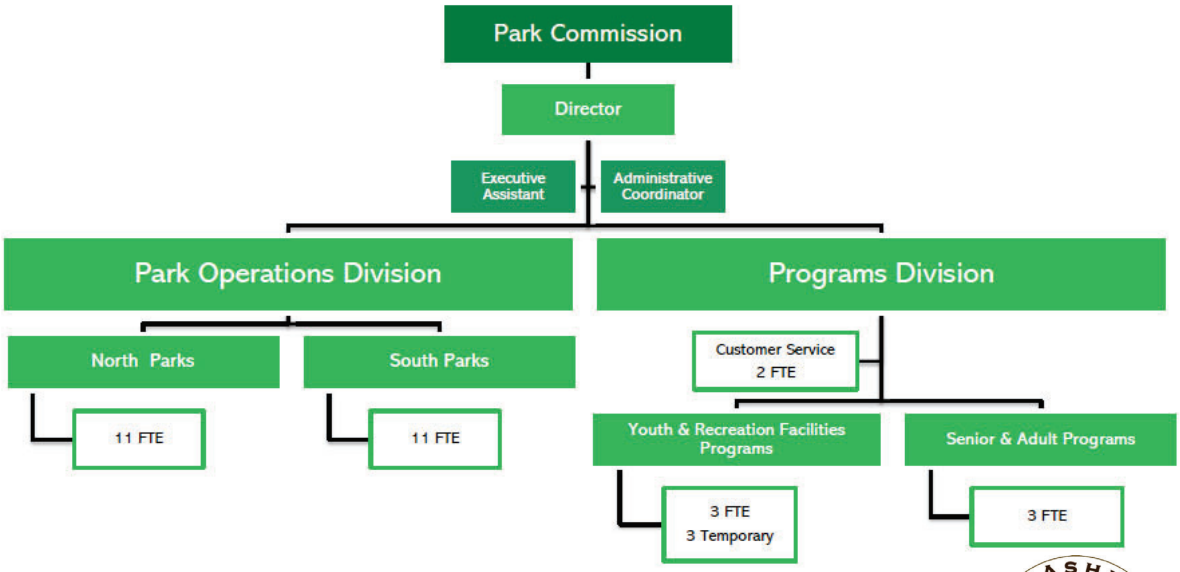
Ashland Parks & Recreation Department

Confidential	2
Management	11
Represented	26
Total	39



Ashland Parks & Recreation Department

Confidential	2
Management	7
Represented	30
Total	39



Food & Beverage Tax

Joint Session, October 21, 2025

Topics and Meeting Frequency

Joint Session, October 21, 2025

ASHLAND CITY COUNCIL
BUSINESS MEETING MINUTES
Tuesday, October 7, 2025

6:00 PM Business Meeting

Council Present: Mayor Graham, Councilors Bloom, Dahle, DuQuenne, Hansen, Kaplan, and Sherrell.
Council Absent: None
Staff Present:

Sabrina Cotta	City Manager
Johan Pietila	City Attorney
Alissa Kolodzinski	City Recorder
Bryn Morrison	Deputy Finance Director
Scott Fleury	Public Works Director
Brandon Goldman	Community Development Director
Derek Severson	Planner Manager
Tighe O'Meara	Police Chief

I. CALL TO ORDER

Graham called the meeting to order at 6:02 p.m.

a. Land Acknowledgement**

Bloom read the land acknowledgement.

II. PLEDGE OF ALLEGIANCE

Kaplan led the pledge of allegiance.

III. ROLL CALL

IV. MAYOR'S/ CHAIR OF THE COUNCIL ANNOUNCEMENT

a. Indigenous Peoples' Day Proclamation – October 13, 2025

Graham read the proclamation into the record.

V. APPROVAL OF MINUTES

a. Minutes of the September 15, 2025 – Study Session Meeting
b. Minutes of the September 16, 2025 - Business Meeting

Bloom moved to accept the minutes of September 15 and 16. DuQuenne seconded the motion.
Roll Call Vote: Sherrell, Dahle, Bloom, DuQuenne, Kaplan, and Hansen - YES. Motion passed.

VI. CONSENT AGENDA

a. Committee Member Appointments
b. Oaks of Ashland Quitclaim Deed Approval - Pedestrian Access Easement
c. Approval of Liquor License for Grocery Outlet

Dahle moved to approve the consent agenda as listed. Bloom seconded the motion.
Roll Call Vote: Dahle, Bloom, DuQuenne, Kaplan, Sherrell and Hansen - YES. Motion passed.

VII. SPECIAL PRESENTATIONS

a. Finance Update - Fourth Quarter FY25 Preliminary Results (April-June 2025)

DRAFT

Cotta introduced the item explaining that the audit is underway and final reporting will be available for the December retreat. Morrison provided a presentation (see attached) with the following key points:

- Charges for services decreased from the previous year due to delinquent accounts and allowance for doubtful accounts, resulting in a 3.3% decline of citywide revenue. If not for the issues related to delinquent accounts, the city would have realized a 4% increase in revenue.
- Transient Lodging Tax (TLT) revenue rose 10.1%, while Food and Beverage Tax decreased 6.2%. Morrison has requested an audit of the Food and Beverage tax as it was approximately $300,000 less than anticipated.
- Planning and building fees were down 26% due to decreased activity. Investment income remained high, and franchise fee revenue increased by 7.6% primarily due to Ashland Fiber Network (AFN).
- Delinquent utility account processing had been paused since March 2020 due to COVID, the Almeda fire, and staffing challenges. The amount owed on utility accounts at the end of June 2025 was approximately $6.8 million. Roughly 1,200 customers with delinquent accounts were contacted, leading to established payment plans. Approximately $2.7 million was sent to collections, with the biggest impact on the electric fund. The $2.7 million write-off was a one-time clearance and is not anticipated to occur again now that regular delinquent processing has resumed.
- Citywide cash and investments increased by roughly $600,000. On-site fieldwork for the audit will begin October 13, and complete results are expected by December 16. The finance department is preparing a Request For Proposals (RFP) for utility billing software and is implementing new payroll software.

In response to questions from councilors:
The plan for new utility billing software is set for completion before the end of the year, with implementation expected in the first six months of next year. Currently, in-person hours are available on Tuesdays and Fridays from 9 a.m. to 1 p.m., serving about 7–10 people per day. Delinquent account amounts varied significantly, and customers adhering to payment plans will not go to collections. There is monitoring in place for planning and building fee revenue to closely watch the situation and assess if the decrease in revenue fees is a temporary slowdown in activity. Write-offs were for closed accounts where customers had moved away.

VIII. **PUBLIC FORUM –** Citizens' concerns included safety issues with unhoused individuals camping in parks and near bike paths used by children, as well as aggressive deer. There were also worries about financing and transparency of the emergency shelter funding, the city's adherence to contingency fund policies, and the non-competitive hiring process for leadership positions. Additionally, there was a call for more inclusive treatments of the unhoused, emphasizing their economic contributions, and a suggestion for historical plaques in town, including one to acknowledge indigenous history.

IX. PUBLIC HEARING

a. *Public Hearing First Reading of Ordinance 3276 - Vacating A Portion of the Fern Street Public Right of Way*

Fleury provided the attached presentation. The request to vacate an unimproved public right-of-way known as Fern Street, east of its connection with Roca Street, was explained. The formal process required by both Ashland Municipal Code and Oregon Revised Statute was outlined. The Planning Commission held public hearings and recommended approval with conditions, including establishing a pedestrian access easement through SOU-owned tax lots. Existing storm drain infrastructure in the right-of-way was discussed, with staff considering abandoning the line and connecting it further downstream on Roca to address flooding issues. It was clarified that if the council approved the vacation, SOU would be responsible for formalizing deed descriptions and easements.

Public Hearing Open

- Bruce Bergstrom expressed concern about the right-of-way change from Roca Street to Roca Creek and described issues with the existing storm drain.
- Janine Gruzard disputed the city's designation of Roca Creek as seasonal, stating it does not dry out. She suggested selling a single lot separately while preserving pedestrian access.
- Allison Laughlin requested a designated trail rather than a shared driveway, proposing that the city use part of the Fern Street easement for pedestrian access continuing north along the creek

Public Hearing Closed

Rob Patridge, General Counsel for Southern Oregon University (SOU), addressed the Council in response to concerns and discussions about the vacation. Councilors discussed the need for flexibility in developing the property and that planning decisions should flow through existing processes as development is proposed. After deliberation, the following motion was adopted:

Bloom moved to approve the first reading of Ordinance Number 3276 an Ordinance relating to the vacation of a portion of Fern Street and to place the ordinance on agenda for second reading on October 21, 2025. Dahle seconded the motion.

Roll Call Vote: Bloom, Dahle, DuQuenne, Kaplan, Hansen and Sherrell - YES. Motion passed

b. *Public Hearing for a Legislative Amendment to the Southern Oregon University Facilities Masterplan and First Reading of Ordinances #3267, #3268, and #3269 (#PA-L-2025-00016)*

Cotta introduced the item; Goldman and Severson provided a presentation including zoning map adjustments for surplus SOU property, comprehensive plan amendments, and land use code amendments (see attached). The council had previously amended the ordinance in July to establish maximum height allowances in the new SO zone, with the exception of the corner of Ashland Street and Walker and was now being asked to consider changes to conditional use permit requirements. Conditional use permit requirements in the SO zone are triggered when use is not listed in the master plan, development is within 50 feet of private property, buildings exceed allowed height, or for wireless

communication facilities. Examples of past projects requiring conditional use permits highlight how the process has benefited both the university and surrounding neighborhoods.

Hansen recused himself from discussion and voting due to potential conflict of interest.
Public Hearing Open
No comments.
Public Hearing Closed

Bloom moved to approve first reading of ordinances 3267, 3268, and 3269 adopting Southern Oregon University's 2025 facilities master plan amendment, including the red line revisions submitted by Southern Oregon University in their letter dated September 26, 2025 as part of the official record and incorporated by reference. Dahle seconded the motion.
Roll Call Vote: Bloom, Dahle, DuQuenne, Kaplan, and Sherrell – YES. Motion passed.

Recess taken from 7:59 to 8:10 PM

X. ORDINANCES, RESOLUTIONS AND CONTRACTS

a. *Second Reading of Ordinance No. 3273 An Ordinance Amending AMC Section 10.120 Enhanced Law Enforcement Area and Persistent Violation*

Cotta introduced the item and explained that amendments from the previous meeting have been incorporated. O'Meara requested a minor correction to an ORS citation. Councilors discussed Section 10.120.05F regarding variances, questioning whether an individual would need to satisfy all four criteria listed or just one. Pietila confirmed the need to add "or" after the semicolons to clarify that these were alternative criteria.

Public Comment. Several community members advocated for an enforcement policy focused on inclusion instead of exclusion. Commentors requested compassion through solutions such as housing and social services; and requested that staff track the ordinance's effectiveness through ongoing analysis of data.

After further discussion and amendment, the following motion was adopted:

Dahle moved to approve Ordinance 3273 with amendments to section 10.120.020 subsection A1F to read ORS 475C.377 to reflect the current Oregon statute; and to section 10.120.050F to read "a court of competent jurisdiction may at its discretion grant additional variances to those listed in 10.120.040 for an expelled person at any time during the period of expulsion if the person demonstrates by clear and convincing evidence…"; and to insert the word "or" at the end of subsection C. Bloom seconded the motion.
Roll Call Vote: Sherrell, Dahle, Bloom, and DuQuenne - Yes. Kaplan and Hansen - No.
Motion passed.

b. *Approval of a Construction Contract with Carter & Company, Inc. for the North Mountain Avenue Overlay, Phase I Project (PW 2021-03)*

Fleury provided a presentation on the construction contract for the North Mountain Avenue overlay project from Hersey Street to the interstate (see attached). The project would include pavement rehabilitation, sidewalk infill, ADA ramp upgrades, and pedestrian safety improvements. Following a formal competitive sealed bid process, Carter and Company provided the low bid of approximately $3.5 million. The project would be scheduled with hardscape improvements in fall and winter with asphalt work in spring to avoid traffic closures during fire season. It was clarified that the project would include green paint for bike lanes similar to Ashland Street, and that buffered bike lanes would be included in Phase 2 from Hersey Street to East Main.

Hansen moved to approve the construction contract with Carter & Company, Inc. for the North Mountain Avenue Overlay, Phase I Project for a contract amount not to exceed $3,593,271.50. Dahle seconded the motion.

Roll Call Vote: Bloom, Dahle, DuQuenne, Kaplan, Sherrell, and Hansen - YES. Motion passed.

c. *Approval of Personal Services Contract for Construction Administration Services for the North Mountain Avenue Overlay, Phase I Project (PW 2021-03)*

Fleury provided a presentation (see attached). The contract would cover inspection, ensuring conformance with engineering design and specifications, response to contractor requests, and developing design changes as needed. Dowl was selected through a qualifications-based process and had previously been awarded the preliminary and final engineering work.

Councilors asked for clarification about the necessity of the contract. It was explained that while not legally required, the City lacked staff resources to manage the project internally. Dowl would provide daily on-site inspection throughout the duration of the project, while the city's project manager would maintain oversight and final approval authority.

Dahle moved to approve a contract for construction engineering services with Dowl for an amount not to exceed $492,206.40 - principal project tasks in the amount of $468,456.40 and contingencies in the amount of $23,750.00. Sherrell seconded the motion.

Roll Call Vote: Bloom, DuQuenne, Dahle, Kaplan, Sherrell, and Hansen - YES. Motion passed.

XI. UNFINISHED BUSINESS

XII. NEW BUSINESS

a. *Annual Climate and Energy Action Plan Report & Conservation Incentives Adoption*

Due to time constraints this item will be included on the next agenda.

XIII. CITY MANAGER REPORT

City Manager Cotta reported that:

- The event partnership grant program launched in October 2024 had awarded over $130,000 across 20 grants funding 25 events, estimated to bring approximately 6,000 visitors.
- Work is ongoing at the severe weather shelter building, with completion estimated by mid to late November.
- The final Coffee and Conversation event for the year was scheduled for the following Tuesday from 1:00- 2:30 p.m. at North Mountain Park, with Councilors Dahle and Hansen planning to attend.
- Fire Station 2 would host tours, fire safety education, and community connection on Friday, October 10 from 2-6 p.m. during Fire Prevention Week.
- The fire danger level had been reduced from high to moderate.
- The Return of the Salmon family field day would be held on October 18 from 10 a.m. to 2 p.m. at North Mountain Park.

In response to councilor's questions about the removal of shrubs on Ashland Street islands, Cotta explained that trees would remain, but other greenery would be replaced with decorative hardscaping to reduce watering costs and staff time. The Public Art Committee is exploring transitioning some public art to medians. In response to questions about the deer population, Cotta explained that the Oregon Department of Fish and Wildlife (ODFW) has jurisdiction over deer who does not support birth control for deer. ODFW will be invited to speak at a study session early next year to discuss options.

XIV. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

- Bloom reported on the League of Oregon Cities conference, highlighting interesting urban development work in Portland's OMSI district and Lake Oswego's creative approaches to making their municipal golf course financially viable.
- Graham noted that she had visited Gresham during the conference and observed interesting mixed-use urban development including childcare facilities, commercial kitchens for rent, and cold storage.
- Sherrell attended a gathering of infill housing developers in Portland where they examined new housing types and discussed recent legislation.
- Hansen reported on the successful Ashland Mountain Challenge race held on Mount Ashland, which brought visitors to town, and mentioned the opening of the Mount Ashland A-Line Jump Line, a mountain bike feature created through partnership between the Rogue Valley Mountain Biking Association and various funders.
- Dahle recognized the Chamber of Commerce's annual dinner event celebrating business owners and economic vitality.

XV. ADJOURNMENT

The meeting was adjourned at 9:30 p.m.

City Recorder Alissa Kolodzinski

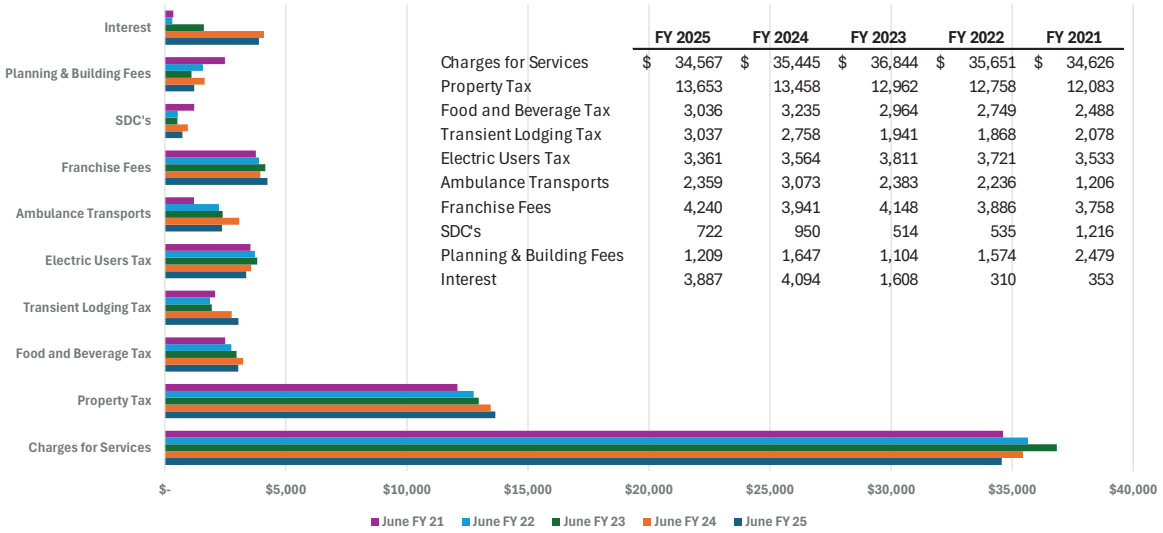
Mayor Tonya Graham

DRAFT

Finance Update
Fourth Quarter FY25

October 7, 2025

Finance



	FY 2025	FY 2024	FY 2023	FY 2022	FY 2021
Charges for Services	$ 34,567	$ 35,445	$ 36,844	$ 35,651	$ 34,626
Property Tax	13,653	13,458	12,962	12,758	12,083
Food and Beverage Tax	3,036	3,235	2,964	2,749	2,488
Transient Lodging Tax	3,037	2,758	1,941	1,868	2,078
Electric Users Tax	3,361	3,564	3,811	3,721	3,533
Ambulance Transports	2,359	3,073	2,383	2,236	1,206
Franchise Fees	4,240	3,941	4,148	3,886	3,758
SDC's	722	950	514	535	1,216
Planning & Building Fees	1,209	1,647	1,104	1,574	2,479
Interest	3,887	4,094	1,608	310	353

Finance

Revenues

- Transient Lodging and Food & Beverage Taxes
  - *TLT is **10.1% higher** than previous year*
  - *F&B is **6.2% lower** than previous year, audit underway*
- Planning and Building Fees
  - *Planning/Building fees are **26% lower** than previous year due to less activity*
- Investment income remains high
- Franchise Fee revenue ***increased by 7.6%,*** primarily due to AFN
- Accounts receivable and collections update
  - *Delinquency processing and collections efforts continue*

Finance

Allowance for Doubtful Accounts

- Timeline
  - *March 2020* City postponed delinquent processing due to COVID per Governor's executive order.
  - *July 2020* resumed delinquent processing, to delay in September due to the Almeda Fire.
  - *October 2020* resumed delinquent processing alerting customers of past due balances and agreed not to pursue disconnection until future date.
  - *March 2022* resumed delinquent processing and disconnection.
  - *August 2023* postponed delinquent processing due to staff turnover.
  - *May 2024* resumed delinquent processing and disconnection and offered extended payment plans.
  - *July 2025* postponed delinquent processing due to staff turnover.

Finance

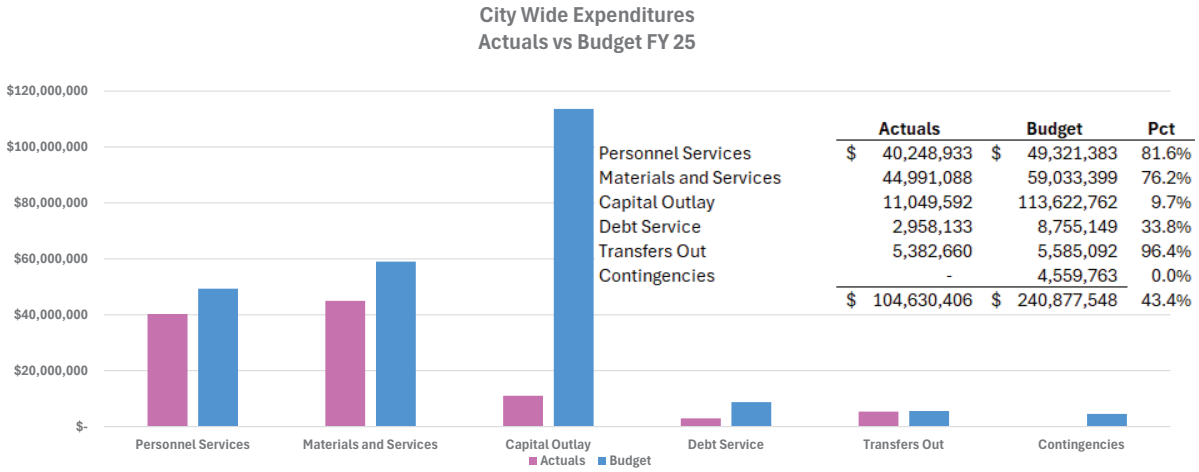
Allowance for Doubtful Accounts

- Total owed on Utility Accounts June 30, 2025:
  - $6,796,390
- Amount sent to collection = $2,713,359
  - General Fund-Electric Users Tax = $309,343
  - Street Fund = $115,104
  - Water Fund = $288,009
  - Wastewater Fund = $234,421
  - Stormwater Fund = $26,286
  - Electric Fund = $1,620,875
  - Telecommunications Fund = $119,321

Finance

Expenditures

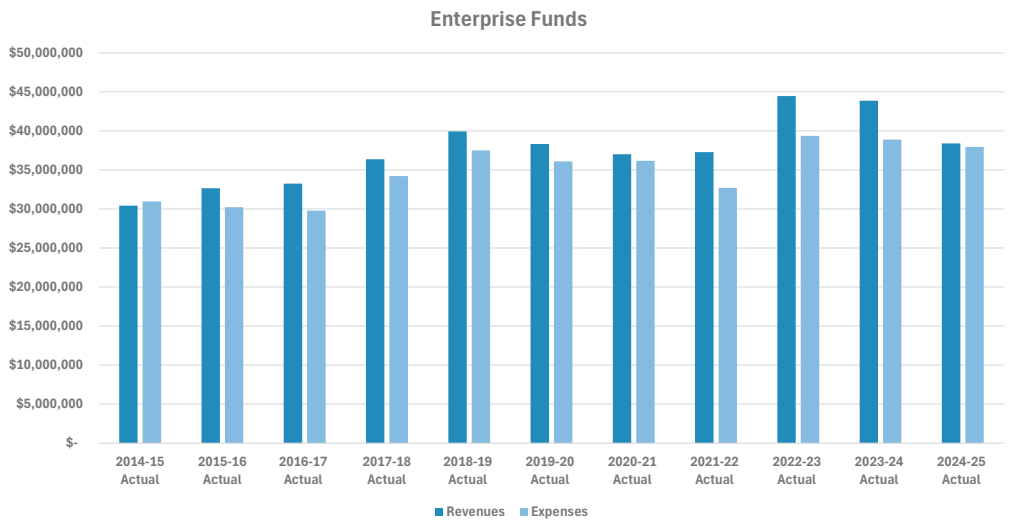
- In budgetary compliance
- Capital spending & debt service
  - Water Treatment Plant construction delay



	Actuals	Budget	Pct
Personnel Services	$ 40,248,933	$ 49,321,383	81.6%
Materials and Services	44,991,088	59,033,399	76.2%
Capital Outlay	11,049,592	113,622,762	9.7%
Debt Service	2,958,133	8,755,149	33.8%
Transfers Out	5,382,660	5,585,092	96.4%
Contingencies	-	4,559,763	0.0%
	$ 104,630,406	$ 240,877,548	43.4%

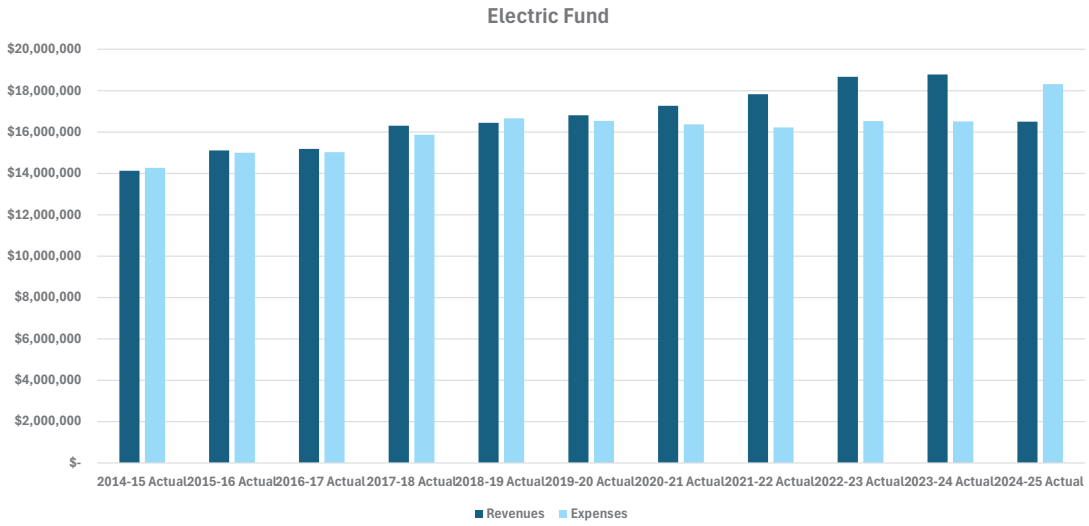
Finance

Revenue vs Expenditures - Enterprise Funds



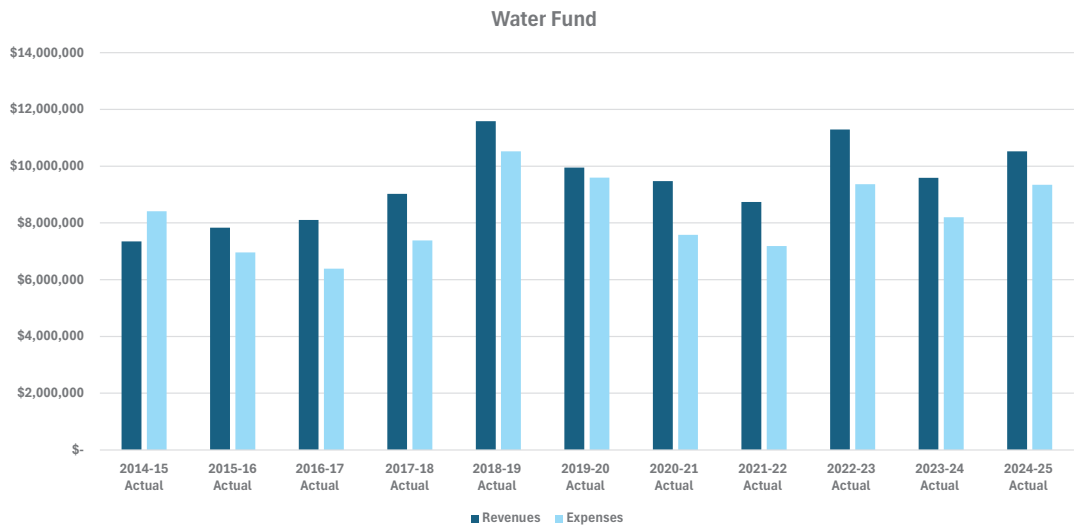
Finance

Revenue vs Expenditures – Electric Fund



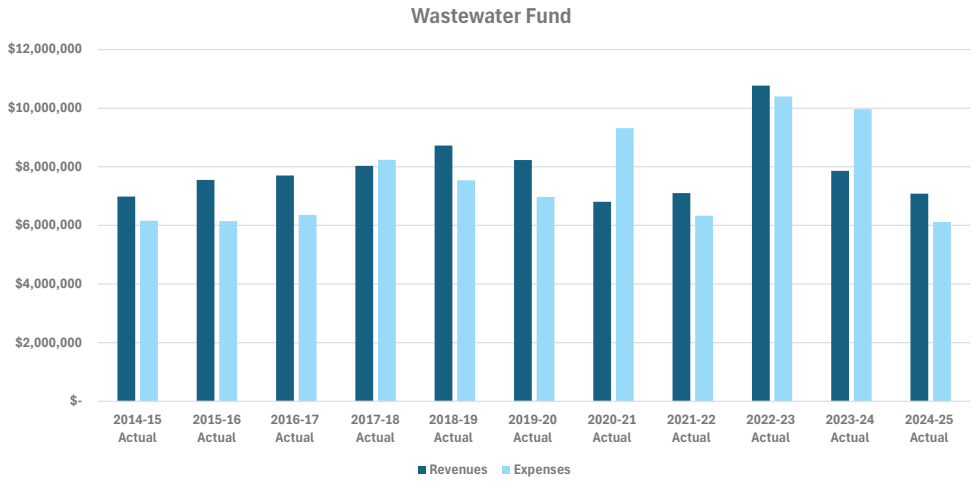
Finance

Revenue vs Expenditures – Water Fund



Finance

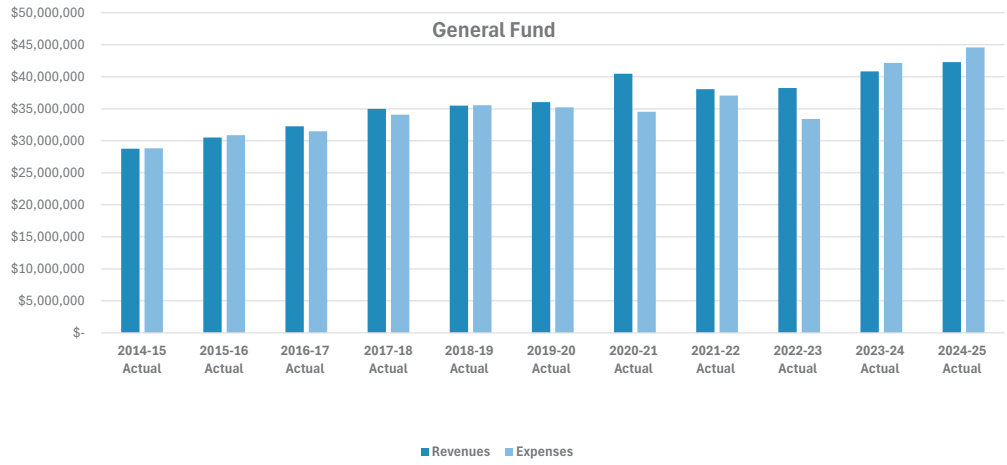
Revenue vs Expenditures – Wastewater Fund



Finance

Revenue vs Expenditures - General Fund

	2019-20 Actual	2020-21 Actual	2021-22 Actual	2022-23 Actual	2023-24 Actual	2024-25 Actual
Revenues	$ 36,058,286	$ 40,493,301	$ 38,062,681	$ 38,240,676	$ 40,842,959	$ 42,281,663
Expenses	35,234,686	34,550,619	37,066,082	33,427,427	42,164,274	44,590,713
Revenues Less Expenses	$ 823,600	$ 5,942,682	$ 996,598	$ 4,813,250	$ (1,321,315)	$ (2,309,049)



Finance

City's Net Position*

- ❖ Fund Balance
  - City Wide = $85.2M vs $89.1M
  - General Fund = $15.4M vs $17.1M
  - Electric Fund = $7.6M vs $9.4M
    - Collection account write off shown as reduction in revenue
- ❖ Cash & Investments
  - City Wide = $79.2M vs $78.6M
  - General Fund = $14M vs $13.8M

* Current Year vs Previous Year, same period

Finance

Reports

- ❖ OpenGov
  - Finance Department page - Interactive Financial Reporting
  - Annual Report updated nightly
  - Monthly Data and Year over Year updated monthly
- ❖ Monthly Financial Statements
  - Finance Department page - Financial Documents
  - Preliminary June 2025 as of August 11

Finance

Finance Department Updates

- ❖ Annual Audit
  - Onsite fieldwork begins October 13
  - The Audit Committee will meet in November or early December-applications available
  - Report by Auditors to City Council December 16
- ❖ Software Updates
  - Preparing RFP for Utility Billing Software
  - Preparing for implementation of new payroll software with Human Resources

QUESTIONS?

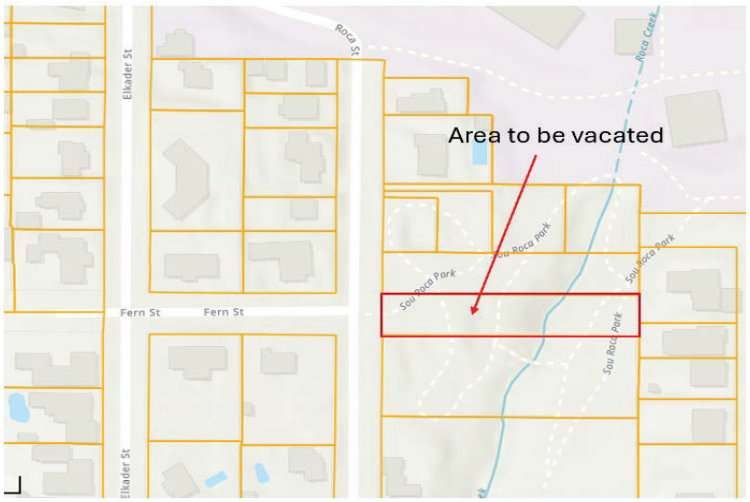
City Council Business Meeting
Right of Way Vacation – Fern Street

IX. Public Hearing

First Reading of Ordinance 3276 – Vacating A Portion of the Fern Street Public Right of Way

Summary

Before the Council is a request to approve the vacation of a portion of un-improved Fern Street right of way (east connection with Roca Street)



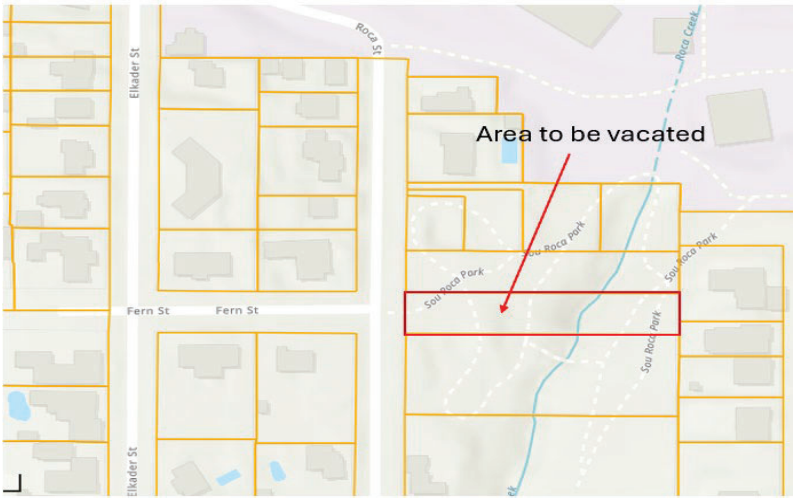
IX. Public Hearing

First Reading of Ordinance 3276 – Vacating A Portion of the Fern Street Public Right of Way

Vacation Process:

Follow regulatory requirements outlined in:

1. Ashland Municipal Code (AMC) 4.18
2. Oregon Revised Statute (ORS) 271



IX. Public Hearing

First Reading of Ordinance 3276 – Vacating A Portion of the Fern Street Public Right of Way

Vacation Process:

Council initiated vacation process:

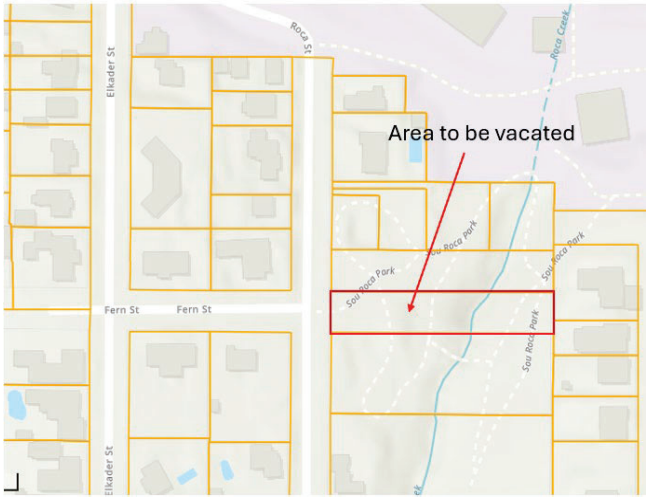
1. March 4, 2025 Business Meeting (ORS 271.130)

Planning Commission Public Hearing

1. July 22 and August 26, 2025 (AMC 4.18.030)
2. Provide Council Recommendation

Council Public Hearing – Ordinance Reading

1. October 7, 2025 – First Reading (AMC 4.18.040 and ORS 271.120)

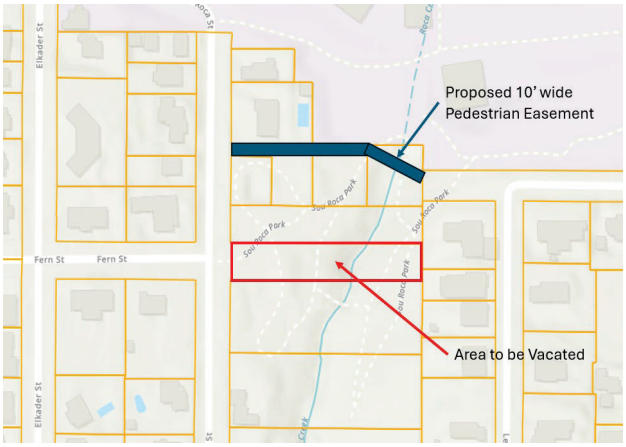


IX. Public Hearing

First Reading of Ordinance 3276 – Vacating A Portion of the Fern Street Public Right of Way

Planning Commission Recommendation:

Commissioners Phillips/KenCairn m/s that the Commission recommend that the City Council approve the requested right-of-way vacation consistent with staff's recommendations with the following conditions: a pedestrian easement be provided extending from Roca Street to Madrone Street; the inclusion of a 10-foot public utility easement for a future storm-drain installation along the frontage of Roca Street as necessary; a deed restriction, for public use of the steep-slope area on eastern portion of the property and the riparian area along Roca Creek, shall be provided for permanent public access. Roll Call Vote: All AYES. Motion Passed 4-0.



IX. Public Hearing

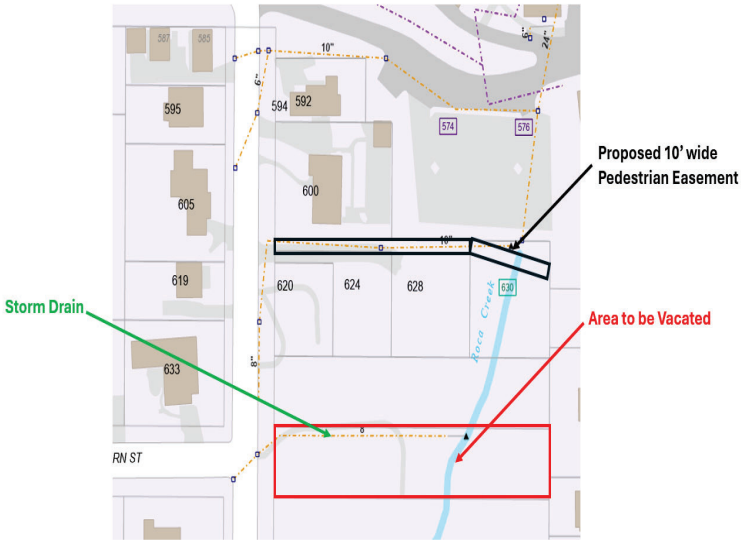
First Reading of Ordinance 3276 – Vacating A Portion of the Fern Street Public Right of Way

Utilities - Storm Drain

Storm drain pipe within right of way to be vacated. No other utilities within proposed vacation area.

Options:
1. Public Utility Easement
2. Abandon and connect downstream

Public Works investigating options for improvements/changes to drainage system



IX. Public Hearing

First Reading of Ordinance 3276 – Vacating A Portion of the Fern Street Public Right of Way

Potential Motion

I move to approve the first reading of Ordinance Number 3276 an Ordinance relating to the vacation of a portion of Fern Street

I move to take no action

Next Steps

1. Second Reading of Ordinance – October 21st, 2025
2. Record Ordinance at Jackson County
3. Coordinate execution of deeds and easement related documents with Southern Oregon University
    1. Legal Descriptions
    2. Map of Survey

Thank you

SOU Master Plan

Ashland City Council
October 7, 2025 First Reading & Public Hearing

PA-L-2025-00016

Southern Oregon University Masterplan

Ashland City Council Hearing

'Light Update'

Standard Legislative Public Process

Joint Study Session	PC Public Hearing	CC Prior Public Hearing & First Reading	CC Public Second Reading	CC Public Hearing & First Reading
April 22, 2025	*June 24, 2025*	July 15, 2025	August 19, 2025 (Postponed Reconsideration)	October 7, 2025 (New Hearing)
COMPLETE	***COMPLETE***	***COMPLETE***		

Legislative amendment to adopt the SOU 2025 Facilities Master Plan

- **Ordinance 3267** – Comprehensive Plan amendment
- **Ordinance 3268** –Land Use Code amendments (amended on July 15 by Council – Changes incorporated into the ordinance presented)
- **Ordinance 3269** – Zoning and Comprehensive Plan Map amendments

SOU 2025 Facilities Master Plan

Council directed amendments at prior First Reading (July 15 2025)

Ordinance 3268 - *18.3.6.040 Conditional Uses*

Established maximum height allowances in the new SO zone (except "University District" corner at Ashland St. and Walker):

- Up to 60ft permitted outright
- Up to 70ft with Conditional Use Permit (CUP)

Height along Ashland Street (University District near CFA overlay):

- Up to 50ft permitted outright & up to 60ft with ≥ 25% affordable or student housing
- Greater than 60ft requires a CUP review – not greater than 110ft.

Prior Council Amendments

Council directed amendments at prior First Reading (July 15 2025)

Ordinance 3268 - Solar arrays over parking lots shall be exempt from Site Design Review (Ministerial Approval)

18.5.2.020 C.5.

- Raised free standing solar installation height limit to 38ft to accommodate dual-axis tracking systems.
- Clarified that references to the Master Plan are *illustrative*, not prescriptive, providing implementation flexibility.

Prior Council Amendments

SOU Requested Re-Evaluation: Reconsider 50-foot CUP trigger adjacent to privately owned property and revision to CUP requirements

Current rule unmodified: *(AMC 18.3.6.020B, 030A and 040B)* – Conditional Use Permit Required for Development Adjacent to Private Property:
"Any use, site design, or construction within 50 feet of privately owned property."

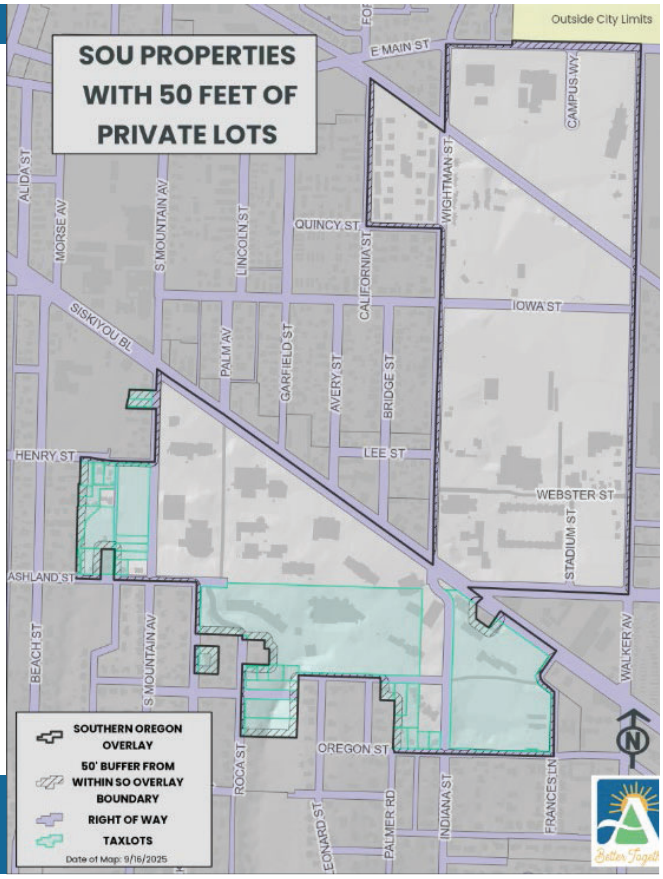
SOU's concern: limits design flexibility and adds time/cost for projects such as the Cascade Complex replacement. Further requests amendments for clarification regarding signage, sidewalks, and landscaping alterations within 50' of private property.

SOU Request for Reconsideration

50’ Distance from Privately owned Properties:

•Larger-order streets such as arterials and collectors typically have public rights-of-way (ROW) exceeding 50 feet, providing a built-in separation between university properties and adjoining private parcels.

•Neighborhood residential streets, by contrast, often have ROW widths under 50 feet, meaning adjacent privately owned properties fall within the 50-foot CUP buffer, making these highlighted University subject to the additional review requirement if development is within 50’ of neighboring properties.



When a CUP Is Required in the SOU Zone (AMC 18.3.6)

Use not listed in the SOU Master Plan

Any use, site design, construction or alteration not identified or anticipated in the adopted Master Plan *(18.3.6.040.B.2)*

Development within 50 feet of private property

New buildings or expansions within 50’ of a privately owned parcel *(18.3.6.040.B.3)*

Building height over allowed limit

Buildings exceeding the standard height limit (e.g., 50 feet, or 60 feet with CUP under the new amendments depending on area) must obtain CUP approval for the additional height. *(18.3.6.040.B.1 and 18.3.6.050.D)*

Wireless communication facilities

New wireless facilities on SOU property.

Conditional Use Permit Conditions of Approval

The approval authority may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. (18.5.4.050.B)

Conditional Use Permits – General areas of Conditions

•**Limits on Operation** – Hours, days, duration, and manner of operation may be restricted.
•**Design and Compatibility** – Require specific architectural styles, materials, setbacks, and building separations to ensure visual and neighborhood compatibility.
•**Site and Environmental Mitigation** – Add or remove design features or standards to minimize noise, light, odor, erosion, and other environmental impacts.
•**Access, Circulation, and Infrastructure** – Regulate driveways, parking, sidewalks, right-of-way dedication, and street/pathway improvements.
•**Landscaping and Resource Protection** – Require landscaping, fencing, screening, and preservation of natural features.

SOU Project Conditional Use Permit History

- Theatre Arts Building- Oregon Center for the Arts /JPR
- Raider Village - Shasta/Mcloughlin Halls and Dining Commons
- The Farm - Sustainability Center
- Student Recreation Center Lithia Motors Pavillion
- Wireless Facilities on Campus

Better Together

Conditional Use Permits

Better Together

SOU Conditional Use Permits in Practice

Planning Commission (June 25, 2025 hearing):

Recommended retaining the Conditional Use Permit (CUP) trigger for new or expanded SOU development within 50 feet of privately owned property.

The Commission found that the CUP process provides an appropriate level of public review and ensures compatibility where university projects are located along campus edges. The review process enables evaluation of building scale, height, lighting, parking, noise, glare, and neighborhood interface, helping to mitigate potential adverse impacts on adjacent privately owned properties.

Better Together

Planning Commission Recommendation

Staff:

Supports retaining the existing 50-foot CUP standard for new development adjacent to private property as a valuable tool for public transparency and impact mitigation at the university's perimeter.

The CUP process allows the hearing authority to consider other potential impacts beyond those specifically identified in code, ensuring that unanticipated effects of institutional scale campus-edge development can be addressed through specific conditions of approval.

Better Together

Staff Recommendation

I move to approve First Reading and schedule Second Reading on November 4th, for the following ordinances:

- Ordinance No. 3267, an ordinance amending the City of Ashland Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan;
- Ordinance No. 3268, an ordinance amending AMC 15.04.210–.216, AMC 18.3.6, AMC 18.4.7, AMC18.5.2.020, AMC 18.5.2.030, and AMC 18.5.7.020 to be consistent with the Southern Oregon University2025 Facilities Master Plan Amendment; *[or as amended to address SOU recommended code language….]*
- Ordinance No. 3269, an ordinance amending the adopted Zoning and Comprehensive Plan maps to be consistent with the Southern Oregon University 2025 Facilities Master Plan Amendment.

Recommended Motion

18.3.6.040 Conditional Uses
Uses subject to approval of a conditional use permit, per chapter 18.5.4, are as follows.

A. Any use, site design, or construction or alteration of same not agreed upon in advance by the City and SOU in the SOU 2025 Facilities Master Plan Amendment.

B. Any use, site design, or construction within 50 feet of privately owned property.

C. ~~Any construction over 40 feet in height~~ Construction that exceeds 60 feet in height within the SO zone, exclusive of the University District described in Section ~~C~~ D below, shall require approval of a Conditional Use Permit, up to a maximum height of 70 feet.

D. Construction that exceeds the permitted maximum height of 50 feet, or 60 feet with the inclusion of at least 25 percent affordable or student housing, within the University District bounded by Walker Avenue, Ashland Street, Webster Street and Stadium Street, shall require approval of a Conditional Use Permit, up to a maximum height of 110 feet.

Height - Amendments to ORD #3268

5. Solar Arrays Over Parking Lots in the SO-zone. Solar arrays over parking lots shall be exempt from Site Design Review, and subject to ministerial approval in conjunction with building permit issuance, where they meet the following standards:

a. The proposed solar array is consistent with the general design approach illustrated in the adopted SOU 2025 Facilities Master Plan Amendment, which is intended to be illustrative rather than prescriptive.

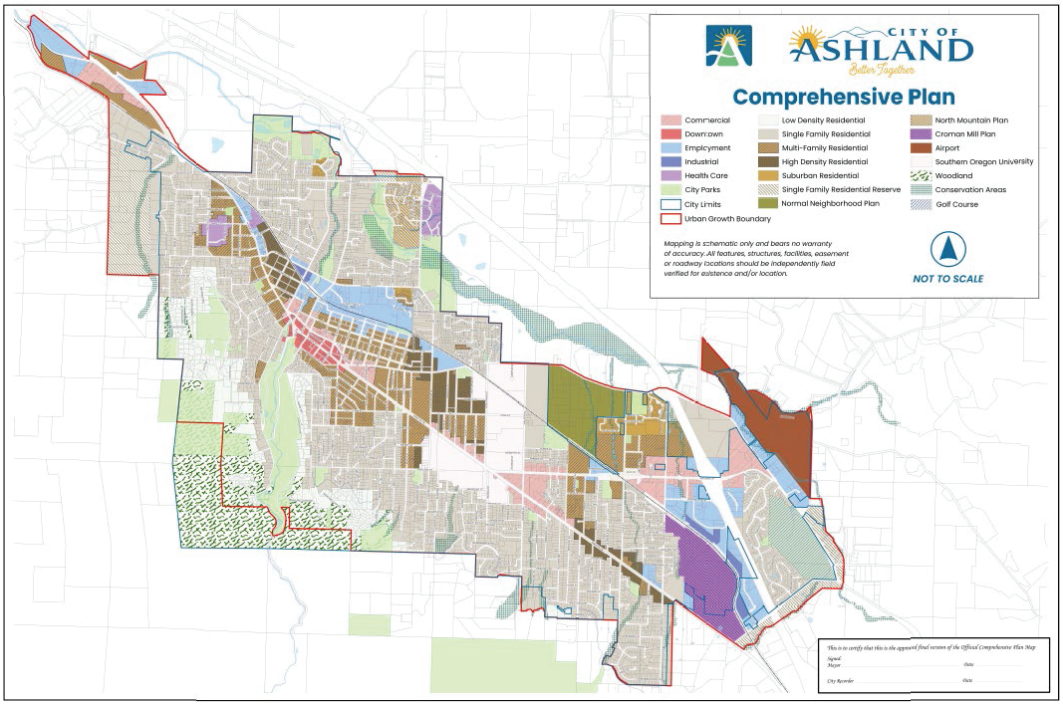
b. The proposed solar array does not exceed a height of 38 feet.

c. The proposed solar array complies with the Solar Access Ordinance in Chapter 18.4.8 where abutting privately-owned property to the north.

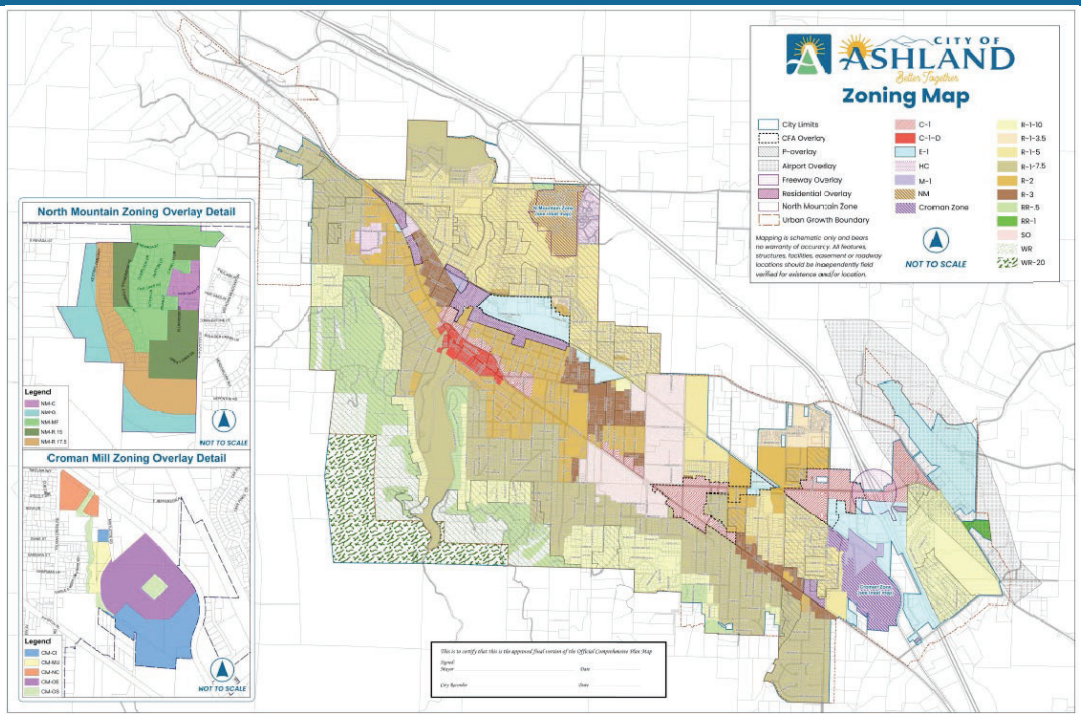
d. The proposed solar array does not impede emergency vehicle access or circulation.

e. Permits (structural and electrical) shall be obtained from the City of Ashland Building Division.

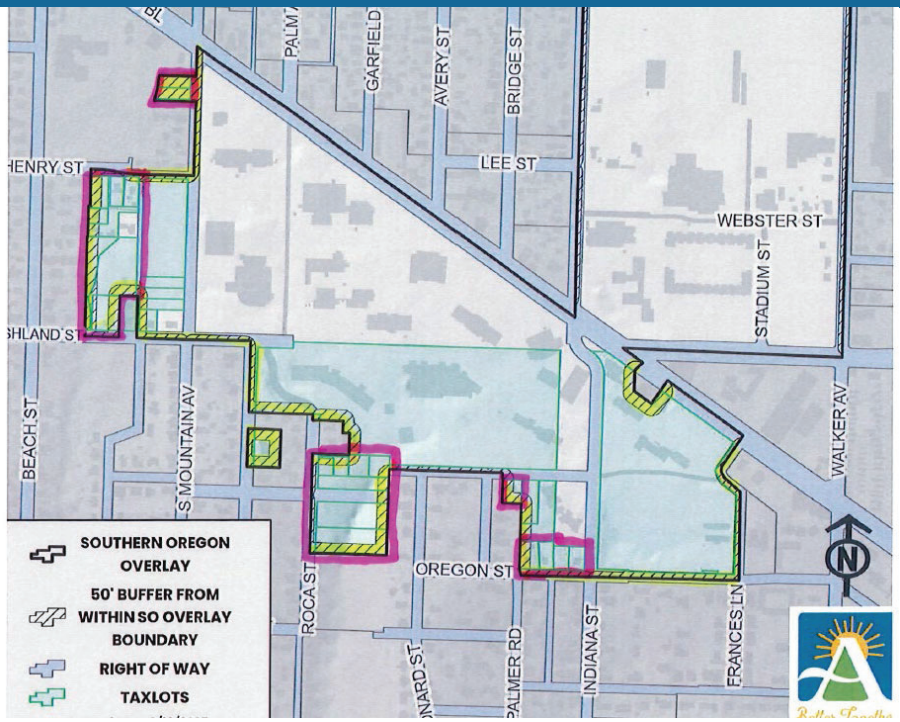
Solar - Amendments to ORD #3268



Comprehensive Plan Map Amendment



Zoning Map Amendment



SOU proposes selling highlighted properties

Corrected ORS

1 Minor Adjustment

AMC 10.120.020A(1)(f) should indicate ORS 475C.377

I move to amend proposed ordinance 3273 section 10.120.020 sub section (A)(1)(f) to read ORS 475C.377 to reflect the current Oregon statute.

City Council Meeting

Construction Contract– North Mountain Avenue Rehabilitation

X. Ordinances, Resolutions, Contracts

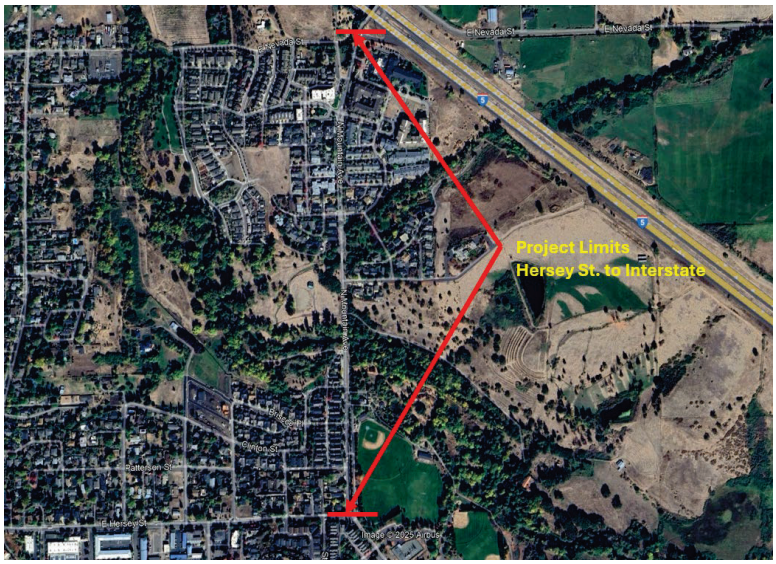
Approval of a Construction Contract with Carter & Company Inc. for the North Mountain Avenue Overlay, Phase 1

Summary

Before the Council is a request to approve a construction contract with Carter and Company Inc. for phase 1 of the North Mountain Overlay Project.

Phase 1 is for the section of North Mountain Avenue from Hersey Street to the Interstate

Construction includes:
ADA Ramps, new pavement, sidewalk infill, crosswalk improvements, marking, signage and striping upgrades



X. Ordinances, Resolutions, Contracts

Approval of a Construction Contract with Carter & Company Inc. for the North Mountain Avenue Overlay, Phase 1

Summary - Bidding Process

Formal Solicitation (over $250k):

1. Invitation to Bid (ITB) released on September 2nd, 2025 on Oregonbuys and advertised in the Daily Journal of Commerce
2. Public Bid opening at 2 PM on September 23rd, 2025
3. Three Bids received and all were considered "responsive"
4. Carter and Company provided low bid of $3,593,271.50

	1	2	3
Name of Bidder	**Carter & Company, Inc.** 4676 Commercial St. SE #203 Salem, OR 97302	**Knife River Materials** 3959 Hamrick Rd Central Point, OR 97502	**Legacy Contracting, Inc.** 41850 Kingston-Jordan Rd Stayton, OR 97383
Sum of Bid	$3,593,271.50	$3,916,797.00	$4,232,528.50
Name of Bonding Co.	Liberty Mutual	Liberty Mutual	Fidelity & Deposit
Amount of Bid Bond	10%	10%	10%
Addendum Acknowledged	Yes	Yes	Yes

X. Ordinances, Resolutions, Contracts

Approval of a Construction Contract with Carter & Company Inc. for the North Mountain Avenue Overlay, Phase 1

Potential Motion

I move to approve the construction contract with Carter & Company Inc. for the North Mountain Avenue Overlay, Phase 1 Project for a contract amount not to exceed $3,591,271.50.

Next Steps

1. Execute construction contract
2. Coordinate with contractor to formalize construction schedule
3. Develop and release pertinent public notifications

City Council Meeting

Personal Services Contract – Construction Administration for North Mountain Avenue Rehabilitation

X. Ordinances, Resolutions, Contracts

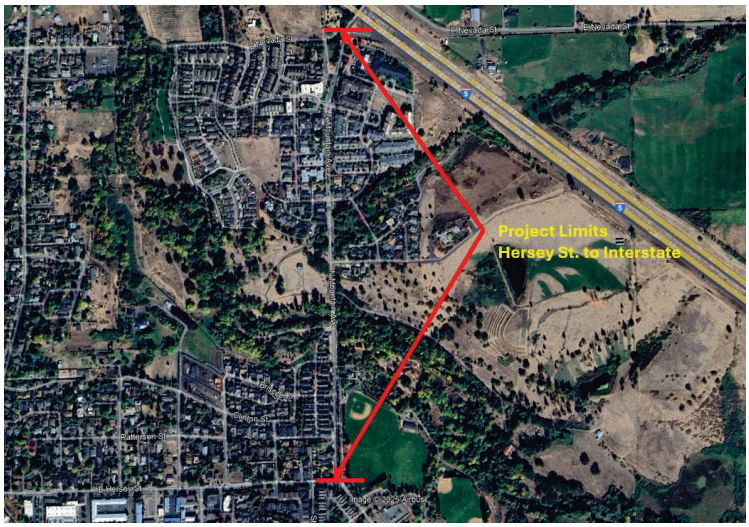
Approval of a Construction Administration Contract with Dowl LLC. for the North Mountain Avenue Overlay, Phase 1

Summary

Before the Council is a request to approve a personal services contract with Dowl LLC. for construction administration of phase 1 of the North Mountain Overlay Project.

Phase 1 is for the overlay/reconstruction of North Mountain Avenue from Hersey Street to the Interstate

Construction Administration ensures contractor adheres to design and construction specifications



X. Ordinances, Resolutions, Contracts

Approval of a Construction Administration Contract with Dowl LLC. for the North Mountain Avenue Overlay, Phase 1

Summary - Solicitation Process

Formal Solicitation (over $250k):

1. Qualifications Based Selection (QBS) Proposal released on July 29, 2021 on Oregonbuys and advertised in the Daily Journal of Commerce
    1. QBS outlined phases of work:
        1. Preliminary Engineering (complete)
        2. Final Engineering (complete)
        3. Construction Administration (under consideration)
2. Proposals received September 2, 2021
3. One proposal received from Dowl LLC.
4. Proposal scored against criteria
5. Scope & Fee negotiated with Dowl LLC for preliminary and final engineering
    1. Council approval March 1, 2022

X. Ordinances, Resolutions, Contracts

Approval of a Construction Administration Contract with Dowl LLC. for the North Mountain Avenue Overlay, Phase 1

Potential Motion

I move to approve a contract for construction engineering services with Dowl LLC. for an amount not to exceed $492,206.40.

Next Steps

1. Execute construction administration contract
2. Public Works staff to coordinate with engineering and contractor team during construction phase to ensure compliance with construction documents

Thank you

Council Business Meeting

Date: November 4, 2025

Agenda Item	Resolution 2025-28 Establishing Ownership of the Hargadine Cemetery
Department	Legal
From	Johan Pietila, City Attorney

TIME ESTIMATE
5 minutes

CATEGORY
Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY
The City Council desires to officially take full and complete conveyance of ownership of the Hargadine Cemetery.

POLICIES, PLANS & GOALS SUPPORTED
This is part of an ongoing project to clarify City ownership of various plots of land.

BACKGROUND AND ADDITIONAL INFORMATION
The Hargadine Cemetery is located at 375 Sheridan Street, Ashland, OR 97520. The Hargadine Cemetery is 1.46 in acreage upon Tax lot 391E05AC.
Robert Hargadine, a prominent merchant, was one of three original founders of the small settlement first known as Ashland Mills. In 1867 his one-year-old daughter Katie died; hers was the first recorded burial on the sloping hill north of Ashland now known as Hargadine Cemetery. This family graveyard was established on land owned by James Haworth, who accommodated the graves of the Hargadine and Farnham families. Haworth formally deeded one and one-half acres to the families "for the purpose of a Cemetery or Graveyard for the burial of the dead and for no other purpose." Associated with the period of earliest development in the Ashland area, many prominent early settlers, including Asa Fordyce, Ashmun Butler, and John P. Walker, are buried here. As the city-owned Ashland Cemetery became overcrowded, pressure on Hargadine increased.
Late in the 19th century, the Hargadine Cemetery Association took title and responsibility for landscaping, road construction, and annual cleaning of the cemetery. The City provided water pipes and a tool house and granted permission to the sexton to charge one dollar per lot sold, in part to pay for the blasting powder necessary to dig graves out of the hardpan and granite soil. The setting of the cemetery is characterized by native black and white oaks, ponderosa pine, and madrone trees, along with native grasses and a variety of historic ornamental plantings. A historic post and wire fence of 1910 replaced earlier boundary fencing. The work of local master stone carvers James and Ann Hill Russell, and John Carr Whipp, can be seen in the variety of monument types found at Hargadine Cemetery--ranging in size and design from small plain markers to large tablets, monuments and ledger markers.
As older members of pioneer families died or moved away, care of the plots declined. While the burial grounds had been approved for transfer to the City by 1930, the economic crisis of the Depression prevented that from occurring, and cemetery conditions worsened through World War II years and beyond. Finally, because no official transfer of deed was found, the City resorted to the legislative process, and in 1989 by means of an Act of the Oregon Legislature (House Bill 3017) the cemetery shifted from private to being available for municipal ownership. Council needs to formally accept ownership of the Cemetery.

FISCAL IMPACTS
The City has been funding the maintenance of Hargadine Cemetery for many years; there will be no additional fiscal impact due to this change.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move adopt Resolution 2025-28 to accept ownership of the Hargadine Cemetery, pursuant to the 1989 House Bill 3017.

REFERENCES & ATTACHMENTS

1. 2025-28 Hargadine Cemetery Ownership

RESOLUTION NO. 2025-28

A RESOLUTION ESTABLISHING OWNERSHIP OF THE HARGADINE CEMETERY

RECITALS:

A. The Hargadine Cemetery is located at 375 Sheridan Street, Ashland, OR 97520.

B. The Hargadine Cemetery is 1.46 in acreage upon Tax lot 391E05AC – 7400

C. The Hargadine Cemetery was approved for transfer to the City from private ownership in 1930, the economic crisis of the Depression prevented that from occurring, and cemetery conditions worsened.

D. As no official transfer of deed was found, the City used to the legislative process, and in 1989 by means of an Act of the Oregon Legislature (House Bill 3017) the cemetery shifted from private and was available for municipal ownership.

E. The City Council now desires to officially take full and complete conveyance of ownership of the Hargadine Cemetery.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to Oregon 1989 House Bill 3017, and ORS Chapter 226, the City of Ashland conveys, accepts, and adopts full ownership of the Hargadine Cemetery.

SECTION 2. This resolution is effective upon adoption.

This resolution was duly PASSED and ADOPTED this _____day of _____, and takes effect upon signing by the Mayor.

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

Council Business Meeting

Date: November 4, 2025

Agenda Item	Resolution 2025-29: Approving an Additional Seasonal Event Day on December 6th, 2025, per Ashland Municipal Code 13.03.030
Department	City Manager's Office
From	Jordan Rooklyn

TIME ESTIMATE
Consent

CATEGORY
Action Needed - Motion to approve an action

SUMMARY
A resolution granting a special permit for the use of public sidewalks during a downtown Holiday "Sip & Shop" event on December 6th, 2025.

POLICIES, PLANS & GOALS SUPPORTED
Economic Development

BACKGROUND AND ADDITIONAL INFORMATION
Per AMC 13.03.030 Exempt Activities: City Seasonal Event Usage, the City Council may, at its discretion, grant permission for property/business owners to use the sidewalk adjacent to their business for seasonal events that promote tourism and economic development. An example of such an event is the bi-annual sidewalk celebration that occurs in the Spring and the Fall.

The Ashland Chamber of Commerce has requested permission for downtown businesses to place merchandise on the sidewalks outside their businesses on December 6th from 12pm-7pm for a Holiday "Sip & Shop" event. The intent of this event is to draw visitors to the downtown area through a festive, one-time shopping event. The attached letter from the Ashland Chamber provides more event details.

Staff recommend approving the special permit request with the following conditions for safety and ADA access:

- Maintaining 6 feet of sidewalk clearance.
- Ensuring public parking, bicycle or vehicle travel, or intersection visibility is not inhibited.
- Ensuring doorways, fire escapes, stairways or other ingress/egress are not blocked.
- Requiring the Ashland Chamber of Commerce to act as sponsor, providing insurance to the City of Ashland for this event.

FISCAL IMPACTS
None

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS
I move to adopt Resolution 2025-29.

REFERENCES & ATTACHMENTS
1. RESO 2025_29 Special Permit for Seasonal Event
2. Ashland Chamber of Commerce Request Letter

RESOLUTION NO. 2025-29

A RESOLUTION APPROVING AN ADDITIONAL SEASONAL EVENT DAY ON DECEMBER 6th, 2025, PER ASHLAND MUNICIPAL CODE 13.03.030

RECITALS:

A. Per Ashland Municipal Code 13.03.030, "… the City Council may, at its discretion and upon such conditions as it deems appropriate, grant permission to adjacent owners and occupants by special permit for free use of the sidewalk permit areas in the commercial zones of the City for designated seasonal events."

B. Such seasonal events shall be designed and structured to fulfill a special public need to promote tourism and economic development.

C. The Ashland Chamber of Commerce has requested permission to host a Holiday Sip & Shop event in the C-1-D Zone on December 6th, 2025, from 12pm-7pm, where business owners can use free use of the sidewalk adjacent to their businesses for the display of merchandise.

D. It is the desire of the City Council to support seasonal events that draw visitors to Ashland's businesses.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. A special permit is granted for free use of the sidewalk permit area in the downtown commercial zone for the City on December 6, 2025, from 12pm to 7pm, pursuant to the following conditions:

a. Businesses maintain a minimum of 6 feet of sidewalk clearance.
b. The use of the sidewalk does not inhibit public parking, bicycle or vehicle travel, or intersection visibility.
c. The use of the sidewalk does not block doorways, fire escapes, stairways, or other ingress/egress.
d. The Ashland Chamber of Commerce acts as sponsor, providing insurance to the City of Ashland for this event.

SECTION 2. This resolution is effective upon adoption.

This resolution was duly PASSED and ADOPTED this _____day of _____, and takes effect upon signing by the Mayor.

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

ASHLAND
CHAMBER OF COMMERCE

110 East Main St. • PO Box 1360
Ashland OR 97520
(541) 482-3486

October 24, 2025

Dear Ashland Mayor, Council and City Staff,

We are adding a number of new elements to our Festival of Light Celebration this year, including:

- Day after Thanksgiving expanding the event with music and activities on the plaza beginning at 3pm
- Adding a Holiday Sip & Shop on December 6th
- Partnering with OSF for visits with Santa the weekend of December 13th & 14th
- Scavenger Hunts, Text Campaign, expanded caroling every weekend and more!

On behalf of the Ashland Chamber's Downtown Revitalization Committee, we are requesting permission for use of the sidewalks, like the Ashland Sidewalk Celebration on Saturday, December 6th from noon-7pm.

The Downtown Revitalization committee is creating the first Ashland Holiday Sip & Shop that afternoon as an element of the Festival of Light Celebration and the Chamber's support local efforts. Businesses downtown are invited to create in-store experiences and specials that day for added vibrancy. Bringing in a special activity or beverage sampling takes up space in stores that are already maximizing their sales floor for holiday sales and allowing opportunity for expansion onto the sidewalks in front of their locations takes some of the pressure off and creates new experiences.

We appreciate your consideration.

Sincerely,

Dana Preston
Ashland Chamber of Commerce
On behalf of the Downtown Revitalization Committee

Council Business Meeting

Date: November 4, 2025

Agenda Item	Request to Begin Surplus Property Process - Imperatrice Property
Department	Public Works
From	Scott Fleury, Director

TIME ESTIMATE
Consent.

CATEGORY
Action Needed - Motion to approve an action

SUMMARY
Before the Council is a request by staff to move forward with the surplus of "real property" known comprehensively as the Imperatrice Property. The surplus of "real property" has specific Oregon Revised Statute requirements and staff would like Council consent to begin this process for the Imperatrice Property.

POLICIES, PLANS & GOALS SUPPORTED
City Council:
4. *Evaluate real property and facility assets to strategically support city mission and goals.*

BACKGROUND AND ADDITIONAL INFORMATION
Real property must be maintained and managed utilizing city resources, and a city may decide that the real property may no longer serve a public purpose that benefits the city. When a city council considers it necessary or convenient to sell real property, the council shall post a notice of the proposed sale in a newspaper of general circulation in the city and shall hold a public hearing concerning the sale.
Oregon Revised Statute 221.725 outlines the requirements for sale of "real property" owned by a municipality.
221.725 Sale of real property by city; publication of notice; public hearing. (1) Except as provided in ORS 221.727 and 221.729, when a city council considers it necessary or convenient to sell real property or any interest therein, the city council shall publish a notice of the proposed sale in a newspaper of general circulation in the city, and shall hold a public hearing concerning the sale prior to the sale.
(2) The notice required by subsection (1) of this section shall be published at least once during the week prior to the public hearing required under this section. The notice shall state the time and place of the public hearing, a description of the property or interest to be sold, the proposed uses for the property and the reasons why the city council considers it necessary or convenient to sell the property. Proof of publication of the notice may be made as provided by ORS 193.070.
(3) Not earlier than five days after publication of the notice, the public hearing concerning the sale shall be held at the time and place stated in the notice. Nothing in this section prevents a city council from holding the hearing at any regular or special meeting of the city council as part of its regular agenda.
(4) The nature of the proposed sale and the general terms thereof, including an appraisal or other evidence of the market value of the property, shall be fully disclosed by the city council at the public hearing. Any resident of the city shall be given an opportunity to present written or oral testimony at the hearing.
(5) As used in this section and ORS 221.727, "sale" includes a lease-option agreement under which the lessee has the right to buy the leased real property in accordance with the terms specified in the agreement.
[1983 c.216 §1; 2005 c.22 §164; 2021 c.624 §3]
Also as outlined in ORS271.330 the Governing body can relinquish title of property no longer needed for public use. The title can be relinquished to a qualifying non-profit, or municipal corporation providing the property is not used less than 20 years for a public purpose.

Property Background:
The Imperatrice Property is located within Jackson County's land use jurisdiction and zoned Exclusive Farm Use

(EFU). The 846-acre Imperatrice Property was purchased in 1996 for $950,288 using Food and Beverage Tax funds. The property was originally purchased to support the disposal of wastewater effluent. The City upgraded the wastewater treatment plant to manage effluent versus disposal on the Imperatrice site in the early 2000's.

The site has been held onto since that time to ensure there were no future needs associated with wastewater treatment. Numerous planning efforts have taken place over the past two decades by Public Works and the determination has been made that the property is no longer needed for any wastewater use.

The property has evaluated over the years for various other uses including, solar, trails, conservation easements, agricultural uses, etc. The area below the ditch has been used primarily for agricultural purposes and has water rights from the Talent Irrigation District (TID) system. The area above the ditch has a high conservation related value and there has been previous discussion about protecting this section of the property with a conservation easement. The Electric Department commissioned a biological assessment of the property in 2017 as part of the City's due diligence regarding the potential application of solar onsite. The biological assessment details the flora/fauna that is found on the site and their represented status (reference attachment #1).

Over the years Public Works has discussed the Imperatrice property future with the Parks Department and the Southern Oregon Land Conservancy as the Land Conservancy has a high interest in protecting the property (**reference letter from SOLC**) and Parks has identified a trail network to Grizzly Peak. The portion above the Talent Irrigation Ditch has a high ecological and conservation related value and the discussions have involved protecting those features while allowing some level of public access.

Potential Surplus/Divestment Options:

1. Sealed bid auction of lower section (below ditch)
2. Maintain ownership of upper portion until certain land use issues are resolved for property adjacent to wastewater treatment plant for future expansions
3. Sealed bid auction for total property
4. Release interest of upper portion of property (above ditch) to SOLC a qualifying non-profit
5. Lease upper portion of property to SOLC (99 year maximum)

6. Do nothing

Staff Recommendation:
Staff recommends moving forward with the surplus of the lower half of the Imperatrice Property (below TID ditch). Staff recommends holding onto the upper half of the property until such time as the issues surrounding the wastewater treatment plant expansion onto Parks managed land are resolved.

Next Steps:
Next steps if Council consents to moving forward with the surplus of the lower section of the Imperatrice property would include:

1. Working through a Jackson County land use process to adjust lot lines/partition tax lots that would allow for the sale of property below the TID ditch
2. Hold public hearing at a City Council meeting to request formal approval to surplus the lower section
    1. Provide appraisal information
    2. Provide appropriate public notice
3. Coordinate development of any access easements or utility easements that would need to be accounted for prior to sale to a private entity
4. Work with City contract real estate agent for marketing and sealed bid auction of property with a minimum bid amount

FISCAL IMPACTS

There are numerous fiscal impacts associated with the potential divestment of the Imperatrice Property. These include the sale and proceeds re-invested into the Wastewater Fund to support the enterprise operation. Proceeds could potentially offset or reduce future wastewater rate increases.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to direct staff to begin the surplus property process for the lower portions of the Imperatrice Property tax lots (below the TID ditch).

REFERENCES & ATTACHMENTS

1. Biological Assessment (Imperatrice)
2. SOLC Imperatrice letter 9-25

Biological Assessment

Imperatrice Property

City of Ashland, Oregon

Prepared for:

Prepared by:

Pacific Crest Consulting, LLC

August 2017

Table of Contents

1.0 INTRODUCTION....1
2.0 METHODS....2
2.1 Target Species....2
2.1.1 Special Status Species....2
2.1.2 Noxious Weeds....3
2.2 Protocol....3
2.3 Study Area....3
2.4 Habitat Assessment and Delineation....4
2.4.1 Threatened and Endangered Plants....4
2.4.2 Sensitive and Strategic Species....5
2.4.3 Survey and Manage Species....5
2.5 Historical Data Review....5
2.6 Survey Schedule....5
2.7 Field Survey Methods....6
2.7.1 Intuitive Controlled Survey Method....6
2.7.2 Complete Survey Method....6
2.7.3 Hypogeous Fungi....6
2.7.4 Point Counts....7
2.7.5 Monumenting Target Species Sites and Recording Site Data....7
3.0 RESULTS....8
3.1 Current Environment....8
3.1.1 Oak Woodlands....8
3.1.2 Meadows Between the Oak Woodlands and TID Canal....8
3.1.3 Meadows Downslope of the TID Canal....9
3.1.4 Other Features of the Study Area....10
3.2 Special Status Plants, Lichens, and Fungi....11
3.3 Noxious Weeds....13
3.4 Birds....14
3.5 Other Sites of Interest....14
3.6 Inventories....15
4.0 REFERENCES....16

List of Tables

Table 1: Special status plants, lichens, and fungi 19
Table 2: Special status birds, mammals, reptiles, and amphibians 25
Table 3: ODA list of noxious weeds 33
Table 4: Avian inventory 37
Table 5: Vascular plant inventory 40

List of Figures

Figure 1: Study Area 49
Figure 2: ORBIC Rare Plant Form 50
Figure 3: California macrophylla site locations 51
Figure 4: California macrophylla specimens 52
Figure 5: Ranunculus austro-oreganus and Collema quadrifidum site locations 53
Figure 6: Ranunculus austro-oreganus and Collema quadrifidum specimens 54
Figure 7: Noxious weed locations other than Centaurea solstitialis and Elymus caput-medusae 55
Figure 8: Grasshopper sparrow detections 56
Figure 9: Species of Phaeocalicium from the Study Area (micrograph) 57
Figure 10: Petrified log 58

Appendices

Appendix A: Representative Photos of the Property

Acronyms and Abbreviations

BLM	Bureau of Land Management, US Department of the Interior
CS	Oregon State Conservation Strategy Species
City	City of Ashland, Oregon
GIS	Geographic Information System
GPS	Global Positioning System
GRSPs	Grasshopper Sparrows
ODA	Oregon Department of Agriculture
ODFW	Oregon Department of Fish and Wildlife
ORBIC	Oregon Biodiversity Information Center
Pacific Crest	Pacific Crest Consulting, LLC
POE	Port of Entry, Oregon Department of Transportation
Property	Imperatrice Property, City of Ashland, Oregon
TID	Talent Irrigation District
USFS	Forest Service, US Department of Agriculture
USFWS	US Fish and Wildlife Service

1.0 INTRODUCTION

This report presents the methods and results for the biological assessment of the City of Ashland's (City) Imperatrice Property (Property) conducted by Pacific Crest Consulting, LLC (Pacific Crest) during spring and summer of 2017. Efforts requested by the City and undertaken by Pacific Crest included:

- Protocol-level surveys for target species of:
  - Plants (vascular and non-vascular (bryophytes))
  - Lichens
  - Spring fungi (including mushrooms and truffles)

- Protocol-level surveys for grasshopper sparrows (*Ammodramus savannarum*; GRSPs)

- Informal surveys for target species of:
  - Invertebrates
  - Mammals
  - Reptiles
  - Amphibians
  - Birds other than GRSPs (see further notes in 2.1.1 Special Status Species)

- Inventory of all vascular plant species

- Inventory of unique biological features, including:
  - Wildlife passage areas and barriers
  - Dense concentrations and large infestations of noxious weeds
  - Potential migratory bird nest sites
  - Bat hibernacula
  - Other habitats or features viewed as unique

2.0 METHODS

2.1 Target Species

Multiple sources informed the target species lists for each survey included in this report. The categories of target species are described in the following sections. Because many of the plant, lichen, and fungi species addressed in this report do not have common names, all are referred to by scientific names in the text, with common names listed as applicable; a common name is generally given only once for any given species of these taxa groups, at its first occurrence in the text. Primary target species are those for which protocol surveys were conducted; secondary species are those for which informal surveys were conducted.

2.1.1 Special Status Species

Special status species of plants, lichens, and fungi were primary targets for the surveys included in this report (Table 1). This included:

- State and federally listed Threatened, Endangered, and Candidate plants
- U.S. Forest Service (USFS) and U.S. Bureau of Land Management (BLM) Sensitive and Strategic plants, lichens, and fungi
- Oregon Biodiversity Information Center (ORBIC) plants, lichens, and fungi.
- Survey and Manage plants, lichens, and fungi

GRSPs were also a primary target. In addition to the species identified in Table 1, Pacific Crest personnel were prepared to identify and document any unexpected, unknown, or out-of-expected-range species that may have been of conservation concern.

Secondary target special status species included mammals, reptiles, amphibians, invertebrates, and birds other than GRSPs.

Although secondary targets, Pacific Crest elected to create a list of special status mammals, birds, reptiles, and amphibians (Table 2) with the potential to occur in, or near to, the Study Area, developed from the following sources:

- United States Fish and Wildlife Service (USFWS) informal list of threatened, endangered, proposed, candidate, species of concern, and migratory birds, generated using the Information, Planning, and Conservation System (IPaC; USFWS 2017).
- Oregon Department of Fish and Wildlife (ODFW) lists of threatened, endangered, candidate, and sensitive animal species in the State of Oregon (ODFW 2017 a and b);
- Oregon Biodiversity Information Center (ORBIC 2016)
- Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c)

Bird and mammal taxa listed by the ODFW, by the USFWS as species of concern, and/or by ORBIC on Lists 1, 2, 3, or 4 are included, but have no legal status or protection on private land in the State of Oregon. On non-federal public lands (*e.g.*, state, county, city lands), animal

species listed by ODFW as threatened or endangered are protected by the Oregon Endangered Species Act (Oregon Revised Statute 497). Federally listed threatened, endangered, candidate, and proposed taxa are protected under the Federal Endangered Species Act, bald and golden eagles are protected under the federal Bald and Golden Eagle Protection Act, and migratory birds are protected under the federal Migratory Bird Treaty Act.

Lists of target species other than the above taxa groups are available at http://inr.oregonstate.edu/orbic/rare-species/rare-species-oregon-publications.

2.1.2 Noxious Weeds

Species of noxious weeds were primary targets. Pacific Crest documented dense concentrations and large infestations of Oregon Department of Agriculture (ODA) target species (ODA 2017a; Table 3) or those that were uncommon or previously unknown in the area, or had a high potential of infestation.

2.2 Protocol

Pacific Crest implemented the following protocols for primary target species during the survey effort:

- *2008 Sporocarp Survey Protocol for Macrofungi, Version 1.0* (Van Norman et al. 2008)
- *Survey Protocols for Protection Buffer Bryophytes* (USFS and BLM 1999a)
- *Survey and Manage Survey Protocols—Vascular Plants* (USFS and BLM 1999b)
- *Survey Protocols for Survey and Manage Category A and C Lichens in the Northwest Forest Plan Area, Version 2.1* (USFS and BLM 2003a)
- *2003 Amendment to the Survey Protocol for Survey & Manage Category A & C Lichens in the Northwest Forest Plan Area, Version 2.1 Amendment* (USFS and BLM 2003b)
- *Survey Protocol Guidance for Conducting Equivalent Effort Surveys under the Northwest Forest Plan Survey and Manage Standards and Guidelines* (USFS and BLM 2006)
- *Survey and Manage Category B Fungi Equivalent-Effort Survey Protocol, Version 1.0* (Van Norman 2010)

Secondary species were searched for informally and concurrently with protocol surveys for other taxa groups. Except for certain bird species, secondary species were not surveyed for under applicable protocols. See 2.7.4 Point Counts for more information on bird survey methods.

2.3 Study Area

The Study Area encompassed the entire Property (Figure 1), consisting of 876 continuous acres across multiple tax lots, immediately north of Interstate Highway 5 and associated north-bound Port of Entry (POE). The Study Area includes portions of sections T38S R1E 27, 28, 32, and 33.

2.4 Habitat Assessment and Delineation

The Study Area was assessed and delineated for primary target species of vascular plants, lichens, and fungi. The Study Area exists within the Klamath Mountains level 3 ecoregion, only two miles from the western edge of the West Cascades level 3 ecoregion. It includes portions of the Western Oregon Interior Valleys (Rogue / Illinois) and Oak Savannah Foothills level 4 ecoregions. Therefore, it was considered possible that populations of target species known or suspected from interior valley and oak-associated habitats of both aforementioned level 3 ecoregions could be found in the Study Area. Initial topographical map and orthoquad inspection of the entire Study Area, as required by various protocols, revealed a wide variety of suitable primary target special status species habitats, including:

- Oak woodlands
- Rock outcrops and rock gardens
- Meadows
- Drainages (ephemeral / seasonal)

Field surveys confirmed this diversity of habitat types.

The Study Area was also assessed for secondary target species of animals except invertebrates, the results of which are discussed in Table 2.

2.4.1 Threatened and Endangered Plants

Pacific Crest conducted a pre-survey botanical habitat suitability analysis on the Study Area and found that *Fritillaria gentneri* (Gentner's fritillary) was the only species with federal or state listing of Threatened, Endangered, or Candidate with a high likelihood of occurring. *Fritillaria gentneri* has a federal listing of Endangered. The Property is well within the known range of this species and populations have been found nearby. Pacific Crest identified the area containing habitat with highest potential for suitability to be the oak woodlands at the north end of the Property.

Multiple other target special status species with federal or state listing, *Limnanthes floccosa* ssp. *grandiflora* (large-flowered wooly meadowfoam; federally Endangered), *L. floccosa* ssp. *pumila* (dwarf wooly meadowfoam; state Threatened), *Lomatium cookii* (Agate Desert lomatium; federally Endangered), *Meconella oregana* (white fairypoppy), and *Eucephalus vialis* (wayside aster) had limited potential to be found in the survey area. The former three taxa are known from vernal pool habitats nearby to the north in the Rogue Valley: *Limnanthes floccosa* ssp. *grandiflora* and *Lomatium cookii* are known from the Agate Desert while *L. floccosa* ssp. *pumila* is known only from the tops of Upper Table Rock and Lower Table Rock. The only potential habitat for these taxa in the Study Area was initially identified as a small seasonal pond near the eastern property line and a small flat area at the extreme northwest near Butler Creek. The valley bottom near Interstate 5 may have had vernal pool habitat historically, but has been heavily grazed and impacted by livestock and the pre-survey analysis revealed no current habitat. There was low probability to find these taxa in other seasonally moist habitats such as seasonal drainages. *Meconella oregana* had potential to be found in various meadow and oak

woodland communities. *Eucephalus vialis* had potential to be found in the shrub or oak communities within the Study Area. Multiple other species with federal and/or state status were included in Table 1 but had relatively lower potential to be found in the Study Area.

2.4.2 Sensitive and Strategic Species

Many of the target Sensitive and Strategic plant and lichen species were found to have a moderate to high likelihood of occurring. Two species, *California macrophylla* (*Erodium macrophyllum*; round-leaved filaree;) and *Ranunculus austro-oreganus* (southern Oregon buttercup) were known to exist in the Study Area (personal communication, Kristi Mergenthaler, Southern Oregon Land Conservancy, 4/25/17). Other species with a moderate to high likelihood of occurring included, but were not limited to, *Calochortus spp* (mariposa lilies)*, Camissonia (Tetrapteron) graciliflora* (hill suncup)*, Carex spp* (sedges)*, Cheilanthes spp* (lipferns)*, Cryptantha milobakeri, Diplacus spp* (monkeyflowers)*, Leptogium burnetiae, Limnathes floccosa ssp bellingeriana, Pellaea andromedifolia* (cliffbrake)*, Plagiobothrys spp* (popcorn flowers)*, Orthotrichum euryphyllum, Schistidium cinclidodonteum,* and *Solanum parishii* (Parish's nightshade)*.*

2.4.3 Survey and Manage Species

The Survey and Manage target species list includes plants, lichens, and fungi. These species were listed with Survey and Manage primarily based on rarity within and dependence on old-growth coniferous or mixed forests. Coniferous and mixed forest habitats do not exist in the Study Area. Therefore, there was very little potential for most Survey and Manage plant, lichen, and fungi species to exist in the Study Area.

2.5 Historical Data Review

The BLM Geographic Biotic Observations and USFS Natural Resource Information System databases track observations of noteworthy species on and near BLM and USFS lands. The Oregon Flora Project rare plant and atlas database (OFP 2017) was also consulted. These databases were queried for known site locations of target species within the vicinity of the Study Area (April 26, 2017). The results showed no site locations within the Study Area. Known target species occurrences within a three-mile radius of the Study Area include two of *Fritllaria gentneri*, one of *Martes pennanti* (fisher), one of *Horkelia tridentata* (three-toothed horkelia), and multiple of *Ranunculus austro-oreganus*.

Further results of the data review and literature reviews for plants, lichens, fungi, and animals (except invertebrates) are detailed in Table 1 and Table 2.

2.6 Survey Schedule

Two separate survey efforts occurred to coincide with optimum detection of target species of vascular plants and grasshopper sparrows, respectively. Optimal fungi fruiting conditions coincided with optimal vascular plant spring phenology. Lichens and non-vascular plants can

generally be surveyed for any time of year. Therefore, plant, lichen, and fungi surveys occurred concurrently and took place from April 28, 2017 through May 23, 2017, including a first visit throughout the entire study area and revisits to selected parts. Revisits for late-season plant species then occurred occasionally until August 5, 2017.

Surveys for GRSPs were conducted on May 2-4, May 6-9, May 15, and May 18, 2017.

2.7 Field Survey Methods

Survey methods from multiple protocols, listed earlier in this report, were used during the Project surveys. The methods in the protocols are detailed below.

2.7.1 Intuitive Controlled Survey Method

Multiple protocols recommend the Intuitive Controlled Survey method for plants, lichens, and fungi in all parcels greater than 2.5 acres in size (USFS and BLM 1999b, USFS and BLM 2003a, USFS and BLM 2003b, USFS and BLM 2006, Van Norman 2010, Van Norman et al. 2008). One protocol, *Survey Protocols for Protection Buffer Bryophytes* (USFS and BLM 1999a), requires this method for all parcels, including those less than 2.5 acres in size. The Study Area is greater than 2.5 acres in size; the Intuitive Controlled Survey method was therefore implemented.

This method incorporates lines that traverse the survey area and target the full array of major vegetation types, aspects, topographical features, habitats, and substrate types within a given area. While en-route, the surveyor searches for target species, and when the surveyor arrives at an area of high potential habitat (as defined in the pre-field review or encountered during the field visit), a Complete Survey for the target species is conducted (see below).

2.7.2 Complete Survey Method

The Complete Survey method for plants, lichens, and fungi was used when special or high potential habitats were encountered. This approach consists of a 100 percent visual examination of the habitat. High potential habitats within the Study Area included large outcroppings, seasonal and perennial drainages, areas with significant native bunchgrass populations, and some areas with *Quercus garryana* (Oregon white oak). A large percentage of the Study Area had moderate potential habitat for target plant species and therefore received a higher intensive survey than that required by the Intuitive Controlled Survey method but not a full 100% examination. The general vascular plant inventory was completed concurrently with surveys for target special status species under the Intuitive and Complete survey protocols.

2.7.3 Hypogeous Fungi

All implemented fungi survey protocols require searches for hypogeous fungi—truffles. These surveys were conducted by raking microhabitats of higher potential (e.g., small mammal digs and the underside of litter mats in the oak woodlands). Surveyors used four-tine rakes to gently

peel back the litter layer, and soil was inspected for the presence of truffles. If no truffles were found, the area was restored and the surveyor moved to a new area.

2.7.4 Point Counts

Point count surveys for GRSPs occurred throughout the entire Study Area and were conducted between the hours of 0630 and 1200 during optimal conditions for detecting this species. For the purposes of these surveys, the property was divided into two portions: the area above the Talent Irrigation District (TID) East Canal and the area below the canal. Point count surveys were conducted along north-south running transect lines above the canal and along east-west running transect lines below the canal. Initially, transect lines were spaced 100 meters apart with call stations approximately every 50 meters; however, the call station placement was changed during the course of the survey in the following way: in areas where traffic noise made auditory detection difficult, call stations were maintained at 50-meter intervals; however, in areas where habitat was open and birds were easy to hear, call stations were spaced at 100 meters for efficiency and to avoid duplicate recordings of individuals. Five minutes was spent at each call station recording all birds observed both visually and by sound.

2.7.5 Monumenting Target Species Sites and Recording Site Data

Target special status plant species sites were generally monumented with orange-glo pin flags placed around population perimeters; exceptions are detailed below in 3.0 Results. Perimeters of most larger populations were recorded on global positioning system (GPS) units for subsequent use in Geographic Information Systems (GIS). All GPS coordinates in this report and associated documents are in Universal Transverse Mercator, Zone 10, North American Datum of 1983 projection. Data for locations of target special status species were recorded on standardized ORBIC report forms (Figure 2), submitted separately from this report. Applicable noxious weed populations were mapped, except for large infestations occupying the entire Study Area, which are noted below in 3.2 Noxious Weeds. GRSP detections were mapped. Special status plant and noxious weed population locations were documented in GIS; the related shapefiles are available upon request. Plant and bird inventory lists were documented in Excel spreadsheets.

3.0 RESULTS

The following sections detail the results of the field surveys.

3.1 Current Environment

Although the Study Area mostly slopes gently to the south and southwest, it covers a wide variety of aspects, with slopes ranging from approximately flat to steep. The Study Area can be viewed as three distinct habitats:

- Oak woodlands in the far northern part of the Study Area
- Meadows between the oak woodlands and the TID canal to the south
- Meadows downslope of the TID canal

3.1.1 Oak Woodlands

The woodlands generally slope steeply to the north from a broad ridgeline and are dominated by *Quercus garryana, Toxicodendron diversilobum* (poison oak), *Symphoricarpos spp* (snowberries), *Prunus subcordata* (Klamath plum), the latter occasionally forming distinct thickets. These woodlands displayed a higher ratio of native versus non-native forb and grass coverage compared to the remainder of the Study Area; *Festuca idahoensis* ssp *roemeri* (Roemer's fescue, Idaho fescue) was found to be common here. Canopy cover varies greatly.

3.1.2 Meadows Between the Oak Woodlands and TID Canal

The meadows between the oak woodlands and the TID canal were dominated primarily by exotic annual grasses and forbs, although dominant native species were also present. Dominant species included *Vicia villosa* (winter vetch), *Vicia sativa* (garden vetch), *Centaurea solstitialis, Poa bulbosa* (bulbous bluegrass), *Erodium cicutarium* (reds-stem stork's bill), *Geranium dissectum* (cutleaf geranium), *Geranium molle* (dovefoot geranium), *Avena fatua* (wild oat), *Elymus caput-medusae, Trifolium spp* (clovers), *Galium parisiense* (bedstraw), *Lomatium utriculatum* (common lomatium), *Tragopogon dubius* (yellow salsify), *Madia spp* (tarweeds), *Bromus japonicus* (field brome), *B. hordaceous* (soft brome), *B. tectorum* (cheatgrass), and *Vulpia microstachys* (small fescue). Of these, it is difficult to state what species were more dominant than others. These species occurred in varying concentrations across this part of the Study Area. Additionally, different species became more dominant as seasonal phenology progressed and early-bloomers senesced while late-bloomers became more prevalent. There were additional species that were very common, although not as abundant as the above dominants; these included *Calochortus tolmiei* (Tolmie startulip), *Dichelostemma capitatum* (bluedicks), *Calystegia occidentalis* (chaparral false bindweed), *Achyrachaena mollis* (blow-wives), and many others.

This area was historically grazed and likely was previously dominated by native bunchgrass communities. Non-native plant coverage during 2017 was approximately 85% or more on

average, with native species coverage at approximately 40%, on average. It was difficult to determine exact numbers for these percentages and other percentages given in this report with any accuracy, due to constantly changing plant phenology throughout the growing season and associated changes in biomass of any given species. Nonetheless, Pacific Crest personnel were expecting a higher non-native-to-native ratio than observed.

Outside of areas with summer moisture, shrubs comprised a very small amount of the vegetation coverage and consisted mostly of *Prunus subcordata, Toxicodendron diversilobum,* and exotic fruit trees, as scattered individuals and small patches.

Islands consisting primarily of native vegetation were found in this area, roughly overlapping with populations of *Ranunculus austro-oreganus* (see 3.2 Special Status Plants, Lichens, and Fungi), and were dominated by varying concentrations of native species including *Festuca idahoensis* ssp *roemeri*, *Horkelia daucifolia* (carrotleaf horkelia)*, Eriophyllum lanatum* (Oregon sunshine)*, Achnatherum lemmonii* (Lemmon's needlegrass)*, Pseudoroegneria spicata* (bluebunch wheatgrass)*, Phlox speciosa* (showy phlox), *Lomatium spp* (desertparslies), and *Achillea millefolium* (common yarrow), although non-native species were also common in these areas. These islands are likely not common in most adjacent parcels outside of the Study Area.

Large populations of *Microseris laciniata* ssp *detlingii* (Detling's silverpuffs) were also found, primarily on the flats and gentle slopes in the far northwest part of the Study Area; this species is endemic to southwestern Oregon and adjacent areas in northern California; it was previously a target special status species. *Plectritis congesta* (shortspur seablush) was abundant in the vicinity.

A small seasonal pond was found in the northeast part of T38S R1E S33, approximately 0.25 miles north of the eastern parking area and Property legal access point. Common plants here included *Lolium perenne* (perennial ryegrass), *Hordeum murinum* (mouse barley), and *Eleocharis spp* (spikerushes).

The oak woodlands mentioned above and the slopes between them and the TID canal likely serve as winter range for elk and deer. Elk and deer were observed in the Study Area during the survey efforts; the front cover of this report displays a herd of elk in the Study Area. Additional mammals incidentally observed in the Study Area included one black bear, three coyotes, one grey fox, and many smaller mammals.

3.1.3 Meadows Downslope of the TID Canal

This area had a much higher amount of moisture than areas upslope of the TID canal. This moisture originated from active irrigation diverted from the canal at multiple points along its length as it runs through the Study Area. Several natural springs and seeps added surface moisture; subterranean seepage from the canal was also a possible contributor. The vast majority of the area was observed to be grazed by livestock. Grazing was heavy throughout most of the area and extensive post-holing by cattle was evident. The exception was a narrow strip set apart by active electric fences located to either side of the drainage that runs south through the center of the Study Area; it is in this strip that the only *California macrophylla*

populations downslope of the canal were found. It was uncertain if this strip was part of the grazing lease, as it was fenced and had only light evidence of grazing, which may have originated from livestock that had escaped the fencing but had been quickly and efficiently recovered.

Vegetation in this area included many of the same species dominant upslope of the canal, but often in very different concentrations, with *Vicia spp*, *Calochortus tolmiei, Dichelostemma capitatum*, and others less common, while *Centaurea solstitialis* and others became more abundant. *Brassica rapa* (field mustard), *Shedonorus arundinaceus* (tall fescue), *Alopecurus pratense* (meadow foxtail), and others became dominant downslope of the canal, while existing only in traces upslope of the canal. *Shedonorus arundinaceus* and *Alopecurus pretense* were especially dominant in areas receiving higher volumes of irrigation water, notably at and upslope of the corrals in the southeast part of the Study Area. *Brassica rapa* was especially abundant in the southwest part of the Study Area near the POE. *Juncus effusus* (common rush) was common in some parts. *Rubus armeniacus* and *Rosa canina* (dog rose), with lesser amounts of *Rosa rubiginosa* (*R. eglentaria*; sweetbriar rose) were much more common downslope of the canal than upslope of it. Overall, vegetation in the area downslope of the canal was much denser, taller, and lusher than upslope of the canal; these conditions occasionally impeded foot travel when combined with the often irregular, post-holed, and wet ground surface. This condition receded later in the summer as plants senesced or were grazed down.

As with areas upslope of the TID canal, this area was historically grazed and likely was previously dominated by native bunchgrass communities. Non-native coverage in 2017 was approximately 98%, with native species coverage at approximately 15%, on average.

3.1.4 Other Features of the Study Area

Most drainages in the Study Area were lined with various concentrations of *Salix spp* (willows)*, Rubus armeniacus, Carex densa* (dense sedge)*, Juncus spp* (rushes)*, Dipsacus fullonum* (Fuller's teasel), *Shedonorus arundinaceus*, and other typical riparian species; *Prunus cerasifolia* (cherry plum) was abundant in one drainage. Most of the drainages still had flowing water, at least in the lower stretches, at time of final revisits in early August; Hamby Spring in the southwest area downslope of the TID canal was still flowing strong.

The TID canal traverses the slope through the Study Area. It currently functions as a partial barrier to wildlife travel; certain terrestrial species may find it difficult to cross the flow of relatively deep water when the canal is flowing, although it should be noted that it does not flow for a substantial part of the year and travel may be less impeded then. There are two foot-bridges crossing the canal in the far western and eastern part of the Study Area, respectively, although the western one is composed of metal mesh that would likely inhibit most terrestrial wildlife travel during times of water flow in that canal. A maintenance road follows the canal for its length through the Study Area.

A wooden-pole powerline corridor exists in the northern part of the Study Area and a buried gas pipeline corridor roughly parallels it to the immediate south. Associated maintenance roads

follow these right-of-way corridors. A large pile of treated wood poles, assumingly associated with the powerline corridor construction, was observed at coordinates 524880E/4675620N. A small radio facility exists in the far southeast part of the Study Area near Eagle Mill Road and is accessible by vehicle from it.

A network of trails exists in the Study Area, observed to be used by people on foot, horseback, and OHV. People were seen from distance and personally encountered on the trails throughout the survey efforts, often in relatively large numbers. The trails, for the most part, were found to exist upslope of the TID canal. Most of the OHV use was observed in relation to the grazing leases downslope of the canal. However, OHV use was additionally observed on the trails in the western part of the survey area and their use was evident off-trail in that vicinity as well. The utility right-of-way corridors also had evidence of regular OHV use, much of which was assumingly in relation to infrastructure maintenance. Trails were observed cutting through multiple *California macrophylla* populations (see 3.2 Special Status Plants, Lichens, and Fungi) and trampling was evident at each of those populations. Rerouting of these trails may assist to lessen trampling.

3.2 Special Status Plants, Lichens, and Fungi

Fourteen populations (Figure 3) of *California macrophylla,* (Figure 4) totaling approximately 8.0 acres, were found in the Study Area. This species was originally documented in Oregon by Thomas Howell in 1887, with the associated herbarium collection noting “hills near Ashland”. It is possible that his original collection was made at one of the Study Area populations. ORBIC previously listed this species with an “EX” status (assumed to be extirpated in Oregon) until Pacific Crest personnel discovered a new location near the city of Eagle Point, Oregon. Since then, five populations were found in the Study Area by Kristi Mergenthaler and ODA personnel (personal communication, Kristi Mergenthaler, Southern Oregon Land Conservancy, 4/25/17). *California macrophylla* is currently listed by ORBIC (2016) with a “1” status (threatened or endangered throughout its range), the highest list status that ORBIC can assign. This species may soon receive additional listing through the State of Oregon. The Oregon sites represent the northern-most known extent of this species; it is also known from California and Baja California. The California Native Plant Society (2017) lists *California macrophylla* as a 1B.2 (rare, threatened, or endangered in CA and elsewhere).

Nearly all *California macrophylla* plants were found upslope and north of the TID canal. Two small populations were found downslope from the canal. Active grazing by livestock was observed downslope of the canal, where much of the ground had been trampled, whereas there was no current grazing by livestock observed upslope of the canal. Much of the ground downslope of the canal was observed to be irrigated. It is assumed that active grazing, associated trampling, and wet ground make for unfavorable conditions for the growth of *California macrophylla.* The two small populations downslope of the canal were found in an area between electric fences where grazing did not appear to be nearly as heavy as in the areas outside of the fencing, and irrigation was not evident at the time of population discovery.

One small plant rosette, potentially that of *California macrophylla* (Figure 3), was found downslope of the TID canal in early August. Due to immaturity and a lack of flowers and fruit, it was not possible to be certain of an identification. Although the leaves appear to be those of *California macrophylla*, the observed plant was growing well outside of the normal window of phenology for that species, did not have the reddish coloration that the stems and leaves of that species often have, was growing downslope of the canal in less desirable conditions, and all observed *C. macrophylla* plants in verified populations elsewhere in the Study Area were senescent at that time, casting doubt that the rosette in question was *C. macrophylla.* Nonetheless, it was monumented with several strips of yellow/black-striped flagging tied to small rocks in case a revisit would be made in future years.

Five populations (Figure 5) of *Ranunculus austro-oreganus* (Figure 6), totaling approximately 241 acres, were found in the Study Area, all upslope of the TID canal. The oak woodlands to the far north of the Study Area had the greatest concentrations. *Ranunculus austro-oreganus* is currently listed by ORBIC (2016) with a “1” status (threatened or endangered throughout its range), the highest list status that ORBIC can assign; it is also a state Candidate species with ODA. This species is endemic to Jackson County, found primarily in the Rogue Valley and adjacent foothills.

Approximately 633 acres contained vegetative *Ranunculus* plants (Figure 5), including overlap with verified *Ranunculus austro-oreganus* populations. Densities of vegetative plants within the 633 acres varied greatly, often being very widespread and isolated; very few existed downslope of the canal, those plants were also typically observed as depauperate. Due to a lack of flowers (a diagnostic characteristic for discerning *Ranunculus austro-oreganus*), it was not possible to know what species these vegetative plants were. They might flower in future years and a positive identification could then be made. However, it should be noted that no flowering *Ranunculus occidentalis* (western buttercup) was observed in the Study Area, the only other feasible species that the vegetative plants could be.

One site (Figure 5) of *Collema quadrifidum* (Figure 6) was found, present on multiple *Quercus garryana* trunks in approximately one acre of the oak woodlands in the far northern part of the Study Area. This tiny, gelatinous lichen is difficult to discern in the field, blending in with numerous other dark, similarly-sized lichens and blemishes on the tree trunks, and is best identified by its four-celled, polygonal spores as observed under the microscope. Due to the *Collema quadrifidum* being found off the ground on tree trunks, no pin flags were used to monument the site; a labeled set of yellow/black striped flagging was instead used, positioned on a tree trunk near the population center.

No *Fritillaria gentneri* were found. Vegetative *Fritillaria* plants were found, but these plants were impossible to identify to species without flowers. The vegetative plants were found only in the oak woodlands in the far northern part of the Study Area, existed in same vicinity as numerous flowering *Fritillaria affinis* (a non-target species), and possibly may all be that species. No target special status species of spring fungi were found.

3.3 Noxious Weeds

Silybum marianum (milk thistle; Figure 7) was found in one location along the southern boundary of the Study Area and consisted of approximately 80 specimens covering 10% of a >60 m² population area. The population extended from the property fenceline downslope to the POE exit ramp; it is likely that the POE was the vector of introduction. This species has rarely been found in southwestern Oregon. The Medford District BLM (personal communication, Bryan Wender, Medford District BLM Botanist, 8/14/17) has only one record of this invasive species on their lands, found in the Cow Creek Watershed of Douglas County. WeedMapper (ODA 2017b) revealed one site in Jackson County, near Rogue Valley International Airport.

Spartium junceum (Spanish broom; Figure 7) was found in two locations along the TID canal. Each location consisted of one plant. Though the populations sizes were very small, this species is reported here due to it being an uncommon invader in southwestern Oregon. WeedMapper (ODA 2017b) shows three sites in Jackson County, all in the far northern part of the county. Pacific Crest personnel know of one site in the City of Ashland, on Siskiyou Boulevard, which had apparently been treated (sprayed) recently.

Rubus armeniacus (Himalayan blackberry; Figure 7) was found throughout a substantial portion of the Study Area. The vast majority of the populations were found from the TID canal and downslope to the Study Area boundary. The average percent coverage within the population polygons was 15%. Besides large and dense infestations, multiple smaller infestations were also mapped, primarily in areas upslope of the canal where the species was much less common. A trace amount of *Rubus laciniatus* (cutleaf blackberry) was found mixed in with the *Rubus armeniacus*.

Centaurea solstitialis (yellow starthistle) and *Elymus caput-medusae* (medusahead rye) were found throughout the Study Area and are therefore not represented in Figure 7. Both species had an average coverage across the Study Area of approximately 35% each. Concentrations of both species were lighter in the oak woodlands in the far northern part of the Study Area, found most frequently in openings between trees, and heavier downslope of the TID canal.

Cirsium arvense (Canada thistle), *Cirsium vulgare* (bull thistle), *Conium maculatum* (poison hemlock), and *Phalaris arundinacea* (reed canarygrass) were all found as widely scattered, very small populations (often only as one isolated plant). These species were found primarily in areas of moisture along the TID canal and irrigated areas downslope of the canal. A small trace of *Hypericum perforatum* (St. Johnswort) was found along the canal. These species are not further documented in this report due to the small population sizes within the Study Area and overall commonness of these species in southwestern Oregon.

One potential population of *Cyperus esculentus* (yellow nutsedge) was found downslope of the canal (Figure 7). It was originally observed early in the season while immature and could not be confidently identified. By the time a return visit was made later in the season, cattle had grazed the plants down beyond recognition. The identification could therefore not be verified.

Although not a target noxious weed species, *Thinopyrum ponticum* (*Elymus elongata*; tall wheatgrass, European quackgrass) was observed infesting the entire gas pipeline right-of-way

in the northern part of the Study Area. The pipeline right-of-way was nearly a complete monoculture of *Thinopyrum ponticum*; it had outcompeted other vegetation and was spreading out from there. It has potential to quickly spread and take out other parts of the Study Area. This species is a pale grey-green color and this infestation is visible on aerial photography as a wide, pale strip cutting across the Study Area. This species is similar to the target noxious species *Elymus repens* (quackgrass, couchgrass), and many of the *Thinopyrum ponticum* specimens in the Study Area exhibited some features characteristic of *Elymus repens*, including very wide leaves and acute glumes, although the majority of features still pointed towards *T. ponticum*. There is potential for *Thinopyrum ponticum* to be considered by ODA for noxious weed listing in the future.

The Study Area has multiple possible vectors of noxious weed introduction including: Interstate 5 and associated POE adjacent to the Study Area, vehicular traffic within the Study Area (OHV's, right-of-way maintenance vehicles), livestock, TID canal, non-vehicular trail traffic (foot, bike, horse). Much of the vegetation between the southern property fenceline and Interstate 5 / POE is mowed annually, possibly slowing the spread of weeds from those two dispersal vectors, although the stretch of exit ramp with the *Silybum marianum* had not been mowed; it may be too steep to maintain.

3.4 Birds

Thirty-four GRSPs were detected during the surveys (Figure 8). The majority (thirty-two of thirty-four) were singing males; two GRSPs were flushed from vegetation and the sex of these two birds is unknown. Thirty-two detections were recorded above the TID canal; two were recorded below the canal. GRSPs have Federal Species of Concern, Oregon Department of Fish and Wildlife (ODFW) Conservation Strategy Species, and ORBIC2 status. See Table 4 for ORBIC rank definitions. Other special status bird species detected during the point counts include:

- Acorn woodpecker (*Melanerpes formicivorus*)
- Chipping sparrow (*Spizella passerine*)
- Oak titmouse (*Baeolophus inornatus*)
- Peregrine falcon (*Falco peregrinus*)
- Western meadowlark (*Sturnella neglecta*)
- White-tailed kite (*Elanus leucurus*)
- Yellow-breasted chat (*Icteria virens*)

Table 4 contains further notes on the occurrences of the target special status avian species within the Study Area and includes rank status(es) of each species.

3.5 Other Sites of Interest

No other special status target species were found.

Multiple populations of a species of *Phaeocalicium* (Figure 9) were found on twigs of *Quercus garryana* in the oak woodlands in the far northern part of the Study Area. Species of *Phaeocalicium* belong to a group of organisms commonly known as pin lichens. Their spores

are borne atop a small stalk and are distributed by wind and insects travelling the length of the twigs. The collection in question is similar to *Phaeocalicium interruptum*, a species without special status, but differs by multiple morphological and chemical features. It is possibly a new species: one that is new to science, not described, and un-named. A collection has been sent to a pin lichen expert for another opinion; this report will be updated when a determination has been returned. Determinations are also still out for several invertebrate collections.

One large “log” of petrified wood (Figure 10) was found along the boundary of the study area at coordinates 525445E/4675296N, placing it just within the Study Area. The overall length is unknown; it continued underground and its large size and heavy weight prevented movement and further exploration. This feature may serve as an attraction to visitors.

A series of scattered rock outcrops exist on a steep south-facing slope running approximately 0.25 miles west-east through the Study Area in T38S R1E S27. Other, smaller sets of outcrops are occasional throughout much of the Study Area.

No other biological sites of interest, as defined in 1.0 Introduction, were found in the Study Area.

3.6 Inventories

A total of two-hundred-fifty-two vascular plants were recorded during the surveys (Table 5). Note that multiple taxa are not identified past genus. Additionally, several recorded taxa were observed only along Butler Creek; it is uncertain how much of that creek actually exists in the project area due to conflicts in GIS mapping compared to on-the-ground property line evidence. Pacific Crest elected to document all bird species detected during the surveys for GRSPs; fifty-three avian species in total were detected (Table 4).

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Tables

Table 1: Special status plants, lichens, and fungi

Taxon[1]	Scientific Name	Federal Status[2]	ODA Status[2]	SEN/STR/S&M[2]	Likelihood to Exist in Study Area
VA	*Adiantum jordanii*			SEN	LOW. Habitat includes moist, shaded hillsides, springs, riparian areas. SW OR populations are found mostly on serpentine. No serpentine present in Study Area, although shaded riparian is found to far north in oak woodland. Most known sites in SW OR are west of Grants Pass.
VA	*Agrostis hendersonii*			STR	LOW. Found in vernal pools and other moist areas in valley grasslands. Historical collection from Sams Valley, but is presumed extirpated in OR.
FU	*Alabtrellus ellisii*			SM-B	LOW. Typically found in older coniferous forests at higher elevations than the Study Area, although this species is occasionally found in hardwood communities. Known sites exist in coniferous forest in the SW OR Cascades.
VA	*Allium bolanderi var. bolanderi*			STR	MODERATE. Habitat includes rocky clay soils, although this species typically prefers serpentine. Known sites exist at Howard Prairie and NW of Grants Pass.
VA	*Allium peninsulare*			SEN	LOW. Habitat includes meadows. Many populations nearby in the Hyatt / Howard Prairie area, although these populations are found in higher elevation snowmelt meadows. Found at lower elevations in CA.
VA	*Androsace elongata ssp. acuta*			STR	LOW. Habitat includes dry, primarily north-facing meadows. Previously known from one historic site in Jackson County (1887), now assumed to be extirpated.
BR	*Anoectangium aestivum*			STR	LOW. Lower elevation springs and seeps, often over rock, although this species typically prefers calcareous substrates in SW OR. One known site near Wimer.
VA	*Arabis modesta*			SEN	MODERATE. Shaded slopes at low to moderate elevations; often associated with rock. Known sites near Shady Cove, Applegate, and NW of Grants Pass.
VA	*Astragalus californicus*			SEN	LOW. Low to moderate elevation, dry, open, meadows, woodlands, shrub communities; although known sites in SW OR are south of the Siskiyou crest in CSNM (Cascade-Siskiyou National Monument) and found in communities more similar to those of the Great Basin.
VA	*Astragalus gambelianus*			SEN	MODERATE. Dry, open, grassy areas at low to moderate elevations. Known sites at Sampson Creek and southern part of CSNM.
FU	*Balsamia nigrans*			STR	MODERATE. Associates with species of oak. Known sites in Jackson and Josephine counties.
BR	*Bryum calobryoides*			SEN	LOW. Prefers crevices in rock at higher elevations, occasionally found at lower elevations. Known sites along Siskiyou crest and near Hyatt Lake.
LI	*Calicium quercinum*			STR	LOW. Grows on trunks of oaks at low to moderate elevations. No known sites in SW OR.

VA	*California macrophylla*			SEN	PRESENT. Known sites documented in Study Area prior to 2017 survey efforts.
VA	*Callitriche marginata*			SEN	MODERATE. Primarily a species of vernal pool habitats in SW OR. Could exist in seasonal pond in east part of Study Area or vernal pools undetected during desktop analysis.
VA	*Calochortus greenei*		SC	SEN	LOW. Habitat includes clay soils in meadows, shrub communities, and other areas of exposure as low as 2400' elevation. However, all known sites in SW OR are in the Klamath watershed south of the Siskiyou crest.
VA	*Calochortus monophyllus*			SEN	MODERATE. One known site upslope of the Study Area, higher in elevation, in forest on the south side of Grizzly Peak. Can grow as low as 1300' elevation.
VA	*Calochortus nitidus*			STR	LOW. Habitat includes meadows. One known site near Greensprings, although it is much higher in elevation than the Study Area.
BR	*Campylopus subulatus*			STR	LOW. Found from sea level to moderate elevations. Known sites in Josephine County. Prefers areas without human-induced disturbance or heavy plant competition.
VA	*Carex comosa*			SEN	LOW. Found in wet areas from sea level to 1200'. Nearest known site is historic, found along the Rogue River.
VA	*Carex crawfordii*			STR	MODERATE. Found at pond and lake margins that dry up in summer, from sea level to moderate elevations. Rumored site near Grizzly Peak.
FU	*Cazia flexiascus*			STR	MODERATE. Associates with *Quercus garryana* and other hardwoods. Known sites in Rogue Valley vacinity.
VA	*Cheilanthes covillei*			SEN	MODERATE. Rock crevices at a variaty of elevations and plant communities. Known sites in Jackson County near Heppsie Mt.
VA	*Cheilanthes intertexta*			SEN	MODERATE. Rock crevices at a variaty of elevations and plant communities. Known sites throughout Jackson County.
VA	*Chlorogalum angustifolium*			SEN	MODERATE. Clay soils of dry areas with high light exposure at lower elevations. Widely scattered known sites in Jackson and Josephine counties.
FU	*Clavariadelphus occidentalis*			SM-B	LOW. Typically a species of mixed and coniferous forests, although it is rarely found in hardwood communities. Many known sites in southern Oregon.
FU	*Clavariadelphus subfastigiatus*			STR	LOW. Typically a species of mixed and coniferous forests, although it is rarely found in hardwood communities. Three known sites in SW OR.
LI	*Collema quadrifidum*			STR	PRESENT. Prefers *Quercus garryana* trunks at low to moderate elevations. Many known sites in Jackson County.
VA	*Cryptantha milo-bakeri*			SEN	MODERATE. Rocky or gravelly slopes at low to moderate elevations. Known sites in Jackson (Applegate area) and eastern Josephine counties.
VA	*Cyperus acuminatus*			SEN	LOW. Found at vernal pools, seasonal ponds, ditches, and other wet areas at low elevations. The only previously known sites in SW OR are historic and near Grants Pass.
VA	*Delphinium nudicaule*			SEN	LOW. Grows in well-drained areas (often talus or gravel) and along river banks and low to moderate elevations. Known sites in Jackson and Josephine counties.

FU	*Dendrocollybia racemosa*			STR	MODERATE. Found on decayed remains of other mushrooms in a variety of habitats (including hardwood and shrub communities) at low to moderate elevations. Known sites in Jackson (mostly near Shady Cove) and Josephine counties, including one at French Flat found under manzanita.
BR	*Didymodon norrisii*			STR	MODERATE. Habitat includes a variety of rock substrates in a variety of plant communities from low to moderate elevations. Known sites in Jackson County near Siskiyou Summit and Shady Cove.
VA	*Diplacus bolanderi*			SEN	MODERATE. Grassy areas and openings in chaparral from low to moderate elevations. Observed in areas of disturbance. Known sites in Applegate Valley.
VA	*Diplacus congdonii*			SEN	MODERATE. Oak woodlands, grassy areas, and openings in chaparral from low to moderate elevations. Known sites in Applegate Valley.
BR	*Entosthodon californicus*			STR	MODERATE. Found on clay soils in seasonally wet areas, often associated with disturbance. Known sites at Table Rocks.
BR	*Entosthodon fascicularis*			SEN	MODERATE. Found on a variety of soils in seasonally wet areas, often associated with disturbance. Known sites near Grants Pass.
BR	*Ephemerum crassinervium*			SEN	MODERATE. Found on a variety of soils in seasonally wet areas, often associated with disturbance; one Jackson County site was found in water-filled cow tracks. Known sites in Jackson and Josephine counties.
VA	*Ericameria arborescens*			SEN	LOW. Dry forest, hardwood and shrub communities at low to moderate elevations, often in foothills. Only known sites in OR are in western Curry County; however, it is found throughout CA in a variety of habitats.
VA	*Erigeron cervinus*			SEN	LOW. Prefers rocky areas, but also grows in open areas. Usually at moderate to higher elevations. Occasionally found in vernally wet areas at lower elevations. Nearest known site is in Josephine County.
VA	*Eschscholzia caespitosa*			SEN	LOW. Dry, often brushy areas at lower elevations. Nearest known sites are near Glendale and Hellgate.
VA	*Eucephalus vialis*		ST	SEN	MODERATE. Low to moderate elevation ecotones, but generally involving coniferous and mixed forest.
VA	*Fritillaria eastwoodiae*			STR	LOW. Dry slopes. Rumored sites at Lower Table Rock and near Gold Hill, otherwise no sites in close proximity.
VA	*Fritillaria gentneri*	FE	SE	SEN	HIGH. Low to high elevation ecotones, mixed forests, shrub communities. Study Area is well within species range and known sites are in relatively close proximity.
VA	*Hackelia bella*			SEN	LOW. Moderate to higher elevations. Known from Table Mountain and Grizzly Peak vacinity, but at higher elevations.
VA	*Horkelia tridentata ssp. tridentata*			SEN	LOW. Dry areas, typically in open forest, on granitic or other igneous soils, at low to high elevations. Known sites are in Ashland Watershed, although these are higher elevation than the Study Area, found exclusively on granite, and favor ridgelines.
VA	*Juncus kelloggii*			STR	LOW. Vernal pools, springs, meadows at low elevations. ORBIC lists a known site in Josephine County.
LI	*Leptogium burnetiae*			STR	MODERATE. Found on *Quercus garryana* trunks at low to moderate elevations. Nearest known verified site is near Shady Cove; another unverified site exists near Buckhorn Springs.

VA	*Limnanthes alba ssp. gracilis*		SC	SEN	LOW. Wet meadows, streamsides, ditches, cliff bases at typically low elevations. Only one known site in Jackson County, found near City of Rogue River.
VA	*Limnanthes floccosa ssp. bellingeriana*		SC	SEN	MODERATE. Vernally wet areas with high light exposure, from low to moderate elevations. Many known sites in Cascades of Jackson County.
VA	*Limnanthes pumila ssp. grandiflora*	FE	SE	SEN	LOW. Vernal pool habitat, but endemic to Agate Desert.
VA	*Limnanthes pumila ssp. pumila*		ST	SEN	LOW. Vernal pool habitat, but endemic to Table Rocks.
VA	*Lomatium cookii*	FE	SE	SEN	LOW. Vernally moist habitats, often vernal pools. Known from two concentrations of populations: one in the Agate Desert, the other in the Illinois Valley.
VA	*Meconella oregana*		SC	SEN	MODERATE. Found in a variety of plant communities, often vernally moist, usually with moderate to high light exposure, at low elevations. Known populations near Medford, Jacksonville, Applegate.
VA	*Microseris douglasii ssp. douglasii*			STR	LOW. Meadows with heavy clay soils. The only known site in Oregon was near Ashland but has not been seen since the late 1800's and is presumed extirpated.
VA	*Nemacladus capillaris*			SEN	MODERATE. Dry slopes at a variety of elevations. In SW OR, prefers meadow edges in areas of higher percentages of bare mineral soil. Multiple known sites in Cascades of Jackson County, especially in CSNM.
BR	*Orthotrichum bolanderi*			STR	MODERATE. Rock features at low to mdoerate elevations in a variety of plant communities. Known sites near Sampson Creek and Medford.
BR	*Orthotrichum euryphyllum*			STR	MODERATE. Rocks in seasonal drainages, usually with moderate to high light exposure. Known sites throughout much of the Cascades of southern OR.
BR	*Orthotrichum hallii*			STR	MODERATE. Rock features at low to mdoerate elevations in a variety of plant communities. Known sites near Medford.
VA	*Pellaea andromedifolia*			SEN	MODERATE. Rocky areas at low to moderate elevations. Known sites in Jackson and Josephine counties.
LI	*Peltigera pacifica*			SM-E	LOW. Typically in coniferous or mixed forests, but can be found in a variety of habitats. Known site in Ashland Watershed; several more in western Jackson County.
LI	*Peltula euploca*			STR	MODERATE. Rocky areas (basalt, andesite) at lower elevations. Known sites at Upper Table Rock, Applegate Valley, CSNM, Horseshoe Ranch.
BR	*Phymatoceros phymatodes*			SEN	LOW. Mineral soil substrates that remain wet late into summer. Multiple sites on Medford BLM lands in SW OR.
VA	*Pilularia americana*			SEN	MODERATE. Vernally wet habitats including vernal pools and pond margins. Known sites at Table Rocks.
VA	*Pinus sabiniana*			STR	LOW. Foothill woodlands at low to moderate elevations. Common in the Trinity Mountains and elsewhere in CA; very rare in OR as natural sites, but is frequently planted as an ornamental.
VA	*Plagiobothrys austiniae*			SEN	MODERATE. Vernally wet areas, such as seeps and ephemeral drainages, typically in meadows, at low to moderate elevations. Known sites at Table Rocks and Cascades of Jackson County.

VA	*Plagiobothrys figuratus ssp. corallicarpus*		SC	SEN	MODERATE. Vernally wet areas, often rocky, in meadows at low to moderate elevations. Known sites near Greensprings, Medford, Grants Pass.
VA	*Plagiobothrys greenei*			SEN	MODERATE. Vernally wet areas, such as seeps and ephemeral drainages, typically in meadows, at low to moderate elevations. Known sites in the Cascades of Jackson County.
VA	*Plagiobothrys lamprocarpus*		SE	STR	LOW. Assumed habitat is vernally wet areas with higher light exposure. Known only from one historic site near Grants Pass (1921) and is assumed extinct.
BR	*Porella bolanderi*			SEN	MODERATE. Rock outcrops in oak woodlands. Known sites in Ashland Watershed and Cascades of Jackson County.
FU	*Psathyrella quercicola*			STR	MODERATE. Grows on *Quercus garryana* at low elevations. Known sites from Jackson and Josephine counties, including the type locality.
BR	*Racomitrium depressum*			SEN	LOW. Rocks along ephemeral drainages with high light exposure, mostly at moderate to higher elevations in southern OR. Known sites near Howard Prairie.
VA	*Rafinesquia californica*			SEN	MODERATE. Meadows and post-burn areas in variety of communities from low to high elevations. Large, robust populations were previously found throughout the Squire and Quartz Fire areas in the Applegate.
VA	*Ranunculus austro-oreganus*		SC	SEN	PRESENT. Known sites documented in Study Area prior to 2017 survey efforts.
VA	*Rhamnus ilicifolia*			SEN	MODERATE. Chaparral and oak woodlands from low to moderate elevations. Several sites known along the CA border in CSNM and near Applegate Ranger Station.
VA	*Rhynchospora alba*			SEN	LOW. Wet areas from low to high elevations. Known sites in southern OR are moderate to high elevation, often associated with *Sphagnum*.
VA	*Ribes divaricatum var. pubiflorum*			SEN	LOW. Wet areas and forest edges. Multiple known sites west of Grants Pass.
VA	*Romanzoffia thompsonii*			SEN	LOW. Vernally wet areas, such as seeps and springs, on steep slopes with high light exposure. Known SW OR sites are near Flounce Rock at ~4000' elevation.
FU	*Sarcodon fuscoindicus*			STR	LOW. Typically found in coniferous forests but occasionally in hardwoods. Widely scattered across western OR, inclusing one site in northern Jackson County.
BR	*Schistidium cinclidodonteum*			SEN	MODERATE. Rocks in seasonal drainages, usually with moderate to high light exposure. Known sites throughout much of the Cascades of southern OR.
VA	*Scirpus pendulus*			SEN	MODERATE. Wet areas in a variety of plant communities from low to moderate elevations. Known site near Grizzly Peak.
VA	*Sidalcea hickmanii ssp. petraea*			SEN	LOW. Dry shrub communities on ridges. One known site: Sams Valley
VA	*Solanum parishii*			SEN	MODERATE. Found in a variety of dry plant communities at a variety of elevations. Known sites throughout much of Jackson County.
FU	*Spathularia flavida*			SM-B	LOW. Typically found in coniferous forests and only rarely in hardwoods. Numerous known sites in Jackson County.

VA	*Tetrapteron graciliflorum*			SEN	MODERATE. Meadows, shrub communities, oak woodlands at low to moderate elevations. Known sites in CSNM, Applegate vacinity, and elsewhere in Jackson County.
BR	*Trichostomum tenuirostris var. tenuirostris*			STR	LOW. Various moist substrates in various plant communities at a wide variety of elevations. Known site near Wagner Butte is in coniferous forest.
VA	*Triteleia ixioides ssp. scabra*			STR	LOW. Foothill meadows and woodlands, in clay and granitic soils.
LI	*Umbilicaria hirsuta*			STR	MODERATE. Rock features in a variety of exposures in a variety of elevations. Known sites in CSNM, near Lake of the Woods, near Wimer.
VA	*Wolffia borealis*			SEN	LOW. Areas of stagnant water such as ponds, lakes. Known sites at Parsnip Lakes in CSNM, and Sharron Fen, both at ~4500' elevation.
VA	*Wolffia columbiana*			SEN	LOW. Areas of stagnant water such as ponds, lakes. Known site near Gold Hill.

[1] VA = vascular plant, BR = bryophyte, LI = lichen, FU = Fungus

[2] Federally Listed Species: FE = Endangered, FT = Threatened, SOC = Species of Concern. Oregon Department of Agriculture: SE = Endangered, ST = Threatened, SC = Candidate. STR = Strategic, SEN = Sensitive. S/M Category definitions: Category A = Manage all known sites; pre-disturbance surveys practical, strategic surveys. Category B = Manage all known sites; pre-disturbance surveys not practical and not applicable; strategic surveys; equivalent effort surveys required for most bryophytes, lichens and fungi for habitat-disturbing projects in old growth. Category C = Manage high-priority sites; pre-disturbance surveys practical; strategic surveys. Category D = Manage high-priority sites; pre-disturbance surveys not practical or not necessary; strategic surveys. Category E = Manage all known sites; pre-disturbance survey not applicable; strategic surveys. Category F = known site management and pre-disturbance surveys not applicable; strategic surveys

Table 2: Special status birds, mammals, reptiles, and amphibians

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
Amphibians			
Northern red-legged frog *Rana aurora*	SOC SV, CS 4	Prefers cool and calm or still waters of streams, marshes or ponds, often near or in moist forests. Breed in winter and early spring laying eggs attached to stems of emergent vegetation or submerged branches in permanent water bodies. Highly terrestrial outside of the breeding season. Known historically from Jackson County including records in the Lower Rogue and Applegate watersheds.	**Low.** Suitable habitat for this species exists along the drainage in the middle of the Study Area and in adjacent wetlands areas; however, it is overall of marginal quality for this species (not within humid woodlands).
western toad *Anaxyrus boreas boreas*	- SV, CS 4	Historically found throughout Jackson County near aquatic sites (streams, rivers, lakes, ponds, and springs). Occurs in a wide variety of habitats as long as there is suitable aquatic habitat for breeding and is adapted to agricultural environments such as vegetated irrigation canals.	**Moderate.** Suitable habitat for this species exists along the drainage in the middle of the Study Area and in adjacent wetlands areas; however, this species has disappeared from much of its original range and is now uncommon.
Reptiles			
California kingsnake *Lampropeltis californiae*	SOC SV 4	Found in a wide variety of habitats. In Oregon, it occurs along the Rogue and Umpqua river valleys, often in dense vegetation along watercourses but also in farmland, chaparral, and deciduous and mixed conifer woodlands.	**Moderate.** There is suitable habitat in the Study Area and there are historic records of this species in the region.
California mountain kingsnake *Lampropeltis zonata*	SOC SV, CS 4	Found in a diversity of habitats often pine forests, oak woodlands, and chaparral; commonly in open wooded areas near streams.	**Moderate.** There is suitable habitat in the Study Area and there are historic records of this species in the region.
western rattlesnake *Crotalus oreganus* ssp. *oreganus*	- SC 4	Occurs in a variety of habitats from deserts to chaparral to open forests, usually near rocks, cliffs, or downed logs.	**Present.** There is suitable habitat for this species in the Study Area and they were observed in the Study Area during surveys.
Birds			
white-tailed kite *Elanus leucurus*	- - 4	Lower elevation grasslands, agricultural areas, meadow, oak woodlands, riparian woodlands, marshes and wetlands; nest in trees or tall shrubs. Breeding season is approximately February to July.	**Present.** This species was observed flying over the Study Area and hunting nearby on several occasions during the breeding season (early May). No nest was observed in the Study Area and there is only limited suitable nesting trees/shrubs available within the Study Area; most likely this bird was nesting nearby, possibly in the trees growing on the adjacent property to the east.

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
bald eagle *Haliaeetus leucocephalus*	BCC SV 4	This species is usually found near water and breeds in forested areas adjacent to large bodies of water. Nests in trees, rarely on cliff faces and on the ground in treeless areas.	**Present (assumed).** There is no suitable nesting habitat for this species in the Study Area, though it is fairly common to the greater region. A bald eagle was recorded in the Study Area on April 29, 2016 and on January 4 and 25, 2014 (eBird 2017).
ferruginous hawk *Buteo regalis*	SOC SV, CS 4	A rare, but regular winter visitor to Jackson County. Prefers flat, rolling grasslands or shrubsteppe regions including sagebrush shrublands, and edges of western juniper and pinyon-juniper woodlands and other forests. Breeds in northeastern Oregon and found year-round in southeastern Oregon.	**Present (assumed).** A ferruginous hawk was observed in the Study Area on February 27, 2017 (eBird 2017).
golden eagle *Aquila chrysaetos*	- - 4	Inhabits a wide variety of open and semi-open habitat types including grasslands, shrublands, woodlands, and coniferous forests. Often nests on cliffs bordering rivers, will also nest in trees, on ground, on river banks, and on human-made structures.	**Present (assumed).** There is suitable foraging habitat for this species in the Study Area though it would be unlikely to nest there due to a lack of preferred nesting habitat. Two golden eagles were observed in the Study Area on March 4, 2016 and on January 4, 2014 and one was observed in the Study Area on January 25, 2014 (eBird 2017).
short-eared owl *Asio flammeus*	BCC (year-round) CS 3	Inhabits open terrain, most often marshes, but also grasslands, dunes, agricultural fields, meadows, and pastures. Breeding season is typically from April to August.	**Low.** Suitable habitat exists in the Study Area; however, this species is a rare to irregular visitor to Jackson County during the non-breeding season (November - April).
burrowing owl *Athene cunicularia*	SOC SC, CS 4	Habitat includes deserts, open grasslands, shrublands, and other open areas such as vacant lots near human habitation or airports. Nests in abandoned mammal burrows. They have disappeared from the Rogue Valley and are rare in Jackson County, though they once were considered common.	**Low.** The Study Area contains suitable habitat for this species; however burrowing owls are not currently known to breed in Jackson County and are considered a rare to irregular visitor during the non-breeding season (October - April).
common nighthawk *Chordeiles minor*	- CS 4	Forage over wide variety of habitats throughout the state. Nest on bare ground in open areas. Breeding season is typically June to August.	**Moderate.** Species may forage over the Study Area, only reside in the Rogue Valley during the breeding season; unlikely to nest in the Study Area because of limited bare ground.

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
rufous hummingbird *Selasphorus rufus*	BCC (breeding)	Breed in the Rogue Valley, typically in open forest near meadows and riparian thickets in mountainous areas. Breeding typically begins anywhere from April to July, depending on elevation.	**Moderate**. This species is common in the region however the habitat in the Study Area is only marginally suitable breeding habitat for this species.
Lewis's woodpecker *Melanerpes lewis*	SOC/BCC (year-round) SC, CS 2	Typically inhabits open forests at lower elevations. Nests in white oak, ponderosa pine, mixed oak-pine, and cottonwood riparian woodlands of eastern Oregon (also in the Klamath River drainage). Common in the Rogue Valley from November through March.	**Present (assumed).** Limited suitable habitat for this species occurs in the Study Area and it is likely to pass through the Study Area during winter foraging. There is a record of six Lewis's woodpeckers in the Study Area from January 4, 2014 (eBird 2017).
acorn woodpecker *Melanerpes formicivorous*	SOC CS 4	Occur in oak woodlands, mixed oak-pine woodlands and oak savannah. Primary food is acorns. Very common resident in the Rogue Valley.	**Present.** This species was detected in the Study Area in the oak woodland area during the breeding season (May) and may nest within the Study Area or nearby.
American peregrine falcon *Falco peregrinus*	BCC (breeding) SV, CS 4	Inhabits a variety of open habitats. Nests on cliff ledges, or buildings or bridges, usually near water. Breeding season is approximately March through August.	**Present.** This species was observed flying through the Study Area during the breeding season (early May); there is no suitable nesting habitat within the Study Area, but this species may nest on nearby cliffs.
little willow flycatcher *Empidonax trailii brewsteri*	- SV, CS 4	Breeds in willows and other riparian vegetation along stream courses, lakes and marshes, also in thickets at edges of forest clearings or fields in proximity to water. Breeding season is typically June to August.	**Low.** This species is a fairly common migrant but a rare and irregular breeder in Jackson County. The habitat in the Study Area is marginal for this species and it is unlikely to occur.
loggerhead shrike *Lanius ludovicianus*	BCC (year-round) CS 4	This species occurs in open habitats with shrubs and trees for perching and nesting.	**Low.** The Study Area contains suitable habitat for this species; however this species is not known to breed in Jackson County and considered a rare and irregular visitor during the non-breeding season.

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
streaked horned lark *Eremophila alpestris strigata*	T SC, CS 1	Nest where there is little or no vegetation including sparsely vegetated agricultural areas, pastures, grasslands, shrublands, playa margins, and alpine areas. Wintering habitats used are very similar to breeding habitats. Breeding season is March to August. The streaked horned lark has been extirpated throughout much of its range, including the Rogue Valley. Although this subspecies was known as a common permanent resident of the Rogue Valley in the early 1900s, the last confirmed breeding record was in 1976. Horned larks are currently only expected as rare and irregular visitors to Jackson County during the non-breeding season (September to February); however, these birds could be any of the four subspecies which frequently form mixed flocks in winter (only *E. a. strigata* breeds west of the Cascades). A flock of wintering streaked horned larks was confirmed in the Rogue Valley in winter 2015-2016 (USFWS 2016).	**Low.** There is suitable habitat in the Study Area for this subspecies which used to be a permanent resident of the Rogue Valley, but is currently considered to be extirpated. There is some likelihood that this subspecies could occur in the Study Area in the winter.
purple martin *Progne martin*	SOC SC, CS 2	Forage in open areas on the wing. Nest in cavities, often using woodpecker nest holes or nest boxes. Breeding season habitat typically open areas (open forest, open water, large meadows, fire scars in forests, or open areas near cities and towns) near to nest cavities (in trees, nest boxes, or crevices in cliffs or buildings).	**Moderate.** The Study Area has suitable foraging habitat adjacent to limited suitable nesting habitat for this species which is known to breed near the Study Area (breeding birds observed 2015-2017 off Valley View Road approximately two miles to the northwest [eBird 2017]). There is a record from July 26, 2013 of a juvenile hawking insects along an irrigation ditch off Butler Creek Road (mapped location is approximately 0.5 mile west of the northwest corner of the Study Area) (eBird 2017).
oak titmouse *Baeolophus inornatus*	BCC (year-round) - -	Common resident of the Rogue Valley in oak, mixed oak-pine, and oak-riparian woodlands and in mature chaparral communities. Nest in cavities, usually abandoned woodpecker holes or digs its own nest in soft wood (less common).	**Present.** This species was detected in the Study Area in the oak woodland area during the breeding season (May) and may nest within the Study Area.

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
slender-billed nuthatch *Sitta carolinensis aculeata*	- SV, CS 3	This subspecies of white-breasted nuthatch generally inhabits the wooded slopes of the major interior valleys west of the Cascades and is a common resident of the Rogue Valley. Inhabits lower elevation deciduous, mixed conifer-deciduous, oak, ponderosa pine, and juniper woodlands. Nests in natural tree cavities or abandoned woodpecker holes.	**Present.** This species was detected in the Study Area in the oak woodland area during the breeding season (May) and may nest within the Study Area.
golden-crowned kinglet *Regulus satrapa*	- - 4	Common breeding bird in coniferous forest habitats in Jackson County; often come down in elevation in winter.	**High.** The Study Area is not suitable breeding habitat for this species, however they are common in the region and could be encountered in the Study Area anytime outside of nesting season.
western bluebird *Sialia mexicana*	- SV, CS 4	Common nesting bird in Jackson County; occupy a variety of habitats including farms, parks, open woodlands (riparian, oak, and oak-ponderosa pine); require cavities for nesting and typically use abandoned woodpecker holes, natural cavities, or nest boxes.	**Present (assumed).** There are multiple eBird records of the species in the Study Area. One record is during the breeding season (May 21) and this species would be likely to nest in the Study Area where suitable nesting cavities exist (eBird 2017).
chipping sparrow *Spizella passerina*	- CS 4	Common breeding bird in Jackson County. Typically found in open woodlands, savannahs, and openings in forests. Most birds have arrived by mid-April and depart by September; rare or irregular in the non-breeding season, though some birds are likely resident.	**Present.** This species was detected at the eastern edge of the Study Area near the end of North Mountain Avenue in early May; the Study Area may contain some marginally suitable nesting habitat.
Oregon vesper sparrow *Pooecetes gramineus affinis*	SOC SC, CS 2	This subspecies of vesper sparrow breeds west of the Cascades in Oregon. In Jackson County, it is an uncommon to fairly common summer resident in mountain grasslands; typically arriving in April and departing between July and October. A range-wide inventory and habitat assessment conducted in 2015 found birds to be notably absent from lower elevation grasslands and pasturelands in the Rogue Valley (where they are common in the Umpqua Valley); all detections in the Rogue Basin were above 2,000 feet and were primarily in montane meadows (Altman 2015).	**Low.** Although the Study Area is suitable habitat for this species, it appears to prefer higher elevation grasslands in the region and has a only low likelihood to occur.
grasshopper sparrow *Ammodramus savannarum*	-- SV, CS 2	Generally inhabit short to mid-height, open to moderately open grasslands, sometimes with scattered shrubs, and prefer large tracts of habitat to small	**Present.** This species was thoroughly documented in the Study Area in a study completed by the Klamath Bird Observatory

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
		ones. Many pairs often nest close to each other because of limited suitable habitat; territory sizes between one and four acres have been documented. Birds nest on the ground below a dome of grass; frequently have two broods; nesting typically occurs from April to August. A summer resident of limited distribution in Jackson County.	(KBO) in 2016 which found 32 singing males in the Study Area (Stephens 2016). The grasshopper sparrow survey conducted by Pacific Crest Consulting in 2017 also documented 32 singing males in roughly the same locations (Figure 8). An informal survey conducted by KBO in 2014 found 20 grasshopper sparrows mostly in the same area (Stephens 2016).
yellow-breasted chat *Icteria virens*	SOC CS 4	A summer resident found in brush and thickets in open areas and understory of riparian woodlands along streams. They typically arrive in southern Oregon in May and depart in September. Nest in cups build in dense thickets.	**Present.** This species was observed in the Study Area along the small drainage in the center of the property as well as the TID in early May and is likely to nest in suitable habitat within the Study Area and nearby. Brush along the TID in the western portion of the Study Area (and likely along the entire length) was mowed this year sometime between mid-May and mid-June (C. Scott pers. observation), removing some of the suitable nesting habitat for chats in this area.
western meadowlark *Sturnella neglecta*	- CS 4	Very common summer resident in Jackson County and fairly common in winter as well when it may form small flocks. Inhabits open grasslands, pastures, some agricultural fields, meadows, and sometimes open woodlands. Nests are in depressions on the ground under domes of grass; territories sizes reported between several and 10+ acres.	**Present.** The most commonly encountered species during surveys of the Study Area conducted by Pacific Crest Consulting. Known to breed throughout most of the Study Area where suitable habitat is abundant, particularly above the TID.
tricolored blackbird *Agelaius tricolor*	BCC (breeding) -- 2	Uncommon to fairly common summer resident (rare but regular year-round resident); though typically resident in most of their range, most birds migrate to Oregon to breed. Prefer freshwater marshes with emergent vegetation or thickets for nesting; often nest in Himalayan blackberry shrubs around wetlands. They breed in colonies, often alongside red-winged blackbirds (may fly as far as four miles from nesting site to forage).	**Present.** Observed on one occasion (April 29) on the west side of the Study Area below the TID. The latest being from May 1, 2017 where five tricolored blackbirds were observed in the Study Area (eBird 2017). There is suitable nesting habitat in the southern portion of the Study Area for this species and it may breed there or nearby.
Mammals			

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
Townsends's big-eared bat *Corynorhinus townsendii*	SOC SC, CS 2	Known to occur in many habitats but typically inhabits forested regions west of the Cascades. Uses caves, abandoned mines, buildings, and tunnels as roosts.	**Low.** There is no roosting habitat in the Study Area and this species is not anticipated to forage over the site.
pallid bat *Antrozous pallidus*	SOC SV, CS 2	This species inhabits a variety of habitats, typically shrublands and woodlands of arid regions but also open woodlands and forests (ponderosa pine, oak), preferably near water. They use narrow crevices in caves, mines, buildings and, less often, rock or debris piles and hollow trees for roosting; night roosts include abandoned buildings, rock overhangs, and bridges.	**Moderate.** This species may forage in the Study Area; the Study Area does contain some roosting habitat (hollow trees, rock piles), but lacks their more preferred sites (caves, bridges).
hoary bat *Lasiurus cinereus*	- SV, CS 4	Forest-dweller, day roosts in trees, resides in coniferous and deciduous forests and forages along riparian corridors and brushy areas.	**Low.** Suitable habitat exists in the limited oak woodland portion of the Study Area and this species may forage along Butler Creek.
California myotis *Myotis californicus*	- SV, CS 4	This bat typically forages over or near open water; it uses cliff faces, tree crevices, or caves for roosting. Seeks shelter after foraging during active season (does not use fixed roosts), and hibernates during winter in northwest.	**Moderate.** Suitable foraging and roosting habitat in the Study Area.
long-eared myotis *Myotis evotis*	SOC - 4	Generally associated with forested habitats or forest edges west of the Cascades; forages in openings in dense forest, between trees in open forest, and over willow-lined streams; roosts in wide variety of refugia including buildings, caves, mines, bridges, hollow trees, loose bark, and rock crevices.	**Low.** Suitable habitat exists near to the Study Area and this species may forage along Butler Creek. Not expected to roost in the Study Area
little brown myotis *Myotis lucifugus*	- - 4	Closely associated with water; found in moist forests or riparian woodlands. Commonly roost in structures and maternity colonies often located in structures, caves, or hollow trees; they hibernate in caves.	**Low.** Limited suitable habitat in the Study Area.
fringed myotis *Myotis thysanodes*	SOC SV, CS 2	Found in a wide variety of habitats but seems to have a presence for forests or riparian areas; roosts in caves, mines, buildings.	**Low.** Limited suitable habitat in the Study Area.
long-legged myotis *Myotis volans*	SOC SV, CS 4	Typically occurs in forests, but also in some desert and riparian habitats. Uses buildings, hollow trees and crevices in rock outcrops for maternity roosts. Uses caves and mines for winter roosts.	**Low.** Suitable habitat exists in the limited oak woodland portion of the Study Area.

Common Name *Scientific Name*	Status[1] USFWS STATE ORBIC	Habitat and Ecology	Likelihood to Occur in the Study Area
Yuma myotis *Myotis yumanensis*	SOC - 4	Highly associated with water; typically forages over open water such as rivers, lakes, ponds. Establish large colonies in buildings, mines, caves and bridges and also take solitary refuge in buildings, tree bark/crevices. In western Oregon, mostly found in Douglas-fir forests, Sitka spruce forest and oak and ponderosa pine woodlands.	**Low.** Limited suitable habitat in the Study Area.
Brazilian free-tailed bat *Tadarida brasiliensis*	- - 4	Colonial species that appears to be a permanent resident in Oregon; roots frequently include caves, hollow trees, and buildings; colonies can be very large. Noted to be common to the Ashland area (Verts and Carraway 1998).	**Moderate.** May forage in the Study Area; less likely to roost in the Study Area due to lack of large roosting areas preferred by this species (caves, barns), but could roost in the limited oak woodland habitat or in structures nearby.
western gray squirrel *Sciurus griseus*	- CS 4	Generally inhabits oak woodlands, also mixed forests with hardwoods and conifers, as well as riparian areas and urban parks and orchards adjacent to natural habitats.	**Moderate.** Suitable habitat exists in the limited oak woodland portion of the Study Area; this species is locally common.
black-tailed jackrabbit *Lepus californicus*	- - 4	This species is found in open habitats including grasslands, shrubland, pastures, fields, and edges of forests.	**Present.** This species was observed in a field adjacent to the Study Area and there is suitable habitat throughout the Study Area for this species.
gray wolf *Canis lupus*	E CS 2	Occur over a wide-variety of habitats, though closely associated with dense coniferous forests west of the Cascades. Wolf territories ranging in size from 25 square miles to more than 1,000 square miles have been reported.	**Low.** Evidence of gray wolves has been documented as near as approximately 15 miles east of the Study Area (Keno Unit) near Howard Prairie as recently as 2017; gray wolves could hunt in the Study Area but would not be expected to reside there (ODFW 2017c).

[1] Status Code Definitions:

USFWS and STATE:

E: Endangered
T: Threatened
C: Candidate
SOC: Species of Concern
BCC: Bird of Conservation Concern
SC: Sensitive - Critical. SC species are imperiled with extirpation from a specific geographic area of Oregon because of small population sizes, habitat loss or degradation, and/or immediate threats.
SV: ODFW Sensitive - Vulnerable. SV species are facing one or more threats to their populations and/or habitats.
CS: ODFW Oregon Conservation Strategy (CS) Species

ORBIC:

List 1: Taxa that are threatened with extinction or presumed to be extinct throughout their entire range.
List 2. Taxa that are threatened with extirpation or presumed to be extirpated from the state of Oregon.
List 3: Taxa for which more information is needed before status can be determined, but which may be threatened or endangered in Oregon or throughout their range.
List 4: Taxa which are of conservation concern but are not currently threatened or endangered.

Table 3: ODA list of noxious weeds

Common Name	Scientific Name	ODA List
Velvetleaf	*Abutilon theophrasti*	B
Biddy-biddy	*Acaena novae-zelandiae*	B
Russian* knapweed	*Acroptilon repens*	B
Jointed goatgrass	*Aegilops cylindrica*	B
Ovate goatgrass	*Aegilops ovata*	A
Barbed goatgrass	*Aegilops triuncialis*	A, T
Quackgrass	*Elymus repens (Agropyron r.)*	B
Tree of Heaven	*Ailanthus altissima*	B
Camelthorn	*Alhagi maurorum (A. pseudalhagi)*	A
Garlic mustard	*Alliaria petiolata*	B, T
Yellowtuft	*Alyssum murale, A. corsicum*	A, T
Ragweed	*Ambrosia artemisiifolia*	B
Skeletonleaf bursage	*Ambrosia tomentosa*	A
Indigo bush	*Amorpha fruticosa*	B
Common bugloss	*Anchusa officinalis*	B, T
Hoary alyssum	*Berteroa incana*	A, T
False brome	*Brachypodium sylvaticum*	B
White bryonia	*Bryonia alba*	A
Butterfly bush	*Buddleja davidii (B. variabilis)*	B
Flowering rush	*Butomus umbellatus*	A, T
Plumeless thistle	*Carduus acanthoides*	A, T
Smooth distaff thistle	*Carduus baeticus*	A
Welted thistle	*Carduus crispus*	A, T
Musk* thistle	*Carduus nutans*	B
Italian* thistle	*Carduus pycnocephalus*	B
Slender-flowered* thistle	*Carduus tenuiflorus*	B
Smooth distaff thistle	*Carthamus lanatus ssp. creticus (C. baeticus)*	A
Woolly distaff thistle	*Carthamus lanatus*	A, T
Purple starthistle	*Centaurea calcitrapa*	A, T
Diffuse* knapweed	*Centaurea diffusa*	B
Iberian starthistle	*Centaurea iberica*	A, T
Meadow* knapweed	*Centaurea pratensis*	B
Yellow starthistle*	*Centaurea solstitialis*	B, T
Spotted* knapweed	*Centaurea stoebe (C. maculosa)*	B, T
Squarrose knapweed	*Centaurea virgata*	A, T
Rush skeletonweed*	*Chondrilla juncea*	B, T
Canada* Thistle	*Cirsium arvense*	B
Bull* thistle	*Cirsium vulgare*	B
Old man's beard	*Clematis vitalba*	B
Poison hemlock	*Conium maculatum*	B

Field bindweed*	*Convolvulus arvensis*	B
Jubata grass	*Cortaderia jubata*	B
Common crupina (bearded creeper)	*Crupina vulgaris*	B
Japanese dodder	*Cuscuta japonica*	A
Houndstongue	*Cynoglossum officinale*	B
Yellow nutsedge	*Cyperus esculentus*	B
Purple nutsedge	*Cyperus rotundus*	A
Scotch* broom	*Cytisus scoparius*	B
Portuguese broom	*Cytisus striatus*	B, T
Spurge laurel	*Daphne laureola*	B
Cape-ivy	*Delairea odorata*	A, T
Cutleaf teasel	*Dipsacus laciniatus*	B
Paterson's curse	*Echium plantagineum*	A, T
South American waterweed	*Egeria densa (Elodea)*	B
Giant horsetail	*Equisetum telmateia*	B
Spanish heath	*Erica lusitanica*	B
Leafy* spurge	*Euphorbia esula*	B
Myrtle spurge	*Euphorbia myrsinites*	B
Oblong spurge	*Euphorbia oblongata*	A
Japanese (fleece flower) knotweed	*Fallopia japonica (Polygonum c.)*	B, T
Himalayan knotweed	*Fallopia polystachyum (Polygonum p.)*	B, T
Giant knotweed	*Fallopia sachalinensis (Polygonum s.)*	B, T
Goatsrue	*Galega officinalis*	A
French* broom	*Genista monspessulana*	B
Herb Robert	*Geranium robertianum*	B, T
Shiny-leaf geranium	*Geranium lucidum*	B, T
Halogeton	*Halogeton glomeratus*	B
Ivy	*Hedera helix, H. hibernica*	B
Texas blueweed	*Helianthus ciliaris*	A
Giant hogweed	*Heracleum mantegazzianum*	A, T
Orange hawkweed	*Hieracium (Pilosella) aurantiacum*	A, T
Meadow hawkweed	*Hieracium (Pilosella) caespitosum*	B, T
Yellow hawkweed	*Hieracium (Pilosella) floribundum*	A, T
Mouse-ear hawkweed	*Hieracium (Pilosella) pilosella*	A
King-devil hawkweed	*Hieracium (Pilosella) piloselloides*	A
Meadow hawkweed	*Hieracium pratense*	A, T
Hydrilla	*Hydrilla verticillata*	A
Common frogbit	*Hydrocharis morsus-ranae*	A
St. Johnswort *	*Hypericum perforatum*	B
Policeman's helmet	*Impatiens glandulifera*	B
Yellow flag iris	*Iris pseudacorus*	B
Dyers woad	*Isatis tinctoria*	B
Kochia	*Kochia scoparia*	B

Yellow archangel	*Lamiastrum galeobdolon*	B
Perennial peavine	*Lathyrus latifolius*	B
Lens-podded whitetop	*Lepidium chalepensis (Cardaria)*	B
Whitetop (hoary cress)	*Lepidium draba (Cardaria)*	B
Perennial pepperweed	*Lepidium latifolium*	B
Hairy whitetop	*Lepidium pubescens (Cardaria)*	B
West Indian spongeplant	*Limnobium laevigatum*	A
Dalmatian* toadflax	*Linaria dalmatica (L.genista)*	B
Yellow* toadflax	*Linaria vulgaris*	B
Garden yellow loosestrife	*Lysimachia vulgaris*	A, T
Purple loosestrife*	*Lythrum salicaria*	B, T
Spikeweed	*Memizonia pungens*	B
Parrots feather	*Myriophyllum aquaticum*	B
Eurasian watermilfoil	*Myriophyllum spicatum*	B
Matgrass	*Nardus stricta*	A
Yellow floating heart	*Nymphoides peltata*	A
Scotch thistle	*Onopordum acanthium*	B
Taurian thistle	*Onopordum tauricum*	A, T
Small broomrape	*Orobanche minor*	B
African rue	*Peganum harmala*	A
Common reed	*Phragmities australis ssp. australis*	B
Sulfur cinquefoil	*Potentilla recta*	B
Kudzu	*Pueraria lobata*	A, T
Lesser celandine	*Ranunculus ficaria*	B
Creeping yellow cress	*Rorippa sylvestris*	B
Himalayan blackberry	*Rubus armeniacus (R. procerus, R. discolor)*	B
Ravennagrass	*Saccharum ravennae*	A, T
Mediterranean sage*	*Salvia aethiopis*	B
Tansy ragwort*	*Senecio jacobaea*	B, T
Milk* thistle	*Silybum marianum*	B
Silverleaf nightshade	*Solanum elaeagnifolium*	A
Buffalobur	*Solanum rostratum*	B
Johnsongrass	*Sorghum halepense*	B
Smooth cordgrass	*Spartina alterniflora*	A, T
Common cordgrass	*Spartina anglica*	A, T
Dense-flowered cordgrass	*Spartina densiflora*	A, T
Saltmeadow cordgrass	*Spartina patens*	A, T
Spanish broom	*Spartium junceum*	B
Swainsonpea (Austrian peaweed)	*Sphaerophysa salsula*	B
Water soldiers	*Stratiotes aloides*	A
Medusahead rye	*Taeniatherum (Elymus) caput-medusae*	B
Saltcedar*	*Tamarix ramosissima*	B
European water chestnut	*Trapa natans*	A

Puncturevine*	*Tribulus terrestris*	B
Coltsfoot	*Tussilago farfara*	A
Gorse*	*Ulex europaeus*	B
Spiny cocklebur	*Xanthium spinosum*	B
Syrian bean-caper	*Zygophyllum fabago*	A

* Indicates weeds targeted for biocontrol

A-Listed Weed: A weed of known economic importance which occurs in the state in small enough infestations to make eradication or containment possible; or is not known to occur, but its presence in neighboring states make future occurrence in Oregon seem imminent. Recommended action: Infestations are subject to eradication or intensive control when and where found.

B-Listed Weed: A weed of economic importance which is regionally abundant, but which may have limited distribution in some counties. Recommended action: Limited to intensive control at the state, county or regional level as determined on a site specific, case-by-case basis. Where implementation of a fully integrated statewide management plan is not feasible, biological control (when available) shall be the primary control method.

T-Designated Weed: A designated group of weed species that are selected and will be the focus for prevention and control by the Noxious Weed Control Program. Action against these weeds will receive priority. T designated noxious weeds are determined by the Oregon State Weed Board and directs ODA to develop and implement a statewide management plan. T designated noxious weeds are species selected from either the A or B list.

Table 4: Avian inventory

Common Name	Scientific Name	Special Status[1] Fed/State/ORBIC
Acorn woodpecker	*Melanerpes formicivorus*	SOC/CS/List 4
American kestrel	*Falco sparverius*	--/--/--
American robin	*Turdus migratorius*	--/--/--
Barn swallow	*Hirundo rustica*	--/--/--
Bewick's wren	*Thryomanes bewickii*	--/--/--
Brewer's blackbird	*Euphagus cyanocephalus*	--/--/--
Brown-headed cowbird	*Molothrus ater*	--/--/--
Bullock's oriole	*Icterus bullockii*	--/--/--
California quail	*Callipepla californica*	--/--/--
California scrub-jay	*Aphelocoma californica*	--/--/--
California towhee	*Melozone crissalis*	--/--/--
Canada goose	*Branta canadensis*	--/--/--
Cedar waxwing	*Bombycilla cedrorum*	--/--/--
Chipping sparrow	*Spizella passerina*	--/--/List 4
Common raven	*Corvus corax*	--/--/--
Common yellowthroat	*Geothlypis trichas*	--/--/--
Downy woodpecker	*Dryobates pubescens*	--/--/--
European starling	*Sturnus vulgaris*	--/--/--
Grasshopper sparrow	***Ammodramus savannarum***	--/SV,CS/List 2
Green-winged teal	*Anas crecca*	--/--/--
Hairy woodpecker	*Leuconotopicus villosus*	--/--/--
House finch	*Haemorhous mexicanus*	--/--/--

House sparrow	*Passer domesticus*	--/--/--
Killdeer	*Charadrius vociferus*	--/--/--
Lark sparrow	*Chondestes grammacus*	--/--/--
Lazuli bunting	*Passerina amoena*	--/--/--
Lesser goldfinch	*Spinus psaltria*	--/--/--
Mallard	*Anas platyrhynchos*	--/--/--
Mourning dove	*Zenaida macroura*	--/--/--
Northern flicker	*Colaptes auratus*	--/--/--
Northern harrier	*Circus cyaneus*	--/--/--
Northern rough-winged swallow	*Stelgidopteryx serripennis*	--/--/--
Oak titmouse	*Baeolophus inornatus*	BCC/--/--
Peregrine falcon	*Falco peregrinus*	BCC/SV/List 4
Red-tailed hawk	*Buteo jamaicensis*	--/--/--
Red-winged blackbird	*Agelaius phoeniceus*	--/--/--
Ring-necked pheasant	*Phasianus colchicus*	--/--/--
Rock pigeon	*Columba livida*	--/--/--
Savannah sparrow	*Passerculus sandwichensis*	--/--/--
Song sparrow	*Melospiza melodia*	--/--/--
Spotted towhee	*Pipilo maculatus*	--/--/--
Tree swallow	*Tachycineta bicolor*	--/--/--
Turkey vulture	*Cathartes aura*	--/--/--
Western kingbird	*Tyrannus verticalis*	--/--/--
Western meadowlark	*Sturnella neglecta*	--/--/List 4
Western wood-peewee	*Contopus sordidulus*	--/--/--
White-breasted nuthatch	*Sitta carolinensis*	--/--/--

White-tailed kite	*Elanus leucurus*	--/--/List 4
Wilson's warbler	*Cardellina pusilla*	--/--/--
Yellow-breasted chat	*Icteria virens*	SOC/CS/List 4
Yellow-rumped warbler	*Setophaga coronata*	--/--/--
Chipping sparrow	*Spizella passerina*	--/--/--
White-crowned sparrow	*Zonotrichia leucophrys*	--/--/--
Violet-green swallow	*Tachycineta thalassina*	--/--/--

[1]Status Code Definitions:

FEDERAL:

SOC: U.S. Fish and Wildlife Service (USFWS) Species of Concern

BCC: U.S. Fish and Wildlife Service (USFWS) Bird of Conservation Concern

ORBIC: Oregon Biodiversity Information Center: 1 = taxa that are threatened with extinction or presumed to be extinct throughout their entire range (1-X designating presumed extirpation from Oregon or extinction); 2 = taxa that are threatened with extirpation or presumed to be extirpated from the state of Oregon; these are often peripheral or disjunct species which are of concern (when considering species diversity within Oregon's borders, they can be very significant when protecting the genetic diversity of a taxon)—ORBIC regards extreme rarity as a significant threat and has included species which are very rare in Oregon on this list; 3 = taxa for which more information is needed before status can be determined, but which may be threatened or endangered in Oregon or throughout their range; 4 = taxa which are of conservation concern but are not currently threatened or endangered; this includes taxa which are very rare but are currently secure, as well as List 4 contains taxa which are declining in numbers or habitat but are still too common to be proposed as threatened or endangered. While these taxa may not currently need the same active management attention as threatened or endangered taxa, they do require continued monitoring.

Table 5: Vascular plant inventory

Species	Relative Abundance	Status
Achillea millefolium	frequent	
Achnatherum lemmonii	frequent	
Achyrachaena mollis	common	
Acmispon wrangelianus	rare	
Agoseris retrorsa	infrequent	
Allium acuminatum	rare	
Allium amplectens	rare	
Allium sp (leaves only)	frequent	
Alopecurus pretense	partially dominant	
Alyssum alyssoides	infrequent	
Amaranthus albus	rare	
Amelanchier alnifolia	infrequent	
Amsinckia menziesii	frequent	
Anthriscus caucalis	infrequent	
Apocynum androsaemifolium	frequent	
Apocynum cannabinum	rare	
Artemesia douglasii	infrequent	
Asclepias fasiculatum	frequent	
Asclepias speciosa	infrequent	
Athysanus pusillus	rare	
Avena fatua	dominant	
Avena sativa	rare	
Balsamorhiza deltoidea	infrequent	
Blepharipappus scaber	rare	
Brassica nigra	infrequent	
Brassica rapa	partially dominant	
Brodiaea coronaria	frequent	

Brodiaea elegans	infrequent	
Bromus carinatus	infrequent	
Bromus diandrus	infrequent	
Bromus hordeaceus	dominant	
Bromus japonicus	dominant	
Bromus tectorum	dominant	
Bromus vulgaris	frequent	
California macrophylla (Erodium macrophyllum)		SS
Calochortus tolmiei	common	
Calycadenia truncata	rare	
Calystegia occidentalis	common	
Camassia quamash	rare	
Campanula prenanthoides	rare	
Capsella bursa-pastoris	frequent	
Cardamine oligosperma	rare	
Carex densa	frequent	
Carex geyeri	rare	
Carex sp (leaves only)	infrequent	
Carex stipata	rare	
Centaurea solstitialis	dominant	
Cerastium dichotomum	common	
Cerastium glomeratum	frequent	
Cercocarpus betuloides	rare	
Chamaesyce serpyllifolia	rare	
Cichorium intybus	infrequent	
Cirsium arvense	infrequent	NOX
Cirsium cymosum	rare	
Cirsium vulgare	infrequent	NOX
Clarkia gracilis	infrequent	

Clarkia purpurea	infrequent	
Clarkia rhombifolia	infrequent	
Claytonia exigua	rare	
Claytonia parviflora	infrequent	
Claytonia perfoliata	infrequent	
Collinisa parviflora	infrequent	
Collinsia linearis	infrequent	
Collinsia sparsiflora	infrequent	
Collomia grandiflora	rare	
Collomia linearis	infrequent	
Conium maculatum	infrequent	NOX
Conyza canadensis	rare	
Crepis modocensis	frequent	
Crocidium multicaule	infrequent	
Cryptantha intermedia	infrequent	
Cynoglossum grande	rare	
Cynosurus echinatus	frequent	
Cyperus cf esculentus	rare	NOX
Dactylis glomerata	infrequent	
Daucus carrota	frequent	
Daucus pusillus	rare	
Delphinium nuttallianum	infrequent	
Dichelostemma capitatum	common	
Dichelostemma congestum	common	
Dipsacus fullonum	frequent	
Dodecatheon hendersonii	rare	
Dowingia yina	rare	
Draba verna	infrequent	
Echinochloa crus-galli	rare	

Eleocharis acicularis	infrequent	
Eleocharis macrostachya (or palustris?)	infrequent	
Elymus glaucus	infrequent	
Epilobium brachycarpum	common	
Epilobium ciliatum var watsonii	frequent	
Equisetum hyemale	infrequent	
Ericameria nauseosa	rare	
Eriogonum compositum	rare	
Eriophyllum lanatum	frequent	
Erodium cicutarium	dominant	
Erysimum capitatum	rare	
Erythronium hendersonii	frequent	
Eschscholzia californica	rare	
Eurphorbia crenulata	rare	
Festuca roemeri	frequent	
Fraxinus latifolia	rare	
Fritillaria affinis	frequent	
Fritillaria sp (leaves only)	frequent	
Galium aparine	frequent	
Galium bolanderi	rare	
Galium divaricatum	infrequent	
Galium parisiense	dominant	
Geranium dissectum	dominant	
Geranium molle	dominant	
Gilia capitata	rare	
Glyceria sp (leaves only; grazed)	rare	
Gnaphalium palustre	rare	
Hemizonia congesta	rare	
Hieracium albiflorum	rare	

Hieracium scouleri	infrequent	
Holcus lanatus	infrequent	
Hordeum murinum	infrequent	
Horkelia daucifolia	frequent	
Hypericum perforatum	rare	NOX
Juncus effusus	common	
Juncus ensifolius	rare	
Juncus patens	rare	
Koeleria macrantha	infrequent	
Lactuca serriola	frequent	
Lagophylla ramossissima	rare	
Lamium amplexicaule	infrequent	
Lathyrus aphaca	infrequent	
Lathyrus cicera	rare	
Lemna minor	rare	
Lepidium campestre	uncommon	
Leptosiphon bilcolor	rare	
Linum bienne	common	
Lithophragma parviflorum	infrequent	
Lolium perenne	infrequent	
Lomatium californicum	rare	
Lomatium macrocarpum	frequent	
Lomatium nudicaule	infrequent	
Lomatium triternatum	infrequent	
Lomatium utriculatum	dominant	
Lonicera hispidula	infrequent	
Lonicera interrupta	infrequent	
Lotus corniculatus	infrequent	
Lotus micranthus	rare	

Lotus nevadensis	infrequent	
Lupinus albifrons	infrequent	
Lupinus bicolor	rare	
Lupinus cf microcarpus	rare	
Lupinus latifolius	frequent	
Madia citriodora	frequent	
Madia elegans ssp densiflora	infrequent	
Madia elegans ssp vernalis	frequent	
Madia exigua	infrequent	
Madia gracilis	common	
Madia sativa	rare	
Mahonia aquifolium	rare	
Maianthemum stellatum	rare	
Malus fusca	infrequent	
Malus pumila	rare	
Medicago polymorpha	rare	
Medicago sp (leaves only; perhaps M. sativa)	rare	
Melilotus albus	infrequent	
Micropus californicus	infrequent	
Microseris laciniata ssp detlingii	infrequent	
Mimulus guttatus	infrequent	
Montia linearis	rare	
Myosotis discolor	rare	
Myosotis laxa	rare	
Nemophila parviflora	rare	
Olysnium douglasii	infrequent	
Orobanche uniflora	rare	
Osmorhiza berteroi	rare	
Penstemon sp (leaves only)	rare	

Phacelia hastata	infrequent	
Phacelia ramosissima	rare	
Phalaris arundinacea	infrequent	NOX
Phlox gracilis	infrequent	
Phlox speciosa	frequent	
Phoradendron villosum	frequent	
Piperia sp (leaves only)	rare	
Plagiobothrys tenellus	infrequent	
Plantago lanceolata	frequent	
Plectritus congesta	common	
Plectritus macrocera	infrequent	
Poa bulbosa	dominant	
Poa pratensis	infrequent	
Polygonum douglasii	frequent	
Polypogon monspeliensis	rare	
Populus balsamifera ssp trichocarpa	rare	
Portulaca oleracea	infrequent	
Prunus avium	infrequent	
Prunus cerasifolia	infrequent	
Prunus subcordata	common	
Pseudoroegneria spicata	frequent	
Quercus garryana ssp breweri	rare	
Quercus garryana ssp garryana	common	
Quercus kelloggii	infrequent	
Ranunculus austro-oreganus	frequent	SS
Ranunculus orthrhynchus	infrequent	
Ranunculus parviflorus	frequent	
Ranunculus sp (leaves only)	frequent	
Ranunculus uncinatus	frequent	

Ribes inerme var. klamathense	rare	
Rosa canina	common	
Rosa eglantina	infrequent	
Rosa gymnocarpa	rare	
Rubus armenicus	common	NOX
Rubus laciniatus	rare	NOX
Rubus ursinus	infrequent	
Rumex acetosella	infrequent	
Rumex crispus	frequent	
Salix cf lucida	rare	
Salix exigua	rare	
Salix lasiandra var. lasiandra	frequent	
Salix scouleriana	rare	
Sambucus cerulea	rare	
Sanguisorba minor	infrequent	
Sanicula crassicaulis	infrequent	
Scandix penctin-veneris	infrequent	
Selaginella wallacei	rare	
Senecio integerrimus	rare	
Shedonorus arundinaceus	partially dominant	
Silybum marianum	rare	NOX
Solanum dulcamara	rare	
Sonchus asper	infrequent	
Spartium junceum	rare	NOX
Stachys ajugoides	infrequent	
Symphoricarpos albus	infrequent	
Symphoricarpos mollis	frequent	
Taeniatherum caput-medusae	dominant	NOX
Taraxicum officinale	infrequent	

Thinopyrum ponticum	common (highly concentrated in one large area)	
Torilis arvensis	frequent	
Toxicodendron diversiloba	common	
Tragopogon dubius	dominant	
Trifolium albopurpureum	frequent	
Trifolium dubium	infrequent	
Trifolium hirtum	common	
Trifolium subterraneum	rare	
Typha latifolia	rare	
Valerianella locusta	frequent	
Verbascum blatteria	rare	
Veronica americana	infrequent	
Vicia americana	frequent	
Vicia sativa	dominant	
Vicia villosa	dominant	
Vulpia bromoides	infrequent	
Vulpia microstachys	dominant	
Wyethia angustifolia	infrequent	
Yabea microcarpa	rare	
Zigadensus venenosus var venenosus	infrequent	

Figures

Figure 1: Study Area

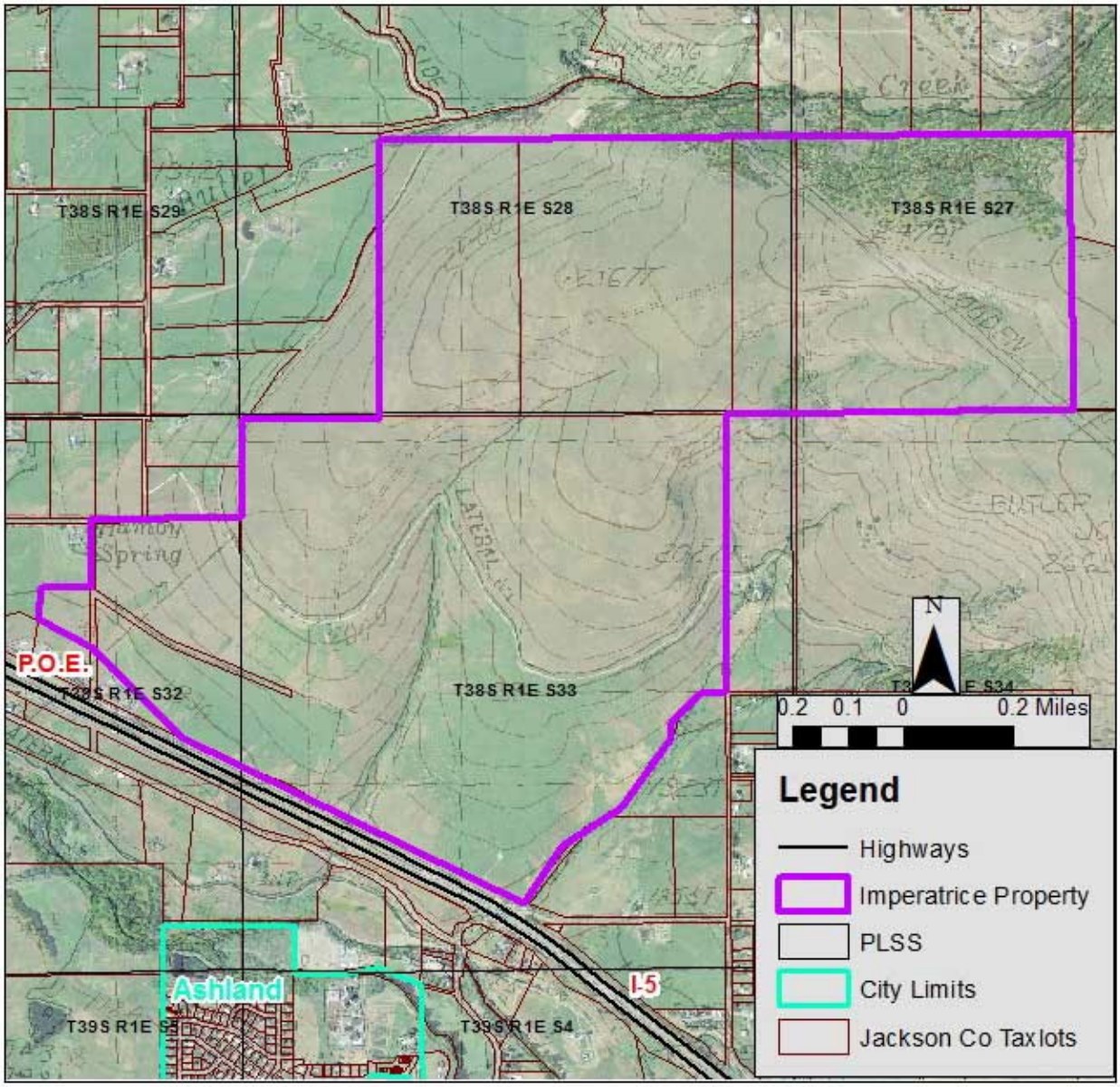


Figure 2: ORBIC Rare Plant Form

OREGON BIODIVERSITY INFORMATION CENTER

RARE PLANT FIELD SURVEY FORM

Please complete all entries in the top section above the heavy line. Please complete as much as possible the more detailed section below the heavy line. You may use the back for comments or additional space. If possible, please attach a map of the location, preferably something of the same quality as a USGS 7.5' map.

Scientific Name: _____

Date of Field Work:_____ (mo. day year) County:_____ Collection: ☐Yes (_____ coll # , herbarium), ☐No

Directions:_____

_____

_____

Reporter:_____ Phone: _____

Address: _____

---

1. LOCATION - Attach separate map or sketch a map indicating exact site, scale and proximity to prominent features.

A. Plant found?_____Yes_____No If no, reason:_____

B. Location: T_____R_____Sec_____ _____1/4 of_____1/4 (use back for more TRS)

C. Source of GPS coordinates (fill one): GPS (make & model_____) or map (type & scale_____)

GPS accuracy distance:_____ ☐Feet or ☐ Meters

Datum: ☐ NAD27 ☐NAD83 ☐ Other:_____. Easting/Longitude_____Northing/Latitude_____

D. Owner/Manager: _____

2. SPECIES BIOLOGY

A. Phenology:_____% in flower,_____% in fruit,_____% in leaf

B. Population size: Number of plants:_____Area occupied: _____

C. Age Class:_____% seedlings,_____% immature,_____% 1st year,_____% mature,_____% senescent

3. HABITAT

A. Plant communities/Habitat Description/Associated Species:_____

_____

_____

B. Aspect:_____(enter compass direction(s) or degrees)

C. Slope: ☐Slight (0°-20°) ☐Moderate (20°-45°) ☐Extreme (45°+) ☐Vertical

D. Topographic position: ☐Crest ☐Upper slope ☐Mid-slope ☐Lower slope ☐Bottom

E. Light: ☐Open ☐Filtered ☐Shaded

F. Moisture: ☐Inundated ☐Saturated ☐Moist ☐Dry

G. Elevation range:_____to_____ ☐Feet or ☐ Meters

H. Substrate/soil: _____

I. Visible threats/potential disturbance: _____

4. DETERMINATION How was plant identified? (choose one or more; please note the source for each choice)

☐Keyed in flora ☐Compared with specimen ☐Compared with photo/drawing ☐Identified by someone else ☐Other

Sources: _____

5. PHOTOGRAPHS/SLIDES

Did you take a photo? ☐Yes (☐Film ☐Digital) ☐ No If yes, may we obtain duplicates at our cost? ☐Yes ☐No

ORBIC-INR / Portland State University / Mail Stop INR / P.O. Box 751 / Portland, Oregon 97201-0751 / 503-725-9950 ph, -9960 fax

Figure 3: *California macrophylla* site locations

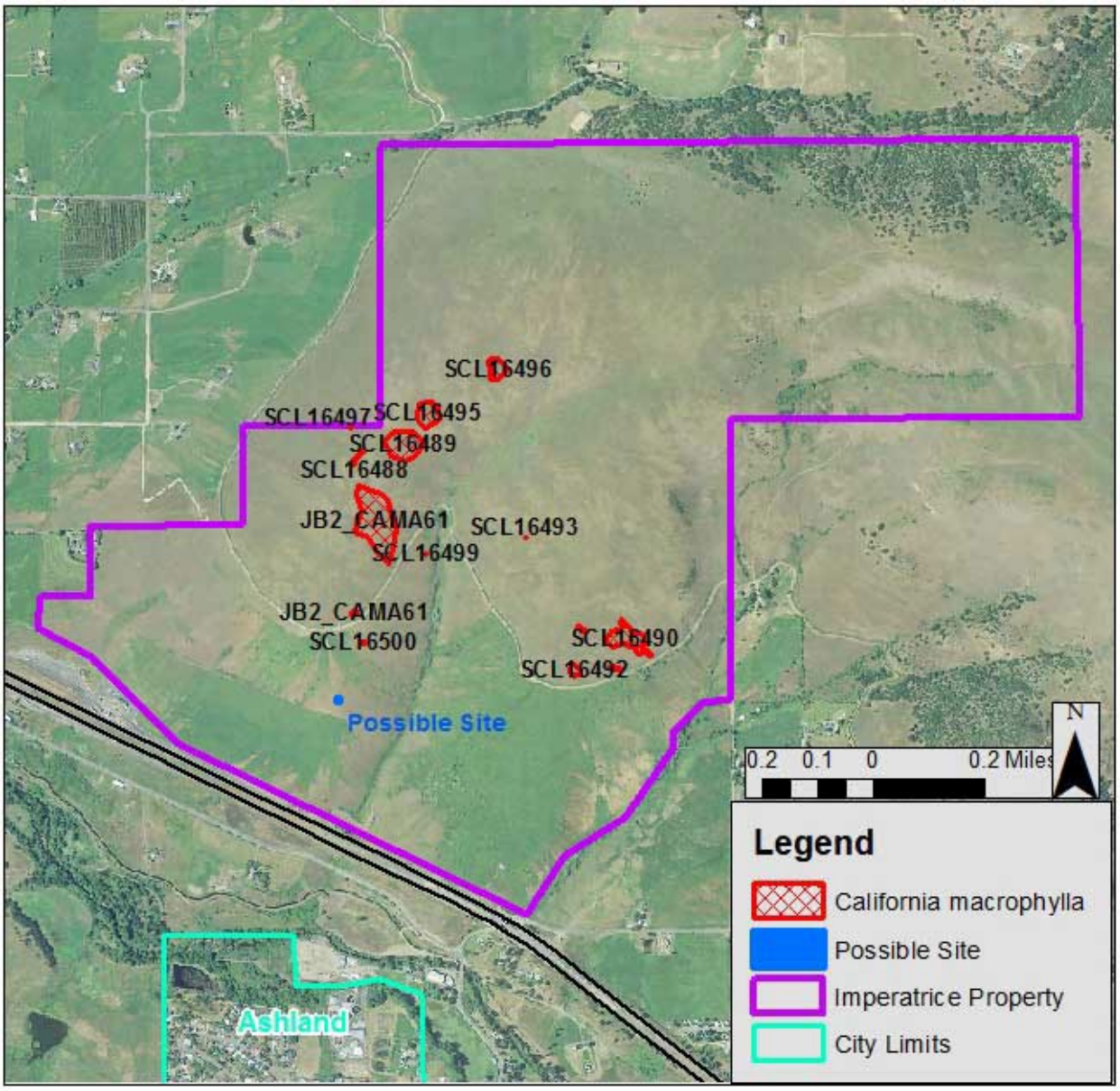


Figure 4: *California macrophylla* specimens

Plants, with fruit (lower right inset) and flower (bottom center inset)

Figure 5: *Ranunculus austro-oreganus* and *Collema quadrifidum* site locations

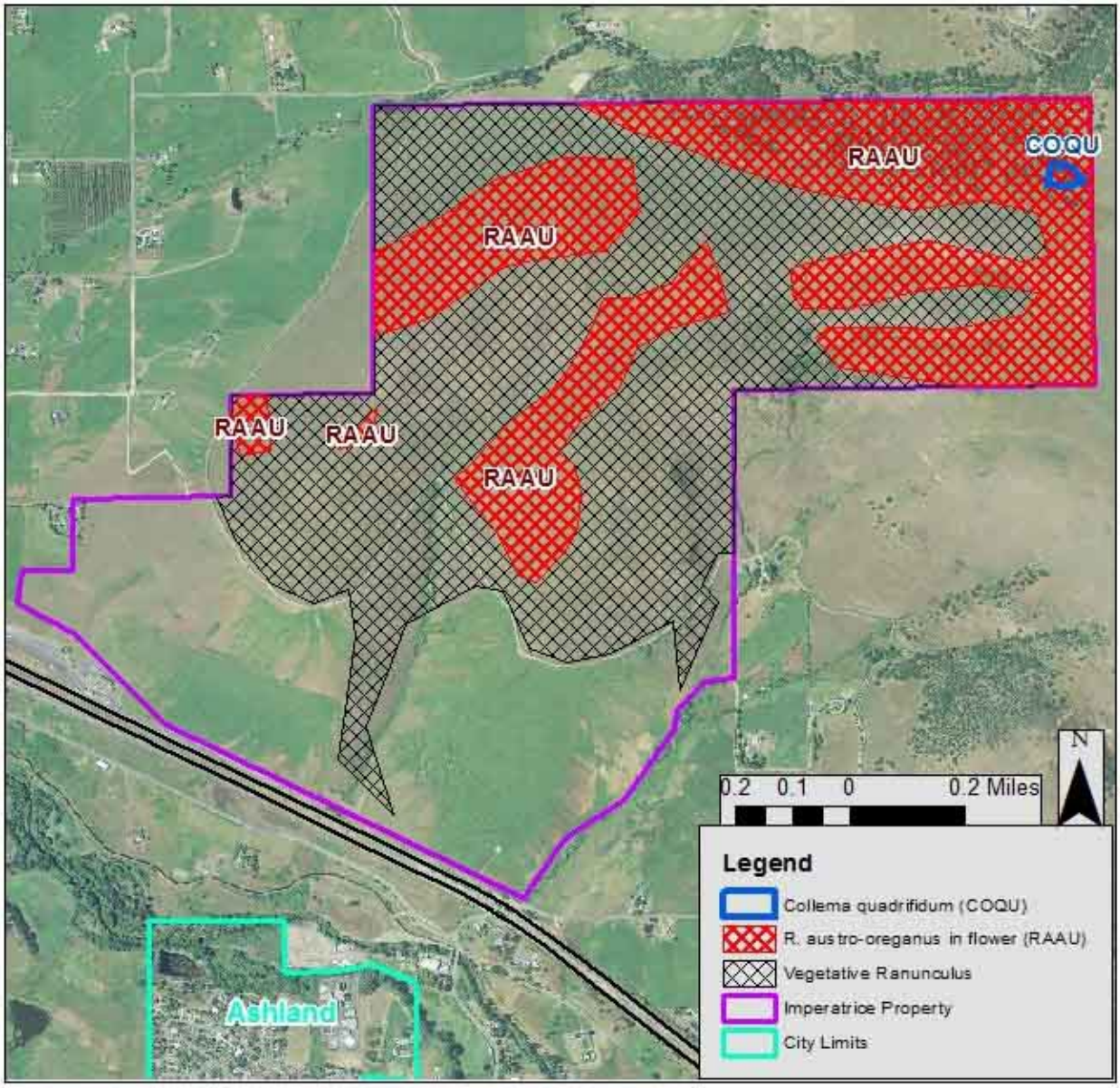
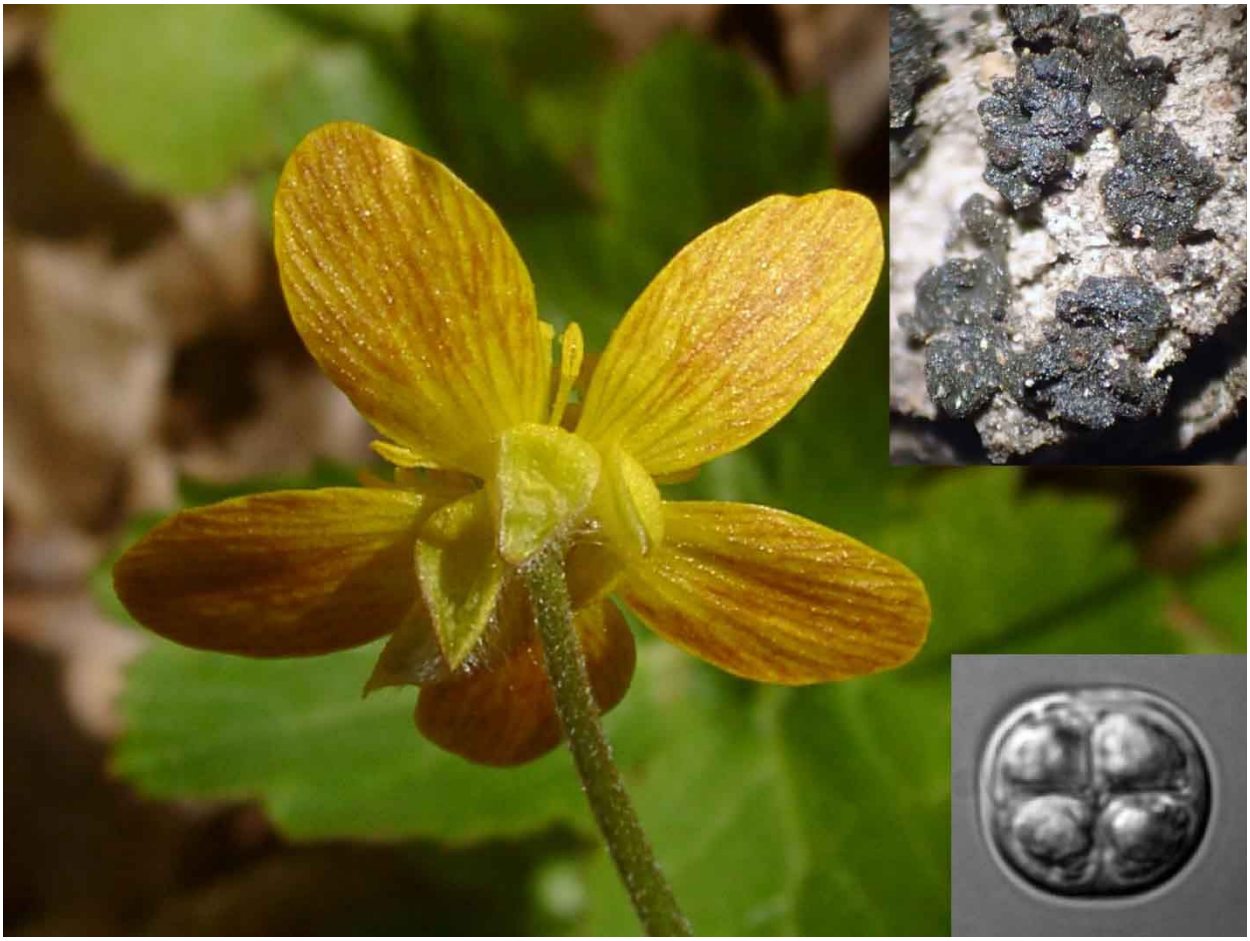


Figure 6: *Ranunculus austro-oreganus* and *Collema quadrifidum* specimens



Ranunculus austro-oreganus **flower (diagnostic petal backs), with** ***Collema quadrifidum*** **thalli (upper right inset) and** ***C. quadrifidum*** **spore (lower right inset)**

Figure 7: Noxious weed locations other than *Centaurea solstitialis* and *Elymus caput-medusae*

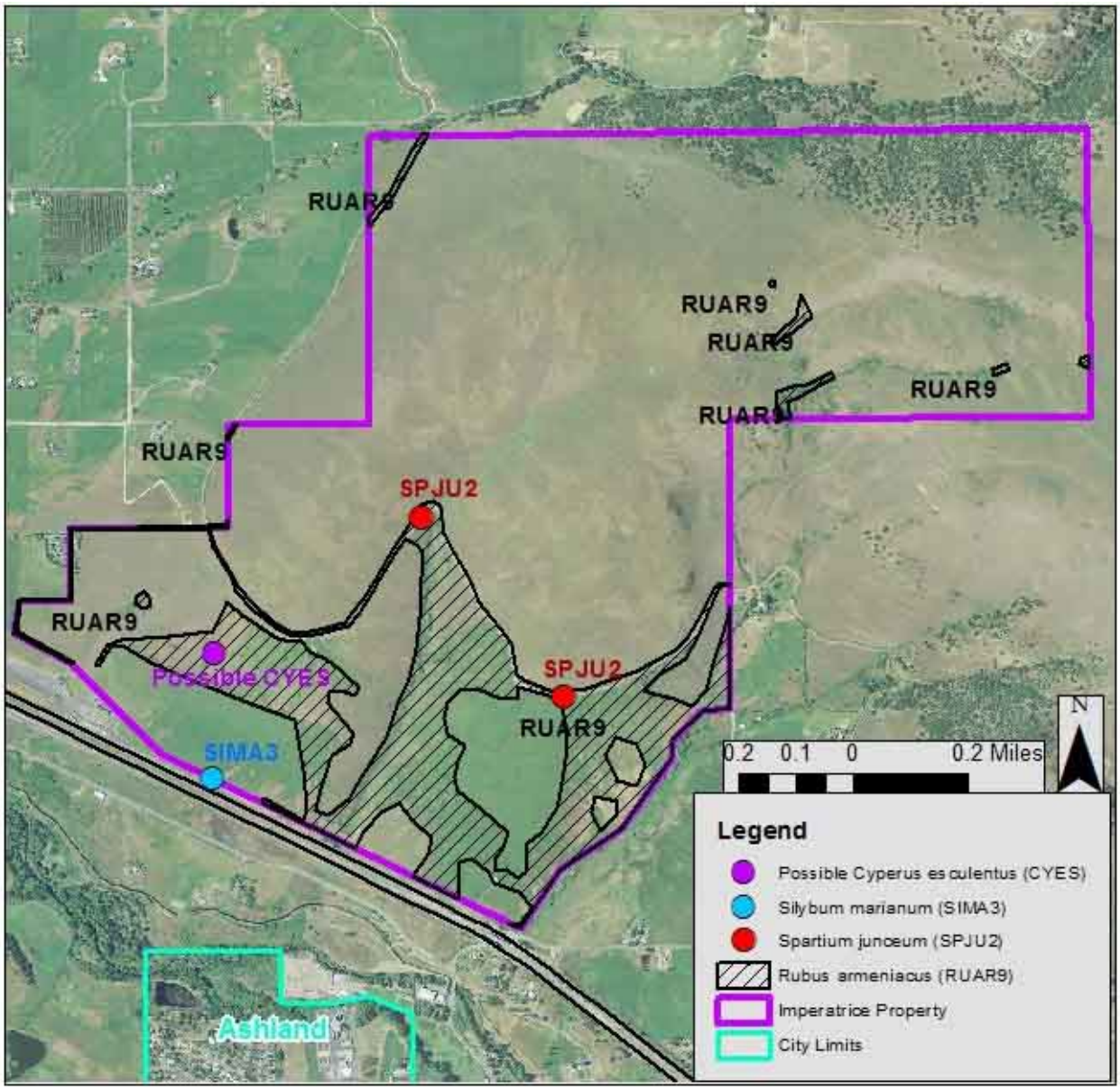


Figure 8: Grasshopper sparrow detections

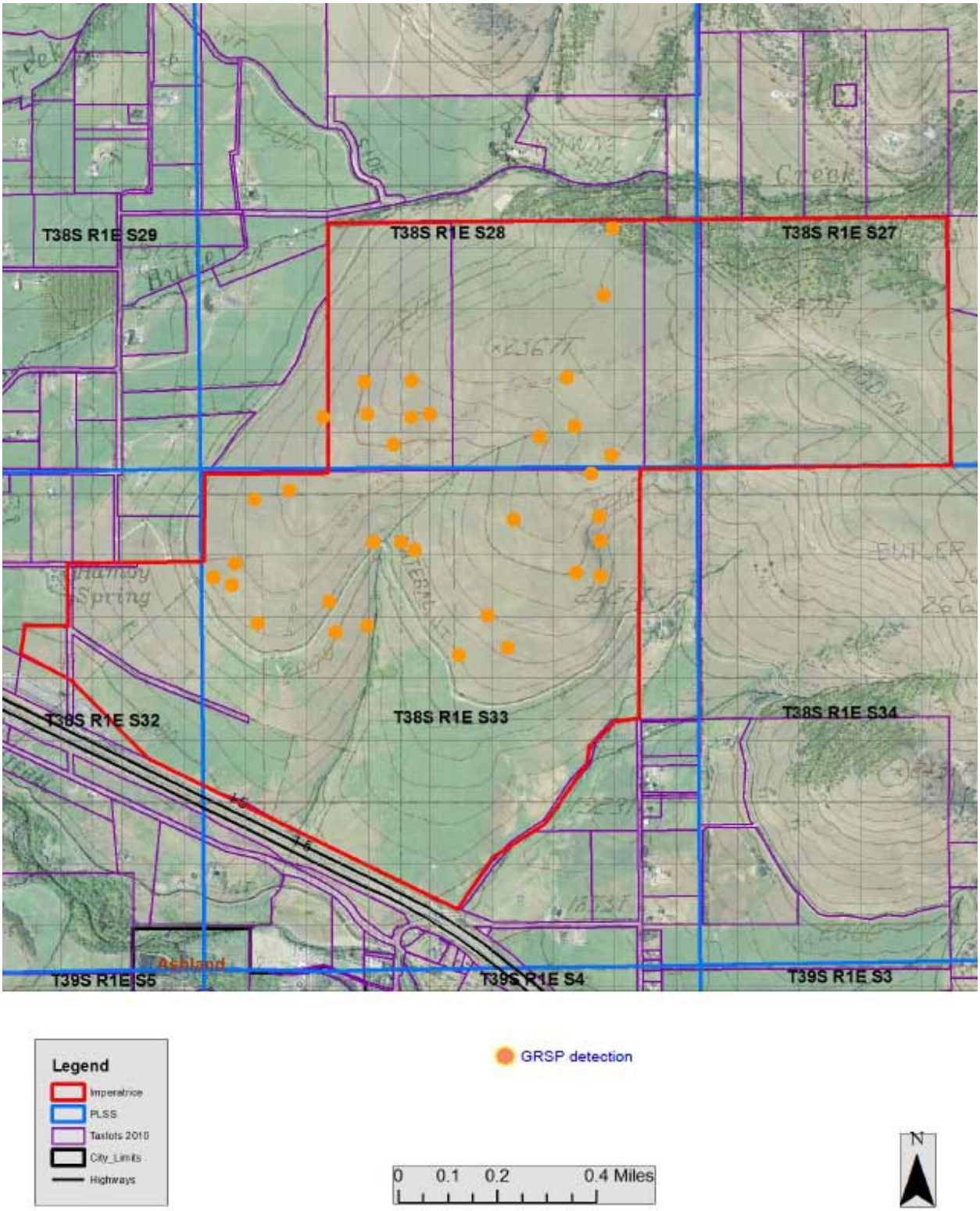


Figure 9: Species of *Phaeocalicium* from the Study Area (micrograph)

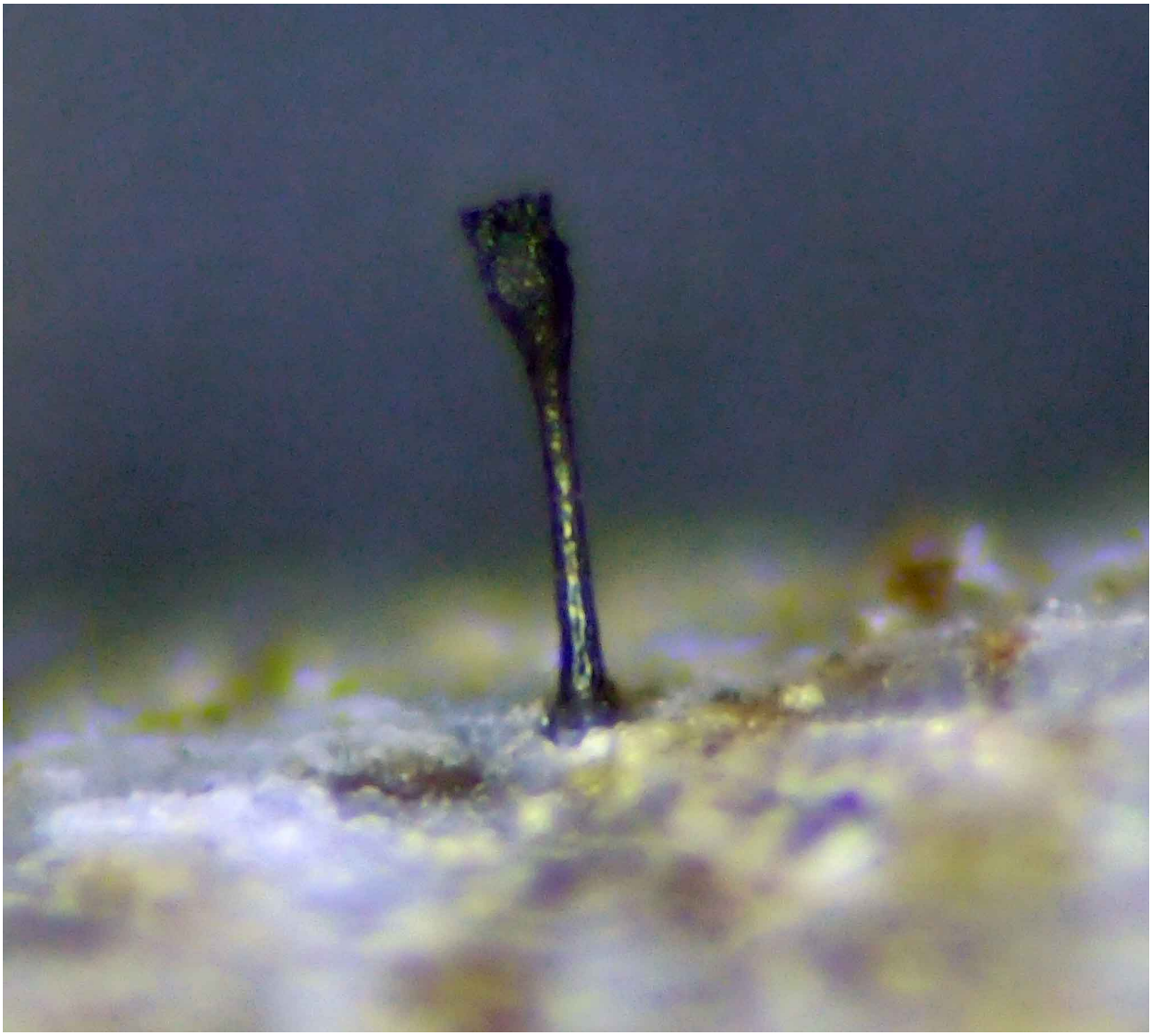


Figure 10: Petrified log

Appendix A: Representative Photos of the Property

Early season view north towards Grizzly Peak (background) from downslope of TID canal

Early season view of the City of Ashland from the Property with Mt Ashland and Ashland Watershed in background

Early season view north towards Grizzly Peak (background) from upslope of TID canal

Early season view of vegetation downslope of TID canal, looking south towards City of Ashland

Oak woodlands at the north end of the Property

Herd of elk, with Bald Mt and Anderson Butte vicinities in far background. (See also photo on front cover page)

Early season view of vegetation upslope of TID canal (yellow flowers are the native *Lomatium utriculatum*)

Looking approximately southeast across the Property, from upslope of the TID canal

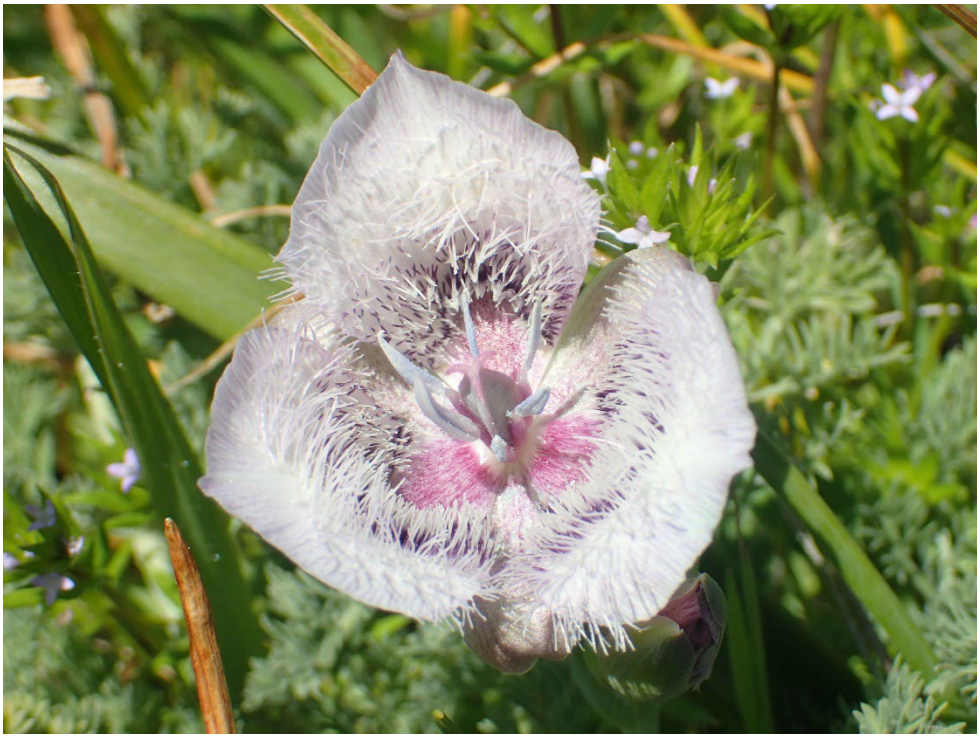
View across Property, with seasonal pond (see 3.1 Current Environment) in background; purple flowers in foreground are *Vicia villosa*

View of powerline and gas pipeline corridors on the Property; the pale strip from top to bottom, just left of center, with OHV tracks, is a *Thinopyrum ponticum* monoculture atop the buried gas pipeline (see 3.3 Noxious Weeds)

Pin flags delineating a *California macrophylla* population; background: controlled burning (smoke) from the Ashland Forest Resiliency project within the Ashland Watershed

Field of the native *Plectritis congesta* (shortspur seablush) in far northwest part of property, with Butler Creek in background

Cement “cistern” on broad ridgeline



The native *Calochortus tolmiei* (Tolmie’s startulip)

Saguisorba minor (salad burnet)

The native *Calystegia occidentalis* (field bindweed)

The native *Leptosiphon bicolor* (babystars)

Note: hi-res versions of the above photos are available upon request

Southern Oregon LAND CONSERVANCY

PO BOX 954, ASHLAND, OR 97520 / 541 482 3069 / LANDCONSERVE.ORG

September 9, 2025

Scott Fleury
Director
Department Public Works
City of Ashland

Dear Scott:

Southern Oregon Land Conservancy (SOLC) is writing to express our support for conservation of the Imperatrice property and our interest in exploring potential conservation scenarios to permanentaly secure the numerous natural and scenic values the land represents. We have encouraged this path in past reviews, and continue to see this land as a unique opportunity to conserve a large open space, an outstanding viewshed, natural habitats, and rare species.

The land's permanent conservation via conservation easement, purchase as a preserve, or other potential conservation measures would secure the significant public benefits the land delivers. Because SOLC is committed to perpetual conservation, our mission to permanently conserve and enhance lands for their human and natural communities would ensure that future generations would enjoy the land and its rare plants and wildlife.

As noted in a report we shared with the City in 2017, Imperatrice represents a significant component of the viewshed, forming the foreground of the nearby Cascade foothills. This is a large unfragmented property and provides an important wildlife migratory route from the valley to the mountains. Much of the Imperatrice property consists of open grassland with oak woodland growing at the top. Although the eastern slopes of the Cascade Foothills are an area where these habitats are represented, they are primarily on private lands and are diminishing as valley slopes are developed. The intact nature of the grassland is also unique as most natural grasslands in the region have been converted to residential use and pastures or have been degraded by overgrazing.

The area represents a major concentration of intact grassland communities, and oak woodlands and savannah supporting rare plants, abundant spring flowers, and pollinator resources. The grasslands and woodlands also harbor migratory birds, and a relatively low concentration of invasives common in more impacted lands, particularly above the irrigation ditch. Grasslands support some of the fastest declining bird species, as well as raptors and birds uncommon in the Rogue Valley. The largest known breeding colony of Grasshopper Sparrows west of the Cascades in Oregon was located on the Imperatrice property. Grasslands represent carbon sinks on a par with global forests, so their conservation on this landscape is a step toward climate resilience.

Board of Directors: Dan Thorndike, President; Molly Morison, Vice President; Heather Hickmann, Treasurer; Gordon Gray, Secretary; Jordan Bruyn-Fry; Ingrid Edstrom; Jim Huber; Dan Kellogg; Erica Ledesma; Stasie Maxwell; Donald Rubenstein; Kris Wall. **Trustee Council**: Karen DeBoer; Paul Imperia, MD; Dan O'Connor; Judson Parsons; Sarah Sameh; Karen Smith; Nancy Tait; Sam Whitford. **Staff:** Jennifer Abdo, Marketing and Communications Manager; Paul Belson, Conservation Project Manager; Rebekah Bergkoetter, Stewardship Manager; Macy Canete, Office Manager; Alex Liston Dykema, Attorney; Paige Gerhard; Event and Volunteer Coordinator; Tara Laidlaw, Education Program Manager; Kristi Mergenthaler, Stewardship Director; Myco Schroeder, Education and Engagement Specialist; Wyatt Stein, Land Steward; Steve Wise, Executive Director.

SOLC would be very interested in exploring conservation opportunities and funding potential for a conservation easement, or potential land purchase. Under the proper conditions with access for maintenance and monitoring, the land also holds potential for trails and educational programs.

We would be pleased to discuss potential conservation futures for Imperatrice, and hope the city and Parks and Recreation Department move forward in considering converting the land to conservation status. SOLC could also provide additional information regarding conservation values, and could take part in a field review of the land's current condition when appropriate.

Thank you for considering a conservation future for the Imperatrice land. To conserve the grasslands, forests, open vistas and habitats is a deserving outcome for this land and the people of Ashland and the Rogue Valley, and SOLC would be very interested in collaborating to secure its future.

Sincerely,

Steve Wise

Steve Wise,
Executive Director

Cc: Rocky Houston
Parks & Recreation Department

Council Business Meeting

Date: November 4, 2025

Agenda Item	Resolution 2025-27 Authorizing Parks and Recreation Department Grant Application
Department	Parks & Recreation
From	Rachel Dials, Deputy Parks Director

TIME ESTIMATE
5 minutes

CATEGORY
Action Needed - Motion to approve an action

SUMMARY
Reviewing and approving Resolution No. 2025-27 for the City, through the Ashland Parks and Recreation Department (APRD) to apply for a Land and Water Conservation Fund (LWCF) grant through Oregon Parks and Recreation Department for East Main Community Park Phase II

POLICIES, PLANS & GOALS SUPPORTED
Administrative/Governance Goal: "To *ensure ongoing fiscal ability to provide desired and required services at an acceptable level."*
Council direction to APRD: Become less reliant on the General Fund, improve cost recovery, and improve access and affordability to park programs and assets.

BACKGROUND AND ADDITIONAL INFORMATION
If successful in this grant application, notification will be in March 2026 with a notice to proceed date in early 2027. APRD would have two years to complete the project. Phase II would include a nature-themed playground, a community garden, sports court, and a fitness court.
Currently, Phase 1 development of East Main Community Park includes a dog park, bike pump track, and street improvements. Phase 1 construction is slated to begin in Spring of 2026 and is partially grant funded through the Oregon Parks and Recreation Departments Local Government Grant Program.

FISCAL IMPACTS
The LWCF grant is a 50/50 match. APRD will have available local matching funds through unencumbered food and beverage funds and additional SDC funding should we be successful with the grant application. APRD is requesting grant funds in the amount of $731,250. The total project cost for Phase II is estimated at $1.462,500.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS
Move to approve Resolution No. 2025-27 to apply for a Land and Water Conservation Fund grant for East Main Community Park Phase II.

REFERENCES & ATTACHMENTS
1. Resolution 2025-27

RESOLUTION NO. 2025-27

A RESOLUTION AUTHORIZING APPLICATION FOR GRANT

RECITALS:

A. The Oregon Parks and Recreation Department is accepting applications for the Land and Water Conservation Fund Grant Program.

B. The Ashland Parks and Recreation Department desires to participate in the grant program to the greatest extent possible as a means of providing needed park and recreation improvements, and enhancements.

C. The Ashland Park Commission has identified the development of East Main Community Park as a high priority need for the City of Ashland.

D. Phase II development of East Main Community Park will include a playground and community garden.

E. The Ashland Parks and Recreation Department has available local matching funds to fulfill its share of obligation related to this grant application should the grant funds be awarded.

F. Ashland Parks and Recreation Department acknowledges that any site that has been acquired, developed, or improved, no matter how small the improvement, with funds from the LWCF grant program must be open to the public and maintained in perpetuity for public outdoor recreation.

G. The Ashland Parks and Recreation Department will provide adequate funding for on-going operations and maintenance of this park and recreation facility should the grant funds be awarded.

THE CITY OF ASHLAND HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The City of Ashland City Council supports submission of an application to the Oregon Parks and Recreation Department for the development of East Main Community Park.

SECTION 2. This resolution is effective upon adoption.

This resolution was duly PASSED and ADOPTED this _____day of _____, and takes effect upon signing by the Mayor.

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

Council Business Meeting

Date: November 4, 2025

Agenda Item	Public Hearing and First Reading of Ordinance 3272: "An ordinance annexing property and withdrawing an annexed area from Jackson County Fire District no. 5., and also repealing ordinances 3215 and 3194 which were the previous annexation approvals in Casita 1 and Casita 2." (1511 Highway 99 - Planning Action #PA-T3—2024-00011)
Department	Community Development
From	Brandon Goldman, Director of Community Development, Aaron Anderson

TIME ESTIMATE
45 minutes

CATEGORY
Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY
A request for annexation ordinance approval and zone change of an 8.53-acre property and adjacent right-of-way and railroad property. The application also includes concurrent Outline and Final Plan approval for a Performance Standards Option (PSO) subdivision and Site Design Review for ten apartment buildings and associated site improvements which have been approved by the Planning Commission contingent upon the approval of the annexation.

Note: This was originally scheduled to come before Council for first reading on Aug 19, 2025, but had been postponed at the applicant's request to allow for the approval and processing of a Property Line Adjustment (PLA) under Jackson County's. The PLA has since been approved and the map of survey recording the adjustment is under review with the County Surveyor and will be recorded prior to the second reading of the Ordinance.

POLICIES, PLANS & GOALS SUPPORTED
The Adopted Housing Production Strategy
The Ashland Land Use Ordinance: Annexation 18.5.8

The Ashland Comprehensive Plan Section VI: Housing

- Goal - Ensure a range of different dwelling types that provide living opportunities for the total cross section of Ashland's population.
- Policies - Provide for a mix of housing types that are attractive and affordable to a diversity of ages, incomes, household sizes, and household types.

The Ashland Comprehensive Plan Section XII: Urbanization

- Goal - It is the City of Ashland's goal to maintain a compact urban form and to include an adequate supply of vacant land in the City so as not to hinder natural market forces within the City, and to ensure an orderly and sequential development of land in the City limits.

BACKGROUND AND ADDITIONAL INFORMATION

A request for annexation of 8.53-acres of land for the property located at 1511 Highway 99 North, along with the adjacent Rights-of-Way (ROW) and railroad property. The application also includes a request for concurrent outline plan and final plan approval for a Performance Standards Option (PSO) subdivision consisting of nine lots for residential apartment buildings, and one common open space area. Finally, the application also includes a request for a Site Design Review approval for ten apartment buildings and associated site improvements. Each building is proposed to have 21 one-bedroom apartments across three floors for 210 apartments in total.

The Planning Commission, following proper public notice, held a public hearing on May 13, 2025. The Planning Commission reconvened on July 22 and adopted findings addressing each of the approval criteria for Outline Plan and Final Plan Subdivision, annexation, and Site Design Review. The Planning Commission conditionally approved the subdivision and recommends approval to the City Council of the annexation request.

Affordable Housing Requirement

Annexations require that at least 25-percent of the base density be affordable housing. In the present application there are 24 proposed affordable housing units proposed at 80-percent area median income (AMI) to meet this requirement. The calculations are as follows: As discussed above the base density is 115.155. That calculates as follows: 115.15 x 0.25 = 28.8 ~ 29. As mentioned above, the proposal is for units targeted to households earning 80-percent area median income (AMI) or less. Affordable units at 80-percent AMI units have an 'equivalent value' of 1.25. The calculations are as follows: 28.8 affordable units / 1.25 the 80-percent equivalent value = 23.02 ~ 24. Therefore, a total of 24 affordable units targeted to households earning 80-percent AMI or less satisfies the requirement for 29 affordable units. Pursuant to AMC 18.5.8.050.G.3, one-bedroom affordable housing units must be at least 500 square feet in size. The proposed development demonstrates that each affordable unit proposed will meet or exceed this minimum square footage standard.

Exception Request

The affordable housing units are proposed to be spread throughout the development so that each building has at least two. One of the phasing standards requires that: "Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy." Because the applicant intends to have at least two affordable units in each building this standard is unworkable, and an exception is needed. The code provides that The city Council may grant an exception to this standard if it is found "That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion." The applicant has signed an agreement to ensure that the property develops in accordance with the approved plan including the affordability requirements. The Planning Commission reviewed the exception request and found the proposed timing of the affordable housing units acceptable, and accordingly approved the phasing exception.

Attachments and Application Materials

In addition to the proposed Ordinance to annex the subject property into the City, the packet also includes the Planning Department Staff report, the Planning Commission findings, and the application materials, all of which fully explain the details of the application and criteria of approval.

FISCAL IMPACTS

The proposed annexation has no immediate fiscal impact, but the inclusion of the property within city limits will require police, fire, and city utility services. As the property develops, it will add the ten proposed apartment buildings to the property tax revenue.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

Planning Commission Recommendation

The Planning Commission forwarded a recommendation to the City Council to approve the annexation and approved the Subdivision and Site Design Review contingent on the annexation approval. The Planning Commission adopted findings addressing all applicable approval criteria and concluded that, with the included conditions of approval, each criterion was satisfied.

Staff's Recommendation
In staff's assessment, with full consideration of the application materials, that all the applicable approval criteria are satisfied and that there is substantial evidence in the record to support the approval of the annexation including the exception to the phasing standard.

Potential Motion
"I move to approve Ordinance no. 3272, an ordinance annexing property and withdrawing an annexed area from Jackson County Fire District no. 5 and direct staff to prepare findings approving planning action #PA-T3-2024-00011, reflecting the approval of the exception to the standard for affordable housing phasing at AMC 18.5.8.050.G4 and return for second reading on December 2, 2025.

REFERENCES & ATTACHMENTS
1. attach 1 ORD3272 w exhibit A and B
2. attach 2 T3-2024-00011_PC_Fin_072225
3. attach 3 T3-2024-00011_PC_SR_051325
4. attach 4 T3-2024-00011_ApplicationMaterials
5. attach 5 T3-2024-00011 Public Comment-Inquiry
6. attach 6 T3-2024-00011 Public Comments_Eldridge
7. attach 7_T3-2024-00011_Public Comment_Thompson

ORDINANCE NO. 3272

AN ORDINANCE ANNEXING PROPERTY AND WITHDRAWING AN ANNEXED AREA FROM JACKSON COUNTY FIRE DISTRICT NO. 5. AND ALSO REPEALING ORDINANCES 3215 AND 3194 WHICH WERE THE PREVIOUS ANNEXATION APPROVALS IN CASITA 1 AND CASITA 2.

(GRAND TERRACE ANNEXATION - PLANNING ACTION #PA-T3-2024-00011)

WHEREAS, the owners of the property described in the attached Exhibits "A" & “B” have consented to the annexation of this property into the City of Ashland. With the exception of the subject property there are no electors residing in the tract to be annexed; and

WHEREAS, the City Council has twice approved similar annexations which were appealed to the Land Use Board of Appeals (LUBA) and that those Ordinances approving the annexation were never repealed. These approvals are referred to by LUBA as *Casita I* (reversed) and *Casita II* (remanded and withdrawn); and

WHEREAS, AMC 18.5.8.060 provides that "*When an annexation is initiated by an applicant other than the City, the Staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical, to address the effective extension of public facilities, or to avoid an area of land which is not incorporated but is partially or wholly surrounded by the City. The Staff Advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any land other than the land for which the annexation is filed*."; and

WHEREAS, the Staff Advisor has included both the adjacent railroad property and the adjacent Oregon Department of Transportation (ODOT) state highway right-of-way for Highway 99N in the requested annexation as illustrated in the attached Exhibit “A” to provide a more logical boundary extension and address the effective extension of public facilities, noting that if the railroad property were to remain outside the city limits it would effectively prevent annexation of all of the property within the Urban Growth Boundary (UGB) to the north of the current city limits because the railroad completely separates the current city limits from the UGB, and that inclusion of the ODOT state highway right-of-way is necessary so that the extension of city facilities to the subject properties can occur within the city limits as required by state law.

WHEREAS, the Planning Commission, following proper public notice, held a public hearing on May 13, 2025, on the questions of annexation and outline plan approval for a Performance Standard Option (PSO) Subdivision. The Planning Commission reconvened on July 22, 2025, and adopted findings addressing each of the approval criteria; and

WHEREAS, pursuant to ORS 222.120 and ORS 222.524 the City Council, following proper public notice, held a public hearing on August 19, 2025, on the questions of annexation and withdrawal of the property from Jackson County Fire District No. 5. The City Council, following

the close of the public hearing, voted to approve the annexation and adopted the Planning Commission Findings as their own;

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are fully incorporated herein by this reference.

SECTION 2. The land shown in the attached Map of Survey as Exhibit "A" and whose legal description is attached as Exhibit "B" is declared to be annexed to the City of Ashland.

SECTION 3. The land shown in the attached Map of Survey as Exhibit "A" and whose legal description is attached as Exhibit "B" is declared to be withdrawn from Jackson County Fire District No 5, pursuant to the provisions of ORS 222.111.

SECTION 4. Severability. Each section of this ordinance, and any part thereof, is severable, and if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

The foregoing ordinance was first ready by title only in accordance with Article X, Section 2(C) of the City Charter on the _____day of_____, 2025, and duly PASSED and ADOPTED this _____day of_____, 2025.

PASSED by the City Council this _____ day of _____, 2025.

ATTEST: _____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

MAP OF SURVEY

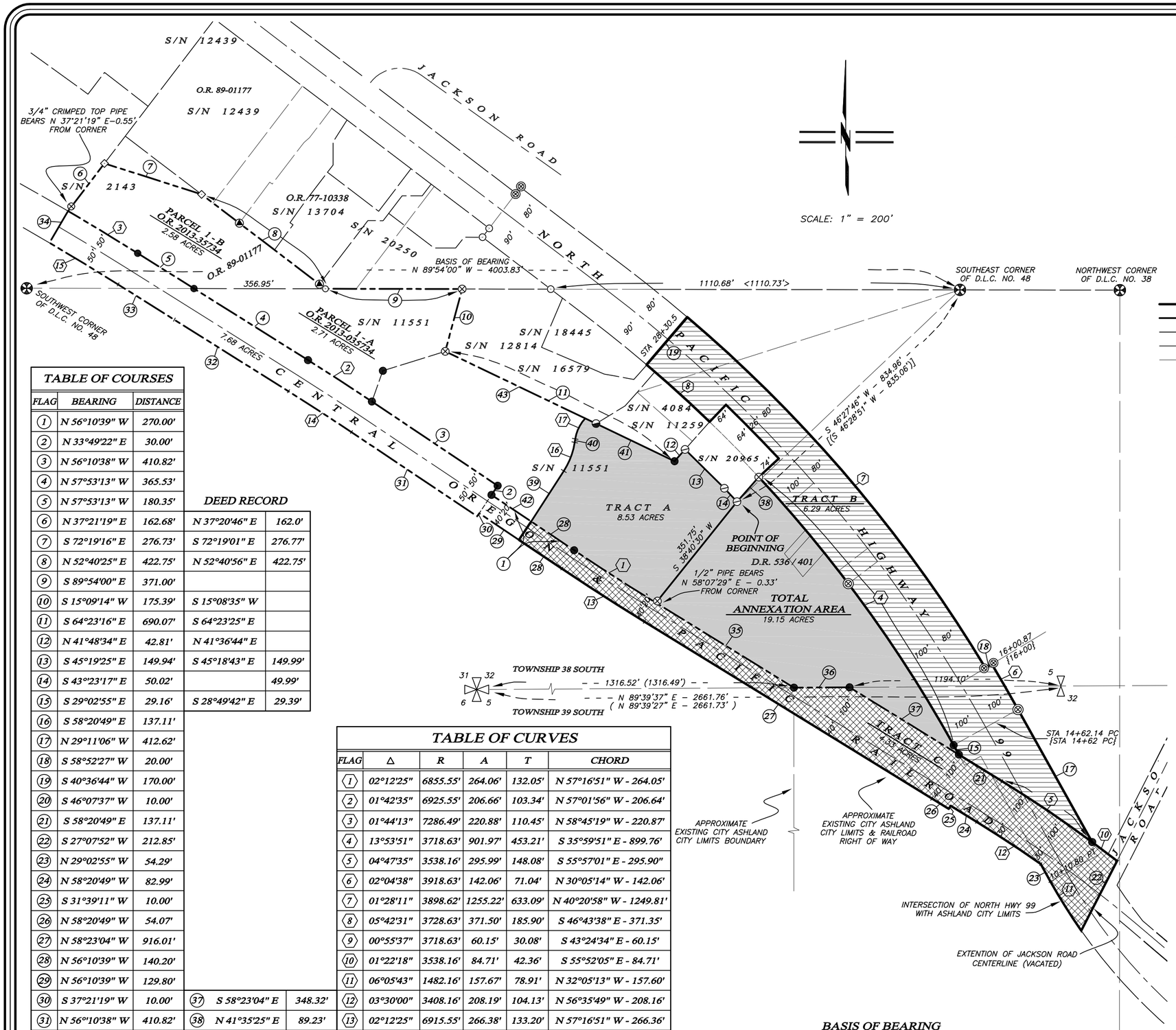
LYING SITUATE WITHIN

THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Casita Developments LLC

716 North Laurel Street
Ashland, Oregon 97520



LEGEND

- ANNEXATION LINE
- PROJECT PROPERTY LINE
- BOUNDARY LINE
- CENTERLINE
- PREVIOUS DEED LINE
- 2 1/2" BRASS CAPPED IRON PIPE SECTION CORNER PER SURVEY NO. 11551 AND JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE QUARTER SECTION CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE DONATION LAND CLAIM CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 5/8" IRON PIN - NO OTHER MARKINGS - PER O.S.H.D. 1952 RIGHT-OF-WAY SURVEY & S/N 7020, 11551 & 18445 (RECOVERED)
- 5/8" IRON PIN w/ 2" ALUMINUM CAP STAMPED "SWAIN LS 759 1990" PER S/N 12047 (RECOVERED)
- 1/2" IRON PIPE w/ YELLOW PLASTIC PLUG STAMPED "SWAIN LS 759" PER S/N 11259, 11551, 12814 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "D. HUCK LS 2023" PER S/N 17105 & 20250 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "R. ROBERTS LS 1656" PER S/N 13704 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "RPLS-2339" PER S/N 12439 (RECOVERED)
- 1/2" IRON PIPE - NO OTHER MARKINGS - PER BURRELL S/N 4084 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" PER S/N 16579 & 18445 (RECOVERED)
- 5/8" x 24" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" (ESTABLISHED)

O.R.	OFFICIAL RECORDS, JACKSON COUNTY CLERK
D.R.	DEED RECORD VOLUME / PAGE, JACKSON COUNTY CLERK
S/N	SURVEY FILE NUMBER, JACKSON COUNTY SURVEYOR
D.L.C.	DONATION LAND CLAIM, AS DESCRIBED
O.S.H.D.	OREGON STATE HIGHWAY DEPARTMENT (O.D.O.T.)
STA.	OREGON DEPT. OF TRANSPORTATION HIGHWAY STATION
[ ]	DEED RECORD DATA PER 2013-035734
( )	SURVEY RECORD DATA PER S/N 11551, 12047, 12814 (SWAIN)
< >	SURVEY RECORD DATA PER S/N 12439 & 13704 (EDWARDS)
{ }	SURVEY RECORD DATA PER OREGON STATE HIGHWAY DEPT.

TABLE OF COURSES

FLAG	BEARING	DISTANCE	DEED RECORD	
1	N 56°10'39" W	270.00'		
2	N 33°49'22" E	30.00'		
3	N 56°10'38" W	410.82'		
4	N 57°53'13" W	365.53'		
5	N 57°53'13" W	180.35'		
6	N 37°21'19" E	162.68'	N 37°20'46" E	162.0'
7	S 72°19'16" E	276.73'	S 72°19'01" E	276.77'
8	N 52°40'25" E	422.75'	N 52°40'56" E	422.75'
9	S 89°54'00" E	371.00'		
10	S 15°09'14" W	175.39'	S 15°08'35" W	
11	S 64°23'16" E	690.07'	S 64°23'25" E	
12	N 41°48'34" E	42.81'	N 41°36'44" E	
13	S 45°19'25" E	149.94'	S 45°18'43" E	149.99'
14	S 43°23'17" E	50.02'		49.99'
15	S 29°02'55" E	29.16'	S 28°49'42" E	29.39'
16	S 58°20'49" E	137.11'		
17	N 29°11'06" W	412.62'		
18	S 58°52'27" W	20.00'		
19	S 40°36'44" W	170.00'		
20	S 46°07'37" W	10.00'		
21	S 58°20'49" E	137.11'		
22	S 27°07'52" W	212.85'		
23	N 29°02'55" W	54.29'		
24	N 58°20'49" W	82.99'		
25	S 31°39'11" W	10.00'		
26	N 58°20'49" W	54.07'		
27	N 58°23'04" W	916.01'		
28	N 56°10'39" W	140.20'		
29	N 56°10'39" W	129.80'		
30	S 37°21'19" W	10.00'	37 S 58°23'04" E	348.32'
31	N 56°10'38" W	410.82'	38 N 41°35'25" E	89.23'
32	N 57°53'13" W	365.53'	39 N 32°47'51" E	163.34'
33	N 57°53'13" W	180.35'	40 N 08°50'54" E	9.67'
34	N 30°22'34" W	100.00'	41 S 64°23'16" E	268.86'
35	S 58°23'04" E	439.50'	42 N 56°10'39" W	129.80'
36	S 89°39'37" E	151.14'	43 S 64°23'16" E	421.21'

TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
1	02°12'25"	6855.55'	264.06'	132.05'	N 57°16'51" W - 264.05'
2	01°42'35"	6925.55'	206.66'	103.34'	N 57°01'56" W - 206.64'
3	01°44'13"	7286.49'	220.88'	110.45'	N 58°45'19" W - 220.87'
4	13°53'51"	3718.63'	901.97'	453.21'	S 35°59'51" E - 899.76'
5	04°47'35"	3538.16'	295.99'	148.08'	S 55°57'01" E - 295.90"
6	02°04'38"	3918.63'	142.06'	71.04'	N 30°05'14" W - 142.06'
7	01°28'11"	3898.62'	1255.22'	633.09'	N 40°20'58" W - 1249.81'
8	05°42'31"	3728.63'	371.50'	185.90'	S 46°43'38" E - 371.35'
9	00°55'37"	3718.63'	60.15'	30.08'	S 43°24'34" E - 60.15'
10	01°22'18"	3538.16'	84.71'	42.36'	S 55°52'05" E - 84.71'
11	06°05'43"	1482.16'	157.67'	78.91'	N 32°05'13" W - 157.60'
12	03°30'00"	3408.16'	208.19'	104.13'	N 56°35'49" W - 208.16'
13	02°12'25"	6915.55'	266.38'	133.20'	N 57°16'51" W - 266.36'
14	01°42'35"	6825.56'	203.68'	101.85'	N 57°01'56" W - 203.67'
15	01°44'13"	7186.49'	217.85'	108.93'	N 58°45'19" W - 217.85'
16	23°56'57"	200.00'	83.60'	42.42'	S 20°49'22" W - 82.99'
17	34°12'09"	105.00'	62.68'	32.30'	N 25°56'58" W - 61.75'
18	02°09'47"	3728.63'	140.76'	70.39'	N 44°57'16" W - 140.76'

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY IS THE SOUTH LINE OF DONATION LAND CLAIM NO. 48, HAVING A PLAT RECORD BEARING OF NORTH 89°54'00" WEST, AS REFERENCED ON SURVEY NO. 11551, ON FILE IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2027

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: JULY 24, 2025
PROJECT NO. 855-14

POLARIS LAND SURVEYING

EXHIBIT "B"

LEGAL DESCRIPTION – LINDA ZARE ANNEXATION TRACT
CITY OF ASHLAND NORTH MAIN STREET ANNEXATION
ASSESSOR'S MAP NO. 38 1E 32, TAX LOTS 1700 & 1702

A portion those tracts of land described within Instrument No. 2013-035734 of the Official Records in Jackson County, Oregon, lying situate within the Southeast Quarter of Section 31 and the Southwest Quarter of Section 32 in Township 38 South, Range 1 East, and the Northwest Quarter of Section 5 in Township 39 South, Range 1 East of the Willamette Meridian in Jackson County, Oregon, being more particularly described and bounded as follows, to wit;

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence South 46°27'46" West, 834.96 feet [Deed Record South 46° 28' 51" West, 835.06 feet] to a 1/2 inch iron pipe at the TRUE POINT OF BEGINNING; thence North 41°35'25" East, 89.23 feet to a 1/2 inch iron pipe situated on the southwesterly line of relocated North Pacific Highway No. 99; thence along said southwesterly line the following survey courses: North 47°03'14" East, 74.00 feet to a point on the centerline of North Pacific Highway No. 99 being 26.00 feet at right angles to said described centerline of said Highway 99; thence 204.53 feet along the arc of a 3792.63 radius curve to the left, having a delta angle of 03°05'23" (Chord bearing North 44°29'28" West, 204.51 feet; thence South 43°57'51' West, 64.00 feet to the southwesterly line of said Highway; thence 230.76 feet along the arc of a 03°32'44" foot radius curve to the left, having a delta angle of 03°32'44" (Chord bearing South 47°48'32" West, 230.70 feet) to OSHD Sta 28+30.5, 90.00 left; thence North 40°36'44" East, along Sta 28+30.5', 170.00 feet to intersect the northeasterly line of Highway 99 of Highway 99; thence along said northeasterly line the following survey courses: 1255.22 feet along the arc of a 3898.62 foot radius curve to the right, having a central angle of 01°28'11" (long chord bears South 40°20'58" East, 1249.81 feet); thence North 58°52'27" East, 20.00; thence 142.06 feet along the arc of a 3918.63 foot radius curve to the right, having a central angle of 02°04'38" (long chord bearing South 30°05'14" East, 142.06 feet) to a 5/8 iron pin; thence South 29°11'06" East, 412.62 feet to a 5/8 inch iron pin on the northeasterly line of Central Oregon & Pacific Railroad; thence along said northeasterly line, 84.71 feet along the arc of a 3538.16 foot radius curve to the right, having a central angle of 01°22'18" (long chord bearing South 55°52'05" East, 84.71 feet) to a point on the centerline of Jackson Road; thence South 27°07'52" West along an extension of the centerline of Jackson Road, a distance of 212.85 feet to a point on the southwesterly line of relocated Pacific Highway No. 99; thence along said southwesterly line 157.67 feet along the arc of a 1482.16 foot radius curve to the right, having a central angle of 06°05'43" (long chord bearing North 32°05'13" West, 157.60 feet); thence North 29°02'55" West, 54.29 feet to a point on the southerly line of Central Oregon & Pacific Railroad; thence 208.19 feet along the arc of a 3408.16 foot radius curve to the right, having a central angle of 03°30'00" (long chord bearing North 56°35'49" West, 208.16 feet); thence North 58°20'49" West, 82.99 feet; thence South 31°39'11" West, 10.00 feet; thence North 58°20'49" West, 54.07 feet; thence North 58°23'02" West, 916.01 feet; thence 266.38 foot along the arc of a 6915.55 foot curve to the right, having a central angle of 02°12'25" (long chord bearing North 57°16'51" West, 266.36 feet); thence North 56°10'39" West, 140.20 feet; thence North 33°49'21" East, 60.00 feet to a point on the northeasterly line of said right of way; thence North 32°47'51" East, 163.34 feet; thence 83.60 feet along the arc of a 200.00 foot radius curve to the left, having a central angle of 23°38'52" (long chord bears North 20°49'22" East, 82.99 feet); thence North 8°50'54" East, 9.67 feet; thence 62.68 feet along the curve of a 105.00 foot radius curve to the right, having a central angle of 34°12'10" (long chord bearing North 25°56'59" East, 61.75 feet); thence South 64°23'16" East, 268.86 feet; thence North 41°43'34" East, 42.81 feet to a 1/2 inch iron pipe; thence South 45°19'25" East, 149.94 feet to a 1/2 inch iron pipe; thence South 43°21'12" East, 50.02 feet to THE POINT OF BEGINNING.

Containing 19.46 acres, more or less.

REGISTERED PROFESSIONAL LAND SURVEYOR

Shawn Kampmann

OREGON
JULY 14, 1998
SHAWN KAMPMANN
02/09/15

RENEWAL DATE: 6/30/27

Prepared by:

Shawn Kampmann
Professional Land Surveyor

Polaris Land Surveying LLC
P.O. Box 459
Ashland, Oregon 97520

Date: January 15, 2025
s:\surveys\855-14\Casita Developments LLC-CoA Annexation Legal.docx

THE CITY OF ASHLAND

BEFORE THE PLANNING COMMISSION

July 22, 2025

IN THE MATTER OF PLANNING ACTION #PA-T3-2024-00011 A REQUEST FOR ANNEXATION AND ZONE CHANGE FOR 8.53-ACRES OF PRIVATE PROPERTY, RAILROAD PROPERTY, AND ADJACENT RIGHTS-OF-WAY (ROW), FOR THE PROPERTY LOCATED AT 1511 HIGHWAY 99 N. THE APPLICATION ALSO INCLUDES CONCURRENT OUTLINE PLAN AND FINAL PLAN APPROVAL FOR A PERFORMANCE STANDARDS OPTION (PSO) SUBDIVISION AND SITE DESIGN REVIEW APPROVAL FOR TEN APPARTMENT BUILDINGS AND ASSOCIATED SITE IMPROVMENTS.	**FINDINGS, CONCLUSIONS, AND ORDERS.**
OWNER: LINDA ZARE **APPLICANT:** KENDRICK ENTERPRISE LLC CASITA DEVELOPMENTS LLC	

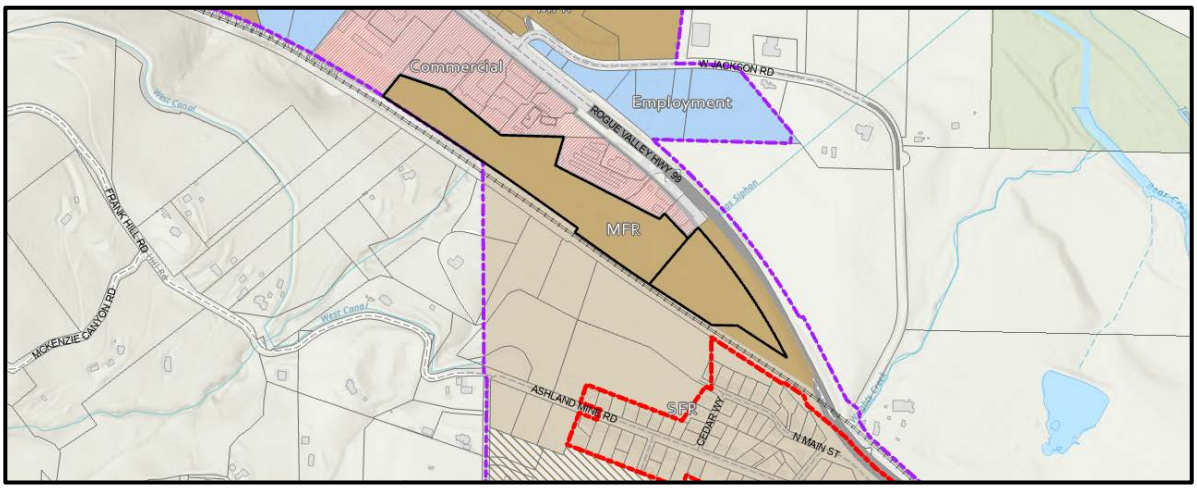
RECITALS:

1) The subject property is Tax lot #1702 of Assessor Map 38-1E-32 and is addressed as 1151 Highway 99 N. The property will be 8.53 acres following approval of a pending Property Line Adjustment that is being processed with Jackson County (File #439-25-00027-SUB – application submitted May 15, 2025).

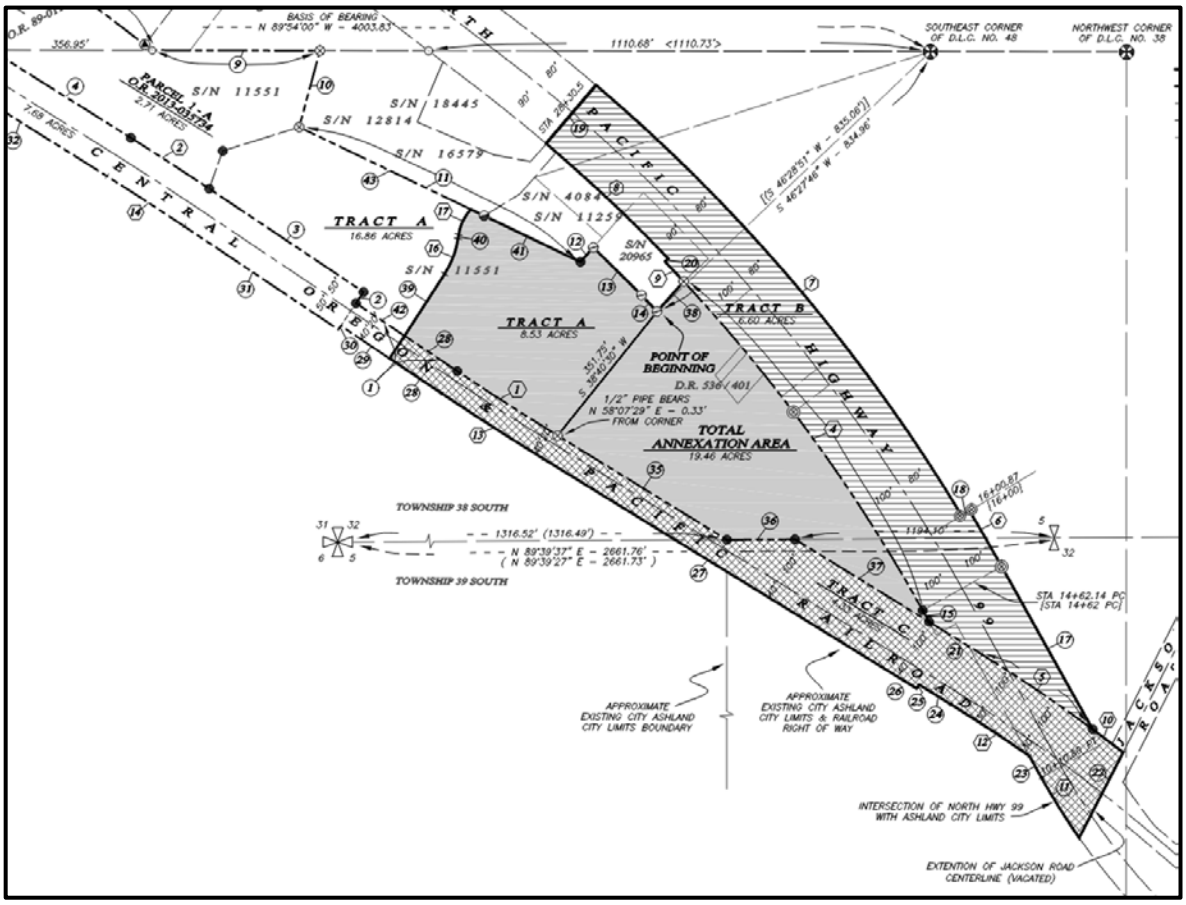
2) The property is situated between Highway 99 to the north and the Central Oregon & Pacific Railroad to the south. The property has approximately 900 feet of frontage along the highway. The property slopes to the north at roughly 6 percent dropping approximately 35 feet from the railroad down to the highway. The property is mostly vacant with the exception of a small residence that the County Assessor indicates was built in 1948

3) The application is a request for annexation and concurrent outline plan and final plan approval for a Performance Standard Option (PSO) subdivision and Site Design Review approval. The applicant provided detailed responses to all applicable approval criteria in the form of findings of fact, traffic impact analysis, legal description and survey of the property, landscaping and civil engineering plans, and architectural plans. These materials are on file at the Department of Community Development and by their reference are incorporated herein as if set out in full.
    a. The proposed PSO subdivision includes a total of 9-lots for residential development, and a single common area.
    b. Each building is proposed to have 21 one-bedroom apartments across three floors for 210 apartments in total.
    c. Annexations require that at least 25% of the base density be deed-restricted affordable housing.

4) The subject properties are shown outlined in black on the map below. The map is from the City of Ashland Geographic Information System (GIS). The purple dashed line is the UGB, and the red line is the existing city limits.



5) The total area to be annexed includes 8.53 acres of private property in a single tract of land that is the result of a recently approved but not yet recorded property line adjustment. The proposed annexation also includes 4.33 acres of railroad right-of-way (ROW), and 6.60 acres of ODOT ROW. The total area proposed to be annexed is 19.46 acres and is shown below:



6) The Planning Commission Staff Report (dated May 13, 2025), incorporated by reference herein as if set out in full, includes an extensive background discussion on land use approval history of this project. For succinctness it is not repeated here. In brief, twice substantially similar proposals have been approved by the City of Ashland each time being appealed to the Land Use Board of Appeals (LUBA). These decisions are referred to as *Casita I* & *Casita II* in LUBA documents, for that reason we do the same here when necessary to refer to the previous approvals.

    a. Rogue Advocates v. City of Ashland, *Reversed* (LUBA No. 2021-009, May 12, 2021)

    b. Rogue Advocates v. City of Ashland, *Remanded* (LUBA No. 2023-007, May 9, 2023)

7) The approval of the PSO subdivision, and Site Design Review approval are Type II Procedures which are Quasi-Judicial. Type II decisions are made by the Planning Commission after a public hearing, with an opportunity for appeal to the City Council.

8) The approval of the annexation is a Type III procedure. Type III planning actions are legislative decisions by definition. Type III reviews are considered by the Planning Commission, who makes a recommendation to City Council. The Council makes the final decision on a legislative proposal through the enactment of an ordinance.

9) The application is for 210 apartments; however, the calculated regulatory density is 170 for purposes of administrating the Land Use Ordnance (LUO).

    a. AMC 18.2.5.080.B.2 allows units *less than 500 square feet* are counted as 0.75 dwellings units for the purposes of density calculations.

    b. One-bedroom affordable housing units *must be at least 500 square feet*.

    c. Within each apartment building five apartments are proposed to be greater than 500 square feet and therefore count as a whole dwelling. The other 16 apartments are to be less than 500 square feet and therefore count as 0.75 dwellings.

    d. This calculates to a density of 170 dwellings: (50 + (160 * 0.75) = 170).

10) The property is located in Jackson County within the city's Urban Growth Boundary (UGB). The current zoning within the County is RR-5 (Rural Residential, with a five-acre minimum lot size) and the city Comprehensive Plan designation is Multi-Family Residential. The applicant proposes to annex the properties as R-2, a Low-Density Multi-Family Residential zoning which allows for a base density of 13.5 dwelling units per acre.

11) The proposed zoning for the property is R-2, which allows for a density of 13.5 dwelling unit per acre. The subject property is 8.53 acres and therefore has a calculated base density of 115.15 dwelling units (8.53 x 13.5 = 115.15).

    a. The proposed density of 170 exceeds the base density but this is allowed through a leveraging of density bonuses as discussed in detail below in the first and sixth approval criteria for outline plan approval below.

12) The affordable housing requirement is 25-percent of the base density and is calculated as follows: 115.15 x 0.25 = 28.8. In the present application, the affordable housing is proposed

to be restricted to households earning at or below 80 percent of the area median income (AMI). Affordable units that are restricted to households earning at or below 80 percent of the AMI have an 'equivalent value' of 1.25 units. Therefore, the affordability requirement is calculated as follows: 28.8 / 1.25 = 23.02 , with fractional answers rounded up to the nearest whole number, thus 24 affordable housing units are required.

13) The adopted Wetland Resource Protection Zone (WRPZ) maps the presence of a small 'possible wetland.' The application includes a wetland report, however the official concurrence by the Department of State Lands (DSL) is still pending.

14) The criteria of approval for Annexation are described in **AMC 18.5.8.050** as follows:

An application for an annexation may be approved if the proposal meets the applicable criteria in subsections A through H below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection I.

A. The annexed area is within the City's Urban Growth Boundary.

B. The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area, including any applicable adopted neighborhood, master, or area plan, and is an allowed use within the proposed zoning.

C. The annexed area is contiguous with the City limits.

D. Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area. Unless the City has declared a moratorium based upon a shortage of water, sewer, or electricity, it is recognized that adequate capacity exists system-wide for these facilities. All required public facility improvements shall be constructed and installed in accordance with subsection 18.4.6.030.A.

E. Adequate transportation can and will be provided to serve the annexed area. For the purposes of this section, "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian, and transit transportation meeting the following standards:

1. For vehicular transportation a minimum 22-foot-wide paved access exists, or can and will be constructed, providing access to the annexed area from the nearest fully improved collector or arterial street. All streets bordering on the annexed area shall be improved, at a minimum, to an applicable City half-street standard. The approval authority may, after assessing the impact of the development, require the full improvement of streets bordering on the annexed area. All streets located within annexed areas shall be fully improved to City standards unless exception criteria apply. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.

2. For bicycle transportation, safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or

street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Should the annexed area border an arterial street, bike lanes shall be constructed along the arterial street frontage of the annexed area. Likely bicycle destinations within a quarter of a mile from the annexed area shall be determined and the approval authority may require the construction of bicycle lanes or multiuse paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

3. For pedestrian transportation, safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multiuse paths to be constructed and connect to either or both the existing system and locations with significant pedestrian activity.

4. For transit transportation, should transit service be available to the annexed area, or be likely to be extended to the annexed area in the future based on information from the local public transit provider, the approval authority may require construction of transit facilities, such as bus shelters and bus turnout lanes.

5. Timing of Transportation Improvements. All required transportation improvements shall be constructed and installed in accordance with subsection 18.4.6.030.A.

F. For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone, unless reductions in the total number of units are necessary to accommodate significant natural features, topography, access limitations, or similar physical constraints. The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan. For purposes of computing maximum density, portions of the annexed area containing unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, slopes greater than 35 percent, or land area dedicated as a public park, shall not be included.

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

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

units in this section shall exclude any unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, water resource areas, slopes greater than 35 percent, or land area dedicated as a public park.

a. Ownership units restricted to households earning at or below 120 percent of the area median income shall have an equivalency value of 0.75 unit.

b. Ownership units restricted to households earning at or below 100 percent of the area median income shall have an equivalency value of 1.0 unit.

c. Ownership or rental units restricted to households earning at or below 80 percent of the area median income shall have an equivalency value of 1.25 unit.

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

a. The land to be transferred shall be located within the project meeting the standards set forth in sections 18.5.8.050.G.5 and 18.5.8.050.G.6.

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

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

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

e. Transfer of title of buildable land in accordance with this subsection shall exempt the project from the development schedule requirements set forth in subsection 18.5.8.050.G.4.

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

a. The number of bedrooms per dwelling unit in the affordable units within the residential development shall be in equal proportion to the number of bedrooms per dwelling unit in the market rate units within the residential development. This provision is not intended to require the same floor area in affordable units as compared to market rate units. The minimum square footage of each affordable unit shall comply with the minimum required floor area based as set forth in Table 18.5.8.050.G.3, or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.

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

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

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

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

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

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

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

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

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

c. That the materials and amenities applied to the affordable units within the development, that are not equivalent to the market rate units per subsection 18.5.8.050.G.5, are necessary due to local, state, or federal affordable housing standards or financing limitations.

7. The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.

H. One or more of the following standards are met:

1. The annexation proposal shall meet the requirements of subsection 18.5.8.050.B, above.

2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter 222 or successor state statute.

3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.

4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.

5. The proposed area for annexation is an island surrounded by lands within the City limits.

I. Exceptions and Variances to the Annexation Approval Criteria and Standards. The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section 18.4.6.020.B.1, Exceptions to the Street Design Standards, or chapter 18.5.5, Variances.

15) The criteria of approval for the Outline Plan of a PSO subdivision are described in **AMC 18.3.9.040.A.3** as follows:

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.

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

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the street design standards in section 18.4.6.040 if the circumstances in either subsection B.1.a or b, below, are found to exist.

a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A; and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:

i. For transit facilities and related improvements, access, wait time, and ride experience.

ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.

iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safely and efficiently cross roadway; or

b. 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 purposes, intent, and background of the street design standards in subsection 18.4.6.040.A.

17) The criteria of approval for the Final Plan of a PSO subdivision are described in **AMC 18.3.9.040.B.5** as follows:

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

18) The criteria of approval for Site Design Review are described in **AMC 18.5.2.050** as follows:

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.

19) Notice was filed online with the DLCD on April 7, 2025, which meets the required statutory deadline of 35 days prior to the first hearing. Notice was also posted on the property frontage and mailed to all properties of record within 200' of the subject property on April 22, 2025.

20) The Planning Commission, following proper public notice, held a public hearing on May 13, 2025.

21) Testimony was received, and exhibits were presented. The Planning Commission deliberated and made a recommendation to the City Council to approval the Annexation and related exceptions outlined above. The Planning Commission also conditionally approved, concurrent outline and final plan approval for the proposed PSO subdivision and Site Design Review including the required exceptions predicated on the City Council's approval of the annexation.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS OF FACT

2.1 The Planning Commission notes that chapter 18 of the Ashland Municipal Code (AMC) is the City's Land Use Ordinance (LUO). The LUO regulates the development pattern envisioned by the Comprehensive Plan and encourages efficient use of land resources among other goals. The Planning Commission notes that when considering the decision to approve or deny an application the Planning Commission considers the application materials against the relevant approval criteria in the LUO.

2.2 The Planning Commission finds that it has received all information necessary to render a decision based on the application itself, the May 13th Staff Report, the applicant's testimony, the exhibits received, and public testimony received at the public hearing.

2.3 The Planning Commission notes that the application was deemed complete and that the notice for the public hearing was posted on April 22 (21 days prior to the May 13 Meeting) at the frontage of the subject property. Notice was also mailed to all property owners within 200-feet of the subject property.

2.4 Annexation

2.4 **AMC 18.5.8.050** provides the following: "*An application for an annexation may be approved if the proposal meets the applicable criteria in subsections A through H below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection I.*" The Planning Commission finds that the proposal for Annexation meets all applicable approval criteria described in AMC 18.5.8.050 and detailed below.

2.4.1 The first approval criterion for annexation is that "*The annexed area is within the City's Urban Growth Boundary (UGB).*" The Planning Commission notes that the subject property showing the City Limits and UGB was included above. The Planning Commission notes that the UGB runs along the North side of Highway 99 North and also along the western side of the subject properties demonstrating that the property is entirely within the UGB (as shown in the fourth recital above on page 2). The Planning Commission concludes that the property is within the UGB and finds that this approval criterion has been met.

2.4.2 The second approval criterion for annexation is that "*The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area.*" The Planning Commission notes that the comprehensive plan designation of the property is multi-family, and the property does not yet have an assigned zone. The application requests a zone change to R-2 which is appropriate for the comprehensive plan designation of multi-family residential. The Planning Commission notes that AMC 18.3.9.050 provides the residential density for a PSO subdivision. For the R-2 zone it specifies a residential density of 13.5 dwelling unit per acre and requires that the property develop to at least 90-percent of the allowed density.

The Planning Commission notes that the property is 8.53 acres, which provides a base density of 115.15 dwelling units (8.53 x 13.5 = 115.15). The Planning Commission notes that the proposal leverages affordable housing, Earth Advantage, and open space density bonuses which are discussed further below, to exceed the base density for a total of 210 dwellings. The Planning Commission conclude that the proposed density of residential development that the application is consistent with the Comprehensive Plan Designation and concludes that based on the proposed number of dwellings, the size of the property, and the requested zoning, that this approval criterion has been met.

2.4.3. The third approval criterion for annexation is that "*The annexed area is contiguous with the City limits.*" The Planning Commission notes that the proposed area of annexation was included above (as shown in the fifth recital above on page 2). The Planning Commission notes that the area of annexation includes the railroad property and ODOT right of way. The Planning Commission notes that the City limits run along the south side of the railroad property and therefore it is contiguous with the city limits and finds that this approval criterion has been met.

2.4.4 The fourth approval criterion for annexation is that "*Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as*

determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area." The Planning Commission notes that the Public Works Department has confirmed that there are no concerns regarding the capacity of any City facilities. Additionally, both ODOT and RVSS have provided letters indicating that there are no concerns with regard to capacity. While there are outstanding items that need to be resolved for final engineering between the applicant and ODOT these are addressed through conditions of approval to ensure that those items are addressed.

What follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II*.

Water: The Water Division has noted that the property is not currently served by a water main, and a new water main will need to be installed to connect to the existing city water system. The nearest point of connection is near the intersection of North Main Street and Highway 99 North. The civil engineering plans show a proposed 12" water main is to be installed. The water main terminates at a master water meter and PRV assembly. The plans show that the water main extends through the property connecting to each building and to each fire hydrant. The Water Division of the Public Works Department has indicated that, with the extension of a new main and other proposed facilities, that there will be an adequate supply of potable water available to the site.

Sanitary Sewer & Storm Drainage: City code requirements typically necessitate that all utilities transition to city services with annexation, however in this instance the property is well outside and downhill of the city's sanitary and storm sewer systems, and a significant extension of new services would be needed and all sewage and stormwater would need to be pumped. However, there is a "Cooperative Agreement/Urban Services Agreement" in place between the City of Ashland, Jackson County and the Bear Creek Valley Sanitary Authority - now Rogue Valley Sewer Service (RVSS) - which dates to November 8, 1995 and which provided that with annexation, the sewer district shall continue to provide an urban level of sanitary sewer and/or storm water services that it has historically provided to territory within the district's existing limits and that the City and the sewer district may agree to joint provision of service to areas within the City or its UGB by contract, mutual agreement or other method. As proposed by the applicant here, RVSS will continue to provide these services to the subject properties after annexation, per the 1995 agreement.

RVSS has indicated that their sanitary sewer system has adequate capacity for the proposed development, and there is an eight-inch main in the right-of-way due north of the project site. On-site storm water drains to a roadside ditch that is within the state highway right-of-way and maintained by the Oregon Department of Transportation (ODOT). The proposed development's physical improvements have been engineered to comply with the RVSS Stormwater Quality Design Manual, which is used by the City of Ashland, Jackson County and RVSS. The project Civil Engineer has determined the sizes and locations for on-site detention and treatment facilities.

Electric: The application explains that the property is currently served by Pacific Power, but that with the development the property will be served by the City of Ashland Electric Department with the installation of new electrical infrastructure by the applicant. The application explains

that there is presently low-voltage city electric service in place to power street and landscape lighting in and around the central median at the railroad trestle overpass. With the proposal, electric facilities are to be provided in or adjacent to the highway right-of-way to provide adequate infrastructure to the proposed development and future development in the vicinity, and an electric service plan has been provided with the application materials.

The Planning Commission conclude that based on the proposed facilities, the civil engineering drawings, and communication with both ODOT and RVSS that adequate capacity exists. The Planning Commission concludes that based on the existing and proposed improvements that this approval criterion is met.

2.4.5 The fifth approval criterion for annexation is that "*Adequate transportation can and will be provided to serve the annexed area. For the purposes of this section, "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian, and transit transportation.*" The Planning Commission notes that the LUO requires a minimum of 22-foot-wide paved access for vehicles, and that for both bicycle and pedestrian facilities to be safe and accessible pursuant to the governing jurisdiction. The Planning Commission notes that in *Casita II* the second and third assignment of error addressed the improvements proposed along the Highway 99 N frontage and if the application provided "safe and accessible bicycle and pedestrian facilities" and the feasibility to install them. LUBA held that the findings were supported by substantial evidence. As this has already been litigated what follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II* regarding this approval criterion. The Planning Commission has determined that these prior findings also pertain to the adequacy of the current applications transportation facilities as proposed.

The application materials explain that the subject properties abut Highway 99 N, which is under the jurisdiction of Oregon Department of Transportation (ODOT). Highway 99 N is designated by ODOT as an 'Urban Fringe Highway' and ODOT's specific standards call for an eight-foot curbside sidewalk and a six-foot bike lane. City of Ashland Street Standards call for a six-foot bike lane, seven to eight-foot landscaped park row planting strip with irrigated street tress and a six-foot sidewalk. ODOT accepts the sidewalk buffered by a park row as required by the city standards as an alternative which exceeds the ODOT-standard eight-foot curbside sidewalk minimum standard. In addition to a Traffic Impact Analysis the application materials also include a "Technical Memo, Grand Terrace Development – Access Safety Evaluation" which provides detailed safety findings from the project's Transportation Engineer.

The application explains that a 22-foot-wide paved access exists along the full frontage of the project site to the nearest fully improved collector or arterial street. The full improvement of the highway frontage adjacent to the development and in the annexed area is proposed to be improved to ODOT and city standards. The full frontage of the project site is proposed to be improved with bike lane, curb, gutter, seven-and-a-half-foot park row and a six-foot sidewalk, except for the portion of the frontage where the bus pull out and transit-oriented plaza are to be installed.

There are some areas where Exceptions to the Street Standards are requested due to topographical difficulties, utility encroachments, and physical encumbrances in the form of the railroad trestle, a drainage ditch, private driveway approaches and other private property

encroachments. The proposal seeks Exceptions to the Street Design Standards for the sidewalk and bike lane under the overpass of the railroad trestle where a shared sidewalk will be installed, and where city standard sidewalks are not possible due to physical constraints, ODOT-compliant frontage improvements are proposed. In addition, on-street parking is not proposed.

The ODOT does not permit on-street parking on Highway-99 N, and as such none is proposed, nor is it is a requirement as AMC 18.3.9.060.A.2 specifically exempts the requirements for on-street parking on Streets outside the City of Ashland's jurisdiction as is the case here. Therefore, no exception to on-street parking is necessary as was the case in *Casita II*.

With regard to bicycle transportation, the application materials explain that Highway 99N which is an arterial street and state highway, currently has bicycle lanes buffered by striping along the frontage of the property, with bicycle lanes on both sides of the highway extending north of Valley View Road and south into downtown Ashland. The bike lanes are of typical width and the striped buffer along the frontage provides an additional measure of safety. The proposal maintains these bicycle lanes in accordance with City standards along the frontage with two multi-use path connections into the site. A crossing will be installed on Highway 99N at Schofield Street with pedestrian- or cyclist-activated rectangular rapid flash beacons (RRFBs) to support crossing Highway 99N near RVTD's northbound flag stop. The bicycle facilities that exist or will be provided as part of the annexation comply with the design and safety criteria for ODOT as the governing jurisdiction, and the applicant thus asserts that this criterion is satisfied.

In responding to the safe and accessible pedestrian facilities criterion, the applicant explains that there are currently no sidewalks along Highway 99N on either side of the street between the subject properties' frontage and Schofield Street to the south which limits pedestrian access and safety for north Ashland residents. The applicant proposes street frontage improvements including sidewalk improvements which comply with the design and safety criteria of ODOT as the governing jurisdiction, and as such asserts that this criterion is satisfied.

There are no interior streets proposed within the development; however, the site circulation system includes pedestrian connections between the public sidewalks along the highway, the apartments, parking areas and other areas of the site. These include two ADA-compliant multi-use paths through the landscape open spaces into the site from the north and the south along the highway frontage for pedestrians and bicycles, including the main entrance driveway with adjacent sidewalks that are also ADA-compliant.

To the south of the project, towards Ashland, the width of the highway is restricted to the single travel lane, bike lane and shoulder by the railroad overpass. The railroad overpass currently lacks any sidewalk or lighting, but a shared bicycle and pedestrian path with overhead lighting are proposed with final designs to be approved by ODOT. As an extra measure of caution, a vertical barrier to be provided at the curb has been proposed (although this is not a city requirement). This will provide a safer, well-lit area, increasing the comfort and safety for cyclists and pedestrians over what currently exists. The applicant continues to work with ODOT Engineering staff on the details of the pedestrian crossing, and a condition of approval has been included to ensure that all improvements meet ODOT safety standards.

The application materials further explain that the applicant will be providing a high-visibility crosswalk across Highway 99N with Rectangular Rapid Flashing Beacons (RRFBs). The application further notes that mid-block crosswalks are dangerous, and RRFBs increase the safety of pedestrians and cyclists crossing when compared to a traffic signal. The application materials go on to indicate that studies have shown that RRFBs increase motorist yielding rates because the lights are controlled by the pedestrian's presence and will not go off until they are safely out of the crosswalk. The proposed RRFB crossing is to be placed between North Main Street at Schofield Street, between the north- and south-bound bus stops. The RRFB crossing will provide a safe pedestrian and bicyclist crossing for all the residents in north Ashland where none existed before, both to access Grand Terrace and to cross the highway to access these bus stops safely. The applicant notes that local ODOT authorities have given preliminary approval to install a crossing with RRFBs in this location, and that final approval will be subject to review of the final engineered designs by the regional office in Salem. The developer will be responsible for the design, cost, and installation of the crosswalk and RRFBs.

Since the previous approval, the applicant has done additional updates to the traffic analysis. The applicant has provided a letter dated December 11, 2024, from Sandow Engineering which states that "the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes." The letter concludes that since the traffic volumes have not increased there is no need for additional traffic analysis.

The Planning Commission notes that staff have been in contact with ODOT and understand that there are outstanding items as it relates to storm drain calculations, the technical details of the RRFB, and the proposed vertical barrier underneath the railroad crossing. A condition of approval has been included below that requires the applicant to receive ODOT approval and permits prior to any work being done in their right-of-way.

The Planning Commission concludes that based on the previous approved findings, proposed facilities, letters from RVSS and ODOT, the civil engineering drawings, and the conditions of approval included below, that this approval criterion is met.

2.4.6 The sixth approval criteria for annexation is that "For *all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone, unless reductions in the total number of units are necessary to accommodate significant natural features, topography, access limitations, or similar physical constraints.*" The Planning Commission notes, as stated above, that the subject property is 8.53 acres which provides a base density of 115.15 dwelling units (8.53 x 13.5 = 115.15). The Planning Commission notes that 90% of the base density is ~104 dwelling units. (115.15 x 0.9 = 103.6). The Planning Commission notes that the proposed density for the proposal is 210 dwellings which exceeds the minimum requirement of 104 dwellings and therefore finds that this approval criterion is met. The code also requires that "*The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan*". A condition of approval has been included below requiring such an agreement to be completed prior to first reading of the Ordinance approving the annexation.

2.4.7 The seventh approval criteria for annexation are the provisions governing the affordable housing requirements. This section is at AMC 18.5.8.050.G and states the following: "*Except as provided in subsection 18.5.8.050.G.7, below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements:"* The Planning Commission notes that AMC 18.5.8.050.G. has seven subsections each of which are addressed in turn below.

2.4.7.1 The first standard is at AMC 18.5.8.050.G.1 and specifies the number of affordable units required. It states that *"The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein.*" The Planning Commission notes that the applicant proposes affordable housing restricted to households earning at or below 80 percent of the area median income (AMI), and that such units each have an equivalent value of 1.25/unit. The Planning Commission notes that AMC 18.5.8.050.G.1 provides that "*The base density of the annexed area for the purpose of calculating the total number of affordable units in this section shall exclude any unbuildable area including wetlands*." Additionally, AMC 18.5.8.050.G.7 provides that "*The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit.*"

The Planning Commission notes that the applicant has proposed providing 24 apartments to be deed-restricted to households that earn at, or below, 80-percent of the AMI. The calculations are as follows: As discussed above the base density is 115.155. That calculates as follows: 115.15 x 0.25 = 28.8 ~ 29. The application materials propose 24 units targeted at households earning 80-percent AMI or less. Affordable units at 80-percent AMI units have an 'equivalent value' of 1.25. To determine how many 80-percent AMI units are required to meet the calculated number of affordable units the calculated value, in this case 28.8 dwelling units, is divided by 1.25, which is the 'equivalent value' for units restricted to 80-percent AMI. The quotient provides the number of 80-percent AMI units required to meet that value which is then rounded up to the nearest whole number (28.8 affordable units / 1.25 the 80-percent equivalent value = 23.02 ~ 24). Therefore, a total of 24 - 80-percent AMI units satisfy the 29 affordable units required. The Planning Commission concludes that this standard is met.

2.4.7.2 The second standard is at AMC 18.5.8.050.G.2 and provides "*As an alternative to providing affordable units per section 18.5.8.050.G.1, above, the applicant may provide title to a sufficient amount of buildable land for development complying with subsection 18.5.8.050.G.1.b, above, through transfer to a non-profit (IRC 501(3)(c)) affordable housing developer or public corporation created under ORS 456.055 to 456.235.*" The Planning Commission notes that the applicant here proposes building the affordable housing units throughout each of the ten buildings and for that reason there is no need to further address this standard. The Planning Commission concludes that this standard is met.

2.4.7.3 The third standard is at AMC 18.5.8.050.G.3 states "*The affordable units shall be comparable in bedroom mix with the market rate units in the development.*" The Planning Commission notes that in the proposed application all of the 210 proposed apartments are to be one bedroom. The Planning Commission concludes that because all of the apartments are one-bedroom it is axiomatic that the bedroom-mix between the market rate and affordable units is

‘*comparable.*’ The third standard also has a subsection at AMC 18.5.8.050.G.3.a which provides a minimum square footage for affordable units based on the number of bedrooms. The table at 18.5.8.050.G.3 requires a minimum square footage of 500 square feet for one-bedroom units. The only units that exceed 500 square feet are the ground floor units (30) and 2 other units in each building (20) for a total of 50 units that are large enough for affordable housing. The application and record contain a spread sheet detailing the specifics of each of the 24 affordable units, showing that all buildings have at least two affordable units. A condition of approval has been added to memorialize the applicant’s spread sheet detailing exactly how many units are to be deed-restricted as affordable housing in each building. The Planning Commission concludes that based on the fact that all apartments are one bedroom, and with the spread sheet memorialized in the record of how many units will be in each building that this standard is met.

2.4.7.4 The fourth standard is at AMC 18.5.8.050.G.4 requires a development schedule be provided to meet the following two requirements:

> a. That 50 percent of the affordable units shall have been issued building permits prior to issuance of a certificate of occupancy for the last of the first 50 percent of the market rate units.
>
> b. Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.

The Planning Commission notes that the application states that there are no requested exceptions to the affordable housing standards, however based on the applicants intent to spread the affordable housing units throughout each of the ten buildings it is clear that the second phasing standard is unable to be met and that an exception to this standard will be required. The Planning Commission notes that this exception is addressed in section 2.4.7.6 below.

2.4.7.5 The fifth standard is at AMC 18.5.8.050.G.5 and states: “*That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units.*” The Planning Commission note that because the affordable units are spread throughout the buildings which are being built to a single standard the Planning Commission finds that both market rate and affordable housing units will all be constructed using the same materials as it relates to the construction of the buildings and related furnishing. The Planning Commission concludes that this standard is met.

2.4.7.6 The sixth standard is at AMC 18.5.8.050.G.6 and allows the City Council to grant exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5 upon consideration of certain circumstances. The second of these is that “*That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion*.” The Planning Commission finds that the benefit of allowing construction of all buildings simultaneously is sufficient justification for the exception and also acknowledges that this allows having the affordable housing spread throughout the development which benefits the timely development of the affordable units. The Planning Commission notes that the City Council will ultimately make a decision with regard to the Annexation criteria, including this Exception request, and will rely on the Planning Commission’s recommendation.

2.4.7.7 The seventh standard is at AMC 18.5.8.050.G.7 and provides the following: "*The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.*" The Planning Commission notes that a condition of approval has been included below requiring such an agreement to be completed prior to council approval and first reading of the ordinance approving the annexation. The Planning Commission finds that, with the condition of approval included below, this standard is met.

2.4.7.8 Finally, the Planning Commission concludes that each of the seven standards that relate to affordable housing are met, that the bedroom mix is identical to the market rate units, that the units meet the square footage requirements, and that by providing 24 units at 80% AMI fulfills the requirement for 29 affordable units. Based on the foregoing, the Planning Commission finds that this approval criterion is met.

2.4.8 The eighth approval criterion for annexation requires at least one of five standards to be met. The first of these standards is [*] that "*The annexation proposal shall meet the requirements of subsection 18.5.8.050.B, above.*" The referenced section is the second approval criteria which states, "*that the proposal is consistent with the Comprehensive Plan designations*" and was discussed in section 2.4.2 above. The Planning Commission notes again that the proposal is consistent with the Comprehensive Plan and finds that since the second approval criterion was satisfied that this approval criterion has also been met.

2.4.9 The ninth, and final, approval criteria for annexation states that "*The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section 18.4.6.020.B.1, Exceptions to the Street Design Standards, or chapter 18.5.5, Variances*[†]." The Planning Commission notes that the application included a total of three exceptions: 1) an exception to the phasing requirements for the affordable housing, 2) an exception to certain street standards, and 3) and exception to the Site Design Review standard that prohibits parking to be located between the building and the street.

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[*] The other four options are for the situations where the annexation would be allowed even if the development is not consistent with the Comprehensive plan:

2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter 222 or successor state statute.
3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.
4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.
5. The proposed area for annexation is an island surrounded by lands within the City limits.

[†]Amended by Ordinance 3204 § 3, 12/21/2021 in response to LUBA's holding in *Casita I* where they found that "that the city may not rely on the exception standards to approve an annexation application that fails to comply with the applicable approval criteria." This was because at that time the approval criteria for annexation did not allow exceptions or variances.

The Planning Commission notes that the ultimate decision maker regarding the exception to the affordable housing phasing is the City Council, however the Planning Commission endorses the exception and recommends to the City Council that it be approved. The Planning Commission notes that the exception to street standards have been addressed above, and that the exception to site design standards is addressed in findings further below. The Planning Commission concludes that, presuming that the City Council approve of the affordable housing phasing standard that this standard will be met.

2.4.10 Finally, the Land Use Ordinance requires that "*the applicant for the annexation shall also declare which procedure under ORS chapter 222 the applicant proposes that the Council use, and supply evidence that the approval through this procedure is likely*" (AMC 18.5.8.070). The application states that the annexation procedure outlined in ORS 222.125 should be utilized for the annexation and goes on to say that "*This procedure allows for annexation without the need for an election when all landowners in the proposed territory, as well as a majority of the electors, consent in writing. The applicant is the sole owner and can provide written consent within the annexation territory*." Based on the fact that there is a single property proposed for annexation, the Planning Commission finds that this standard is met.

The Planning Commission concludes based on the above that all applicable approval criteria for annexation approval have been satisfied.

2.5 Outline Plan – Performance Standards Option (PSO) Subdivision

2.5 AMC 18.3.9.040.A.3 provides the following: "The Planning Commission *shall approve the outline plan when it finds all of the following criteria have been met:*" The Planning Commission finds that the proposal for Outline Plan of a Performance Standard Option (PSO) subdivision meets all applicable criteria for described in AMC 18.3.9.040.A.3 and detailed below.

2.5.1 The first approval criterion for Outline Plan approval is that "*The development meets all applicable ordinance requirements of the City.*" The Planning Commission notes that this is an all-encompassing criterion and that it has considered which City Ordinances are applicable. The Planning Commission notes that for the purposes of resolving this criterion we rely on the entirety of the record including the applicant's submittal, the Staff Report, and testimony provided. The Planning Commission notes that the application proposes to use the Performance Standards Option Chapter 18.3.9, and that the development demonstrates compliance with the standards from AMC 18.3.9.050 – 18.3.9.070. The Planning Commission notes 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.

First, the Planning Commission address AMC 18.3.9.050 which provides the base density and density bonuses for a PSO subdivision. This is also covered below in the sixth approval criterion but is repeated here as well. The R-2 zone has a density of 13.5 dwelling unit per acre, and the subject property is 8.53 acres for a base density of 115 (8.53 x 13.5 = 115.155). The standards at AMC 18.3.9.050.B allow for density bonuses up to 60-percent. The bonuses can be earned for Conservation Housing (15 percent), additional common open space (10 percent), and for affordable housing (up to 35 percent).

The affordable housing shall receive a density bonus of two units for each affordable housing unit provided but not to exceed the maximum of 35 percent. In the present application there are 24 affordable units which in theory would allow for 48 units of density bonus, however that would exceed the 35-percent allowed which calculates to 40 dwelling units (115.16 x 0.35 = 40.3). The conservation housing shall receive a maximum 15 percent bonus is allowed. As is the present case, one hundred percent of the homes or residential units approved are proposed to be certified as an Earth Advantage home, as approved by the Ashland Conservation Division under the City's Earth Advantage program as adopted by Resolution 2006-06. This allows for 17 additional dwelling units in terms of bonus density (115.16 x 0.15 = 17.3).

As was discussed above, the residential density of the project is 170 based on the number of units that are below 500 square feet. To determine the amount of density bonus required we divide the proposed density by the base density (170 / 115.15 = 1.48). Therefore, the project requires a 48-percent density bonus. While there is obviously density bonus from the surplus open-space the combination Earth Advantage, and affordability total 50-percent which exceeds the 48-percent required, for this reason we do not address potential open-space density bonus. The Planning Commission concludes based on the above that this standard is met.

Next, AMC 18.3.9.060 provides the requirements for parking standards and requires that "all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided" with certain exceptions. In the present application the subdivision is not creating any city streets. While the highway does have proposed street improvements, it is outside of the City of Ashland's Jurisdiction and is therefore exempt pursuant to AMC 18.3.9.060.A.2.

Finally, AMC 18.3.9.070 provides for the setback standards and building separation for a PSO subdivision. The Code requires that "Front yard setbacks shall follow the requirements of the underlying district." The R-2 zone, which is the underlying zone requires a front yard setback of 15.' Each lot for the buildings measure 69' x 116.5,' the proposed building footprints are 42'x 112.5.' This provides a 'front yard' setback of 19' exceeding the required 15', and also an 8' setback to the rear for porch areas. The Code also requires that "minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet." An examination of the site plan shows that the closest any building is to each other is 20-feet which exceeds that required maximum required separation of 12-feet. The Code requires that "Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone." In the present application the front yard is along the highway frontage. Building five is the closest to the 'front yard' and it is measured to be over sixty feet away where a 15-foot setback would be required. Buildings seven and eight are the closest to what would be considered the rear yard, and they are shown to be over forty feet away. The remaining yards would be considered side yards and require a six-foot setback. It is clear from the site plan that there is more than a six-foot setback along the entire perimeter meeting this standard.

The Planning Commission notes that with the application materials fully considered, the findings that are set out below, and the adopted conditions of approval that the proposal will meet all applicable ordinance requirements and finds that this criterion of approval is satisfied.

2.5.2 The second approval criterion for Outline Plan approval is that "*Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.*" The Planning Commission notes that city facilities were discussed at length in the fourth approval criterion for annexation, and do not restate them here. The Planning Commission concludes that based on the findings above, the civil plans, and the existing and proposed improvements, this approval criterion is met.

2.5.3 The third criterion for approval of an Outline Plan is that "*The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.*" The Planning Commission notes that the only other natural feature to address is the delineated wetland. The Planning Commission notes that the wetland along with a twenty-foot buffer is proposed to be in a lot dedicated to open space. The Planning Commission notes that there are no other natural features to address and find that this approval criteria is met.

2.5.4 The fourth criterion for approval of an Outline Plan is that "*The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.*" The Planning Commission notes that the subject property is bordered on the western side by railroad property which prevents any further development. On the eastern side the property is either adjacent to the highway frontage or fully developed parcels. To the north is the vacant remnant of land that will retain its county zone and is able to be developed in a limited manner under county regulations, however due to the steep topography it is unlikely that it will develop to urban levels. The Planning Commission conclude that the proposal does not prevent any adjacent land from being developed and find that this approval criterion is met

2.5.5 The fifth criterion for approval of an Outline Plan is that is that "*There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.*" The Planning Commission notes that the draft HOA governing instruments have obligations for the maintenance of the open space and other common amenities. The Planning Commission finds that there are adequate provisions for the maintenance of the open space and common areas and finds that this criterion of approval is met.

2.5.6 The sixth criterion for approval of an Outline Plan is that is that "*The proposed density meets the base and bonus density standards established under this chapter.*" The Planning Commission notes that density was discussed in the second approval criterion of annexation and the first approval criterion of outline plan which provided detail regarding the calculated density and earned bonuses do not restate restate those findings again here. The Planning Commission concludes that based on the findings above that this approval criterion is met.

2.5.7 The seventh Outline Plan approval criterion is that "*The development complies with the Street Standards.*" The Planning Commission notes that transportation facilities were discussed at length in the fifth approval criterion for annexation and restate them here. The Planning Commission finds based on the findings above and with the included conditions of approval

below that all proposed transportation facilities are to be built to the City Standards that this approval criterion is met.

2.5.8 The final criterion for approval of an Outline Plan is that is that "*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 Performance Standards Option Chapter requires that at least eight percent of the total lot area be provided in common open space for developments with a base density of ten units or greater. The proposed subdivision includes a single open space lot that is 6.67 acres. The subject property is 8.53 acres. This means that 78-percent of the subject property is being set aside as common open space lot not all of which is functional open space. The tabulation sheets indicate that 58-percent (214,277 square feet) of the total site will be dedicated to open space amenities including kid-only play areas, tennis courts, basketball courts, and a significant area of landscaped open space. These dedicated functional open-space areas exceed the requirement of 5-percent. The Planning Commission concludes that the proposed 78-percent of common open area exceeds the required 8-percent and finds that this criterion of approval is met.

The Planning Commission concludes based on the above and finds that all applicable approval criteria for Outline Plan subdivision approval have been satisfied.

2.6 Exception to street standards

2.6 As discussed above in the fifth approval criterion for annexation the project required certain exceptions to street standards. The Planning Commission again notes that *Casita II* litigated the safety of the proposed street improvements including the required exceptions. The Planning Commission notes that LUBA held that the proposed improvements provided "safe and accessible bicycle and pedestrian facilities" and that it was feasible to install them. The Planning Commission finds that since LUBA held that those findings set out above showed that the approval criteria were satisfied and that they were supported by substantial evidence. The current application is supported by the same findings and conclusions previously affirmed, based on the application materials and the proposed street improvements. The Planning Commission concludes that approval criteria for an exception to street standards have been satisfied.

2.7 Final Plan – Performance Standards Option (PSO) Subdivision

2.7 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 Planning Commission finds that the approval criteria for Final Plan are intended to insure substantial conformance between Outline Plan approval and Final Plan approval when the two are requested as separate procedural steps. The Planning Commission finds that where the two are allowed to be filed concurrently, as is the case here, there is no procedural separation between the two and the concurrent Final Plan proposal is identical to the Outline Plan in terms of number of dwelling units, yard depths, distances between buildings, common open spaces, building sizes, building elevations and exterior

materials, standards resulting in density bonuses, and street standards. The Planning Commission concludes that the final plan approval criteria are satisfied.

2.8 Site Design Review

2.7 **AMC 18.5.2.050** provides the following: "*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.*" The Planning Commission finds that the proposal for Site Design Review approval meets all applicable approval criteria described in AMC 18.5.2.050 and detailed below.

2.8.1 The first approval criterion for Site Design Review approval is with regard to the "**Underlying Zone**" and provides: "*The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.*" The Planning Commission notes that in terms of the underlying zone, multi-family residential is a permitted use outright, and the application, as has been discussed above exceeds the required minimum density, but also does not exceed the maximum density through the use of bonuses and the development of apartments that are under 500 square feet. AMC 18.2.5.030 provides the "unified standards for residential zones" including setbacks, and the maximum allowed lot coverage. In the R-2 zone the maximum lot coverage of impervious area allowed is 65-percent. In terms of total impervious area, the landscape plans on sheet L1.0 indicate that all impervious area including driveways, parking areas, bike paths and buildings totals to 201,169 square feet (the total proposed area for annexation is 375,792 square feet), so the total lot coverage is 53.5-percent of the total project area and is less than the allowed limit of 65-percent. The Planning Commission concludes that based on the foregoing that this approval criterion is met.

2.8.2 The second approval criterion for Site Design Review approval is with regard to the "**Overlay Zones**" and provides: "*The proposal complies with applicable overlay zone requirements (part 18.3).*" The Planning Commission notes that the overlay zones that relate to the subject property includes chapter 18.3.9 the "Performance Standards Option And PSO Overlay" and chapter 18.3.11 which is the "Water Resources Protection Zones (WRPZ)" The PSO overlay was covered in detail above with the responses to the approval criteria for outline and final plan. Similarly, WRPZ regulations were addressed in the third approval criteria for outline plan above as it addressed the identified wetland and its required buffer zone. The Planning Commission concludes that based on the foregoing that this approval criterion is met.

2.8.3 The third approval criterion for Site Design Review approval is with regard to the "**Site Development and Design Standards**" and provides: "*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.*" The Planning Commission notes that as relevant to the Site Design Review approval the following chapters of Part 18.4 apply and are addressed below:

- 18.4.2 Building Placement, Orientation, And Design
- 18.4.3 Parking, Access, And Circulation
- 18.4.4 Landscaping, Lighting, And Screening

The application findings and other exhibits include detailed responses to each of the Site Development and Design Standards as well as comprehensive landscape, civil and architectural plans. The building orientation, proposed building materials, landscape plan and open space standards are all shown to be met. The Planning Commission concludes that with the foregoing, as well as the application materials fully considered, it can be found that this approval criterion is met.

2.8.4 The fourth approval criterion for Site Design Review approval is with regard to the "**City Facilities**" and provides: "*The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.*" The Planning Commission notes that this was discussed in great detail above in the fourth approval criteria for annexation above the development has considered all city facilities. The Planning Commission concludes that, based on the proposed facilities in the engineering plan and discussion above that this approval criterion is met.

2.8.5 The fifth approval criterion provides "*The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4.*" if certain circumstances are found to exist. The Planning Commission notes that in the present application they address a single exception to these standards to allow parking between the face of the building and the highway. The application explains that due to the site layout and the location of the wetland to provide vehicle access to the building necessitates locating the parking between the road and the building. The application findings explain that the building is over 200' from the road, and the parking will ultimately be screened by both the parking lot trees and landscaping associated with the wetland. The Planning Commission notes that the shape and topography of the property, along with the resulting site layout, provide a sound basis for granting the exception. The Planning Commission conclude that based on the distance from the road, and the landscape and other screening elements that granting 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. The Planning Commission concludes that based on the foregoing that this approval criterion is met.

The Planning Commission finds that it has addressed each of the five of the approval criteria for Site Design Review approval and finds that each have been satisfied.

2.9 The Planning Commission notes that following proper public notice, a public hearing was held on May 13, 2025, where testimony was received, and exhibits were presented. The Planning Commission deliberated, and a motion was made to recommend approval to the City Council. The recommendation to approve the application was subject to the conditions of approval in the Staff Report along with the following additional conditions of approval:

- Prior to any work within the right-of-way the civils plans shall be updated to show the actual property line of the property occupied by Anderson Auto Body and Paint (1383 Hwy 99, Map #39 1E 32 tax lot 1900) and how the proposed frontage improvements do not conflict with the existing parking area.

- Prior to any site work the final construction drawings shall show fire drives C and D as proposed to be 26ft-wide instead of 24ft.

- Prior to the City Council public hearing and first reading of the annexation Ordinance the applicant shall demonstrate that the Property Line Adjustment has been approved by Jackson County.

- That condition of approval #6 identified in the Planning Staff Report dated 5/13/2025 be amended to include the specific details presented by the applicant regarding the number of affordable units in each building.

2.9.2 The Planning Commission notes that the record includes the applicant's submittal, the Staff Report, as well as the testimony received at the public hearing, each of these by their reference are incorporated herein

2.9.3 The Planning Commission finds that there is substantial evidence in the record to make findings that each of the criteria of **approval** for annexation, Outline and Final Plan, and Site Design Review have been met.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearings on this matter, The Planning Commission concludes that the request Annexation, Outline & Final Plan Approval and Site Design Review is supported by evidence contained within the whole record.

3.2 The Planning Commission hereby recommend approval to the City Council approval of the annexation. The Planning Commission conditionally approve both Outline and final plan for the subdivision, grants the exception to street standards, and also conditionally approve the request for Site Design Review, including the exception to allow parking between the road and the buildings, predicated on the ultimate approval of the annexation by City Council.

3.3 The Planning Commission additionally recommends including the following conditions of approval below:

1) That all proposals of the applicants shall be conditions of approval unless otherwise modified herein.

2) That any new addresses shall be assigned by the City of Ashland. Street and subdivision names shall be subject to City of Ashland review for compliance with applicable naming policies.

Prior to City Council approval and first reading of the ordinance for annexation of the property, the applicant shall provide:

3) A legal description of the properties to be included in the annexation prepared by a registered Professional Land Surveyor. The boundary shall be surveyed and monumented as required by statute subsequent to City Council approval of the proposed annexation.

4) A final, signed irrevocable consent to annexation as required in AMC 18.5.8.020.A.

5) A final, signed agreement to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510 as required in AMC 18.5.8.020.B.

6) A deed restriction agreement ensuring that any future development will occur in accord with the minimum required 90 percent of the subject properties' base density and to ensure that the development is in keeping with the approved development plan, as required in AMC 18.5.8.050.F and that development of the property shall comply with the affordability requirements for annexations in AMC 18.5.8.050.G including specific details on which units in which buildings will be reserved for affordable housing units reserved for those at or below 80-percent AMI

7) A deed restriction agreement that the required utility infrastructure and street frontage improvements required of annexation and approved herein shall be completed prior to issuance of any building permits.

8) The applicant shall demonstrate that the Property Line Adjustment submitted to Jackson County (File #439-25-00027-SUB) has been approved.

Prior to any work within the right-of-way, the applicant shall:

9) The applicant shall obtain required federal, state or regional approvals including but not limited to approvals from the Bureau of Reclamation (BOR), Talent Irrigation District (TID), Oregon Department of State Lands (DSL), Oregon Department of Transportation (ODOT & ODOT Rail), Rogue Valley Sewer Services (RVSS), Rogue Valley Transportation District (RVTD), or Central Oregon & Pacific Railroad (CORP) prior the commencement of site work on the property or within the rights-of-way.

10) The applicants shall provide evidence of permit approval to the city, including copies of all approved plans, for all work to be done within ODOT right-of-way prior to the commencement of work. Approved plans will need to correspond to the approval granted here, or modifications shall be requested.

11) The applicants shall also obtain any necessary plan and permit approvals from the City of Ashland Public Works Department/Engineering Division. The applicants shall obtain all required Public Works inspection approvals for work completed within City ROW.

12) The applicant shall obtain and provide evidence of any necessary permits or approvals from the Bureau of Reclamation (BOR) and/or Talent Irrigation District (TID) for any work within the "Billings Siphon" irrigation easement.

13) The applicant shall obtain and provide evidence of any necessary permits or approvals from Rogue Valley Sewer Services (RVSS) for the sanitary sewer connections to the RVSS system

14) 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 final civil drawings provided for permit review.

15) The applicant shall provide 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, Rogue Valley Sewer Services and Oregon Department of Transportation for approval prior to permit issuance. The street improvement plan shall include full designs with cross-sections consistent with city standards, except where exceptions have been approved herein. 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, 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 in the civil plans. All civil infrastructure shall be installed by the applicants, inspected and approved prior to the signature of the final survey plat.

16) The applicant shall submit a final electric plan including any necessary load calculations and locations of all primary and secondary services including transformers, cabinets, streetlights and all other necessary equipment. 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 prior to signing the final survey plat. With annexation, the property will no longer be served by Pacific Power and Light; service will be provided by the City's municipal electric utility and the necessary services to make this transition will need to be installed at the applicant's expense. This plan shall be reviewed and approved by the Planning, Engineering and Electric Departments prior installation.

17) 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 applicant shall provide evidence that this plan has been reviewed and approved by the Oregon Department of Transportation and Rogue Valley Sewer Services as well. 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.

18) Engineered construction drawings for the required street improvements from the existing terminus of the sidewalk south of the site near Schofield Street to the existing terminus of the sidewalk north of the site near El Tapatio shall be provided for review and approval by the Oregon Department of Transportation and the City of Ashland's Planning and Engineering Departments prior to any work within the street right-of-way or pedestrian

corridor. The property line of Anderson Auto Body and Paint located at 1383 Hwy 99, Map #39 1E 32 taxlot 1900) shall be clearly indicated on the civil drawings to demonstrate the proposed frontage improvements do not conflict with the existing parking. The required improvements shall be as described herein and illustrated in the applicant's civil drawings submitted with the application.

19) The final engineered designs shall include details of the transition from the existing sidewalks, and any additional right-of-way necessary to accommodate these improvements shall be provided through a right-of-way dedication if deemed necessary by the Public Works/Engineering Department or Oregon Department of Transportation.

Prior to any Site Work / Excavation, the applicant shall:

20) The tree protection plan (Sheet L1.1 of the landscaping set) shall be modified to include fencing around the entire wetland to ensure protection during construction and site work.

21) The Civil Engineering drawings shall be modified to show fire drives C and D be increased in width to 26ft-wide instead of 24ft.

22) The applicant shall provide evidence of concurrence from the Division of State Lands (DSL) for the wetland delineation including any wetland area in the ODOT right-of-way

23) The 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.

24) Final construction drawings for the grading and erosion control plan shall be approved by Public Works which includes the location of all erosion control measures and silt fencing placement to protect the wetland and its protection zones during construction.

25) Permit submittals for common area and excavation permits shall include final lot coverage calculations demonstrating that lot coverage is to comply with the applicable 65 percent lot coverage allowance of the R-2. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.

26) The tree protection fencing and fencing to delineate and protect the wetland water resource protection zone shall be installed according to the approved plan, inspected and approved by the Staff Advisor prior to any site work, storage of materials, staging or issuance of a building or excavation permit. The tree protection fencing shall consist of chain link fencing six feet tall and installed in accordance with 18.4.5.030.C. No construction activity, including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles, shall occur within the tree protection zones.

Prior to final plat approval, the applicant shall:

27) The final survey plat shall be submitted within 12 months of this Final Plan approval and approved by the City of Ashland within 18 months of this approval.

28) The final CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plat. 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.

29) The approved Tree Protection Plan, Water Resource Protection Zone, and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the approved Tree Preservation and Protection Plan or disturbance of the Water Resource Protection Zones shall be considered violations of the Planning approval and subject to penalties described in the Ashland Municipal Code.

30) If fencing is proposed, 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.

31) The final subdivision plat shall include the following:

    a. All easements including but not limited to public and private utilities, mutual access and parking, 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. Any necessary easements for transit amenities shall be identified in the final plat submittal to allow for the placement of the Rogue Valley Transportation District (RVTD) bus stop, transit-supportive plaza and bus pull-out lane. The final easement details shall be mutually agreed upon with RVTD.

    c. That the final subdivision name shall be approved by the City of Ashland.

    d. That all infrastructure improvements associated with the annexation and subdivision including but not limited to utilities, driveways, street improvements including but not limited to all street lighting, and common area improvements shall be completed according to approved plans, inspected and approved.

    e. That irrigated street trees selected from the Recommended Street Tree Guide and planted according to city planting and spaces standards shall be planted where park row planting strips have been approved, inspected and approved by the Staff Advisor.

    f. That 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.

    g. 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 applicant shall provide evidence from Rogue Valley Sewer Services (RVSS) that the sewer laterals have been installed and paid for with the plat submittal.

Prior to the issuance of any building permits, the applicant shall:

32) The building permit submittals shall include:

a. Evidence that the Earth Advantage® certifications described in the application materials and necessary to satisfy the requirements for the conservation housing density bonus are being pursued.

b. Evidence that storm water from all new impervious surfaces and run-off associated with peak rainfalls will be collected on site and channeled to the storm water collection system 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.

c. The building permit submittals for each lot shall demonstrate compliance with the outdoor lighting standards in AMC 18.4.4.050.C including but not limited to directing outdoor fixtures downward and with full shielding to minimize excessive light spillover onto adjacent properties.

33) As required in AMC 18.3.9.040.A.4.b, if the development is completed in phases, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished *(i.e. prior to the issuance of the seventh certificate of occupancy).*

Prior to issuing a Certificate of Occupancy, the applicant shall:

34) Demonstrate that the bicycle parking facilities shall be installed according to the approved plan, inspected and approved. Inverted u-racks shall be used for bicycle parking. All bicycle parking shall be installed in accordance with design and rack standards in 18.4.3.070 prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing, and coverage requirements are met in accordance with 18.4.3.070.

35) Prior to the issuance of a final Certificate of Occupancy, the applicant shall provide evidence of having received the required Earth Advantage® certification for each unit/building.

36) That all exterior lighting shall be selected, installed and or shrouded to avoid directly illuminating adjacent residential proprieties. All lighting shall be verified to comply with this requirement prior to issuance of a certificate of occupancy.

_____ _____

Planning Commission Approval Date

ASHLAND PLANNING DEPARTMENT
STAFF REPORT

Before the Planning Commission – May 13, 2025

PLANNING ACTION:	PA-T3-2024-00011
OWNER:	Linda Zare
APPLICANT:	Kendrick Enterprise LLC & Casita Developments LLC
LOCATION:	1151 Highway 99 N 38-1E-32 Tax Lot 1700 & 1702
ZONE DESIGNATION:	County RR-5 (R-2 requested)
COMP. PLAN DESIGNATION:	Multi-Family Residential

ORDINANCE REFERENCES:	18.2.2	Zoning Regulations and General Provisions
	18.2.4	General Regulations for Base Zones
	18.2.5	Standards for Residential Zones
	18.3.9	Performance Standards Overlay
	18.3.11	Water Resource Protection Zones
	18.4.2	Building Placement, Orientation, and Design
	18.4.3	Parking, Access, and Circulation
	18.4.4	Landscaping, Lighting, and Screening
	18.4.6	Public Facilities
	18.5.1	General Review Procedures
	18.5.2	Site Design Review
	18.5.3	Land Divisions & Property Line Adjustments
	18.5.8	Annexations
	18.5.9	Comp Plan, Zoning & LUO Amendments
	18.6.1	Definitions

APPLICATION DATE:	October 4, 2024	
APPLICATION COMPLETE:	April 1, 2025	
DLCD NOTICE:	April 7, 2025	*36 days in advance*
PUBLIC MEETING NOTICE:	April 22, 2025	*21 days in advance*
MEETING DATE:	May 13, 2025	

120-DAY DEADLINE: (*Type III applications are not subject to 120-day limits)

PROPOSAL: A request for annexation of 8.53-acres of land for the property located at 1511 Highway 99 North, along with the adjacent Rights-of-Way (ROW) and railroad property. The application also includes a request for concurrent outline plan and final plan approval for a Performance Standards Option (PSO) subdivision consisting of nine lots for residential apartment buildings, and one common open space area. The Ashland Municipal Code (AMC) requires a two-step process for 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, which is the case in the present application.

The application also includes a request for a Site Design Review approval for ten apartment buildings and associated site improvements. Each building is proposed to have 21 one-bedroom apartments across three floors for 210 apartments in total. Annexations require that at least 25-percent of the base density be affordable housing. In the present application there are 24 proposed affordable housing units proposed at 80-percent area median income (AMI) to meet this requirement. This is discussed in great detail below in the seventh approval criterion of annexation. The affordable housing units are proposed to be spread throughout the development and will be constructed using identical materials and have an identical bedroom mix as the market rates units (all units are proposed to be one-bedroom).

I. Introduction

1) Background

In December of 2020, the City Council approved PA-T3-2019-00001 which was a request for annexation of 16.87 acres of land (Ord. 3194 12/15/2020). The application did not include Site Design Review or a subdivision proposal and instead included a conceptual future development plan. The approval of the annexation was appealed to the Land Use Board of Appeals (LUBA) where they sustained the first assignment of error and reversed the city's decision Rogue Advocates v. City of Ashland, __ Or LUBA __ (LUBA No. 2021-009, May 12, 2021)(*Casita I*).

In the *Casita I* final opinion LUBA held that "the city's decision improperly construed the relevant provisions of the AMC, and that the city may not rely on the exception standards to approve an annexation application that fails to comply with the applicable approval criteria." Because LUBA held that the city's decision was prohibited as a matter of law, they did not resolve the second and third assignments of error. In response to this holding the City Council amended the Land Use Ordinance (LUO) to specifically allow variances and exceptions with an annexation (Ord. 3204 § 3, amended, 12/21/2021).

Following the amendment of the LUO another application was submitted. This application was PA-T3-2022-00004 and was a request for annexation of the same land but this time included a request for outline plan approval for a Performance Standard Option (PSO) Subdivision and Site Design Review for 230 apartments in ten buildings with a mix of studio and one bedroom units. The application received final city approval in December of 2022 (Ord. 3215 12/20/2022). Following the City's approval, the application was again appealed to LUBA where it was remanded back to the City. Rogue Advocates v. City of Ashland, __ Or LUBA __ (LUBA No. 2023-007, May 9, 2023) (*Casita II*).

In the *Casita II* final opinion LUBA found in favor of the city on the second and third assignments of error. The second assignment of error of addressed the improvements proposed along the Highway 99 N frontage and if the application provided "safe and accessible bicycle and pedestrian facilities." and if the findings were supported by substantial evidence. The third assignment of error raised concerns with the feasibility of installing the proposed frontage improvements. LUBA found that there was substantial evidence in the record to support the findings and denied the second and third assignments of error. However, LUBA sustained the second sub assignment of the first assignment of error, agreeing that the City's interpretation of

its provisions for allowing exceptions to on-street parking was inconsistent with the express language of the code[*]. LUBA also sustained the second sub assignment of the fourth assignment of error, which had to do with arguments regarding compliance with AMC 18.5.8.050(G)(3) which are the affordable housing standards for bedroom mix between the affordable and market rate housing and required minimum square footage[†].

Following proper public notice on October 3, 2023, the City Council held a remand hearing to address the issues that were sustained on appeal. Because the application was subject to the 'goal post' rule (which has since been amended by SB5703) the applicant considered it impossible to proceed with remand proceedings as the application needed substantial modification. As a result, at the start of the hearing the applicant stated that based on legal advice from his attorney he requested to withdraw the application.

As it relates to the LUO and the regulations governing annexation, it should be noted that since the *Casita II* remand the Ordinance has again been amended to be compliant with Oregon's Climate-Friendly and Equitable Communities (CFEC)[‡] regulations which, among other things, removed the requirements for off street parking requirements city wide, and removed the requirement of on-street parking for Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT)(Ord. 3229 § 7, amended, 12/19/2023).

2) <u>Present Application</u>

The present application is for annexation of 8.53 acres of land and includes concurrent outline and final plan approval for a PSO Subdivision and Site Design Review for ten identical apartment buildings. Despite the fact that this application is for substantially less acreage to annex, fewer apartments, different bedroom mix, and includes final plan approval the applicant states that the application is "*the same as the ones approved before except for updating to the new Climate Friendly Act of the State of Oregon.*"[§]

While the specific details of the planning action are clearly different, it is true that a substantial portion of the project is identical or nearly identical in terms of street frontage and civil improvements as it relates to required capacity and the provisioning of "adequate transportation" for bicycle, pedestrian, and transit transportation. Because these have already been litigated in *Casita II* where LUBA held that the previous findings support the conclusion that "safe and

[*] At issue was that 18.4.6.020.B only authorizes exceptions to standards only within 18.4.6.040 et. seq., and the standard that the exception was being granted was within the PSO chapter at 18.3.9 which required on-street parking. The code has since been amended allowing exceptions to this standard.

[†] LUBA "agree[ed] with petitioner that the city council's interpretation of AMC 18.5.8.050(G)(3) as being satisfied where the proposed square footages are "comparable" or "similar" to those set forth in AMC Table 18.5.8.050(G)(3) is inconsistent with the express language of AMC 18.5.8.050(G)(3), which provides that the proposed square footages "shall" comply with those set forth in AMC Table 18.5.8.050(G)(3)."

[‡] the Climate-Friendly and Equitable Communities (CFEC) rules were developed by the Land Conservation and Development Commission (LCDC) in response to the March 2020 executive Order 20-04 directing state agencies to reduce greenhouse gas emissions. These were litigated and in March of 2024 the Oregon Court of appeals upheld 87 of the 89 rules. This was subsequently appealed to the Oregon Supreme Court where they denied review without explanation leaving the lower court's decision in place.

[§] Staff understand this to be a reference to the CFEC rules.

accessible bicycle and pedestrian facilities" could be provided and that those findings were supported by substantial evidence many portions from the previous findings will be repeated here.

The application was received on October 4, 2024. Because of the previous planning applications, the applicant included a request for an application fee waiver, which requires City Council approval. This essentially put the application on hold at the applicant's request until the fee waiver could be put on the City Council agenda. In addition to the application fee upon review of the application materials it was determined there were other missing items as well. A formal notification was sent to the applicant on December 24, 2024, detailing the missing items and other deficiencies.

On February 4, 2025, the City Council reviewed the request for a fee waiver and partially approved the waiver of most of the application fees. Following the City Council meeting the applicant returned the 'statement of completeness' indicating that all of the missing information had now been provided, including the outstanding fees.

The application includes 83 pages of written findings and a number of additional exhibits including civil, landscaping, and architectural plans, and by their reference are incorporated herein as if set out in full. Also included with the application is a 'tabulation spreadsheet' addressing density, density bonuses, and affordable housing requirements. The application also includes:

- Surveys of both the proposed property line adjustment and subdivision plat
- Traffic Impact analysis and engineering memos.
- Letters regarding service capacity for all utilities
- Proposed CC&R's for the Grand Terrace HOA
- Consent to annexation forms

All of these materials are on file in the office of Community Development and by their reference are incorporated herein.

3) Property Description

The subject properties are Tax lot #1700 & 1702 of Assessor Map 38-1E-32 and is addressed as 1151 Highway 99 North. The two lots combined are 16.86 acres; however, the application indicates that a Property Line Adjustment (PLA) has been proposed to increase the size of tax lot #1702 and that tax lot 1700 will not be part of the application (It is presumed that the PLA will be processed separately with Jackson County, because the properties are outside of the City of Ashland, we would be unable to approve such an application). With the approval of the PLA the proposed annexation would be for 8.53 acres not including the ROW. Staff have advised the applicant that if it is their intent to plat the subdivision and PLA concurrently, they should be sure to coordinate closely with Jackson County.

The subject property is located in Jackson County within the city's Urban Growth Boundary (UGB). The current zoning within the County is RR-5 (Rural Residential, with a five-acre minimum lot size) and the city Comprehensive Plan designation is Multi-Family Residential.

The applicant proposes to annex the properties as R-2, a Low-Density Multi-Family Residential zoning which allows for a base density of 13.5 dwelling units per acre.

The property is situated between Highway 99 to the north and the Central Oregon & Pacific Railroad to the south. The property has approximately 900 feet of frontage along the highway. The property slopes to the north at roughly 6-percent dropping approximately 35-feet from the railroad down to the highway. The property is mostly vacant with the exception of a small residence that the County Assessor indicates was built in 1948. The residence is listed as 1,182 square feet and is indicated to be in poor condition. Following the completion of the proposed PLA the residence will remain in Jackson County.

In terms of natural features on the site the application materials explain that there is a delineated wetland that is approximately 0.1 acres. The application includes a detailed wetland delineation from 2018 and a 2021 update as well however these have not received concurrence from the Department of State Lands (DSL) which will be required as a condition of approval. The landscape and civil engineering plans show a 20' buffer around the wetland and no construction is proposed to encroach in the buffered area.

4) Details of the Proposed Development

The application is a proposal for annexation and concurrent outline and final plan for a Performance Standard Option (PSO) subdivision. The subdivision includes a total of nine-lots for residential development and a tenth lot of common area space. Because the proposal is an annexation there is also a requirement for affordable housing which is discussed further below. The application also includes Site Design Review for ten apartment buildings.

Each of the proposed apartment buildings has 21 apartments. The three apartments on the first floor are 587 square feet and are numbered units #1 - 3. The second and third floor each have nine apartments with units #4 – 12 on the second floor, and units #13 – 21 on the third floor. All units on the second and third floors are proposed to be 499 square feet with the exception of units #5 & #14 which are proposed to be greater than 500 square feet. While the notes are specific of which units are to be greater than 500 square feet, rather than show the actual location of the walls and where they would offset there is a dimensional notation in each porch area that says: '**5'-10" or 6'-0"**' and references a table called the "owner building unit number list" for the contractor to understand which units are meant to be slightly larger.

> **Note:** The description above is with regard to the architectural plans originally submitted with the application. In review of the application Staff determined that with either of the proposed entry depths of either 5'-10" or 6'-0" result in apartments that are less than 500 square feet. Staff believe that this is the result of a rounding error: i.e. 5.833 ~ 5.8, 4.333 ~ 4.3; 5.8 x 4.3 = 24.94; 525 - 24.94 = 500.06 square feet, when in fact the measurement is 499.72 square feet when using three significant digits.
>
> On May 6th, as the staff report was being prepared for the packet deadline, the applicant responded to correspondence from staff and

provided, among other things, revised architectural drawings for buildings #1 and #5 (it is presumed that the other eight buildings are still proposed to be identical). These plans no longer include the owners building list or the variable dimensional notation, and instead shows unit #8 & 17 with an entry porch of 5'-8" (making them over the 500 square feet), and the remaining units with an entry porch of 5'-10" (which makes them just under 500 square feet). These drawings are included at the end of the application materials.

5) Residential Density

While the project is for 210 apartments for the sake of density with regard to the LUO the calculated density is less because of the size of the apartments. As stated above AMC 18.2.5.080.B.2 allows for units *less than 500 square feet* are counted as 0.75 dwellings units for the purposes of density calculations.

Within each apartment building five apartments are proposed to be greater than 500 square feet and therefore count as a whole dwelling. The other 16 apartments are to be less than 500 square feet and therefore count as 0.75 dwellings. When accounting for all ten buildings, there is a total of 50 units greater than 500 square feet, and 160 that are less than 500 square feet. This calculates to a density of 170 dwellings (50 + (160 * 0.75) = 170).

The proposed zoning for the property is R-2, which allows for a density of 13.5 dwelling unit per acre. The subject property is 8.53 acres and therefore has a calculated base density of 115.15 dwelling units (8.53 x 13.5 = 115.15). The proposed density of 170 exceeds the base density but this is allowed through a leveraging of density bonuses as discussed in detail below in the first and sixth approval criteria for outline plan approval below.

6) Affordable Housing

As mentioned at the outset all annexations with a density of four residential units or greater are required to provide at least 25-percent of the base density as affordable housing. Affordable housing units are required to have a equal proportion to the number of bedrooms per dwelling unit in the market rate units and provides a table for the minimum square footage based on bedrooms. For one-bedroom units (as are all of the proposed units in this proposal) the affordable units *must be at least 500 square feet*.

As discussed above, the base density is 115.15. Therefore, the calculations are as follows: 115.15 x 0.25 = 28.8. Next, affordable units that that are restricted to households earning at or below 80 percent of the area median income have an equivalency value of 1.25 unit. Here the applicant is proposing to restrict the affordable housing to 80-percent AMI, therefore the affordable housing requirement calculates as follows (28.8 / 1.25 = 23.02 ~ 24). Therefore, the calculated 29 affordable unit requirement is satisfied by the provision of 24 units targeted to households earing 80-percent AMI or less.

Affordable housing is also required to be provided in accordance with the following phasing schedule. AMC 18.5.8.030.G4 requires that the applicant to provide a development schedule that

demonstrates that the affordable housing units shall be developed, and made available for occupancy, as follows:

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

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

Because the applicant intends to have at least two affordable units in each building the standard that requires all affordable units to have C of O prior to the issuance of the last 10-percent of market rate an exception to this standard is required and is addressed further below.

7) The 500-square foot threshold

Based on the discussion above regarding residential density and affordable housing it should be clear that the exact details of the apartments size[*] is very important for those two reasons:

1. AMC 18.2.5.080.B.2 provides that "*Units less than 500 square feet of gross habitable area shall count as 0.75 units for the purposes of density calculations.*"

2. AMC 18.5.8.050(G)(3) requires that "*the minimum square footage of each affordable unit shall comply with the minimum required floor area based as set forth in Table 18.5.8.050.G.3, or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.*" The table at 18.5.8.050.G.3 requires at least 500 square feet for one-bedroom units.

Based on the revised architectural drawings unit #8 & #17 are now shown to have a decreased entry porch to 5'-8" which calculates to a square footage of 500.44 which would then meet the standard at AMC 18.5.8.050.G.3 to be utilized as affordable housing.

With the apartments on the first floor exceeding 500 square feet this means that each of the identical buildings will contain five apartments that qualify for affordable housing, for a total of 50 units within the development.

II. Project Proposal – Annexation and PSO Subdivision

1) Annexation

The Purpose of the Annexations chapter is set out at AMC 18.5.8.010 and states: "*The purpose of this chapter is to establish procedures and approval criteria for the annexation of land to provide for the orderly expansion of the City and public facilities and services, consistent with the*

[*] AMC 18.6.1.030 provides the following definition for "Floor Area" – The area of an enclosed floor measured from the exterior faces of exterior walls or from the center line of walls separating two buildings.

provisions of the Oregon Revised Statutes (ORS) including ORS chapter 222 *or successor state statute.*"

AMC 18.5.8.030 provides that: "*all annexations shall be processed under the Type III procedure*." A type III planning action is a legislative decision by definition. Legislative requests are not subject to the 120-day review period under subsection 18.5.1.090.B (ORS 227.178). Type III actions are reviewed by the Planning Commission, which makes a recommendation to the City Council. The Council makes final decisions on legislative proposals through the enactment of an ordinance.

The approval criteria for annexation can be summarized as follows:

A. That the annexed area is within the City's Urban Growth Boundary (UGB).

B. That the annexation proposal is consistent with the Comprehensive Plan designations.

C. That the annexed area is contiguous with the city limits.

D. That adequate City facilities are available as determined by Public Works.

E. That adequate transportation can and will be provided to serve the annexed area.

F. That the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone.

G. The total number of affordable units shall be equal to or exceed 25 percent of the base density as calculated and meet all the other requirements for affordable units.

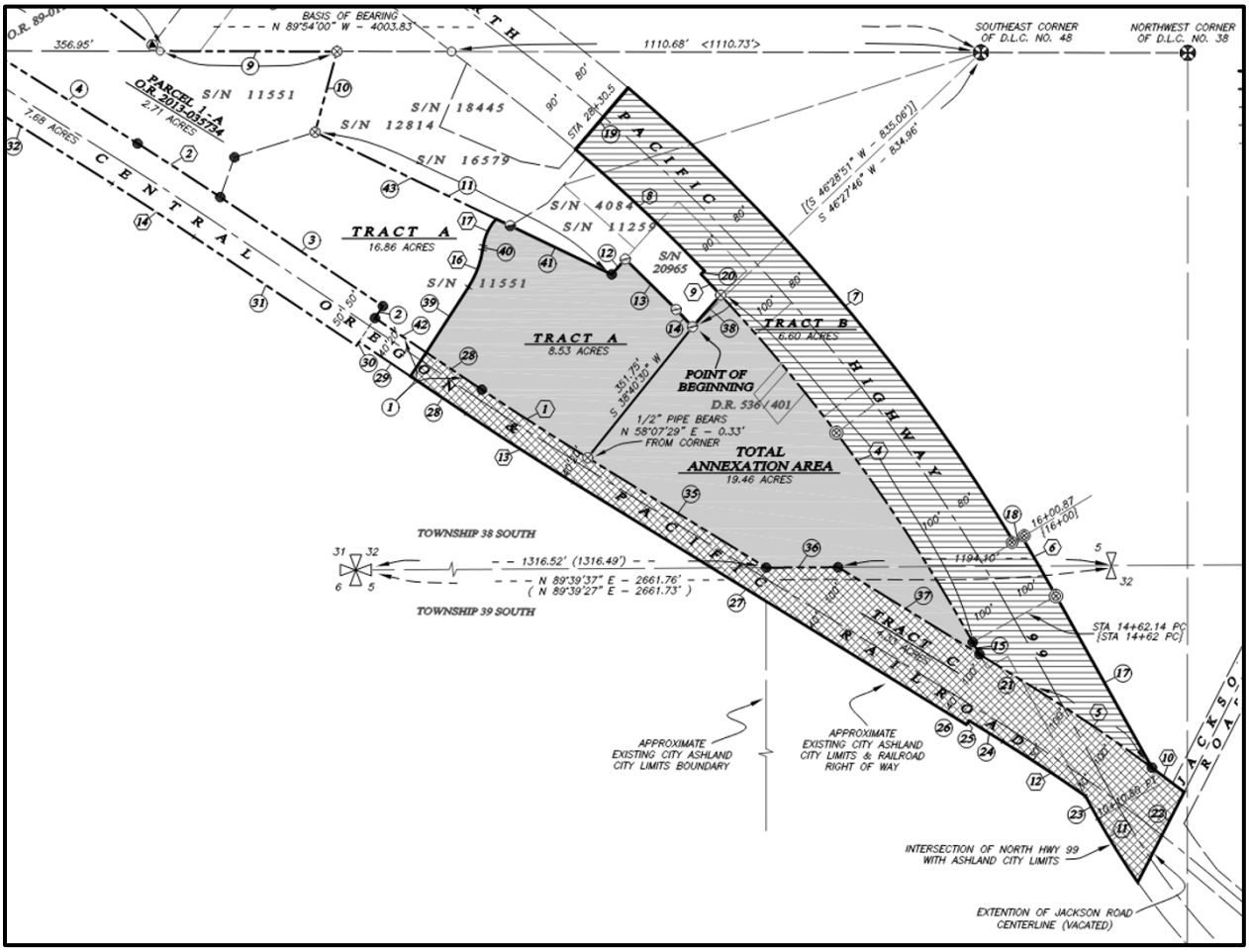
H. This is a provision to allow certain properties to annex even if their development is not consistent with the Comprehensive Plan. (*Not applicable in the present case as the application <u>is</u> consistent with the Comprehensive Plan.*)

I. Exceptions and Variances to the Annexation Approval Criteria and Standards

The first criteria of approval for annexation are that the "*That the annexed area is within the City's Urban Growth Boundary (UGB).*" The property is within the UGB as shown in the City geographic information system (GIS) and shown on the following page. The UGB runs along the North side of Highway 99 North and also along the western side of the subject properties demonstrating that the property is entirely within the UGB. This satisfies the first approval criteria.

The second criteria of approval for annexation are that the "*proposal is consistent with the Comprehensive Plan designations.*" As mentioned above, the comprehensive plan designation of the property is multifamily residential, and the property does not yet have an assigned zone. The application requests a zone change to R-2 which would be appropriate for the comprehensive plan designation of multifamily. AMC 18.3.9.050 which provides the residential density for a PSO subdivision. For the R-2 zone it specifies a residential density of 13.5 dwelling unit per acre which provides a base density of 115.15 dwelling units (8.53 x 13.5 = 115.15). The present proposal leverages affordable housing, Earth Advantage, and open space density bonuses which are discussed further below, to exceed the base density for a total of 210 dwellings. Based on the allowed density bonus findings can be made that the proposed density of residential development, including the proposed affordable housing, is consistent with the Comprehensive Plan Designation. Staff conclude that based on the proposed number of dwellings, the size of the

property, and the requested zoning, that findings can be made that this approval criterion will be met.



The third approval criteria requires that "*the annexed area is contiguous with the city limits*." In the present application it is proposed that the adjacent Rights-of-way along both the railroad and Highway 99 be included. With these rights-of-way included the annexed area is contiguous with the present city limits as shown on the previous page. The application submission requirements for annexation requires that it includes a "*Boundary description and map prepared in accordance with ORS 308.225. Such description and map shall be prepared by a registered land surveyor…*" (AMC 18.5.8.02). The application includes preliminary maps of both the property line adjustment and the subdivision as well as an ALTA / ACSM land title survey, however there is no map specifically of the land to be annexed along with the associated rights of way. Additionally, there is no explanation of the proposed platting process with the county, and if it is the intent to plat the subdivision and PLA concurrently or as separate actions, nor is there any mention of the land use approval for the PLA. Conditions of approval have been included below addressing these issues to be addressed prior to hearings before the City Council as the Ordinance would be incomplete without the map and legal description of the land to be annexed. Staff conclude that with the inclusion of the condition of approval below that findings can be made that this approval criterion will be met.

The fourth approval criterion for annexation is that "*Adequate City facilities as determined by the Public Works Department.*" The Public Works Department has confirmed that there are no concerns regarding the capacity of any City facilities. Additionally, both ODOT and RVSS have provided letters indicating that there are no concerns with regard to capacity. While there are outstanding items that need to be resolved for final engineering between the applicant and ODOT these are addressed through conditions of approval to ensure that those items are addressed.

What follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II*.

Water: The Water Division has noted that the property is not currently served by a water main, and a new main will need to be installed to connect to the existing city water system. The nearest point of connection is near the intersection of North Main Street and Highway 99 North. The civil engineering plans show a proposed 12" water main is to be installed. The water main terminates at a master water meter and PRV assembly. The plans show that the water main extends through the property connecting to each building and to each fire hydrant. The Water Division of the Public Works Department has indicated that with extension of a new main, and other proposed facilities there will be an adequate supply of potable water available to the site.

Sanitary Sewer & Storm Drainage: City code requirements typically necessitate that all utilities transition to city services with annexation, however in this instance the property is well outside and downhill of the city's sanitary and storm sewer systems, and a significant extension of new services would be needed and all sewage and stormwater would need to be pumped. However, there is a "Cooperative Agreement/Urban Services Agreement" in place between the City of Ashland, Jackson County and the Bear Creek Valley Sanitary Authority - now Rogue Valley Sewer Service (RVSS) - which dates to November 8, 1995 and which provided that with annexation, the sewer district *shall* continue to provide an urban level of sanitary sewer and/or storm water services that it has historically provided to territory within the district's existing limits and that the City and the sewer district may agree to joint provision of service to areas within the City or its UGB by contract, mutual agreement or other method. As proposed by the applicant here, RVSS will continue to provide these services to the subject properties after annexation, per the 1995 agreement.

RVSS has indicated that their sanitary sewer system has adequate capacity for the proposed development, and there is an eight-inch main in the right-of-way due north of the project site. On-site storm water drains to a roadside ditch that is within the state highway right-of-way and maintained by the Oregon Department of Transportation (ODOT). The proposed development's physical improvements have been engineered to comply with the RVSS Stormwater Quality Design Manual, which is used by the City of Ashland, Jackson County and RVSS. The project Civil Engineer has determined the sizes and locations for on-site detention and treatment facilities.

Electric: The application explains that the property is currently served by Pacific Power, but that with the development the property will be served by the City of Ashland Electric Department with the installation of new electrical infrastructure by the applicant. The application explains that there is presently low-voltage city electric service in place to power street and landscape lighting in and around the central median at the railroad trestle overpass. With the proposal,

electric facilities are to be provided in or adjacent to the highway right-of-way to provide adequate infrastructure to the proposed development and future development in the vicinity, and an electric service plan has been provided with the application materials.

Staff conclude that based on the proposed facilities, the civil engineering drawings, and communication with both ODOT and RVSS that findings can be made that this approval criterion will be met.

The fifth approval criterion for annexation is that "*Adequate transportation can and will be provided to serve the annexed area*" for "*vehicular, bicycle, pedestrian, and transit transportation*." As discussed above in Casita II the second and third assignment of error addressed the improvements proposed along the Highway 99 N frontage and if the application provided "safe and accessible bicycle and pedestrian facilities" and the feasibility to install them. LUBA held that the findings were supported by substantial evidence. As this has already been litigated what follows are lightly edited portions of the findings that were adopted by the City Council in *Casita II* regarding this approval criterion.

The application materials explain that the subject properties abut Highway 99 N, which is under the jurisdiction of Oregon Department of Transportation (ODOT). Highway 99 N is designated by ODOT as an 'Urban Fringe Highway' and ODOT's specific standards call for an eight-foot curbside sidewalk and a six-foot bike lane. City of Ashland Street Standards call for a six-foot bike lane, seven to eight-foot landscaped park row planting strip with irrigated street tress and a six-foot sidewalk. ODOT accepts the sidewalk buffered by a park row as required by the city standards as an alternative which exceeds the ODOT-standard eight-foot curbside sidewalk minimum standard. In addition to a Traffic Impact Analysis the application materials also include a "Technical Memo, Grand Terrace Development – Access Safety Evaluation" which provides detailed safety findings from the project's Transportation Engineer.

The application explains that a 22-foot-wide paved access exists along the full frontage of the project site to the nearest fully improved collector or arterial street. The full improvement of the highway frontage adjacent to the development and in the annexed area is proposed to be improved to ODOT and city standards. The full frontage of the project site is proposed to be improved with bike lane, curb, gutter, seven-and-a-half-foot park row and a six-foot sidewalk, except for the portion of the frontage where the bus pull out and transit-oriented plaza are to be installed.

There are some areas where Exceptions to the Street Standards are requested due to topographical difficulties, utility encroachments, and physical encumbrances in the form of the railroad trestle, a drainage ditch, private driveway approaches and other private property encroachments. The proposal seeks Exceptions to the Street Design Standards for the sidewalk and bike lane under the overpass of the railroad trestle where a shared sidewalk will be installed, and where city standard sidewalks are not possible due to physical constraints, ODOT-compliant frontage improvements are proposed. In addition, on-street parking is not proposed.

The ODOT does not permit on-street parking on Highway-99 N, and as such none is proposed, nor is it is a requirement as AMC 18.3.9.060.A.2 specifically exempts the requirements for on-

street parking on Streets outside the City of Ashland's jurisdiction as is the case here. Therefore, no exception to on-street parking is necessary as was the case in *Casita II*.

With regard to bicycle transportation, the application materials explain that Highway 99N which is an arterial street and state highway, currently has bicycle lanes buffered by striping along the frontage of the property, with bicycle lanes on both sides of the highway extending north of Valley View Road and south into downtown Ashland. The bike lanes are of typical width and the striped buffer along the frontage provides an additional measure of safety. The proposal maintains these bicycle lanes in accordance with City standards along the frontage with two multi-use path connections into the site. A crossing will be installed on Highway 99N at Schofield Street with pedestrian- or cyclist-activated rectangular rapid flash beacons (RRFBs) to support crossing Highway 99N near RVTD's northbound flag stop. The bicycle facilities that exist or will be provided as part of the annexation comply with the design and safety criteria for ODOT as the governing jurisdiction, and the applicant thus asserts that this criterion is satisfied.

In responding to the safe and accessible pedestrian facilities criterion, the applicant explains that there are currently no sidewalks along Highway 99N on either side of the street between the subject properties' frontage and Schofield Street to the south which limits pedestrian access and safety for north Ashland residents. The applicant proposes street frontage improvements including sidewalk improvements which comply with the design and safety criteria of ODOT as the governing jurisdiction, and as such asserts that this criterion is satisfied.

There are no interior streets proposed within the development; however, the site circulation system includes pedestrian connections between the public sidewalks along the highway, the apartments, parking areas and other areas of the site. These include two ADA-compliant multi-use paths through the landscape open spaces into the site from the north and the south along the highway frontage for pedestrians and bicycles, including the main entrance driveway with adjacent sidewalks that are also ADA-compliant.

To the south of the project, towards Ashland, the width of the highway is restricted to the single travel lane, bike lane and shoulder by the railroad overpass. The railroad overpass currently lacks any sidewalk or lighting, but a shared bicycle and pedestrian path with overhead lighting are proposed with final designs to be approved by ODOT. As an extra measure of caution, a vertical barrier will be provided at the curb has been proposed (although this is not a city requirement). This will provide a safer, well-lit area, increasing the comfort and safety over what currently exists. The applicant continues to work with ODOT Engineering staff on the details of the pedestrian crossing, and a condition of approval has been included to ensure that all improvements meet ODOT safety standards.

The application materials further explain that the applicant will be providing a high-visibility crosswalk across Highway 99N with Rectangular Rapid Flashing Beacons (RRFBs). The application further notes that mid-block crosswalks are dangerous, and RRFBs increase the safety of pedestrians and cyclists crossing when compared to a traffic signal. The application materials go on to indicate that studies have shown that RRFBs increase motorist yielding rates because the lights are controlled by the pedestrian's presence and will not go off until they are safely out of the crosswalk. The proposed RRFB crossing is to be placed between North Main

Street at Schofield Street, between the north- and south-bound bus stops. The RRFB crossing will provide a safe pedestrian and bicyclist crossing for all the residents in north Ashland where none existed before, both to access to Grand Terrace and to cross the highway to access these bus stops safely. The applicant notes that local ODOT authorities have given preliminary approval to install a crossing with RRFBs in this location, and that final approval will be subject to review of the final engineered designs by the regional office in Salem. The developer will be responsible for the design, cost and installation of the crosswalk and RRFBs.

Since the previous approval the applicant has done additional updates to the traffic analysis. The applicant has provided a letter dated December 11, 2024, from Sandow Engineering which states that "the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes." The letter concludes that since the traffic volumes have not increased there is no need for additional traffic analysis.

Staff have been in contact with ODOT and understand that there are outstanding items as it relates to storm drain calculations, the technical details of the RRFB, and the proposed vertical barrier underneath the railroad crossing. A condition of approval has been included below that requires the applicant to receive ODOT approval and permits prior to any work being done in their right-of-way.

Staff conclude that based on the previous approved findings, proposed facilities, letters from RVSS and ODOT, the civil engineering drawings, and the conditions of approval included below, that findings can be made that this approval criterion will be met.

The sixth approval criteria for annexation is that "*the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone*." As was discussed above, the application requests a zoning as R-2 multi-family. For the R-2 zone it specifies a residential density of 13.5 dwelling unit per acre. The proposed annexation is for 8.53 acres for a base density of 115.155. To ensure that the development occurs at least 90-percent the calculations are as follows: 8.53 x 13.5 = 115.155 * 0.9 ~ 103.6 dwelling units. The application is for 210 apartments, which as discussed above, based on the number of units that are less than 500 square feet, the proposal is for a calculated density of 170. The density of 170 is greater than the requirement of 104. Therefore, Staff conclude that based on these calculations that findings can be made that this approval criterion will be met.

The seventh approval criteria for annexation is that "*The total number of affordable units shall be equal to or exceed 25 percent of the base density as calculated*." Here the applicant has proposed to provide 24 apartments deed restricted to households earning at or below 80-percent of the area median income. The calculations are as follows: As discussed above the base density is 115.155. That calculates as follows: 115.15 x 0.25 = 28.8 ~ 29. The application materials propose 24 units targeted to households earning 80-percent area median income (AMI) or less. Affordable units at 80-percent AMI units have an 'equivalent value' of 1.25. To determine how many 80-percent AMI units are required to meet the calculated number of affordable units you take the calculated value, in this case 28.8 dwelling units, and divide by 1.25 which is the 'equivalent value' for units restricted to 80-percent AMI. The quotient provides the number of 80-percent AMI units required to meet that value which is then rounded up (28.8 affordable units / 1.25 the 80-percent

equivalent value = 23.02 ~ 24). Therefore, a total of 24 - 80-percent AMI units satisfy the 29 affordable units required.

Affordable units are required to be comparable in the mix of the number of bedrooms with the market rate units in the development. In the proposed application all 210 units are one bedroom satisfying this requirement. Affordable units are also required to meet the minimum required floor area based as set forth in Table 18.5.8.050.G.3 which requires a minimum square footage of 500 square feet for one-bedroom units. The only units that exceed 500 square feet are the ground floor units (30) and 2 other units in each building (20) for a total of 50 units that are large enough for affordable housing. The applicant is providing 24 affordable units, but it is unclear which specific units. A condition of approval has been added that the applicant will clarify exactly what units are to be utilities and deed restricted as affordable housing so that findings can be made clearly detailing which of the 24 units will be affordable.

The application states that there are no requested exceptions to the affordable housing standards, however based on the applicants intent to spread the affordable housing units throughout each of the ten buildings it is clear that the phasing standard are unable to be easily met and staff has determined that an exception to this standard will be required. Affordable units are required to be constructed so that "*Prior to issuance of a building permit for the final ten percent of the market rate units, the final 50 percent of the affordable units shall have been issued certificates of occupancy.*"

The phasing standard above did not contemplate the development of apartment buildings that contain both market rate and affordable housing units. Because the applicant proposes to have the 24 affordable units spread throughout each of the ten buildings making compliance with this phasing requirement unworkable, and instead an exception will be required. AMC 18.5.8.050.G.6 provides that "*Exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5, above, may be approved by the City Council upon consideration*" of three different situations. The second of those is that "*That the alternative phasing proposal not meeting subsection 18.5.8.050.G.4 provided by the applicant provides adequate assurance that the affordable housing units will be provided in a timely fashion.*" Staff contend that the benefit of allowing construction of all buildings simultaneously is sufficient justification for the exception and also acknowledges that this allows having the affordable housing spread throughout the development.

Finally, there is a requirement that affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units. The proposal indicates that both market rate and affordable housing units will all be constructed using the same materials as it relates to the construction of the buildings and related furnishing.

Staff conclude based on the above that findings can be made that this approval criterion will be met.

The eighth approval criterion for annexation is a provision to allow properties to annex even if their development is not consistent with the Comprehensive Plan in particular circumstances and requires at least one of five standards to be met. The first of these is that "*The annexation*

proposal shall meet the requirements of subsection 18.5.8.050.B, above." [*] The citation to AMC 18.5.8.050.B is the second approval criterion. As discussed above, the second approval criterion provides that the "*proposal is consistent with the Comprehensive Plan designations.*" Since the second criterion of approval was satisfied above then it follows that this eighth approval criterion is also satisfied.

The ninth and final approval criterion for annexation relates to requested exceptions. The present application includes certain exceptions to street standards that are discussed in detail below. If the exceptions are found to meet the relevant approval criteria and are approved, as is anticipated, then staff conclude that findings can be made that this approval criterion will be met.

Finally, the LUO requires that "*the applicant for the annexation shall also declare which procedure under ORS chapter 222 the applicant proposes that the Council use, and supply evidence that the approval through this procedure is likely*" (AMC 18.5.8.070). The application states that the annexation procedure outlined in ORS 222.125 should be utilized for the annexation and goes on to say that "*This procedure allows for annexation without the need for an election when all landowners in the proposed territory, as well as a majority of the electors, consent in writing. The applicant is the sole owner and can provide written consent within the annexation territory*." Based on the fact that there is a single property being proposed to annex Staff conclude that findings can be made that this standard is met.

2) <u>Performance Standards Option (PSO) Subdivision – Outline & final plan Approval</u>

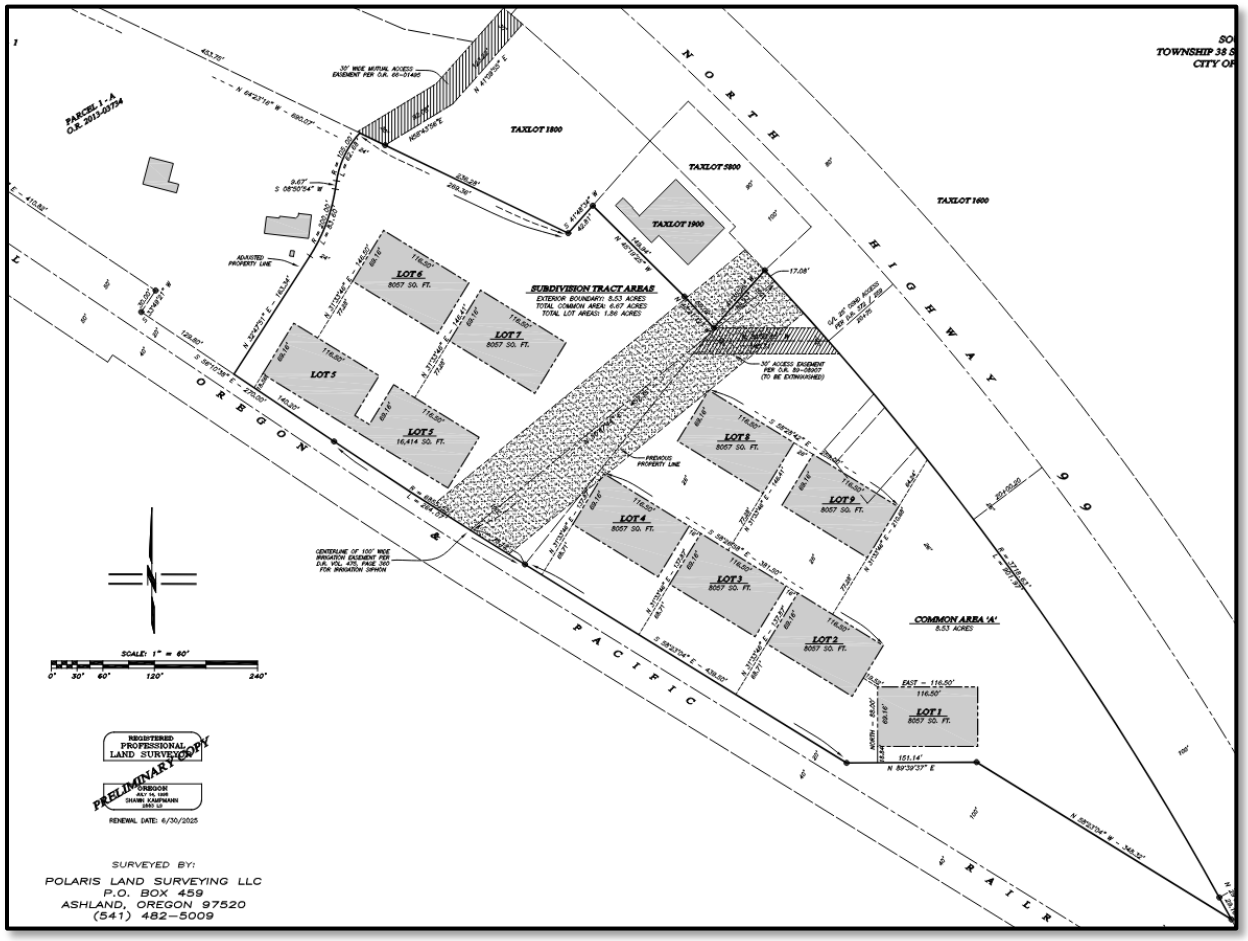
The Purpose of the Performance Standards Option is set out at AMC 18.3.9.010 and states: "*The purpose of this chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood*."

The property is not within the PSO overlay however the code provides at AMC 18.3.9.030.D four situations where the use of the Performance standard are allowed. The first of these is that the property is greater than 2 acres and also greater than 200' in average width. The subject property meets both of these requirements to utilize the PSO standards outside of the overlay.

[*] The other four options are for the situations where the annexation would be allowed even if the development is not consistent with the Comprehensive plan:

2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter 222 or successor state statute.
3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.
4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.
5. The proposed area for annexation is an island surrounded by lands within the City limits.

The proposal includes nine lots for the proposed apartment buildings (one lot has two buildings) and a common open space area. The preliminary subdivision plat is shown below:



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, electricity, storm drainage, police & fire protection, and adequate transportation
3) The natural features, such as wetlands, floodplain corridors, ponds, 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.

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 is an all-encompassing criterion that allows the Planning Commission to make findings that it has considered which City Ordinances are applicable and how their requirements have been met. 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 – 18.3.9.070. The Staff notes 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.

First, we address AMC 18.3.9.050 which provides the base density and density bonuses for a PSO subdivision. This is also covered below in the sixth approval criterion but is repeated here as well. The R-2 zone has a density of 13.5 dwelling unit per acre, and the subject property is 8.53 acres for a base density of 115 (8.53 x 13.5 = 115.155). The standards at AMC 18.3.9.050.B allow for density bonuses up to 60-percent. The bonuses can be earned for Conservation Housing (15-percent), additional common open space (10-percent), and for affordable housing (up to 35-percent).

The affordable housing shall receive a density bonus of two units for each affordable housing unit provided but not to exceed the maximum of 35-percent. In the present application there are 24 affordable units which in theory allows for 48 units of density bonus, however that would exceed the 35-percent allowed which calculates to 40 dwelling units (115.16 x 0.35 = 40.3). The conservation housing shall receive a maximum 15 percent bonus is allowed. As is the present case one hundred percent of the homes or residential units approved are proposed to be certified as an Earth Advantage home, as approved by the Ashland Conservation Division under the City's Earth Advantage program as adopted by Resolution 2006-06. This allows for 17 additional dwelling units in terms of bonus density (115.16 x 0.15 = 17.3).

As was discussed above, the residential density of the project is 170 based on the number of units that are below 500 square feet. To determine the amount of density bonus required we divide the proposed density by the base density (170 / 115.15 = 1.48). Therefore, the project requires a 48-percent density bonus. While there is obviously density bonus from the surplus open-space the combination Earth Advantage, and affordability total 50-percent which exceeds the 48-percent required, for this reason we do not address potential open-space density bonus. Staff conclude based on the above that findings can be made that this standard will be met.

Next, AMC 18.3.9.060 provides the requirements for parking standards and requires that "*all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided*" with certain exceptions. In the present application the subdivision is not creating any city streets. While the highway does have proposed street improvements, it is outside of the City of Ashland's Jurisdiction and is therefore exempt pursuant to AMC 18.3.9.060.A.2.

Finally, AMC 18.3.9.070 provides for the setback standards and building separation for a PSO subdivision. The Code requires that "*Front yard setbacks shall follow the requirements of the underlying district.*" The R-2 zone, which is the underlying zone requires a front yard setback of 15.' Each lot for the buildings measure 69' x 116.5,' the proposed building footprints are 42'x

112.5.' This provides a 'front yard' setback of 19' exceeding the required 15', and also an 8' setback to the rear for porch areas.

The Code also requires that "*minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet.*" An examination of the site plan shows that the closest any building is to each other is 20-feet which exceeds that required maximum separation of 12-feet.

The Code requires that "*Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone.*" In the present application the front yard is along the highway frontage. Building five is the closest to the 'front yard' and it is measured to be over sixty feet away where a 15-foot setback would be required. Building seven and eight are the closest to what would be considered the rear yard and they are shown to be over forty feet away. The remaining yards would be considered side yards and require a six-foot setback. It is clear from the site plan that there is more than a six foot setback along the entire perimeter meeting this standard.

With the application materials fully considered staff concluded that findings can be made that all applicable ordinance requirements have been met, and that findings can be made that the first criterion of approval will be met.

The second approval criterion is that "*adequate key City facilities can be provided including water, sewer, paved access.*" As discussed in great detail above in the fourth approval criteria for annexation above the development has considered all city facilities. Staff conclude that, based on the proposed facilities, that findings can be made that this approval criterion will be met.

The third approval criterion is that "*the natural features, such as wetlands and large trees, are included in unbuildable areas.*" The primary natural feature on the site is a small wetland. The entire wetland is protected in the open space area, and it is shown that no development is proposed to encroach on the wetland. A condition of approval has been added below to modify the tree protection plan (Sheet L1.1 of the landscaping set) to include fencing around the entire wetland to ensure it protection during construction and site work. Staff conclude that with the inclusion of the condition of approval that findings can be made that this approval criterion will be met.

The fourth approval criterion is that "*the development of the land will not prevent adjacent land from being developed.*" The subject property is bordered on the western side by railroad property which prevents any further development. On the eastern side the property is either adjacent to the highway frontage or fully developed parcels. To the north is the vacant remnant of land that will retain its county zoning and is able to be developed in a limited manner under county regulations, however due to the steep topography it is unlikely that it will develop to urban levels. Staff conclude 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 includes a Declaration of Covenants, Conditions, and Restrictions (CC&R's) for the Grand Terrace Apartments which will be recorded concurrently

with the subdivision plat. The CC&R includes provisions for architectural control, landscape maintenance and other use restrictions. Staff conclude that with the creation of the HOA with binding CC&R's findings can be made that this approval criterion has been met.

The sixth approval criterion is that "*the proposed density meets the base and bonus density standards.*" As discussed in detail in the first approval criteria above, the application is leveraging density bonuses for conservation housing, and affordable housing. As set about above the project has a base density of 115.15 and a proposed calculated density of 170 when considering the units below 500 square feet. This requires a 48-percent density bonus. As was explained above, the conservation housing and affordable housing bonuses total a 50-percent bonus which exceeds the bonus required. Staff conclude that the proposed 210 dwellings (regulated density of 170) are within the allowed base and bonus density standards and 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.*" As was discussed in detail above in the fifth approval criterion for annexation, with the exception to the street standards being granted Staff conclude that 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 proposed subdivision includes a single open space lot that is 6.67 acres. The subject property is 8.53 acres. This means that 78-percent of the subject property is being set aside as common open space lot not all of which is functional open space. The tabulation sheets indicate that 58-percent (214,277 square feet) of the total site will be dedicated to open space amenities including 'kid only play areas,' tennis courts, basketball courts, and a significant area of landscaped open space. These dedications obviously exceed the requirement of 5-percent. Staff conclude that findings can be made that this approval criterion will be met.

Lastly, the approval criteria for final plan are intended to ensure substantial conformance between outline plan approval and final plan approval when the two are requested as separate procedural steps. Where the two are allowed to be filed concurrently, as is the case here, there is no procedural separation between the two and the concurrent final plan proposal is identical to the outline plan in terms of number of dwelling units, yard depths, distances between buildings, common open spaces, building sizes, building elevations and exterior materials, standards resulting in density bonuses, and street standards. Staff conclude that findings can be made that this approval criteria for final plan are met.

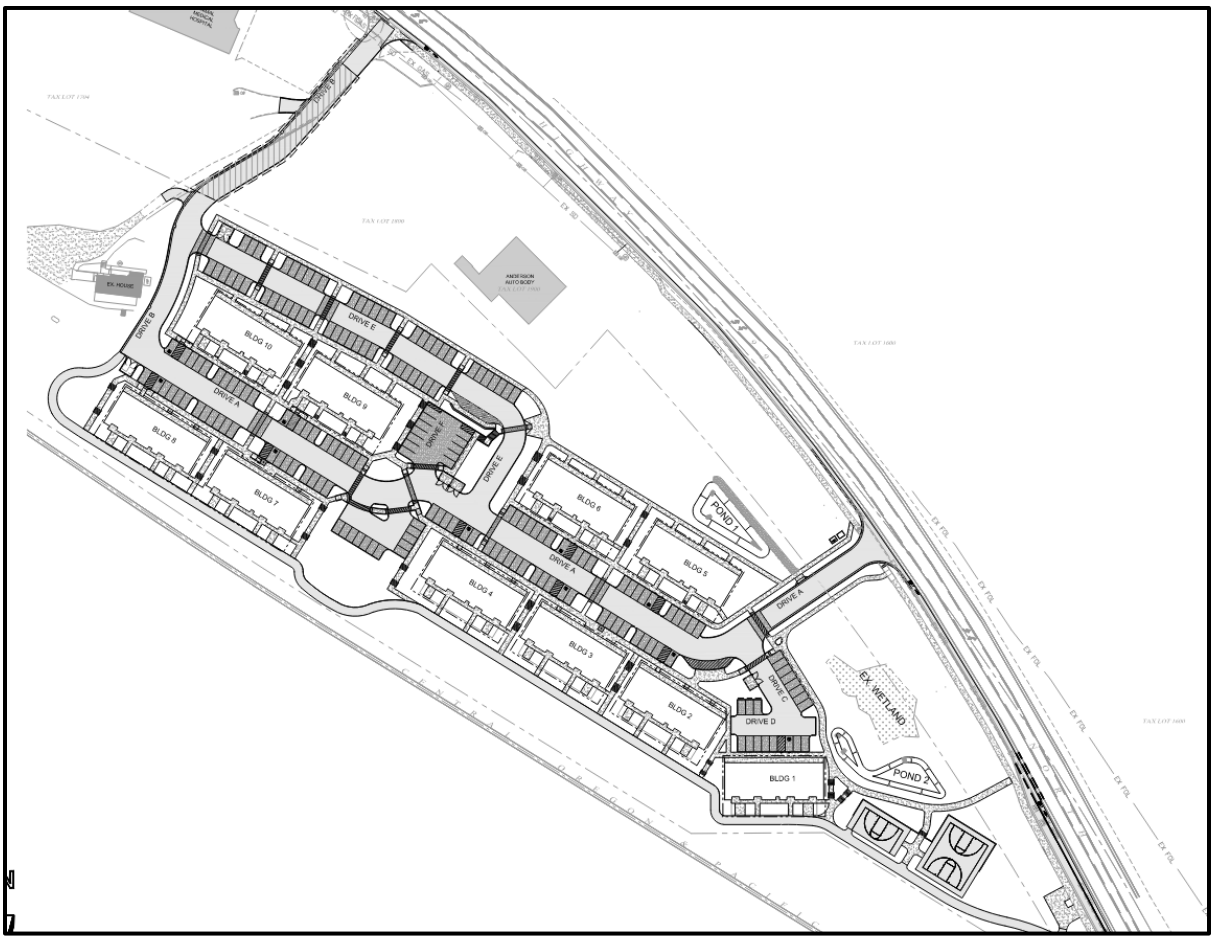
3) <u>Site Design Review</u>

Multi-Family housing requires Site Design Review. The purpose of Site Design Review at AMC 18.5.2.010 provides the following: "*The purpose and intent of this chapter is to regulate the manner in which land in the City is used and developed, to reduce adverse effects on surrounding property owners and the general public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout the City*".

The approval criteria for Site Design Review include five items which are summarized as follows:

1) The proposal complies with the underlying zone (part 18.2).
2) The proposal complies with applicable overlay zone (part 18.3)
3) The proposal complies with Site Development and Design Standards (part 18.4)
4) The proposal complies with the requirements for City Facilities in section 18.4.6
5) Addresses any required Exception to the Site Development and Design Standards.

The project site plan is shown on the following page. It shows the entire subject property area, proposed buildings, walkways, parking area, vehicle access & parking areas, and open space amenities.



The first approval criterion is that "*The proposal complies with all of the applicable provisions of the underlying zone (part 18.2).*" In terms of the underlying zone, multi-family residential is a permitted use outright, and the application, as has been discussed above exceeds the required minimum density, but also does not exceed the maximum density through the use of bonuses and the development of apartments that are under 500 square feet. AMC 18.2.5.030 provides the "unified standards for residential zones" including setbacks, and the maximum allowed lot coverage. In the R-2 zone the maximum lot coverage of impervious area allowed is 65-percent. In terms of total impervious area, the landscape plans on sheet L1.0 indicate that all impervious

area including driveways, parking areas, bike paths and buildings totals to 201,169 square feet (the total proposed area for annexation is 375,792 square feet), so the total lot coverage is 53.5-percent of the total project area and is less than the allowed limit of 65-percent. Staff conclude that with the forgoing findings can be made that this approval criteria will be met.

The second approval criterion is that "*The proposal complies with applicable overlay zone requirements (part 18.3).*" The overlay zones that relate to the subject property includes chapter 18.3.9 the "Performance Standards Option And PSO Overlay" and chapter 18.3.11 which is the "Water Resources Protection Zones (WRPZ)" The PSO overlay was covered in detail above with the responses to the approval criteria for outline and final plan. Similarly, WRPZ regulations were addressed in the third approval criteria for outline plan above as it addressed the identified wetland and its required buffer zone. Staff conclude that findings can be made that this approval criterion is met

The third approval criterion is that "*The proposal complies with the applicable Site Development and Design Standards of part 18.4.*" As relevant to the Site Design Review approval the following chapters of Part 18.4 apply and are addressed below:

- 18.4.2 Building Placement, Orientation, And Design
- 18.4.3 Parking, Access, And Circulation
- 18.4.4 Landscaping, Lighting, And Screening

The application findings and other exhibits includes detailed responses to each of the Site Development and Design Standards as well as comprehensive landscape, civil and architectural plans. The building orientation, proposed building materials, landscape plan and open space standards are all shown to be met, and staff conclude that with the foregoing, as well as the application materials fully considered, findings can be made that this approval criterion will be met.

The fourth approval criterion is that "T*he 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.*" As discussed in great detail above in the fourth approval criteria for annexation above the development has considered all city facilities. Staff conclude that, based on the proposed facilities, that findings can be made that this approval criterion will be met.

The fifth approval criterion provides "*The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4.*" if certain circumstances are found to exist. In the present application they address a single exception to these standards to allow parking between the face of the building and the highway. The application explains that due to the site layout and the location of the wetland to provide vehicle access to the building necessitates locating the parking between the road and the building. The application findings explain that the building is over 200' from the road, and the parking will ultimately be screened by both the parking lot trees and landscaping associated with the wetland. Staff believe that when considering the shape of the property and how the site layout relates to the topography and shape of the property that the reason for the exception is sound. Staff conclude that based on the distance from the road, and the landscape and other screening elements that granting 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.

4) Public Input

Notice was filed online with the DLCD on April 7, 2025, which meets the required statutory deadline of 35 days prior to the first hearing. Notice was also posted on the property frontage and mailed to all properties of record within 200' of the subject property on April 22, 2025.

At the time of this writing a single written comment was received. The letter is general in nature and while it does have "grand terrace" written near the 'regarding' line there are no specific issues raised with the project other than the fact that it involves an annexation.

III. Procedural – Approval Criteria

1) Annexation

AMC 18.5.8.050 provides the approval criteria and standards for annexation:

An application for an annexation may be approved if the proposal meets the applicable criteria in subsections A through H below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection I.

A. The annexed area is within the City's Urban Growth Boundary.

B. The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area, including any applicable adopted neighborhood, master, or area plan, and is an allowed use within the proposed zoning.

C. The annexed area is contiguous with the City limits.

D. Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area. Unless the City has declared a moratorium based upon a shortage of water, sewer, or electricity, it is recognized that adequate capacity exists system-wide for these facilities. All required public facility improvements shall be constructed and installed in accordance with subsection 18.4.6.030.A.

E. Adequate transportation can and will be provided to serve the annexed area. For the purposes of this section, "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian, and transit transportation meeting the following standards:

1. For vehicular transportation a minimum 22-foot-wide paved access exists, or can and will be constructed, providing access to the annexed area from the nearest fully improved collector or arterial street. All streets bordering on the annexed area shall be improved, at a minimum, to an applicable City half-street standard. The approval authority may, after assessing the impact of the development, require the full improvement of streets bordering on the annexed area. All streets located within annexed areas shall be fully improved to City standards unless exception criteria apply. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.

2. For bicycle transportation, safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Should the annexed area border an arterial street, bike lanes shall be constructed along the arterial street frontage of the annexed area. Likely bicycle destinations within a quarter of a mile from the annexed area shall be determined and the approval authority may require the construction of bicycle lanes or multiuse paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

3. For pedestrian transportation, safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multiuse paths to be constructed and connect to either or both the existing system and locations with significant pedestrian activity.

4. For transit transportation, should transit service be available to the annexed area, or be likely to be extended to the annexed area in the future based on information from the local public transit provider, the approval authority may require construction of transit facilities, such as bus shelters and bus turnout lanes.

5. Timing of Transportation Improvements. All required transportation improvements shall be constructed and installed in accordance with subsection 18.4.6.030.A.

F. For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone, unless reductions in the total number of units are necessary to accommodate significant natural features, topography, access limitations, or similar physical constraints. The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan. For purposes of computing maximum density, portions of the annexed area containing unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, slopes greater than 35 percent, or land area dedicated as a public park, shall not be included.

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

1. The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein. The base density of the annexed area for the purpose of calculating the total number of affordable units in this section shall exclude any unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, water resource areas, slopes greater than 35 percent, or land area dedicated as a public park.

a. Ownership units restricted to households earning at or below 120 percent of the area median income shall have an equivalency value of 0.75 unit.

b. Ownership units restricted to households earning at or below 100 percent of the area median income shall have an equivalency value of 1.0 unit.

c. Ownership or rental units restricted to households earning at or below 80 percent of the area median income shall have an equivalency value of 1.25 unit.

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

a. The land to be transferred shall be located within the project meeting the standards set forth in sections 18.5.8.050.G.5 and 18.5.8.050.G.6.

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

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

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

e. Transfer of title of buildable land in accordance with this subsection shall exempt the project from the development schedule requirements set forth in subsection 18.5.8.050.G.4.

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

a. The number of bedrooms per dwelling unit in the affordable units within the residential development shall be in equal proportion to the number of bedrooms per dwelling unit in the market rate units within the residential development. This provision is not intended to require the same floor area in affordable units as compared to market rate units. The minimum square footage of each affordable unit shall comply with the minimum required floor area based as set forth in Table 18.5.8.050.G.3, or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.

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

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

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

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

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

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

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

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

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

c. That the materials and amenities applied to the affordable units within the development, that are not equivalent to the market rate units per subsection 18.5.8.050.G.5, are necessary due to local, state, or federal affordable housing standards or financing limitations.

7. The total number of affordable units described in this subsection shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.

H. One or more of the following standards are met:

1. The annexation proposal shall meet the requirements of subsection 18.5.8.050.B, above.

2. A current or probable danger to public health exists within the proposed area for annexation due to lack of full City sanitary sewer or water services in accordance with the criteria in ORS chapter 222 or successor state statute.

3. Existing development in the proposed area for annexation has inadequate water or sanitary sewer service, or the service will become inadequate within one year.

4. The proposed area for annexation has existing City water or sanitary sewer service extended, connected, and in use, and a signed consent to annexation agreement has been filed and accepted by the City.

5. The proposed area for annexation is an island surrounded by lands within the City limits.

I. Exceptions and Variances to the Annexation Approval Criteria and Standards. The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section 18.4.6.020.B.1, Exceptions to the Street Design Standards, or chapter 18.5.5, Variances.

2) Outline Plan

AMC 18.3.9.040.A.3 provides the approval criteria and standards for outline plan approval.

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.

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

4) Exception to Street Standards

AMC 18.4.6.020.B provides the approval criteria for exceptions to the street design standards.

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the street design standards in section 18.4.6.040 if the circumstances in either subsection B.1.a or b, below, are found to exist.

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

minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A; and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:

i. For transit facilities and related improvements, access, wait time, and ride experience.

ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.

iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safely and efficiently cross roadway; or

b. 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 purposes, intent, and background of the street design standards in subsection 18.4.6.040.A.

5) Site Design Review

AMC 18.5.2.050 provides the approval criteria for Site Design Review approval.

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.

IV. Conclusion and Recommendations

Staff recommend that the Planning Commission recommend to the City Council approval of the annexation. Staff further recommend that the Planning Commission conditionally approve both Outline and final plan for the subdivision, grant the exception to street standards, and also conditionally approve the request for Site Design Review for the proposed buildings.

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

1) That all proposals of the applicants shall be conditions of approval unless otherwise modified herein.

2) That any new addresses shall be assigned by the City of Ashland. Street and subdivision names shall be subject to City of Ashland review for compliance with applicable naming policies.

That prior to City Council approval and first reading of the ordinance for annexation of the property, the applicant shall provide:

3) A legal description (*we have the map, but no legal description*) of the properties to be included in the annexation prepared by a registered Professional Land Surveyor. The boundary shall be surveyed and monumented as required by statute subsequent to City Council approval of the proposed annexation.

4) A final, signed irrevocable consent to annexation as required in AMC 18.5.8.020.A (*we have scans, need the original document*).

5) A final, signed agreement to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510 as required in AMC 18.5.8.020.B (*we have scans, need the original document*).

6) A deed restriction agreement ensuring that any future development will occur in accord with the minimum required 90 percent of the subject properties' base density and to ensure that the development is in keeping with the approved development plan, as required in AMC 18.5.8.050.F and that development of the property shall comply with the affordability requirements for annexations in AMC 18.5.8.050.G including specific details on which units in which buildings will be reserved for affordable housing units reserved for those at or below 80-percent AMI

7) A deed restriction agreement that the required utility infrastructure and street frontage improvements required of annexation and approved herein shall be completed prior to issuance of any building permits

That prior to any work within the right-of-way, the applicant shall:

8) The applicant shall obtain required federal, state or regional approvals including but not limited to approvals from the Bureau of Reclamation (BOR), Talent Irrigation District (TID), Oregon Department of State Lands (DSL), Oregon Department of Transportation (ODOT & ODOT Rail), Rogue Valley Sewer Services (RVSS), Rogue Valley

Transportation District (RVTD), or Central Oregon & Pacific Railroad (CORP) prior the commencement of site work on the property or within the rights-of-way.

9) The applicants shall provide evidence of permit approval to the city, including copies of all approved plans, for all work to be done within ODOT right-of-way prior to the commencement of work. Approved plans will need to correspond to the land use approval granted here, or modifications shall be requested.

10) The applicants shall also obtain any necessary plan and permit approvals from the City of Ashland Public Works Department/Engineering Division. The applicants shall obtain all required Public Works inspection approvals for work completed within City ROW.

11) That the applicant shall obtain and provide evidence of any necessary permits or approvals from the Bureau of Reclamation (BOR) and/or Talent Irrigation District (TID) for any work within the "Billings Siphon" irrigation easement.

12) That the applicant shall obtain and provide evidence of any necessary permits or approvals from Rogue Valley Sewer Services (RVSS) for the sanitary sewer connections to the RVSS system

13) 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 final civil drawings provided for permit review.

14) The applicant shall provide 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, Rogue Valley Sewer Services and Oregon Department of Transportation for approval prior to permit issuance. The street improvement plan shall include full designs with cross-sections consistent with city standards, except where exceptions have been approved herein. 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, 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 in the civil plans. All civil infrastructure shall be installed by the applicants, inspected and approved prior to the signature of the final survey plat.

15) The applicant shall submit a final electric plan including any necessary load calculations and locations of all primary and secondary services including transformers, cabinets, streetlights and all other necessary equipment. 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 prior to signature of the final survey plat. With annexation, the property will no longer be served by Pacific Power and Light; service will be provided by the City's municipal electric utility and the necessary services to make this transition will need to be installed at the applicant's expense. This plan shall be reviewed and approved by the Planning, Engineering and Electric Departments prior installation.

16) 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 applicant shall provide evidence that this plan has been reviewed and approved by the Oregon Department of Transportation and Rogue Valley Sewer Services as well. 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.

17) Engineered construction drawings for the required street improvements from the existing terminus of the sidewalk south of the site near Schofield Street to the existing terminus of the sidewalk north of the site near El Tapatio shall be provided for review and approval by the Oregon Department of Transportation and the City of Ashland's Planning and Engineering Departments prior to any work within the street right-of-way or pedestrian corridor. The required improvements shall be as described herein and illustrated in the applicant's civil drawings submitted with the application.

18) The final engineered designs shall include details of the transition from the existing sidewalks, and any additional right-of-way necessary to accommodate these improvements shall be provided through a right-of-way dedication if deemed necessary by the Public Works/Engineering Department or Oregon Department of Transportation.

That prior to any Site Work / Excavation, the applicant shall:

19) That the tree protection plan (Sheet L1.1 of the landscaping set) shall be modified to include fencing around the entire wetland to ensure it protection during construction and site work.

20) The applicant shall provide evidence of concurrence from the Division of State Lands (DSL) for the wetland delineation including any wetland area in the ODOT right-of-way

21) 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.

22) Final construction drawings for the grading and erosion control plan shall be approved by Public Works which includes the location of all erosion control measures and silt fencing placement to protect the wetland and its protection zones during construction.

23) Permit submittals for common area and excavation permits shall include final lot coverage calculations demonstrating that lot coverage is to comply with the applicable 65

percent lot coverage allowance of the R-2. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.

24) That the tree protection fencing and fencing to delineate and protect the wetland water resource protection zone shall be installed according to the approved plan, inspected and approved by the Staff Advisor prior to any site work, storage of materials, staging or issuance of a building or excavation permit. The tree protection fencing shall consist of chain link fencing six feet tall and installed in accordance with 18.4.5.030.C. No construction activity, including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles, shall occur within the tree protection zones.

That prior to final plat, the applicant shall:

25) That a final survey plat shall be submitted within 12 months of this Final Plan approval and approved by the City of Ashland within 18 months of this approval.

26) That final CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plat. 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.

27) The approved Tree Protection Plan, Water Resource Protection Zone, and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the approved Tree Preservation and Protection Plan or disturbance of the Water Resource Protection Zones shall be considered violations of the Planning approval and subject to penalties described in the Ashland Municipal Code.

28) If fencing is proposed, 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.

29) The final subdivision plat shall include the following:

    a. All easements including but not limited to public and private utilities, mutual access and parking, 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. Any necessary easements for transit amenities shall be identified in the final plat submittal to allow for the placement of the Rogue Valley Transportation District (RVTD) bus stop, transit-supportive plaza and bus pull-out lane. The final easement details shall be mutually agreed upon with RVTD.

c. That the final subdivision name shall be approved by the City of Ashland.

d. That all infrastructure improvements associated with the annexation and subdivision including but not limited to utilities, driveways, street improvements including but not limited to all street lighting, and common area improvements shall be completed according to approved plans, inspected and approved.

e. That irrigated street trees selected from the Recommended Street Tree Guide and planted according to city planting and spaces standards shall be planted where park row planting strips have been approved, inspected and approved by the Staff Advisor.

f. That 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.

g. 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 applicant shall provide evidence from Rogue Valley Sewer Services (RVSS) that the sewer laterals have been installed and paid for with the plat submittal.

That prior to the issuance of any building permits, the applicant shall:

30) That building permit submittals shall include:

a. Evidence that the Earth Advantage® certifications described in the application materials and necessary to satisfy the requirements for the conservation housing density bonus are being pursued.

b. Evidence that storm water from all new impervious surfaces and run-off associated with peak rainfalls will be collected on site and channeled to the storm water collection system 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.

c. The building permit submittals for each lot shall demonstrate compliance with the outdoor lighting standards in AMC 18.4.4.050.C including but not limited to directing outdoor fixtures downward and with full shielding to minimize excessive light spillover onto adjacent properties.

31) As required in AMC 18.3.9.040.A.4.b, if the development is completed in phases, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished *(i.e. prior to the issuance of the seventh certificate of occupancy).*

That prior to issuing a Certificate of Occupancy, the applicant shall:

32) Demonstrate that the bicycle parking facilities shall be installed according to the approved plan, inspected and approved. Inverted u-racks shall be used for the bicycle parking. All bicycle parking shall be installed in accordance with design and rack

standards in 18.4.3.070 prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing, and coverage requirements are met in accordance with 18.4.3.070.

33) Prior to the issuance of a final Certificate of Occupancy, the applicant shall provide evidence of having received the required Earth Advantage® certification for each unit/building.

34) That all exterior lighting shall be selected, installed and or shrouded to avoid directly illuminating adjacent residential proprieties. All lighting shall be verified to comply with this requirement prior to issuance of a certificate of occupancy.

To The City of Ashland Oregon

January 5, 2025

Proposal for 210 Rental Apartments and Request for the following:
Annexation Tax Lot 1702, Site Design Review, Exception to Site Design Standards, Street Standards Exception, Performance Standards Option Subdivision, Preliminary Plat Approval

Applicant:	Kendrick Enterprise LLC Robert Kendrick Casita Developments LLC, member
Property Owner:	Linda Zare Casita Developments LLC, member
Project Name:	Grand Terrace
Property Address:	1151 HWY 99 N
Map & Tax Lots:	39S 1E 32 Tax Lots: 1700 & 1702
Comprehensive Plan Designation:	Multi-Family Residential
Zoning:	Jackson County Rural Residential (RR-5)
Adjacent Zones:	Ashland R-1-5; Jackson County RR-5, Jackson County General Commercial (JCGC) Exclusive Farm Use (EFU)
Project Owner:	Casita Developments 716 N Laurel St Ashland, OR 97520
Developer:	Kendrick Enterprise LLC 716 N Laurel St Ashland, OR 97520
Architect / Site Planning:	Design: Gary Caperna & Jenny Kueck

Architect Engineer:	Brian Mockridge, PE Mockridge Engineering PO Box 1395 Merlin, Or 97532
Civil Engineering:	Powell Engineering and Consulting Todd Powell 100 E Main Street, Suite O Medford, OR 97501
Landscape Architecture:	KenCairn Landscape Architecture 146 Central Avenue Ashland, OR 97520
Survey:	Polaris Surveying Pacific Crest Surveying
Building:	Taylor Elements Kyle Taylor

INCLUSIONS

COMPLIANCE LETTER COMPLIANCE LETTER

A. PROPERTY INFORMATION
B. APPLICATION HISTORY
C. PROPOSAL SUMMARY

SUMMARY of ORDINACE COMPLIANCE

No 1 ANNEXATION 18.5.8
No 2 SITE DESIGN REVIEW CHAPTER 18.5.2
No 3 EXCEPTION TO SITE DESIGN STANDARDS
No 4 PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6
No 5 EXCEPTION TO STREET STANDARD CHAPTER 18.4.6.020.B
No 6 PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3
No 7 PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.
No 8 BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2
NO 9 PRE LIM-PLAT APPROVAL 18.5.3.030
No 10 LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4
No 11 18.4.4.070 OPEN SPACE
No 12 18.4.5 TREE PROTECTION

ORDINANCE CRITERIA FINDINGS

No 1 ANNEXATION 18.5.8
No 2 SITE DESIGN REVIEW CHAPTER 18.5.2
No 3 EXCEPTION TO SITE DESIGN STANDARDS
No 4 PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6
No 5 EXCEPTION TO STREET STANDARD CHAPTER 18.4.6.020.B
No 6 PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3
No 7 PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.
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NO 9 PRE LIM-PLAT APPROVAL 18.5.3.030
No 10 LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4
No 11 18.4.4.070 OPEN SPACE
No 12 18.4.5 TREE PROTECTION

END

EXHIBITS ATTACHED

- Waiver Fee Request
- CCR's Grand Terrace HOA
- CONSENT TO ANNEX
  - LINDA ZARE
  - GENNESSEE & WYOMIN RAILROAD SERVICES
  - OREGON DEPARTMENT OF TRANSPORTATION

- Grand Terrace Land Use Sets
  - Civil Engineering Powell Engineering
  - Architectural Engineering Mockridge Engineering
  - Landscape Architectural Kencaring Landscape Architectural
  - Landscape ANSI 300 Tree Design Compliance Leter
  - Landscape Parking Lot Tree Type

- Oregon Department of Transportaion
  - ODOT Letter Agree to Annex
  - ODOT Require Street Improvements Letter
  - ODOT RR Bridge Easement
  - ODOT TIA Approval
  - ODOT Traffic Study

- Polaris Survey
  - Preliminary Property Line Adjustment Polaris
  - Preliminary Subdivision Map Polaris
  - Survey ALTA S-1, S-2, S-3

- Rogue Valley Sewer Capacity Letter

- Solar Equations Report

- Criteria Letter Reference Site Tabulation "Density-Bonus Points"
  - Tabulation Bonus Points Analysis Report
  - Tabulations of Site Analysis Report

- Traffic Engineer Sandow Engineering & Sage Fire Engineering
  - TIA Grand Terrace 8-5-19 w License Update
  - TIA Tech Memo Update Grand Terrace Access Safety Evaluation Signature Update
  - TIA Traffic Volumes Update 12-11-24
  - TIA Trip Evaluation Update 11-6-24 Signature
  - Transportation Meeting Committee Report Copy
  - Sage Fire Project Report

Environmental

- Wetlands Delineation Report
- Wetland Map
- Wetlands Update Verification Report

*Please be advised that numerical data presented in the tabulation spreadsheet is deemed correct. In the event of any discrepancies between the figures in this narrative letter application and those in the tabulation spreadsheet table that the numbers in the spreadsheet should be considered the accurate representation of the data.

GRAND TERRACE APARTMENTS
COMPLIANCE NARRATIVE LETTER

PROPERTY INFORMATION

The development proposal request is for approvals to Annexation, Site Plan Review, Performance Standard Subdivision, Outline Plan, Final Plan and Preliminary Plat Map, for the development of Grand Terrace a 210-apartment community.

The annexed property consists of parcel Lot 1702 on the south side of OR HWY 99, at 1511 Hwy. 99 N. It's served by the RVSS for sanitary and storm water services and electric service is currently from Pacific Power. The lot development area consists of 8.53 acres and abuts OR Hwy 99 property at the entrance of the City of Ashland. The lot's land area frontage is separated from the Hwy drive lanes for a depth of approximately 100 feet. The applicants parcel sits behind this separation and is approximately 900 feet along this frontage area. Behind the frontage, the applicant's development lot area slopes gently upland at about 5 degrees to the Central-Oregon Pacific Railroad (CORP) above.

The land separating the frontage from the highway consists of an earth berm that stands nearly 7' above the Hwy 99 street grade for the entire length of the applicant's property. Upon annexation the applicant will improve the ODOT land, and the high berms will be flattened and level with the applicant's land. The area will be improved with public facilities and landscaped. A Transit Plaza and bus pull out lane will be built in the area too.

The property has a current access easement that will serve as a secondary access point and a new main entrance driveway will be built along the frontage of lot 1702, 1,000 feet away from the existing easement driveway. The property is served by the Rogue Valley Sanitary Sewer Service (RVSS) District. The adjacent tax lots has a residential dwelling awaiting demolition. The development lot has a wetland of 4,606 square feet near and along the Hwy with a few trees and a delineation report is attached. The Bureau of Reclamation has an irrigation easement on the property that is 100-foot wide. No buildings are planned on the easement but only allowed parking and driveways.

The property is within the city of Ashland Urban Growth Boundary (UGB) and zoned Jackson County Rural Residential (RR-5), Low Density, Multi-Family Residential on the city of Ashland Comprehensive Plan. Adjacent properties to the east and north are within the UGB and zoned Jackson County General Commercial (GC). The properties to the south, include the railroad and Single Family Residential (R-1-5) properties immediate to the other side of the railroad up the hill side in the city boundary.

APPLICATION HISTORY

This proposal was last brought before this commission 12 months ago on a LUBA Remand Hearing and approved by the Planning Commission. It went to the City Council and was withdrawn and suspended by the applicant, after the applicant's attorney advised a remand item that applied to application dates and another post date law, or the Goal Post rule, would be overturned in another appeal causing more time and damages.

The commission and council first approved this application in 2020 and again in 2022 and 2023. The remand item by LUBA was based on a law that was not in effect at the time of the applicant's application. The new state law eliminated required parking. The law came into effect effect after the application was submitted in 2023. The new State law was created to reduce barriers to housing and improve the environment through the elimination of redundant parking. This is the Climate Friendly Equitable Communities Act CFEC. Consequently, another state statue on application dates and post application dates, the Goal Post rule, sunk the development.

Months later with the help of Pam Marsh the state legislature passed SB 5703 which amended the Goal Post rule and stipulates that an applicant can "opt in" if an application made before any land use laws are later made. The basis for their decision was the was that another application was "redundant and caused additional duplicate fees" and it wasn't fair.

The application has been approved by Ashland three previous times and this application is the same as the ones approved before except for updating to the new Climate Friendly Act of the State of Oregon. This is the same as "opting in" except we had to work redundantly and paying the same fees again. Another application and paying fees again is unjust.

Under 18.5.8.030 annexation require an accompanying planning application for the development of the entirety. The prior application included portions of tax lot 1700 that accounted for more acres that the development area of only 8.53 acres. The development size and area has not changed and is still the same. Tax Lot 1700 will be set aside for another separate application. With the adjustment from 13.75 acres to 8.53, twenty 24 affordable units are being provided at this time and the remainder of other 15 affordable units will be under a separate application with Tax Lot 1700.

PROPOSAL SUMMARY

This letter demonstrates the application complies to the criteria for the Grand Terrace development of 210 apartments located in Ashland's Urban Growth boundary at the north gateway of the city.

The following is a general summary of the ordinances criteria and how the application complies. Followed by a detailed list of each applicable ordinance and the applicants' findings complying with the various items in the applicable Ordinances. All development documents including a Traffic Impact Analysis, Land Survey's, Architectural Drawings of the Site and Building Plans and Civil Engineering drawings for the site and all offsite public utilities and pedestrian transportation plans are attached supporting the criteria. These plans are all final and construction ready.

The first item in the application is the Annexation and its criteria. The application for the annexed area is the acreage of the project. For annexation a dedication of 25% of the base density must be affordable rated. For renting units, they must be up to HUD standard of 80% of the area medium income. The units will be built and owned by the developer and dedicated affordable for 60 years. The units will be evenly distributed on a pro basis between all ten buildings.

Annexations require a Site Review. The development has not changed the site plan from the last application, buildings or any on and off-site work. The Climate Friendly Act changed the parking amount. Covering the parking area to reduce heat required larger trees and the area for the roots expanded and caused the loss of 44 parking spaces. Covered bike areas were in the act, but the application already had this in earlier applications. The Act also ask for the consideration of Multiple modes of pedestrian transportation which was already in the previous application. Pooled parking was required so 13 parking spaces were removed to make room for two van parking spots.

The Public Facilities Street Design Standards are included as before. There are multiple transportation options of sidewalks, crosswalks, bus stops, plaza, bike lanes, an RFB for pedestrians and bikes to cross the street and enter the development. These are still all the same as the last submittal, including the request for the exception to the standards due to the numerous natural and man-made physical impediments that prevent the standard street

improvements. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation and the Climate Friendly Act.

Of the few changes under the Climate Act parking standards, Units smaller than 750 square feet, or affordable housing where not subject to the requirement to providing on-street parking. The application includes the same Performance Standards Subdivision that included all small units below that level and all units are 500 sq ft units and less.

Another change is where parking is voluntarily provided the maximum number of voluntarily provided off-street automobile parking spaces for a multifamily development can be no more than two spaces per unit and this development has less than one space per unit. And no street parking.

Another is the requirement for bicycle parking. The number of spaces, how the spaces are constructed, protected and their location. There is no change to the application because bikes are in the same location as the new rule. The bike parking is sheltered and there is more than required. Electrical charging isn't required but it is included.

Next under the climate act is how the parking lot is treated for heat. To minimize the adverse environmental and microclimatic impacts over 50% of the areas is built with a lighter colored concrete with 40% shaded by trees. The areas include landscaped mediums and swales to divert the water toward capture areas, so storm water systems are not overburdened the water is released at nonpeak times. Captured water is treated before being released in a containment system built under the parking lots, and in open area retention ponds. There are 176 parking spaces and 75 have EV stations and two dedicated van pool parking spaces. Solar panels are added to the building rooftops for resident units' electric utilities.

Parking access and circulation is unchanged, and it still includes access at the main entrance and an additional access point several hundred feet to the north. The circulation criteria are the same and meet for the fire department requirements. Also, we made ADA parking greater than the federal standards and development includes 2 spaces per building.

Under our Performance Standards Subdivision submittal, we have nine lots under the apartment buildings.

There are two required steps to Performance Standards Options which include the approval of an outline plan and then later approval of a final plan. Under the PSO ordinance these can be completed individually or combined for concurrent review. This application is a combined proposal with a concurrent review of an outline plan and final plan. In conclusion the plans presented are full construction drawings for the entire development, "Final plan approval shall be granted upon finding of substantial conformance with the outline plan".

For purposes of calculation density of the development the City Ordinance uses an equivalent factor. For a unit that is 500 sq ft the equivalent factor is one 1. Where units are less than 500

square feet they are considered a three quarters .75 dwelling unit. The base density is 115.155 units, the development has 210 units one-bedroom units, and equivalent is 170 units. The density criteria is outlined clearly in the Tabulation Table.

The buildings are clad with a fire-resistant Nichia Vintage Blackwood & Poplar plank siding with white windows and doors. The main exterior elevation will have patios and dividers finished in cedar planks. Mesh stainless steel will join them all together with over 80% transparency allowing for full clear views, light and air.

An Exception to the Site Development and Design Standards is requested for parking spaces that are located between the building and the street of building No 1. The Wetland setback lines, and dedicated open space restricts the efficient layout for the building and parking area as designed through the rest of the site. The parking is 200 feet from the street with trees and wetland vegetation blocking their view and not visible from the street. They are also over 800 feet from the neighbors parking lot of Anderson Auto Body and does not affect them. The exception doesn't conflict with the intent city land use laws.

The proposed open space is 58%. Private Open Space is nearly 6% and required is 4%.

SUMMARY of ORDINACE COMPLIANCE

NO 1

ANNEXATION

The annexation approval criteria is to provide an orderly expansion of the City and public facilities and services. This application includes all the submission requirements including a consent to annex, an agreement to deposit amount to retire special districts debts, boundary description, written findings, the property owners' requests to annexation and a concurrent filing of a planning action. The annexation is in the UGB zoned R-2.

"The application requires an accompanying planning action for the development of the entirety of the annexed area". This application includes the Site Plan Review/Outline & Final Plan, Performance Standard Subdivision, Exceptions to Street Design, Lot Line Adjustment and Preliminary Plat Approval for proposed developed acreage in the annexed area.

As required adequate public facilities of water, electric, sewage, stormwater be available or can be installed as well adequate transportation facilities and the plans demonstrate that adequate public facilities are available and can be installed as well as adequate transportation facilities. Contiguity to the city boundary is made through the state procedure ORS 222.170 whose use will formulate compliance to approval criteria standards of chapter 18.5.8. 050 subsection C. where "The annexed area is contiguous with the City Limits."

Under AMC 18.5.060 "When an annexation is initiated by an applicant other than the city, the staff Advisor may include other land in the proposed annexation to make a boundary extension more logical. Along with the applicant's property the staff advisor can include adjacent properties. This is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan. Through its extension needed housing for the city is achieved through the use of the Urban Growth Boundary lands.

As prescribed by ORS 222.170 letters seeking consent for annexation by the applicant and property owners in the adjacent area have been sent to ODOT, the Genesee-Wyoming Railroad and the applicant. When more than half of the owners in the annexed area consent and they represent more than half of the land to be annexed and more than half of the assessed value to be annexed the requirement for annexation is satisfied. The annexation has been satisfied on all previous applications in 2020 and 2023 and again now in 2024.

Accompanying an annexation request is a Site design whose standards under chapter 18.4 are complied with as are building placement, parking access, circulation, landscaping, public facilities, solar access and trees. For city facilities the development will be using City Water and Electric and all improvements in the design documents will be dedicated to the city where requested. Sewer and Storm water is provided by RVSS through an interagency agreement and dedications will be in conformance with the terms of the agreement. The application includes a letter from the facility districts affirming there is sufficient water to meet the development's needs. Storm and sewer are adequate through approval in writing from the RVSS district that the storm and sewer systems are adequate for the development.

For residential applications a plan must be provided demonstrating that the development of the annexed area will occur at the minimum base density of the development area. Twenty five percent 25% of that density is for affordable units to qualifying renting households earning at or below 80% percent the area median income.

The prior application included 13.75 acres of Tax Lots 1700 and 1702. This application is for 8.53 acres from Lot 1702. Tax Lot 1700 is not included in the annexation request or is it part of the development.

The total affordable units are derived from the zoning density. The area is zoned R-2 and density is 13.5 du/acre the development acreage 8.53 acres x 13.5 du/pa = 115.155 base density. Base density of 115.155 x 25% = 28.78units. For Affordable unit at 80% the equivalent factor is 1.25. The 28.78 units are divided by 1.25, 28.78 / 1.25 = 23.031. These are rounded up to 24.

The applicant has the option to transfer land sufficient to build these units to a nonprofit but will instead build the units themselves. Retaining the units will result in a calculated subsidy at an estimated monthly cost of $12,000, (in first year 2024). The cost of construction is over four million dollars. The units will be dedicated as affordable per the criteria for a term of 60 years.

The affordable are one bedroom 500 square feet units. All the units in the development are one-bedroom units measuring from < > 500 sq ft. The development consists of 10 buildings holding 21 unit each. Subject to financing and the Debt Coverage Ratio the affordable units will be equally distributed to all the buildings with the first affordable units starting in the first building. On average there will be 2.4 units per building or two to three units per building respectively. Neither market units or affordable units will be discernable or built any different than each other. The criteria for affordable units meet the HUD standards outlined in the ordinance.

NO 2
SITE DESIGN REVIEW CHAPTER 18.5.2

The proposed development will beautify the entryway of Ashland, and greatly benefit the local businesses and the environment. The purpose of site review is to regulate the manner land is developed, reduce adverse effects on surrounding property owners and the public and create an environment that is safe and comfortable, further energy conservation and enhance the environment for walking, cycling, and mass transit use, increase business activity and to ensure high quality development in the City.

The proposed development includes nearly a mile of pedestrian improvements including overhead lighting and sidewalks greatly enhancing the entry to the city. The development will be facilitating nearly 400 occupants. With pedestrian and mass transit opportunities of a bus transit plaza and two other improved bus stops, safe crosswalks, bike lanes, RFB at crosswalks for biking and walking safely across the highway to Grand Terrace will encourage the use of less carbon polluting transit means. This is a great benefit to our environment, neighbors the economy, Ashland and the public and finally the beautification of the gateway to the city of Ashland.

The development area is at the entrance to the city and is mostly avoided because its unsafe and at nighttime it's more dangerous. There are no safe Pedestrian or bike facilities that equal the standards of the city but only a ditch, a roadside strip on the highway shoulder with dirt and rocks with an exposed earth berm seven feet tall towering over the road and vehicles. For nearly a mile this condition continues with no sidewalks, driveways, curbs or pedestrian street lighting. This is the entryway of the city. The proposed development exceeds city standards, beautifies the entryway of Ashland, benefits the local businesses, protects the environment encourages multiple transit options that have no impact on the environment through walking, cycling, walking and mass transit.

The development acreage is 8.53 acres with onsite EV charging stations powering vehicles, bikes and solar panel rooftops powering 210 apartments. Ten Buildings are spread out over the site each covering an area of 6,251 sq ft, with 21 units in each.

The building areas and other impervious areas covers slightly over 52% of the site and includes 176 parking spaces, parkways, crosswalks, sidewalks and bike paths. The minimum coverage is

65% so the development is extremely more open than required. There are 20 dedicated spaces for ADA parking and 75 EV charging stations equaling 42% of the spaces. Driveways and parking surfaces are 49% asphalt, at 37,569 sq ft, and 38,112 sq ft, 50.3% of light-colored concrete that reflects heat making it cooler.

A Bus Stop, Pull Out Lane and Transit Plaza with overhead cover, lighting, seating and bike racks will be installed adjacent to the entryway.

The Building Height of the proposed buildings are two-story and ½ story apartments with walkout basement units. The buildings are less than 30' feet tall with orientation to the Hwy 99. The Architecture is compatible with the terraced site which has a 5% slope. The building lines are simple, clean, neat and functionally shaped with an orientation to capture the light. Exterior color tones are reflective making the air cooler. The design is a classical/contemporary with a design that is a traditional garden style apartment building. All siding is cement composite fire-resistant material and all units are fire sprinklered with mini split HVAC systems.

Site design review is required for residential uses and a plan is attached demonstrating how the improvements fit on the site and conforms to the criteria and standards. The basic plan, analysis, boundaries, drawings, grading and landscape plans are included with the application. The zone is R-2, it complies with development and design standards. Public facilities are included, and construction drawings demonstrate the feasibility. Because of the unusual aspects of the area the applicant is requesting an exception to the street standards an exception to street design standards.

No 3
EXCEPTION TO SITE DESIGN STANDARDS

"The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 under Chapter 18.5.2.050.E.1."
Chapter 18.4 Building Placement, Orientation & Design
Part 18.4.2.030 Residential development
2. Limitation on Parking Between Primary Entrance and Street
"Parking areas shall be located behind buildings, or on one or both sides".
An exception to the site design standards is needed for parking between building No 1 and the street. The Wetland setbacks lines, and dedicated open space restrict the layout for the building and the parking area can't be placed anywhere else.
The parking exception is over 200 feet from the street and not seen because it is screened by trees and the wetland vegetation that blocks the view of the parking from the street. There is only one neighbor Anderson Auto Body Paint shop. It's over 600 feet away and within this expanse are trees and multiple other landscape items obscuring the parking. There is no visual impact on this neighbor, or any other neighbors or the public. Furthermore, the development has nearly 53% of the site open and landscaped including the dedicated preserved wetlands. The exception is consistent with the intent of the standards.

NO 4
PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6

This chapter applies to all new development where public facility improvements are required consisting of pedestrian transportation facilities and utilities. The application includes all public improvements of electric, storm, sewer and water plans. The application includes a letter from the facility districts affirming there is sufficient water to meet the development's needs. The development will be using city water and electric while sewer and Storm water service is provided by RVSS through an interagency agreement.

Multiple pedestrian transportation options of new sidewalks, crosswalks, curbs and bus stops are being proposed. No new streets are being added but the applicant will be improving streets. Two driveways are included in the development with concrete aprons and a full commercial grade apron at the main entry where ODOT's safety standards are met for the ingress and egress to the highway.

The right of way where much of the improvements will go have hillsides outcroppings and wetlands which are being retained with block walls. Street trees, where possible, are within the landscape plan along the highway. Vertical six-inch curbs are included along with approved streetlights in accordance with the jurisdictional authority ODOT. The application plans also include a full bus stop, pull out lane, transit plaza, and all items requested by RVTD. For storm water surface runoff, a capture system of landscape islands and curbed with swales directing runoff to retention ponds and underground tanks are included in the plans. These are designed to release storm water after peak hours.

NO 5
EXCEPTION TO STREET STANDARD CHAPTER S CHAPTER 18.4.6.020.B.1

The approval authority may approve exceptions to the street design standards if there is a demonstrable difficulty in meeting the specific requirements due to a unique or unusual aspect of the site or proposed use of the site and the exception is the minimum necessary to alleviate the difficulty, and the exception is consistent with the purpose intent and background of the the standard and result in equal or superior transportation facilities and connectivity .

There are numerous natural and man-made physical impediments that prevent the standard street improvements. Currently the area is dangerous, and the proposed development area, and the surrounding area for almost a mile have no pedestrian transit facilities of crosswalks, sidewalks, curbs, bus stops and street lighting. The area is very unsafe and hazardous to pedestrians, bicyclist and motorist.

The applicant is installing new transit facilities that provide much more access to all areas in the area than before and other improvements that will reduce wait time and safety substantially. New crosswalks with RFB's will diminish the time waiting to cross the highway. Closer bus stops will reduce wait and street lighting added the area pedestrians will feel safer and be safer.

Sidewalks will provide access to the new transit plaza and the other adds bus stop. They will be closer and reduce time and increase safety and comfort. These new additions will create more opportunities for all forms of transit via the opportunity to access areas. The quality of the experience will increase by 100% and the approval of the exception will result in superior transportation facilities and connectivity.

PROPOSED IMPROVEMENT WITH EXCEPTIONS

An exception is requested where the exiting sidewalk terminates near El Tapatio Restaurant where private property squeezes into the right of way area leaving little room for full improvements. There is room to continue the 8-foot sidewalk, bike lane and buffer lane in approval with ODOT the jurisdictional authority for about 300' and for about the next 400', up to the Grand Terrace development property line abutting Anderson Auto Body.

From this point for over 300' a park row, sidewalks, bike lane and buffer lane will be built up to the main driveway entry of the development then another 320' will be added beyond the driveway. Here it will meet a bus pull out lane that narrows the width area again. The pull-out lane is needed for the safety of the bus entering the traffic. Because of the topography a pull-out lane and park row together won't fit. Standard sidewalks, curbs, bus lane, bike lane, buffer lane and drive lane will be built here. Along the pull-out lane a 6' retaining wall is needed in this area to accommodate these improvements and retain the outcroppings. The total area from the beginning of the pull-out lane, including the retaining wall is about 400' to the bridge.

From the bridge railroad trestle tunnel ODOT has proposed a state facility raised 6-foot sidewalk and curb. The curb has a mounted 3-foot concrete barrier providing safety to pedestrians and cyclist walking to the Grand Terrace development. Beyond the tunnel, an 8' foot sidewalk and curb will continue to N. Main Street for about 840' where another six-foot retaining wall will be added to maintain and protect city infrastructure facilities. Going to Schofield Ave., a full standard improvement will be built for about another 300'. Here a new crosswalk with a RFB to get safely across the street to catch the North and South Bound Bus will be installed. RVTD and ODOT have designed new hardscape surface areas on the North Bound side to safely and comfortably get on and off the bus. This should be very helpful for handicapped pedestrians and wheelchairs.

Pedestrians will have control of the crossing the beacon. By activating the Rapid Flashing Beacon all pedestrians can notify vehicles to stop to safely cross the street and access Grand Terrace by foot, bike and wheelchair.

The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza. The public will have opportunities for multiple forms of transit. The improvements will also change the roadside culture and

induce cars to lower their speed limit. The multiple transit options make for a safer environment by increasing the feeling of safety and security for pedestrians, cyclist and bus users. The proposed improvement which are an exception to the city standard comply with the standards of the jurisdictional authority, the Oregon Department of Transportation.

For Water, Storm Water and Electric the development will be using city water and electric. All these improvements are noted in the design documents. The utilities will be dedicated to the city where requested.

Sewer and Storm water services are provided by RVSS through an interagency agreement and any required dedications of improvements will be in conformance with the terms of the agreement. The application includes all public improvements including sewer and water plans and are submitted to the city engineer for review and approval. Any sizing requirements will be accommodated if needed in the existing application after the engineer's review.

The application includes a letter from the facility districts affirming the there is sufficient water to meet the development's needs. Adequate storm and sewer facilities are here and approved in writing from the RVSS district stipulating that the storm and sewer systems are adequate for the development. Storm and drainage plans are attached to the application for both the City Engineer and the RVSS District Engineer. All engineered utility plans are supplied to providers during the application permit process, most are reviewed concurrently during the design process.

NO 6
PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3

Where parking is voluntarily provided in the development it must meet the conditions of this chapter. Requirements include parking, vehicular and pedestrian access, circulation, and connectivity. The plans demonstrate the criteria are met including the added items from the developer. All ADA parking, emergency vehicle lanes, loading areas, dedicated van pool parking, a Bus Stop with a pull-out land, a transit plaza, sidewalks, curbs, trees, lighting, bicycle parking, EV charging stations and infrastructure, both pedestrian and multi modal paths throughout the site including paths from the public area to the development buildings.

For auto parking requirements a maximum of 2 spaces per unit are allowed and the development has less than one parking space per unit. For Bicycle Quantity Standards, one sheltered space per studio/bedroom is required and the development has 250 including electric charging out lets for safe charging bikes outside the building area. All are within 50 feet of the entrance of the building.

The amount of ADA parking exceeds the standards. They are immediately accessible to the entrance of the building and in most cases located nearest the dedicated handicap apartments whose total exceed the federal requirement. Predominantly flat, smooth and hard, ADA access roll up is made better from the parking area to the unit itself that has flat entrance areas. The

American with Disability Act requires 6 parking spaces for lots over 150 spaces. Grand Terrace has 186 parking spaces with 20 ADA spaces.

Bike parking is provided by separate sheltered parking booths on concrete or asphalt base. They are immediate to and visible from the unit front door and easily accessible. The location from the unit to the bike parking is under 50 ft distance from the building and not further than the closest vehicle parking space. Lighting is provided in the shelters along with electric for charging.

Auto parking is not located in front and side yard setbacks abutting a public street and no parking is in front yards or on the streets except as outlined in the exception because parking spaces are between the building and street and an exception is being requested for building No 1 where the vegetated wetlands contrains the design parameters.

Voluntarily provided parking areas and parking spaces meet all the minimum and maximums sizes. The back up distance of 22 feet is met. Pedestrians walking from their cars at long distances will walk by a variety of designs of buildings, landscape islands, breezeways, raised walkways, parkways and other street like features.

Sidewalks are safe with five feet and greater in width and curbs are six inches high. Curb ramps are located at all crossings with hash marked lines. Street trees are along the walkways, and pedestrian oriented lighting is in all pedestrian areas.

Parking lot areas include all parking spaces, driveways, circulation and maneuvering areas. They are designed to minimize the adverse environmental and microclimatic impacts with over 50% of the areas built with a lighter colored concrete with 40% shaded by trees**.** The areas include landscaped mediums and swales to divert the water toward capture areas. Storm water systems are not overburdened during a storm and the runoff is released at non-peak times. The captured water is treated in a containment system before being released. These are built under the parking lots and in open area retention ponds. There's approximately 12,000 sq ft of containment tanks under the parking area.

A list of Parking Lot Trees is attached to the landscape plan that include trees from the City of Ashland Recommended Street Trees Guide.

A circulation system map for pedestrians and bicycles consisting of sidewalks, ADA pathway, multi-use paths, bike paths, bike parking, bus stop and pull-out lane, transit center with seating and bike parking, secured pathways under the bridge, a crosswalk with RFB, pooling and van parking areas are included in the application.

For all vehicles and emergency vehicles a circular system is designed in the plans to rotate vehicles around the development in a forward position without turning around. There are two dedicated pool van areas. Emergency vehicle access is made from two access points. The driveways meet the requirements for heavy equipped fire engines both in weight capacity and

in turn around standards. FD personnel have approved safe and unobstructed access to all buildings from streets, driveways, and walkways at the sides, front and rear of all buildings. For driveways and areas, the distance between the applicants ’driveways is over 100 feet and none are as close as 24 feet, and over 100 feet from any intersection.

The subdivision meets the controlled access standards which can be made from two points. Separate egress and ingress is included with a turn lane in the street for safety and the lanes marked with center line paint. The street is already fully marked for left and right and turns along the frontage. The driveway design is clearly marked in all areas per code with clearly defined traffic areas and drive areas. The driveway accommodates two-way circulation, and the driveway meets the 20-foot width standard for two-way traffic and 22 feet back up distance.

Only one approach is at the developments frontage while the secondary one is over 800 feet away. The development frontage entry is safe and clear of other traffic from nearby driveways and there are no vertical clearance issues or Vision clearance obstructions from the driveways.

Because the residential development would be creating traffic onto the Highway, the city, by order of the ODOT the jurisdiction authority, was required to conduct a study from a detailed list of items by ODOT about the impact on the highway and its safety. This report is called the Traffic Impact Analysis or “TIA” and it’s over 200 pages long replying and responding to all ODOT’s points of authority. The city approved Sandow Engineering to conduct the study at the expense of the developer. ODOT reviewed the study, and several times required verifications and inspected the site themselves to verify. After a normal back and forth analysis the report was finalized and approved by ODOT. The report is attached to the application. It includes an analysis of the driveway safety. An approval letter is on file from ODOT to the City. The entrance criteria were exceeded, and it meets the safety standard for a clear line of sight, the ability to stop within a measured distance at a posted speed and time to react at the posted speed. All these measurements were met and approved by ODOT.

UDATED TIA TRAFFIC COUNT: Since the TIA was done in 2019 three different traffic analysis were conducted in November and December of this year 2024. After adjusting for commuter traffic per ODOT’s Seasonal Adjustment Methodology and the study being conducted at the peak season of the year they were compared to the volumes in 2019 and showed traffic at the major intersection of Hwy 99 and Valley View where 20% lower now than in 2019. The year over year reports show the predemic, pandemic and postdemic traffic for the highway also and projected growth of traffic is not as great as projected in 2019.

The main driveway grade is 5 percent far beneath the maximum standard and the secondary access driveway is 15% at the highest point for a short distance and is approved by the fire department for access and safety standards.

Driveways are designed to City standards. Lots and parcels conform to the lot standards of the applicable zoning district and the developments lots have been created through the Performance Standard Option and its criteria have been met through the PSO standards.

Driveway approaches are designed with concrete. All parking areas are designed for permanent marking of driveways and parking spots that are handicap and compact. All parking spots are designed for wheel stops to the specifications.

EVC infrastructure is included in the engineering plans. There are 76 car charging stations included in the design documents meeting the 40% criteria. The plans have site lighting throughout the development and all lighting is designed to be directed downward so not to glow into any neighbor property or night sky.

The development pedestrian plan demonstrates that a Continuous Walkway System extends throughout the development site, and to existing or planned off-site adjacent sidewalks, trails, common open space areas, bus stops and transit plazas. Walkways that cross a parking area or driveway are clearly marked with contrasting paving materials and is a raised/hump crossing area. All units have direct access to the exterior and sidewalks to other buildings, units, trash, parking and open space areas. Parking, units, buildings, trash, open spaces, bus stops, transit plaza all have direct safe avenues that are solid and well-lit at nighttime. All sidewalk walkways in the parking areas are built with curbs that have a raised 6-inch curb.

NO 7
PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.

The applicant is exercising the option to apply under the Performance Standards Option, Properties not located in the Performance Standards Overlay but meeting the requirements of section 18.3.9.030 may be processed under chapter 18.3.9. Performance Standards Option whose purpose is to allow an option for more flexible design, stress energy efficiency, architectural creativity, and innovation; use the natural features, 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.

Grand Terrace development design meets this in the design of small flexible household units with open spaces, views, air, and multiple various transportation options that reduces energy and carbon generators. Using multiple buildings of apartments with individuality provides private entrances located directly to the exterior in lieu of corridors and halls, with private decks at opposing ends of the entrance with panoramic views of the surrounding areas. The high ceilings, more windows, solar panels, collecting power for the residents' electric utilities. This lowers cost, provides clean energy and reduces the environmental impact.

Geographically, the building utilizes the open terrace preserving natural features of the area leaving an abundant amount of open space for the occupants, neighborhood and city at large.

When placed at the entryway of the city, preserving the natural features of the area is significant. For neighbors the low profile of the buildings and large open areas preserve the

views of the open fields and the valley for everyone. For transportation and safety, the development provides all this and more especially where none existed before.

The goals of the chapter in using natural landscape, energy conservation and features to the greatest advantage is achieved.

The proposed development area is immediate to the entryway of the city in the UGB along Hwy 99 where Anderson Auto Body Paint and Paradise buildings are located. In the daylight the area is very distinguishable by the high dirt berms in the ODOT right of way along the drive lane. The development sets back about 100 feet from these berms and its frontage is 900 feet long. it includes the vegetated wetland with trees and is perpendicular to the berms. Upland from the berms and wetlands are visible open fields gently terraced to the Railroad tracks. From here it wraps northeast behind the paint shop and Paradise supply. An old farmhouse and barn sit up here. From here northerly another eight acres of forest and a Gulch are the backdrop for all the car lots along Hwy 99. This is all in the UGB and the forest is being preserved and maintained by the owners. Most is constrained and unbuildable.

Currently, at nighttime this entryway of the city along the highway is remarkably dark with no public facilities. For security the area is spotted with tall bright security lights glaring back on the commercial buildings and car lots. The light spills onto the north Ashland hillside neighborhood. The night sky is gone, and pedestrians are not visible, creating a dangerous situation.

While the frontage of the development is 900 feet, the improvements area is 3 times larger. It includes the restoration of standard public facilities and safe and multiple transportation opportunities. With the addition of critically needed rental housing it will put more eyes on the street.

The application is a combined proposal and follows the subdivision process for bonding, public improvements, and common areas creation. There are two required steps to Performance Standards Options and PSO Overlay approval, which may be completed individually or combined for concurrent review. 1. An application for an outline plan approval and 2. application for a final plan approval. An application with fewer than 10 lots may file a Final Plan concurrently as defined in 18.3.9.040.B.4 An outline plan is submitted here for subdivision approval, and it consist of less than 10 lots. Accordingly, the Outline Plan/ Final Plan are submitted here concurrently.

The development area contains 210 residential units. The units are spread among 10 buildings each consisting of 21 one-bedroom units per building. All units have HVAC systems mini split systems. There is no phasing, and the final plan are the construction ready plans for immediate development of the annexed area acreage. Financing is a combination of private equity and bank financing for construction and permanent loans after completion. A request for Preliminary Plat approval is for financial underwriting. Development is contemplated to begin shortly after all approval, jurisdictional and financing approval.

The site plan delineates more accurately the driveways walkways, parking, pedestrian and bike plan, public bus stop and plaza with seating and overhead cover with lighting. In combination, they demonstrate connectivity. The attached final Landscape Plan includes all trees existing and to be included in the construction of the landscaping.

Final plans for the development of offsite and onsite work are in the civil engineering plans and include water, sewer, drainage, electric, cable, and street improvements.

A full construction set of public facilities including water, electric, sewer and storm water facilities are on the plans conforming to the code. Required open space is indicated on the plan and the total area is double the required amount. The proposed utilities extensions to the subject property from the various public utility providers are through existing and proposed easements and street rights-of way surrounding the site. Written statements verifying capacity from the various service providers were already provided stating there is adequate capacity to serve the development.

The chapter stresses innovation, architectural creativity and efficiency. Breaking the multi units into individual buildings kept the development non imposing or monolithic and giving it a sense of intimacy and human scale achieves these goals. Geographically, its set on a terrace and spread out with abundant open space preserving and utilizing the natural features of the area. Occupant's view from the living space is oriented toward the valley and wide-open spaces.

The minimum base density required is met and the proposal conforms to the requirement. For open space the minimum amount required is 8% and the plan demonstrates the open space is greater than 50%. The goals of the chapter in using natural landscape and features to the greatest advantage and the wetlands along with an abundance of open fields are kept and protected, meeting the criteria. The plan outlines the site's significant natural features such as the wetland area in the development acreage. Large open spaces are included throughout the Grand Terrace site. Trees and landscape islands within the parking area and pedestrian walkways connect the apartment units to the site open spaces, the parking areas, the site sidewalks and the public pedestrian and transit improvements.

The Method of maintaining common and open space is with CC&Rs to regulate the use, appearance, and maintenance of the development which commonly include the buildings, common area spaces, driveways and parking lots.

The subject property development provides the opportunity for adjacent property to be developed for uses as shown in the Comprehensive Plan. Without this annexation, the north Ashland Urban Growth Boundary is prevented from future expansion and growth because the applicant is bringing utilities and transportation to the area that didn't exist before. This promotes the City's Comprehensive Plan, including existing residential subdivisions to the south, and commercial areas to the north.

Submitted with the application are final civil plans with street improvement plans with changes to the city street standards that includes a request for an exception to the Street Standards. The approval authority may approve exceptions to the street design standards of Chapter 18.4.6.040 "if 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; and the exception is the minimum necessary to alleviate the difficulty", see Section in 18.4.6.020.B.1.

The findings of the applicant showing that the development meets the criteria set forth in this ordinance and the Comprehensive Plan and this narrative along with all the plans and exhibits demonstrate the application meets the ordinance requirements. The design documents attached, and this letter are the findings demonstrating the development meets the criteria set forth in the ordinance and the Comprehensive Plan

These are the approval criteria for outline plan and the planning commission shall approve the outline plan when if finds all the above submissions have been met. The submittal meets all applicable ordinance requirements.

When an outline plan and final plan are filed concurrently, the criteria for approval of an outline plan shall also be applied. All application requirements for the final plan have been submitted and attached to this application and letter

The Approval Criteria for Final Plan shall be granted upon finding substantial conformance with the outline plan which means the outline plan meets the final plan criteria and doesn't change any more than 10%.

The density of the development conforms to the Chapter 18.3.9.050. The zone is R 2, and the density allowed is 13.5 du/acre based on the acreage of the project. The density cannot exceed this. The acreage of the project is 8.53 acres x 13.5 du/acre = 115.155 units.

Density Bonus and permitted density. The permitted base density shall be increased by the percentage gained through density bonus points. The maximum density bonus permitted shall be 60 percent (base density x 1.6).

Residential Density Calculations in R-2 zones is covered under Chapter 18.2.5.080.B.2. A unit that is 500 sq ft. the equivalent factor is 1 one. Where units that are less than 500 square feet they are considered as .75 of a dwelling unit.

Proposed unit mix and density is
50 >500 sq ft units, 50 x1 = 50, and 160 <500 sq ft units, 160 x .75 = 120. 50 + 160 = 170

The minimum allowed density is 90% of the base density.
Minimum Base density = 115.155 x 90% = 104
Maximum Allowed Density is 115.155 x 1.60 = 184
Base Density with Bonus is 115.155 + 69 = 184

Proposed Density is 170
(see tabulation table for calculations)

18.3.9.060 Parking Standards On-Street Parking Required
The proposed development is improving streets controlled by Oregon Department of Transportation on Hwy 99 and parking is prohibited. In accordance with 18.3.9.060. A.2.Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.

For setbacks: The proposal setbacks comply with the underlying zone, and it exceeds the front setback of 20 feet for the underlying district. The minimum separation between two buildings must be half of the height of the tallest building. Half the height of the building in the development is 15 feet and the distance between the building is 20 feet meeting the criteria. The Side yard of 6 ft and the Rear Multi Story 10 ft per story and 5 for half story setbacks meet the parent zoning criteria. The perimeter setbacks meet the standards for the zone.

Solar: Solar measurements are attached to the application and meet the criteria where applicable.

NO 8
BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4

A. 18.4.2 applies to residential development subject to 18.5.2 Site Design Review
The purpose is to enhance the environment to encourage alternative modes of transportation, such as walking, bicycling, and transit, an environment that is safe and comfortable, and natural surveillance of public spaces, or "eyes on the street," for crime prevention and security. Reduce dependency on the automobile for short trips, thereby conserving energy and reducing unwanted congestion. Support resource conservation and reusable energy generation, through solar, wind, and other renewable energy sources; and require high quality development that makes a positive contribution to the streetscape and maintains a sense of place that is distinctly Ashland.

-The colors of the building will be consistent with the earth tones of the area light colored to reduce heat.
-All parking is visible and a close walking distance to units, and no parking abuts a unit, and all ADA parking is immediately available to ADA units.
-All parking areas are adjacent to walkways and paths located for immediate access to residential units by paths, sidewalks and breezeways. Windows are plentiful to all residential units allowing the units to be surveyed if needed.
-Laundry rooms are centrally located at each building directly accessible to all units and have windows for light and safety.

-High standard installed hardware is included in all areas used and lived in along with well lit walkways and entry ways, common areas paths and walkways leading to cars and entryways will have security cameras. Assessable by residents and security companies.
-All lights will be installed for the safety of the residential occupants and oriented downward and not in any way to effect adjacent neighbors and the night sky.
-Light will be sufficient to monitor for safety of the residents and viewing of security systems.
-Concurrently all inclusion of larger trees will be to accommodate carbon reduction in the shading of driveways and parking areas and will be man size height.
-The buildings primary orientation is toward the street and driveways and are connected to the right of way via multiple approved walkways and meandering paths from units through the common area open space for both pedestrians and bicycle riders.
-Parking areas are located behind buildings, or on one or both sides. No parking is proposed between the buildings and the street, but due to the open space buffer around the wetland area it constricted the design of Building No 1 one where spaces are between the street and building because it could not be adjusted, but it is 200 feet back from the street and screened by the wetlands and trees. An acceptance is requested for this building.
-The proposed siding material are fire resistant fiber cement cladding with colors reflective of the area in Poplar and Blackwood plank siding. Six by eight patio doors at the end of the unit, with dividers between patios of a Polar slat wood and woven stainless-steel screens. The woven steel is strong, long lasting and allows over 80% transparency. Along the base of the buildings are poured concrete foundation base lines. The roof will be a “standing seam” metal roof to accommodate solar panels that power the units.
-There is one street tree selected from the street tree list placed every 30-feet of frontage for the portion of the property fronting the street.
-The landscape plan complies with landscape area coverage and is 52% of the area. The proposed is greater than the minimum required and preserving all the trees except one dead near the wetland buffer area.
-The site plan attached provides details of the common refuse areas compliant with AMC 18.4.4.040.A.1.b. and screened in accordance with AMC 18.4.4.030.G.1 and to meet the access needs of Recology.
-A Wetland Delineation Report was drafted by Pacific Habitat Services, Inc and the site plan demonstrates that the minimum required wetland buffer of 20-feet will be provided.

The common open space is nearly double the minimum required per 18.4.4.070 with a variety of landscape spaces and recreational open spaces. With the inclusion of the excess ODOT property the total sum of open space will increase by nearly another acre.

No 9
Preliminary Plat Approval 18.5.3.030

A final plat is required if lots are to be sold. Under 18.3.9 Performance Standards Option, 18.3.9.040 Review Procedures “o.” stipulate that if lots are to be sold, a final plat is required similar to that required for of a subdivision, per chapter 15.5.3 Land Division.

Preliminary Plat Approval is a Type I procedure under Chapter 18.5.3. The Applicant has participating interest that will require individual Deeds, and the plat is required since lots will be segregated for security interest much like the requirements of a sale. The application for Performance Standards Subdivision is being requested and it complies with the Type II procedure.
NOTE 18.3.9.020 The Performance Standards option may be used to divide residential and non-residential zoned land.

The preliminary plat submissions under this section are submitted with the plans and all other criteria are under the PSO application. The proposal is submitting under the Performance Standards criteria and "developments subject to this chapter 18.3.9.020 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 this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

NO 10
LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4

This chapter applies to residential developments subject to chapter 18.5.2 Site Design Review. The minimum landscape area in the zone (R-2) is 8% of the developed area and the plan for the development is 16%. The standards of the chapter are met for all landscape areas, planting. A tree preservation plan is attached to the plans. An irrigation plan is included with the drawings. Water conservation plans are designed into the plans. Areas for recycling and refuge are included in the architectural, engineering and landscape plans. Outdoor lighting is throughout the development and all focused downward shown in the plan. Screening with any hedges and fencing is in the plan.

No 11
OPEN SPACE 18.4.4.070.

Section 18.4.4.070 establishes standards for open space and applies to residential developments that are subject to chapter 18.5.0, Site Design Review, and/or 18.3.9, Performance Standards Option and PSO Overlay. Density bonus Available for common and open area is one percentage point times the density for every additional point exceeding the base requirement of 8%. The common landscaped area and other open space is 58%. In the R 2 zone the landscape area minimum is 35% the proposed is 59%

Private Open Space minimum is 4% and the development has 6% and is not counted in the Open Space calculation.

No 12
18.4.5 TREE PROTECTION PLAN

A tree protection plan is included with plans for review by staff advisor concurrent with applications for Type I, Type II, and Type III planning actions. There are 23 trees greater than six inches in diameter at breast height (DBH) on or directly adjacent to the property.

ORDINANCE CRITERIA FINDINGS

No 1 ANNEXATION
ANNEXATION 18.5.8

The Grand Terrace development is a 210-apartment community planned in the City of Ashland Urban Growth Boundary. Annexation is subject to meeting the following criteria.
1. Annexation 18.5.8.010 The purpose of this chapter is to establish procedures and approval criteria for the annexation of land to provide for the orderly expansion of the City and public facilities and services, consistent with the provisions of the Oregon Revised Statutes (ORS) including ORS chapter 222 or successor state statute. (Ord. 3204 § 3, amended, 12/21/2021)
Applicant: The following information is supplied to demonstrate the development complies with the criteria.

18.5.8.020 Application Submission Requirements
Except for annexations initiated pursuant to section 18.5.8.040, application for annexation shall include the following information.
A. Consent to annexation, which is non-revocable for a period of one year from its date.
Applicant: A non-revocable consent to annex has been provided by the property owner/applicant.

B. Agreement to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510.
Applicant: An amount sufficient to retire any special district debt will be deposited if determined necessary. The property is within the Rogue Valley Sanitary Services (RVSS) District

Boundaries. RVSS is a special district as defined by ORS 222.510. The property is served by an existing perpetual services agreement that was created in 1995 between the City of Ashland and the RVSS. This perpetual services agreement dictates that the subject property and properties in the vicinity be served by RVSS.
To the applicant's knowledge, there are no other special districts as defined in ORS 222.510.

C. Boundary description and map prepared in accordance with ORS 308.225. Such description and map shall be prepared by a registered land surveyor. The boundaries shall be surveyed and monumented as required by statute subsequent to City Council approval of the proposed annexation.
Applicant: A boundary description and map prepared by an Oregon Licensed Land Surveyor and in accordance with ORS 308.225 is provided with the application.
D. Written findings addressing the criteria and standards in section 18.5.8.050.
Applicant: All criteria to 18.5.8.050 is included with this filing and all attachments and exhibits referenced and submitted upon the application is part of the written findings.

E. Written request by the property owner for a zone change. Provided, however, no written request shall be necessary if the annexation has been approved by a majority vote in an election meeting the requirements of Section 11g of Article XI of the Oregon Constitution (Ballot Measure No. 47).
Applicant: The property owners under this proposal requests an annexation in conformance with the city of Ashland's zoning designation as noted in the Ashland Comprehensive Plan designation for the property, Low Density, Multi-Family Residential (R-2).

F. For annexation applications not initiated by the City, a concurrent filing of a planning application (e.g., Site Design Review, Subdivision, or Land Division) for the development of the annexed area.
Applicant: A concurrent filing for a planning action is included and they consist of the Site Plan Review/Outline & Final Plan, Performance Standard Subdivision, Exceptions to Street Design, Site Design standards, Lot Line Adjustment and Preliminary Plat approval.

18.5.8.030 Applicability and Review Procedure All annexations shall be processed under the Type III procedure. Except for City-initiated annexations, annexation applications require an accompanying planning application for the development of the entirety of the annexed area in accordance with applicable procedure and approval criteria in chapter 18.5.1. General Review Procedures concurrent with the annexation application.
Applicant: Type III reviews are considered by the Planning Commission, who makes a recommendation to City Council. The application includes the Site Plan Review/Outline & Final Plan review and approval, Performance Standard Subdivision, Exceptions to Street Design & Site Design standards, Lot Line Adjustment and Preliminary Plat approval for the entire annexed area including all required off site improvements. The documents include complete civil engineering and construction drawings for public utilities, connectivity infrastructure and transit facilities for bicycle, pedestrian, parking, driveways, and building plans for the development of the Multi Family development. These facilities include utilities and street improvements.

18.5.8.040 Initiation by City Council or Planning Commission the City Council or Planning Commission on its own motion may initiate a proposal for annexation. The applicable approval criteria and standards in section 18.5.8.050 shall apply to City-initiated annexation applications. Annexations initiated to address dangers to public health shall follow the process and be subject to the criteria in ORS Chapter 222 or successor state statute.
Applicant: The request for annexation is voted on by a majority of the landowner in the area including the applicants and is not being initiated by the City Council or Planning Commission.

18.5.8.050 - Annexation Approval Criteria and Standards An application for an annexation may be approved if the proposal meets the applicable criteria in subsections A through H below. The approval authority may, in approving the application, impose conditions of approval consistent with the applicable criteria and standards, and grant exceptions and variances to the criteria and standards in this section in accordance with subsection 18.5.8.050.I.
APPLICANT: Criteria and standards are addressed in this letter and the applicant agrees to abide to the conditions of approval imposed being the criteria and standards missed by the applicant.

A. The annexed area is within the City's Urban Growth Boundary.
Applicant: The annexed area is currently within the city of Ashland, Urban Growth Boundary as designated on the 1982, adopted Ashland Comprehensive Plan.

B. The annexation proposal is consistent with the Comprehensive Plan plan designations applicable to the annexed area, including any applicable adopted neighborhood, master, or area plan, and is an allowed use within the propose zoning.
Applicant: The annexation proposal is consistent with the Comprehensive Plan designation applicable to the area. The proposed zoning of the property is Low-Density, Multi-Family Residential (R-2) and is consistent with the designation indicated on the Comprehensive Plan Map. The proposed application is for the multi-family residential complex development project an allowed use within the R-2 zoning.

C. The annexed area is contiguous with the city limits.
Applicant: Consistent with Chapter 18.5.8.060 when and annexation is initiated by an applicant other than the city the Staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical". "The staff advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any other land other than the land for which the. Annexation is filed." The inclusion of the applicant's property, the railroad property, and the ODOT property (Hwy 99) is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan. An election by landowners in the area as prescribed by ORS 222.170 qualifies for the justification by staff advisors and is a legal annexation under state law.

ORS 222.170 The legislative body of the city need not call an election in any contiguous territory proposed to be annexed if more than half of the owners of land who own more than half of the

land in the contiguous territory and representing more than half of the assessed value of real property in the contiguous territory consent in writing to the annexation

ORS 222.170.4 Real property that is publicly owned, is a right of way, or railroad shall not be considered when determining the number of owners, the area of land or the assessed valuation required to grant consent to annexation under this section unless the owner of such property files a statement consenting to or opposing annexation with the legislative body. As noted, It can be found that the contiguity is created through the allowed Annexation procedure found ORS 222.170, and the application of AMC 18.5. 060..

D. Adequate City facilities for the provision of water to the annexed area as determined by the Public Works Department; the transport of sewage from the annexed area to an approved waste water treatment facility as determined by the Public Works Department; the provision of electricity to the annexed area as determined by the Electric Department; urban storm drainage as determined by the Public Works Department can and will be provided from the annexed area. Unless the City has declared a moratorium based upon a shortage of water, sewer, or electricity, it is recognized that adequate capacity exists system-wide for these facilities. All required public facility improvements shall be constructed and installed in accordance with 18.4.6.030.A

Applicant: The Comprehensive Plan, Urban Services, Chapter 9, states that the goal of the city is "To provide public utilities, services and facilities in an orderly, efficient and environmentally sensitive way and in sufficient quantity to meet city needs now and in the future." (9.01.03) The application includes infrastructure plans for all utilities under this chapter which have previously been found to comply with this requirement. There is an existing approved service district facilities in the area and there are agreements between the jurisdictions to service the area. The Comprehensive Plan, Urban Services, Chapter 9, states that the goal of the city is "To provide public utilities, services and facilities in an orderly, efficient and environmentally sensitive way and in sufficient quantity to meet city needs now and in the future." (9.01.03) The Water Supply and Services section states the goal of the City of Ashland is "To provide sufficient water supply for Ashland citizens" (9.03.04). Through the annexation of the subject property and the proposal to extend the water main to the proposed driveway where the meters are proposed achieves the Comprehensive Plan Goals of the City of Ashland.

PUBLIC UTILITIES:

Water**:** The proposal is to extend the City of Ashland, eight-inch water main within the Hwy. 99 N, ODOT right-of-way to the property. Presently, a 12-inch water main terminates in the Hwy. 99 right-of-way, approximately 766-feet south of the subject property frontage. The proposal requests extension of the city of Ashland water main as a public facility within the ODOT Highway right-of-way to the property under the railroad property through easement and connecting to the ODOT right-of-way where a private line will be extended through the site. In addition to the domestic services, an irrigation service meter will be installed. Adequate fire hydrants are proposed. The fire hydrant locations are provided on the civil engineering plan set (Overall Site Utility Plan, Pg. C5.0). There are substantial water pressures in the area and according to the Water Division Supervisor, pressure reduction valves (PRV) will be necessary.

The city of Ashland Public Works Department requires that the municipal water system be engineered by the current, contracted public utility water system engineers of record for Ashland. This is understood by the property owner, and the project civil engineer is working with this company. The proposed landscape plan provides for water conservation planting techniques wherever possible.

Sanitary Sewer: The property is within the Rogue Valley Sanitary Sewer Service District boundary. The existing site is connected to the RVSS system. Within Hwy 99N right-of-way, due north of the subject property, the end of the 8-inch RVSS main line is located within the Hwy. According to the Engineers with the RVSS, the property is required to connect to RVSS due to its location within their district boundaries. Additionally, an urban services agreement was made in 1995 which required that this property (and others in the area) be served by the Rogue Valley Sanitary Sewer Service District.

Urban Storm Sewer: The proposed development of the site with physical improvements are engineered and demonstrate compliance with the Rogue Valley Sanitary Sewer Services, Stormwater Quality Design Manual. The project Civil Engineer has determined the approximate size and locations for on-site detention and treatment facilities. The property is served by RVSS Storm Sewer Services, and the storm water management plan has been designed in accordance with the most current Rogue Valley Stormwater Quality Design Manual standards at the time of building permit submittal. RVSS has formally confirmed there is more than adequate capacity for the proposed development.

Electric: The property is presently served by Pacific Power. With the proposed development, the property will be served by city of Ashland Electric infrastructure. The City of Ashland electric service lines will extend along the highway to provide adequate infrastructure to serve the proposed development and future development in the vicinity. An electric service distribution plan, both offsite and onsite, has been created with the oversight of the city of Ashland Electric Division and is included with the construction documents.

E. Adequate transportation can and will be provided to and through to serve the subject annexed area. For the purposes of this section "adequate transportation" for annexations consists of vehicular, bicycle, pedestrian, and transit transportation meeting the following standards.

Applicant: The property abuts Hwy 99 N under the jurisdiction of Oregon Department of Transportation (ODOT). The proposed street improvements are located here and they comply with the ODOT standards for the entirety of the highway frontage. The Oregon Department of Transportation required a Transportation Impact Analysis (TIA) under the State Transportation Planning Rule (TPR) for the traffic generated from the entrance of the development and it was found to meet the mobility standards. The main access driveway when measured for ingress and egress traffic safety met the standards.

1. For vehicular transportation: A minimum 22-foot-wide paved access exists, or can and will be constructed, along the full frontage of the project site providing access to the annexed area to

from the nearest fully improved collector or arterial street. All streets adjacent to bordering on the annexed area shall be improved, at a minimum, to an applicable City half-street standard with a minimum 20-foot-wide driving surface. The City approval authority may, after assessing the impact of the development, require the full improvement of streets adjacent to bordering on the annexed area. All streets located within annexed areas shall be fully improved to City standards unless exception criteria apply. Where future street dedications are indicated on the Street Dedication Map or required by the City, provisions shall be made for the dedication and improvement of these streets and included with the application for annexation.
Applicant: A 22-foot-wide paved access exists along the full frontage of the project site to the nearest fully improved collector or arterial street. The full improvement of the highway frontage adjacent to the development and in the annexed area is proposed to be improved. The improvement area includes not only the development but adjoining lands. These new improvements consist of bike lane, curb, gutter, some park row and a bus stop and pull-out lane with a transit-oriented plaza.

At the Development entrance ODOT required the Traffic Impact Analysis to study the following items of Site Distance, Stopping Distance and Reaction Sight Distance and they were found to meet their criteria.

ODOT CRITERIA MET
SIGHT DISTANCE: Clear line of sight, or sight distance for vehicles at the driveway access connection allows for drivers entering and existing the access to make safe turning movements and allow vehicle traveling on the roadway time to react to turning vehicles in a safe manner. The proposed location has the clear line of sight required for all conditions.

STOPPING SIGHT DISTANCE: Safe Stopping sight distance (SSD) is based on the speed of the roadway being traveled on Hwy 99 with a posted speed of 45 MPH and the required distance to see and stop. Based on AASHTO (The American Association of State Highways) this distance needed exceeds the amount required in either direction. Grand Terrace Development – Access Safety Evaluation Kelly Sandow, P.E., Sandow Engineering.

INTERSECTION SIGHT DISTANCE: Safe reaction time to turn meets the criteria. The Intersection Sight Distance (ISD) is a measure of the length of visibility of the roadway give to a stopped driveway on a minor road approach. The distance provides time to perceive and react to gaps in traffic and allow a driver to safely turn into the roadway. The recommended ISD is calculated for a vehicle turning from the access onto Hwy 99 for both left and right turn maneuvers. The ISD calculations are based on the AASHTO manual and the speed of 45 mph and ISD of 500 feet for this approach. The available ISD to the north was measured at 569 feet, and the available ISD to the south was measured at 577 feet both exceeding the required safe distance.

2. For bicycle transportation: Safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. Should the annexation be adjacent to annexed area border an arterial street, bike lanes shall be

provided or-adjacent to the arterial street-constructed along the arterial street frontage of the annexed area. Likely bicycle destinations within a quarter of a mile from the annexed area shall be determined the approval authority may require the construction of bicycle lanes or multi-use paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.
Applicant: Hwy 99 currently has buffered bicycle lane (striping) along the frontage of the property. There are bike lanes on both sides of Hwy 99 that extend to the north of Valley View Road and south, into downtown Ashland. The bike lanes are ODOT width and striped with a buffer along the frontage and most of the improvement area. The development proposal includes two path connections into the site and bike racks at the Transit Plaza. The bicycle facilities that exist and designed in the plan are in compliance with the design and safety criteria of the governing jurisdiction, ODOT and the destinations designed are for over a half mile connecting areas that had no improvements for accessibility. These include coffee shops, two restaurants including El Tapatio, Evergreen Financial a newly built financial institution, retail on the north side including Bear Creek Bicycle, a bike store a popular destination for cyclists. The site is also less than one half of a mile from the connection to the Bear Creek Greenway. The bike lanes continue 1.25 miles from the development site to downtown Ashland.

3. For pedestrian transportation:
Safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation), exist, or can and will be constructed. Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. Sidewalks shall be provided as required by ordinance on all streets within the annexed area. Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multi-use paths, to be constructed and connect to either or both the existing system and locations with significant pedestrian activity.
Applicant: There are currently no sidewalks along Hwy. 99 in the UGB for nearly a mile where the development is located. This severely limits pedestrian access and safety for north Ashland residents. For Pedestrian Transportation the applicant has developed construction plans and is proposing new street frontage improvements in this area which includes full sidewalk improvements for safer pedestrian travel. All these improvements will be connecting the area in the UGB where the sidewalks stop and to where the sidewalks begin in Ashland. Hwy 99 is the only street that borders the development site. There are currently no sidewalks on either side of Hwy 99 along the frontage and there will be several pedestrian connections between sidewalks along the Hwy here, the apartment buildings, parking areas, transit plaza, and other areas within the site. These are all ADA compliant.

Safe crossing to enter Grand Terrace is provided by a pedestrian activated beacon and crosswalk "RRFB" crossing will provide a safe pedestrian and bicyclist crossing for all the residents to access to Grand Terrace development when crossing Hwy 99. RVTD and ODOT have been involved with the planning for the new improved area where facilities for pedestrian and wheelchairs will be available.

As noted, a High Visibility Flashing Beacon with a crosswalk for crossing Hwy 99. The (RRFB) is planned and approved by ODOT. The RRFB crossing will be placed between N Main St at Schofield St between the North and South bound bus stops. The RRFB crossing will provide a safe pedestrian and bicyclist crossing for all the residents in north Ashland where none existed before and providing safe access to Grand Terrace when crossing Hwy 99. RVTD and ODOT have been involved with the planning for the new improved bus stops that will give safe access to North & Southbound bus travel.

The public sidewalks connect to the onsite sidewalk system and together enhance connectivity that is safe with multiple accessible routes to the public areas. Pedestrian connections within the development connect the apartments to the parking areas, open spaces and other apartments and to the public sidewalks along the frontage.

The RR underpass it is presently dark and lacks improvements but the applicant in conjunction with ODOT has developed construction plans for a raised pedestrian sidewalk, overhead lighting, and a bike lane. An extra measure of caution is added by including a vertical barrier or a separation wall atop the curb. This will provide a safer, well-lit area increasing the comfort and safety than currently exists.

. Stop Monday 345 pg 32

4. For transit transportation: Should transit service be available to the annexed area or be likely to be extended to the annexed area in the future based on information from the local public-transit provider, for the approval authority may require construction of transit facilities, such as bus shelters and bus turn-out lanes.

Applicant: Currently, the nearest transit stop is located south of the site between Main Street and Schofield St (approximately 950 feet to the south) and difficult and unsafe to get across the street. The applicant has designed a high visibility pedestrian crossing in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be placed between N Main St at Schofield St near the transit stops. With the help of RVTD and ODOT the crossing at Scofield is being improved for pedestrians crossing Hwy 99 and waiting for the bus. Plans have been made by both entities for hard surface staging and waiting areas at the bus stop for pedestrians on foot, bike and wheelchair. The RRFB crossing is pedestrian activated making it much safer because the operator has control over the traffic. This will provide a safe crossing for pedestrian, bicycle and wheelchairs crossing to entry Grand Terrace and for north Ashland neighborhoods to cross Hwy 99 to access the transit stop.

There are Two transit stops providing north and south bound trips and are approximately 2,100-feet (.39 mile) and 1,767-feet (.33 mile). The other north bound stop is in front of Bear Creek Cycle. The south bound stop is in front of Butler Automotive. There are no bus shelters or bus turn-out lanes presently provided at these stops.

The applicant has worked with RVTD Programs Manager and ODOT for a new stop directly in front of the development. The proposed stop has adequate bus pull out area and meets the

dimensional requirements for the Transit Supportive Plaza area that will also be installed in the area. There are paths for pedestrians and bicyclist that are ADA accessible leading directly to the site from the public sidewalk and the transit stop.

The applicant will be constructing a bus lane and a covered transit-oriented pedestrian plaza for an enhanced transit stop with bicycle facilities along the eastern side of the driveway. The design will allow buses to stop outside the travel lane and have a dedicated lane to accelerate prior to merging into the travel lane safely.

On the Development site there are two dedicated pedestrian loading area for vans and buses that are located for easy access. This area will also serve those with disabilities using the Valley Lift service and can be scheduled through the Paratransit Coordinator and can access the users from their front door, bus plaza or the dedicated van pool spots.

5. Timing of Transportation Improvements. All required transportation improvements shall be constructed and installed in accordance with 18.4.6.030.A.
Applicant: All required public facility improvements will be installed in accordance with this section.

F. For all residential annexations, a plan shall be provided demonstrating that the development of the annexed area will ultimately occur at a minimum density of 90 percent of the base density for the zone. The owner or owners of the annexed area shall sign an agreement, to be recorded with the County Clerk after approval of the annexation, ensuring that future development will occur in accord with the minimum density indicated in the development plan.
APPLICANT:. The property owner will sign a recorded agreement after approval of the annexation, ensuring that future development will occur in accord with the minimum density as indicated on the development plan.

G. Except as provided in 18.5.8.050.G.7, below, annexations with a density or potential density of four residential units or greater and involving residential zoned lands, or commercial, employment or industrial lands with a Residential Overlay (R-Overlay) shall meet the following requirements.
APPLICANT: The proposed annexation proposal consists of a multi-family residential community with a potential density of more than four residential units and its overlay zone is R-2. Residential Low Density Multi Family Residential.

G.1. The total number of affordable units provided to qualifying buyers, or to qualifying renters, shall be equal to or exceed 25 percent of the base density as calculated using the unit equivalency values set forth herein. The base density of the annexed area for the purposes of calculating the total number of affordable units in this section shall exclude any unbuildable lots, parcels, or portions of the annexed area such as existing streets and associated rights-of-way, railroad facilities and property, wetlands, floodplain corridor lands, water resource areas, slopes greater than 35 percent, or land area dedicated as a public park.

g.1.a. Ownership units restricted to households earning at or below 120 percent of the area median income shall have an equivalency value of 0.75 unit.

g.1.b. Ownership units restricted to households earning at or below 100 percent of the area median income shall have an equivalency value of 1.0 unit.

g.1.c. Ownership or rental units restricted to households earning at or below 80 percent the area median income shall have an equivalency value of 1.25 unit.
Ownership or rental units at 80% AMI is 29 / 1.25 = 23.031 units rounded up equals 24 units.

Applicant: The proposal consists of 24 affordable units. Under the criteria the development is a rental development and will provide 24 affordable units meeting the criteria of G.1.g.c "rental units restricted to households earning at or below 80 percent and the area median income shall have an equivalency value of 1.25 unit." For Rental 29 / 1.25 = 24 units rounded up.

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

Applicant:

The applicant is not transferring land to a nonprofit but will be developing and owning the affordable units.

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

a. The number of bedrooms per dwelling unit in the affordable units within the residential development shall be in equal proportion to the number of bedrooms per dwelling unit in the market rate units within the residential development. This provision is not intended to require the same floor area in affordable units as compared to market rate units. The minimum square footage of each affordable unit shall comply with the minimum required floor based as set forth in Table 18.5.8.050.G.3, or as established by the U.S. Department of Housing and Urban Development (HUD) for dwelling units developed under the HOME program.

Applicant: Table 18.5.8.050.G.3, states that One Bedroom units shall be 500 square feet and the application plans demonstrate size of the affordable units are compliant with Table 18.5.8.050.G.3, for one-bedroom units, and equal in proportion to market units and no dissimilarities between affordable units and market units exist.

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

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

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

Applicant:
A development schedule will be provided demonstrating that prior to a certificate of occupancy for the last of the first 50 percent of market rate units 50 % of the affordable units will have been issued building permits. The final 50% of the affordable units will have been issued certificates of occupancy before a building permit is issued for the final ten percent of the market rate units.

G. 5. That affordable housing units shall be constructed using comparable building materials and include equivalent amenities as the market rate units. The exterior appearance of the affordable units in any residential development shall be visually compatible with the market rate units in the development. External building materials and finishes shall be substantially the same in type and quality for affordable units as for market rate units.
Applicant:
The affordable units will be constructed in the same buildings, mixed throughout all the buildings and adjacent to the market units and therefor will not be using any dissimilar materials. External building materials and finishes shall be the same in type and quality for affordable units as for market rate units.

5.b. Affordable units may differ from market rate units with regard to floor area, interior finishes and materials, and housing type; provided, that the affordable housing units are provided with comparable features to the market rate units and shall have generally comparable improvements related to energy efficiency, including plumbing, insulation, windows, appliances, and heating and cooling systems.
Applicant:
The affordable units will not differ in either floor area, interior finish, materials or type. All affordable units will have the same features as the market units and improvements as they relate to efficiency, plumbing, insulation, window, appliances and HVAC systems.

G.6. Exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5, above, may be approved by the City Council upon consideration of one or more of the following:
Applicant:
No exceptions to the requirements of subsections 18.5.8.050.G.2 through 18.5.8.050.G.5 are proposed. G.6. a-c is not applicable.

7. The total number of affordable units described in this subsection 18.5.8.050.G shall be determined by rounding up fractional answers to the nearest whole unit. A deed restriction or similar legal instrument shall be used to guarantee compliance with affordable criteria for a period of not less than 60 years for units qualified as affordable rental housing, or 30 years for units qualified as affordable for-purchase housing.
Applicant:
The affordable units are rounded up and a legal instrument satisfactory to the City will be used to guarantee compliance with affordable criteria for a period of 60 years.

H. One or more of the following standards are met.
1. The annexation proposal shall meet the requirements of subsection 18.5.8.050.B.

Applicant:
The annexation proposal meets the requirements of subsection 18.5.8.050.B. "The annexation proposal is consistent with the Comprehensive Plan designations applicable to the annexed area and is an allowed use under R-2 zoning for the area." The annexation proposal development is for 210 Low Rise Residential units, and which meets the subsection in that it is consistent with the Comprehensive Plan of Low-Density, Multi-Family Residential (R-2).

I. Exceptions and Variances to the Annexation Approval Criteria and Standards. The approval authority may approve exceptions to and variances from the approval criteria and standards in this section using the criteria in section 18.4.6.020.B.1 Exceptions to the Street Design Standards or chapter 18.5.5. Variances.
Applicant: The application contains a request for an Exception to the Street Design Standards and is included in this application.

18.5.8.060 Boundaries
When an annexation is initiated by an applicant other than the City, the Staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical, to address the effective extension of public facilities, or to avoid an area of land which is not incorporated but is partially or wholly surrounded by the City. The Staff Advisor, in a report to the Planning Commission and City Council, shall justify the inclusion of any land other than the land for which the annexation is filed. (Ord. 3204 § 3, amended, 12/21/2021)
Applicant:
The applicant initiated this annexation, and the Staff Advisor included other properties to make the boundary extension more logical and to address the effective extension of public utilities to the annexed area and importantly to achieve necessary contiguity of the Urban Growth boundary beyond the annexed area. This meets the goals of the City's Comprehensive Plan. The staff advisor, in a report to the Planning Commission and City Council, can justify the inclusion of any other land other than the land for which the Annexation is filed to make the boundary extension more logical.

18.5.8.070 Statutory Procedures
The applicant for the annexation shall also declare which procedure under ORS chapter 222 the applicant proposes that the Council use, and supply evidence that the approval through this procedure is likely.
Applicant: The Applicant declares the use of procedure ORS 222.170 whose use will formulate compliance to approval criteria standards of chapter 18.5.8. 050 subsection C. "The annexed area is contiguous with the City Limits."

> It can be found that the contiguity is created through the Annexation procedure found in ORS 222.170 and AMC 18.5.060 "When an annexation is initiated by an applicant other than the city, the staff Advisor may include other land in the proposed annexation in order to make a boundary extension more logical.

Along with the applicant's property the staff advisor can include adjacent properties of the railroad and ODOT (Hwy 99). This is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan. Through its extension needed housing for the city is achieved through the use of the Urban Growth Boundary lands.

As prescribed by ORS 222.170 letters seeking consent for annexation by the property owners in the adjacent area have been sent to ODOT, the Genesee-Wyoming Railroad and the applicant. When more than half of the owners in the annexed area consent and they represent more than half of the land to be annexed and represents more than half of the assessed value to be annexed satisfies the requirements for annexation.

ORS 222.170 The legislative body of the city need not call an election in any contiguous territory proposed to be annexed if more than half of the owners of land who own more than half of the land in the contiguous territory and representing more than half of the assessed value of real property in the contiguous territory consent in writing to the annexation
ORS 222.170(4) Real property that is publicly owned, is a right of way, or railroad shall not be considered when determining the number of owners, the area of land or the assessed valuation required to grant consent to annexation under this section unless the owner of such property files a statement consenting to or opposing annexation with the legislative body.

END ANNEXATION

No 2
SITE DESIGN REVIEW CHAPTER 18.5.2

18.5.2.010 Purpose
A. The purpose and intent of this chapter is to regulate the manner in which land in the City is used and developed, to reduce adverse effects on surrounding property owners and the general public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout the City
APPLICANT:
The annexed area is blighted and it's the entry to the city and it's a focal point but there are no public sidewalks, lighting or infrastructure or public facilities. The area is synonymous with strip development where uncontrolled uses lack the basic public facilities if sidewalks, driveways, curbs or pedestrian street lighting. The area is always unsafe and especially at nighttime in the dark. This area isn't used because of the lack of adequate and safe transit opportunities.

The proposed development meets the purpose of Site Design Review because the development enhances the city and the property in the area with public facilities and adequate transportation.

It greatly benefits the local business and the environment. Energy conservation is achieved by the multiple transit option of cycling, walking and mass transit. EV charging stations reduce gas driving cars. Roof mounted solar panels reduces the need of gas and electricity generation. Sunlight powers the tenants housing and reduces energy consumption and eliminates the carbon that would have been produced and put in the atmosphere.

By creating nearly, a mile of pedestrian improvements including overhead lighting and sidewalks is facilitating nearly 400 occupants who mostly work in this and other communities will generate less carbon by using the multiple options of bus, bike and walking vs driving to work and school.

Transit facilities including bus stops, safe crosswalks and transit plaza, bike lanes, bike stands, together will encourage the use of less carbon polluting transit means. This is a great benefit to our environment, neighbors the economy of Ashland and the public. The beauty of Grand Terrace is a compliment to the city for its beautiful entry way threshold, carbon saver, economic engine and needed housing.

18.5.2.020 Site Design Review is required for the following types of project proposals.
B.1**Residential Uses.** Site design review applies to the following types of residential uses and project proposals, pursuant to section 18.5.2.030, Review Procedures:
1. Three or more dwelling units on a lot in a residential zone, and one or more dwelling units on a lot in any other nonresidential zone.
Applicant: This chapter applies to the proposal because it is a residential project of more than three dwelling units, and they reside in a residential zone. Chapter 18.5.8.020.F. annexation applications require a concurrent filing of a planning application, and the site design review is required for the annexed area.

18.5.2.030. Review Procedures
E. Residential Site Review are subject to a Type II procedure
APPLICANT: The proposal is residential structure.

18.5.2.040 Application Submission Requirements
A. General Submission Requirements Information required for Type I or Type II review, as applicable (see section 18.5.1.050 and 18.5.1.060, including but not limited to a written statement or letter explaining how the application satisfies each and all of the relevant criteria and standards.
APPLICANT: forms and fees and general submittal information have been submitted.
Under Chapter 18.5.1.060 all forms, fees as provided are complete. Other information of plans exhibits, are all completed in writing as noted herein, and information demonstrating compliances to relevant criteria and standards.

B**. Site Design Review Information.**
1. & 2. & 3. Basic Plan Information - Site Analysis Map – Proposed Site Plan

1.Plans and drawings shall include the project name, date, north arrow, scale, and names and addresses of all persons listed as owners.
2. Site Analysis map of area.
3. Proposed Site Plan of the development and boundaries.
4. Architectural Drawings
5. Preliminary Grading and Drainage Plans
6. Erosion Control Plan
7. Landscape and Irrigation Plans
APPLICANT: Site Plan information is on the attached plans. The project name and owners is in the introduction summary of this application Full construction drawing with underlying site plan analysis, proposed plan and boundaries, architectural drawings, grading and drainage plans, erosion control, landscape and irrigation plans, civil for site and offsite are provided as required with all the information of buildings, infrastructure, driveways, parking site features and natural impediments, including all trees location and species and all other items request under this chapter are attached with the plans..

8. b. square footage, number of units, lot coverage.
APPLICANT: this information is in the introduction summary.

AMC 18.5.2.050 Approval Criteria
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 the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density, lot coverage, building height, building orientation, architecture, and other applicable standards.
APPLICANT
The underlying zone is R-2 and the application complies with its provisions under R-2 zone for Low Density residential. Building and yard Setback exceeds the 15-foot front yard setback minimum under the zone, the minimum lot area of 5,000 square feet is exceeded as are the dimensions. Lot Area and Dimensions: The minimum lot area in the zone is 5,000 square feet. The lot exceeds minimum lot areas in the zone.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part 18.3).
APPLICANT The application includes Performance Standards option, and the area complies with the criteria under the PSO standards. Property not in a PSO overlay may only be approved if one or more of the following conditions exist. 18.3.9.030.D. 1. When the parcel is larger than two acres and is greater than 200 feet in average width. This site development exceeds these sizes and therefore complies with this exception.

C. Site Development and Design Standards.
The proposal complies with the applicable Site Development and Design Standards of part 18.4, including Buildings and Placement, Parking Access & Circulation, Landscaping, Public Facilities,

Solar Access, and Trees, except as provided by subsection E, below where an exception is requested.
APPLICANT: The application complies with the applicable Site Development and Design Standards of 18.4, as outlined under the chapter criteria in this application, for Building Placement, Parking Access & Circulation, Landscaping, Public Facilities, Solar Access and Trees as noted in the applicable sections of this application. The application does contain a request to deviate from the street standards and site design standards.

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.
APPLICANT: The development will be using city water and all improvements in the design documents will be dedicated to the city where requested. Sewer and Storm water is provided by RVSS through an interagency agreement and dedications will be in conformance with the terms of the agreement. The application included letter from the facility districts affirming there is sufficient water to meet the development's needs. Storm and sewer are adequate through approval in writing from the RVSS district that the storm and sewer systems are adequate for the development.

The application includes all public improvements including sewer and water plans and are submitted to the city engineer for review and approval. Any sizing requirements will be accommodated if needed in the existing application after the engineer's review. The proposed development area presently has no pedestrian transit facilities of crosswalks, sidewalks, curbs, bus stops and street lighting. The area is very unsafe and hazardous to pedestrians, bicyclist and motorist. The applicant will install public facilities and transit facilities that will increase safety, the feeling of safety and security for the pedestrians where none existed before. The development will reduce carbon generators by creating more opportunities for forms of transit that include biking, walking and mass transit. For vehicles EV stations will be installed for future electric vehicle power. The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza and carbon production will be reduced.

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 1, 2 or 3 are found to exist.
APPLICANT: An exception to Site Design Standards is included in the application under No 1 of this section.

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;

AMC 18.5.2.060 Public Improvement Guarantee
Public improvements required as part of a Site Design Review approval shall be subject to the performance guarantee and warrant bond provisioning of chapter 18.4.6 Public Facilities, as applicable.
APPLICANT: The applicant addresses the improvement guarantee in this writing under the Public Facilities section. 18.4.6.030 General Requirement No building permit may be issued until all required public facility improvements are installed in accordance with the approved design, approved by the City Engineer, or financial guarantee is provided.

18.5.2.070 Expiration and Extensions
Site Design Review approvals are subject to sections 18.1.6.030 Permit Expiration and 18.1.6.040 Permit Extension.
APPLICANT: The chapter outlines the time period that an approval action or permit is revoked which is 18 months from the time of approval. The permit is not deemed used until the building has commenced. A one-time extension of 24 months is allowed under Chapter 18.1.6.040 if the applicant was not responsible for completing the development in the original time limitation. An extension may be granted too if land Use Ordinance requirements applicable have changed. If requirements have changed and there is no material effect upon the original approval, and the applicant agrees to comply with any new requirements, as a condition of the extension.

18.5.2.080 POWER TO AMEND PLANS
When approving an application to modify a Site Design Review approval pursuant to chapter 18.5.6 the Planning Commission or Staff Advisor may include any or all of the following conditions as they find necessary to meet the intent and purpose and the criteria for approval.
APPLICANT: No amended is requested at application.
END SITE DESIGN REVIEW

No 3
EXCEPTION TO SITE DESIGN STANDARDS

Building Placement, Orientation & Design Chapter 18.4.2
Residential development 18.4.2.030
2. Limitation on Parking Between Primary Entrance and Street
"Parking areas shall be located behind buildings, or on one or both sides".

An exception to the site design standards is needed for parking between building No 1 and the street. The Wetland setbacks lines, and dedicated open space restrict the layout for the building and parking area.
The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 under Chapter 18.5.2.050.E.1. if 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.

The purpose of the chapter is to reduce adverse effects on surrounding property owners and the public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and to ensure that high quality development is maintained throughout the City.

The parking exception is over 200 feet from the street and not seen because it is screened by trees and the wetland vegetation that blocks the view of the parking from the street. There is only one neighbor Anderson Auto Body Paint shop. It's over 600 feet away and within this expanse are trees and multiple other landscape items obscuring the parking. There is no visual impact on this neighbor, or any other neighbors or the public. Furthermore, the development has nearly 53% of the site open and and landscaped including the dedicated preserved wetlands.

With the multiple alternative forms of transportations being provided by the developer all public spaces are now fully assessable. This encourages other transportation uses instead of the auto. The multiple buildings units have direct access to bus stops, parking areas and open spaces. There's lighting on the streets and public spaces. The development is safe, and the community is safer where it wasn't before in this area.

The commercial businesses in the location will only be improved by more business that will come from the disposable income of the development's residents adding substantial value to the area and its future. A public transit plaza, busing and EV charging stations, bike parking, dedicated van pool parking areas are all added to the development. This combined reduces the demand of the auto and reduces energy demand and improves the environment. Solar panels on all rooftops generating the residential appliances, HVAC mini split systems with a 100% SEER rating equates to a lower demand on the supply side of energy production where the greater climate damages originate.

All units have concrete flooring for sound damping, walls are doubled with one inch air separation. Sound transmission between units is minimized but also airtight. Combined with the clean HVAC systems the units have clean air and efficient ventilation. This conserves energy and making reusable energy with solar panels makes the development a model and complement to the goals of Ashland at the entry way of the city.

With all these added improvements a minor exception for a few cars parking where they will not be seen between the street and the building makes the approval of the exception consistent with the stated purpose of the chapter, and the exception requested is the minimum which would alleviate the difficulty.
END EXCEPTION TO PARKING

No 4
PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6

18.4.6.020 Applicability
A. Applicability. This chapter applies to all new development and planning actions requiring a Type I, Type II, or Type III review procedure where public facility improvements are required. All public facility improvements within the City shall occur in accordance with the standards and procedures of this chapter.
APPLICANT: The proposal includes a new development that includes the construction of new public facility improvements of utilities, pedestrian and street improvements.

B. Exceptions and Variances. Requests to depart from the requirements of this chapter are subject to chapter 18.5.5 Variances, except those deviations from section 18.4.040 Street Design Standards, are subject to subsection B.1 Exception to the Street Design Standards, below.
APPLICANT: The proposal includes a request for an exception to the street standards and design standards, outlined in this letter due to the 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; and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A. & 18.4.2 and the exception will result in equal or superior facilities.

18.4.6.030 GENERAL REQUIREMENTS
A. Public Improvement Requirement
APPLICANT: The applicant understands no permits will be granted until improvement are installed and will remonstrate and consent to participate in an improvement district if conducted by the authority. No improvements by the applicant will proceed until the plans are approved. The applicant will provide a guarantee sufficient to the city. Easement arrangement will be met if needed with the jurisdictional authority.

B. Waiver of Right to Remonstrate and Consent to Participate in Costs of improvements.
APPLICANT: The applicant agrees to participate with improvements and remonstrate.

C. Permit Approval
APPLICANT: No work will proceed without first obtaining necessary permits.

D. Easements.

APPLICANT: All public improvements made by the applicant for facilities will be granted an easement to the appropriate jurisdiction or authority.

E. Performance Guarantee Required
APPLICANT: The applicant shall provide a bond issued by a surety or other credit approved by the jurisdiction guaranteeing the completion of the public work.

F. Determination of Sum
APPLICANT: It's understood the sum of cost is determined by the city engineer for the public improvements.

G. Agreement
APPLICANT: The applicant will sign and execute an agreement for the improvements.

H. Failure to Perform
APPLICANT: The applicant understands the if they fail to perform on the agreement the city has unpaid cost the city can call the bond or letter of credit for reimbursement.

18.4.6.040 STREET DESIGN STANDARDS

A. Purpose Intent and Background
1. The Purpose of the standards are intended to provide multiple transportation options, focus on a safe environment for all users, design streets as public spaces, and enhance the livability
2. The intent of the standards is to be used in the development of new streets, and reconstruction of existing streets or portions thereof.
3. The standards are intended to provide multiple transportation options, focus on a safe environment for all users, design streets as public spaces, and enhance the livability of neighborhoods, consistent with the Comprehensive Plan. Encourage pedestrian and bicycle travel, all have vertical non mountable curbs, gutters, bike lanes, park rows on both sides but exception should be allowed when physical condition exit that preclude development of the street.
APPLICANT: The application demonstrates that multiple transportation options are planed with the addition of new sidewalks, crosswalks, curbs and bus stops. The street is improved with curbs and sidewalks to make the pedestrian safer, and the transportation options and improvements meet the goal of a safe environment for the user, they create public places and with the bus plaza the area is greatly enhanced and is much more livable. The applicant will not be creating any new streets but will be improving them.

B. APPLICABILITY The following standards apply to all street improvements, including new streets, alleys and pathways, and the extension or widening of existing streets. The street connectivity and design standards are part of the Ashland Land Use Ordinance and are approval standards that will be used in land use decisions and for street construction projects.
APPLICANT: This proposal includes street improvements, but no new streets.

C. General Requirements. New and reconstructed streets, alleys, and pathways shall conform to the following requirements.
1. dedicated public street.
APPLICANT: There are no new streets developed in this proposal.

2. Location. Locate transportation facilities, such as streets, pedestrian and bicycle ways, and transit facilities, within public rights-of-way, except that the approval authority may approve transportation facilities outside a public right-of-way where a public access easement is provided
APPLICANT: The completed Engineering Plans include specific details for the Offsite improvements that are installed in the public right of way. For any parts on the applicant property an easement will be granted if applicable.
3. NA
4. NA

5. Street Grade. a. & b. Drives in developments subject to chapter 18.3.9 PSO do not exceed a maximum grade of 15 %.
APPLICANT: No driveways exceed 15% in the development. As noted on the civil engineering plans all grade levels conform to this chapter and are noted on the plans.

D. Required Street Layout and Design Principles.
1. NA
APPLICANT: no new streets are in the proposal

5. Streetscape. Consider the entire area from building face to building face, or the streetscape in street design. The streetscape begins at the front of a vertical element, such as a building or fence on one side of a street and runs to the front of a building on the other side of the street. It is a three-dimensional area running the length of the street
APPLICANT: The proposal includes particular attention to the face of the buildings, the vertical elements, and the streetscape in scale and including the offsite improvements.
6. no new streets are in the proposal
7. no new streets are in the proposal

8. Pedestrians, Bicyclists, and Public Transportation Users. Pedestrians, bicyclists, and bus riders are considered primary users of all streets. Design streets to meet the needs of pedestrians and bicyclists, thus encouraging walking, bicycling, and riding the bus as transportation modes. Integrate pedestrian, bicycle, and public transportation considerations from the beginning of the design process.
APPLICANT: The street improvement engineer plans include Bus Stops, Covered Transit Plaza, bike racks, ADA pathway access, sidewalks, lighting, bike lanes and vertical curbs, for the encouragement of all pedestrians uses and safety.

9. Driveway Aprons and Curb Cuts. Minimize the number of driveway aprons and curb cuts to enhance the pedestrian environment and maintain vehicular, pedestrian, and bicycle capacity. See subsection 18.4.3.080.D Driveways and Turn-Around Design.
APPLICANT: Only one driveway is being built for the main entry of the development and has a full commercial grade apron. The main driveway meets ODOT's ingress and egress standards for safety on the highway.

13. Peak Run-Off. Where appropriate, use the local street system and its infrastructure to reduce peak storm water run-off into the city's storm drain system and natural water systems downstream, and provide biological and mechanical treatment of storm water runoff.
APPLICANT: The construction plans have both surface and subsurface catch basins for storm water. Mechanical Retention structures are built under the parking lots to catch hard surface runoff and designed to release storm water after peak hours for the public system to better accommodate the runoff. Above surface basin are designed to catch the open common and landscape areas. Here biological control is incorporated into the landscape design.

14. Preservation of Natural Features. Design neighborhood streets to be responsive to physical features, and to avoid or minimize impacts to natural features and water-related resources
APPLICANT: Along the right of way hillsides outcroppings are being retained with block walls and wetlands are saved and protected.

17. Street Trees. Plant street trees on neighborhood streets to buffer pedestrians and adjacent land uses from traffic, enhance street image and neighborhood character, calm motor vehicle traffic speeds, and enhance neighborhood identity or sense of place. Trees planted in the park row, along the sidewalk, or anywhere in the public right-of-way must be from the Ashland Recommended Street Tree Guide.
APPLICANT: Street trees, where possible, are within the landscape plan along the highway.

18. Streetlights. Install or relocate streetlights with street improvement projects.
APPLICANT: The plans include approved streetlights in accordance with he jurisdiction authority.

19. Street Furniture
APPLICANT: A Bus Stop and a transit supportive plaza will be included in the street plan and include lighting, seating and bike racks in accordance with the jurisdiction authority and RVTD.

20. Curbs. Use a standard, vertical six-inch high curb on improved streets.
APPLICANT: Vertical six-inch curbs are included and in the plan.

21. Transit Routes and Stops. Design streets identified as future transit routes to safely and efficiently accommodate transit vehicles. Transit stops should include amenities, such as but not limited to a bench, shelter from the elements, a posted schedule, bicycle parking, and water fountains. Such amenities encourage combination trips such as walking or bicycling to the bus stop and vice-versa at the destination.

APPLICANT: The application plans include a full bus stop, pull out lane, transit plaza, and all items requested by RVTD.

E. **Connectivity Standards.** New and reconstructed streets,
APPLICANT: There are no new streets developed in this proposal

F. Design Standards. A description of street design standards for each street classification follows in Table 18.4.6.040.F and subsection 18.4.6.040.G. All elements listed are required unless specifically noted, and dimensions and ranges represent minimum standard or ranges for the improvements shown. The approval authority may require a dimension within a specified range based upon intensity of land use, existing and projected traffic and pedestrian volumes,
APPLICANT The applicant is requesting an exception to deviate from the design standards as provided under Chapter 18.4.6.020B. Exception and Variances. …. deviations from section 18.4.6.040, Street Design Standards are subject to subsection B.1,The approval authority may approve exceptions to the street design standards if There is demonstrable difficulty in meeting the specific requirements of this chapter

No 5
EXCEPTION TO STREET STANDARD CHAPTER 18.4.6 PUBLIC FACILITIES

Chapter 18.4.6.020.B Exceptions and Variances.
Chapter 18.4.6.040 Requests to depart from the requirements of this chapter are subject to Chapter 18.4.6.020.B.1. **Exception to Street Design Standards,** as follows:
1. Exception to the Street Design Standards. The approval authority may approve exceptions to the street design standards in 18.4.040 if the circumstances in either subsection B.1.a. or b. Below are found to exist.
a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site; and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A; and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:
APPLICANT: B..1.a applies in this case. There are numerous natural and man-made physical impediments that prevent the standard street improvements. The proposed development area has no pedestrian transit facilities of crosswalks, sidewalks, curbs, bus stops and street lighting. The area is very unsafe and hazardous to pedestrians, bicyclist and motorist. The applicant will install new transit facilities, and they will increase safety, the feeling of safety and security for the pedestrians, and create more opportunities for transit. The exception will result in equal or superior transportation facilities and connectivity.

The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be

connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza. The public will have opportunities for multiple forms of transit. The improvements will also change the roadside culture and induce cars to lower their speed limit. The multiple transit options make for a safer environment by increasing the feeling of safety and security for pedestrians, cyclist and bus users. The proposed improvement which are an exception to the city standard comply with the standards of the jurisdictional authority, the Oregon Department of Transportation.

For transit facilities and related improvements, access, wait time, and ride experience.
Sidewalks will provide safe access to neighborhoods and bus stops. Adding a bus stop and transit supportive plaza area will reduce wait time when north and south bound bus stops are closer. They also increase better ride experience, overhead street lighting will make the transit experience safe, a pedestrian activated flashing light crossing near the site entry and near the intersection of Schofield will give citizens control over the traffic, safer increased access and reduce wait times to cross HWY 99. and will greatly improve pedestrian and bicycle safety where non of these conditions presently exist.

For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
Improvements will make the bicycle more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, bike racks and overhead lighting along the whole area change the transit environment for the bicyclist. Pedestrian walking on sidewalks creates a culture of calming the traffic. Bicyclist activated beacons make crossing the street safer and the user will be seen and the wait time to cross is reduced. A Transit Plaza with bike racks and benches make the user more comfortable. Combined the transit user feels safer, and their experience is of greater quality.

For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
Improvements will make the pedestrians more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, and overhead lighting along the whole area change the transit environment for the pedestrian and visibly walking in the area will calm the traffic. Pedestrian activated beacons make crossing the street safer because the user will be seen and the wait time to cross is reduced. The Transit Plaza with bike racks and benches make the user more comfortable. Combined, the transit user feels safer and their experience is of greater quality.

List:
List of Unique and unusual aspects of the development areas making it difficult to meet the specific requirements of the Street Design Standards of 18.4.6 site and proposed exceptions.

Typical standards for Bike Lanes are 6’, Park rows are 5’8” and Sidewalks are 6’ to 10’
The proposed improvements requesting an exception are all on Hwy 99 and are approximately 3,088 lineal feet long. The improvements begin to the north where El Tapatio is and where the

sidewalks along the Highway dead end at a wide and deep 260-foot-long drainage ditch. The ditch width extends into much of the public right of way as the rest of the following improvements do. The ditch location is along the front of the Land of Paws and As U Store It storage facilities. At the south end of the ditch, it meets a 60-foot-long private driveway. This driveway meets an island that is 30-foot-long with fixed business signs and a fire hydrant.

Similar private driveway improvements continue to the south for another 266 feet across the front of Paradise Supply and Anderson Auto-body where it meets the start of a private 158-foot-long curb running south. The curb face is at the edge of the public right of way, and it terminates at the applicant's property line and ODOT owned land. The applicant's frontage sits to the southwest or behind ODOT's land which is mostly backfilled with residual soils from the highway forming a vertical berm that rises above the applicant's land that is relatively flat. The applicants land runs parallel to the highway for over 1,000 lineal feet and alongside the ODOT property that appears as a berm along the frontage of the highway and is approximately 100 feet wide. The berm is 5 to 7 feet higher than the street and the applicant's property, whose grade is lower and lies behind the berm and is upland from ODOT property. The applicant property is flat here and dives into the backside the berm. The berm continues to the concrete Railroad Trestle which is a physical barrier that prevents standard street improvements. South of the railroad trestle are steep hillsides underpinning North Main Street and at the bottom is a drainage culvert and then City owned utility cabinets. From North Main Street to Schofield St no barriers are found.

PROPOSED IMPROVEMENT WITH "EXCEPTIONS"

An exception is requested where the exiting sidewalk terminates near El Tapatio Restaurant where private property limits room in the public right of way area leaving little room for full improvements and only room to continue the 8-foot sidewalk, bike lane and buffer lane in approval with ODOT the jurisdictional authority for about 300'.

This condition continues for 400' until Grand Terrace development property line next to Anderson Auto Body another. Here we have room to meet the standards for over 300' and add a park row, sidewalks, bike lane and buffer lane up to the main driveway entry and after the driveway for another 320'. At this point a safety pull out lane for the bus has to be built. There is only room for an ODOT approved sidewalks. This narrow area is caused by the pull-out lane and the topography. Only sidewalks, curbs, bus lane, bike lane, buffer lane and drive lane will fit.

Along the sidewalk where the pull-out lane is a 6' retaining wall is needed to retain the outcropping land mass. This area is about 400' long and goes up to the bridge walls.

From the bridge railroad trestle tunnel ODOT has proposed a state facility "raised 6-foot sidewalk and curb. The curb is mounted with a 3-foot concrete barrier on top.

Beyond the tunnel an 8' foot sidewalk and curb will continue up to N. Main Street for about 840' where another six-foot retaining wall will be added to create room for the sidewalk and

curb while protecting city infrastructure facilities in the area. Onto Schofield Ave full standard improvements will be built for about 300'.

The area will include a new crosswalk with a pedestrian activated RFB to get safely across the street to catch the North and South Bound Bus. RVTD and ODOT have designed new hardscape surface areas on the North Bound side to safely and comfortably get on and off the bus. A refuge area is planned in the area too.

A Rapid Flashing Beacon is placed here so all pedestrians can safely cross the street and access Grand Terrace by foot, bike and wheelchair.

18.4.6.050 Street and Greenway Dedications
APPLICANT: The development is land locked and cannot provide connections to any other neighborhoods. The development bordered by the Railroad to the Southeast and to the Northeast and the Oregon Department Of Transportation Highway to the Northwest and Southwest. There are no opportunities for neighborhood connectivity through any portion of the development and there is no opportunity for dedication of accessible streets or greenways. to the is surrounded by

118.4.6.060 Public Uses
Dedication of Public Use Area
Where a proposed park, playground, trail, or other public use shown in a plan adopted by the city is located in whole or in part in a subdivision, the city may require the dedication of this area to the city.
APPLICANT: None exist.

18.4.6.070 Sanitary Sewer and Water Service Improvements
A. Sewers and Water Mains Required. All new development is required to connect to city water and sanitary sewer systems
APPLICANT: The development will be using city water and all improvements in the design documents will be dedicated to the city where requested. Sewer and Storm water is provided by RVSS through an interagency agreement and dedications will be in conformance with the terms of the agreement.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements in the public right-of-way or public easements must be approved by the City Engineer.
APPLICANT: The application includes all public improvements including sewer and water plans and are submitted to the city engineer for review and approval. Any sizing requirements will be accommodated if needed in the existing application after the engineer's review.

D. Inadequate Facilities. Development permits may be restricted or rationed by the City where a deficiency exists in the existing water or sewer system
APPLICANT: The application includes a letter from the facility districts affirming the there is sufficient water to meet the development's needs. Storm and sewer are adequacy are approved

in writing from the RVSS district that the storm and sewer systems are adequate for the development.

18.4.6.080 Storm Drainage and Surface Water Management Facilities
The following standards apply to new development where extension of electric power or communication lines is required.

A. Storm Drainage Plan Approval. Development permits for storm drainage and surface water management plans must be approved by the City Engineer and Building Official.
APPLICANT: Storm and drainage plans are attached to the application for both the City Engineer and the RVSS District Engineer

C. Effect on Downstream Drainage.
APPLICANT: Runoff overload is measured in the plans and the engineer has addressed them.

D. Over-Sizing.
APPLICANT: the plans are completed for the inspection and review of the engineer in both jurisdictions for comment.

E. Existing Watercourse. Where a watercourse, drainage way, channel, or stream traverses a proposed development site, there shall be provided a storm water easement or drainage right-of-way
APPLICANT: Any drainage through the development from other sources have been addressed in the civil plans.

18.4.6.090 Utilities
A. General Provision. The developer is responsible for coordinating his or her development plan with the applicable utility providers and paying for the extension/installation of utilities not otherwise available to the subject property.
APPLICANT: All engineered utility plans are supplied to providers during the application permit process, most are reviewed concurrently during the design process.

B. Height. Utility transmission and distribution lines, poles, and towers may exceed the height limits otherwise provided for in this title, except for wireless communication systems as provided in chapter 18.4.10 and in the Airport Overlay as provided in chapter 18.3.7
APPLICANT: No overhead utility plans have been designed for the development.

C. Underground Utilities.
1. General Requirement. The requirements of the utility service provider must be met. All utility lines in new developments, partitions, and subdivisions, including but not limited to those required for electric, communication, lighting, and related facilities, must be placed underground, except as provided for in 18.4.6.090.D below.
2. Partitions and Subdivisions. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities.

a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic, per section 18.2.4.040
b. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.
c. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
D. Exception to Under-grounding Requirement. The City may waive the under-grounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.
APPLICANT: For items A-B above. Utility providers and facilities designed by the applicants' engineers are in compliance with all of the above.
END PUBLIC FACILITIES - STREET DESIGN STANDARDS 18.4.6

No 6
PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3

18.4.3.10 Purpose, where parking is voluntarily provided it must meet this chapter.
to provide safe and effective access and circulation for pedestrians, bicyclists, and vehicles. While off-street parking is not required, access for emergency vehicles must be retained, and adequate accessible parking spaces, loading areas, delivery areas, and pick-up/drop-off areas should be considered.
APPLICANT: Parking is voluntarily provided in the development with emergency vehicle lanes, loading areas, two dedicated van pool parking areas, Bus Stop with transit plaza, sidewalks and curbs, trees, lighting, bicycle parking, EV charging stations, pedestrian paths throughout the site from the public area to the development.

18.4.3.020
A. & B. The requirements of this chapter apply to parking, access, and circulation facilities in all zones deviations from the standards are subject to section 18.5.2.050 Exception to the Site Development and Design Standards.
APPLICANT: The application will show the parking, access, circulation facilities criteria under this Chapter is applied to the development on the Site Plan, Outline and Final Plan of the development along with plans submitted concurrently with this application. A request to deviate from the street and design standards are included in the application.

18.4.3.030 General Auto Parking Requirements
A. Maximum number voluntarily provided off-street automobile parking spaces. Voluntarily provided off-street automobile parking spaces shall not exceed the maximum number of spaces listed in Table 18.4.3.040
APPLICANT Under the table 18.4.3.040 for For Multifamily Zones a MAXIMUM of 2 spaces per unit is allowed and the application has less than one parking space per unit.

1. Automobile spaces provided on-street, or within the footprint of structures, such as in rooftop parking or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.

APPLICANT: Parking on the street, in the footprint of the structure, rooftops, underground or multi level is not provided in the proposal.

2. Construction of additional off-street parking spaces in excess of the maximum parking spaces established by use, as specified in Table 18.4.3 requires approval of a conditional use permit under chapter 18.5.4 (Ord. 3229 § 1, amended, 12/19/2023; Ord. 3167 § 11, amended, 12/18/2018)

APPLICANT: No excessive parking is included.

18.4.3.040 Vehicle and Bicycle Quantity Standards. Except as provided by section 18.4.3.030 the standard ratios required for parking are as follows, as are the maximum allowances for voluntarily provided off-street automobile spaces. Fractional spaces shall be rounded up to the next whole number.
See also accessible parking space requirements in section 18.4.3.050
Multifamily Dwellings a maximum of 2 spaces per Multifamily dwelling unit for cars, and 1 sheltered bike space per studio/1 bedroom unit
APPLICANT: The application submittal will show there is less than 2 car parking spaces per unit and there is 1 bike parking space sheltered for each 1-bedroom unit. Only one-bedroom units are in the developments. 18.3.9 PSO units smaller than 750 square feet, or affordable housing are not subject to the requirement of providing on-street parking in performance standards subdivisions.

18.4.3.050 Accessible Parking Spaces
Where off-street vehicle parking is voluntarily provided, it must include the required number of accessible vehicle parking spaces as specified by the state building code and federal standards. multifamily developments with three or more dwelling units, it is mandatory to provide at least one accessible parking space.
APPLICANT: The required number of accessible parking is included and identified on the planning application submittals in conformance with state and federal standards. All ADA compliant units have immediate accessible access to ADA parking. The size is conforming, spaces are signed and marked in all areas. There are dedicated van-accessible spaces in two locations conveniently located, the ADA parking spaces are located closest to the unit in the building and unit entrances, the routes between parking areas and building entrances are easily assessable and well lit. The Accessible parking is included and identified on the planning application submittals

18.4.3.070 Bicycle Parking Standards
A. Applicability and Maximum Requirement All uses, with the exception of single-family residences, accessory residential units and duplexes and uses in the C-1-D zone, are required to provide the minimum bike parking spaces required in Table 18.4.3.040. The required bicycle

parking shall be constructed when an existing residential building or dwelling is altered or enlarged by the addition or creation of dwelling units, or when a non-residential use is intensified by the addition of floor space, seating capacity, or change in use.
APPLICANT: The development is newly constructed 210 one-bedroom development and the plan provides one bike sheltered parking space for each one bedroom unit.

B. Bicycle Parking Design Standards.NO 1-12
APPLICANT: Bike parking is immediate to and visible from the unit front door and easily assessable. The bike parking are in special bike racks and they are sheltered. The location from the unit to the bike parking is under 50 ft distance from the building and not further than the closest vehicle parking space. There are multiple buildings on the site and parking racks are made for each building with one bike parking spot per unit in the building. Direct access to parking is provided from the public access avenue and the residential units. The parking spots are sheltered and lit for safety. Parking spots are also viewable from the units and building. All parking is paved with smooth hard surface. The plans will demonstrate that all these amenities are compliant with the standards, and the maneuvering dimensions per the standards, including oversize areas for cargo bike spaces. Bike rack standards are compliant to the chapter and designed in the site plan and building documents. While parking or moving bike other bikes don't have to be moved because there is sufficient room. The minimum overhead coverage of 44" for clearance from rain is incorporated on the drawings. Bike parking spaces will be marked and reserved for bike parking only. Available too will be electric for the charging of electric bikes to keep the building safe from battery fire accidents.

C. Bicycle Parking Rack Standards. The intent of the following standards is to ensure that required bicycle racks are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
APPLICANT: Parking racks will be 30" W & 35" High U shaped 12.5OASTM A120 Grade B Steel with an anchored steel base plate holding a 1.5" steel pipe, or if different in accordance with the specifications of the ordinance

18.4.3.080 VEHICLE AREA DESIGN
A. Parking Location
APPLICANT:
1. Auto parking is not located in front and side yard setbacks abutting a public street.
2. There is no parking in front yards by off street parked cars on the development site.

B. Parking Area Design Voluntarily provided parking areas and parking spaces shall be designed in accordance with the following standards and dimensions as illustrated in Figure 18.4.3.080.B
1. Parking spaces shall be a minimum of nine feet by 18 feet.
2. compact spaces shall be eight feet by 16 feet
3. back-up maneuvering space not less than 22 feet

4. Parking lots with 50 or more parking spaces, and parking lots where pedestrians must traverse more than 150 feet of parking area
APPLICANT: The site plan includes a tabulation of the various parking spaces complying with 14.4.3. 080B.parking dimensions. Included are compact cars at 8x16 and standard 9x18. Compact spots will be signed for public view as Compact Car Only. The back-up maneuvering space is not less than 22 feet. The back up space dimension is 22 feet. The Parking lot has more than 50 parking spaces. Parking spaces are spread over 150 feet, but the distance is broken up by buildings, landscape islands, raised walkways and street like features. Sidewalks are five feet and greater in width and curbs that are six inch high. Curb ramps are located at all crossings with hash marked lines. Street trees are along the walkways, and pedestrian oriented lighting lines all pedestrian areas.

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking**.** Use one or more of the following strategies for the surface parking area which are paving color, porous paving, 50% shade from trees or solar solar energy generating carport.
A**PPLICAN**T The construction plan for the parking area uses light colored concrete for over 50% of the parking area. The areas are designed to divert runoff by the use of landscape mediums and swales to capture it in areas for treatment.
i.light colored paving materials with a high solar reflectance is designed into the parking plan to reduce heat absorption for over 50 percent of the parking area surface, And b. Hard surface areas are designed to captures and treats runoff with landscaped medians and swales.

6**. Parking lot designs** shall incorporate the strategies identified in subsections 18.4.3.080.B.5.a (light color pavement) and 18.4.3.080.B.5.b (treat runoff) above, and further incorporate the following:
a. NA
b, New or redeveloped parking areas greater than one-half acre in area shall provide one of the following:
i. a tree canopy covering 40 percent of the new parking lot area at maturity, but no more than 15 years after planting is included in the landscape plan.
APPLICANT: The landscape plans will demonstrate that 40% of parking area is covered with shade producing trees**.** While meeting the conditions of subsection B.5.a&b. of using light colored paving and treating runoff, the applicant is also installing solar panels with a generation capacity that exceeds one-half kilowatt per new parking space. The panels will be placed on the roofs of the apartment buildings. Solar power will accrue to the benefit of the tenant's electrical cost and the environment pollution.

c. Parking lot trees shall be selected from the Parking Lot Trees list found in the City of Ashland Recommended Street Trees Guide. Parking lot trees shall be planted and maintained to maximize their root health and chances for survival and maintained to 2021 American National Standards Institute (ANSI) A300 standards including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species, or as amended by ANSI.

APPLICANT: The landscaping plans are attached and completed with all the requirement under this section and are for construction designed by a Licensed Certified Landscape Architect showing the parking lot tree canopy plan for the parking lot.
SUMMARY: The applicant meets the requirement of minimizing the adverse environmental and microclimatic impacts of surface parking by using Light colored concrete for 50.3% of the parking area, 40% of the parking area is shaded with trees, and the areas are designed with landscaped medians and swales for drainage to captures and treat runoff. Solar panels are in addition and added to the rooftops of the buildings.

C. Vehicular Access and Circulation. The intent of this subsection is to manage access to land uses and on-site circulation and maintain transportation system safety and operations.

1. Applicability. This section applies to all public streets within the City and to all properties that abut these streets
APPLICANT: The development abuts a public street.

2. Site Circulation. New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in subsection 18.4.3.080.B4. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section 18.4.3.090
APPLICANT: A circulation system of sidewalks, paths, driveways, for cars and pedestrians is included in the engineering and landscape plan indicating all the sidewalks paths and crosswalks. For vehicles a circular system is designed in the plans to rotate around the development while traveling in a forward position and go anywhere in the site without turning around. For emergency equipment the access drive for the engines meets the required distance between building for large trucks. The plan includes street like features and connections to buildings, parking, open spaces, playgrounds, residential units, public sidewalks, bus stop and transit plaza.

3. Intersection and Driveway Separation. The distance from a street intersection to a driveway, or from a driveway to another driveway, shall meet the minimum spacing requirements for the street's classification in the Ashland Transportation System Plan (TSP).
APPLICANT: The distance between the applicants' driveways is well over 100 feet.

a. No driveways are 24 feet close.
APPLICANT: No driveways are as close as 24 feet

b. Partitions and subdivisions of property located in an R-2, shall meet the controlled access standards so that access to all properties created by the land division can be made from one or more points.
i. Distance between driveways on boulevard streets are 100 feet.
ii. Distance from intersections on boulevards are over 100 feet.

APPLICANT: The application includes a subdivision, and access can be made from two points, and the plans demonstrate the distance between driveways are over 100 feet and the distance from any intersection is greater than 100 feet.

c. Street and driveway access points in an R-2 zone shall meet distance between driveways of 100 feet on boulevards and the distance from a intersection must be over 100 feet.
APPLICANT: The development is in an R 2 zone and the application site plan demonstrates the distance between driveways are over 100 feet and the distance from any intersection is greater than 100 feet.

D. Access Requirements for Multifamily Developments. All multifamily developments which will have automobile trip generation more than 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.
APPLICANT: The application is a Multifamily Development, and it has more than 250 vehicle car trips per day and the development has two access points. The trip measurement was conducted by a certified traffic engineer under the methods of the Institute of Transporting Engineers.

4. Shared Use of Driveways and Curb Cuts.
a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and all necessary access easements. Where necessary from traffic safety and access management purposes, the city may require joint access and/or shared driveways in the following situations:
APPLICANT: The development is a Multifamily development, and the plans demonstrate the driveway at the main entrance stands alone without other driveways nearby. Access reviews with the jurisdictional authority ODOT found it a safe access meeting view distance criterion. No other access driveways are added therefore limiting and minimizing the impact of additional access areas to the development while maintain greater separations.

b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary
APPLICANT: No preexisting curb cuts or driveways exist that require removal.

c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.
APPLICANT: The development is generating more than 250 vehicle trips per day and two access points are required by code and the new main access point is added to meet the criteria and it was reviewed and approved for safety by ODOT.

D. Driveways and Turn-Around Design. Driveways and turn-arounds providing access to parking areas shall conform to the following provisions:
3. Parking areas of more than seven parking spaces shall be served by a driveway constructed to: facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety; be clearly and permanently marked and defined; provide adequate aisles or turn-around

areas so that all vehicles may enter the street in a forward manner; and a driveway width as follows:
a. A driveway accommodating two-way vehicular circulation on site shall be 20 feet in width.
APPLICANT: The development has more than seven parking spaces, for pedestrian and vehicle safety the access driveway meets ODOT standards. The areas will be clearly marked per code and clearly defined all the traffic areas and drive areas. The driveways have adequate space for turning around by driving in one direction without having to back up and can enter street in a forward manner. The driveway accommodates two-way circulation, and the driveway meets the 20-foot width standard.

b. A driveway configured for one-way vehicular circulation on site, which provides separated ingress and egress access onto the public street, may be reduced to 15 feet in width upon demonstration that adequate fire apparatus access is provided.
APPLICANT: The driveways are over 20 feet in width for two-way traffic. It provides separate egress and ingress features with a turn lane in the street for safety. The lanes will be marked with center line paint. The street is already fully marked for left and right and turns.

4. The width of driveways and curb cuts in the park row and sidewalk area shall be minimized.
APPLICANT: No cuts in these areas were made.

5. For single-family lots and multifamily developments, the number of driveway approaches and curb cuts shall not exceed one approach/curb cut per street frontage. For large multifamily developments and other uses, the number of approaches and curb cuts shall be minimized where feasible to address traffic safety or operations concerns.
APPLICANT: There is only one approach at the development's frontage.

6. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13.5 feet for their entire length and width.
APPLICANT. There are no vertical clearance issues at the development site.

7. Vision Clearance. No obstructions may be placed in the vision clearance area except as set forth in section
APPLICANT. Vision sight distance meets ODOT's criteria and there are no Vision clearance obstructions at the driveway under the jurisdictional authority criteria.

8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the driveway.
APPLICANT. The driveway grades in the development do not have 20 percent grades.

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

10. Driveways for lots created or modified through a land division or property line adjustment, including those for flag lots, shall conform to the requirements of chapter 18.5.3, Land Divisions and Property Line Adjustments.
APPLICANT Lots and parcels conform to the lot standards of the applicable zoning district and the developments lots have been created through the Performance Standard Option and its criteria have been met through the PSO standards and Lands Divisions Chapter.

E. Parking and Access Construction. The development and maintenance as provided below shall apply in all cases, except single-family dwellings, accessory residential units, and duplexes:
1. Paving. All parking areas, aisles, turn-arounds, and driveways shall be paved with concrete, asphaltic, porous solid surface, or comparable surfacing, constructed to standards on file in the office of the City Engineer.
APPLICANT The area is being built with concrete and asphalt to city and fire apparatus standards.

2. Drainage. All parking areas, aisles, and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.
APPLICANT Drainage swales, catch basins, subsurface retaining tanks to control the drainage onto public areas are included in the design. Water is retained and release at times the offsite storm system can adequately handle the volume.

3. Driveway Approaches. Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer
APPLICANT: Driveway approaches are designed with concrete.

4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.
APPLICANT: All parking areas are designed for permanent marking of driveways and parking spots that are handicap and compact in the engineered construction documents.

5. Wheel Stops. Wheel stops shall be a minimum of four inches in height and width and six feet in length.
APPLICANT: All parking spots are designed for wheel stops to the specification of code and in the build plans.

6. Walls and Hedges.
a. NA parking areas are not near the street with walls and hedges.
b. NA parking isn't adjacent

7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not less than seven percent of the area devoted to outdoor parking facilities,
APPLICANT The landscape plan includes landscaping for the parking area equaling 14% of the parking area. This is two times the requirement.

8. Electric Vehicle Charging. Mixed-use or multifamily residential developments with five or more dwelling units shall provide electrical service capacity by extending conduit to support future electric vehicle charging infrastructure to at least 40 percent of the off-street parking spaces provided.
APPLICANT EVC infrastructure is included in the engineering plans for the future use of 75 car charging stations in the design documents meeting the 40% of the parking space criteria.

9. Employee parking, NA
10. Lighting. Lighting of parking areas within 100 feet of property in residential zones shall be directed into or on the site and away from property lines such that the light element shall not be directly visible from abutting residential property.
APPLICANT: The plans have site lighting throughout the development and all lighting is designed to be directed downward so not to glow into any neighbor property or night sky.

18.4.3.090 Pedestrian Access and Circulation
A. Purpose. The purpose of this section is to provide for safe, direct, and convenient pedestrian access and circulation.
B. Standards. Development subject to this chapter shall conform to the following standards for pedestrian access and circulation:
1. Continuous Walkway System. Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, parks, and common open space areas to the greatest extent practicable.
APPLICANT: The development plan demonstrates that a Continuous Walkway System extends throughout the development site, and to existing or planned off-site adjacent sidewalks, trails, common open space areas, bus stops and transit plazas and adjacent lands.

2. Safe, Direct, and Convenient. Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets
a. Reasonably Direct. Reasonably Direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
APPLICANT: Routes are direct with access routes that do not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. Walkways that cross a parking area or driveway are clearly marked with contrasting paving materials and they are all raised/hump crossing areas.

b. Safe and Convenient. Reasonably free from hazards and provides a reasonably direct means of walking between destinations.

APPLICANT The routes do not deviate unnecessarily, and they are safe built with solid materials with safety lighting

c. Primary Entrance. For a non-residential building, NA

d. Primary Entrance. For a residential building, the front door (i.e., facing the street). For multifamily buildings and mixed-use buildings where not all dwelling units have an individual exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway serving as a common entrance for more than one dwelling.

APPLICANT All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

3. Connections within Development. Walkways within developments shall provide connections meeting all of the following requirements as illustrated in Figures 18.4.3.090.B.3. and 18.4.3.090.B.3.b.

a. Connect all building entrances to one another to the extent practicable

APPLICANT: All units have direct access from their exterior to the courtyards primary entrance and breezeway from sidewalks to other buildings, units, trash, parking and open space areas.

b. Connect on-site parking areas, common and public open spaces, and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections

APPLICANT All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

c. Install a protected raised walkway through parking areas of 50 or more spaces, and where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth.

APPLICANT The plan demonstrates that all parking lot crossings are marked and raised under these criteria.

4. Walkway Design and Construction. Walkways shall conform to all of the following standards.

a. Walkways shall be raised six inches and curbed along the edge of the driveway

APPLICANT All sidewalk walkways in the driveway areas are built with curbs that have a raise 6-inch curb.

b. Crosswalks. Where walkways cross a parking area or driveway, clearly mark crosswalks with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks not exceeding 24 feet in length.

APPLICANT The plans demonstrate that the crosswalks are designed to these specifications.

c. Walkway Surface and Width. Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide

Walkways are both asphalt and concrete, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or

asphalt, and at least ten feet wide, in accordance with section 18.4.6.040, Street Design Standards.
APPLICANT Walkways are both either concrete or asphalt and at least five feet wide. All surfaces are hard and smooth.

d. Accessible Routes. Walkways shall comply with applicable Americans with Disabilities Act (ADA) and State of Oregon requirements. The ends of all raised walkways, where the walkway intersects a driveway or street, shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.
APPLICANT: All walkway termination points have ADA compliant ramps as noted on the site plan.

e. Lighting. Lighting shall comply with section 18.4.4.050 (Ord. 3229 § 1, amended, 12/19/2023; Ord. 3229 § 1, amended, 12/19/2023; Ord. 3199 § 24, amended, 06/15/2021; Ord. 3191 § 24, amended, 11/17/2020).
APPLICANT: Lighting is incorporated in the attached plan for illumination of the walkway and parkway areas. The intent is to have no spillover light into the adjacent neighborhood.
END PARKING ACCESS AND CIRCULATION CHAPTER 18.4.3

No 7
PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.

The application includes a Performance Standards Subdivision of 9 Lots. The lots include apartment buildings, common open space driveways and parking.

The applicant is exercising the option to apply under the Performance Standards Option, under Land Division Chapter 18.5.3, part 18.5.020.A.4. properties located in the Performance Standards Overlay, all land divisions, other than partitions and development of individual dwelling units, shall be processed under chapter 18.3.9 Performance Standards Option and PSO Overlay. Properties not located in the Performance Standards Overlay but meeting the requirements of section 19.3.9.030 may be processed under chapter 18.3.9 Performance Standards Option and PSO Overlay.

18.3.9.010 The purpose of the PSO chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood.
APPLICANT: The innovation and architectural creativity and efficiency of the Gand Terrace design is market and socio/economic driving with the goal of tenant sustainability over the longer occupancy periods. Existing target markets are unmet, and this development meets them.

Efficient space drive creative design and meet that larger segment market of end users. Small spaces are less costly and when compensated with greater open spaces, views, air, or the multiple and various transportation options end users get better value. As a medium density development, the design breaks monolithic inclination apart by using multiple buildings of apartments with individuality. The units have private entrances located directly to the exterior in lieu of using corridors and halls that are noisy and public, while also including private decks at opposing ends of the entrance with panoramic open view corridors to the surrounding areas. The roof area design provides higher ceilings, more windows and is exposed to the dominant direction of the sun for use in collecting the solar power for the residents' electric utilities. This provides low cost, clean energy and reduces the environmental impact. The orientation and building separation with breezeways allow prevailing winds to sweep the development unobstructed and cools the buildings and grounds.

High density residential development can be difficult in providing privacy and a sense of intimacy to the environment, but these are achieved in the Grand Terrace design. Geographically, the building utilizes the open terrace preserving natural features of the area leaving an abundant amount of open space for the occupants, neighborhood and city at large when placed at the entryway of the city preserving natural features of the area. For neighbors the low profile of the buildings and large open areas preserve the views of the open fields and the valley. The goals of the chapter in using natural landscape, energy conservation and features to the greatest advantage is achieved.

18.3.9.020 Applicability Developments shall meet the provisions of this chapter and all other applicable sections of this ordinance; except that developments subject to this chapter 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 this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

18.3.9.030
A. Purpose of the PSO is for areas not largely developed under subdivision code, and due to undeveloped nature of property, sloping topography or natural hazards, its more suitable for development under the PSO standards.
APPLICANT: The proposed development area is in the UGB and is undeveloped and vacant. It lacks all public facilities including transportation and utilities. It's at the entrance of Ashland and very distinguishable by the sloping topography and roadside ditches and high berms of earth along the roadway, vegetated wetlands including a number of various trees, open unirrigated fields on sloping lands along the roadway and forested hillsides adjacent. The area has remarkably dark streets unfit for pedestrians and wraps around unimproved commercial storefronts with unimproved parking lots, or safe driveways. The use is mixed with a body paint shop, storage facilities, animal hospital and car lots. For safety the area is spotted with bright blinding security lights on 30-foot poles for their own property protection due to the lack of secure sidewalks, lighting and pedestrian presence.

B. Applicability of this chapter is for properties within the overlay map. The minimum number of dwelling units for a Performance Standards Subdivision within residential zoning districts is three
Applicant: The development is not for individual dwelling units and is not a partition. Is will have more than three units and is in a residential zone R-2 Low Density Multi Family Residential.

C. Permitted Uses, the granting of the application shall be considered an outright permitted use.
APPLICANT: The applicant is exercising the option to apply under the Performance Standards Option.

D. **Development Outside PSO-Overlay.** If a parcel is not in a PSO overlay, then development under this chapter may only be approved if one or more of the following conditions exist.
1. The parcel is larger than two acres and is greater than 200 feet in average width.
3. The property is zoned R-2, R-3 or CM
APPLICANT: The application meets two of the criteria number of this chapter. The average is Larger than 200 feet and the property is zoned R-2.

AMC 18.3.9.040 Review Procedures and Criteria
Review Steps. There are two required steps to Performance Standards Options and PSO Overlay approval, which may be completed individually or combined for concurrent review pursuant to subsection18.3.9.040.A.
1. Application for outline plan approval
2. Application for final plan approval.
Permitting and guarantees for public improvements, including bonding, and the creation of common areas shall follow the same procedures as for a subdivision.
APPLICANT: The application is a combined proposal with a concurrent review of an outline plan and final plan. The proposal follows the subdivision process and it's PSO standards of that section.

A. Outline Plan A proposed outline plan shall accompany applications for subdivision approval under this chapter. For developments of fewer than ten lots, the outline plan may be filed concurrently with the final plan, as that term is defined in subsection 18.3.9.040.B.4. For developments of ten or more lots, prior outline plan approval is mandatory.
APPLICANT: An outline plan is submitted here for subdivision approval under 18.3.9.040 and the subdivision consist of 9 lots. In accordance with the section an application with fewer than 10 lots may file a Final Plan concurrently as defined in 18.3.9.040.B.4. Accordingly, the Outline Plan/ Final Plan are submitted in this application following the procedure of Section A & B of 18.3.9.040. and all the application submission requirements are attached to the application, for the list of items in A. 2. Including Topo maps and survey maps. The current land use is R-2 and the proposed use is Multi Family Residential units. The development area is displayed in the accompanying plan which consist of 210 residential unit. The units are spread among 10 buildings each consisting of 21 one-bedroom units per building. The property lines are depicted

more accurately on the site plan. An easement with the Bureau of Reclamation is on the property. Trees adjacent to the site are on the landscape plan and accounted for by type and size. The site plan delineates more accurately the driveways walkways and parking areas. A public bus stop and plaza will be developed by the owner along with seating and overhead cover and lighting. A bike parking area will be installed in the bus plaza. Adjacent buildings within 160 feet of the development are delineated on the plans. A full construction set of public facilities including water, electric, sewer and storm water facilities are on the plans conforming to the code. A full construction set of excavation and fill plans are included with the submittal. The landscape plan outlines the areas of significant features such as marshes, wooded area, and preservable trees. The drawing submitted indicate direction of watercourses and any known flooding areas. No flooding areas are known. Required open space is indicated on the plan and the total area. Required open area is significantly greater and exceeds the standard. Private spaces are indicated and are not part of the common open area but are separate and greater than the requirement. The site plan includes all building envelopes for each lot, with height, solar access and view protection if any. All elevations on the site plan are to scale, included are dimensions and exterior facade material type treatment.

The chapter stresses innovation, architectural creativity and efficiency. Breaking the totality of multi units into individual buildings kept the development non imposing or monolithic and giving it a sense of intimacy and human scale. Geographically, its set on a terrace and spread out with abundant open space preserving and utilizing the natural features of the area. Occupant's view from the living space is oriented toward the valley and wide-open spaces. The goals of the chapter in using natural landscape and features to the greatest advantage and the application plans reflect this. Proposed financing for the proposed subdivision development construction cost is a financial stack of Institutional Financing and Equity. Present ownership Is Linda Zare, and a Member to Casita Development LLC together with Robert Kendrick, Member, Casita Development LLC.

The Method of maintaining common and open space is with CC&Rs to regulate the use, appearance, and maintenance of the development which commonly include the buildings, common area spaces, driveways and parking lots.

Time schedule of the development is largely dependent upon the Annexation application procedure.

The findings of the applicant showing that the development meets the criteria set forth in this ordinance and the Comprehensive Plan are the narrative herein by the applicant and the attached submittals noted herein. Again, the narrative along with all the plans and exhibits demonstrate the application meets the ordinance requirements. And exhibits and attachments are further findings demonstrating the development meets the criteria set forth in the ordinance and the Comprehensive Plan

<u>3. Approval Criteria for Outline Plan</u>: The Planning Commission shall approve the outline plan when it finds all of the following criteria of items a. -g. have been met.

a. The development meets all applicable ordinance requirements of the City. Unless otherwise noted herein, the applicants find the proposed subdivision meets all applicable ordinance requirements of the City of Ashland.
APPLICANT: The submitted documents, letter and exhibits are in compliance with the ordinance standards and criteria including an allowed exception to the street standards are requested and allowed under the ordinance. The submittal meets all applicable ordinance requirements.

b. Adequate key facilities can be provided.
APPLICANT: the proposed utilities extensions to the subject property from the various public utility providers are through existing and proposed easements and street rights-of way surrounding the site. It has been determined that the extension of city facilities to service the development area will not cause a facility to operate beyond the city's capacity including written statements verifying capacity from the various service providers. RVSS already provides services, and they state there is adequate capacity to serve the development. All utilities will extend to and through the property as identified on the Utility Plans that are part of the application plans. All Civil Engineered drawings are submitted identifying specific utility details for final construction of the development. The proposed development with the Street Standards, and requested exceptions, attached street cross-sections are all included under the civil plan.

c. The existing and natural features of the land, such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
APPLICANT: The ALTA Survey Documents detail each and all of the site's significant natural features such as the small wetland areas.

d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
APPLICANT: The subject property development provides the opportunity for adjacent property to be developed for uses as shown in the Comprehensive Plan. Without this annexation, the north Ashland Urban Growth Boundary is prevented from future expansion and growth because the applicant is creating contiguity to the UGB that would not otherwise be possible and the city unable to expand and draw on the economic component benefits it would bring. The development is also bringing utilities that presently do not exist. Also, importantly safe pedestrian transportation systems are being installed connecting the communities together including important transportation of a bus stop with a transit plaza and bike parking. This promotes the City's Comprehensive Plan.

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

APPLICANT: The development items on the plans will be built at the same time so common and open spaces are finished at the same time and therefore no building area will be left without the same amenities as shown in the plans.

f. The proposed density meets the base and bonus density standards established under this chapter
APPLICANT: The proposed density meets the standard and bonus density standards. The proposed density is greater that's the minimum and less than the maximum amount allowed.

g. The development complies with the street standards.
APPLICANT: Submitted with the application are final civil plans with a street improvement plan with changes to the city street standards and the application includes a request for an exception to the Street Standards. The approval authority may approve exceptions to the street design standards of Chapter 18.4.6.040 if 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; and the exception is the minimum necessary to alleviate the difficulty, see Section in 18.4.6.020.B.1.

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.
APPLICANT: The Site and Landscape plans demonstrate the proposed development exceeds the minimum common landscaped space of 8% and private open space. Private space requirements are 48 sq ft per unit and the development has 72 sq ft per unit and in 30 of the units are over 150 sq ft. Section 18.4.4.070 minimum common open requirement is nearly double.

4.Approval of the Outline Plan.
a. After the City approves an outline plan and adopts any zone change necessary for the development, the developer may then file a final plan in phases or in its entirety.
b. If an outline plan is phased, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished
APPLICANT: a. The application for the PSO includes nine lots, with a concurrent application of an outline plan and final plan, "for developments of fewer than ten lots, the outline plan may be filed concurrently with the final plan" subsection 18.3.9.040.A.
b. There is no phasing, and the final plan is the construction plan for the development of the annexed area acreage.

B. FINAL PLAN.
1. Review Procedure. The Type I procedure shall be used for approval of final plans, unless an outline plan has been filed concurrently, in which case Type II procedure shall be used, and the criteria for approval of an outline plan shall also be applied.
APPLICANT: An outline plan and final plan are filed concurrently and follow the Type II hearing.

2. Phasing. The final plan may be filed in phases as approved on the outline plan
APPLICANT: The application of the Outline and Final Plan are processed concurrent and not phased.

3. Expiration. If the final plan or the first phase of the outline plan is not approved within 18 months from the date of the approval of the outline plan, then the approval of the plan is terminated and void and of no effect whatsoever.
APPLICANT: The outline plan and final plan are filed concurrent for approval concurrently.

4. Application Submission Requirements. The following information is required for a performance standards subdivision final plan application submittal listed as item a.-q., itemized in the response below and are specific in the design documents that are submitted to the authority and are all complete.
Subsection "a. – q" of this part are Below:
APPLICANT: Items under this part are answered specifically
a. Topography maps are attached
b. A Connectivity plan is attached.
c. Cross section, size, cuts and fills are attached.
d. All streets are identified
e. Boundary lines are included in architectural drawings (construction documents) attached and included in this application.
f. Plat map is final
g. Easements are on civil drawings and survey
h. Landscaping plan, civil and survey identify all easements and future utility's locations
i. Common and private spaces are noted on the plans
j. NA
K. Proposed building location
i. location is noted on plat
ii. use is noted
iii. number of units are noted on plans
iv. building envelopes, lots, height is on plans
l. elevations are to scale
m. financing is institutional and private
n. time schedule is planned after city approvals
o. a final plat approval is requested for financing
p. all utilities are on civil drawings
q. all trees over 6 inches are noted on plans
The site plan indicates all building locations, use, number of units, building height. Solar access calculation is on a separate exhibit document demonstrating the location of buildings, sun and shadows. The development consists of 10 identical building with 21 units in each one. Construction drawings are attached and included with the application and their dimensions are all to scale. As noted earlier all HVAC systems are mini split systems, and the exterior component is located on the exterior of each unit out of site. Financing is a combination of private equity and bank financing for construction and permanent loans after completion.

Development time schedule is contemplated to begin shortly after approval and financing both private and institutional approval. A final plat is required similar to that required for of a subdivision, per chapter 15.5.3 Land Division. The applicant is submitting a request for Preliminary Plat approval for underwriting feasibility to securitize individual lots for construction financing of the buildings. Final plans for the development of offsite and onsite work are in the civil engineering plans and include water, sewer, drainage, electric, cable, and street improvements. The attached final Landscape Plan includes all trees existing and to be included in the construction of the landscaping.

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 the following criteria:
APPLICANT: Subsection "a. – h" of this part are Below:
a.-e**.** number of dwelling units varying no more than 10% or exceed the submittal, including yard depths and distance between buildings. Distance may not be reduced less than the minimum standard, and units can't exceed what's in the outline plan. Common open spaces cannot vary more than 10% and building size cannot exceed the size shown on the outline plan by more than 10%.
e.-f. Elevations and exterior materials are in accordance with the standards and approved outline plan,
g.-and the development complies with the street standards and there is an exception to the standards requested.
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.
APPLICANT: The outline plan and final plan are submitted concurrently and changes to the final could occur from conditions applied by the approval authority, planning commission, city council and normal corrections from consulting agents.

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.
APPLICANT: The applicant understands amendments are to be approved under a Type I procedure if there are any.

18.3.9.050 Performance Standards for Residential Developments
A. Base Densities. The density of the development shall not exceed the density established by this section. The density shall be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public.
1. The base density, for purposes of determining density bonuses allowed under this section, for developments other than cottage housing, is as provided in Table 18.3.9.050.A.1.

APPLICANT: The acreage of the project is 8.53 acres. In accordance with Table 18.3.9.050.A.1 the zone is R-2 with an allowance of 13.5 du/acre.

B. Density Bonus Point Calculations. The permitted base density shall be increased by the percentage gained through density bonus points. In no case shall the density exceed that allowed under the Comprehensive Plan. The maximum density bonus permitted shall be 60 percent (base density x 1.6), pursuant to the following criteria:
APPLICANT: The base density is 115.155 and the bonus points used satisfies the minimum and maximum density criteria using the unit equivalency of ordinance.

Bonus Points For Conservation Housing
1. Conservation Housing. A maximum 15 percent bonus is allowed. One hundred percent of the homes or residential units approved for development, after bonus point calculations, shall meet the minimum requirements for certification as an Earth Advantage home, as approved by the Ashland Conservation Division under the City's Earth Advantage program as adopted by Resolution 2006-06.
APPLICANT: In accordance with 18.3.9.050 B.1. Conservation Housing a maximum 15% bonus for 100% of units shall meet minimum Earth Advantage program. The development will meet the Earth Advantage criteria for all the units in the development, and the points attained are 17. **Base Density = 115.16 x 15% = 17 points**.

Bonus Point for Common Open Space
2. Common Open Space. A maximum ten percent bonus is allowed, pursuant to the following:
APPLICANT:
18.3.9.050B.2.a. Common open spaces may be provided in the form of natural areas, wetlands, playgrounds, active or passive recreational areas, and similar areas in common ownership. However, for the purposes of awarding density bonus points, the Planning Commission shall consider whether or not the common open space is a significant amenity to project residents, and whether project residents will use or enjoy the common open space on a day-to-day basis.

18.3.9.050B.2.b Standard. Developments with fewer than ten units that provide more than two percent of the project area for common open space, or for developments of ten units or greater that provide more than five percent common open space, a one percent bonus shall be awarded for each one percent of the total project area in common open space in excess of any common open space required by section 18.4.4.070 and this chapter. The common open space shall meet the standards in section 18.4.4.070.
APPLICANT: 18.4.4.070 stipulates two different percentages that confuse the applicant. It stipulates that an application under a PSO receives a bonus after 5% is met and it goes on to say that a PSO and Site Review combined application receives a bonus after 8% e requirement of the total lot area is met under 18.5.2 Site Design Review and 18.3.9 PSO overlay. The applicant is using the 8% criteria and not the 5%. The area also consists of more than 10 units.

APPLICANT: The Common Area Open Space is a significant amenity to project residents, and residents will enjoy the common open space on a day-to-day basis. They include preserved

wetlands of 4606 sq ft with seating, landscaped common area of 59,417 sq ft which is 16% of the area and in excess of 8% required amount, 4 basketball courts, 1 tennis courts, 10 areas that include spaces of meditation, zen gardens, private gardens all with seating and lighting, kids play area of 2100 sq ft, and a multi bike & pedestrian path for 19,148 sq ft. This area totals 214,277 sq ft equaling 58% of the development area.
Open Space = 58% - Base Requirement is 8% equals, Calculation is 58% -8% = 50%. The maximum allowed is 10% so the calculation is
Base Density = 115.16 x 10% = 12 units.

3. **Affordable Housin**g. A maximum bonus of 35 percent is allowed. Developments shall receive a density bonus of two units for each affordable housing unit provided. Affordable housing bonus shall be for residential units that are guaranteed affordable in accordance with the standards of section 18.2.5.050, Affordable Housing Standards
APPLICANT: The affordable units provided is 24 units. The bonus is 2 point per unit and can't exceed 35%. The base density is 115.15 and the bonus points used satisfies the minimum and maximum density criteria using the unit equivalency of ordinance.
Base Density is 115.15 x 35% = 40. The minimum amount allowed is 40 bonus point.
Affordable Units Provided = 24 x 2 = 48. Eight bonus points can't be used.
Bonus amount allowed is 40.
Bonus Density is = 40 units

APPLICANT: Bonus Point calculation recap.
Base Density 115.115
+ 17 (Conservation Housing)
+ 12 (Open Space)
+ 40 (Affordable Housing)
= Revised Based Density of 184 units

Density Standards

Revised Base Density with Bonus is	184
Minimum	104
Maximum 1.6 x 115.15 =	184
Proposed Density	170

See tabulation Table

18.3.9.060 Parking Standards
All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3
A. On-Street Parking Required
For all performance standards subdivisions in R-1 zones, and for all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions.
2. Streets outside the City of Ashland's jurisdiction, such as those overseen by the State of Oregon Department of Transportation (ODOT) or Jackson County, which are improved by a

development, are not required to provide on-street parking as outlined in this requirement if prohibited or exempted by the governing jurisdiction.
APPLICANT: The proposed development is improving streets controlled by Oregon Department of Transportation on Hwy 99 and parking is prohibited so the development is not required to provide on street parking. In accordance with 18.3.9.060. A.2.

B. NA
C. Signing of Streets
APPLICANT: Any signage is under the control of ODOT, and applicant will follow the rules of ODOT.

18.3.9.070 Setbacks
A. Front Yard Setback. Front yard setbacks shall follow the requirements of the underlying district.
APPLICANT:
The proposal setbacks comply with the underlying zone, and it exceeds the front setback of 20 feet for the underlying district,

B. Building Separation. The minimum separation between two buildings must be half of the height of the tallest building, where building height is measured at the two closest exterior walls, and the maximum required separation is 12 feet.
APPLICANT: For building separation, the maximum required is 12 feet between buildings. The buildings are under 30 feet tall. Half the height of the building is 15 feet and the distance between the building is 20 feet meeting the criteria.
C. Solar Setback. Solar setbacks shall meet the requirements of section
APPLICANT: Solar measurements are attached to the application and meet the criteria where applicable.

D. Perimeter Setback. Setbacks along the perimeter of the development shall have the same setbacks as required in the parent zone.
APPLICANT: The Side yard of 6 ft and the Rear Multi Story 10 ft per story and 5 for half story setbacks meet the parent zoning criteria. The perimeter setbacks meet the standards for the zone.
END PERFORMANCE STANDARDS OPTION CHAPTER 18.3.9.

No 8
BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2

18.4.2.010 Purpose regulates the placement, orientation, and design of buildings.
A. Enhance the environment to encourage alternative modes of transportation, such as walking, bicycling, and transit.
B. Provide a business environment that is safe and comfortable, and natural surveillance of public spaces, or "eyes on the street," for crime prevention and security.

C. Reduce dependency on the automobile for short trips, thereby conserving energy and reducing unwanted congestion.
D. Support resource conservation and reusable energy generation, through solar, wind, and other renewable energy sources; and
E. Require high quality development that makes a positive contribution to the streetscape and maintains a sense of place that is distinctly Ashland.
APPLICANT: The plans and this letter demonstrate the purpose of this chapter are met. Nearly 58% of the site has open area, and protect wetland, purposefully maintaining a number of the State Goals of land use laws in the state and city. The multiple alternative forms of transportations are diverse but assessable and encouraging protection of the environment. The application of multiple building with units that have direct access to other units, bus stops, parking areas and open spaces. Well lite areas on site and not toward neighbors, added light to the streets, sidewalks and public spaces makes the community safer where it wasn't before. With several commercial businesses in the location only improved business should be expected from the disposable income added and the safe streets and offsite improvements. This adds substantial value through its improvements to the area along with a public transit plaza. Busing and EV charging stations, bike parking with charging, dedicated van pool parking areas reduces vehicle use and is good for the environment and combined reduces the demand of the auto and reduces energy demand and improves the environment. Solar panels on all rooftops generate the residential appliances, low voltage lighting and split HVAC systems with a 100% SEER rating are all positives to the environment. Additionally, units have concrete flooring for sound damping and the walls are doubled with one inch air separation not allowing transmission of sound between unit. The rating on these systems is greater than the code and they increase the energy efficiency too since they are tight. The energy conservation and reusable energy generation of solar panel and all the other environment components makes the development a model and complement to the goals of Ashland at the entry way of the city.

18.4.2.020 Applicability A. 18.4.2 applies to residential development subject to 18.5.2 Site Design Review
APPLICANT:
Chapter 18.5.8.020.F. A concurrent filing of Site Design Review is required for annexations, so this chapter is applicable because a site design review is required.

18.4.2.030 Residential development
A. **Purpose and Intent.** For new multifamily residential developments, careful design considerations must be made to assure that the development is compatible with the surrounding neighborhood. For example, the use of earth tone colors and wood siding will blend a development into an area rather than causing contrast through the use of overwhelming colors and concrete block walls.
APPLICANT: The colors of the building will use earth tones of horizontal Blackwood siding and Poplar plank siding alternating along the larger building exterior of the sides along the breezeways. Vertical plank poplar will be used to separate the patios. The separation panels on the patios are open for ventilation. The Polar siding will be used again as a band across the primary orientation of the building below the patios.

1. Crime Prevention and Defensible Space.

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

APPLICANT

All parking is visible from units. Parking is a close walking distance to units, and no parking abuts a unit. All ADA parking is immediately available to ADA units. All parking areas are adjacent to walkways to building entrances and breezeways.

b. Orientation of Windows. Windows should be located so that vulnerable areas can be easily surveyed by residents.

APPLICANT:

Windows are plentiful to all residential units allowing the units to be surveyed if needed.

c. Service and Laundry Areas. Service and laundry areas should be located so that they can be easily observed by others. Windows and lighting should be incorporated to assure surveillance opportunities. Mailboxes should not be located in dark alcoves out of sight. Barriers to police surveillance such as tall shrubs and fences should be avoided.

APPLICANT:

Laundry rooms are centrally located at each building directly accessible to all units and have windows for light and safety with immediate viewing from outside. Mailboxes are located on these building visibly viewable and assessable outsides near the parking lot. This is assessable for delivery and pickup. The boxes are easily viewable by all units and pedestrian areas.

d. Hardware. Reliance solely upon security hardware in lieu of other alternatives is discouraged.

APPLICANT:

Security cameras are visible and for record keeping. This is a deterrent. Site lighting and neighbors' full viewable areas are the eyes on the street.

e. Lighting. Site development should utilize lighting prudently. More lighting does not necessarily mean better security. Lighting should be oriented so that areas vulnerable to crime are accented.

APPLICANT:

All lights will be installed for the safety of the residential occupants and oriented downward where the feet land, buildings start up and all other possible obstructions. No light is wasted on open skies that could cloud out the stars, and neighbors' property too.

f. Landscaping. Plant materials such as high shrubs should be placed so that surveillance of semi-public and semi-private areas is not blocked. Thorny shrubs will discourage crime activity. Low shrubs and canopy trees will allow surveillance, hence, reduce the potential for crime.

APPLICANT:

Landscaping will be applied in accordance with the ordinance but in a minimalist mode to accent building architectural, fire prevention nor block views between residential units and traffic in the driveways. Concurrently inclusion of larger trees is tall to shade the hard surface streets and limit heat and taller than a man height and above the eyes.

B. Applicability. Except as otherwise required by an overlay zone or plan district, the following standards apply to residential development pursuant to section 18.5.2.020. See conceptual site plan of multifamily development in Figure 18.4.2.030.
APPLICANT: 18.5.2.050 is addressed fully and separately in this application.

C. Building Orientation. Residential buildings that are subject to the provisions of this chapter shall conform to all of the following standards. See also solar orientation standards in section 18.4.8.050.
1. Building Orientation to Street. Dwelling units shall have their primary orientation toward a street. Where residential buildings are located within 20 feet of a street, they shall have a primary entrance opening toward the street and connected to the right-of-way via an approved walkway.
APPLICANT: The buildings primary orientation is toward the street and driveways. Units entrance ways access to parking is from the building entrance onto sidewalks that go to parking space via the sidewalk and the breezeway. No buildings are located within 20 feet of the street. All units are connected to walkways that go to the public right of way. There are multiple approved walkways and meandering paths from units through the common area open space for both pedestrians and bicycle riders.

2. Limitation on Parking Between Primary Entrance and Street. Automobile circulation or off-street parking is not allowed between the building and the street. Parking areas shall be located behind buildings, or on one or both sides.
APPLICANT: A request for an exception for some parking is included in this application. There are 176 parking spaces in the development and due to the topography and the preservation of wetlands one building is constrained and not able to meet 100% of the standard. There are 8 parking spaces that would meet the definition of coming between the building and the street and the applicant is requesting an exception to allow the cars. See request for the exception under a separate paragraph below.

3. Build-to Line. Where a new building is proposed in a zone that requires a build-to line or maximum front setback yard, except as otherwise required for clear vision at intersections, the building shall comply with the build-to line standard.
APPLICANT: There is not a build-to line or maximum front setback yard.

D. Garages.
APPLICANT: Not applicable.

E. Building Materials. Building materials and paint colors should be compatible with the surrounding area. Very bright primary or neon-type paint colors, which attract attention to the building or use, are unacceptable.
APPLICANT: The proposed siding material are fire resistant fiber cement cladding, and the colors of the building will use earth tones of horizontal Blackwood siding and Poplar plank siding alternating along the larger building exterior of the sides along the breezeways. Vertical plank cedar will be used to separate the patios. Six by eight patio doors at the end of the unit facing the street, with poplar plank dividers and tied together with woven stainless-steel screens. The woven steel is strong and safe, long lasting and allows over 80% transparency which is important for light, views and air flow. Along the base of the buildings are poured concrete foundation base lines. The roof will be a "standing seam" metal roof to accommodate solar panels that power the units, the standing seam is best in deterring water leaks.

F. Streetscape. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street pursuant to subsection 18.4.4.030.E.
APPLICANT:
There is one street tree selected from the street tree list placed every 30-feet of frontage for the portion of the property fronting the street.

G. Landscaping and Recycle/Refuse Disposal Areas. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.
APPLICANT:
The landscape plan complies with landscape area coverage and is covered in the landscape portion of this letter.

H. Open Space. Common and/or private open space is required to be provided pursuant to section 18.4.4.070.
APPLICANT: The site area for private and common open space greatly exceed the minimum required per 18.4.4.070 with a variety of landscape spaces and recreational open spaces. The chapter for landscape is covered in the letter.
END BUILDING PLACEMENT, ORIENTATION & DESIGN CHAPTER 18.4.2

No 9
Preliminary Plat Approval 18.5.3.030

Preliminary Plat Submissions18.5.3.040
A final plat is required if lots are to be sold. Under 18.3.9 Performance Standards Option, Review Procedures 18.3.9.040.B.4.o stipulate that if lots are to be sold, a final plat is required similar to that required for of a subdivision, per chapter 15.5.3 Land Division.
APPLICANT: Preliminary Plat Approval is a Type I procedure under Chapter 18.5.3. The Applicant has multiple participating security interest that will require individual Deeds, and a plat with separate parcels is required for securitization of divided interest.

18.5.3.030 Preliminary Plat Approval Process

A. Review of Preliminary Plat.

2. Subdivisions. Preliminary plat for subdivisions is subject to the approval criteria in section 18.5.3.050 and are reviewed through the Type II procedure, pursuant to section 18.5.1.060.

APPLICANT: The application for Performance Standards Subdivision is being requested and complies with the Type II procedure.

NOTE 18.3.9.020 The Performance Standards option may be used to divide residential and non-residential zoned land.

18.5.3.070 Preliminary Subdivision Platt Criteria

A. Approval Criteria. The approval authority, pursuant to subsection 18.5.3.030.A may approve, approve with conditions or deny a preliminary subdivision plat on findings of compliance with all of the following approval criteria.

1. The subdivision plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.

APPLICANT: The plan complies with the zoning of R 2 of the underlying zoning.

2. Proposed lots conform to the requirements of the underlying zone, per part 18.2, any applicable overlay zone requirements, per part 18.3, and any applicable development standards, per part 18.4 (e.g., parking and access, tree preservation, solar access and orientation).

APPLICANT: The proposal is submitting under the Performance Standards criteria and "developments subject to this chapter 18.3.9.020 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 this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

3. Access to individual lots necessary to serve the development shall conform to the standards contained in section 18.4.3.080 Vehicle Area Design.

APPLICANT: The application meets the criteria of 18.4.3.080 as demonstrated in this letter and the explanations of how these criteria are met under the specific Chapter 18.4.3 submitted herein.

4. The proposed streets, utilities, and surface water drainage facilities conform to the standards in chapter 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.

APPLICANT: The application meets the criteria of 18.4.6 as demonstrated in this letter and the explanations of how these criteria are met under the specific Chapter 18.4.6 submitted herein

5. All proposed private common areas and improvements, if any, are identified on the preliminary plat and maintenance of such areas (e.g., landscaping, tree preservation, common areas, access, parking, etc.) is ensured through appropriate legal instrument (e.g., Covenants, Conditions and Restrictions (CC&Rs).

APPLICANT: All common and private areas are noted on the plan and CC&R's are attached specifying the responsibility of each lot share of cost as they relate to the common area including open spaces, parking and walkways, and everything outside the lot line of the individual lot.

6. Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.
APPLICANT: The Jurisdictional Authority for the highway has preliminary approved all plans and designs for the work within its jurisdiction. There is an easement with the Bureau of Reclamation and Talent Irrigation District for an irrigation easement. Approvals under the easement agreement restrictions are designed into the development as far as setback and non-Buildable areas.

B. Conditions of Approval. The approval authority may attach such conditions as are necessary to carry out provisions of this ordinance, and other applicable ordinances and regulations.
END LAND DIVISION AND PROPERTY LINE ADJUSTMENTS CHAPTER 18.5.3

No 10
LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4

CHAPTER 18.4.4
Includes design standards for landscaping and screening in residential projects that are subject to Site Design Review. Recycling and refuse disposal areas are subject to Site Design Review too. Design standards for lighting outdoors, and fences and walls are included in this section. Open space applies to residential development subject to Site Design Review and Performance Standards Option. The chapter establishes standards for common open space.

18.4.4 LANDSCAPING,
Section 18.4.4.070 establishes standards for open space and applies to residential developments that are subject to chapter 18.5.2 Site Design Review, and/or 18.3.9 Performance Standards Option and PSO Overlay. Certain sections of this ordinance require common and/or private open space as part of review under chapter 18.5.2 Site Design Review, or chapter 18.3.9 Performance Standards Option and PSO Overlay. Certain other sections allow common open space to be provided in order to obtain density bonuses. All those sections reference section 18.4.4.070which establishes standards for common and private open space.

APPLICANT: The completed landscape and irrigation plan are attached to the application. The Open Space, Common Area, and private space are covered earlier and are included in the Landscape plans and conform to its standards.

18.4.4.030 LANDSCAPING LIGHTING AND SCREENING
A. General Landscape Standard. All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, parking, or other approved hardscape shall be landscaped pursuant to this chapter.

APPLICANT: The minimum required is 8% and the plan demonstrates that 16% exceeding the criteria.

B. Minimum Landscape Area and Coverage. All lots shall conform to the minimum landscape area standards of the applicable zoning district (see Tables 18.2.5.030.A through C for residential zones and Table 18.2.6.030 for non-residential zones). Except as otherwise provided by this chapter, areas proposed to be covered with plant materials shall have plant coverage of not less than 50 percent coverage within one year and 90 percent coverage within five years of planting.
APPLICANT: The proposed landscape coverage is 59.7% and 90% will be covered in five years. The application Plans demonstrates the landscape area propose meets the minimum and exceeds it substantially. The plan is designed to provide the 50% coverage within one year and 90 % in five years.

C. Landscape Design and Plant Selection. The landscape design and selection of plants shall be based on all of the following standards:
D. Tree Preservation, Protection, and Removal. See chapter 18.4.5 for tree protection and preservation and chapter 18.5.7 for tree removal permit requirements.
E. Street Trees. The purpose of street trees is to form a deciduous canopy over the street. The same effect is also desired in parking lots and internal circulation streets; rows of street trees should be included in these areas where feasible. All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.
18.4.4.040 Recycling and Refuse Disposal Areas
APPLICANT: Landscape Design and plants selection is outlined in the Landscaped Architect and Civil Engineer Plan including tree preservation, street trees, protection and removal plans. The site plan demonstrates the new residential development has common refuse areas that include recycling areas. All areas are well screened and easily assessable to residents and truck pick up.

18.4.4.050 Outdoor Lightning
A. Purpose. This section contains regulations requiring adequate levels of outdoor lighting while minimizing light spillover onto adjacent properties
B. Applicability. All outdoor lighting is subject to the requirements of this section. Where a proposed development is subject to Type I, Type II, or Type III review, the approval authority may require specific lighting levels or limit lighting as a condition of approval to protect the public health, safety, and welfare.
APPLICANT: Adequate lighting is demonstrated in the site plans and the landscape plans by a certified landscape architect.
END LANDSCAPING LIGHTING AND SCREENING CHAPTER 18.4.4

No 11
18.4.4.070 OPEN SPACE

A. Required Area. Table 18.4.4.070.A. contains the minimum areas when common or private open space is required by this ordinance. See definition of open space in part 18.6.
From Table 18.5.2 Site Design Review, and 18.3.9. Performance Standards Option and PSO Overlay Minimum Total Area Required for Open Space is 8% of total lot area. Minimum Common is 4% of total lot area for development with a base density of 10 units or more. Maximum Area Allowed in Private Open Space is 4% of total lot area for developments with a base density of 10 or more unite or more. /Density bonus Available for common and open area in excess of base requirement is after 8% of total lot area is met
APPLICANT The application meets the standards under this chapter and table as demonstrated in the attached Landscape Plan and Site Plans. A tabulation chart is attached for explanation of area quantities.

B. General Standards.
1. Common and Private Open Space. For developments that are subject to chapter 18.5.2, Site Design Review, the required open space area may be met by combining common and private open spaces meeting the requirements of this section.
APPLICANT: The application is subject to site design review and the required open space area is met without using the private space portion in the calculation.

5. Ownership and Maintenance. Common open space shall be set aside as common area for the use of residents of the development. Maintenance of common open space shall be the responsibility of the property owner(s) or by an association of owners (i.e., homeowners' association).
APPLICANT: CC&R will be controlling the maintenance of the common areas through budgets and assessments to the individual lots/building and all the criteria in this section complies.

C. Common Open Space. Common open space that is provided to meet the minimum required open space area in subsection 18.4.4.070.A shall meet the following standards. See definition of common open space in part 18.6.
APPLICANT: The open space requirement in common area is met and nearly double the requirement and includes many of the features allowed in this section items 1-5 below.
1. Dimensional Standards. Common open space shall have no dimension that is less than 20 feet and a minimum area of 400 square feet, except as described below.
a. Pedestrian Connections. Walkways and multi-use paths shall contribute toward meeting the required common open space area when at least one common open space is provided that meets the dimensional standards in subsection 18.4.4.070.C.1, above. Pedestrian connections may be located within a required buffer or perimeter yard area. Sidewalks in the public right-of-way (i.e., public street) and walkways providing access to individual units may not be counted towards this requirement.

b. Natural Features. Common open space may include areas that provide for the preservation or enhancement of natural features that meet the requirements of this section and the definition of common open space. See definition of common open space in part 18.6. Natural features located in common open space shall be counted toward meeting common open space requirements. Natural features may be located within a required buffer or perimeter yard area.

2. Location. Common open space shall not be located within a required yard abutting a street, except for pedestrian connections and natural features as provided in subsection 18.4.4.070. above.

3. Slope. Common open space designed for active use, such as lawn and picnic areas, shall be located on slopes less than five percent, except for areas regulated by the Building Code (e.g., walkways). Natural features designed for passive use, such as riparian corridors and wetlands, may be located on slopes greater than five percent.

4. Improvements.

a. Structures. Common open space may include structures and outdoor furniture typically associated with outdoor recreation such as decks, gazebos, arbors, benches, and tables. Structures located in common open space shall be unenclosed and uninhabitable. Unenclosed for the purpose of this subsection means 50 percent or more of the walls are 42 inches in height or less, but the structure may be covered.

b. Fences and Walls. Fences, walls, hedges, and screen planting that are located on the perimeter of common open space shall not exceed four feet in height, except that fences in front yards and on the perimeter of the development shall meet the fence height requirements of the section. This requirement shall not apply to fences located on properties adjoining but not located within a proposed development.

c. Landscaping. Common open space shall be landscaped in accordance with section 18.4.4.030, Landscaping and Screening, except for natural features as provided in subsection 18.4.4.070.C.1 above.

5. R-2 and R-3 Zones. In addition to the standards in subsection 18.4.4.070.C, above, common open space in the R-2 and R-3 zones shall meet the following requirements:

a. Surfacing. A minimum of 50 percent of the common open space must be covered in suitable surfaces for human use, such as lawn areas, durable lawn alternatives, recreational fields, or courts. Up to 50 percent of the common open space may be covered by shrubs, mulch, and other groundcovers that do not provide suitable surfaces for human use if the area is usable for the intended residents, such as community gardens or a natural feature with benches and walking paths.

b. Play Areas. Play areas for children are required for projects of greater than 20 units that are designed to include families. Play areas are eligible for common open space.

D. Private Open Space. Private open space that is provided to meet the minimum required open space area in subsection 18.4.4.070.A shall meet the following standards. See definition of private open space in part 18.6.

1. Eligible Spaces. Decks, patios, porches, balconies, side and rear yards, and similar areas are eligible for private open space.

a. Access. Private open space shall be directly accessible by a door from the interior of the individual dwelling unit served by the space.

b. Walkways and Storage Space. The minimum area required for private open space shall not include area for ingress and egress to a ground-floor dwelling unit (e.g., walkway to dwelling

unit door) or storage space (storage or bicycle rack). The ingress and egress area shall be measured as 36 inches in width and the length of the pedestrian route.
2. Ground-Floor Dwelling Units. Decks, patios, porches, or yards shall be at least six feet deep and measuring at least 48 square feet. Ground-floor private open space shall not be located within 12 feet of recycling and refuse disposal areas. See definition of ground-floor dwelling unit in part 18.6.
3. Upper-Floor Dwelling Units. Balconies shall be at least six feet deep and measuring at least 48 square feet. See definition of upper-floor dwelling unit in part 18.6.
APPLICANT: Private space for individual units is not open to any others or near trash and recycling areas but are only adjacent immediate to the residential unit. The size is 6 ’x 12 ’ which is 50% greater than the criteria on all upper floors. Ground floor units are 228 sq feet and 6 feet deep. This section is me.
END **18.4.4.070 OPEN SPACE**

No 12
18.4.5 Tree Protection Plan

A. Tree Protection Plan. A tree protection plan shall be approved by the Staff Advisor concurrent with applications for Type I, Type II, and Type III planning actions.
APPLICANT: Protection plans are within the Landscape and Engineering Plan designs and in accordance with the protection measures outlined in this chapter.

END

THANK YOU

ROBERT J KENDRICK
KENDRICK ENTERPRISE LLC
CASITA DEVELOPMENTS LLC

GRAND TERRACE APARTMENTS

Robert J Kendrick
Casita Developments/Grand Terrace Apartments
716 N Laurel St
Ashland Or 97520

January 5, 2024

Ashland City Council
c/o Brandon Goldman
Director of Community Development
City of Ashland Oregon
Community Development
51 Winburn Way, Ashland, Oregon 97520

Dear Ashland City Council,

Re: Request to City Council to waive any fee that is a Duplication Fee for the Grand Terrace Apartments Application No 3.

An application fee of $26,876.00 was previously paid for the Grand Terrace Apartment by Casita Developments LLC. The city is requesting another $30,000 to resubmit the same application.

This is a request to waive a duplicative fee based on an already complied review. This is punitive. Current state law concurs also because repeating the application process is redundant and includes months of hearings and there is no change in standards or criteria for which the project was already approved under. The applicant will be going through this long arduous process again so paying a fee in addition is excessive.

The application has been approved by Ashland two previous times and approved upon Remand by the Planning Commission in September of 2023. The application was withdrawn at the following City Council Hearing the next month in October 2023 because the applicant was advised by their legal counsel any approval would likely be appealed.

LUBA had remanded the City's approval on two counts. One, the application date was preceding the new parking mandate date, the Goal Post Rule, which the application was submitted upon. Second, the architect did not label 500 sq ft on the plans and LUBA found the application didn't comply because the units were noted at 499.98 sq ft and 265 sq ft and not 500.

At the mandate hearing, the applicant was able to prove the units were 500 sq ft and did comply. For the application date Staff supported approval because the applicant would have to resubmit the same application under the same criteria, and it would be a waste of time. Before the City Council could vote on the Planning Commission recommendation the applicant withdrew the application because his attorney noted that a city approval would be very likely overturned upon an appeal on the Oregon State Goal Post Rule.

In accordance with new legislation SB 1537 an application for residential development that was made under the existing standards and criteria, the applicant can request to use the new standards that came into effect during the application period if the application is pending, this is “opt in”. The city may not require the applicant to pay a duplicative fee based on the complied review, resubmit a new application or duplicative information, or repeat redundant processes or hearing that are inapplicable to the change in standards or criteria.

New legislation also requires anyone that appeals a project like Grand Terrace to pay the applicant’s legal fees and other associated costs if they should lose their appeal. Grand Terrace apartment development project is defined in ORS 197.303 as “needed housing in the urban growth boundary that meet the need at price ranges and rent levels that are affordable to the households within the county with a variety of incomes”. This makes it eligible for redress.

If this legislation came into effect during the applicant’s appeal, the city would have abided by the new legislation by not requiring another fee or for the developer to go through another redundant hearing process and the applicant would have sued the appellant.

Background and history.
Application No 1. The developer began the application process in 2014. Ten years ago, It went through a couple Site Plan Reviews and Planning Commission hearings where it was approved and forwarded to the City Council who then approved the application in 2020. Craig Anderson the Staff Director of Rogue Advocates argued against its approval and appealed it to LUBA in 2021. LUBA rescinded the City’s approval because the annexation code did not allow for exceptions to street standards along Highway 99.

Application No 2. The applicant waited for the city to update the ordinance so they could reapply. The new application was resubmitted with the new revisions to the annexation code in 2022. The Planning Commission heard the revised application, and at the first public hearing, Steve Rouse President of Rogue Advocates ask for a delay of the hearing for time to submit their comments. The request was granted. The following month a hearing was held for Rogue Advocates to submit their comments, but they didn’t appear or submit their comments but did cause another delay. This was their intent. The Planning Commission finally finished their hearings and forwarded a recommendation to the City Council to approve the application.

The City Council then held public meetings on the commissions findings and again it was argued against by Craig Anderson of Rogue Advocates. Their argument was mostly innuendo with the implications of corruption between the city and the applicant, but nothing of material substance to the development but this gave them standing so they could appeal later. After a couple of months of hearings, the City Council approved the application in December 2022. Rogue Advocated appealed the decision the following month on 11 counts of error, nine of

which were farcical and denied by LUBA. Two 2 counts were sustained and sent back to the city to address. This was a Remand.

Remand Application Hearing. The first remand item addressed the affordable unit size of 500 sq ft which was required under the annexation criteria. The application plans had 30 affordable 265 sq ft studio units and 190 one-bedroom units at 499.98 sq ft. On an omission by the applicant's architects floor plans they failed to write the number 500 sq ft in place of 499.98 sq ft and the architect corrected the notes to show the 500 sq ft for the Planning Commission to review at the remand hearing.

The second remand item was on parking mandates. The State had removed parking mandates in 2022 before the application was submitted but the law wasn't to take effect until January 2023. LUBA denied the application because the application was made before the law was in effect. This is known as the Goal Post rule.

It was staff recommendation and understanding that the application would comply with the new law and recommended approval because it was needed housing and having the applicant make another duplicate application was time consuming and a burden to the applicant. At the Remand hearing the Planning Commission approved the corrected remanded items and forwarded their approval to the City Council in October of 2023.

Application Withdrawn. On the day of the City Council hearing and upon the advice of the applicant's attorney the applicant withdrew their application. The applicant's attorney noted that a city approval would be very likely overturned upon an appeal. Because the Goal Post rule argument had no precedent to argue upon, the attorney felt there was no winnable argument. Another appeal would cause more time and damages, and it was to the best interest for everyone to withdraw the application.

Legislation "Opt In". With the help of the State Legislature Representative Pam Marsh introduced legislation to amend the goal post law. SB 5703 was passed by the state in June 2024 and amended the Goal Post so that an applicant can "opt in" if an application was made before any land use laws are later made. The basis for their decision was another application was "redundant and caused additional duplicate fees" and it wasn't fair. This is the same argument the City Staff made.

The current law stipulates that any "pending applications can Opt In". Allows a housing developer with a "<u>pending application</u>" to opt in to amended local land use regulations and expands eligibility for attorney fees for the appeal of a residential development proposal to include local governments and all needed housing

Not only has Grand Terrace incurred years of time and hundreds of thousands of dollars in attorney fees, Rogue Advocates and their Staff Director Craig Anderson would use social media to slander the applicant personally until the applicant's attorney served Rogue Advocates and

Craig Anderson with cease and desist papers and a request for an apology. Steve Rouse the president of Rouge Advocates and Craig Anderson both apologized.

This has got to stop. The State Legislature has stepped up and is starting to put the brakes on these delays that hurt needed housing. We can get the housing our community needs, and with your help in waiving another duplicative fee the council will be making the statement that this needs to stop so we can move forward.

Your acceptance of this request is the right thing to do. The applicant will submit another application for the development again the day after your approval to waive the duplicative fee.

Fee's Paid
No 1 $8,397.25
No 2 $18.478.75
Total $26,876.00

Sincerely

Robert Kendrick
Grand Terrace
Casita Developments LLC

DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS
GRAND TERRACE APARTMENTS

A. PLANNED UNIT DEVELOPMENT
Casita Developments LLC, an Oregon limited liability company, is the Owner in fee simple of real property commonly referred to as Casita Developments Subdivision Grand Terrace Apartments (hereinafter referred to as "GTD" located in the City of Ashland, County of Jackson, State of Oregon, more particularly described in Exhibit "A," Parcel

RECITALS, INTENT, AND PURPOSE

A. The Grand Terrace Apartments is a Class II Planned Community and is subject to the Planned Community Act (ORS 94.550-94.783)

B. The Grand Terrace Apartments Bylaws have been adopted under ORS 94.625 and shall be recorded herewith.

C. It is the desire and intention of Declarant to subject the Grand Terrace Apartments to the covenants, conditions and restrictions set forth in this Declaration.

DECLARATION
Now, therefore, Declarant hereby declares that Grand Terrace Apartments shall be held, conveyed, hypothecated, encumbered, leased, rented, used, occupied and improved, subject to the following covenants, conditions and restrictions, all of which are in furtherance of a plan for the subdivision, of said improvement and to sell, transfer, collateralize, make partial assignments, subordinations, blanket mortgages with right to release portions thereof, encumber lots independently of the other lots as an interrelated development, and which are established for the purpose of enhancing and perfecting the value, desirability and attractiveness of the Grand Terrace Apartments. All of the covenants, conditions and restrictions herein set forth shall run with the Grand Terrace Apartments and shall be binding on all parties having or acquiring any right, title or interest in the Grand Terrace Apartments or any part thereof, and shall be for the benefit of each Owner of any portion of the Grand Terrace Apartments, or any interest therein, and shall inure to the benefit of and be binding upon each successor in interest of such Owners.

NAME
The name by which the subdivision shall be known as is Grand Terrace Apartments

ARTICLE 1 DEFINITIONS

In addition to the terms defined in ORS Chapter 94 and elsewhere defined herein, the following terms shall have the following meanings whenever used in this declaration.

1.1 Articles; Bylaws. The Bylaws are recorded herewith in the Official Records of Jackson County, attached as Exhibit "D", and incorporated herein by reference and made a part thereof.

1.2 Association. Grand Terrace Homeowners' Association.

1.3 Board. The Board of Directors of the Association.

1.4 City Code. The code and any other relevant ordinances, laws, or regulations of the City of Ashland, Oregon.

1.5 Common Area/Open Space. All of the property described in Exhibit “A” TRACT MAP less the Lots as defined in Section 1.10 below, as depicted in the site plan at “Exhibit “C” incorporated herein by reference, and which includes open space.

1.6 Declarant. Casita Developments LLC, its successors and assigns.

1.7 Declaration. This Declaration as from time to time amended or supplemented.

1.8 Building. A two-story multifamily residential structure consisting of 21 apartments with a walk out basement, including patio’s, walkways, exterior stairways, 25 sheltered bike parking areas, laundry room, electrical room, fire riser room constructed on a Lot by the Declarant or by a successor Owner. Building is also referred to as a “Multi-Family Apartment Building” or “Building”.

1.9 Apartment. A residential living unit within a building.

1.10 Lot. That portion of the property described in Exhibit “A” conveyed or to be conveyed by the Declarant to an individual Owner in fee simple.

1.11 Lot Declaration. A Lot shall exist from and after the date of recording an instrument making such Lot subject to this Declaration.

1.9 Fiscal Year. The fiscal year shall run from January 1 through December 31

1.11 Rental Unit. A unit of a building that is occupied by a tenant.

1.11 Mortgage. Mortgage or a deed of trust of record encumbering a Lot. The term "mortgagee" shall include the beneficiary under a deed of trust and the vendor under a recorded land-sale contract or recorded memorandum of a land-sale contract.

1.12 Owner. The record Owner or Owners, if more than one of a Lot, including Declarant and including a vendee under a recorded land-sale contract or recorded memorandum of land-sale contract.

1.13 Private Outdoor Area. The portion of a Lot not occupied by the Building, subject to maintenance by the Lot owner including it’s garden areas if any, patio’s, porch’s, walkways, stairs, sheltered bike parking areas, bike parking fixtures, laundry rooms, electrical rooms, fire riser room, mail boxes, or other physical appurtenance to such structure, constructed on a Lot by the Declarant or by a successor Owner

1.14 PUD. All of that real property constituting the Casita Development LLC Subdivision as described on Exhibits “A” and “B” attached hereto.

1.15 PUE. An easement for utilities being a Public Utility Easement and Bureau of Reclamation easements, as shown on the final plat of this Subdivision.

1.16 Grand Terrace Apartments. The real property described on Exhibit “B” attached hereto which has been developed as a Planned Unit subdivision of Multi Family residential apartment buildings.

1.17 Wetland Reserve Area. A wetland is a biological area consisting of protected plants and other organic species. The GTD includes a protected area wetland where entry is prohibited for the protection of the environment.

1.18 Successor Owner. The owner of a Lot purchased from Declarant or purchased from another Successor Owner.

1.20 Maintenance Agreement. That Maintenance Agreement recorded in the official records of Jackson County on December, _____2024, as Document No. _____ 00000000 setting forth the shared obligations for maintenance of the PUD common area.

1.21 Affordable Units. An apartment with a restricted rent level in accordance with Housing and Urban Department standards and overseen by the City of Ashland, Oregon.

1.22 Restricted Rent. The level of rent an affordable unit in any building can ask from a tenant or tenants in monthly rent for an apartment.
1.23 Rent Restriction Period. The number of years a unit is required to be affordable is 60 years from the date the unit is first rented and becomes available to rent by owner at market rent level.

ARTICLE 2

2.1. Organization. The Association is a nonprofit corporation charged with the duties and vested with the powers prescribed by law and set forth in the Articles, the Bylaws, and this Declaration. Neither the Articles nor Bylaws shall, for any reason, be amended or otherwise changed or interpreted so as to be inconsistent with the Declaration. In the event of any such inconsistency, the provisions of this Declaration shall prevail. The Board, and such officers as the Board may elect or appoint, shall conduct the affairs of the Association in accordance with the Articles and Bylaws as from time to time amended.

2.2 Membership. Each Building Owner shall be a Member of the Association and shall be entitled to one membership for each BUILDING owned on a LOT. Each Member shall have the rights, duties, and obligations set forth in this Declaration, the Articles, the Bylaws, and the Association Rules as the same may from time to time be amended and such membership shall not be assigned, transferred, pledged, conveyed, or alienated in any way except upon the transfer of title to such Lot and then only to the transferee of title thereto. Any transfer of title to a Lot shall operate automatically to transfer the membership or memberships in the Association appurtenant thereto to the new Owner thereof. For purposes of membership, the recording of a land-sale contract shall constitute a transfer of the title to a Lot.

2.3 Voting.
(a) Members Entitled to Vote. Only Members of the Association shall be entitled to vote. The voting privileges of Members shall be as provided herein. Any action by the Association which must have the approval of the Association membership before being undertaken shall expressly require the vote or written assent of a prescribed percentage of the total voting power of the Association as more particularly stated within the Declaration. The Association shall have two classes of voting:

(1) Class A Members. Class A Members shall have one (1) vote for each building built on his or her Lot. When more than one person owns a single Lot, all Owners shall be Members of the Association. However, the vote allocated for each building on the Lot must be cast as a unit, and fractional votes shall not be allowed. In the event that joint Owners are unable to agree among themselves as to how their vote or votes shall be cast, they shall lose their right to vote on the matter in question. If any Owner (or Owners) casts a vote representing a certain building on a Lot, it will thereafter be conclusively presumed for all purposes that such Owner(s) was acting with the authority and consent of any other Owners of said building on the Lot. The right to vote may not be severed or separated from the Lot ownership to which it is appurtenant, and any sale, transfer, or conveyance of such Lot to a new Owner(s) shall operate to transfer the appurtenant vote or votes, in the case of multiple buildings, without the requirement of any expressed reference thereto.

(2) Class B Members. The Class B Member shall be the Declarant, its successors and assigns. The Class B Member shall be entitled to three (3) votes for each Building on a Lot in which it holds the interest required for membership as provided in Section 2.3(a) above. Class B membership shall be converted to Class A membership and shall forever cease to exist when one- hundred percent (100%) of the lots are conveyed to retail Owners other than Declarant.

(b) Voting Procedures. Any vote may be cast in person or by proxy. All proxies shall be in writing, dated, and signed by the Owner giving the proxy and filed with the Secretary before the commencement of any meeting. The proxy shall terminate eleven (11) months after its date, unless the proxy specifies a shorter term. Every proxy shall automatically cease upon the sale of the Lot by the Owner and upon the death or incapacity of the Member who executed the proxy

(c) Declarant's Right to Vote. Notwithstanding any other provision of this Declaration, and except as provided in Section 10.1, any provision of this Declaration that provides for approval by a prescribed percentage of Members' votes, other than the Declarant, shall be effective and construed also to require the affirmative vote of a majority of the total votes of all Members, including the Declarant.

(d) Suspension of Voting Rights. The voting rights of an Owner shall be suspended during any period in which an assessment due hereunder from such Owner remains unpaid; provided, however, that the Board shall give any such Owner at least fifteen (15) days' notice prior to such suspension and such Owner shall be entitled to a hearing before the Board in accord with Section 3.4 of the Bylaws.

2.4 Initial Board of Directors. The initial Board shall be appointed by Declarant. Thereafter, the Board shall be elected as provided in the Bylaws.

2.5 Duties of the Association. The Association shall have the obligation and duties subject to and in accordance with this Declaration to do and perform the following acts for the benefit of its Members and for the maintenance and improvement as follows:

(a) Common Area Maintenance and Operation. To maintain and otherwise manage the Common Area, after such property is conveyed or otherwise transferred to it, all improvements located thereon, all easements for operation and maintenance purposes over the Common Area, and all easements for the benefit of Members and the Association within the Common Area. The Common Area includes but is not limited to the following amenities within the GTD: landscaped open space, hardscape, internal walkways, trash & recycling enclosure area, parking area,

retaining walls, wetlands and bio-swales, recreation and private area's such as meditation gardens and similar area and including basketball courts and tennis courts where such duties in the common area shall consist of:
(1) Removal of any debris deposited by winter storms.
(2) Annual (spring) inspection and startup of irrigation system.
(3) Annual (fall) maintenance of the irrigation system, including inspection of heads, winterization and coverage; and
(4) Semi-annual maintenance of all porous concrete areas in parking area.
(5) Maintenance of all landscape areas within parking areas and sidewalks
(6) Maintenance & repairs of all systems and structures noted as amenities herein or on exhibits.
(7) Maintenance and repairs of all offsite landscaping and walks along the frontage of the development that is not maintained by the City or ODOT.
(8) Maintenance of landscape retaining walls.
(9) Maintenance of all Common Area fencing.
(10) Maintenance of all adjacent lands not maintained by the Southern Pacific Railroad to such level that GTD is protected from economic loss due from vegetation, fire and any other work required by the Association Board.
(11) Utilities. To acquire, provide and/or pay for water, sewer, garbage disposal and pickup, electrical, telephone, gas and other necessary utility services for the Common Area.
(12) Walkways, Mailboxes, Etc. The Association shall, after construction thereof by Declarant as a part of the initial development of the GTD, maintain, repair, replace, reconstruct and relocate pathways, lighting, street signs, any mail and post boxes, as initially designated on the plans filed with the Association or as initially constructed by Declarant.
(13) Other. To perform such other acts whether or not expressly authorized by this Declaration as may be reasonably necessary to enforce any of the provisions of this Declaration, the Bylaws, and the Association Rules.

2.6 Powers and Authority of the Association. The Association shall have all of the powers of a nonprofit corporation organized under the general nonprofit corporation laws of the State of Oregon subject only to such limitations upon the exercise of such powers as are expressly set forth in the Articles, Bylaws, or this Declaration. The Association shall have the power to do any and all lawful things which may be authorized, required, or permitted to be done by the Association under this Declaration, the Articles, and the Bylaws and to do and to perform any and all acts which may be necessary and proper for or incidental to the exercise of any of the express powers of the Association, including without limitation:

(a) Assessments. To levy assessments on the Owners and enforce payment of such assessments all in accordance with the provisions of Sections 3 and 4 of this Declaration.
(b) Right of Entry and Enforcement. To enter upon any Lot for the purpose of performing the duties of the Association set forth in Section 2.5 of this Declaration, in enforcing by peaceful means any of the provisions of this Declaration, or maintaining or repairing any area on each Lot in a neat and attractive manner required to be maintained by an Owner if for any reason such Owner fails to maintain or repair such area. Such entrance upon a Lot shall be after seventy-two (72) hours' prior written notice to the Owner; provided, however, that such entrance shall be permitted upon consent of at least one Board Member without any prior notice in the event of an emergency. An emergency shall be deemed to exist when there is a condition causing peril or threat to persons or property. The Association shall also have the power and authority from time to time in its own name, on its own behalf, or on behalf of any Owner or Owners who consent thereto to commence and maintain actions and suits to restrain and enjoin any breach or

threatened breach of this Declaration and to enforce by mandatory injunction or otherwise all the provisions hereof. These rights will be exercised in such a manner as reasonable to minimize any adverse impact upon the Owner's right of enjoyment of his/her Lot.

(c) Easements and Rights-of-Way. To grant and convey to any third party easements and rights-of-way in, on, over, and under the GTD for the purpose of constructing, erecting, operating, or maintaining thereon, therein or thereunder, overhead, or underground lines, cables, wires, conduits, or other devices for the transmission of electricity for lighting, heating, power, telephone, and other purposes; public sewers; storm water drains and pipes; water systems; sprinkling systems; water and gas lines or pipes; cable T.V. lines; security system lines; and any similar public or quasi-public improvements or facilities.

(d) Employment of Manager. To employ the services of a person or firm to manage The GTD and the affairs of the Association (the "Manager") to the extent deemed advisable by the Board, as well as other such personnel as the Board shall deem to be necessary or proper for the operation of the GTD, whether such personnel are employed directly by the Association or are furnished by the Manager.

(e) Services. To contract for materials and/or services for the GTD or the Association. Any such service contract or management contract pursuant to Section 2.6(d) of the Declaration shall be subject to termination by either party without cause upon thirty (30) days' notice in writing to the other party.

(f) Rules. By majority vote of the Board and from time to time to adopt, amend, enforce, and repeal such rules and regulations as the Board shall determine to be necessary or proper to the operation of GTD (the "Association Rules"). The Association Rules shall govern the use of the GTD by any Owner, by the family of such Owner, or by any invitee, licensee, or tenant of such Owner; provided, however, that the Association Rules may not discriminate among Owners and shall not be inconsistent with this Declaration, the Articles, or Bylaws. A copy of the Association Rules, as they may from time to time be adopted, amended, or repealed, shall be mailed or otherwise delivered to each Owner. Upon such mailing or delivery, the Association Rules shall have the same force and effect as if set forth in and a part of this Declaration. The Association Rules shall not materially change the rights or privileges of any person or the restrictions on any Lot as herein set forth.

ARTICLE 3
FUNDS AND ASSESSMENTS

3.1 Operating Fund. The Association shall establish and maintain an operating fund into which shall be deposited all moneys paid to the Association as regular, special, and emergency assessments and miscellaneous fees and from which fund the Association shall make disbursements in the performance of its rights and duties as provided for in this Declaration.

3.2 Reserve Fund. The Association shall also establish and maintain a reserve fund for replacement of all items of Common Area which will normally require replacement in whole or in part in more than three (3) and less than thirty (30) years including but not limited to: exterior painting, of the Common Area that includes exterior painted surfaces; repaving/resurfacing of parking area and drive aisles, walkways, and for such other items as may be required by this Declaration or the Bylaws. Declarant may defer payment of accrued reserve assessments for a Lot until the Lot is conveyed but not the upkeep. The books and records of the Association shall reflect the amount owing from Declarant for all reserve assessments. The Board annually shall review and, if necessary, update the reserve study and existing maintenance responsibilities for the Common Area to determine the reserve account requirements as

provided in ORS 94.595 as it may be amended from time to time. The operating fund and the reserve fund shall be kept in separate accounts.

3.3 Regular Assessments. Within forty-five (45) days prior to the beginning of each fiscal year, the Board shall estimate the costs and expenses to be incurred by the Association during such fiscal year in performing its rights and duties under this Declaration, including a reasonable provision for unanticipated expenses and replacements and less any anticipated surplus from a prior year's fund provided that the Board may not, without the vote or written assent of the majority of the voting power of the Association residing in Members other than the Declarant, impose a regular annual assessment per Lot which is more than twenty percent (20%) greater than the Regular Assessment for the immediately preceding fiscal year. Such estimated amount shall be assessed equally to the Owners. The amount per Lot so assessed to each Owner is called the "Regular Assessment." The Regular Assessment shall include the Association's share of maintenance for the PUD, as provided in the Maintenance Agreement.

3.4 Special or Emergency Assessments. In addition to the Regular Assessments, the Board may levy during any fiscal year a special or emergency assessment applicable to that year only for the purpose of defraying in whole or in part the cost of any construction, reconstruction (including reconstruction costs in excess of insurance proceeds), repair of any common watered areas or utilities, unexpected repair or replacement of a capital improvement, including the necessary fixtures and personal property related thereto, or any extraordinary expenses not contemplated by this Declaration of whatsoever nature provided that in any fiscal year the Board may not, without the vote or written assent of a majority of the voting power of the Association residing in Members other than the Declarant, levy special or emergency assessments to defray the costs of any action or undertaking on behalf of the Association which in the aggregate exceeds five percent (5%) of the budgeted gross expenses of the Association for that fiscal year. No special or emergency assessment shall be levied with respect to the initial construction of the GTD, it being understood that all such construction shall be at the sole cost and expense of the Declarant. Except as otherwise provided herein, special and emergency assessments shall be assessed to the Owners equally and shall be paid as the Board shall determine. The provisions herein with respect to special and emergency assessments do not apply in the case where the special assessment against a member is a remedy utilized by the Board to reimburse the Association for costs incurred in bringing the Member and his/her Lot into compliance with the provisions of this Declaration or the Bylaws.

3.5 Reimbursement Assessment. The Board shall levy an assessment against any Owner who has failed to comply with or has breached this Declaration or the Association Rules or Bylaws for whom moneys or expenses were expended or incurred by the Association from the operating fund in performing its functions or enforcing the provisions of this Declaration, the Association Rules, or Bylaws. Such assessment shall be for the purpose of reimbursing the Association and shall be limited to the amounts expended or incurred, along with any penalties or interest, and shall be due and payable to the Association when levied.

3.6 Payment of Assessments. Each Owner shall be obligated to pay Regular Assessments made pursuant to this Article 3 to the Association in equal monthly installments on or before the first day of each month in advance or in such other manner as the Board shall designate. The Board shall provide each Owner with a statement of the annual assessment within ten (10) days prior to the beginning of each fiscal year but shall not be obligated to provide monthly statements to any Owner thereafter. Special assessments shall be payable in such manner as the Board shall designate.

3.7 Commencement of Assessments. The Regular Assessments shall commence as to each respective Lot upon the close of the sale of the Lot to someone other than the Declarant, or such later date as Declarant may determine. The first Regular Assessment shall be adjusted according to the number of months remaining in the fiscal year, and the initial payment due with respect to a partial month from an Owner, other than the Declarant, shall be prorated as of the close of escrow for the purchase of such Owner's Lot. Notwithstanding any other provisions herein, in the event that assessments benefit fewer than all of the Lots such costs may be assessed exclusively against those benefitted Lots.

4.1 Covenant to Pay Assessments. Declarant covenants for each Lot owned and each Owner, other than Declarant, by acceptance of a deed to a Lot, shall be deemed to covenant to pay assessments levied in accordance with Article 3.

4.2 Enforcement. Each assessment levied hereunder shall be a separate, distinct, and personal debt and obligation of the person who is the Owner of such Lot at the time such assessment became due and payable. In the event of a default in payment of any such assessment, the Association may enforce each such obligation by any and all remedies provided by law. In the event the Association brings an action to enforce each such assessment obligation, any judgment rendered in any such action shall include a sum for reasonable attorney fees in such amount a the court may adjudge against the defaulting Owner, including reasonable attorney fees on appeal.
At any time when an assessment of any type provided for by this Declaration or an installment thereof is delinquent, the Association, by and through its Board or designated agent, may file a notice of lien in the deed records of Jackson County, Oregon, against the Owner and Lot to which the assessment pertains as provided by ORS 94.709.
Notwithstanding any other provision of this document, any general, special or other assessment levied under the authority of this document against a lot in the GTD shall at all times be second, inferior and subordinate to the lien of a mortgage or deed of trust and other related loan or security instrument in favor of a bank, lending institution, or any private entity, and this provision may not be altered or amended withou.

ARTICLE 5
ARCHITECTURAL AND LANDSCAPE CONTROL.

5.1 Board Review of Landscape and Architectural Plans. All buildings are to be built in accordance with the approved GRAND TERRACE Planned Unit Development Building Plans. It shall be the duty of the Board to consider and act upon all proposals or plans submitted to it pursuant to the terms hereof to ensure that overall building designs, and exterior finishes by anyone other than Declarant shall conform to the uniform plans of all buildings designed by the Declarant, Casita Developments LLC, and approved by the City of Ashland. Exhibits “B & C”. All approvals given under this Article 5 shall be in writing.

5.2 No lot owner shall make any alterations to the exterior, interior, landscape areas, sidewalks, breezeways, laundry rooms, electrical rooms, bike parking, covered bike improvements, stairs or any

other lot improvements that do not conform to the plans by Casita Developments LLC, the Declarant, and approved by the City of Ashland in Exhibit “C & D”.

5.2 Architectural Rules. The Board may, from time to time, in its sole and absolute discretion, adopt, amend, and repeal rules and regulations to be known as "Architectural Rules" only where they conflict with the Special Limitations in Section 5.3. Said rules shall interpret and implement this Declaration by setting forth the standards and procedures for any Board review and the design guidelines for architectural design, placement of buildings, landscaping, exterior finishes, and materials, and similar features which are to be used within the GTD. These rules shall not conflict with the special limitations set forth in this Declaration.

5.3 Special Limitations. It shall be the duty of the Board to consider and act upon all proposals submitted to it pursuant to the terms hereof to ensure that overall building, conform to the same design and improvements by anyone other than Declarant and that they conform to the uniform plans of all buildings designed by the Declarant Casita Developments LLC, as approved by the City of Ashland.
(a) All building built on any lot within the GTD site shall use the Boards approved contractor and the same set of plans approved by the City of Ashland.
(b) Insurance. All work must contain a course of construction insurance policy for the value of the building and the GTD HOA and Board are to be named as additional insured, indemnified and held harmless
(c) Plans of all buildings designed by the Declarant Casita Developments LLC, and as approved by the City of Ashland must be used on any Lot.
(d) Both interior floor plans and exterior design and associated improvements on said lot shall remain the same and consistent with the approved plan.
(f) No building lot owner shall change the design or density of the building.
(d) No unit can be changed in size, or any building be changed in mix of unit type, style or size.
(h) No interior walls or dividers can be moved and all floors, ceilings, lighting, HVAC systems, plumbing, kitchens, bathrooms or patios must remain the same.
(i) Dedicated Affordable Units approved for the building on the lot must remain affordable for the term of the agreement with the City of Ashland.
(j) No lot owner shall make any alterations to the exterior, interior, landscape areas, sidewalks, breezeway.
(k) The laundry rooms, electrical rooms, bike parking, covered bike improvements, stairs or any other lot improvements are to be built according to the plan by the Declarant, Casita Developments LLC, and approved by the City of Ashland.
(l) Landscaping on each Lot shall comply with the GTD approved landscape plan.
(m) Prior to construction the owner shall ensure all contractors are licensed and bonded.
(n) Require lien waivers, keep detailed records of payments and contracts and provide such to the Board on demand.

5.4 Application for Approval of Improvements. Any Owner, except the Declarant and its designated agents, proposing to perform any work of any kind which requires the prior approval of the Board pursuant to any provision in this Declaration, shall apply to the Board for approval by notifying the Board of the nature of the proposed work in writing and furnishing such information as the Board may require.

5. 5. Completion of Work. An Owner other than Declarant and it’s agents, shall complete the construction, reconstruction, refinishing, or alteration of any such improvement approved by the board within twelve (12) months of ownership except for so long as such completion is rendered impossible or

will result in great hardship to the Owner due to strikes, fires, national emergencies, natural calamities, or other supervening forces beyond the control of the Owner or his/her agents.

5. 6. Inspection of Work. Inspection of work and correction of defects therein shall proceed as follows:
(a.) All construction timelines shall be provided to the Board prior to the start of construction and approved by the Board.
(b) lot owners' or their consultants shall provide the Board with progress reports.
(c) The Board shall be given all lender payoffs and lien releases.
(d) Names and address and contact information of construction lenders, bridge and take out lenders and all lien holders.
(e) Upon the completion and provide the Notice of City Occupancy Permit.
(f) Copies of permits
(g) Notice of Completion and report to the Board that such improvement where constructed, reconstructed, altered, or refinished to substantial compliance with the approved plans.
(h.) If for any reason the Board fails to notify the Owner of any noncompliance within forty-five (45) days after receipt of said notice of completion from the Owner, the improvement shall be deemed to be in accordance with the said approved plans.

5.7 Compliance. If the Board finds that such construction, reconstruction, alteration, or refinishing was not done in substantial compliance with the approved plans, it shall notify the Owner in writing of such noncompliance specifying particulars of noncompliance and shall require the Owner to remedy such noncompliance.
(a) If the Owner fails to comply with this Section 5. the Board shall proceed in accordance with the provisions of Section 5. as though the failure to complete improvement were noncompliance with approved plans.
(b) Landscaping on each Lot shall comply with the GTD approved landscape plan.
(c) If upon the expiration of thirty (30) days from the date of such notification, the Owner shall have failed to remedy such noncompliance, the Board shall set a date on which a hearing before the Board shall be held regarding the alleged noncompliance. The hearing date shall be not more than thirty (30) days nor less than fifteen (15) days after notice thereof by the Board to the Owner, and in the discretion of the Board, to any other interested party. The hearing procedure shall conform to those adopted by the Board pursuant to the Bylaws.
(d) At the hearing, the Owner, and in the Board's discretion, any other interested person, may present information relevant to the question of the alleged noncompliance. After considering all such information, the Board shall determine whether there is a noncompliance, and if so, the nature thereof and the estimated costs of remedying the noncompliance shall be provided by the Lot Owner and any independent consultant retained by the Board.
(e) Noncompliance. If noncompliance exists, the Board shall require the Owner to remedy or remove the same within a period of not more than forty-five (45) days from the date of the Board ruling. If the Owner does not comply with the Board ruling within such a period or within any extension of such period the Board, in its discretion, may either remove the noncompliant improvement or remedy the noncompliance and the Owner shall reimburse the Association for all expenses incurred in connection therewith upon demand. If such expenses are not promptly repaid by the Owner to the Association, the Board shall levy an assessment against such Owner pursuant to Section 3.5 hereof.

5.8 Liability. Neither the Board nor any member thereof or their delegates shall be liable to the Association or to any Owner for any damage, loss, or prejudice suffered or claimed on account of (a) the approval or disapproval of plans, drawings, and specifications whether or not defective; (b) the

construction or performance of any work whether or not pursuant to approved plans, drawings, and specifications; (c) the development of any property within the GTD; or (d) the execution and filing of an estoppel certificate whether or not the facts therein are correct, provided, however, that such member has acted in good faith on the basis of such information as may be possessed by said Board member. Without in any way limiting the generality of the foregoing, the Board or any member thereof may, but is not required to, consult with or hear the views of the Association or any Owner with respect to any plans, drawings, specifications, or any other proposal submitted to the Board. Approval by the Board does not mean the Board is warranting or incurring any liability for the structural adequacy of the plans, drawings, and specifications submitted to and approved by said Board. Plans, specifications, and drawings may require building permits and other entitlements from the appropriate governmental agencies.

ARTICLE 6
PROPERTY RIGHTS AND EASEMENTS

6.1 Conveyance of Common Area. The Declarant hereby covenants for itself, successors, and assigns that prior to or at the turnover meeting provided for in the Bylaws, it will convey fee simple title to any common area to the Association free and clear of all liens and encumbrances except the covenants, conditions, and restrictions herein set forth, easements, and utility rights-of-way then of record. All said facilities shall be for the use and benefit of the Owners, tenants, guests and licensees in the GTD.

6.2 Easements in Common Area. Every Owner shall have a right and nonexclusive easement of enjoyment in and to the Common Area and any easements shown on the final plat, a nonexclusive easement for ingress and egress over and through the Common Area, and a nonexclusive easement for vehicular ingress and egress over and through those portions of the Common Area which shall be designated as a driveway or parking area as depicted on the Plat. Such easements shall be appurtenant to the right of the Association to sell, transfer, or encumber all or any portion of the Common Area to a person, firm, or entity, whether public or private, and the right of the Association to dedicate or transfer all or any part of the Common Area to any public agency, authority, or utility for such purposes and subject to such conditions as may be agreed to by the Owners. No such sale, transfer, encumbrance, or dedication shall be effective except upon compliance with the City's Land Use Ordinance and current final order of approval for the GTD, and the prior vote or written consent of Members representing sixty-six and two-thirds percent (66 and 2/3%) of the total voting power of Members without any weighted vote; provided, however, that a dedication required by a governmental agency as a condition to recording a final plat covering any portion of the real property shall require no such prior vote or written consent.

6.3 Utility Easements. Each Lot shall be conveyed to Owners, other than Declarant, subject to any and all easements of record for the use and benefit of several authorized public and/or other utilities, including Bureau of Reclamation, Talent Irrigation District, cable T.V., internet, sanitary sewer, water, gas, electrical, and drainage easements, and no Owner shall damage or interfere with the installation or maintenance of such utilities or in any manner change the direction or flow of drainage channels in any such easements or in any manner construct or retard the flow of water through drainage channels in any such easement.

6.4 Blanket Easements for Private Utilities, Internal Sidewalks and Walkways, and Retaining Walls. Each Owner has an easement for reasonable access and use of, in, and through each other Lot, Dwelling Unit and the Common Area, for private utility easements, wiring, heat, plumbing and other service elements,

internal sidewalks and walkways, and retaining walls and for reasonable access required to effectuate and continue proper operation of the Dwelling Units and Common Area. Each Lot and all the Common Area are specifically subject to the foregoing easement for access and use as required for the private utility lines and services for each Unit, as well as for access and maintenance of internal walkways and retaining walls. The rights described in this Section may be exercised only upon reasonable notice to the other Owner, at such time or times reasonably convenient to the other Owner, and in a manner that minimizes any interference with the other Owner's use and enjoyment of his/her Lot. Each Owner shall have an easement over the Common Area for reasonable ingress to and egress from the Owner's Lot. Such easement shall be perpetual and appurtenant to the Lot ownership. Each Owner hereby further grants to each other Owner, by accepting title to a Lot, a non-exclusive right of passage on and over such pathways or sidewalks that traverse over its Lot to an adjoining access-way, Lot or Lots for the further purpose of access to and from any Common Area or Lot.

6.5 Easements Granted by Owners of Lots.
Declarant hereby declares a non- exclusive easement of ingress and egress to the Association, on behalf of Owners accepting title to Lots, their successors and assigns, to that portion of an Owner's Lot in the subdivision as may be reasonably acquired by the Association to exercise and otherwise perform its rights under Section 2.5 Duties of the Association.

6.6 Delegation. Any Owner may delegate his right of use and enjoyment to the Common Area to the Members of his family or tenants who reside on his Lot. Tenants shall not have the right to further delegate the Owner's right to use and enjoy the Common Area. As to tenants, such Owner shall notify the Association in writing of such delegation and their names. The rights and privileges of any delegate shall be in accordance with and subject to this Declaration; provided, however, that the Owner making such delegation (and his Lot) shall remain liable for the assessments herein provided for and subject to all of the terms and conditions of this Declaration.

ARTICLE 7
USE RESTRICTIONS
The use of the Lots and the Common Area shall be restricted in accordance with the following provisions in addition to all other covenants, conditions, and restrictions herein contained.

7.1 Residential Use. The Lots and Dwelling Units shall be used for residential purposes only.

7.2 Lithium-ion batteries. Lithium-ion batteries are allowed only in areas that are Posted and are strictly prohibited in any building, patios, it's walkways or any structure. Prohibited too are any items holding or under the operation of same battery or any item using and or that contains such batteries, including chargers, cords, plugs and attachments. Batteries used for the operation of flashlights, remote controllers, computers, cellphones and other items similar are permitted.

7.3 For EV (electrical vehicles), Electric Bicycles, Scooters, or PMVs (personal mobility vehicles). Electric charging for all item under Article 7.3 is to be performed in specified posted designated areas only.

7.4 Water containers. Water beds, clothes washers or storage tanks are prohibited in all buildings.

7.5 Maintenance by Owners. Each Owner shall maintain and keep Buildings and improvements (including exterior paint, siding, and roof) and Lot in a clean, sanitary, and attractive condition. If the Owner fails to maintain his/her Building and improvement on his or her lot as required herein, the Association shall have the right to go upon the Owner's Lot and perform such maintenance pursuant to the Association's authority. The costs incurred by the Association shall be assessed against the Lot. Landscaping within Lot Areas shall be maintained per the approved landscape plan. Landscaping of unenclosed areas of Lots shall be maintained by the Association. In addition, solar panels, located on a building, shall be maintained by the Owner of the Lot's buildings.

7.6 Commercial or Agricultural Use. No industry, business, trade, occupation, or profession of any kind shall be conducted, maintained, or permitted on any part of the GTD, unless specifically allowed by this Declaration. No agricultural barns are permitted.

7.7 Animals. Household pets, in a reasonable number, may be kept if they are solely household pets for private use and not for commercial purposes. No animal shall be allowed to make an unreasonable amount of noise or otherwise to become a nuisance. No dog shall be permitted outside unless it is under the control of a responsible person. Upon request of any Owner, the Board shall determine, in its sole discretion, whether for the purpose of this Section, a particular animal shall be considered a house pet or a nuisance. The Owner of any pet shall be responsible for cleaning up after said pet on any property.

7. 8 Outside Storage. Storage of any materials or equipment on porches, patios, walkways or garden areas is prohibited. Nothing herein is intended to prohibit placement of patio furniture in patio areas only.

7.9 Trash Receptacles. All trash shall be placed in the Trash bin area within the designated enclosure. Trash and recycling service for the GTD is provided by the Association

7.10 Pesticide/Herbicide Restrictions. Synthetic pesticides and/or herbicides are prohibited anywhere within the GTD.

7.11 Growing of Marijuana Prohibited. The Association desires to ensure the peace and enjoyment of property owners within their Lots and to reduce nuisance created from odors as a result of growing, cultivating and/or producing marijuana, and to protect the safety, welfare and benefit of existing and future Owners of the Lots within the GTD. To that end, all outdoor and indoor growth, cultivation and production of marijuana is prohibited within the GTD.

7.12 Fire Protection Plan. The Association and the Members shall comply with the Fire Prevention and Control Plan requirements of City Code. Specifically, landscaping shall comply with these standards and plants listed on the Prohibited Flammable Plant List maintained by the City shall be prohibited anywhere within the GTD.

7.13 Firearms. No firearms or archery equipment shall be used or discharged on any Lot or Common Area.

7.14 Lighting. Disturbing glare from exterior or interior luminaries within the GTD is prohibited.

7.15 Fencing. Fences shall be constructed by Declarant at initial development pursuant to the approved fencing plan and maintained by the Association pursuant to Ashland Municipal Code, Section 18.4.4.060.

7.16 Tree Protection Plan. Any deviation from the Tree Protection Plan for the PUD, is deemed a violation of the planning application approval and may be subject to penalties under City Code. Any proposed deviation to the plan must receive prior written approval from the Board and the City of Ashland's Planning Department.

7.17 Nuisances. No machinery or equipment of any kind shall be placed, operated, or maintained upon or adjacent to any Lot. Gas operated leaf blowers are not permitted. No noxious or offensive condition, including activity causing excessive smoke, dust, noise, or debris, shall be permitted upon any part of the GTD. Motorized bikes and all- terrain vehicles may not be operated on any Lot or the Common Area. Motorized transportation may be operated on a Lot solely for the purpose of transporting it from a residence to a public roadway for off-site use but recreational use of such machinery within the GTD is not allowed.

7.18 Diseases and Insects. No Owner shall permit anything or condition to exist upon his Lot which shall induce, breed, or harbor infectious plant diseases or noxious insects.

7.19 Mineral Exploration. No property shall be used in any manner to explore for or to remove any water, oil, or other hydrocarbons, minerals of any kind, gravel, earth, or any other such substance or other mineral of any kind except for any excavation that may be done in connection with the construction in the GTD.

7.20 Restrictions on Further Subdivision. No Lot shall be further subdivided. No Owner, except Declarant, may grant an easement or other interest in a Lot without the prior written approval of the Board.

7.21Tenant Leases. All Owners shall supply tenants with a copy of this Declaration, as well any adopted rules and regulations that are provided with each Lot at the time of sale.

7.22 Construction Debris. The Owner of each Lot is responsible for the temporary containment and permanent removal of all construction debris on the Lot and any debris which is windblown or in any way displaced from the construction site to adjoining property. The Owner is also responsible for the cleanup of any dirt or mud tracked into public streets and common area driveways and parking lots during the course of construction of improvements on said property on a daily basis. Any damages to these areas are to be repaired by lot owner. The Owner shall not allow the accumulation of large quantities of debris, on or off site, during the course of construction.

7.23 Common Area Maintenance. No Lot Owner shall do any alteration, work, or maintenance within the Common Area, without the approval of the Board.

7.24 Solar Protection. Each Buildings Solar Reserve Area shall remain free from shading by any plantings or other items in the GTD. No person owning or in control of a property within the GTD shall allow vegetation or any other item to be placed on property or in any manner shade the a neighbor's Solar Reserve Area, window openings, patios or private open space.

7.25 Earth Advantage. At the point of initial construction, the GTD will be an Earth Advantage development, or a higher rating.

7.26 Solar Panels. Solar panels in any area other than the building roof are not permitted. Roof mounted solar panels will be installed by the Declarant upon the construction of any building. ~~So~~lar Reserve Area with the approval of the Board.

7.27 Assignment of Parking Spaces. The Declarant shall assign each Lot parking spaces. Owners may elect to exchange parking spaces after approval from the Board.

7.28 Smoking in Common Area Prohibited. Smoking is prohibited in common open space areas, including a prohibition against e-cigarettes or other vaping devices.

7.29 Right of Inspection. Upon seventy-two (72) hours' written notice (emergencies excepted) and during reasonable hours, any authorized Member of the Board, or any authorized representative of any Board Member, shall have the right to enter upon and inspect the Lot and the exterior of the building or any of the improvements thereon for the purpose of ascertaining whether or not the provisions of these covenants, conditions and restrictions, the Bylaws and the rules and regulations adopted by the Board, have been or are being complied with, and such persons shall not be deemed guilty of trespass by reason of such entry or inspection. These rights shall be exercised in such a manner as to reasonably minimize any adverse impact upon the Owner's right to enjoyment of his/her Lot. Any unimproved Lot or common area is not subject to the seventy-two (72) hours' written notice provision referenced above. A report shall be made to the full Board, and the Board shall determine the appropriate action to be taken.

ARTICLE 8 DEVELOPMENT RIGHTS

8.1 Limitations of Restrictions. Declarant is undertaking the work of constructing improvements identified in Exhibit B. The completion of that work and the sale, rental, and other disposal of Lots is essential to the establishment and welfare of said property as a residential community. In order that said work may be completed and said property be established as a fully occupied residential community as rapidly as possible, nothing in these restrictions shall be understood or construed to:

(a) Prevent Declarant, its contractors, subcontractors, or permittees from obtaining reasonable access over and across the Common Area of the GTD or from doing, on any Lot or any portion of the GTD whatever is reasonably necessary or advisable in connection with the completion of said work; or

(b) Prevent Declarant from maintaining such signs within the GTD, as may be necessary for the leasing, sale or disposition of the building and Lots therein.

8.2 Declarant's Development Rights. Notwithstanding any other provision herein contained, Declarant expressly retains unalterable rights to develop the GTD subject to this Declaration. Nothing in the Declaration shall limit the right of Declarant to commence and complete construction of improvements to the GTD or to alter the foregoing or to construct such additional improvements as Declarant deems appropriate prior to the sale of all of all the real property described in Exhibit A.

ARTICLE 9 AMENDMENTS

9.1 Amendment. Except as otherwise provided in ORS 94.590, and the restrictions set forth elsewhere herein, this Declaration may be amended at any time by an instrument approved by not less than 75% of the total votes of each class of members that are eligible to vote. Any amendment must be executed, recorded, and certified as provided by law; provided, however, that no amendment of this Declaration

shall effect an amendment of the Bylaws or Articles without compliance with the provisions of such documents, and the Oregon Nonprofit Corporation Act and that no amendment affecting the general plan of development or any other right of Declarant herein contained may be effected without the express written consent of Declarant or its successors and assigns, including, without limitation, amendment of this Section 9.1.

9.2 Unilateral Amendment by Declarant. In addition to all other special rights of Declarant provided in this Declaration, Declarant may amend this Declaration in order to comply with the requirements of the Federal Housing Administration of the United States, the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Home Mortgage Loan Corporation, any department, bureau, board, commission, or agency of the United States or the State of Oregon, or any other state in which the Lots are marketed and sold, or any corporation wholly owned, directly or indirectly, by the United States or the State of Oregon, or such other state, the approval of which entity is required in order for it to insure, guarantee, or provide financing in connection with development of the Property the sale of Lots and leasing of buildings. Before the Turnover Meeting, no such amendment shall require notice to or approval by any Class A member.

ARTICLE 10 GENERAL PROVISIONS

10.1 Binding Effect; Term. The covenants, conditions, and restrictions of this Declaration shall run with the land and shall inure to the benefit of and be enforceable by the Association or any Owner, their respective legal representatives, heirs, successors, and assigns.

10.2 Nuisance. Every act or omission whereby any provision of this Declaration is violated in whole or in part is hereby declared to be a nuisance and may be enjoined or abated, whether the relief sought is negative or affirmative action, by Declarant, the Association, or any Owner.

10.3 Violation of Law. Any violation of any federal, state, municipal, local law, regulation or ordinance, or regulation pertaining to the ownership, occupation, or use of the GTD or an~~y~~ part thereof is hereby declared to be a violation of this Declaration and subject to any and all of the ~~e~~nforcement procedures set forth herein.

10.4 Condemnation of Common Area. If at any time all or any portion of any Common Area, or any interest therein, be taken for any public or quasi-public use under any statute, by right of eminent domain, or by private purchase in lieu of eminent domain, the entire award in condemnation shall be paid to the Association. Any such award to the Association shall be deposited into the operating fund of the Association. No Owner shall be entitled to any portion of such award, and no Owner shall be entitled to participate as a party, or otherwise, in any proceedings relating to such condemnation, such right of participation being herein reverted exclusively to the Association or other holder of the fee title which shall, in its name alone, represent the interests of all Lot Owners to the extent such Lot Owners have any interest.

10.5 Obligations of Owner. No Owner may avoid the burdens or obligations imposed on him/her by this Declaration through non-use of the Common Area or by abandonment of his/her Lot. Upon the conveyance, sale, assignment, or other transfer of a Lot to a new Owner, the transferring Owner shall not be liable for any such assessments levied with respect to such Lot after the date of such transfer, and no person, after the termination of his/her status as an Owner and prior to his/her again becoming an Owner, shall incur any of the obligations or enjoy any of the benefits of an Owner under this Declaration.

10.6 Notice of Sale. Within five (5) business days after the consummation of the sale of any Lot under circumstances whereby the transferee becomes an Owner thereof, the transferee shall notify the Association in writing of such sale. Such notification shall set forth (a) the name of the transferee and his/her transferor; (b) the street address of the Lot purchased by the transferee; (c) the transferee's mailing address; and (d) the date of sale. Prior to receipt of such notification, any and all communications required or permitted to be given by the Association or the Board shall be deemed to be duly made and given to the transferee if duly and timely made and given to his/her transferor.

10.7 Notices. Any written notice or other documents relating to or required by this Declaration may be delivered either personally, by electronic delivery (including email and facsimile) or by mail. If by mail, such notice or document shall be deemed to have been delivered and received five (5) calendar days after a copy thereof has been deposited in the United States Postal Service, postage prepaid, addressed as follows:

(a) If to the Association, to the address designated by the Association as its principal office address in the Articles.
(b) If to an Owner, to the address of any Lot owned in whole or in part by him/her or to any other address last furnished by an Owner to the Association.
(c) If to Declarant:
Casita Developments LLC
716 N Laurel St
Ashland, Oregon 9520
Provided, however, that any such address may be changed at any time by the party concerned by delivering a written notice of change of address to the Association. Each Owner of a Lot shall file the correct mailing address of such Owner with the Association and shall promptly notify the Association in writing of any subsequent change of address.

10.8 Cumulative Remedies. Each remedy provided by this Declaration is cumulative and not exclusive.

10.9 Partial Invalidity. The invalidity or partial invalidity of any provision of this Declaration shall not affect the validity of, or enforceability of, any other provision.

10.10 Number; Gender. As used herein, the singular shall include the plural and the plural the singular unless the context requires the contrary; and the masculine, feminine, and neuter shall each include the masculine, feminine, or neuter as the context requires.

10.11 Discrimination Prohibited. THE ASSOCIATION AND ITS MEMBERS ARE PROHIBITED FROM DISCRIMINATING ON THE BASIS OF RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, NATIONAL ORIGIN, MARITAL STATUS, FAMILIAL STATUS, SOURCE OF INCOME, DISABILITY OR THE NUMBER OF INDIVIDUALS, INCLUDING FAMILY MEMBERS, PERSONS OF CLOSE AFFINITY OR UNRELATED PERSONS, WHO ARE SIMULTANEOUSLY OCCUPYING A DWELLING UNIT OF ANY BUILDING WITHIN OCCUPANCY LIMITS, OR GENETIC INFORMATION AS SET FORTH IN APPLICABLE STATE AND FEDERAL LAW, EXCEPT TO THE EXTENT THAT SUCH COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW.

10.12 City Enforcement. The City of Ashland reserves the right to enforce and assess the Association for maintenance of common areas, and the association shall comply with its street trees code.

10.13 Mediation and Arbitration.

(a) Meet and Confer. In the event of any dispute concerning this Agreement, excepting disputes involving non-payment of assessments or other fee, the parties shall, at the request of either of them, meet and confer in an effort to resolve the dispute. If the parties cannot resolve the dispute within thirty (30) days following the initial request to meet and confer, the dispute shall be submitted to arbitration as provided in Section 11.13(b), below.

(b) Arbitration. Except for claims and controversies involving non-payment of assessments or fees, all controversies or claims arising out of or relating to this Agreement; which are not resolved as provided in Section 11.13(a) above, including, without limitation, the making, performance, or interpretation of this Agreement, shall be settled by binding arbitration. Unless otherwise agreed, the arbitration shall be conducted in the county of the state where the Association is located, in accordance with the rules of the Arbitration Service of Portland. Judgment on the award rendered by the arbitrator may be entered in the circuit court in the county in which the arbitration occurs, and the resolution of the disputed matter as determined by the arbitrator shall be binding on the parties. The arbitrator’s fee will be split equally between the parties and promptly paid to the arbitrator as required by the arbitrator. The prevailing party is entitled to reimbursement for its share of the arbitrator’s fee expended, as well as its reasonable attorney's fees and court costs, in addition to any other relief the prevailing party may be entitled to.

IN WITNESS THEREOF, Declarant has executed this Declaration this ___ day of _____, 2024.
Casita Developments, LLC

By: _____ Robert J Kendrick, Member

By: _____ Linda M Zare, Member

Notarial form follows

STATE OF OREGON County of Jackson)

On this _____ day of _____, 202_, before me, the undersigned Notary Public in and for said State, personally appeared ROBERT J KENDRICK a Member of Casita Developments LLC an Oregon limited liability company, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that said instrument was signed and sealed on behalf of said company by authority of its Members, and he acknowledged said instrument to be its voluntary act and deed.

STATE OF OREGON County of Jackson

Notary Public for the State of Oregon My Commission Expires:
On this _____ day of _____, 2021, before me, the undersigned Notary Public in and for said State, personally appeared LINDA M ZARE a Member of Casita Developments LLC LLC, an Oregon limited liability company, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that said instrument was signed and sealed on behalf of said company by authority of its Members, and he acknowledged said instrument to be its voluntary act and deed.

Notary Public for the State of Oregon My Commission Expires:

Exhibit “A”
Legal Description of the
GRAND TERRACE PRELIMINARY SUBDIVISION MAP

Exhibit “B”
SITE PLAN LOTS

Exhibit “C”
APARTMENT BUILDINGS ELEVATIONS

Exhibit “D”
GRAND TERRACE COMMON AREA AND LANDSCAPE PLAN

Exhibit “E” BYLAWS

Description of Documents CCRS – GRAND TERRACE APARTMENTS

Notary Public for the State of Oregon

Notary Seal and Signature Follows

My Commission Expires:

Exhibits

Exhibit “A”
Legal Description of the
GRAND TERRACE PRELIMINARY SUBDIVISION MAP

Exhibit “B”
GRAND TERRACE APARTMENTS SITE PLAN AND LOTS

Exhibit “C”
GRAND TERRACE APARTMENT BUILDINGS PLAN

Exhibit “D”
GRAND TERRACE COMMON AREA AND LANDSCAPE PLAN

Exhibit “E” BYLAWS

After Recording Return to: Casita Developments LLC, 716 N Laurel Street, Ashland, Or.
Ashland, OR 97520

Grantor: Casita Developments LLC, 716 N Laurel Street, Ashland, Or. 97520

Grantee: Grand Terrace Homeowner’s Association 716 North Laurel Street, Ashland, Or. 97520

CITY OF ASHLAND
Better Together

IRREVOCABLE CONSENT TO ANNEXATION

The undersigned, referred to in this document as "Owner" whether singular or plural, owns or is the purchaser under a recorded land sale contract of real property in Jackson County, Oregon, described below and referred to in this document as "the property":

See attached Exhibit "A"

In consideration of the application for annexation and subsequent connections from the property to City of Ashland services, Owner declares and agrees that the property shall be held, sold, and conveyed subject to the following covenants, conditions, and restrictions which shall constitute covenants running with the land and shall be binding on all parties, their heirs, successors and assigns, having any right, title, or interest in the property or any part thereof:

> **Whenever a proposal to annex the property is initiated by the City of Ashland or otherwise, Owner shall consent and does consent to the annexation of the property to the City of Ashland. Owner agrees this consent to annexation is irrevocable.**

Dated this 26th day of December, 2024.

Signature: Linda M Zaré

Owner: Linda M. Zaré

State of Oregon)
) ss:
County of Jackson)

Personally appeared the above named Linda M. Zare and acknowledged the foregoing instrument to be his voluntary act and deed.

OFFICIAL STAMP
ZACHARY ROBERT CHEYNE-RUSSELL
NOTARY PUBLIC-OREGON
COMMISSION NO. 1050969
MY COMMISSION EXPIRES AUGUST 20, 2028

Notary Public for Oregon

My Commission expires: 08/20/2028

CITY OF ASHLAND
Better Together

ANNEXATION AGREEMENT TO DEPOSIT AN AMOUNT SUFFICIENT TO RETIRE ANY OUTSTANDING INDEBTEDNESS OF SPECIAL DISTRICTS

THIS AGREEMENT entered into by and between _____, hereinafter referred to as "APPLICANT" and the CITY OF ASHLAND, hereinafter referred to as "CITY",

WITNESSETH:

WHEREAS, pursuant to ORS 222.520(2)(b), the CITY elects to pay the bonds of the special districts when such property subject to special district indebtedness is annexed by the CITY.

WHEREAS, Ashland Municipal Code, Sections 4.14.020, 14.08.030(F) and 18.106.020(B), require an applicant for annexation to agree to deposit an amount sufficient to retire any outstanding indebtedness of special districts defined in ORS 222.510 as part of an annexation application.

NOW, THEREFORE, as part of the annexation application for the property described in the attached **EXHIBIT A,** APPLICANT agrees to deposit an amount sufficient to retire any outstanding indebtedness of special district defined in ORS 222.510. In the event that no special district requests from the CITY an amount to be paid to retire indebtedness within one (1) year from the date of annexation, the full amount deposited to the CITY shall be returned to the APPLICANT. In the event that a special district requires an amount less than the amount deposited, the CITY shall return the remainder to the APPLICANT.

APPLICANT FOR ANNEXATION/PROPERTY OWNER:

Signature: Linda M Zare Date: 12/26/2024

Printed Name: Linda M. Zare

State of Oregon)
) ss:
County of Jackson)

Personally appeared the above named Linda Marie Zare and acknowledged the foregoing instrument to be his voluntary act and deed.

OFFICIAL STAMP
ZACHARY ROBERT CHEYNE-RUSSELL
NOTARY PUBLIC-OREGON
COMMISSION NO. 1050969
MY COMMISSION EXPIRES AUGUST 20, 2028

Zachary Cheyne-Russell
Notary Public for Oregon
My Commission expires: 08/20/2028

CITY OF ASHLAND:

Signed: _____ Date: _____

Printed Name/Title: _____

State of Oregon)
) ss:
County of Jackson)

Personally appeared the above named _____ and acknowledged the foregoing instrument to be his voluntary act and deed.

_____
Notary Public for Oregon
My Commission expires: _____

October 1, 2024

Gennesse & Wyoming Railroad Services, Inc.
Real Estate Department
13901 Sutton Park Dr. S, Suite 270
Jacksonville, Fl 32224

Re: Consent to Annex, City of Ashland Oregon

To Whom is May Concern:

This letter is to inform Genesee & Wyoming Railroad Service, Inc., that an application for Annexation into the City of Ashland Oregon, for the properties at 1511 Hwy. 99 N (381E32; TL 1700 and 1702); the adjacent OR HWY 99 ODOT right of way; and the California Oregon Railroad (CORP), Genesee-Wyoming railroad property into the City of Ashland Oregon was approved by the City Council but remanded by the Land Use Board of Appeals. The annexation application followed and included the new Oregon Climate Friendly Act parking mandates. The Land Use Board of Appeals remanded the annexation approval back to the City of Ashland because the annexation application was made before the effective date of the Climate Friendly Act Law. To comply with the State of Oregon Climate Friendly Act another application including the same development is being re-entered post Climate Friendly Act effective date.

Per the Oregon Revised Statutes (ORS222.170) an annexation that includes consent to the annexation of more than one-half of the landowners in the area can be approved through public hearing. As previously provided, the applicant is seeking Genesee & Wyoming property owner consent to annex the railroad proposed as depicted on the attached map.

Please see the attached map and consent to annex form.
Thank you for your prompt attention to this matter.

Sincerely,
Robert Kendrick
Grand Terrace Development
Linda Zare, Owner 1511 Hwy 99, Ashland Oregon

(ORS 222.170), an annexation may be approved by consent through a public hearing, without requiring an election, when: more than one-half of the owners with land in the area to be annexed consent to the annexation; owners of more than one-half the land in the area to be annexed consent to the annexation; and that land represents more than one-half of the total assessed value in the area to be annexed.

Attachments:
Irrevocable Consent to Annex
Map of annexed area

October 1, 2024

Oregon Department of Transportation
Transportation Planning
Micha Horowitz
100 Antelope Road
White City, OR 97503

Re: Consent to Annex, City of Ashland Oregon

Dear Micha Horowitz

This letter is to inform the Oregon Department of Transportation that an application for Annexation into the City of Ashland for the properties at 1511 Hwy. 99 N (381E32; TL 1700 and 1702); and consent to annex of the adjacent OR HWY 99 ODOT right of way, and the California Oregon Railroad (CORP), Genesee-Wyoming was approved by the City of Ashland, but remanded by the Land Use Board of Appeals. The annexation application followed and included the new Oregon Climate Friendly Act parking mandates. The Land Use Board of Appeals remanded the annexation approval back to the City of Ashland because the annexation application was made before the effective date of the Climate Friendly Act Law. To comply with the State of Oregon Climate Friendly Act another application including the same development is being re-entered post Climate Friendly Act effective date.

Per the Oregon Revised Statutes (ORS222.170) an annexation that includes consent to the annexation of more than one-half of the landowners in the area can be approved through public hearing. As previously provided, the applicant is seeking ODOT consent to annex the adjacent right-of way. An election by landowners in the area as prescribed by ORS 222.170 qualifies for the justification by staff advisors and is a legal annexation under state law. Consent of other properties is logical in that it achieves necessary contiguity for the fulfillment of the Urban Growth Boundary to meet the goals of the City's Comprehensive Plan.

Please see the attached map and consent to annex form.
Thank you for your prompt attention to this matter.

Sincerely,
Robert Kendrick
Grand Terrace Development
Linda Zare, Owner 1511 Hwy 99, Ashland Oregon

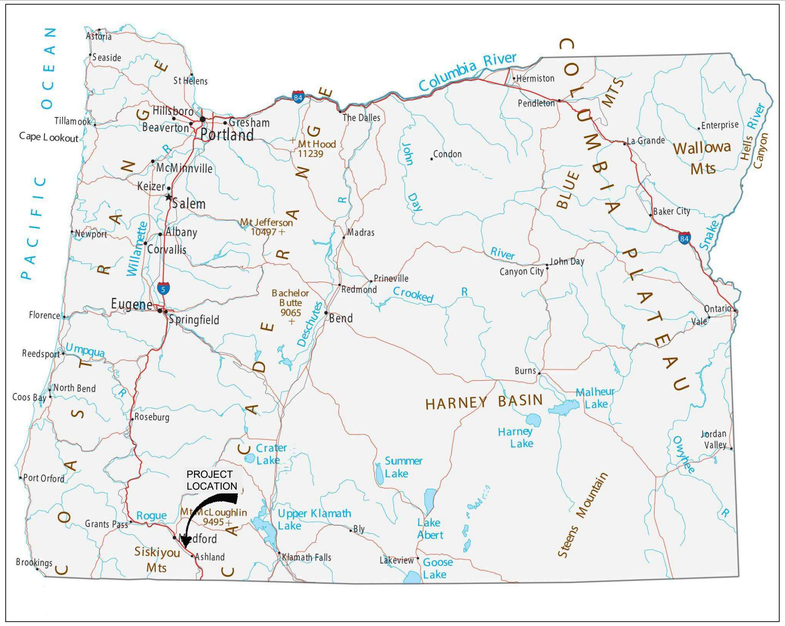
(ORS 222.170), an annexation may be approved by consent through a public hearing, without requiring an election, when: more than one-half of the owners with land in the area to be annexed consent to the annexation; owners of more than one-half the land in the area to be annexed consent to the annexation; and that land represents more than one-half of the total assessed value in the area to be annexed

Attachments:
Irrevocable Consent to Annex
Map of annexed area

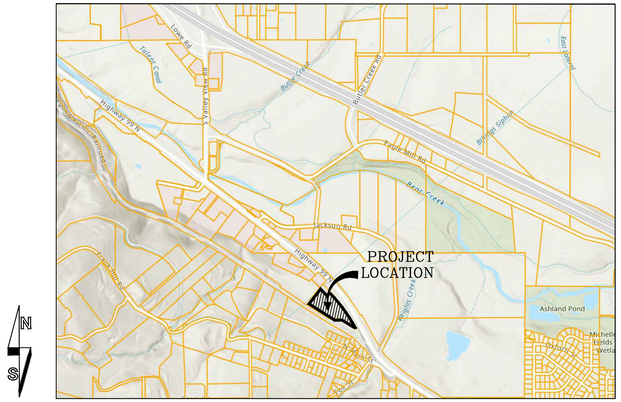
LAND USE APPLICATION DRAWINGS FOR

GRAND TERRACE
AN APARTMENT DEVELOPMENT

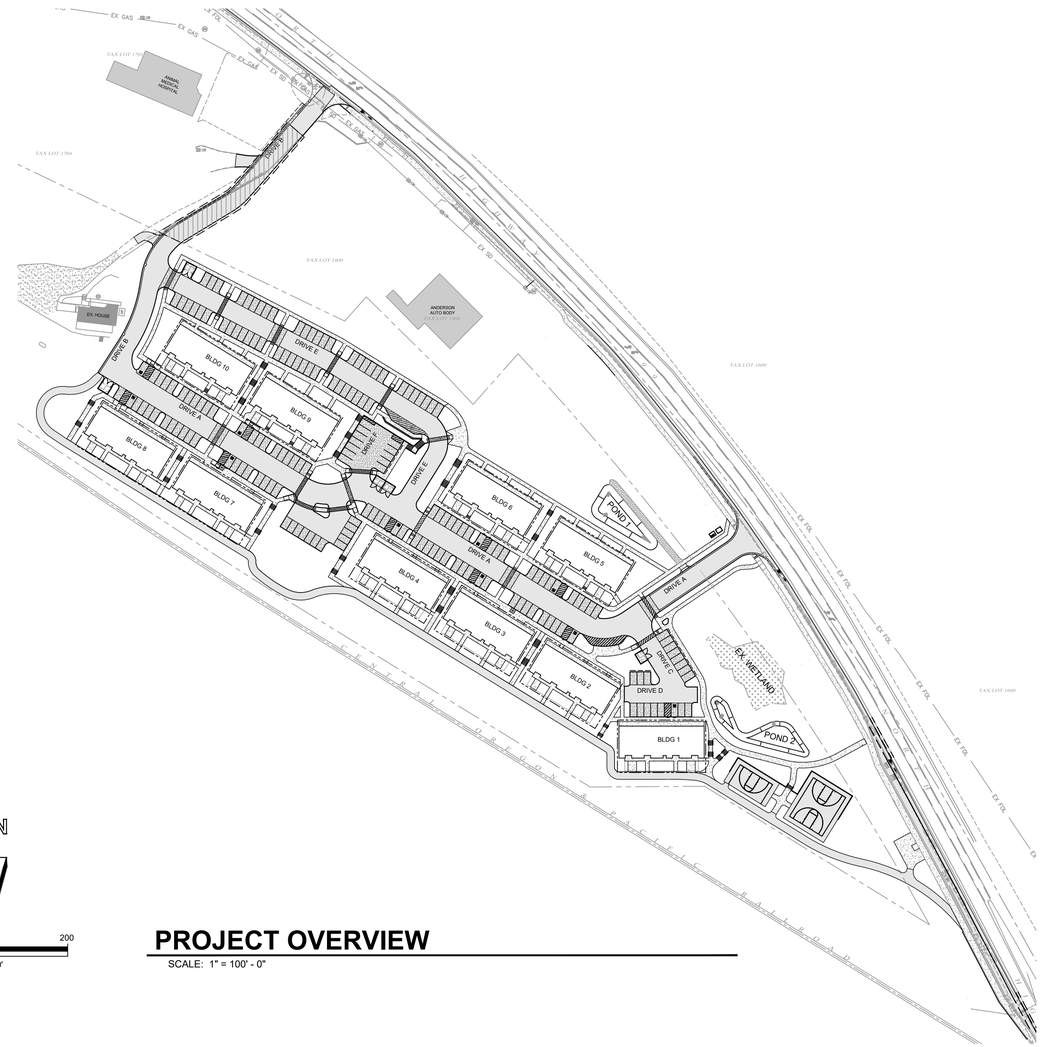
LOCATED IN:
SECTION 32, T.38S, R1E, W.M.
TAX LOTS 1702
JACKSON COUNTY, OREGON



LOCATION MAP
NOT TO SCALE



VICINITY MAP
NOT TO SCALE



PROJECT OVERVIEW
SCALE: 1" = 100' - 0"

CONTACT INFO:

OWNER
LINDA ZARE, MEMBER
CASITA DEVELOPMENTS LLC
2713 TAKELMA WAY
ASHLAND, OR 97520

DEVELOPER
KENDRICK ENTERPRISES LLC
ROBERT KENDRICK
716 N LAUREL ST.
ASHLAND OR 97520

GOVERNING AGENCY
CITY OF ASHLAND
51 WINBURN WAY
ASHLAND, OR 97520
(541) 488-5305
(ELECTRIC, WATER, STORM, PLANNING, BUILDING)

NATURAL GAS COMPANY
AVISTA UTILITY
580 BUSINESS PARK DR.
MEDFORD, OR 97504
(800) 227-9187

CIVIL ENGINEER
POWELL ENGINEERING AND CONSULTING
TODD POWELL, P.E.
100 E. MAIN STREET, SUITE O
MEDFORD, OR 97501
(541) 613-0723

LAND SURVEYOR
POLARIS LAND SURVEYING LLC
SHAWN KAMPMANN, PLS
P.O. BOX 459
ASHLAND, OR 97520
(541) 482-5009

LANDSCAPE ARCHITECT
KENCAIRN LANDSCAPE ARCHITECTURE
KERRY KENCAIRN
147 CENTRAL AVENUE
ASHLAND, OR 97520
(541) 488-3194

SANITARY SEWER AGENCY
ROGUE VALLEY SEWER SERVICES
NICK BAKKE, P.E.
138 W. VILAS ROAD
CENTRAL POINT, OR 97502
(541) 779-4140

DRAWING INDEX:

G0.0	COVER SHEET
A1.0	ELEVATIONS
A1.1	ELEVATIONS
A1.2	BUILDING SECTIONS
A2.0	BASEMENT FLOOR PLA
A2.1	MAIN FLOOR PLAN
A2.2	UPPER FLOOR PLAN
C1.0	SITE ANALYSIS MAP OF EXISTING CONDITIONS
C2.0	ESC COVER SHEET
C2.1	ESC ROUGH GRADING AND DEMO PHASE
C2.2	ESC STREET AND UTILITY PHASE
C2.3	ESC VERTICAL CONSTRUCTION & FINAL STABILIZATION
C2.4	ESC DETAILS
C3.0	PROPOSED SITE PLAN
C3.01	TENTATIVE SUBDIVISION MAP
C3.10	PARTIAL SITE PLAN (NE)
C3.11	PARTIAL SITE PLAN (NW)
C3.12	PARTIAL SITE PLAN (W)
C3.13	PARTIAL SITE PLAN (S)
C4.00	OVERALL DRAINAGE PLAN
C4.01	OVERALL GRADING PLAN
C4.40	DRIVEWAY PROFILES
C4.41	DRIVEWAY PROFILES
C5.00	OVERALL SITE UTILITY PLAN
L1.0	LANDSCAPE SITE PLAN
L1.1	TREE PROTECTION PLAN
L1.2	PARKING LOT COOLING STRATEGIES
L1.3	TRANSPORTATION ACCESS PLAN
L2.0	IRRIGATION LEGEND
L2.1	IRRIGATION MAIN LINE AND SLEEVE PLAN
L2.2	IRRIGATION PLAN
L2.3	IRRIGATION PLAN
L2.4	IRRIGATION PLAN
L2.5	IRRIGATION PLAN
L2.6	IRRIGATION DETAILS
L2.7	IRRIGATION DETAILS
L3.0	OVERALL PLANTING PLAN
L3.1	PLANTING PLAN WEST
L3.2	PLANTING PLAN SOUTH
L3.3	PLANTING PLAN NORTH
L3.4	PLANTING PLAN EAST
L3.5	PLANTING DETAILS
L4.0	FIRE PREVENTION CONTROL PLAN

HWY 99 FRONTAGE IMPROVEMENT DRAWINGS

C7.0	COVER SHEET
C7.0.1	GENERAL NOTES
C7.1	TYPICAL SECTIONS
C7.2.1	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.2	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.3	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.4	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.5	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.6	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.7	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.3.1	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.3.2	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.3.3	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.4.1	CURB RAMP DETAILS
C7.4.2	CURB RAMP DETAILS
C7.4.3	RRFB PLAN DETAILS
C7.6.1	RD300 SERIES ODOT DETAILS
C7.6.2	RD700 SERIES ODOT DETAILS
C7.6.3	RD900 SERIES ODOT DETAILS
C7.6.4	ODOT TRAFFIC DETAILS

POWELL engineering + consulting
100 E. Main St., Suite O
Medford, OR 97501
541.613.0723 phone
www.powellengineeringconsulting.com

REGISTERED PROFESSIONAL ENGINEER
56425PE
NOT FOR CONSTRUCTION
OREGON
JAN. 13, 2004
TODD D. POWELL

EXPIRES: 12/31/2626

VERIFY SCALES
ORIGINAL DRAWING BAR IS ONE INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

GRAND TERRACE
AN APARTMENT DEVELOPMENT
LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	12/11/24
LAND USE SET	
JOB NO. 22-002	COVER SHEET G0.0

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C1.dwg Last Save: October 11, 2024 8:16 AM Plot Date: February 12, 2025 9:18 AM By: Todd

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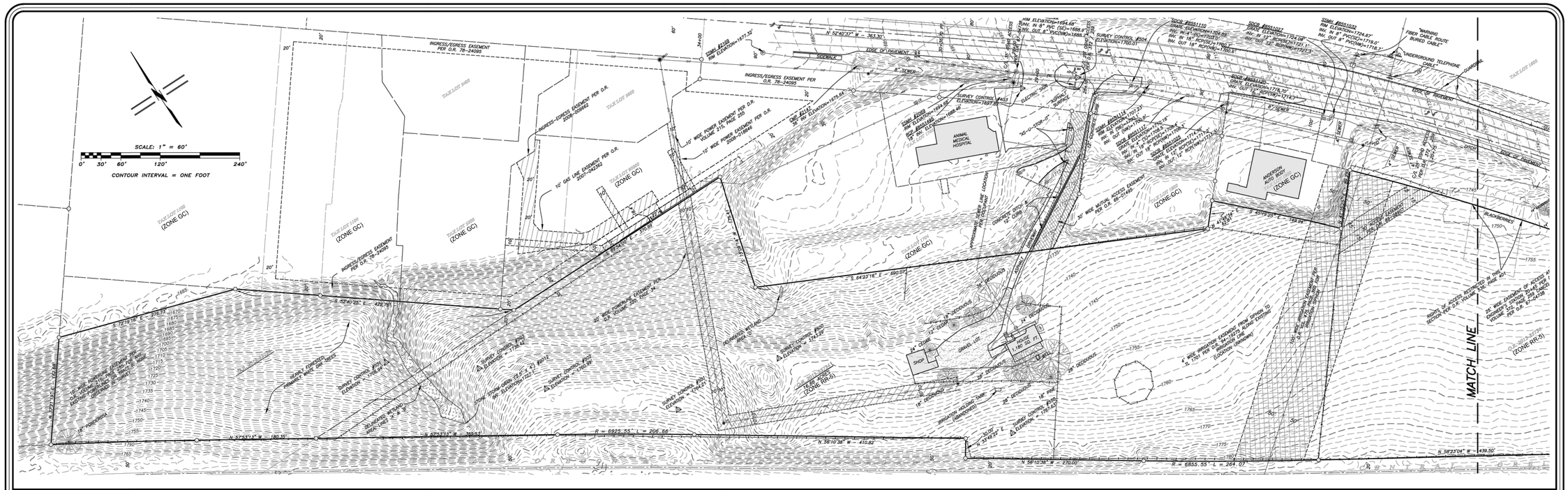

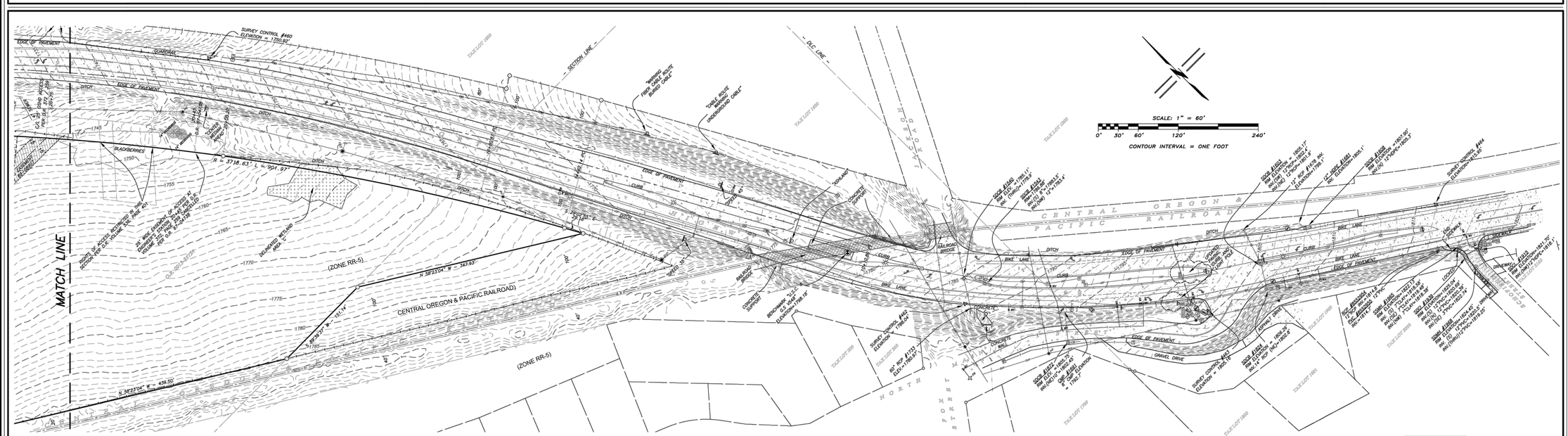

LEGEND

SURVEY CONTROL POINT	GUY ANCHOR	GAS VALVE	
BOUNDARY MONUMENT	POWER POLE	GAS METER	
SUBJECT BOUNDARY LINE	POWER TRANSFORMER	IRRIGATION BOX	
BOUNDARY LINE	POWER PEDESTAL	SIGN POST	
CENTERLINE	ELECTRIC METER	MAILBOX	
EASEMENT LINE	LIGHT POLE	BUILDING	
FENCELINE	WATER METER	CONCRETE SURFACE	
WATER LINE	WATER VALVE	ASPHALT SURFACE	
IRRIGATION LINE	FIRE HYDRANT	EASEMENT AREA	
BURIED NATURAL GAS LINE	CATCHBASIN	DECIDUOUS TREE	
SANITARY SEWER LINE	CURB INLET	CONIFER TREE	
STORM DRAIN LINE	STORM SEWER MANHOLE		
OVERHEAD POWER LINE	SANITARY SEWER MANHOLE		
UNDERGROUND POWER LINE	CLEANOUT		
UNDERGROUND TELEPHONE LINE	TELEPHONE PEDESTAL		
UNDERGROUND CABLE TV LINE	CABLE TV PEDESTAL		
CONTOUR LINE			

Assessor's Map No. 39 1E 10 CD, Tax Lot 4200

TOPOGRAPHIC SITE SURVEY

LOCATED AT

1511 North Highway 99
Ashland, Oregon

LYING SITUATE WITHIN

NORTHWEST QUARTER OF SECTION 5,
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR

Cassita Developments LLC
153 Will Dodge Way
Ashland, Oregon 97520

SURVEY NOTES

1) NOT TO SCALE - REDUCED 25% TO FIT

2) CONTACT POLARIS LAND SURVEYING FOR ADDITIONAL INFORMATION.

SURVEY NOTES

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS THE CITY OF ASHLAND BENCHMARK U.S.C. & G.S. 1946, BEING A BRONZE DISC LOCATED ON THE RAILROAD BRIDGE CROSSING OF HIGHWAY 99, ON THE TOP OF THE CONCRETE ABUTMENT. BENCHMARK ELEVATION = 1738.18'. BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29/56).

THE SURFACE MODEL IS COMPRISED OF FIELD SURVEY DATA COLLECTED BY THIS OFFICE (2018-2019) AND THE OREGON LIDAR CONSORTIUM (OLC) UPPER ROGUE 3DEP 2015 "BARE EARTH" PROCESSED RASTER.

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS PROVIDED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1986
SHAWN KAMPMANN
2963 LS

RENEWAL DATE: 6/30/2023

PRELIMINARY

SURVEYED BY:

POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 27, 2021
PROJECT NO. 855-14

POLARIS LAND SURVEYING

SITE ANALYSIS MAP OF EXISTING CONDITIONS

C1.0

ESCP STANDARD NOTES:

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. (SECTION 6.5)
3. INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH DEQ'S 1200-C PERMIT REQUIREMENTS. (SECTION 6.5.Q)
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)

LEGEND:

EXIST. FIRE HYDRANT
EXIST. WATER VALVE
EXIST. BLOW OFF
EXIST. WATER METER
EXIST. HOSE BIB
EXIST. IRRIGATION VALVE
EXIST. AIR RELEASE VALVE
EXIST. STORM DRAIN MANHOLE
EXIST. CLEANOUT
EXIST. SANITARY SEWER MANHOLE
EXIST. MAILBOX
HANDICAP PARKING SYMBOL
PARALLEL PARKING STRIPING
BICYCLE LANE SYMBOL
EXIST. SANITARY SEWER
EXIST. STORM DRAIN
EXIST. WATER
EXIST. GAS
EXIST. ELECTRIC
EXIST. OVERHEAD POWER
EXIST. TELEPHONE
EXIST. FIBER OPTIC
EXIST. CURB AND GUTTER
EXIST. CENTERLINE
EXIST. RIGHT OF WAY
EXIST. CONTOUR
PROPOSED CONTOUR
SANITARY SEWER
STORM DRAIN
WATER
GAS
ELECTRIC
CURB AND GUTTER
PROPOSED RIGHT OF WAY
FLOW LINE
PROPERTY LINE
FIRE HYDRANT
WATER VALVE
WATER METER
BACKFLOW DEVICE
IRRIGATION WATER METER
AIR RELEASE VALVE
BLOWOFF DEVICE ASSEMBLY
FIRE DEPARTMENT CONNECTION
END PLUG
TEE
SANITARY SEWER CLEANOUT
CONCENTRIC MANHOLE
STORM DRAIN CLEANOUT
CONTROL STRUCTURE MANHOLE
ATRIUM DRAIN / BUBBLER
AREA DRAIN
CATCH BASIN INLET
CURB INLET
LIGHTS
SIGN (TRAFFIC, INFORMATION)
BOLLARD
CONCRETE
HMAC PAVING
NEW RIP RAP

ABBREVIATIONS:

AC	ASPHALT
BC	BACK OF CURB
BR	BOTTOM OF RAMP
BS	BOTTOM OF STAIRS
BW	BOTTOM OF WALL
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT RISER
C	CONCRETE
DIP	DUCTILE IRON PIPE
(E)	EXISTING
EG	EXISTING GRADE
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
G	GAS
GB	GRADE BREAK
GC	GENERAL CONTRACTOR
GRD	GROUND
GRVL	GRAVEL
HDPE	HIGH-DENSITY POLYETHYLENE
HP	HIGH POINT
IE	INVERT ELEVATION
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
PERF	PERFORATED PIPE
PVC	POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE
RE	RIM ELEVATION
REQ'D	REQUIRED
ROW	RIGHT-OF-WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
SW	SIDEWALK
TBR	TO BE REMOVED
TC	TOP OF CURB
TR	TOP OF RAMP
TOW	TOP OF WALL
TYP	TYPICAL
UPC	UNIFORM PLUMBING CODE
W	WATER

AUTHORIZED NON-STORM WATER DISCHARGE

THE FOLLOWING NON-STORMWATER DISCHARGES FROM CONSTRUCTION SITES ARE AUTHORIZED IF THE TERMS AND CONDITIONS OF THIS PERMIT ARE MET, ALL NECESSARY CONTROLS ARE IMPLEMENTED TO MINIMIZE SEDIMENT TRANSPORT, AND THE DISCHARGE IS NOT PROHIBITED BY LOCAL ORDINANCE:

a. WATER AND ASSOCIATED DISCHARGES FROM EMERGENCY FIREFIGHTING ACTIVITIES;
b. FIRE HYDRANT FLUSHING;
c. PROPERLY MANAGED LANDSCAPE IRRIGATION;
d. WATER USED TO WASH EQUIPMENT AND VEHICLES (EXCLUDING THE ENGINE, UNDERCARRIAGE, AND WHEELS/TIRES) PROVIDED THERE IS NO DISCHARGE OF SOAPS, SOLVENTS, OR DETERGENTS USED;
e. WATER USED TO CONTROL DUST;
f. POTABLE WATER INCLUDING UNCONTAMINATED WATER LINE FLUSHINGS;
g. EXTERNAL BUILDING WASHDOWN, PROVIDED SOAPS, SOLVENTS, AND DETERGENTS ARE NOT USED, AND EXTERNAL SURFACES DO NOT CONTAIN HAZARDOUS SUBSTANCES;
h. PAVEMENT WASH WATERS, PROVIDED SPILLS OR LEAKS OF TOXIC OR HAZARDOUS SUBSTANCES HAVE NOT OCCURRED (UNLESS ALL SPILL MATERIAL HAS BEEN REMOVED) AND WHERE SOAPS, SOLVENTS, AND DETERGENTS ARE NOT USED. DIRECTING PAVEMENT WASH WATERS INTO ANY SURFACE WATER, STORM DRAIN 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. PER 2.2.19.B, HOSING OF ACCUMULATED SEDIMENTS ON PAVEMENT INTO ANY STORMWATER CONVEYANCE IS PROHIBITED;
i. UNCONTAMINATED AIR CONDITIONING OR COMPRESSOR CONDENSATE;
j. UNCONTAMINATED, NON-TURBID DISCHARGES OF GROUNDWATER OR SPRING WATER;
k. FOUNDATIONS OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH PROCESS MATERIALS SUCH AS SOLVENTS OR CONTAMINATED GROUNDWATER

POTENTIAL POLLUTANT ACTIVITY

VEHICLE TRAFFIC
- EXHAUST EMISSIONS
- POSSIBLE FUEL AND SYSTEMS LEAKAGE
- TIRE WEAR
- MECHANICAL PARTS AND BRAKING SYSTEMS
- BODYWORK (CORROSION, ETC.)

ROAD SEDIMENT

CONSTRUCTION ITEMS
- ASPHALT AND PORTLAND CEMENT CONCRETE
- JOINT SEALANTS, CONCRETE CURING COMPOUNDS
- PAINT, SOLVENTS, GLUES, THINNERS, CAULKS, JOINT COMPOUNDS
- WOOD PRODUCTS
- MATERIAL PACKAGING WASTE

INSPECTION FREQUENCY

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 inspections 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 14 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.

BMPS CONSTRUCTION MATRIX

Year	2025				
Phase/BMP	CLEARING	MASS GRADING	UTILITY CONSTRUCTION	VERTICAL CONSTRUCTION	FINAL STABILIZATION
EROSION PREVENTION					
Ground Cover					
Plastic Sheeting					
Dust Control	X	X			
Temporary Stabilization (Straw/Mulch/ Hydroseed)					
Final stabilization shall be establishment of native grassy material or established hydroseed prior to removal of erosion control measures.					X
Buffer Zone (from Ravine)					
SEDIMENT CONTROL					
Sediment Fence (Perimeter)	X	X	X	X	X
Sediment Fence (Interior)					
Straw Wattles					
Inlet Protection			X	X	
Dewatering					
Construction Entrance	X	X	X		
Existing Outlet Protection	X	X	X	X	
New Outlet Protection		X	X	X	
Existing Curb Inlet Check Dams					
POLLUTION PREVENTION					
Hazard Waste Management					
Spill Kit Onsite	X	X	X	X	X
Concrete Washout Area		X	X	X	

RATIONALE STATEMENT

A COMPREHENSIVE LIST OF AVAILABLE BEST MANAGEMENT PRACTICES (BMP) OPTIONS BASED ON DEQ'S 1200-C PERMIT APPLICATION AND ESCP GUIDANCE DOCUMENT HAS BEEN REVIEWED TO COMPLETE THIS EROSION AND SEDIMENT CONTROL PLAN. SOME OF THE ABOVE LISTED BMPS WERE NOT CHOSEN BECAUSE THEY WERE DETERMINED TO NOT EFFECTIVELY MANAGE EROSION PREVENTION AND SEDIMENT CONTROL FOR THIS PROJECT BASED ON SPECIFIC SITE CONDITIONS, INCLUDING SOIL CONDITIONS, TOPOGRAPHIC CONSTRAINTS, ACCESSIBILITY TO THE SITE, AND OTHER RELATED CONDITIONS. AS THE PROJECT PROGRESSES AND THERE IS A NEED TO REVISE THE ESCP, AN ACTION PLAN WILL BE SUBMITTED.

SPILL CONTAINMENT

- CLEAN UP SPILLS OR CONTAMINATED SURFACES IMMEDIATELY USING DRY CLEAN UP MEASURES (DO NOT CLEAN CONTAMINATED SURFACES BY HOSING THE AREA DOWN), AND ELIMINATE THE SOURCE OF THE SPILL TO PREVENT A DISCHARGE OR A CONTINUATION OF AN ONGOING DISCHARGE; AND
- STORE MATERIALS IN A COVERED AREA (E.G., PLASTIC SHEETING, TEMPORARY ROOFS), OR IN SECONDARY CONTAINMENT TO PREVENT THE EXPOSURE OF THESE CONTAINERS TO PRECIPITATION OR STORMWATER RUNOFF, OR A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THESE AREAS.

VICINITY MAP

NOT TO SCALE

DEVELOPER

KENDRICK ENTERPRISES LLC
ROBERT KENDRICK
716 N. LAUREL ST.
ASHLAND OR 97520

SITE CONTRACTOR

TAYLORED ELEMENTS CONSTRUCTION
KYLE TAYLOR
1679 JACKSON ROAD
ASHLAND, OR 97520
541-690-1617

ESC SITE INSPECTOR:

NAME: TBD
CONTACT:
CERTIFICATION:

BMP INSTALL/MAINTAIN

NAME: TBD
CONTACT:
CERTIFICATION:

BMP INSTALL & MAINTENANCE WILL FOLLOW THE CONSTRUCTION SCHEDULE WITH AN ESTIMATED START DATE OF JAN 2025 TO ESTIMATED COMPLETION OF JAN 2026

DESIGN ENGINEER

TODD POWELL, P.E.
POWELL ENGINEERING AND CONSULTING
100 E. MAIN ST. SUITE O
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(541) 613-0723
todd@powellengineeringconsulting.com

GEOTECH

APPLIED GEOTECHNICAL ENGINEERING
1314-B CENTER DRIVE #452
MEDFORD, OR 97501
541-226-6658

SURVEYOR

PACIFIC CREST SURVEYING
CURT CHAPPELL, PLS
131 HELMAN STREET
ASHLAND, OR 97520
(408) 375-5220

ESCP PREP

POWELL ENGINEERING AND CONSULTING
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todd@powellengineeringconsulting.com

SITE INFORMATION

1. TYPE OF DEVELOPMENT: MULTI-FAMILY HOUSING
2. CONSTRUCTION ACTIVITY WILL CONSIST OF:
   2.a. CURB AND GUTTER, SIDEWALKS, ASPHALT PAVING
   2.b. STORMWATER DRAINAGE SYSTEM:
   STORMWATER PIPING
   2 c. NEW BUILDING CONSTRUCTION

PROJECT TIMELINE:
BEGINNING DATE: JANUARY 2025
COMPLETION DATE: JANUARY 2026

3. PROJECT SITE AREAS:
   TOTAL AREA: 9.8 AC (426,888) SF
   DISTURBED AREA: 9.8 AC (426,888) SF
   PERCENT OF SITE DISTURBED: 100%
4. OFFSITE PUBLIC IMPROVEMENT AREA:
   PUBLIC DRIVEWAY APPROACH, HWY 99 - UTILITY CONNECTIONS
   PUBLIC SIDEWALKS - HWY 99
   PUBLIC BUS TRANSFER PLAZA - HWY 99
5. ONSITE SOIL TYPES: SITE CONSISTS OF 43D AND 165A SOIL TYPES FROM SOIL MAPS:
   - 43 D - DAROW SILTY CLAY, 5 TO 20 PERCENT SLOPES - 93%
   - 165 E - SHEFFLEIN LOAM , 20 TO 35 PERCENT NORTH SLOPES - 6.7%

RECEIVING WATER BODIES

BEAR CREEK

303(d) Listed :

BEAR CREEK
CAT 5: TEMPERATURE, IRON (TOTAL), BIOCRITERIA, HARMFUL ALGAL BLOOMS

CAT 4A: E. COLI, DISSOLVED OXYGEN, PH, EXCESS ALGAL GROWTH, FECAL COLIFORM

RAIN GAUGE

ROGUE VALLEY INTERNATIONAL AIRPORT
https://forecast.weather.gov/data/obhistory/KMFR.html

INSPECTION NOTES:

* HOLD A PRE-CON MEETING OF PROJECT CONSTRUCTION PERSONNEL THAT INCLUDES THE EC INSPECTOR.
* ALL INSPECTIONS MUST BE MADE IN ACCORDANCE WITH RVSS' 1200 C PERMIT REQUIREMENTS.
* INSPECTION LOGS MUST BE KEPT IN ACCORDANCE WITH RVSS' 1200 C PERMIT REQUIREMENTS.
* CHANGES TO THE APPROVED ESC PLAN MUST BE SUBMITTED TO RVSS IN THE FORM OF AN ACTION PLAN.

SITE MAP

NOT TO SCALE

Know what's below. Call before you dig.

SHEET INDEX

ESCP - COVER SHEET	C2.0
ESCP - ROUGH GRADING AND DEMO PHASE	C2.1
ESCP - STREET & UTILITY PHASE	C2.2
ESCP - VERTICAL CONSTRUCTION & STABILIZATION	C2.3
ESCP - BMP DETAILS	C2.4

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REGISTERED PROFESSIONAL ENGINEER 56425PE NOT FOR CONSTRUCTION OREGON JAN. 13, 2004 TODD D. POWELL

EXPIRES: 12/31/2626

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	ESC COVER SHEET C2.00

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WET WEATHER CONSTRUCTION

THE SITE SOILS ARE CONSIDERED VERY MOISTURE SENSITIVE AND, AS SUCH, ARE SUSCEPTIBLE TO DISTURBANCE BY CONSTRUCTION EQUIPMENT, PARTICULARLY DURING PERIODS OF WET WEATHER. DURING WET WEATHER, THE CONTRACTOR SHALL MINIMIZE TRAFFIC ON PREPARED SOIL SUBGRADE AREAS. IF THE SITE SOILS ARE EXPOSED DURING WET WEATHER, THE USE OF CRUSHED ROCK PLACED AS ENGINEERED FILL IN THE BOTTOM OF THE EXCAVATIONS MAY BE NECESSARY TO PROTECT THE SUBGRADE. THE GRADING CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO LIMIT SURFACE DISTURBANCE AND PROTECT THE SITE GRADING AREA FROM EXCESSIVE RUNOFF EROSION.

ESCP RESPONSIBILITY

IT IS THE INTENT OF THIS TEMPORARY EROSION AND SEDIMENT CONTROL PLAN THAT STORM WATER RUNOFF BE CONTROLLED AT ALL TIMES TO PREVENT SOIL EROSION AND TO MAINTAIN WATER QUALITY. ANY AND ALL MEASURES NECESSARY TO DO SO SHALL BE EMPLOYED BY THE CONTRACTOR.

1. REGARDLESS OF SITE, WEATHER, SOIL OR OTHER CONDITIONS, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ENSURING THAT EROSION DOES NOT OCCUR ON THE SITE AND THAT POLLUTED OR SILT-LADEN RUNOFF DOES NOT LEAVE THE SITE OR ENTER INTO ANY CREEK, STREAM, WETLAND OR WATER BODY ON THE SITE.
2. BEYOND THE MINIMUM REQUIREMENTS SHOWN ON THIS PLAN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING AND IMPLEMENTING APPROPRIATE METHODS, "BEST MANAGEMENT PRACTICES" (BMPS), FOR STORM WATER TREATMENT AND CONTROL THAT MEET THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTION.
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6. DURING AND AFTER RUNOFF PRODUCING STORM EVENTS, CONTRACTOR SHALL MONITOR ALL EROSION CONTROL MEASURES AND SHALL PRIORITIZE IMPLEMENTATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ABOVE ALL OTHERS.

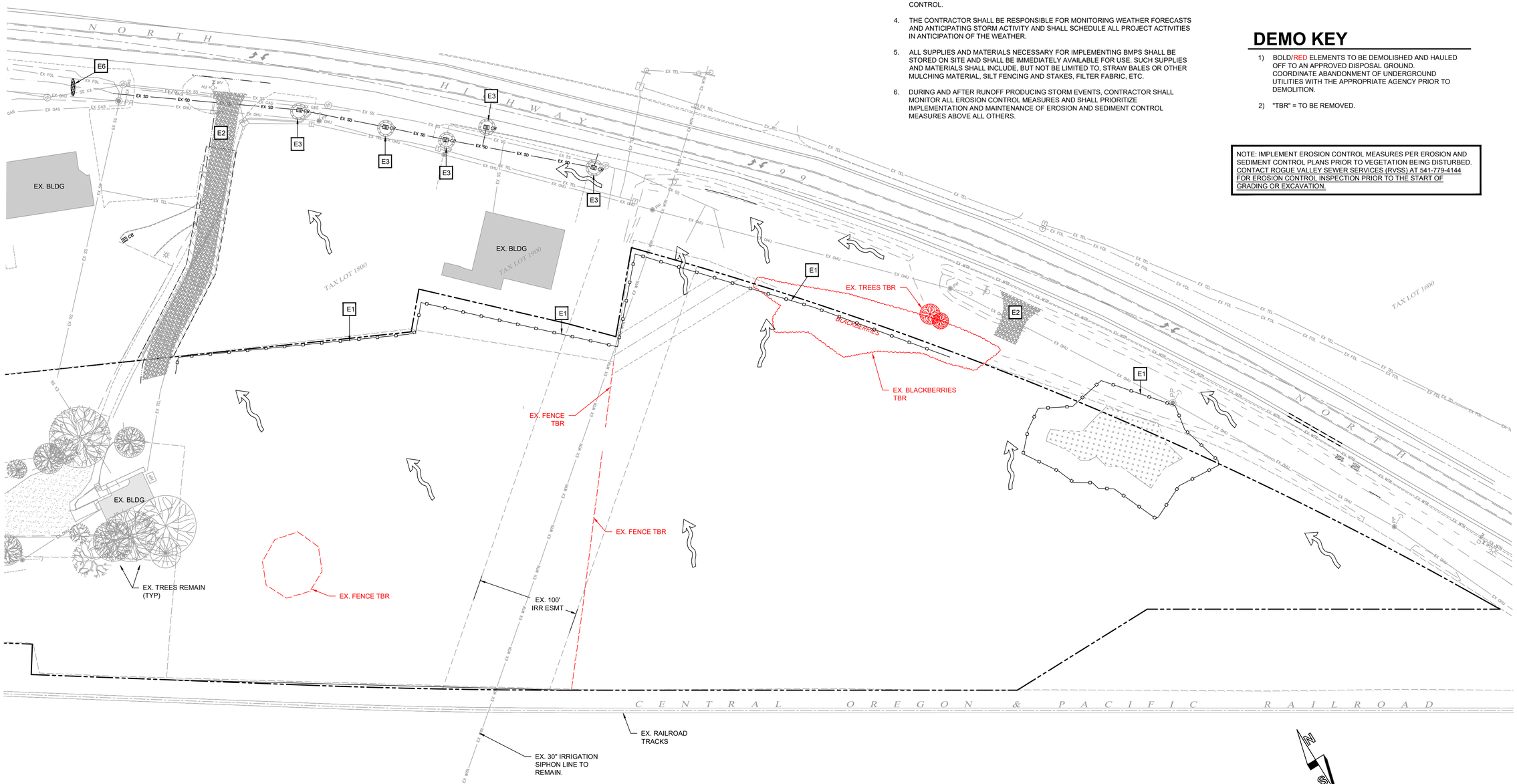
ESCP LEGEND

E1	INSTALL SEDIMENT FENCE PER ODOT DETAIL RD1040.
E2	INSTALL TEMPORARY CONSTRUCTION ENTRANCE (TCE) PER ODOT DETAIL RD1000.
E3	INSTALL INLET PROTECTION ON EXISTING CATCH BASINS PER ODOT DETAIL RD1010.
	EX. SURFACE FLOW DIRECTION

DEMO KEY

1) BOLD/RED ELEMENTS TO BE DEMOLISHED AND HAULED OFF TO AN APPROVED DISPOSAL GROUND. COORDINATE ABANDONMENT OF UNDERGROUND UTILITIES WITH THE APPROPRIATE AGENCY PRIOR TO DEMOLITION.
2) "TBR" = TO BE REMOVED.

NOTE: IMPLEMENT EROSION CONTROL MEASURES PER EROSION AND SEDIMENT CONTROL PLANS PRIOR TO VEGETATION BEING DISTURBED. CONTACT ROGUE VALLEY SEWER SERVICES (RVSS) AT 541-779-4144 FOR EROSION CONTROL INSPECTION PRIOR TO THE START OF GRADING OR EXCAVATION.



ESCP - ROUGH GRADING AND DEMO PHASE

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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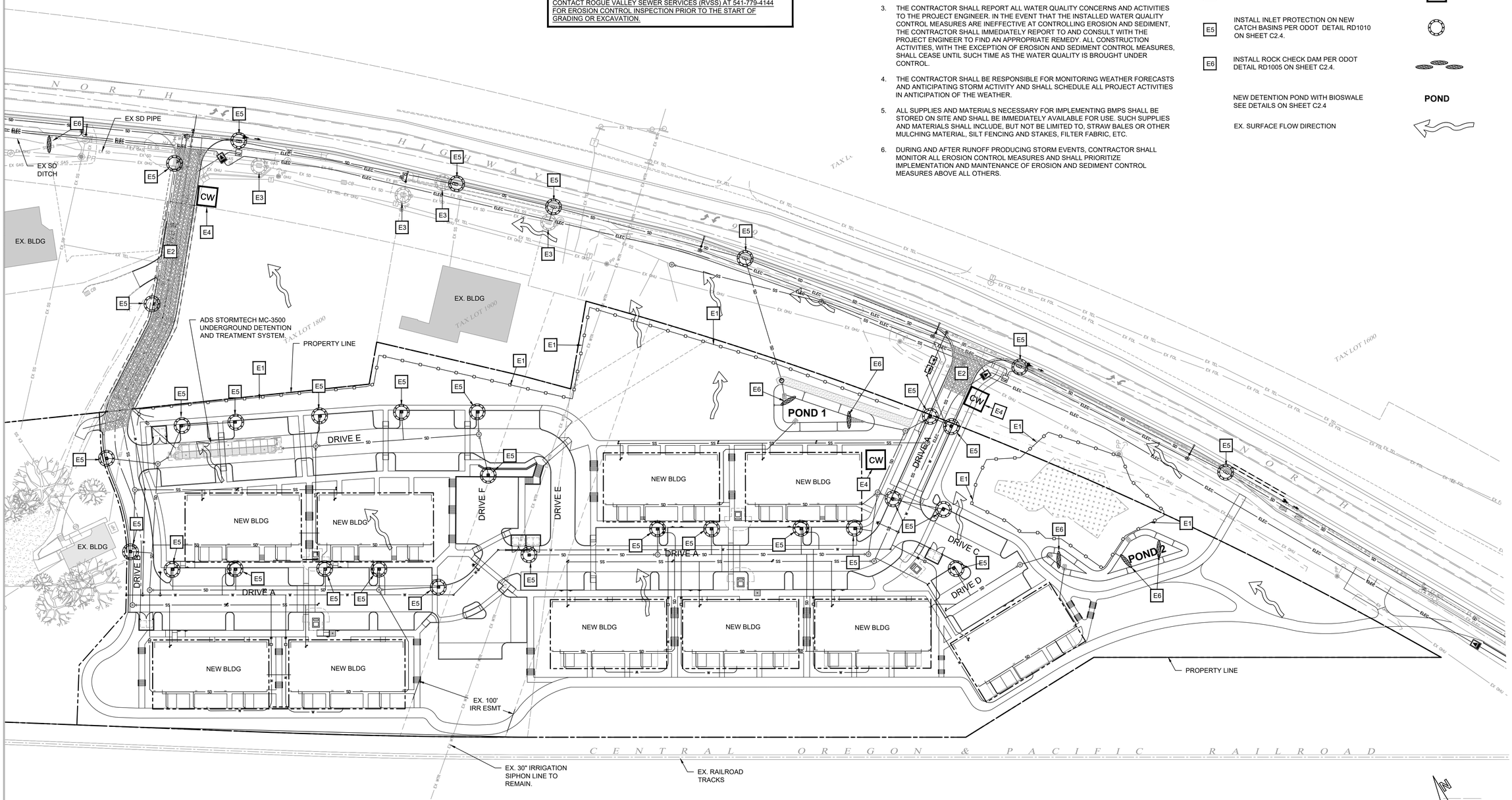
ESCP LEGEND

E1	SEDIMENT FENCE PER ODOT DETAIL RD1040 ON SHEET C2.4
E2	INSTALL TEMPORARY CONSTRUCTION ENTRANCE (TCE) PER ODOT DETAIL RD1000.
E3	INSTALL INLET PROTECTION ON EXISTING CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.
E4	INSTALL CONCRETE WASH OUT PER DETAIL E4, ON SHEET C2.4. (CW)
E5	INSTALL INLET PROTECTION ON NEW CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.
E6	INSTALL ROCK CHECK DAM PER ODOT DETAIL RD1005 ON SHEET C2.4.
	NEW DETENTION POND WITH BIOSWALE SEE DETAILS ON SHEET C2.4 (POND)
	EX. SURFACE FLOW DIRECTION



ESCP - STREET & UTILITY PHASE

SCALE: 1" = 50' - 0" (22X34)

0 50 100
1" = 50'

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JOB NO.	ESC STREET AND UTILITY PHASE
22-002	C2.20

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THE SITE SOILS ARE CONSIDERED VERY MOISTURE SENSITIVE AND, AS SUCH, ARE SUSCEPTIBLE TO DISTURBANCE BY CONSTRUCTION EQUIPMENT, PARTICULARLY DURING PERIODS OF WET WEATHER. DURING WET WEATHER, THE CONTRACTOR SHALL MINIMIZE TRAFFIC ON PREPARED SOIL SUBGRADE AREAS. IF THE SITE SOILS ARE EXPOSED DURING WET WEATHER, THE USE OF CRUSHED ROCK PLACED AS ENGINEERED FILL IN THE BOTTOM OF THE EXCAVATIONS MAY BE NECESSARY TO PROTECT THE SUBGRADE. THE GRADING CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO LIMIT SURFACE DISTURBANCE AND PROTECT THE SITE GRADING AREA FROM EXCESSIVE RUNOFF EROSION.

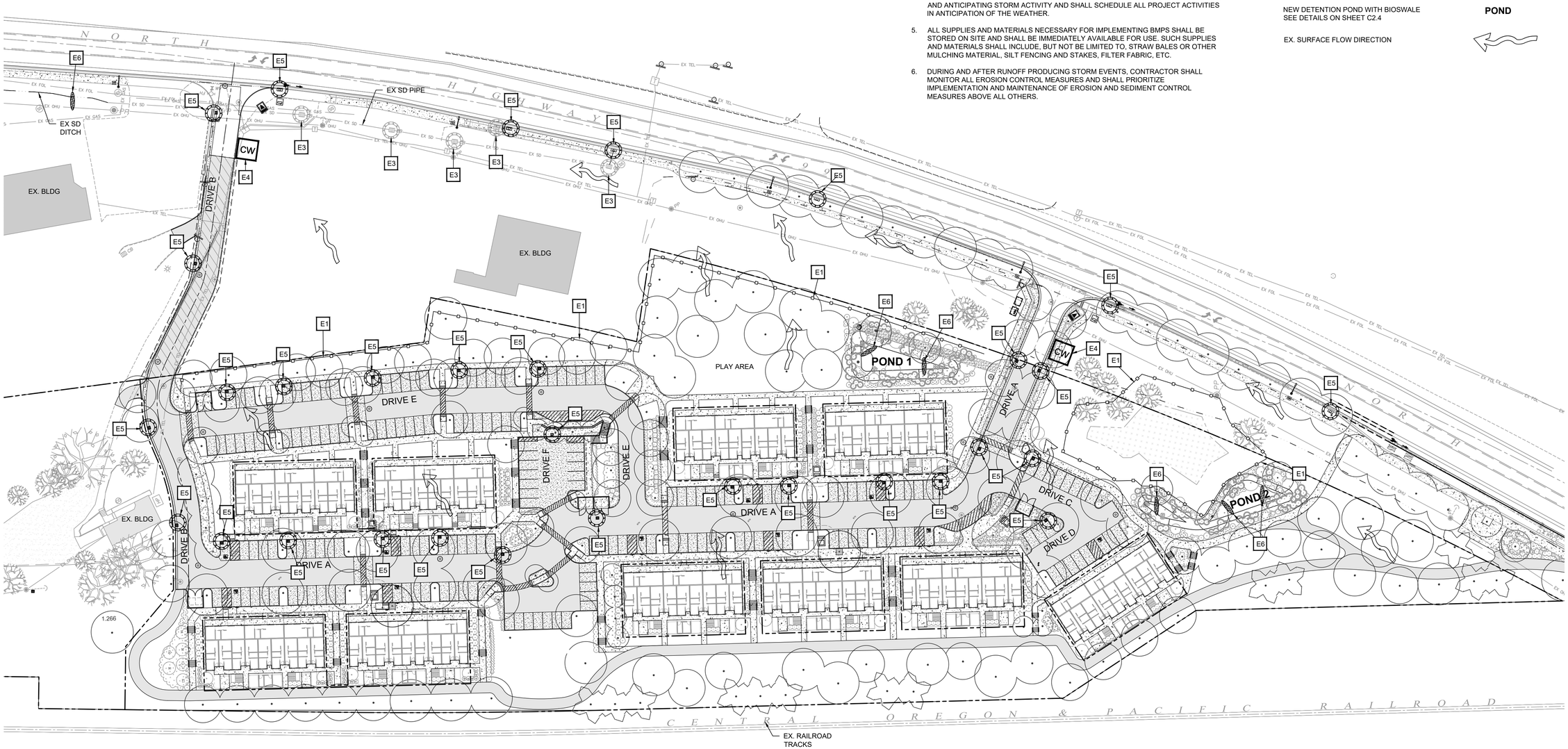
ESCP RESPONSIBILITY

IT IS THE INTENT OF THIS TEMPORARY EROSION AND SEDIMENT CONTROL PLAN THAT STORM WATER RUNOFF BE CONTROLLED AT ALL TIMES TO PREVENT SOIL EROSION AND TO MAINTAIN WATER QUALITY. ANY AND ALL MEASURES NECESSARY TO DO SO SHALL BE EMPLOYED BY THE CONTRACTOR.

1. REGARDLESS OF SITE, WEATHER, SOIL OR OTHER CONDITIONS, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ENSURING THAT EROSION DOES NOT OCCUR ON THE SITE AND THAT POLLUTED OR SILT-LADEN RUNOFF DOES NOT LEAVE THE SITE OR ENTER INTO ANY CREEK, STREAM, WETLAND OR WATER BODY ON THE SITE.
2. BEYOND THE MINIMUM REQUIREMENTS SHOWN ON THIS PLAN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING AND IMPLEMENTING APPROPRIATE METHODS, "BEST MANAGEMENT PRACTICES" (BMPS), FOR STORM WATER TREATMENT AND CONTROL THAT MEET THE REQUIREMENTS OF THE STATE AND LOCAL JURISDICTION.
3. THE CONTRACTOR SHALL REPORT ALL WATER QUALITY CONCERNS AND ACTIVITIES TO THE PROJECT ENGINEER. IN THE EVENT THAT THE INSTALLED WATER QUALITY CONTROL MEASURES ARE INEFFECTIVE AT CONTROLLING EROSION AND SEDIMENT, THE CONTRACTOR SHALL IMMEDIATELY REPORT TO AND CONSULT WITH THE PROJECT ENGINEER TO FIND AN APPROPRIATE REMEDY. ALL CONSTRUCTION ACTIVITIES, WITH THE EXCEPTION OF EROSION AND SEDIMENT CONTROL MEASURES, SHALL CEASE UNTIL SUCH TIME AS THE WATER QUALITY IS BROUGHT UNDER CONTROL.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MONITORING WEATHER FORECASTS AND ANTICIPATING STORM ACTIVITY AND SHALL SCHEDULE ALL PROJECT ACTIVITIES IN ANTICIPATION OF THE WEATHER.
5. ALL SUPPLIES AND MATERIALS NECESSARY FOR IMPLEMENTING BMPS SHALL BE STORED ON SITE AND SHALL BE IMMEDIATELY AVAILABLE FOR USE. SUCH SUPPLIES AND MATERIALS SHALL INCLUDE, BUT NOT BE LIMITED TO, STRAW BALES OR OTHER MULCHING MATERIAL, SILT FENCING AND STAKES, FILTER FABRIC, ETC.
6. DURING AND AFTER RUNOFF PRODUCING STORM EVENTS, CONTRACTOR SHALL MONITOR ALL EROSION CONTROL MEASURES AND SHALL PRIORITIZE IMPLEMENTATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES ABOVE ALL OTHERS.

ESCP LEGEND

E1	SEDIMENT FENCE PER ODOT DETAIL RD1040 ON SHEET C2.4
E2	NOT USED
E3	INSTALL INLET PROTECTION ON EXISTING CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.
E4	INSTALL CONCRETE WASH OUT PER DETAIL E4, ON SHEET C2.4.
E5	INSTALL INLET PROTECTION ON NEW CATCH BASINS PER ODOT DETAIL RD1010 ON SHEET C2.4.
E6	INSTALL ROCK CHECK DAM PER ODOT DETAIL RD1005 ON SHEET C2.4.
	NEW DETENTION POND WITH BIOSWALE SEE DETAILS ON SHEET C2.4
	EX. SURFACE FLOW DIRECTION



ESCP - VERTICAL CONSTRUCTION & STABILIZATION

SCALE: 1" = 50' - 0" (22x34)

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Medford, OR 97501

541.613.0723 phone

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REGISTERED PROFESSIONAL ENGINEER 56425PE OREGON JAN. 13, 2004 TODD D. POWELL

NOT FOR CONSTRUCTION

EXPIRES: 12/31/2626

VERIFY SCALES

ORIGINAL DRAWING BAR IS ONE INCH

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	ESC VERT. CONST & STABILIZATION C2.30

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C2.dwg Last Save: October 2, 2024 4:20 PM Plot Date: October 3, 2024 8:31 AM By: Nancy

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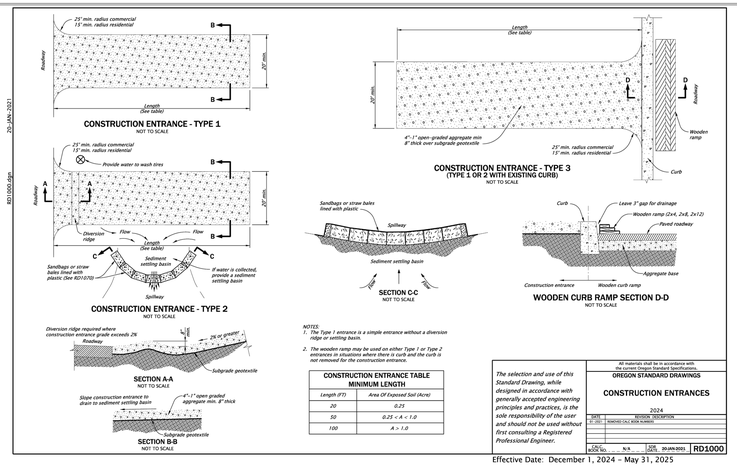


NOTES:
1. The Type 1 entrance is a simple entrance without a diversion ridge or settling basin.
2. The wooden ramp may be used on either Type 1 or Type 2 entrances in situations where there is curb and the curb is not removed for the construction entrance.

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

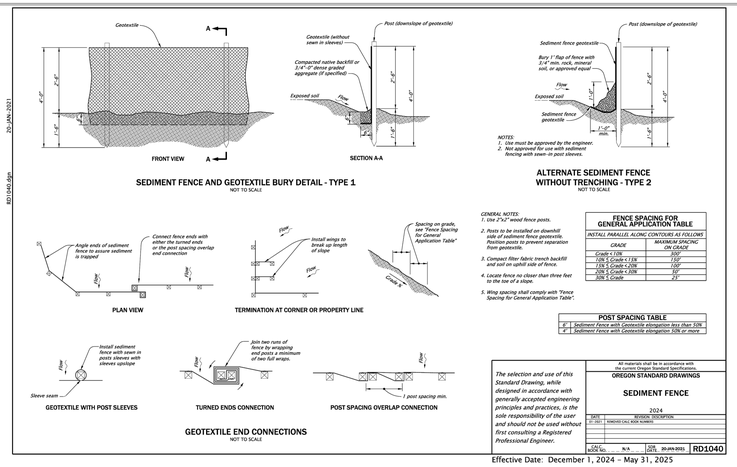
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
CONSTRUCTION ENTRANCES
2024

DATE	REVISION DESCRIPTION
01-2021	RENUMBED CALL BOOK NUMBERS

CAD FILE NAME: N/A | SCALE: NONE | DATE: 20-JAN-2021 | **RD1000**

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 filter 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 < 10%	300'
10% ≤ Grade < 15%	150'
15% ≤ Grade < 20%	100'
20% ≤ Grade < 50%	50'
50% ≤ Grade	25'

POST SPACING TABLE
6' Sediment Fence with Geotextile elongation less than 50%
4' Sediment Fence with Geotextile elongation 50% or more

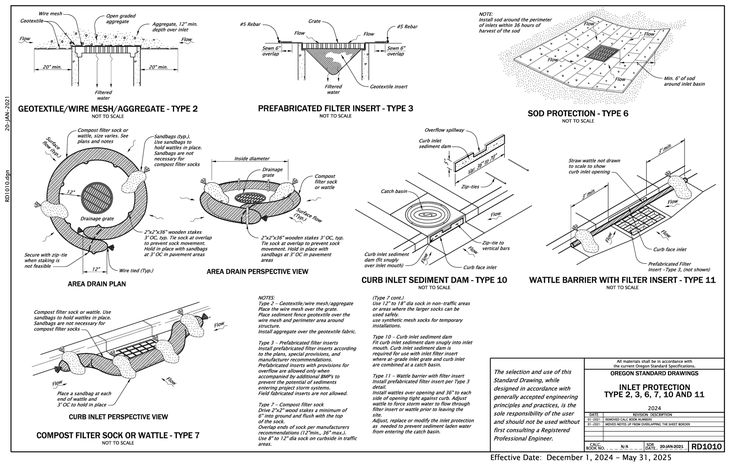
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
SEDIMENT FENCE
2024

DATE	REVISION DESCRIPTION
01-2021	RENUMBED CALL BOOK NUMBERS

CAD FILE NAME: N/A | SCALE: NONE | DATE: 20-JAN-2021 | **RD1040**

Effective Date: December 1, 2024 – May 31, 2025



NOTE:
Install sod around the perimeter of inlets within 36 hours of harvest of the soil

NOTES:
Compost filter sock or wattle. Use sandbags to hold wattles in place. Sandbags are not necessary for compost filter socks.

Type 1 – Geotextile/wire mesh/aggregate
Place the wire mesh over the grate. 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's recommendations. Prefabricated inserts with provisions 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
Drive 2"x2" wood stakes a minimum of 3" OC, equally spaced and flush with the top of the sock.
Overlap ends of sock per manufacturers recommendations (12"min., 36" max.). Use 8" to 12" dia sock on curbside in traffic areas.

(Type 7 cont.)
Use 12" to 18" dia sock in non-traffic areas or areas where 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 when curb inlet sediment dam and curb inlet are combined as a catch basin.

Type 11 – Wattle barrier with filter insert
Install prefabricated filter insert per Type 3 above.
Install wattles over opening and 36" to each side of opening tight against curb. Adjust wattle to force storm water to flow through filter 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.

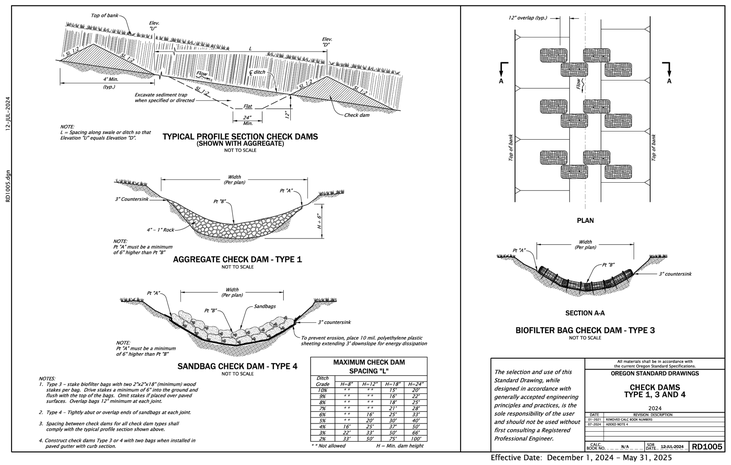
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
INLET PROTECTION TYPE 2, 3, 6, 7, 10 AND 11
2024

DATE	REVISION DESCRIPTION
01-2021	RENUMBED CALL BOOK NUMBERS
01-2021	REVISED NOTE 1F FROM OVERLAPPING THE SHEET BEHIND

CAD FILE NAME: N/A | SCALE: NONE | DATE: 20-JAN-2021 | **RD1010**

Effective Date: December 1, 2024 – May 31, 2025



NOTE:
L = Spacing along swale or ditch so that Elevation "D" equals Elevation "D".

NOTE:
Pt "A" must be a minimum of 6" higher than Pt "B"

NOTE:
Pt "A" must be a minimum of 6" higher than Pt "B"

NOTES:
1. Type 3 - stake biofilter bags with two 2"x2"x18" (minimum) wood stakes per bag. Drive stakes a minimum of 8" into the ground and flush with the top of the bags. Omit stakes if placed over paved surfaces. Overlap bags 12" minimum at each joint.
2. Type 4 - Tightly abut or overlap ends of sandbags at each joint.
3. Spacing between check dams for all check dam types shall comply with the typical profile section shown above.
4. Construct check dams Type 3 or 4 with two bags when installed in paved gutter with curb section.

MAXIMUM CHECK DAM SPACING "L"				
Ditch Grade	H=6"	H=12"	H=18"	H=24"
10%	* *	* *	13'	20'
8%	* *	* *	16'	25'
6%	* *	* *	21'	34'
4%	* *	16'	32'	49'
2%	* *	32'	65'	97'
1%	16'	65'	131'	195'
.5%	32'	131'	262'	392'
.2%	81'	327'	654'	980'

* * Not allowed H = Min. dam height

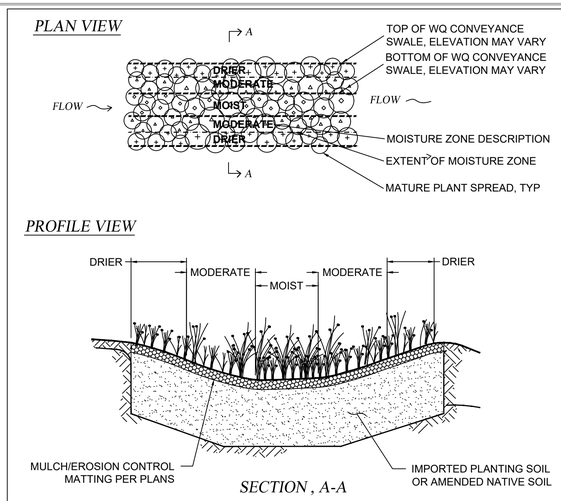
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
CHECK DAMS TYPE 1, 3 AND 4
2024

DATE	REVISION DESCRIPTION
01-2021	RENUMBED CALL BOOK NUMBERS
01-2024	REVISED NOTE 1

CAD FILE NAME: N/A | SCALE: NONE | DATE: 12-JUL-2024 | **RD1005**

Effective Date: December 1, 2024 – May 31, 2025



LEGEND:
- INDICATES GRADE BREAK
- MOISTURE ZONE

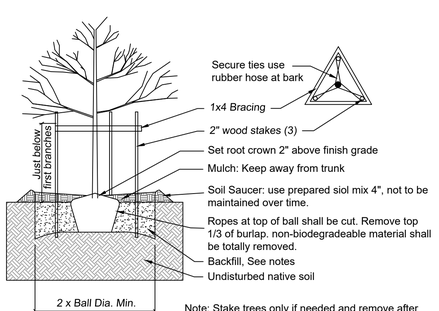
PLANT SPECIES APPROPRIATE FOR MOISTURE ZONE:
- DRIER
- MODERATE
- MOIST

NOTES:
1. THIS DETAIL IS PROVIDED AS A SCHEMATIC EXAMPLE OF THE RANDOM PLANT PLACEMENT AND 90% COVERAGE AFTER ESTABLISHMENT PERIOD DESIRED TO REDUCE EROSION AND WEEDS.
2. INSTALL PLANTS PER PLANS, ACCORDING TO LANDSCAPE DESIGN PLANT TABLE, WHICH SHOULD INCLUDE PLANT SPECIES, SPACING, AND QUANTITIES IN EACH MOISTURE ZONE.
3. MOISTURE ZONES VARY FROM THOSE SHOWN DEPENDING ON GRADING PLAN, LOCATION OF INLET(S) AND OUTLET(S) AND FACILITY SHAPE.

Rogue Valley Stormwater Design Manual	Water Quality Conveyance Swale Planting Schematic	BMP 8.03 1 of 1 Scale: NTS

General Notes for Vegetated BMPs

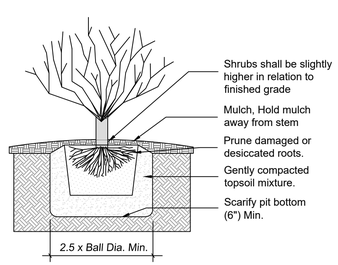
1. Excluding construction of the facility itself, exposed stormwater treatment area subgrade shall be fenced to prohibit impacts from construction (including materials and equipment storage).
2. Build and vegetate as early as possible to establish plantings prior to directing stormwater runoff to the BMP.
3. Call the reviewing agency 48 hours in advance of constructing this facility so construction observation may be performed to identify variations in the field that may affect design and verify proper construction.
4. Over-excavate within the BMP to allow for placement of amended or imported soil up to final grade.
5. Amended native or imported soil mix shall be the "Water Quality Mixture" specified in Oregon Standard Specifications for Construction Special Provision Section 01012.12.
6. Placement of amended native or imported soil mix shall occur as follows:
   a. Conduct excavation, fine grading and placement work only when the facility and the soil to be placed is dry. Do not place if soil is saturated.
   b. If unprotected soil has been exposed to rainfall, scarify the surface to a depth of 4 inches to restore filtration capacity.
   c. Place soil in 8 inch maximum lifts (i.e. depths).
   d. Lightly compact each lift, (e.g. a water filled landscape roller) to achieve 85% compaction. Do not compact with heavy machinery or vibratory compaction.
7. If soil is placed during the wet season and the facility will not be planted within one week of soil installation, install Oregon Standard Specifications for Construction, Special Provision 00280 Type E erosion control matting.
8. Contact approving jurisdiction 48 hours in advance of planting so that the jurisdiction can review soil installation and plant placement prior to plant installation.
9. Mulch shall be:
   a. Placed in areas shown on the approved plan
   b. Shredded wood chips or course compost
   c. Dye, pesticide and weed free
   d. Spread in a minimum two inch layer over bare soil or in a ring around plants
   e. Not touching plant stems
10. Side slopes outside of flow area shall be permanently stabilized with mulch and vegetation.
11. The approved jurisdiction may request evidence the the amended native or imported soil mix meets specification prior to placement.
12. If requested, test data for the soil mix shall be provided by an accredited laboratory with current certification. The date of the analysis must be no more than 90 days prior to submittal. The report must include the following:
   a. Name and address of the laboratory
   b. Phone, contact and email address of the laboratory
   c. Test data, including date and name of the test procedure
   d. Source of the topsoil



Note: Stake trees only if needed and remove after 2 years maximum

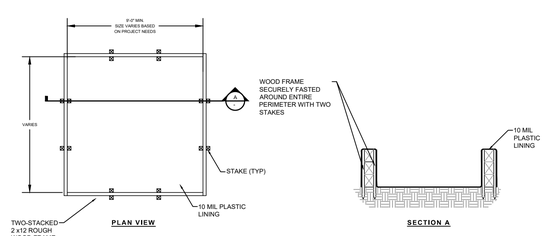
TREE PLANTING DETAIL

SCALE: N.T.S.



SHRUB PLANTING DETAIL

SCALE: N.T.S.

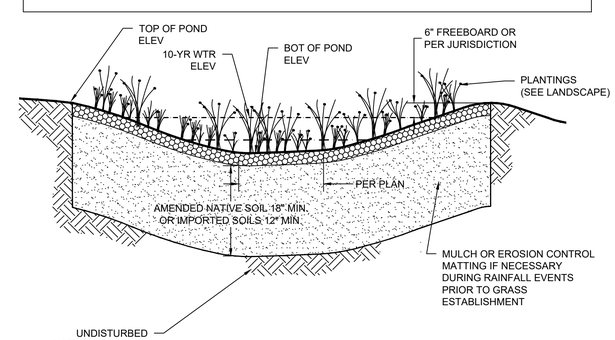


NOTES

1. DETAIL SHOWN TO REPRESENT INTENT. EQUIVALENT ALTERNATIVES ARE AVAILABLE.
2. COORDINATE MODIFICATIONS WITH EROSION CONTROL INSPECTOR.
3. EMPTY WHEN ⅔ FULL .

1 CONCRETE WASHOUT

SCALE: NTS



451 SECTION - BIOSWALE/POND

SCALE: NTS MODIFIED RVSS BMP 8.01

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VERIFY SCALES
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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	ESC DETAILS C2.40

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PARKING & COVERAGE CALCULATIONS

PARKING LOT COVERAGE (NOT INCLUDING DRIVEWAY ENTRY'S FROM HWY 99):

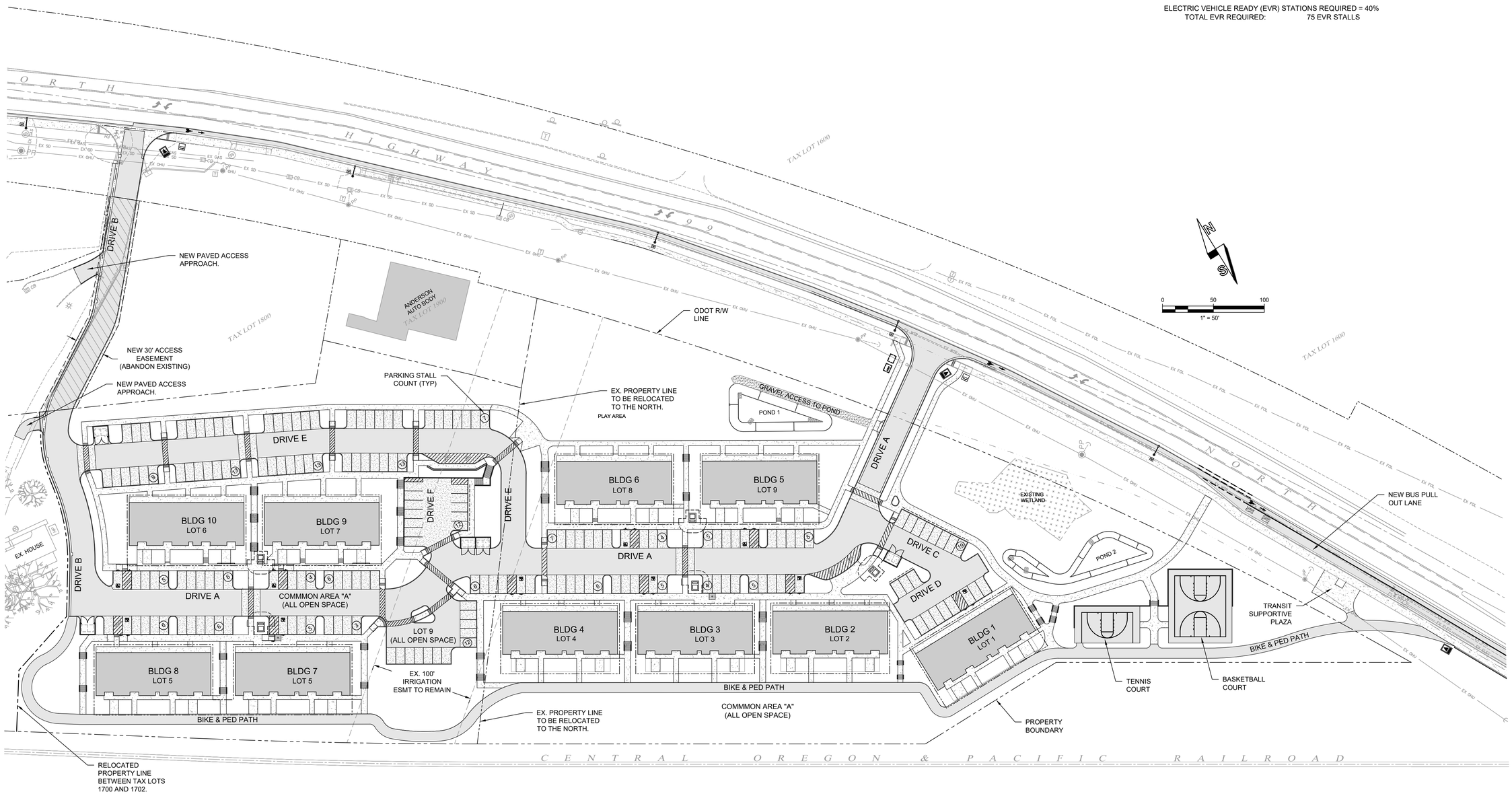
PARKING LOT ASPHALT = 37,569 SF
PARKING LOT CONCRETE = 38,112 SF = 50.3% OF TOTAL

PARKING CALCULATIONS:

10 BUILDINGS: 21 UNITS PER BLDG = 210 TOTAL UNITS

TOTAL PARKING SPACES: 186 SPACES
REGULAR PARKING STALLS: 176 SPACES
ADA VAN ACCESSIBLE STALLS: 10 SPACES

ELECTRIC VEHICLE READY (EVR) STATIONS REQUIRED = 40%
TOTAL EVR REQUIRED: 75 EVR STALLS



PLAN VIEW - OVERALL CIVIL SITE PLAN

SCALE: 1" = 50' - 0" (22X34)

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	12/11/24
LAND USE SET	
JOB NO. 22-002	CIVIL OVERALL SITE PLAN C3.00

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PRELIMINARY SUBDIVISION MAP

LOCATED AT

1511 North Highway 99
Ashland, Oregon

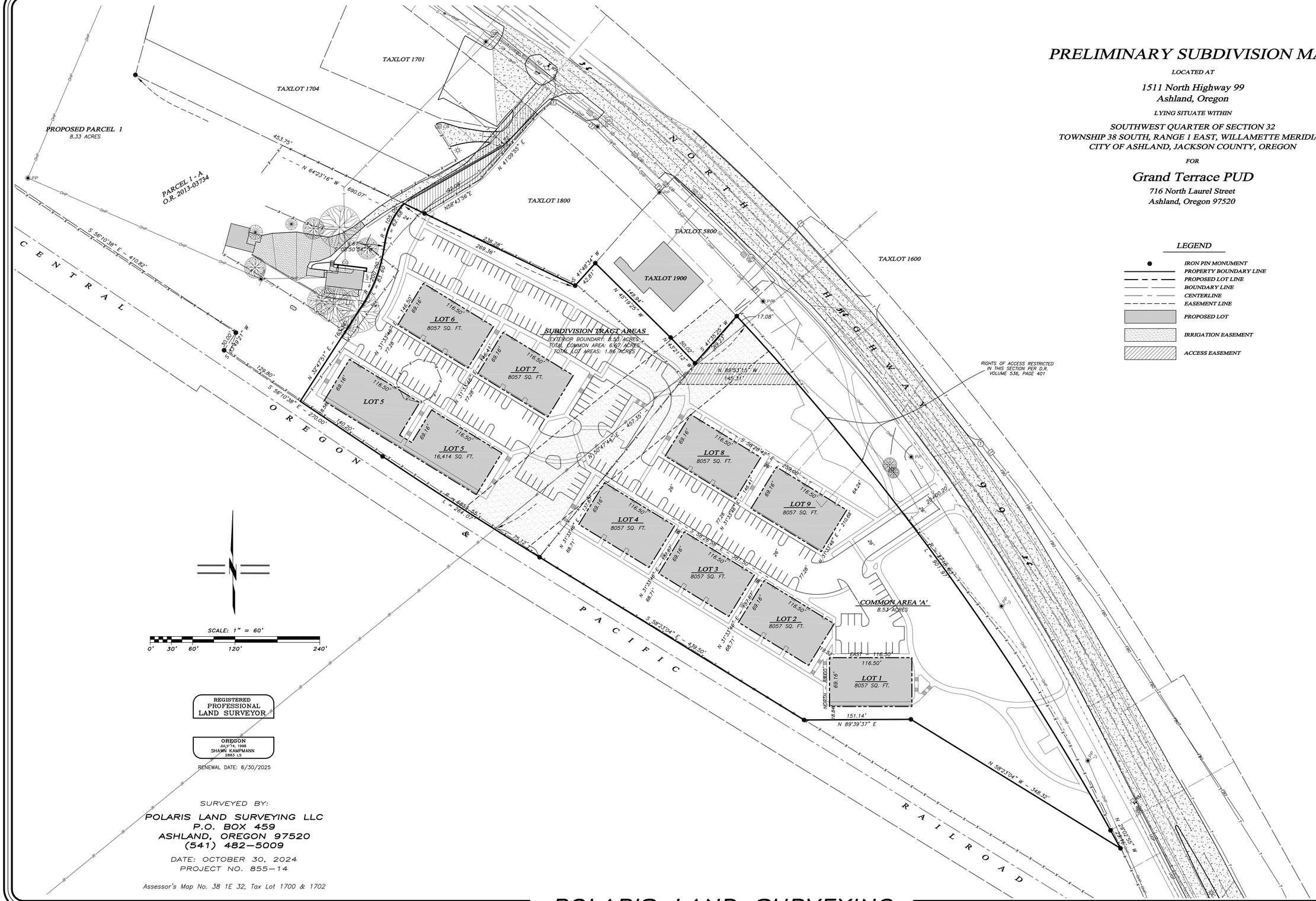
LYING SITUATE WITHIN

SOUTHWEST QUARTER OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR

Grand Terrace PUD

716 North Laurel Street
Ashland, Oregon 97520



LEGEND

- IRON PIN MONUMENT
- PROPERTY BOUNDARY LINE
- PROPOSED LOT LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- PROPOSED LOT
- IRRIGATION EASEMENT
- ACCESS EASEMENT

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2025

SURVEYED BY:

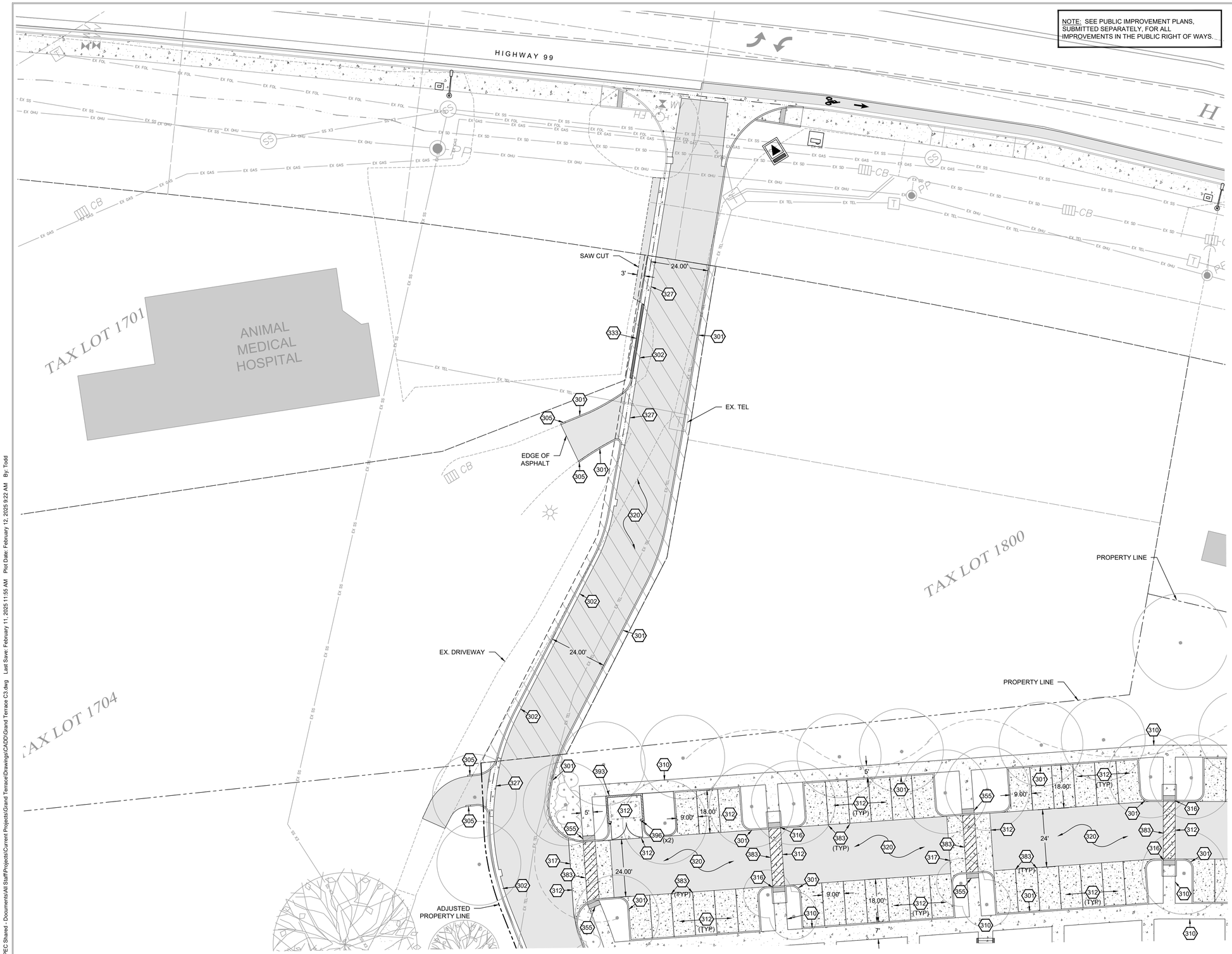
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 30, 2024
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lot 1700 & 1702

POLARIS LAND SURVEYING

C3.01



NOTE: SEE PUBLIC IMPROVEMENT PLANS, SUBMITTED SEPARATELY, FOR ALL IMPROVEMENTS IN THE PUBLIC RIGHT OF WAYS.

PLAN VIEW - PARTIAL CIVIL SITE PLAN (NORTHEAST)

SCALE: 1" = 20' - 0" (22x34)

0 20 40
1" = 20'

GENERAL NOTES

1. ALL SIGN POSTS SHALL BE TELESPAR (2", 12 GAUGE).
2. ALL SIGNS WITHIN THE PUBLIC RIGHT OF WAY TO BE INSTALLED BY CITY FORCES. CONTRACTOR TO COORDINATE.
3. CONTRACTOR TO INSTALL ALL SIGNS ON PRIVATE PROPERTY.

KEYNOTES

301	STANDARD VERTICAL CURB.	301 C6.0
302	CURB AND GUTTER.	302 C6.0
305	CURB TAPER	305 C6.0
310	4" CONCRETE SIDEWALK OVER 4" CRUSHED ROCK BASE.	310 C6.0
312	6" REINFORCED CONCRETE SECTION	312 C6.0
316	PERPENDICULAR RAMP WITH TRUNCATED DOMES	d910 C6.2
317	RAISED CONCRETE SIDEWALK	317 C6.0
320	HEAVY ASPHALT PAVING SECTION (DRIVE AISLES)	320 C6.0
327	VALLEY GUTTER	327 C6.0
333	12" RETAINING WALL	333 C6.1
355	TRUNCATED DOMES PER RD 902	d902 C6.2
368	PROPOSED SIGN (SEE ARCH & ELEC)	
383	4" WHITE STRIPING PER MUTCD STANDARDS	
393	TRASH ENCLOSURE (SEE ARCH)	
396	6" FIXED BOLLARD	396 C6.1

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	12/11/24
LAND USE SET	
JOB NO. 22-002	PARTIAL CIVIL SITE PLAN (NE) C3.10

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GENERAL NOTES

1. ALL SIGN POSTS SHALL BE TELESPAR (2", 12 GAUGE).
2. ALL SIGNS WITHIN THE PUBLIC RIGHT OF WAY TO BE INSTALLED BY CITY FORCES. CONTRACTOR TO COORDINATE.
3. CONTRACTOR TO INSTALL ALL SIGNS ON PRIVATE PROPERTY.

KEYNOTES

301	STANDARD VERTICAL CURB.	301 C6.0
302	CURB AND GUTTER.	302 C6.0
305	CURB TAPER	305 C6.0
310	4" CONCRETE SIDEWALK OVER 4" CRUSHED ROCK BASE.	310 C6.0
312	6" REINFORCED CONCRETE SECTION	312 C6.0
313	CONCRETE STAIRS	313 C6.1
316	PERPENDICULAR RAMP WITH TRUNCATED DOMES PER RD 910	rd910 C6.3
317	RAISED CONCRETE SIDEWALK	317 C6.0
319	GRAVEL SECTION	319 C6.0
320	HEAVY ASPHALT PAVING SECTION. (DRIVE AISLES)	320 C6.0
322	LIGHT ASPHALT PAVING SECTION. (PATH)	322 C6.0
327	VALLEY GUTTER	327 C6.0
330	8" CONCRETE RETAINING WALL	330 C6.1
334	CONCRETE SEAT WALL	334 C6.1
355	TRUNCATED DOMES PER RD 902	rd902 C6.3
372	ADA PARKING SIGN	380 C6.0
373	ADA ACCESS AISLE SIGN	380 C6.0
380	ADA VAN ACCESS AISLE STRIPING	380 C6.0 / 381 C6.0
382	ADA PARKING SYMBOL	382 C6.0 — WC=WHEEL CHAIR; V=VAN
383	4" WHITE STRIPING PER MUTCD STANDARDS	
393	TRASH ENCLOSURE (SEE ARCH)	
396	6" FIXED BOLLARD	396 C6.1

PLAN VIEW - PARTIAL CIVIL SITE PLAN (NORTHWEST)

SCALE: 1" = 20' - 0" (22X34)

0 20 40
1" = 20'

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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JOB NO.	PARTIAL CIVIL SITE PLAN (NW)
22-002	C3.11

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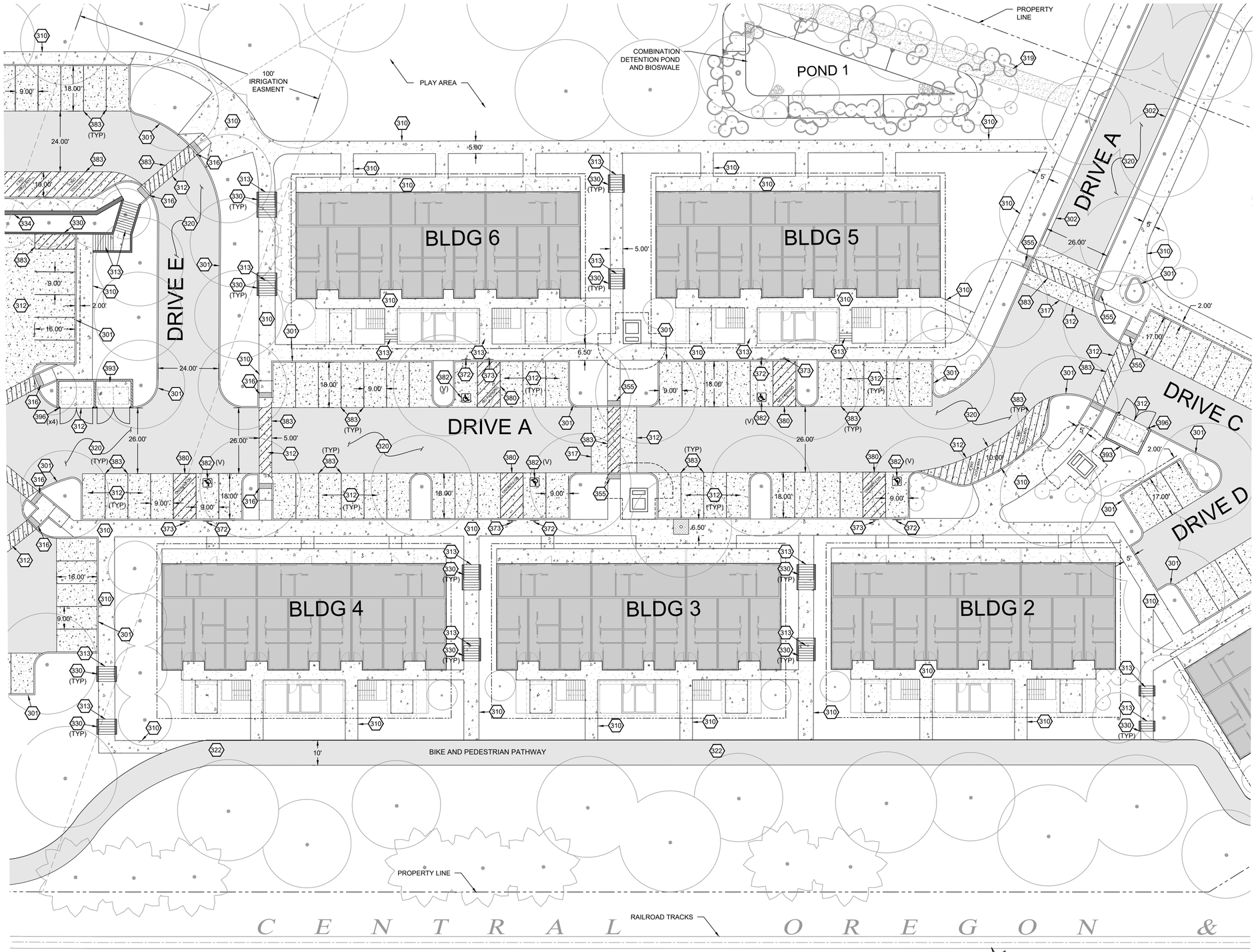

PLAN VIEW - PARTIAL CIVIL SITE PLAN (WEST)

SCALE: 1" = 20' - 0" (22X34)

GENERAL NOTES

1. ALL SIGN POSTS SHALL BE TELESPAR (2", 12 GAUGE).
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KEYNOTES

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305	CURB TAPER	305 C6.0
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312	6" REINFORCED CONCRETE SECTION	312 C6.0
313	CONCRETE STAIRS	313 C6.1
316	PERPENDICULAR RAMP WITH TRUNCATED DOMES PER RD 910	d910 C6.3
317	RAISED CONCRETE SIDEWALK	317 C6.0
319	GRAVEL SECTION	319 C6.0
320	HEAVY ASPHALT PAVING SECTION. (DRIVE AISLES)	320 C6.0
322	LIGHT ASPHALT PAVING SECTION. (PATH)	322 C6.0
330	8" CONCRETE RETAINING WALL	330 C6.1
355	TRUNCATED DOMES PER RD 902	d902 C6.3
372	ADA PARKING SIGN	380 C6.0
373	ADA ACCESS AISLE SIGN	380 C6.0
380	ADA VAN ACCESS AISLE STRIPING	380 C6.0 / 381 C6.0
382	ADA PARKING SYMBOL	382 C6.0 WC=WHEEL CHAIR; V=VAN
383	4" WHITE STRIPING PER MUTCD STANDARDS	
393	TRASH ENCLOSURE (SEE ARCH)	
396	6" FIXED BOLLARD	396 C6.1

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LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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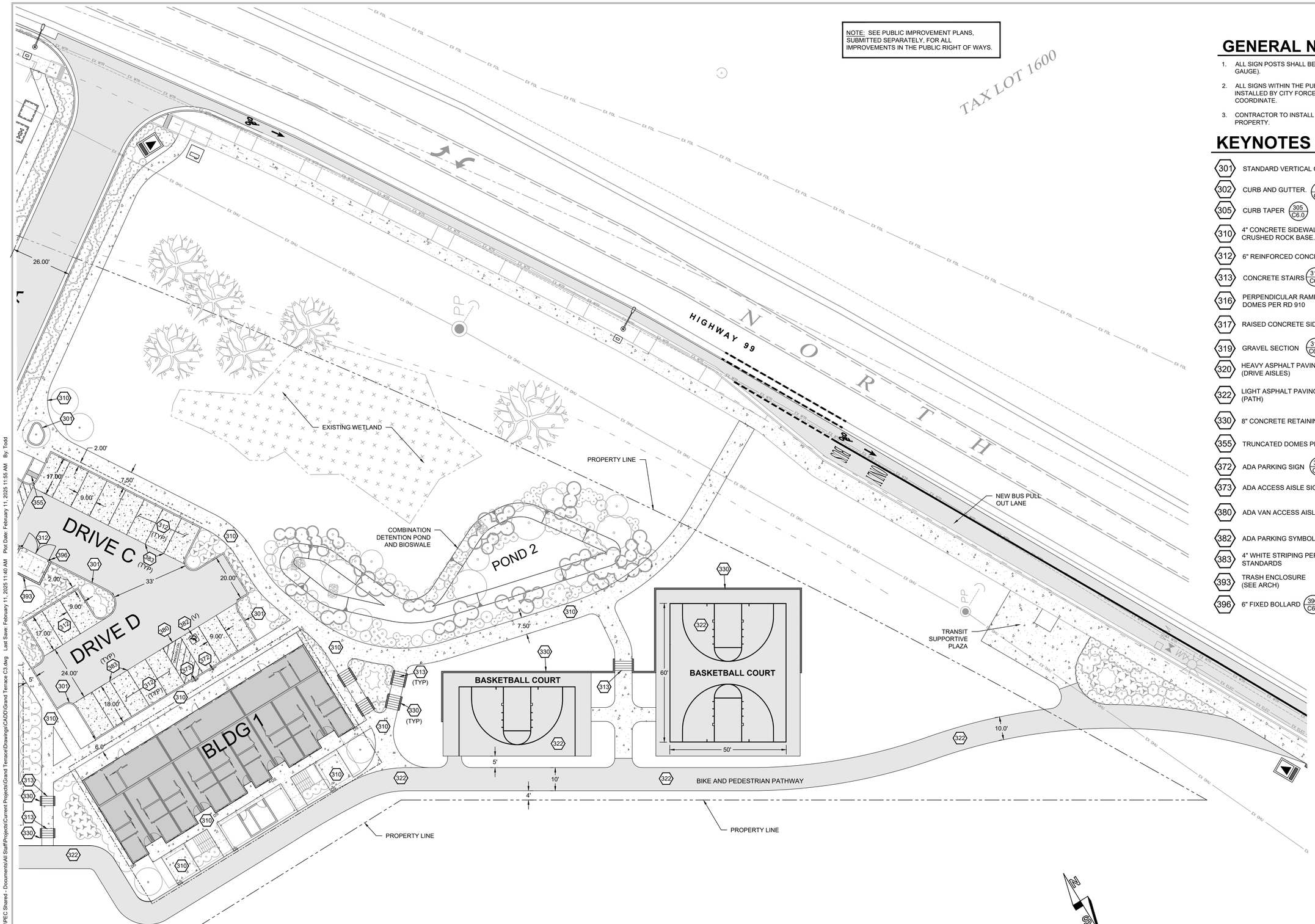

GENERAL NOTES

1. ALL SIGN POSTS SHALL BE TELESPAR (2", 12 GAUGE).
2. ALL SIGNS WITHIN THE PUBLIC RIGHT OF WAY TO BE INSTALLED BY CITY FORCES. CONTRACTOR TO COORDINATE.
3. CONTRACTOR TO INSTALL ALL SIGNS ON PRIVATE PROPERTY.

KEYNOTES

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313	CONCRETE STAIRS	313 / C6.1
316	PERPENDICULAR RAMP WITH TRUNCATED DOMES PER RD 910	rd910 / C6.3
317	RAISED CONCRETE SIDEWALK	317 / C6.0
319	GRAVEL SECTION	319 / C6.0
320	HEAVY ASPHALT PAVING SECTION. (DRIVE AISLES)	320 / C6.0
322	LIGHT ASPHALT PAVING SECTION. (PATH)	322 / C6.0
330	8" CONCRETE RETAINING WALL	330 / C6.1
355	TRUNCATED DOMES PER RD 902	rd902 / C6.3
372	ADA PARKING SIGN	380 / C6.0
373	ADA ACCESS AISLE SIGN	380 / C6.0
380	ADA VAN ACCESS AISLE STRIPING	380 / C6.0 · 381 / C6.0
382	ADA PARKING SYMBOL	382 / C6.0 WC=WHEEL CHAIR; V=VAN
383	4" WHITE STRIPING PER MUTCD STANDARDS	
393	TRASH ENCLOSURE (SEE ARCH)	
396	6" FIXED BOLLARD	396 / C6.1

PLAN VIEW - PARTIAL CIVIL SITE PLAN (SOUTH)

SCALE: 1" = 20' - 0" (22X34)

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LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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	C3.13

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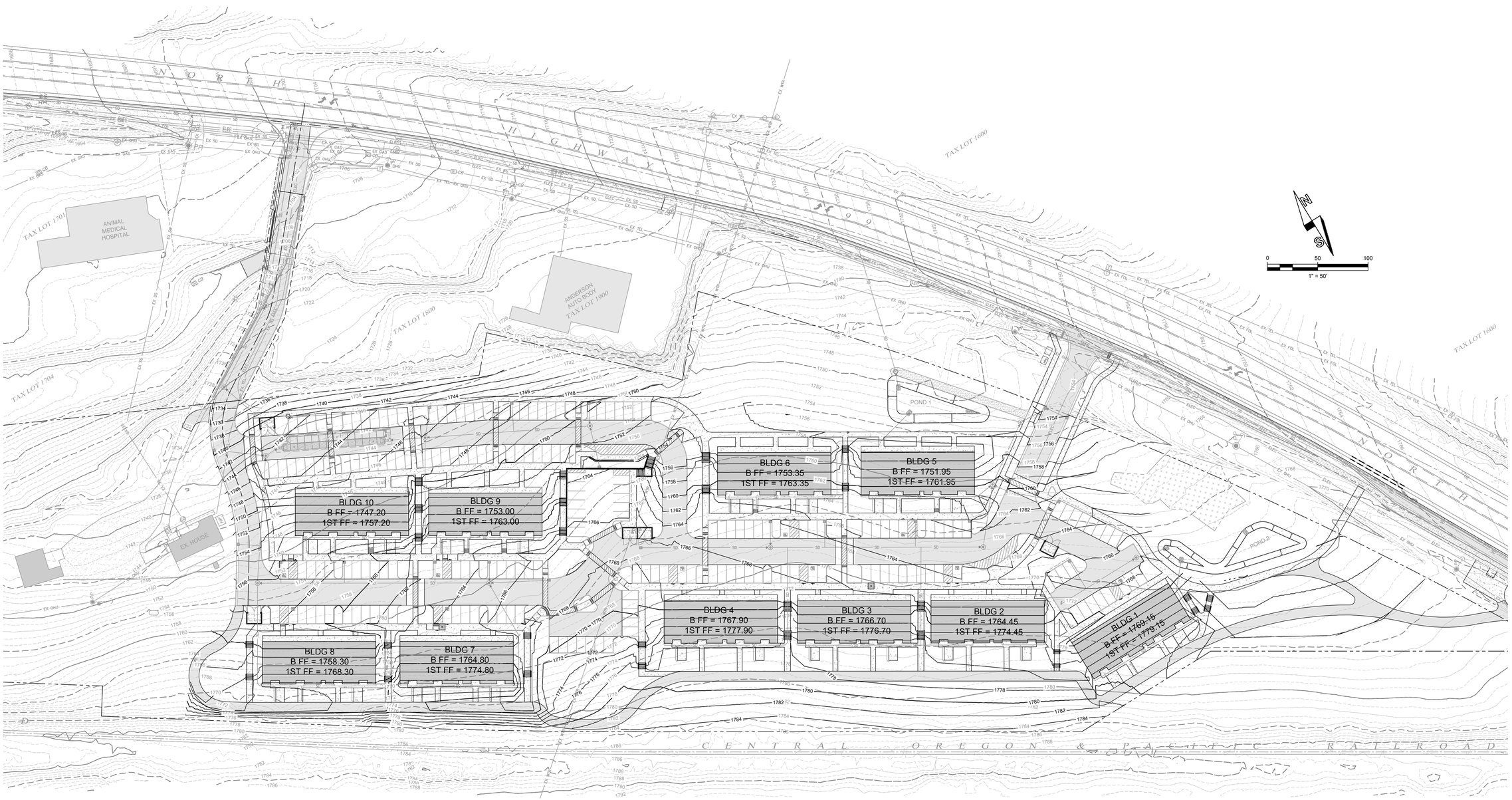

PLAN VIEW - CONCEPTUAL OVERALL GRADING PLAN

SCALE: 1" = 50' - 0" (22X34)

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LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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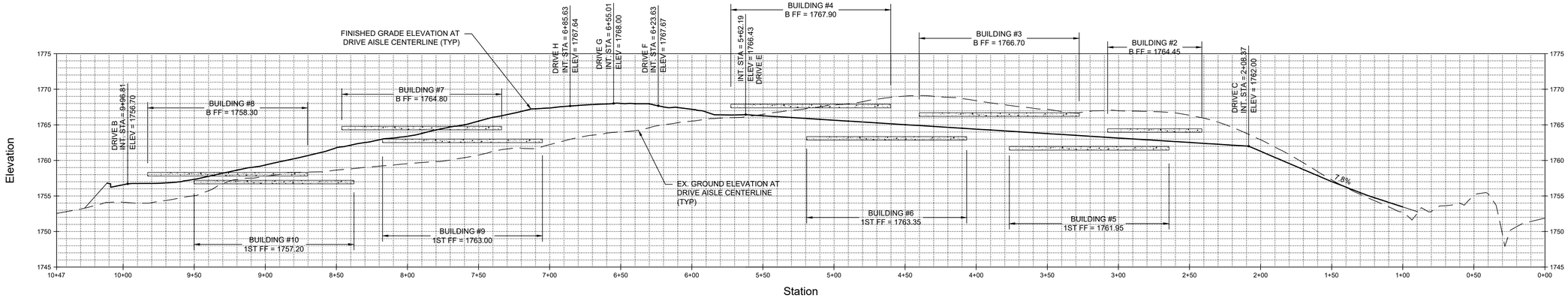
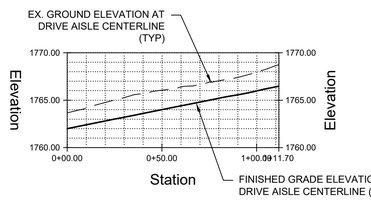


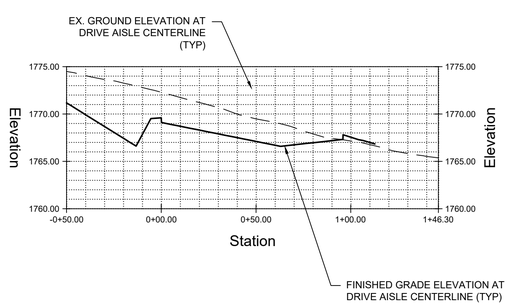
PROFILE VIEW - DRIVE AISLE A

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)



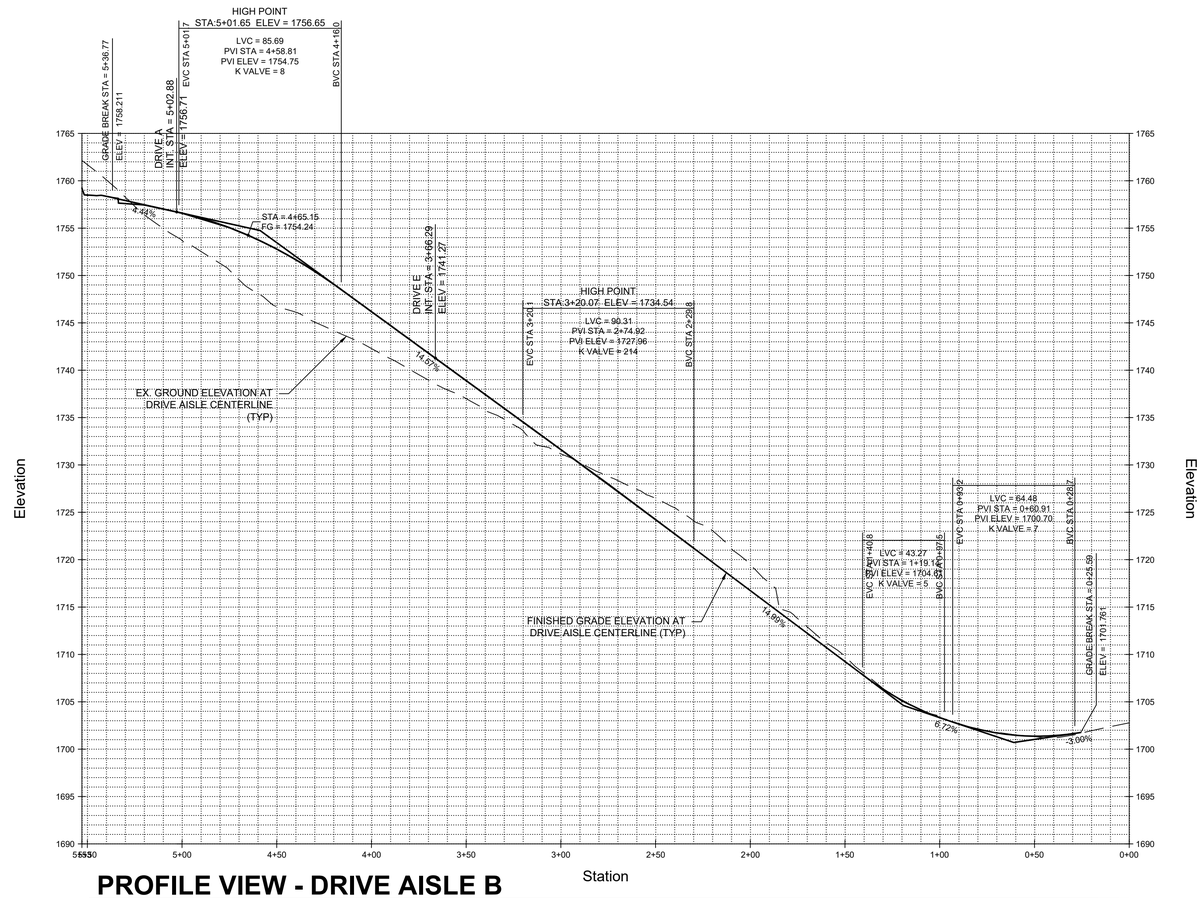
PROFILE VIEW - DRIVE AISLE C

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)



PROFILE VIEW - DRIVE AISLE D

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)



PROFILE VIEW - DRIVE AISLE B

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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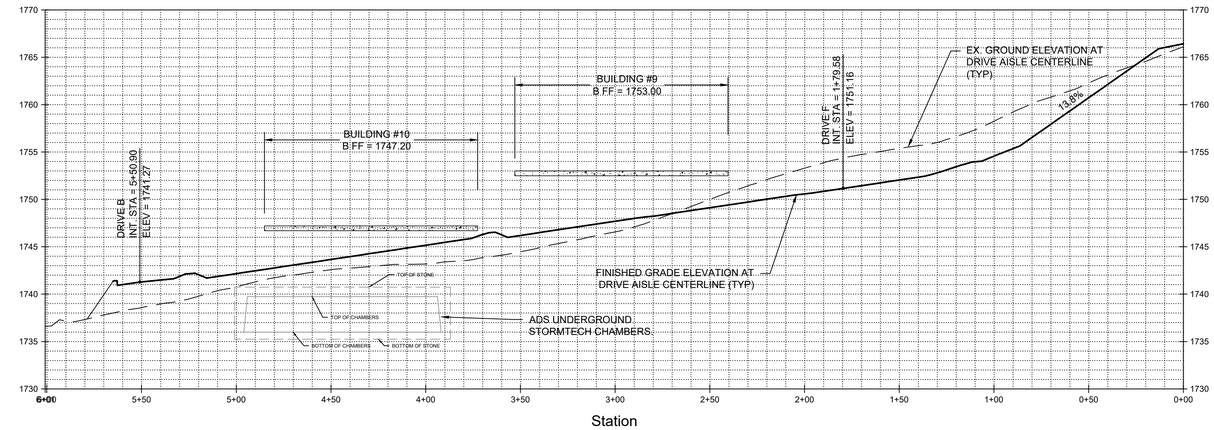
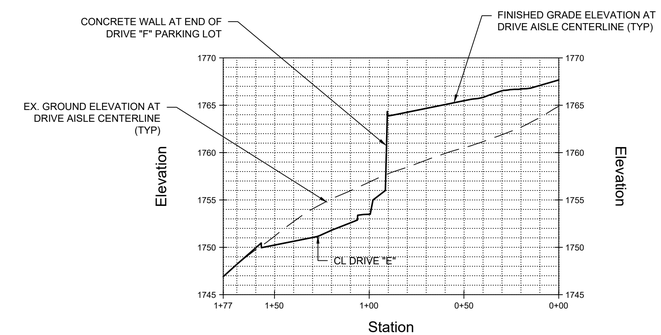


PROFILE VIEW - DRIVE AISLE E

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)



PROFILE VIEW - DRIVE AISLE F

SCALE: 1" = 40' - 0" (HORIZ)
1" = 8' - 0" (VERT)

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GRAND TERRACE
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LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

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JOB NO.	DRIVEWAY PROFILES
22-002	C4.41

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UTILITY STATEMENT:

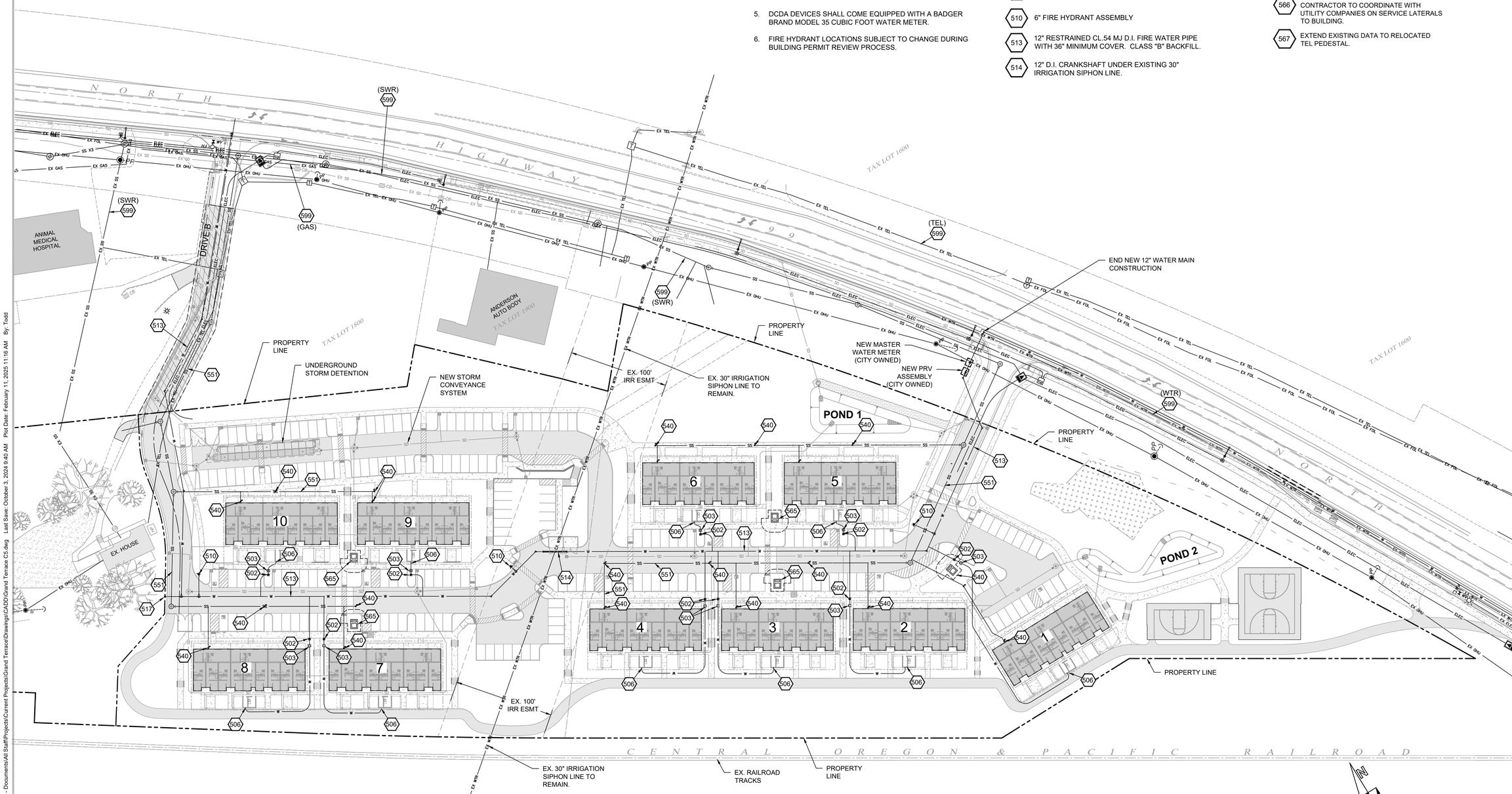
EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM CITY OF ASHLAND GIS OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.

GENERAL NOTES

1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
3. ASHLAND WATER DEPT. WILL EXCAVATE THE ROAD AND SUPPLY ALL MATERIALS AND LABOR TO TAP WATER MAIN FOR THE NEW MASTER METER AND PRV DEVICE IN THE RIGHT OF WAY. THE COST OF THIS WORK WILL BE CHARGED TO THE DEVELOPER OR CONTRACTOR.
4. ALL WATER FACILITIES BEYOND THE PRV DEVICE IN THE RIGHT OF WAY WILL BE PRIVATELY OWNED AND OPERATED.
5. DCDA DEVICES SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
6. FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

KEY NOTES

- 502 — INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER. DEMAND LOAD AT BUILDING IS 65 GPM. CONTRACTOR TO PROVIDE EXCAVATION, BACKFILL, SHORING, DEWATERING, AND SETTING METER TO GRADE.
- 503 — STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.
- 506 — 2.0" DOMESTIC WATER MAIN CONNECTION AT BUILDING WITH SHUT OFF VALVE. SEE PLUMBING.
- 510 — 6" FIRE HYDRANT ASSEMBLY
- 513 — 12" RESTRAINED CL.54 MJ D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.
- 514 — 12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.
- 517 — 12" END OF LINE CAP WITH THRUST BLOCK.
- 540 — SANITARY SEWER CLEANOUT.
- 551 — 6" PVC SEWER LATERAL AT 1% MIN. SLOPE.
- 560 — PRIMARY POWER FEED TO BUILDING (SEE ELEC). CONTRACTOR TO COORDINATE WITH PPL ON SERVICE FEEDS TO BUILDING.
- 566 — PRIMARY DATA FEED TO BUILDING. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES ON SERVICE LATERALS TO BUILDING.
- 567 — EXTEND EXISTING DATA TO RELOCATED TEL PEDESTAL.



PLAN VIEW - OVERALL SITE UTILITY PLAN

SCALE: 1" = 50' - 0" (24x36)

0 50 100
1" = 50'

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LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

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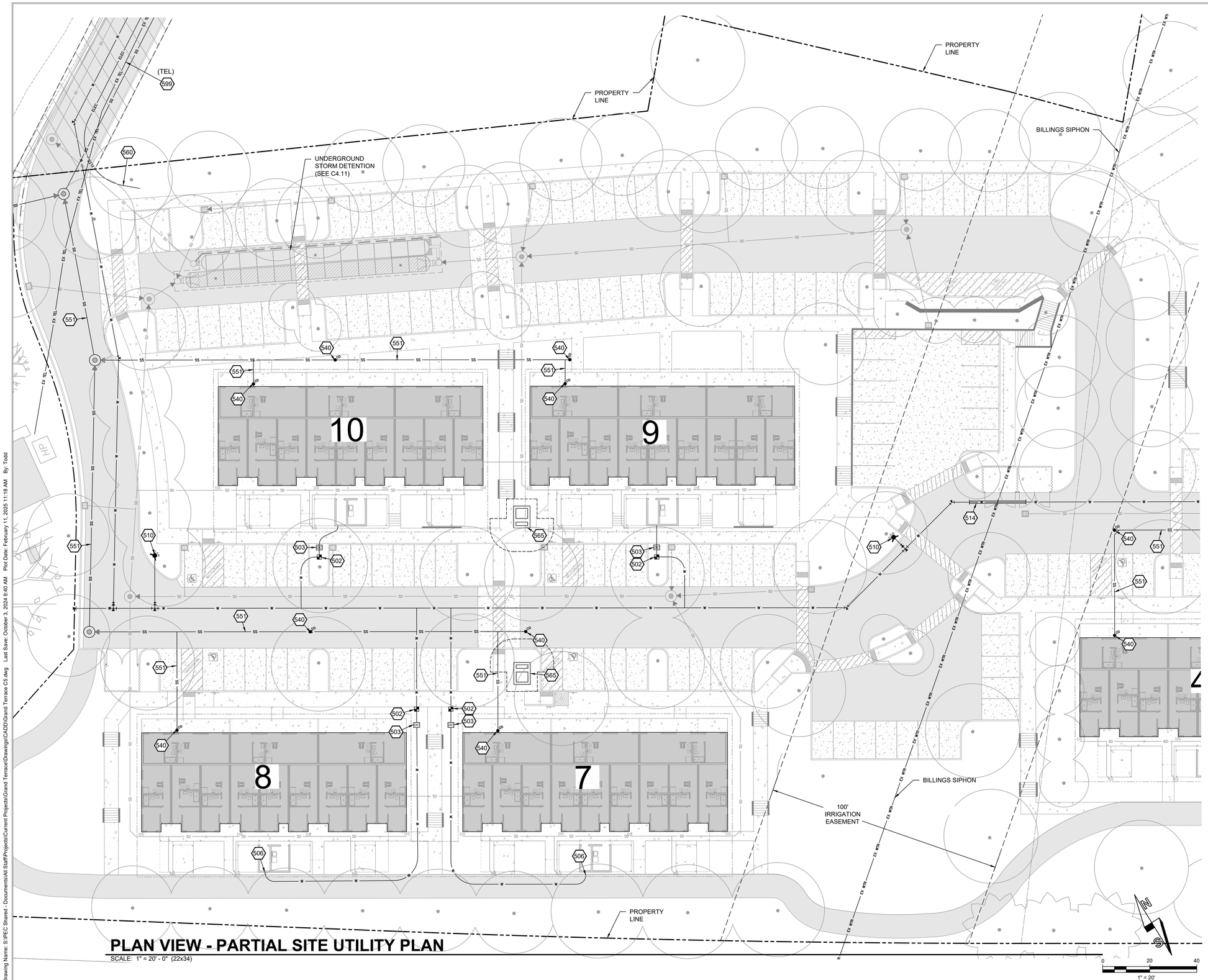

PLAN VIEW - PARTIAL SITE UTILITY PLAN

SCALE: 1" = 20' - 0" (22x34)

GENERAL NOTES

1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
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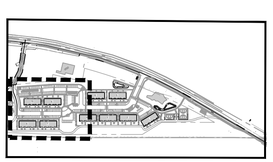
4. DCDA DEVICE SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
5. FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

KEYNOTES

- 502 — INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER. DEMAND LOAD AT BUILDING IS 65 GPM. CONTRACTOR TO PROVIDE EXCAVATION, BACKFILL, SHORING, DEWATERING, AND SETTING METER TO GRADE. (d274 / C6.3)
- 503 — STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.
- 506 — 2.0" DOMESTIC WATER MAIN CONNECTION AT BUILDING WITH SHUT OFF VALVE. SEE PLUMBING.
- 510 — 6" FIRE HYDRANT ASSEMBLY (d254 / C6.3)
- 513 — 12" RESTRAINED CL.54 MJ D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.
- 514 — 12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.
- 517 — 12" END OF LINE CAP WITH THRUST BLOCK. (d250 / C6.3)
- 540 — SANITARY SEWER CLEANOUT. (d362 / C6.3)
- 549 — 4" PVC SEWER SERVICE CONNECTION TO EXISTING MAIN. (FIELD VERIFY EX. LOCATION AND DEPTH PRIOR TO CONSTRUCTION)
- 551 — 6" PVC SEWER LATERAL AT 1% MIN. SLOPE (d300 / C6.3) (d310 / C6.3)
- 560 — PRIMARY POWER FEED TO BUILDINGS (SEE ELEC). CONTRACTOR TO COORDINATE WITH CITY OF ASHLAND ON SERVICE FEEDS TO BUILDINGS.
- 565 — ELECTRIC TRANSFORMER
- 566 — PRIMARY DATA FEED TO BUILDING. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES ON SERVICE LATERALS TO BUILDING.
- 567 — EXTEND EXISTING DATA TO RELOCATED TEL PEDESTAL.
- 598 — SAWCUT AND REPLACE IN KIND EXISTING ASPHALT PER OREGON STND DWG RD-302. CLASS B BACKFILL PER RD-300.
- 599 — EXISTING UNDERGROUND UTILITY. CONTRACTOR TO COORDINATE WITH APPROPRIATE UTILITY PRIOR TO CONSTRUCTION. REPLACE OR PROTECT DURING CONSTRUCTION AS DIRECTED BY FRANCHISE UTILITY.

UTILITY STATEMENT:

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM CITY OF ASHLAND GIS OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.



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REGISTERED PROFESSIONAL ENGINEER 56425PE OREGON JAN. 13, 2004 TODD D. POWELL
NOT FOR CONSTRUCTION
EXPIRES: 12/31/2626

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GRAND TERRACE AN APARTMENT DEVELOPMENT

LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	12/11/24
LAND USE SET	
JOB NO. 22-002	PARTIAL SITE UTILITY PLAN C5.11

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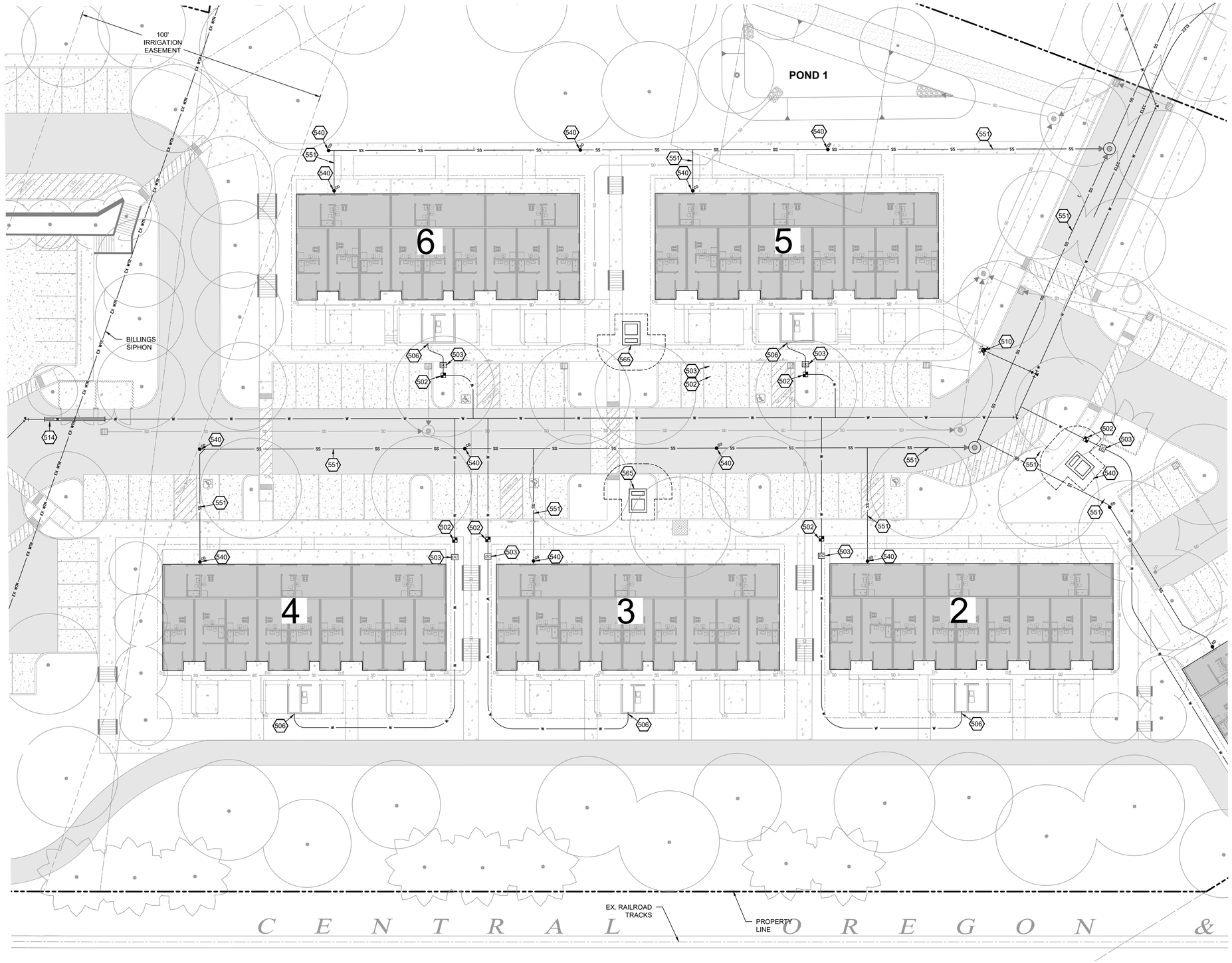

PLAN VIEW - PARTIAL SITE UTILITY PLAN

SCALE: 1" = 20' - 0" (22x34)

GENERAL NOTES

1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
3. ASHLAND WATER DEPT. WILL EXCAVATE THE ROAD AND SUPPLY ALL MATERIALS AND LABOR TO TAP WATER MAIN AND RUN DUCTILE IRON TO THE DCDA VAULT. THE COST OF THIS WORK WILL BE CHARGED TO THE DEVELOPER OR CONTRACTOR.
4. DCDA DEVICE SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
5. FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

KEYNOTES

- 502 — INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER. DEMAND LOAD AT BUILDING IS 65 GPM. CONTRACTOR TO PROVIDE EXCAVATION, BACKFILL, SHORING, DEWATERING, AND SETTING METER TO GRADE. (d274 / C6.3)
- 503 — STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.
- 506 — 2.0" DOMESTIC WATER MAIN CONNECTION AT BUILDING WITH SHUT OFF VALVE. SEE PLUMBING.
- 513 — 12" RESTRAINED CL.54 MJ D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.
- 514 — 12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.
- 540 — SANITARY SEWER CLEANOUT. (d362 / C6.3)
- 551 — 6" PVC SEWER LATERAL AT 1% MIN. SLOPE. (d300 / C6.3) (d310 / C6.3)
- 560 — PRIMARY POWER FEED TO BUILDINGS (SEE ELEC). CONTRACTOR TO COORDINATE WITH CITY OF ASHLAND ON SERVICE FEEDS TO BUILDINGS.
- 565 — ELECTRIC TRANSFORMER
- 566 — PRIMARY DATA FEED TO BUILDING. CONTRACTOR TO COORDINATE WITH UTILITY COMPANIES ON SERVICE LATERALS TO BUILDING.
- 599 — EXISTING UNDERGROUND UTILITY. CONTRACTOR TO COORDINATE WITH APPROPRIATE UTILITY PRIOR TO CONSTRUCTION. REPLACE OR PROTECT DURING CONSTRUCTION AS DIRECTED BY FRANCHISE UTILITY.

UTILITY STATEMENT:

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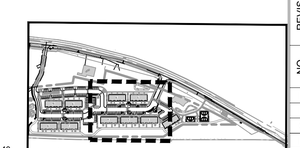

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LAND USE APPLICATION PLANS
MAP 38-1E-32, TAX LOT 1702
HIGHWAY 99, ASHLAND, OR 97520

NO.	REVISION DESCRIPTION	DATE

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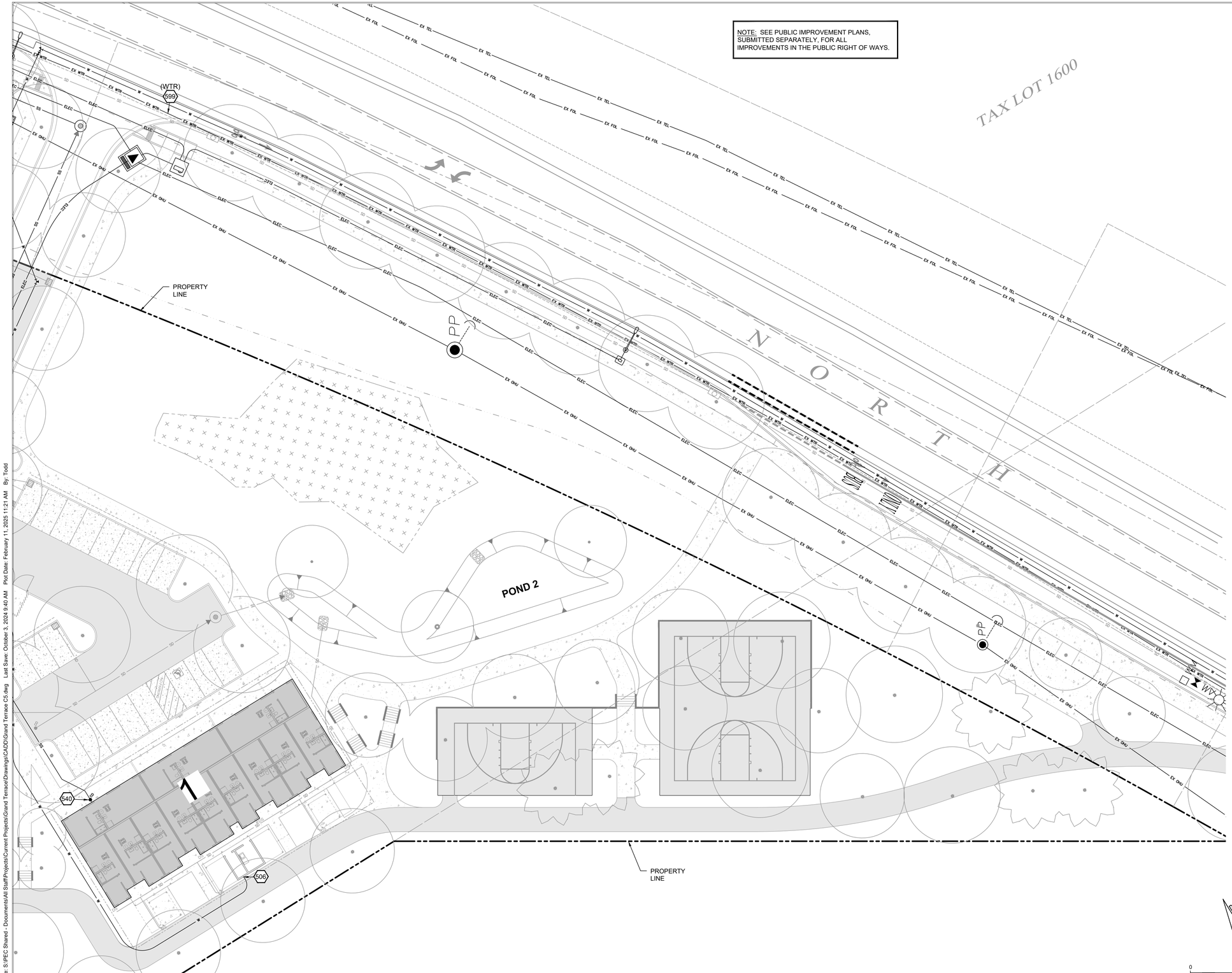

PLAN VIEW - PARTIAL SITE UTILITY PLAN - SOUTH

SCALE: 1" = 20' - 0" (22x34)

GENERAL NOTES

1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION DETAILS AND SPECIFICATIONS.
2. CONTRACTOR TO COORDINATE WATER DISINFECTION TESTING AND WATER TIE-IN WITH CITY SITE INSPECTOR.
3. ASHLAND WATER DEPT. WILL EXCAVATE THE ROAD AND SUPPLY ALL MATERIALS AND LABOR TO TAP WATER MAIN AND RUN DUCTILE IRON TO THE DCDA VAULT. THE COST OF THIS WORK WILL BE CHARGED TO THE DEVELOPER OR CONTRACTOR.
4. DCDA DEVICE SHALL COME EQUIPPED WITH A BADGER BRAND MODEL 35 CUBIC FOOT WATER METER.
5. FIRE HYDRANT LOCATIONS SUBJECT TO CHANGE DURING BUILDING PERMIT REVIEW PROCESS.

KEYNOTES

- 502 — INSTALL 2" WATER SERVICE CONNECTION WITH 1.5" WATER METER.
- 503 — STATE OF OREGON APPROVED BACKFLOW DEVICE. TESTING SHALL BE COMPLETED BY AN OREGON CERTIFIED BACKFLOW ASSEMBLY TESTER.
- 510 — 6" FIRE HYDRANT ASSEMBLY
- 513 — 12" RESTRAINED CL.54 MJ D.I. FIRE WATER PIPE WITH 36" MINIMUM COVER. CLASS "B" BACKFILL.
- 514 — 12" D.I. CRANKSHAFT UNDER EXISTING 30" IRRIGATION SIPHON LINE.
- 517 — 12" END OF LINE CAP WITH THRUST BLOCK.

UTILITY STATEMENT:

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM CITY OF ASHLAND GIS OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.

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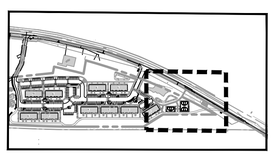

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GENERAL NOTES

1. PROVIDE ALL MATERIALS AND PERFORM ALL WORK ACCORDING TO THE "OREGON STANDARD SPECIFICATIONS FOR CONSTRUCTION 2024" UNLESS OTHERWISE COVERED BY THE SPECIFICATIONS WRITTEN FOR THIS PROJECT OR THE CITY SPECIFICATIONS.
2. ALL WORK PERTAINING TO THIS PROJECT SHALL BE SUBJECT TO INSPECTION BY THE PROJECT ENGINEER, CITY ENGINEER, AND/OR THE OREGON DEPARTMENT OF TRANSPORTATION (ODOT). PRIOR TO ANY SITE WORK, THE CONTRACTOR SHALL CONTACT ODOT, THE CITY OF ASHLAND, AND THE PROJECT ENGINEER TO SCHEDULE A PRE-CONSTRUCTION CONFERENCE.
3. PRIOR TO ANY SITE DISTURBING ACTIVITY INCLUDING CLEARING, LOGGING OR GRADING, THE SITE BOUNDARIES & CLEARING LIMITS AS SHOWN ON THESE PLANS SHALL BE LOCATED AND FIELD IDENTIFIED BY THE PROJECT SURVEYOR AND ALL ESC MEASURES SHALL BE INSTALLED AS IDENTIFIED ON THE EROSION & SEDIMENT CONTROL PLAN.
4. A COPY OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
5. ALL SITE WORK IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THESE APPROVED PLANS. ANY DEVIATION FROM THESE PLANS WILL REQUIRE PRIOR APPROVAL FROM THE OWNER, ENGINEER AND APPROPRIATE PUBLIC AGENCIES PRIOR TO PERFORMING THE CHANGES IN THE FIELD.
6. ALL LOCATIONS OF EXISTING UTILITIES SHOWN HEREON HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD THEREFORE BE CONSIDERED APPROXIMATE ONLY AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS SHOWN AND TO FURTHER DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN HEREON WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN. THE CONTRACTOR SHALL CONTACT THE UNDERGROUND UTILITIES LOCATION SERVICE (DIAL 811) AT LEAST TWO BUSINESS DAYS PRIOR TO CONSTRUCTION. THE APPLICANT OR HIS REPRESENTATIVE AND THE ENGINEER SHALL BE CONTACTED IMMEDIATELY IF CONFLICTS EXIST.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT.
8. THE CONTRACTOR SHALL KEEP OFF-SITE STREETS CLEAN AT ALL TIMES BY SWEEPING. STREET WASHING WILL NOT BE ALLOWED WITHOUT PRIOR APPROVAL FROM THE CITY OF ASHLAND AND ODOT.
9. THE CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS PRIOR TO INITIATING WORK. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER WHEN CONFLICTS OCCUR BETWEEN THE PLANS AND FIELD CONDITIONS. CONFLICTS SHALL BE RESOLVED PRIOR TO PROCEEDING WITH CONSTRUCTION. REVISIONS SHALL BE FORMALLY APPROVED BY THE APPLICANT AND PROJECT ENGINEER PRIOR TO MAKING CHANGES IN THE FIELD.
10. UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ANY UTILITY RELOCATIONS WITH UTILITY COMPANIES.
11. ALL NEW UTILITIES SHALL BE INSTALLED UNDERGROUND.
12. CONTRACTOR SHALL DOCUMENT AND RECORD FIELD CHANGES, PIPE INVERT, PIPE SLOPE, AND ANY OTHER CRITICAL AS-CONSTRUCT DATA. AS-BUILT DRAWINGS AND FINAL REPORTS WILL BE REQUIRED BEFORE FINAL APPROVAL.
13. WORK IN CITY RIGHT-OF-WAY REQUIRES PERMITS FROM THE CITY OF ASHLAND.
14. WORK IN ANY STATE RIGHT-OF-WAY REQUIRES A MISCELLANEOUS PERMIT FROM ODOT.
15. APPROVED PERMANENT TRAFFIC CONTROL SIGNS AND MARKINGS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE INSTALLED PRIOR TO FINAL APPROVAL.
16. DURING PROJECT CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL TEMPORARY CONSTRUCTION SIGNS, TRAFFIC CONTROL SIGNS, DELINEATORS AND TEMPORARY MARKINGS AS REQUIRED.
17. ACCESS BY EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
18. ALL CLEARED AND GRUBBED MATERIAL SHALL BE REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED AT AN APPROVED LOCATION.
19. ALL AREAS WITH ABANDONED UTILITY LINES, STORM DRAINS, UNDERGROUND TANKS, ETC. WHICH MAY PROVIDE VOID SPACE BENEATH THE SURFACE SHALL BE REMOVED. WHEN APPROVED BY THE ENGINEER THE VOID SPACE MAY BE FILED WITH APPROVED MATERIAL. ALL TANKS OR HAZARDOUS MATERIALS SHALL BE DEALT WITH IN ACCORDANCE TO ALL LOCAL, STATE AND FEDERAL LAWS.
20. PRIOR TO START OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY GRADES AT SAWCUT LOCATIONS AND MATCHING OF EXISTING GRADE LOCATIONS.
21. CONTRACTOR IS RESPONSIBLE FOR ANY ASPHALT GRINDING, OVERLAY AND SLURRY SEAL. ALL SPECIFICATIONS SHALL COMPLY WITH ALL LOCAL AUTHORITY REQUIREMENTS.
22. CONSTRUCTION SHALL CONFORM TO THE 2021 STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION PUBLISHED BY THE OREGON CHAPTER OF APWA, AND THE CURRENT AMENDMENTS OF THE APPROVING AGENCY.
23. ALL CONCRETE SHALL BE 3300 PSI AT 28 DAYS UNLESS OTHERWISE SPECIFIED.
24. CONTRACTOR SHALL BE RESPONSIBLE TO CLEAN AND/OR MAINTAIN EXISTING PUBLIC STREETS OF SOIL OR OTHER DEBRIS DEPOSITED BY CONSTRUCTION OPERATIONS AND REPAIR ALL STREETS DAMAGED BY CONSTRUCTION OPERATIONS IN A TIMELY MANNER TO AVOID INCONVENIENCES OR HAZARDS TO THE PUBLIC.
25. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER AT 1-800-332-2344, THE CITY OF ASHLAND ENGINEERING DEPARTMENT, AND ODOT 48 HOURS PRIOR TO BEGINNING WORK.
26. ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE PRE-QUALIFIED WITH THE CITY OF ASHLAND AND ODOT PRIOR TO ANY CONSTRUCTION OF THIS PROJECT.
27. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN AND SECURE APPROVAL OF THE PLAN FROM THE AGENCY AT LEAST FIVE (5) WORKING DAYS PRIOR TO STARTING WORK.
28. THE CONTRACTOR SHALL NOT PERFORM WORK WITHOUT AGENCY INSPECTIONS WHERE INSPECTIONS ARE REQUIRED BY THE SPECIFICATIONS.
29. WHERE CONNECTING TO AN EXISTING PIPE, THE CONTRACTOR SHALL EXPOSE THE END OF THE EXISTING PIPE AND ALLOW THE ENGINEER TO VERIFY EXACT LOCATION AND ELEVATION BEFORE LAYING ANY NEW PIPE ON THAT SYSTEM.
30. REQUESTS BY THE CONTRACTOR FOR CHANGES TO THE PLANS MUST BE APPROVED BY THE CONSULTING ENGINEER AND THE AGENCY'S ENGINEER BEFORE CHANGES ARE IMPLEMENTED.
31. WHEN PERFORMING EXCAVATIONS, THE CONTRACTOR SHALL COMPLY WITH THE PROVISIONS OF ORS 757.541 TO 757.571, WHICH INCLUDE REQUIREMENTS THAT THE CONTRACTOR HAND-EXPOSE (POTHOLE) UNDERGROUND FACILITIES AND USE REASONABLE CARE TO AVOID DAMAGING THEM.
32. PLACEMENT OR STORAGE OF SPOILS FROM THE SEWER LINE TRENCHES IS NOT PERMITTED ON HARD SURFACE STREETS WITHIN PUBLIC RIGHT-OF-WAY. SPOILS STORED IN OTHER RIGHT-OF-WAY AREAS SHALL BE COVERED TO PREVENT EROSION.
33. FORMS OF ADEQUATE SIZE AND CONFIGURATION TO MEET CONCRETE THICKNESS REQUIREMENTS SHALL BE USED AROUND OUTSIDES OF OUTSIDE-DROP MANHOLES.
34. GRANULAR MATERIALS SHALL BE OBTAINED FROM A SOURCE APPROVED BY THE CITY OF ASHLAND AND ODOT. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND ODOT OF THE MATERIAL.

STRIPING NOTES

1. ALL STRIPING AND SIGNAGE SHALL BE PER MUTCD STANDARDS OR AS DIRECTED BY THE LOCAL AUTHORITY.
2. ALL STRIPING AND MARKINS INSIDE PUBLIC RIGHT OF WAY SHALL BE PER LOCAL AUTHORITY STANDARDS.
3. ALL STRIPING SHALL MEET ADA REQUIREMENTS.

GRADING NOTES

1. DEQ 1200-C PERMIT IS REQUIRED.
2. UNLESS DIRECTED OTHERWISE, REMOVE CLEARED AND GRUBBED MATERIAL FROM THE SITE AND DISPOSE AT AN APPROVED LOCATION.
3. PRIOR TO THE START OF CONSTRUCTION, VERIFY GRADES AT SAWCUT LOCATIONS AND MATCHING OF EXISTING GRADE LOCATIONS.
4. MINIMIZE TRAFFIC ON SOIL AREAS DURING WET WEATHER. IF THE SITE SOILS ARE EXPOSED DURING WET WEATHER, THE USE OF CRUSHED ROCK PLACED AS ENGINEERED FILL IN THE BOTTOM OF THE EXCAVATIONS MAY BE NECESSARY TO PROTECT THE SUBGRADE. TAKE ALL PRECAUTIONS TO LIMIT SURFACE DISTURBANCE AND PROTECT THE SITE GRADING AREA FROM EROSION AND RUNOFF.
5. UNLESS OTHERWISE NOTED, THE SAMPLING AND TESTING OF MATERIALS FOR USE ON THE JOBSITE SHALL BE AT THE EXPENSE OF THE CONTRACTOR. ALL TESTING OF MATERIALS AND WORKMANSHIP SHALL BE PERFORMED BY A CERTIFIED TESTER. RESULTS OF THE TESTS SHALL BE SENT DIRECTLY TO THE PROJECT ENGINEER AS WELL AS THE CONTRACTOR, BY THE LABORATORY. LOCATION AND FREQUENCY OF TESTS SHALL BE DESIGNATED BY THE GENERAL CONTRACTOR.
6. ALL CUT AND FILL SLOPES SHALL BE MAXIMUM OF 2:1.

STORM DRAIN NOTES

1. ALL STORM SEWER PIPE SHALL MEET THE OREGON STATE PLUMBING SPECIALTY CODE.
2. ALL PIPE SHALL BE PLACED ON STABLE EARTH, OR IF IN THE OPINION OF THE PROJECT ENGINEER THE EXISTING FOUNDATION IS UNSATISFACTORY, THEN IT SHALL BE EXCAVATED BELOW GRADE AND BACKFILLED WITH A GRAVEL MATERIAL TO SUPPORT THE PIPE.
3. THE BACKFILL SHALL BE PLACED EQUALLY ON BOTH SIDES OF THE PIPE IN LAYERS WITH A LOOSE AVERAGE DEPTH OF 6", MAXIMUM DEPTH 8"-9", THOROUGHLY TAMPING EACH LAYER. THESE COMPACTED LAYERS MUST EXTEND FOR ONE DIAMETER ON EACH SIDE OF THE PIPE OR TO THE SIDE OF THE TRENCH. MATERIALS TO COMPLETE THIS FILL OVER PIPE SHALL BE THE SAME AS DESCRIBED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL MANHOLE, INLET, AND CATCH BASIN FRAMES AND GRATES TO GRADE JUST PRIOR TO PAVING. MANHOLE GRATE SLOPES SHALL MATCH SLOPE OF FINISHED GRADE ASPHALT.
5. CULVERT ENDS AT OUTFALLS SHALL BE BEVELED TO MATCH SIDE SLOPES. FIELD CUT OF CULVERT ENDS IS PERMITTED WHEN APPROVED BY THE CITY ENGINEER OR HIS DESIGNATED REPRESENTATIVE. CULVERT OUTFALLS SHALL BE RIP RAPPED WITH A PAD MINIMUM OF 12" THICK, EXTENDING MINIMUM OF 6" FROM DISCHARGE POINT.
6. ALL STEEL PIPES, CULVERTS, TANKS AND OTHER STEEL PARTS OF ANY STORM DRAINAGE SYSTEM SHALL BE GALVANIZED OR HAVE A TREATMENT 1 ASPHALT COATING OR BETTER AS SPECIFIED IN THE ODOT STANDARD SPECIFICATIONS. ALUMINUM AND CONCRETE PIPES AND STRUCTURES DO NOT REQUIRE A TREATMENT 1 COATING.
7. STORM WATER RETENTION/DETENTION FACILITIES, STORM DRAINAGE PIPE AND CATCH BASINS SHALL BE FLUSHED AND CLEANED PRIOR TO CITY ACCEPTANCE.
8. ALL PIPES SHALL HAVE A MINIMUM OF 18" COVER AT THE TOP OF THE BELL, OR SHALL HAVE MINIMUM COVER PER THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS GREATER.
9. CATCH BASIN STATIONS AND OFFSETS ARE MEASURED TO CENTER OF GRATE.
10. 100-FT MAX LINEAR RUN BETWEEN CLEANOUTS. 135° MAX AGGREGATE HORIZONTAL CHANGE IN DIRECTION WITHOUT CLEANOUT.

SANITARY SEWER NOTES

1. ALL PRIVATE SANITARY SEWER PIPE SHALL MEET THE OREGON STATE PLUMBING SPECIALTY CODE.
2. ALL PIPE SHALL BE PLACED ON STABLE EARTH, OR IF IN THE OPINION OF THE PROJECT ENGINEER THE EXISTING FOUNDATION IS UNSATISFACTORY, THEN IT SHALL BE EXCAVATED BELOW GRADE AND BACKFILLED WITH A GRAVEL MATERIAL TO SUPPORT THE PIPE.
3. THE BACKFILL SHALL BE PLACED EQUALLY ON BOTH SIDES OF THE PIPE IN LAYERS WITH A LOOSE AVERAGE DEPTH OF 6", MAXIMUM DEPTH 8"-9", THOROUGHLY TAMPING EACH LAYER. THESE COMPACTED LAYERS MUST EXTEND FOR ONE DIAMETER ON EACH SIDE OF THE PIPE OR TO THE SIDE OF THE TRENCH. MATERIALS TO COMPLETE THIS FILL OVER PIPE SHALL BE THE SAME AS DESCRIBED.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING ALL MANHOLE GRATES TO GRADE JUST PRIOR TO PAVING. MANHOLE GRATE SLOPES SHALL MATCH SLOPE OF FINISHED GRADE ASPHALT.
5. ALL PRIVATE SEWER PIPES SHALL HAVE A MINIMUM OF 36" COVER AT THE TOP OF THE BELL, OR SHALL HAVE MINIMUM COVER PER THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS GREATER.
6. MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE.
7. 100-FT MAX LINEAR RUN BETWEEN CLEANOUTS. 135° MAX AGGREGATE HORIZONTAL CHANGE IN DIRECTION WITHOUT CLEANOUT.
8. MINIMUM SLOPE ON 4" SEWER LATERALS IS 2%. MINIMUM SLOPE ON 6" SEWER LATERALS IS 1%. MINIMUM SLOPE ON 8" SEWER LATERALS IS 0.50%.

ASPHALT NOTES

1. NOTES APPLY TO ALL TYPICAL SECTIONS SHOWN ON THIS SHEET.
2. CONTRACTOR TO SUBMIT ASPHALT MIX TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PAVING. MIX SHALL CONSIST OF AN ODOT LEVEL 2, 1/2" DENSE GRADED MIX WITH A BINDER GRADE OF PG 70-22.
3. ASPHALT SUBMITTAL SHALL ENSURE MAXIMUM RECLAIMED ASPHALT PAVEMENT (RAP) OF 20%.
4. CONSTRUCTION OF ASPHALT SHALL BE COMPLETED IN CONFORMANCE WITH THE CURRENT OREGON DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, INCLUDING SECTION 00745.
5. AGGREGATE BASE AND SUBBASE SHALL BE INSTALLED IN MAXIMUM 6" LIFTS AND MECHANICALLY COMPACTED TO MINIMUM 95% OF THE MAXIMUM DENSITY IN ACCORDANCE WITH THE AASHTO T-99 METHOD.
6. AGGREGATE BASE SHALL MEET ODOT SPECIFICATIONS FOR DENSE-GRADED AGGREGATE BASE ROCK.
7. JUST PRIOR TO INSTALLING AGGREGATE BASE ROCK, CONTRACTOR SHALL COMPACT THE EXISTING SUBGRADE TO 90% OF THE MAXIMUM DENSITY. PROOF ROLL TEST IF ADEQUATE SPACE IS AVAILABLE.

ADA NOTES

1. ALL ADA ACCESSIBLE FACILITIES SHALL BE INSTALLED PER THE CURRENT ADA REQUIREMENTS AND SHALL COMPLY WITH 405 ANSI ICC A117.1.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT THE ACCESSIBLE PATH OF TRAVEL AND ACCESSIBLE PARKING STALLS AND ACCESS AISLES COMPLIES WITH AMERICAN DISABILITIES ACT AND ALL LOCAL CODES.
3. THE ACCESSIBLE PATH OF TRAVEL AS INDICATED ON PLANS IS A BARRIER FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING ½" BEVELED AT 1:2 MAX SLOPE, OR VERTICAL CHANGES NOT EXCEEDING ¼" MAX AND AT LEAST 48" WIDE. SURFACE IS SLIP RESISTANT, STABLE, FIRM, AND SMOOTH. CROSS SLOPE DOES NOT EXCEED 2% AND SLOPE IN THE DIRECTION OF TRAVEL IS LESS THAN 5% UNLESS OTHERWISE NOTED.
4. ALL ADA PARKING STALLS AND ACCESS AISLES SHALL BE CONSTRUCTED WITH A SLOPE NOT TO EXCEED 1.5% IN ANY DIRECTION. PARKING STALLS AND ACCESS AISLES WITH AS-BUILT SLOPES EXCEEDING 2.0% IN ANY DIRECTION WILL NOT PASS FINAL INSPECTION.
5. IF SPOT ELEVATIONS ON PLANS ARE NOT CONSISTENT WITH THESE ADA REQUIREMENTS, NOTIFY ENGINEER OF RECORD PRIOR TO PLACEMENT OF ACCESSIBLE ROUTE.

LEGEND:

	EXIST. FIRE HYDRANT		FIRE HYDRANT
	EXIST. WATER VALVE		WATER VALVE
BV	EXIST. BLOW OFF		WATER METER
WM	EXIST. WATER METER		BACKFLOW DEVICE
HB	EXIST. HOSE BIB		IRRIGATION WATER METER
	EXIST. IRRIGATION VALVE		AIR RELEASE VALVE
AV	EXIST. AIR RELEASE VALVE		BLOWOFF DEVICE ASSEMBLY
D	EXIST. STORM DRAIN MANHOLE		FIRE DEPARTMENT CONNECTION
CO	EXIST. CLEANOUT		END PLUG
S	EXIST. SANITARY SEWER MANHOLE		TEE
MB	EXIST. MAILBOX	SSCO	SANITARY SEWER CLEANOUT
	HANDICAP PARKING SYMBOL		CONCENTRIC MANHOLE
	PARALLEL PARKING STRIPING	SDCO	STORM DRAIN CLEANOUT
	BICYCLE LANE SYMBOL		CONTROL STRUCTURE MANHOLE
EX SS	EXIST. SANITARY SEWER		ATRIUM DRAIN / BUBBLER
EX SD	EXIST. STORM DRAIN		AREA DRAIN
EX WTR	EXIST. WATER		CATCH BASIN INLET
EX GAS	EXIST. GAS		CURB INLET
EX ELEC	EXIST. ELECTRIC		LIGHTS
EX OHU	EXIST. OVERHEAD POWER		SIGN (TRAFFIC, INFORMATION)
EX TEL	EXIST. TELEPHONE		BOLLARD
EX FOL	EXIST. FIBER OPTIC		CONCRETE
	EXIST. CURB AND GUTTER		HMAC PAVING
	EXIST. CENTERLINE		NEW RIP RAP
	EXIST. RIGHT OF WAY		CURB AND GUTTER
1398	EXIST. CONTOUR		PROPOSED RIGHT OF WAY
1398	PROPOSED CONTOUR		FLOW LINE
SS	SANITARY SEWER		PROPERTY LINE
SD	STORM DRAIN		
W	WATER		
GAS	GAS		
ELEC	ELECTRIC		

CONCRETE NOTES

1. PROVIDE A MINIMUM 8' TRANSITION SECTION WHEN JOINING CURBS OF DIFFERENT CROSS SECTIONS.
2. CONCRETE SHALL NOT BE PLACED UNTIL FORMS HAVE BEEN INSPECTED AND APPROVED.
3. CONCRETE SHALL BE COMMERCIAL GRADE RETAINING THE FOLLOWING CHARACTERISTICS: ENTRAINED AIR – 4.0% TO 7.0%; SLUMP – 5 INCHES OR LESS; COMPRESSIVE STRENGTH – MINIMUM 3,300 PSI AT 28 DAYS; TEMPERATURE – MINIMUM 50°F TO MAXIMUM 90°F.
4. ALL CONCRETE STRUCTURES REINFORCED WITH REBAR SHALL BE VIBRATED TO REMOVE VOIDS.
5. SURFACE SHALL HAVE A FINISHED TEXTURE THAT WILL NOT BE SLICK WHEN WET (MEDIUM BROOM FINISH). CURING COMPOUND MAY BE APPLIED IMMEDIATELY AFTER CONCRETE IS FINISHED. WHITE PIGMENT RECOMMENDED, CLEAR ACCEPTABLE.
6. AN EDGING TOOL SHALL BE USED ON ALL EDGES AND JOINTS.
7. PROVIDE CONTRACTION JOINTS AT 15' INTERVALS AND "DUMMY" TOOLED JOINTS AT 5' INTERVALS ON CURBS, SIDEWALKS AND APPROACHES. CONTRACTION JOINT GROOVES SHALL BE AT MINIMUM, 1 ½" DEEP OR ONE-THIRD THE THICKNESS OF THE CONCRETE.
8. PROVIDE EXPANSION JOINTS OPPOSITE ABUTTING EXPANSION JOINTS IN ABUTTING CONCRETE, AT EACH POINT OF TANGENCY IN THE STRUCTURE ALIGNMENT, BETWEEN DRIVEWAYS AND CONCRETE PAVEMENT, AROUND POLES, POSTS, BOXES AND OTHER FIXTURES WHICH PROTRUDE THROUGH OR AGAINST THE STRUCTURES, AT ALL BCR'S AND ECR'S, AT MAXIMUM OF 100' INTERVALS. EXPANSION JOINT MATERIAL SHALL BE OF THE BITUMINOUS, PREFORMED FILLER TYPE NOT LESS THAN ½" WIDE, PLACED FLUSH OR NO MORE THAN 1/8" BELOW THE CONCRETE SURFACE.
9. STRAIGHT LINE EDGES SHALL NOT VARY MORE THAN ¼" UNDER A TWELVE-FOOT STRAIGHT EDGE.
10. CURE AND PROTECT CONCRETE AFTER PLACING AND FINISHING. KEEP STRUCTURES FREE FROM CONTACT, STRAIN AND PUBLIC TRAFFIC FOR AT LEAST SEVEN DAYS OR LONGER AS DIRECTED. MIXES TO EXPEDITE CURING MAY BE USED WITH APPROVAL OF CITY ENGINEER.
11. CONCRETE SHALL BE REMOVED TO THE NEAREST CONTRACTION JOINT, COLD JOINT OR CRACK WITHIN 4' OF THE REPLACEMENT AREA. CONCRETE SHALL BE SAW CUT WITH A SMOOTH, UNIFORM JOINT PROVIDED.
12. EXISTING A/C SHALL BE REMOVED/REPLACED ALONG ENTIRE CURB SECTION TO A MINIMUM 18" WIDTH UNLESS APPROVED BY ENGINEER OF RECORD.

APPLICABLE CODES

ALL WORK SHALL BE IN CONFORMANCE WITH ALL FEDERAL, STATE, AND SOCIAL CODES. SPECIFICATIONS AND STANDARDS SHALL MEAN, AND ARE INTENDED TO BE, THE LATEST EDITION, AMENDMENT OR REVISION OF SUCH REFERENCE STANDARD IN EFFECT AS OF THE DATE OF THE CONTRACT DOCUMENTS, INCLUDING BUT NOT LIMITED TO TO FOLLOWING:

OREGON STANDARD DRAWINGS AND SPECIFICATONS (ODOT)

CITY OF ASHLAND ADOPTED STANDARD DETAILS AND SPECIFICATIONS

OPSC: OREGON PLUMBING SPECIALTY CODE, LATEST EDITION

ABBREVIATIONS:

AC	ASPHALT
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ASTM	AMERICAN STANDARD TEST METHOD
AWWA	AMERICAN WATER WORKS ASSOCIATION
BC	BACK OF CURB
BR	BOTTOM OF RAMP
BS	BOTTOM OF STAIRS
BW	BOTTOM OF WALL
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT RISER
C	CONCRETE
DEQ	DEPARTMENT OF ENVIRONMENTAL QUALITY
DIP	DUCTILE IRON PIPE
DWG	DRAWING
(E)	EXISTING
EG	EXISTING GRADE
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
G	GAS
GB	GRADE BREAK
GC	GENERAL CONTRACTOR
GRD	GROUND
GRVL	GRAVEL
HDPE	HIGH-DENSITY POLYETHYLENE
HP	HIGH POINT
IE	INVERT ELEVATION
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
(N)	NEW
NAVD	NORTH AMERICAN VERTICAL DATUM
ODOT	OREGON DEPARTMENT OF TRANSPORTATION
P	PROPOSED
PERF	PERFORATED PIPE
PLY	PLAYGROUND SURFACE
PVC	POLYVINYL CHLORIDE
PVR	PAVER
RCP	REINFORCED CONCRETE PIPE
RE	RIM ELEVATION
REQ'D	REQUIRED
ROW	RIGHT-OF-WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
STD	STANDARD
SW	SIDEWALK
TBR	TO BE REMOVED
TC	TOP OF CURB
TR	TOP OF RAMP
TOW	TOP OF WALL
TYP	TYPICAL
UPC	UNIFORM PLUMBING CODE
W	WATER

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

OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES FROM THE CENTER BY CALLING 1-800-522-2404. IF YOU HAVE ANY QUESTIONS ABOUT THE RULES, YOU MAY CONTACT THE CENTER. YOU MUST NOTIFY THE CENTER AT LEAST TWO BUSINESS DAYS, BEFORE COMMENCING AN EXCAVATION.

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GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	GENERAL NOTES C7.0.1

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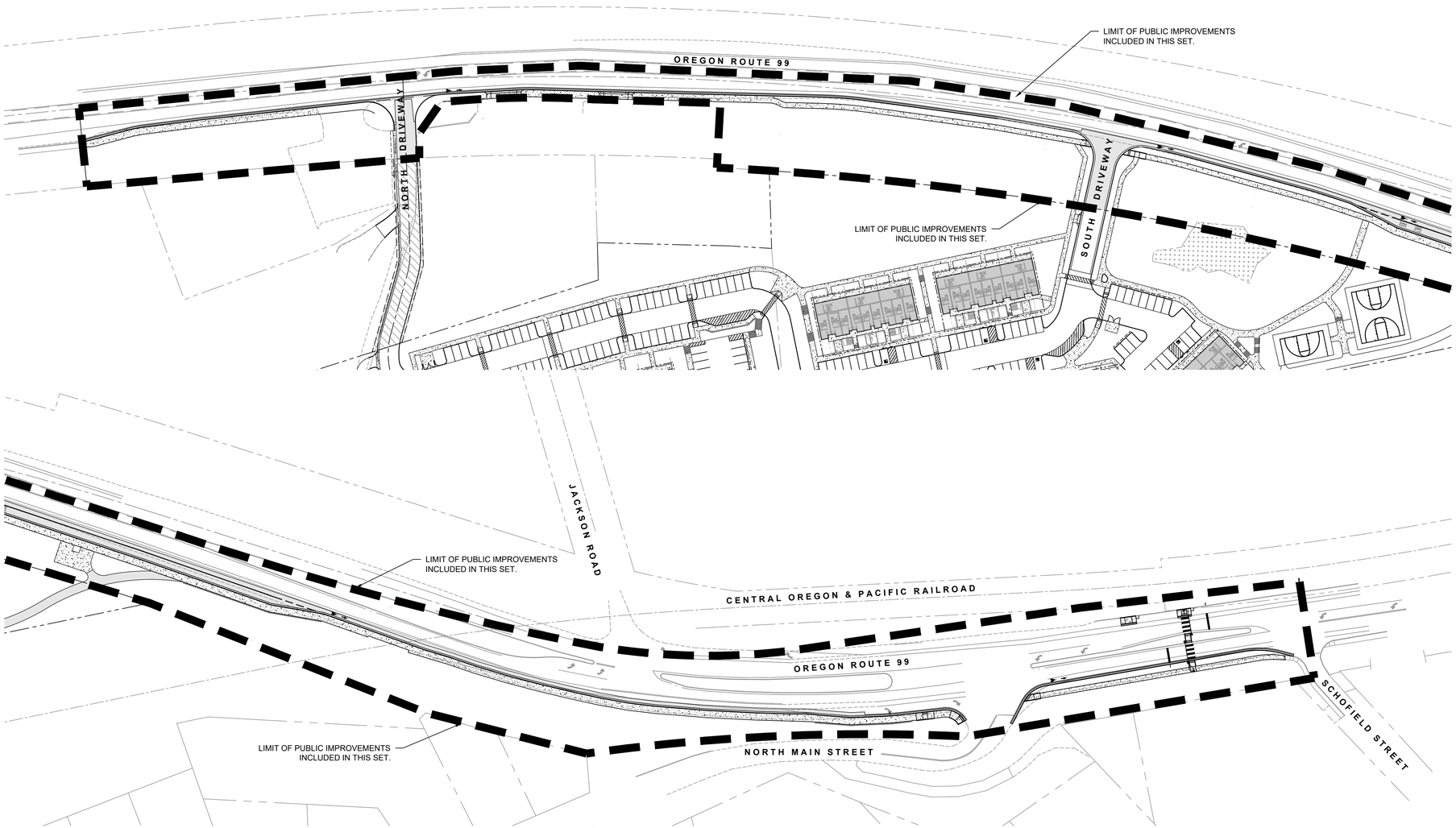
PUBLIC IMPROVEMENT PLANS FOR

GRAND TERRACE APARTMENTS

LOCATED IN:
SECTION 32, T.38S, R.1E, W.M.
MAP 38-1E-32, TAX LOT 1702

CITY OF ASHLAND
JACKSON COUNTY, OREGON

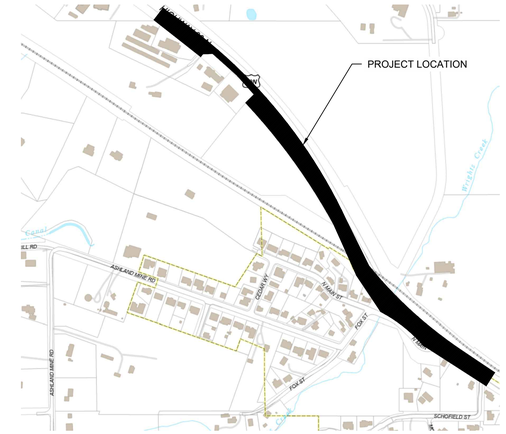


SITE MAP

SCALE: 1" = 70' - 0" (22x34)

NOTE: PRIVATE IMPROVEMENTS SHOWN AS A REFERENCE ONLY. SEE BUILDING PERMIT PLANS FOR ALL IMPROVEMENTS OUTSIDE OF THE PUBLIC RIGHT OF WAY.

CONTRACTOR SHALL OBTAIN A BUILDING PERMIT FOR PRIVATE UTILITY CONSTRUCTION.



VICINITY MAP

SCALE: NTS

CONTACT INFO:

OWNER
LINDA ZARE, MEMBER
CASITA DEVELOPMENTS LLC
2713 TAKELMA WAY
ASHLAND, OR 97520

DEVELOPER
KENDRICK ENTERPRISES LLC
ROBERT KENDRICK
716 N LAUREL ST.
ASHLAND OR 97520

GOVERNING AGENCY
CITY OF ASHLAND
51 WINBURN WAY
ASHLAND, OR 97520
(541) 488-5305
(ELECTRIC, WATER, STORM, PLANNING, BUILDING)

NATURAL GAS COMPANY
AVISTA UTILITIES
580 BUSINESS PARK DR.
MEDFORD, OR 97504
(800) 227-9187

TELEPHONE COMPANY
CENTURYLINK
150 W. STEWART AVENUE
MEDFORD, OR 97501
(541) 414-3007

CIVIL ENGINEER
POWELL ENGINEERING AND CONSULTING
TODD POWELL, P.E.
100 E. MAIN STREET, SUITE O
MEDFORD, OR 97501
(541) 613-0723

LAND SURVEYOR
PACIFIC CREST SURVEYING
CURT CHAPPELL, PLS
131 HELMAN STREET
ASHLAND, OR 97520
(408) 375-5220

LANDSCAPE ARCHITECT
KENCAIRN LANDSCAPE ARCHITECTURE
KERRY KENCAIRN
147 CENTRAL AVENUE
ASHLAND, OR 97520
(541) 488-3194

SANITARY SEWER AGENCY
ROGUE VALLEY SEWER SERVICES
NICK BAKKE, P.E.
138 W. VILAS ROAD
CENTRAL POINT, OR 97502
(541) 779-4140

DRAWING INDEX:

C7.0	COVER SHEET
C7.0.1	GENERAL NOTES
C7.1	TYPICAL SECTIONS
C7.2.1	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.2	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.3	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.4	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.5	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.6	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.2.7	FRONTAGE IMPROVEMENT PLAN & PROFILE
C7.3.1	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.3.2	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.3.3	UTILITY, ILLUMINATION, & STRIPING PLAN
C7.4.1	CURB RAMP DETAILS
C7.4.2	CURB RAMP DETAILS
C7.4.3	RRFB PLAN DETAILS
C7.5	DRAINAGE POND DETAIL
C7.6.1	RD300 SERIES ODOT DETAILS
C7.6.2	RD700 SERIES ODOT DETAILS
C7.6.3	RD900 SERIES ODOT DETAILS
C7.6.4	ODOT TRAFFIC DETAILS

UTILITY STATEMENT:

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS, OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.

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GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

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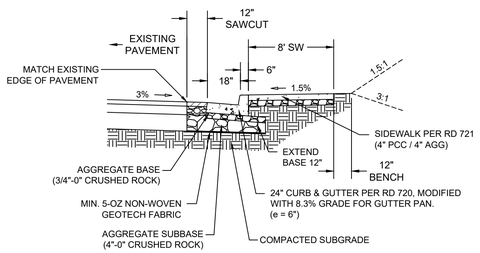
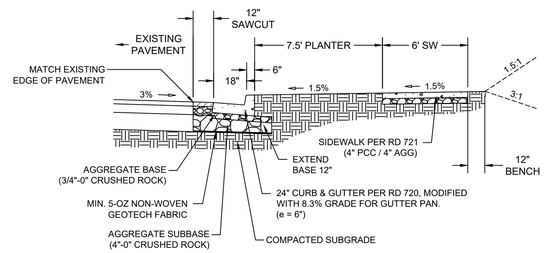


SECTION A - CURB LINE SIDEWALK

SCALE: NTS



SECTION B - SEPARATED SIDEWALK

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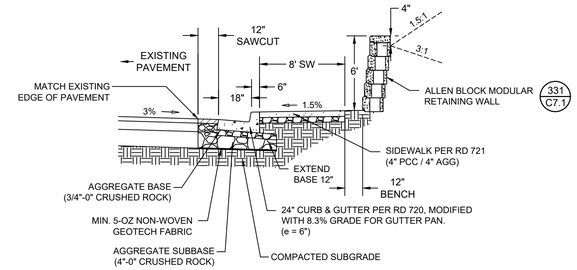

SECTION C - RETAINING WALL

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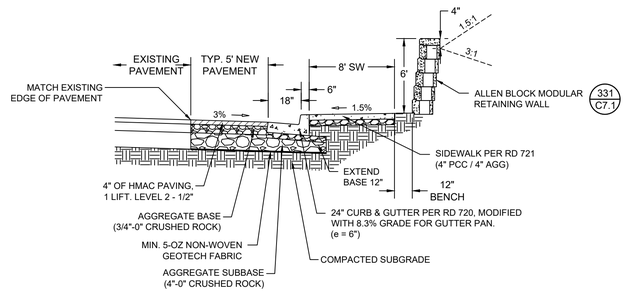

SECTION D - BUS PULL OUT LANE

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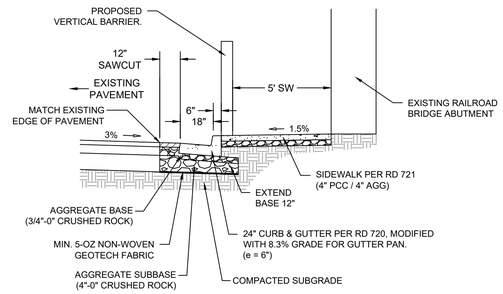

SECTION E - BRIDGE ABUTMENT

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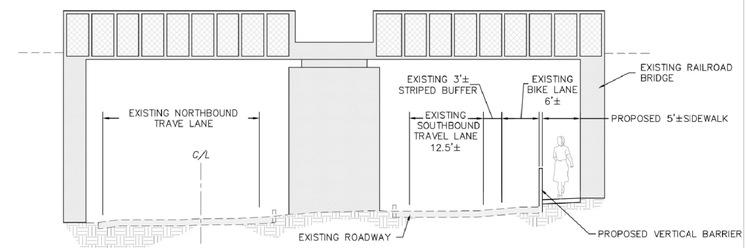

SECTION E - FULL SECTION @ BRIDGE ABUTMENT

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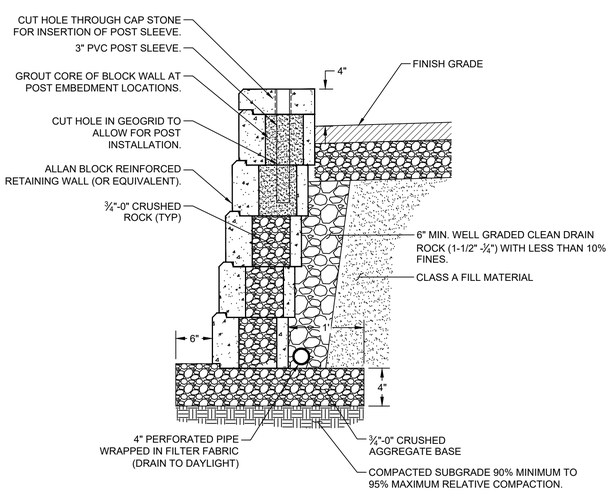

NOTES

1. ALLAN BLOCK, KEYSTONE WALL, LOCK-BLOCK OR OTHER APPROVED SOURCE BUILT TO MANUFACTURERS SPECIFICATIONS.
2. WALL HEIGHT VARIES PER PLAN.

331 MODULAR BLOCK WALL

SCALE: NTS

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GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

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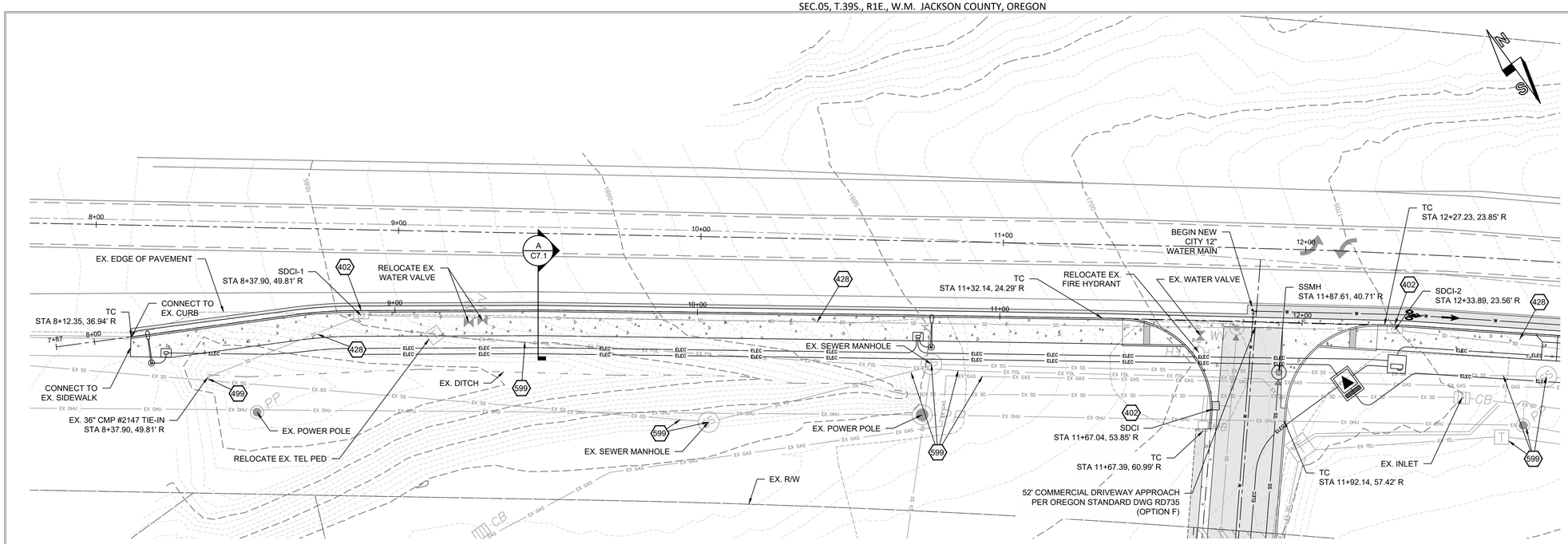
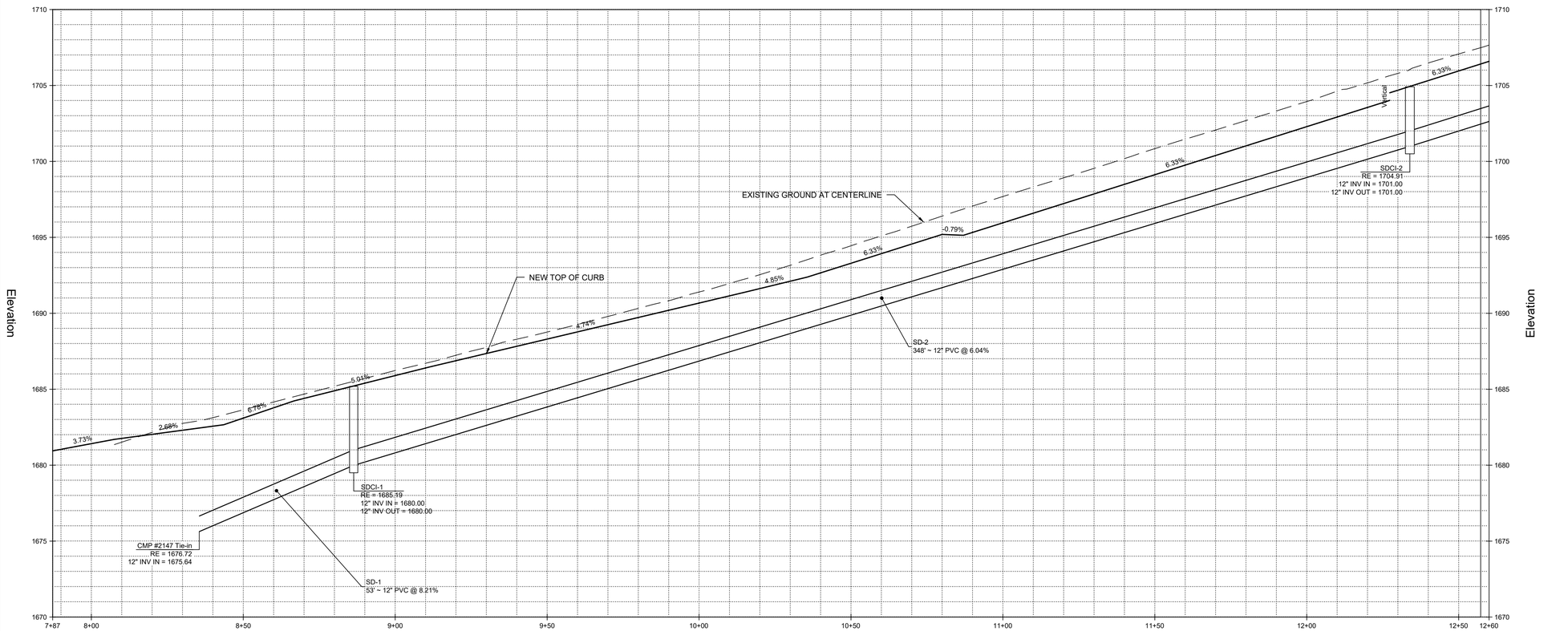


PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 7+87 TO 12+50)

SCALE: 1" = 20' - 0" (24x36)



PROFILE VIEW - TOP FACE OF CURB (STA. 7+87 TO 12+50)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

KEYNOTES

- 399 REMOVE EX. ITEM
- 402 CURB INLET (371 7.6.1) (372 7.6.1)
- 428 12" PVC STORM DRAIN PIPE
- 499 STORM DRAIN CONNECTION TO EXISTING
- 599 PROTECT EX. ITEM IN PLACE

GENERAL NOTES

1. SEE SHEET 7.4.1 FOR CURB RAMP DETAILS.

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PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

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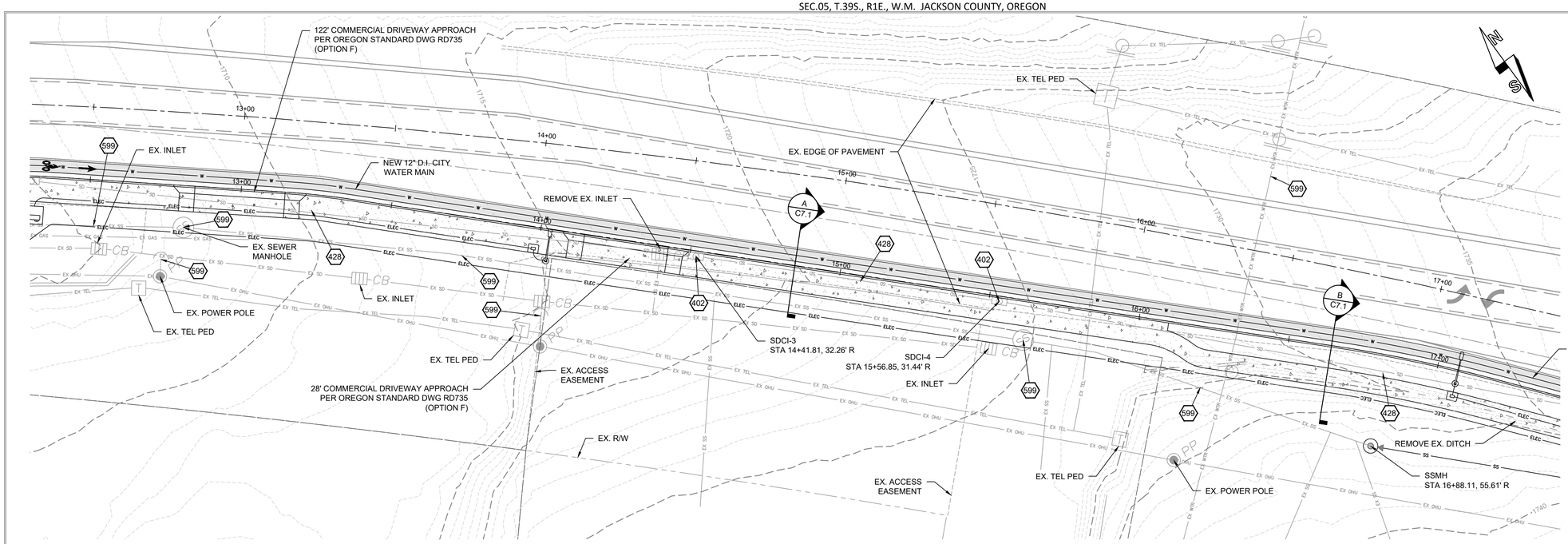

KEYNOTES

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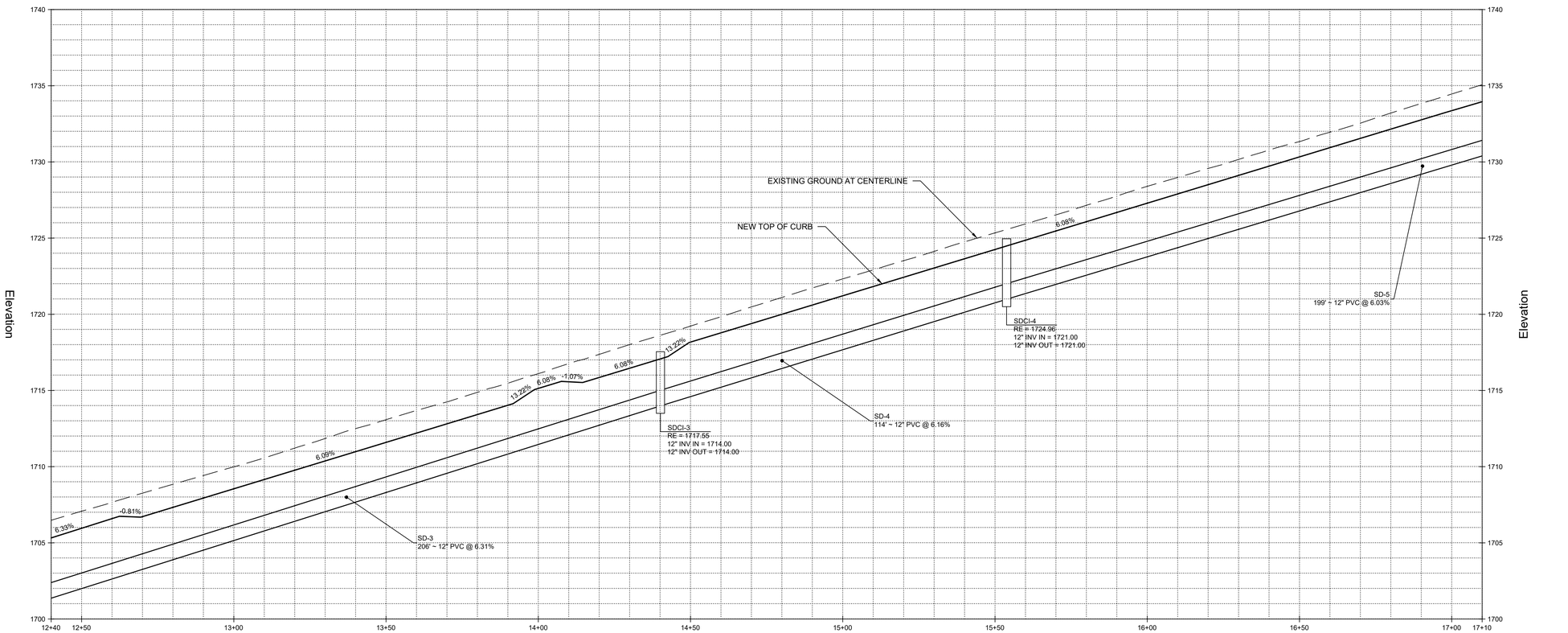
SCALE: 1" = 20' - 0" (24x36)



PROFILE VIEW - TOP FACE OF CURB (STA. 12+50 TO 17+00)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

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MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

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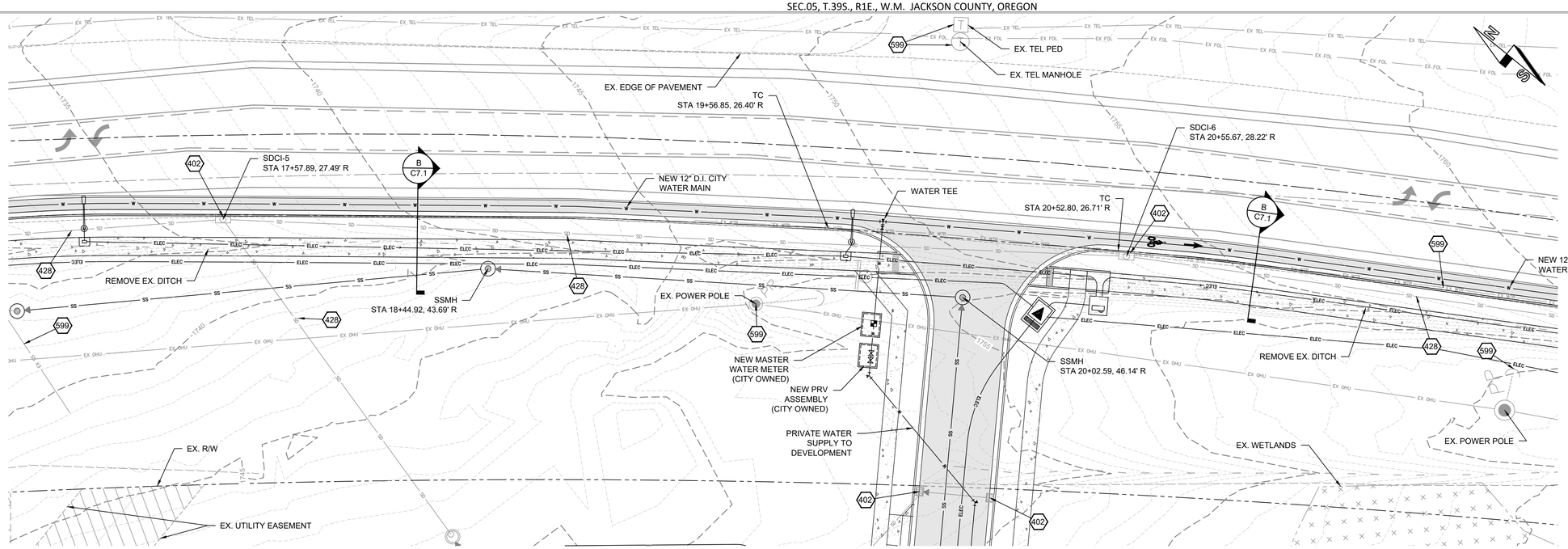


PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 17+00 TO 21+50)

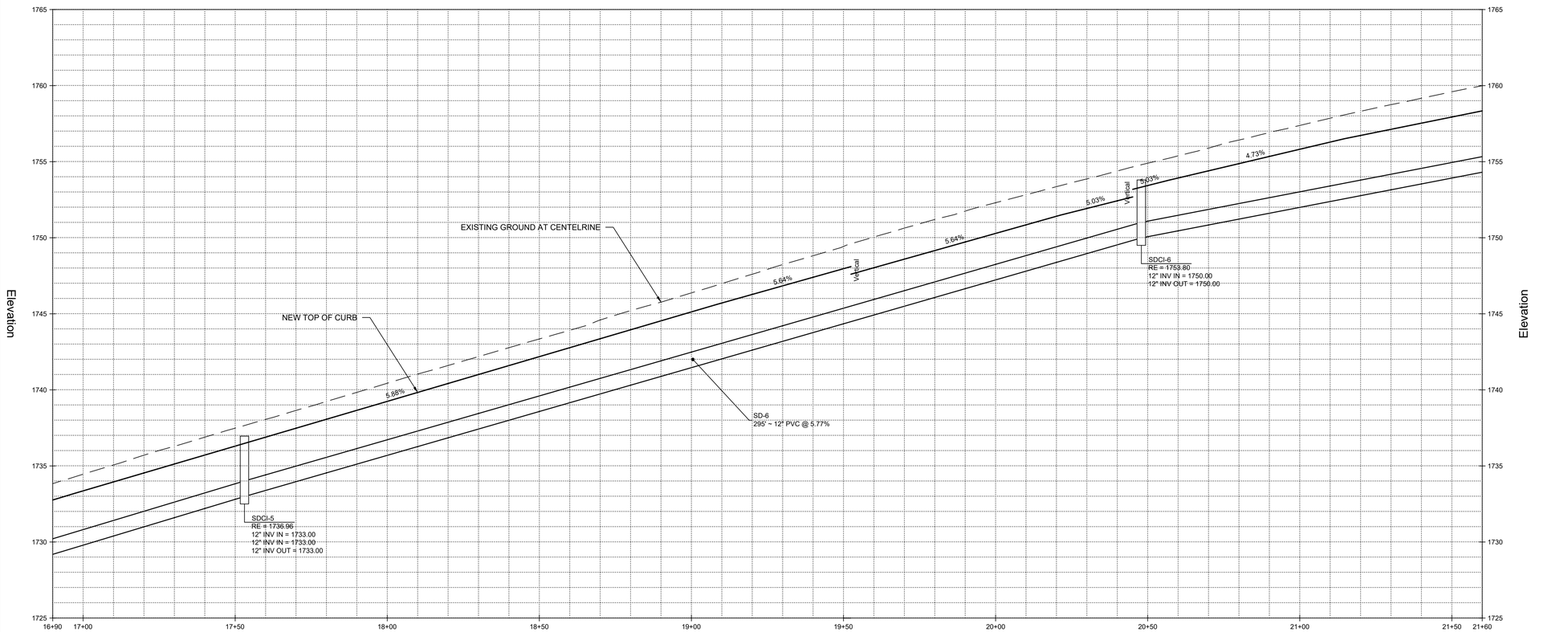
SCALE: 1" = 20' - 0" (24x36)

KEYNOTES

- 402 CURB INLET (371 7.6.1) (372 7.6.1)
- 428 12" PVC STORM DRAIN PIPE
- 599 PROTECT EX. ITEM IN PLACE

GENERAL NOTES

1. SEE SHEET 7.4.1 FOR CURB RAMP DETAILS.



PROFILE VIEW - TOP FACE OF CURB (STA. 17+00 TO 21+50)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

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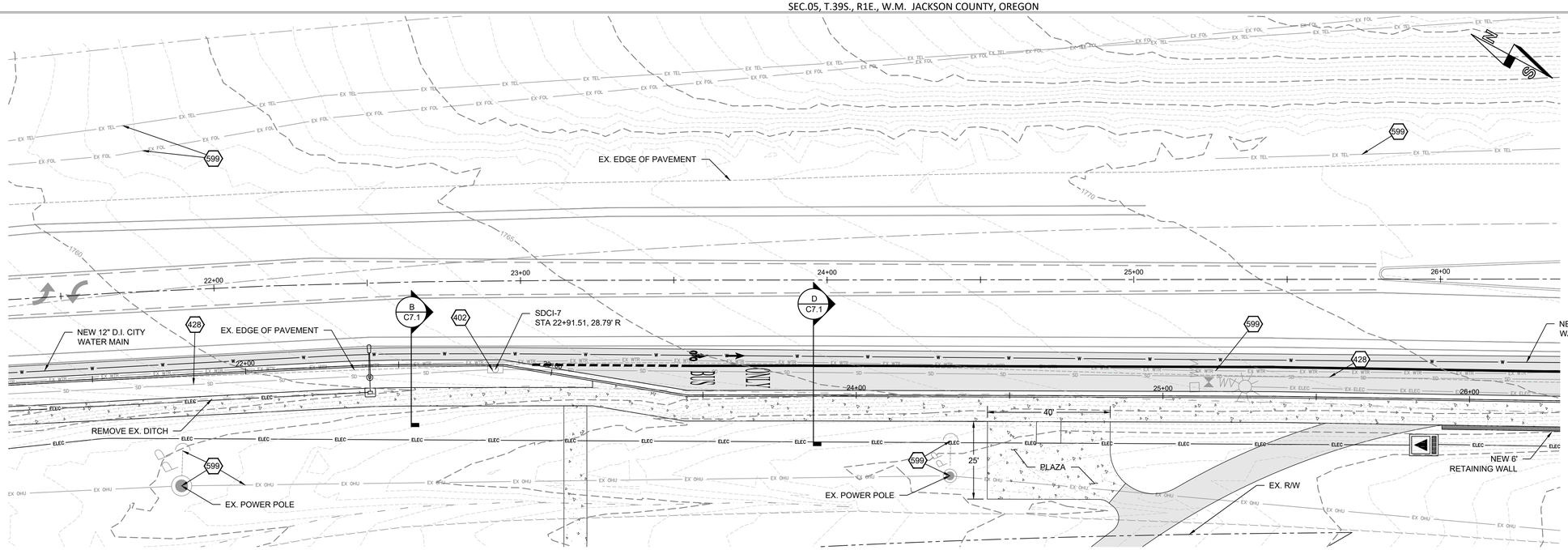
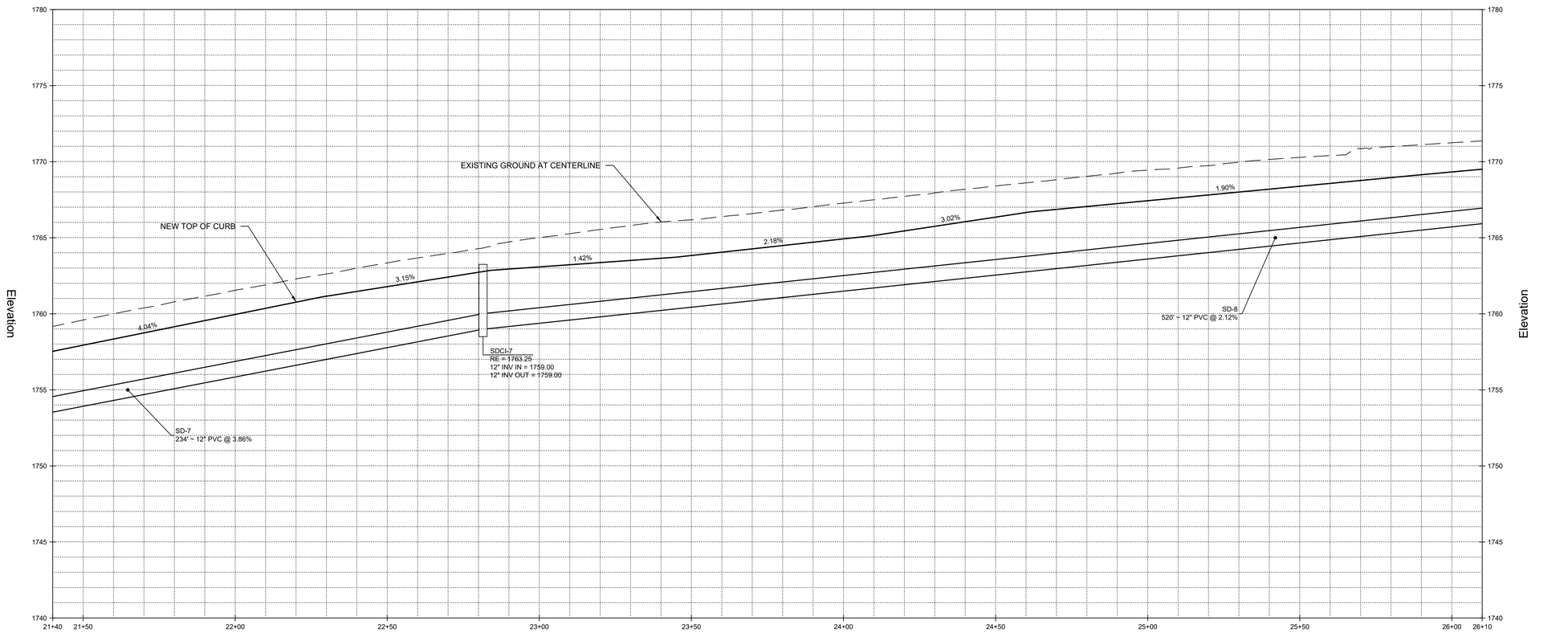


PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 21+50 TO 26+00)

SCALE: 1" = 20' - 0" (24x36)



PROFILE VIEW - TOP FACE OF CURB (STA. 21+50 TO 26+00)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

KEYNOTES

- 402 CURB INLET (371 7.6.1) (372 7.6.1)
- 428 12" PVC STORM DRAIN PIPE
- 599 PROTECT EX. ITEM IN PLACE

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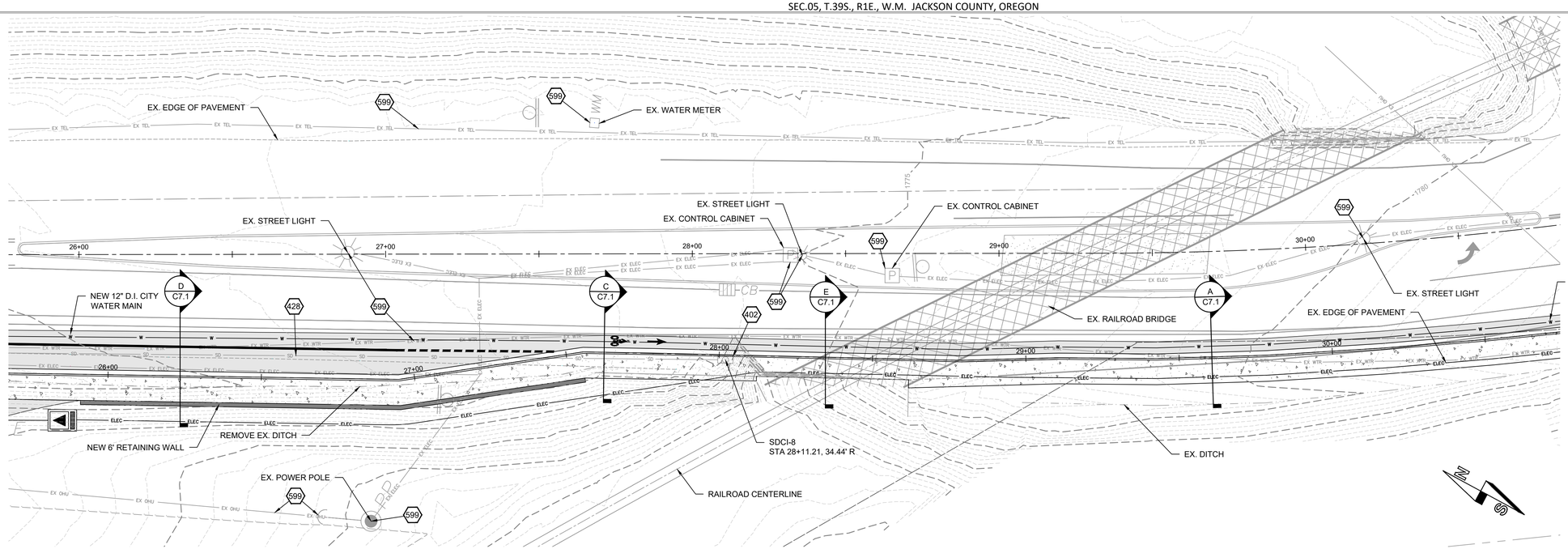
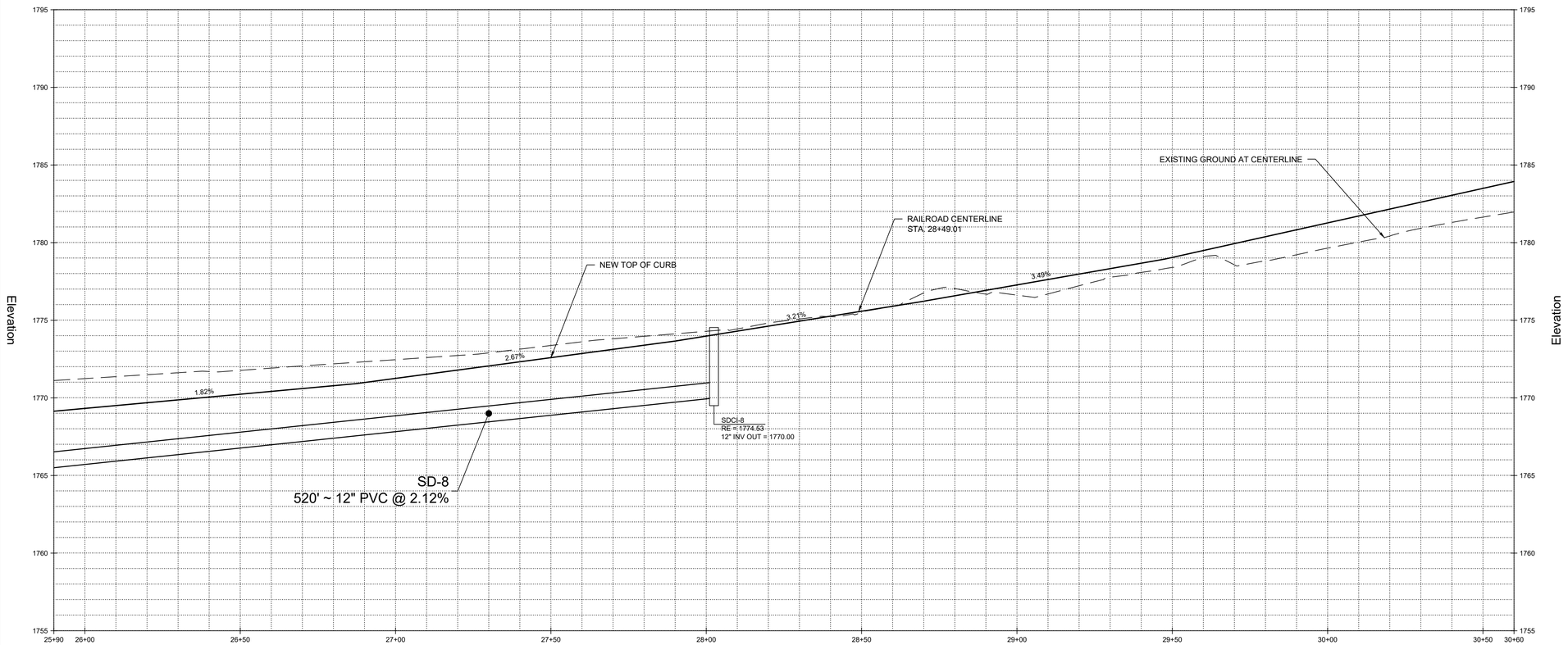


PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 26+00 TO 30+50)

SCALE: 1" = 20' - 0" (24x36)

KEYNOTES

- 402 — CURB INLET (371 7.6.1) (372 7.6.1)
- 428 — 12" PVC STORM DRAIN PIPE
- 599 — PROTECT EX. ITEM IN PLACE



PROFILE VIEW - TOP FACE OF CURB (STA. 26+00 TO 30+50)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

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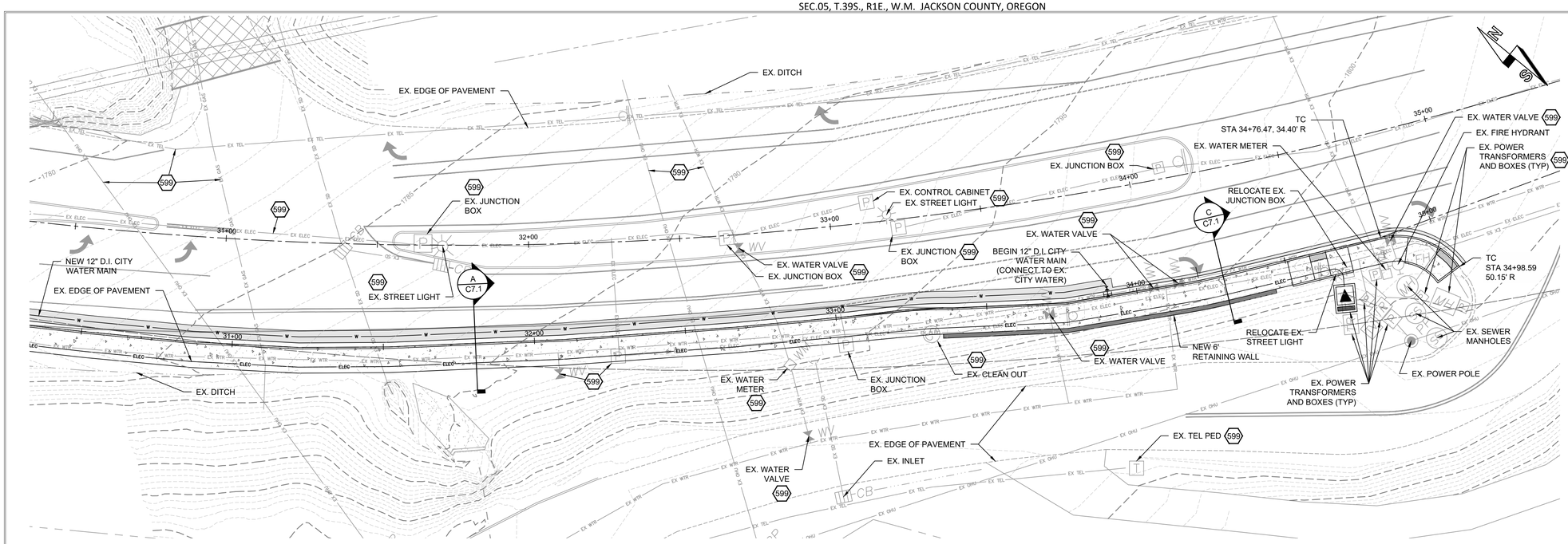
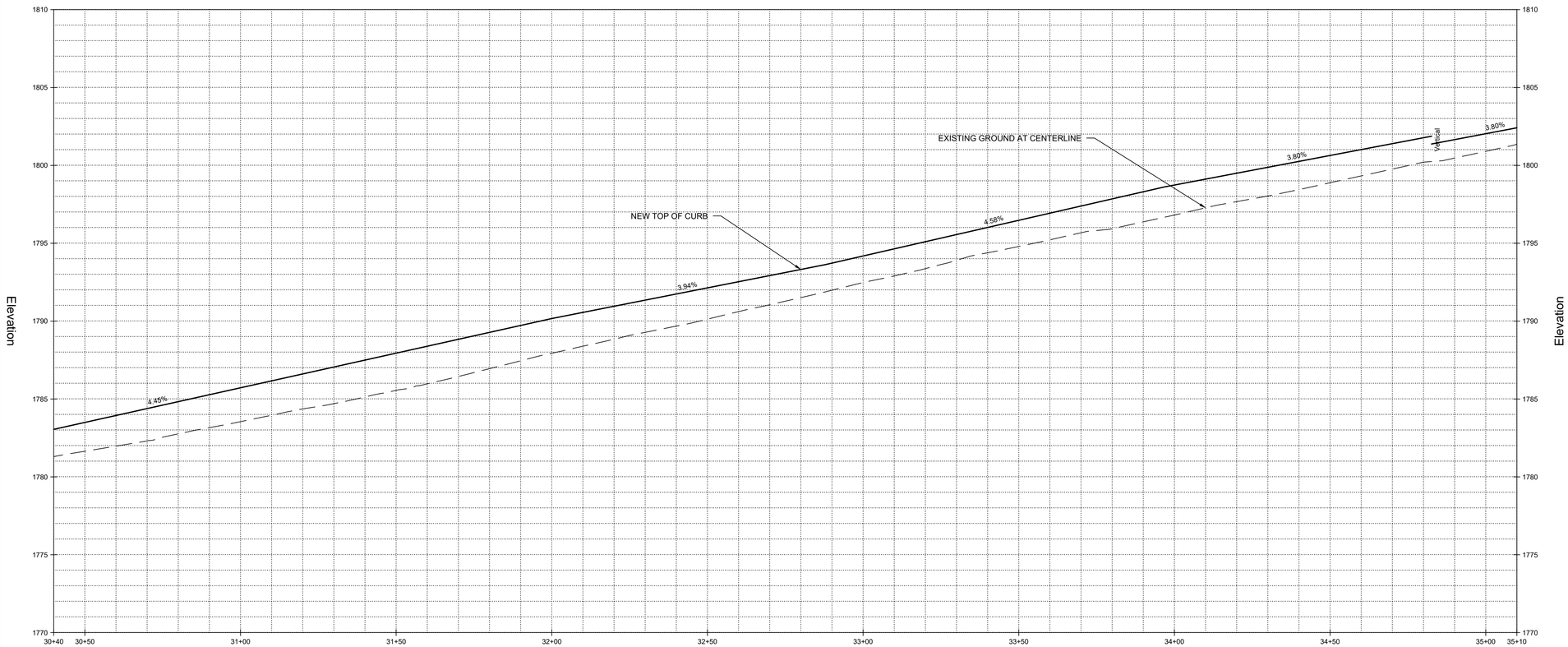


PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 30+50 TO 35+00)

SCALE: 1" = 20' - 0" (24x36)



PROFILE VIEW - TOP FACE OF CURB (STA. 30+50 TO 35+00)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

KEYNOTES

599 PROTECT EX. ITEM IN PLACE

GENERAL NOTES

1. SEE SHEET 7.4.2 FOR CURB RAMP DETAILS.

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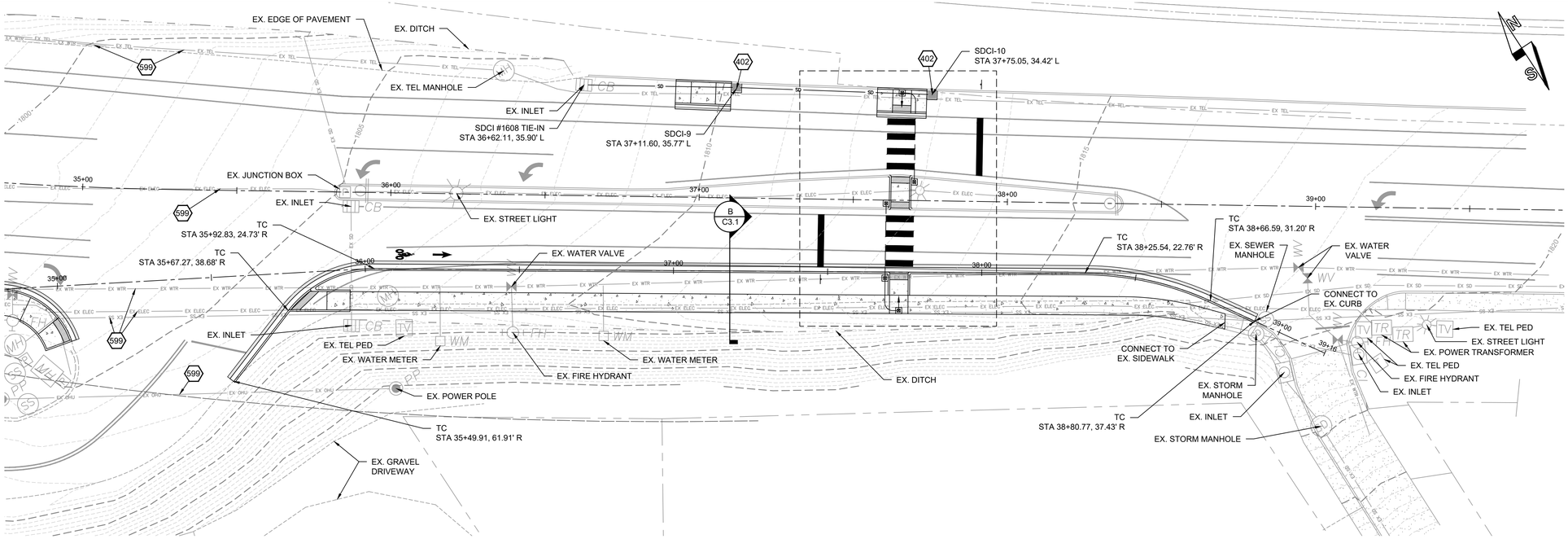
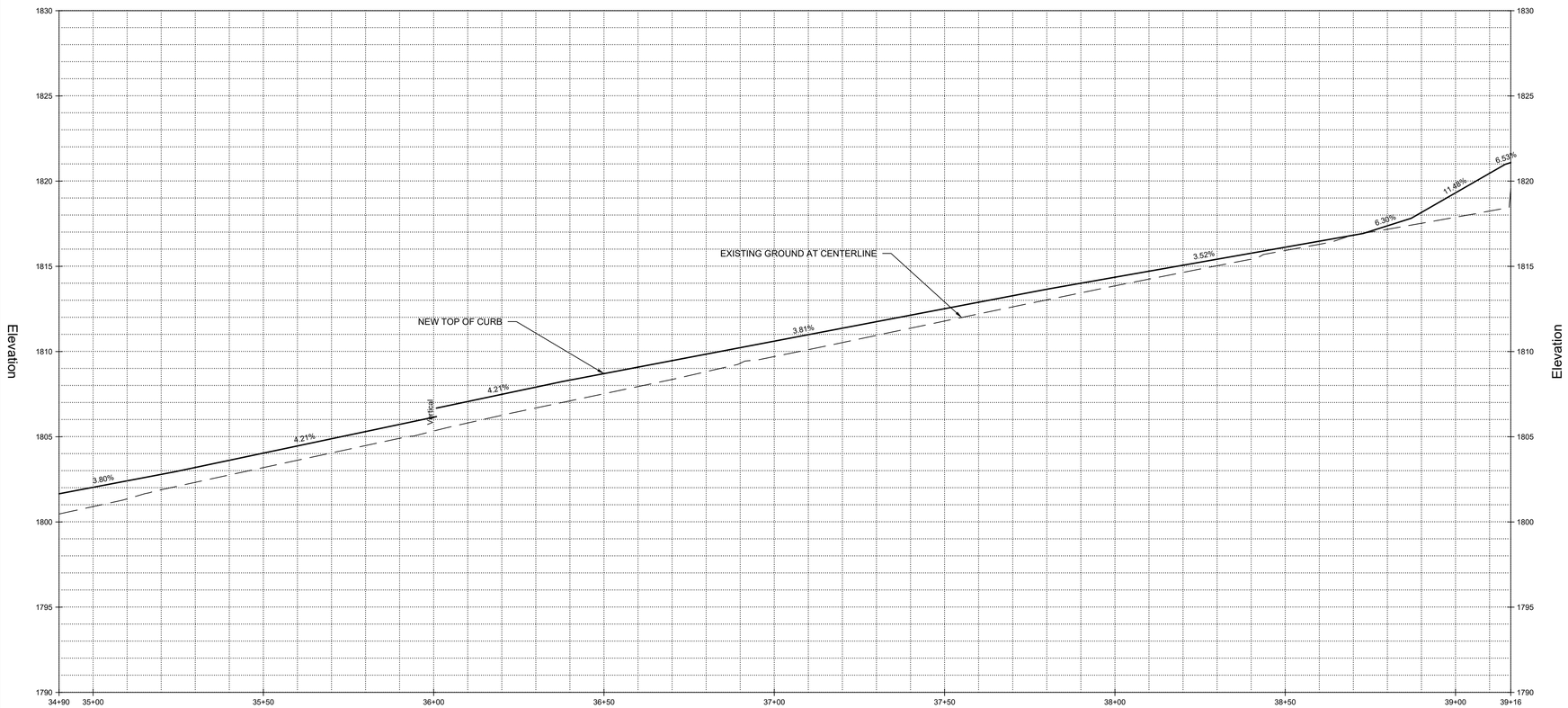


PLAN VIEW - S. PACIFIC HWY RIGHT-OF-WAY IMPROVEMENTS (STA. 35+00 TO 39+16)

SCALE: 1" = 20' - 0" (24x36)



PROFILE VIEW - TOP FACE OF CURB (STA. 35+00 TO 39+16)

SCALE: 1" = 20' - 0" (HORIZ)
1" = 4' - 0" (VERT)

0 20 40
1" = 20'

KEYNOTES

402 CURB INLET (371 7.6.1) (372 7.6.1)

599 PROTECT EX. ITEM IN PLACE

GENERAL NOTES

1. SEE SHEET 7.4.2 FOR CURB RAMP DETAILS.

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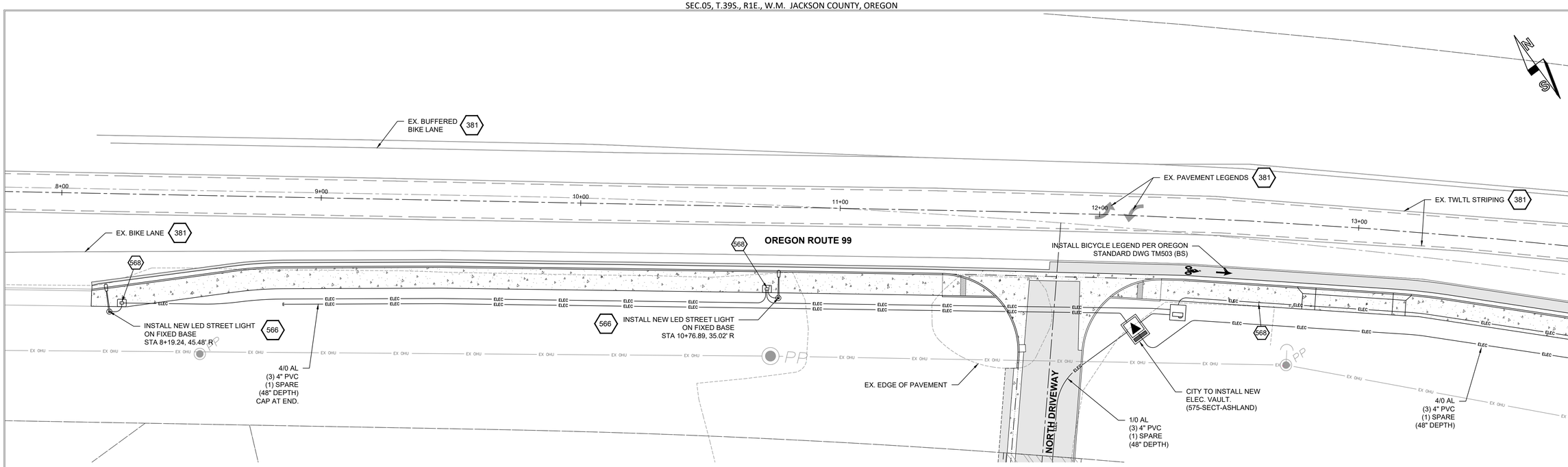
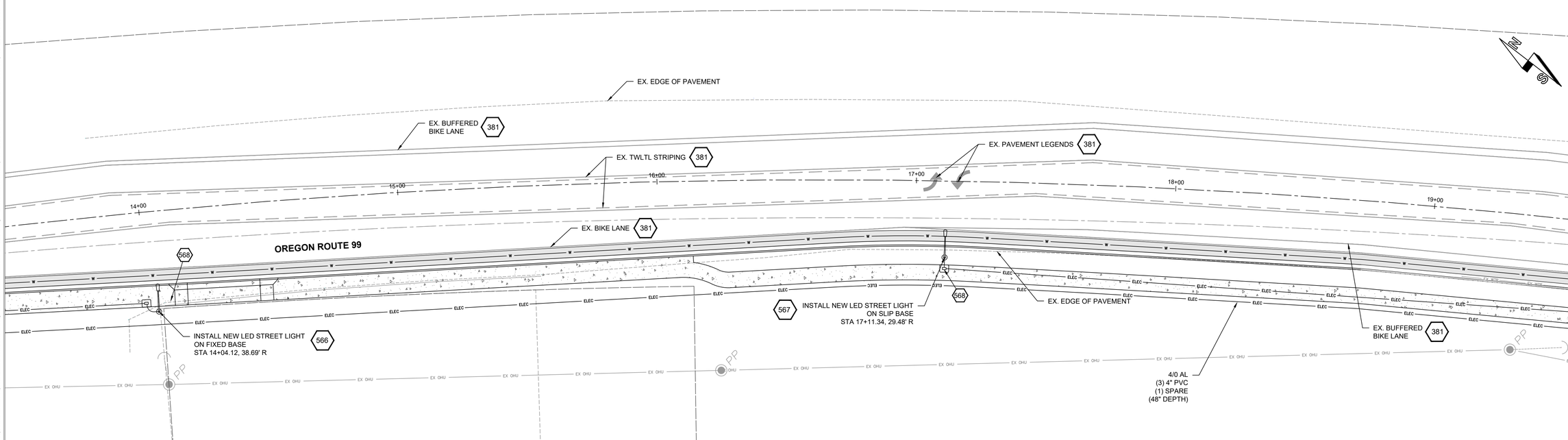


PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 8+00 TO 13+50)

SCALE: 1" = 20' - 0" (24x36)



PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 13+50 TO 19+50)

SCALE: 1" = 20' - 0" (24x36)

0 20 40
1" = 20'

KEYNOTES

- 381 — EXISTING STRIPING TO REMAIN. CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.
- 566 — STREET LIGHT ON FIXED BASE (629 7.6.4) (630 7.6.4)
- 567 — STREET LIGHT ON SLIP BASE (629 7.6.4) (631 7.6.5)
- 568 — INSTALL NEW JB-2 CONCRETE JUNCTION BOX WITH 12" CONCRETE APRON PER OREGON STANDARD DWG TM472. (472 7.6.4)

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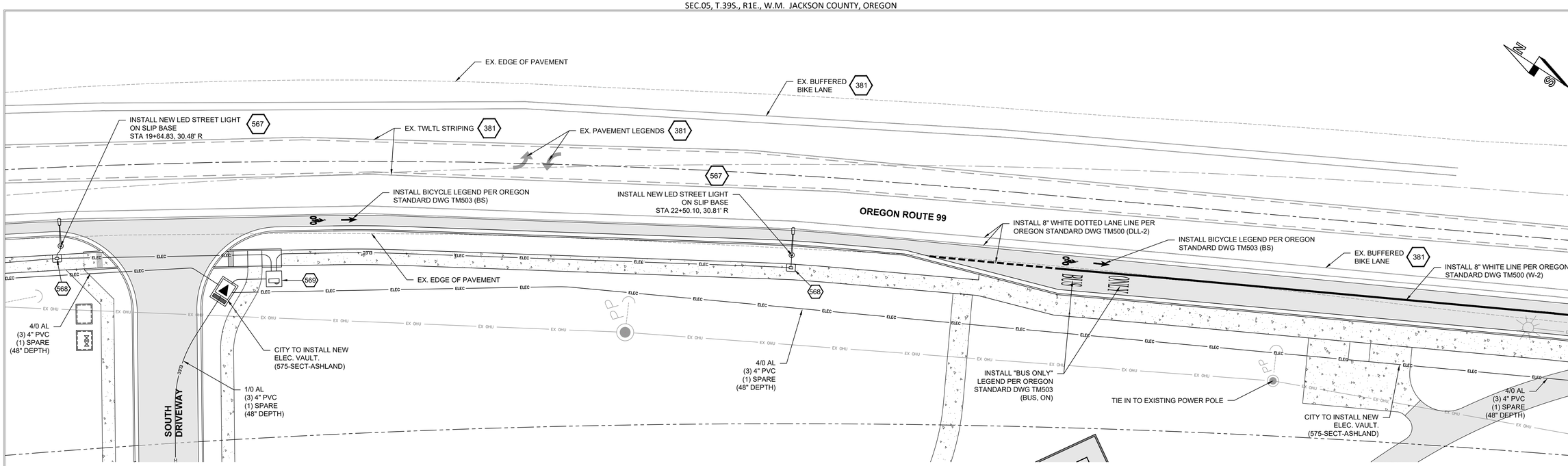
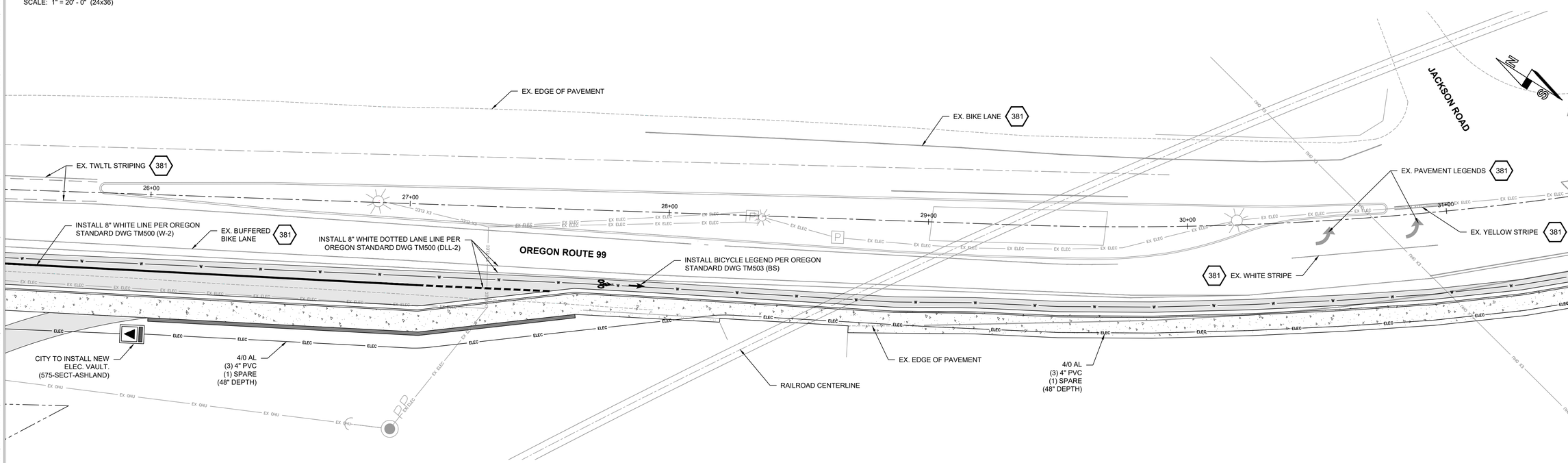


PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 19+50 TO 25+50)

SCALE: 1" = 20' - 0" (24x36)



PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 25+50 TO 31+00)

SCALE: 1" = 20' - 0" (24x36)

0 20 40
1" = 20'

KEYNOTES

- 381 — EXISTING STRIPING TO REMAIN. CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.
- 567 — STREET LIGHT ON SLIP BASE (629 7.6.4) (631 7.6.5)
- 568 — INSTALL NEW JB-2 CONCRETE JUNCTION BOX WITH 12" CONCRETE APRON PER OREGON STANDARD DWG TM472. (472 7.6.4)
- 569 — INSTALL NEW PAD MOUNTED CONTROL CABINET PER OREGON STANDARD DRAWING TM302. (302 7.6.4)

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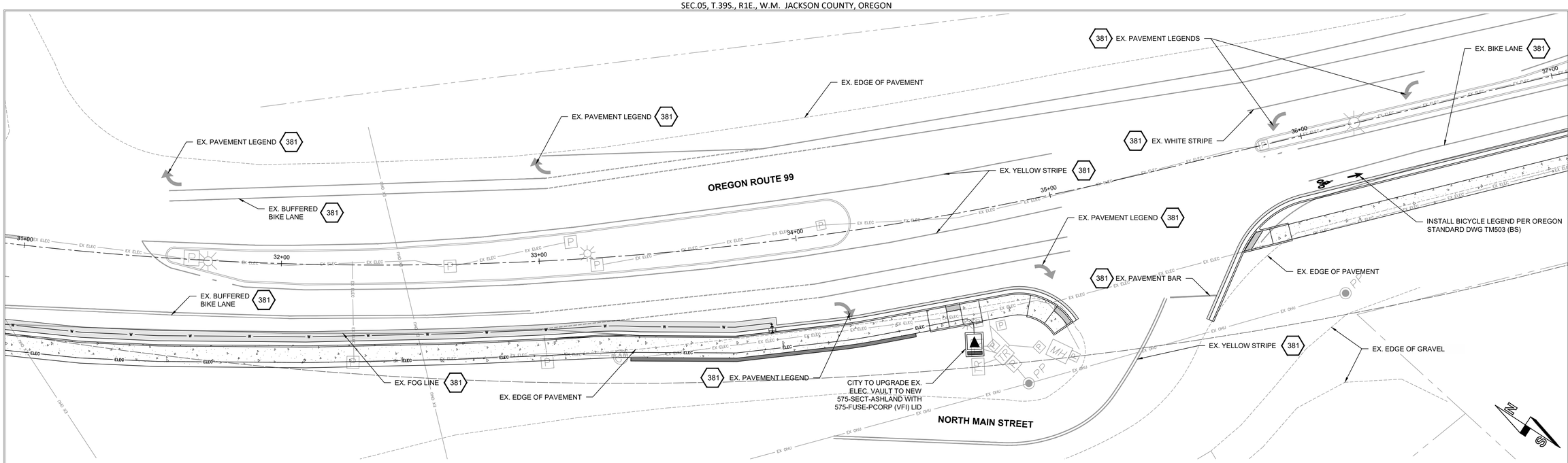
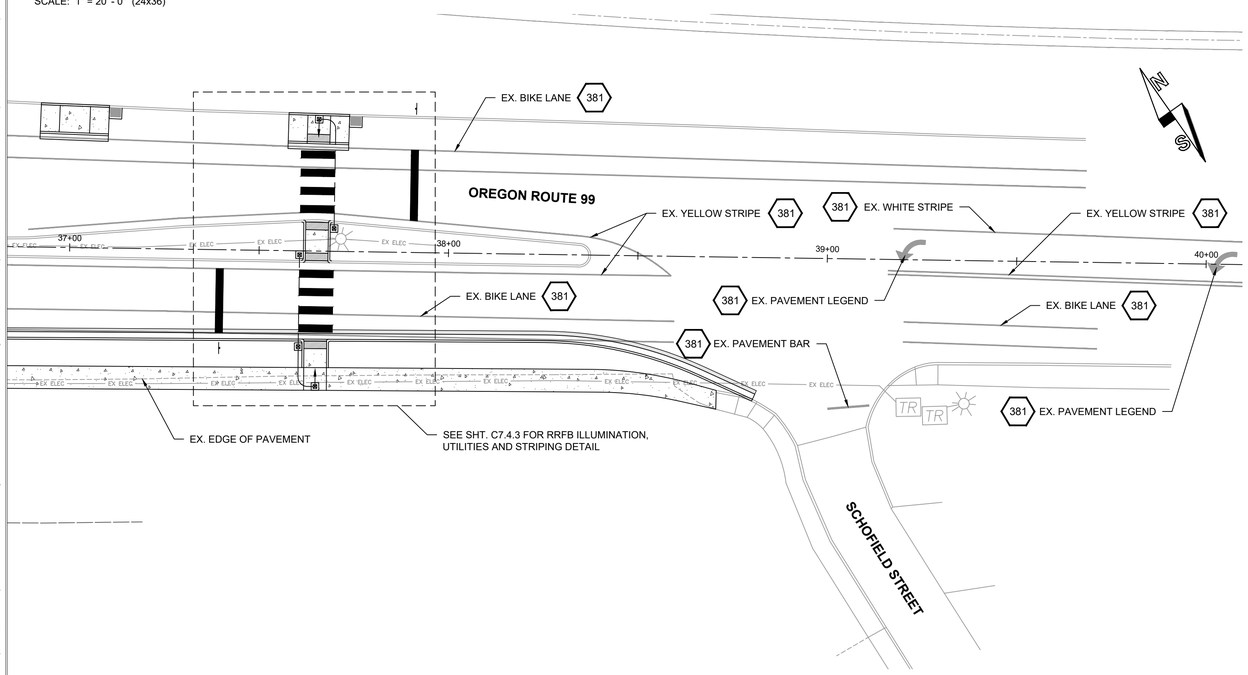


PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 31+00 TO 37+00)

SCALE: 1" = 20' - 0" (24x36)



PLAN VIEW - ILLUMINATION, UTILITIES, SIGNAGE & STRIPING (STA. 37+00 TO 40+00)

SCALE: 1" = 20' - 0" (24x36)

0 20 40
1" = 20'

KEYNOTES

381 EXISTING STRIPING TO REMAIN. CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.

ELECTRIC NOTES

1. APPLICABLE STANDARDS: SEPTEMBER 2021 OREGON DEPARTMENT OF TRANSPORTATION LIGHTING POLICY AND GUIDELINES.
2. CONTRACTOR TO COORDINATE WITH CITY OF ASHLAND ELECTRIC PRIOR TO INSTALLATION.
3. ELECTRICAL SERVICE FACILITIES SHOWN WITHIN THIS PLAN SET ARE FOR REFERENCE ONLY. SEE UTILITY COMPANY PLANS FOR ELECTRICAL PLANS AND SPECIFIC ELECTRICAL FACILITY REQUIREMENTS.
4. CONTRACTOR SHALL RECORD ALL FIELD CHANGES AS THE JOB PROGRESSES AND PROVIDE ENGINEER, OWNER, AND CITY AS-BUILT DRAWINGS PRIOR TO FINAL ACCEPTANCE.
5. ALL WIRING SHALL BE COPPER UNLESS NOTED OTHERWISE. ALL UNDERGROUND PVC CONDUIT SHALL BE SCHEDULE 40 UNLESS NOTED OTHERWISE. ALL PVC CONDUIT EXPOSED TO POSSIBLE DAMAGE SHALL BE SCHEDULE 80. ALL ELBOWS AND CONDUIT IN FOUNDATION TO BE PVC.
6. ALL WIRING AND CONDUIT SHALL BE SIZED APPROPRIATELY FOR CIRCUITS PER N.E.C. UNLESS NOTED OTHERWISE.
7. WHERE STREET CROSSINGS OCCUR, ALL STREET LIGHTING CONDUIT SHALL BE 2" SCHEDULE 40.
8. ALL JUNCTION BOXES SHALL BE 17"x24"x12".
9. ALL JUNCTION BOXES SHALL BE CONCRETE.

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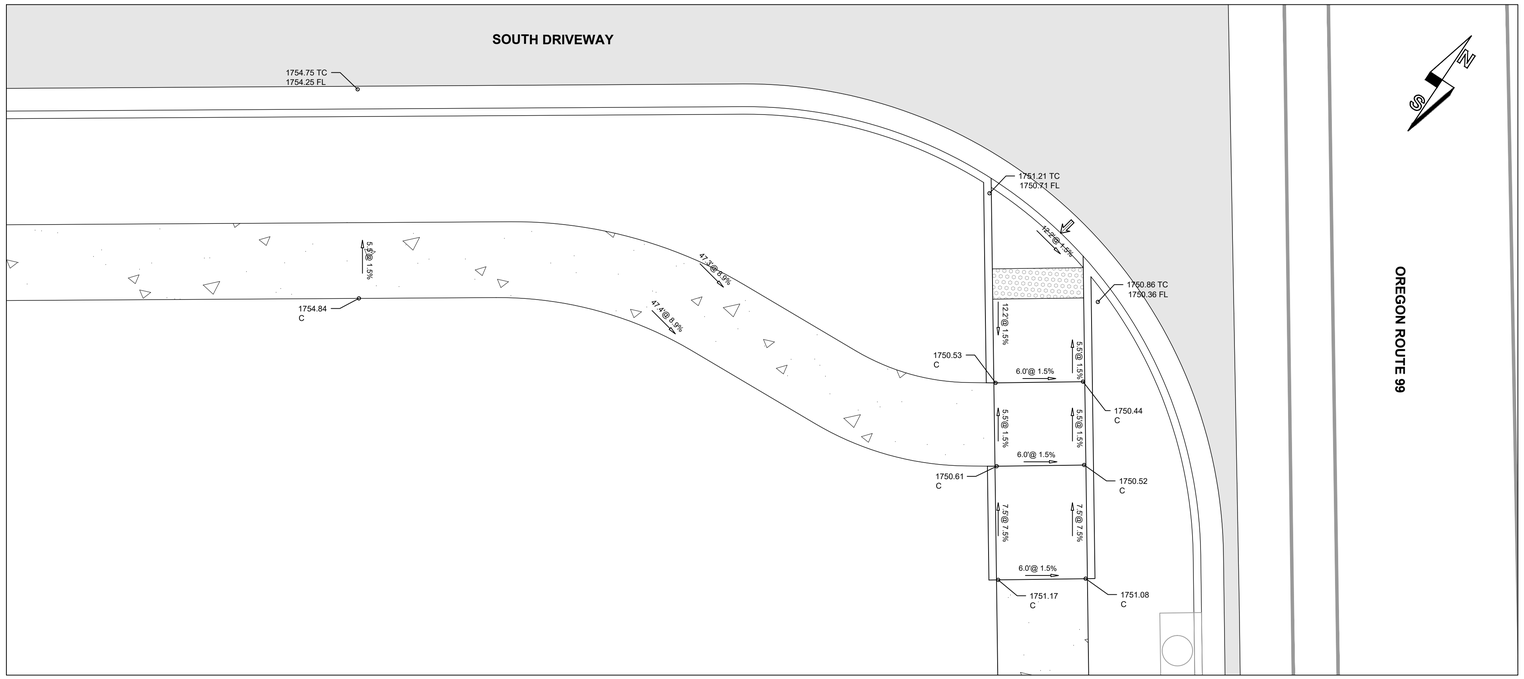
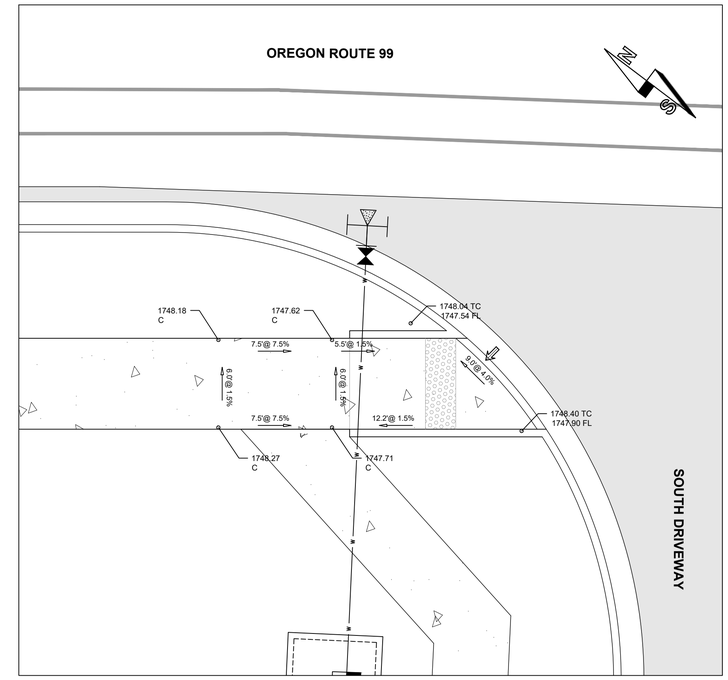


PLAN VIEW - SOUTH DRIVEWAY @ OR 99 - SW CORNER

SCALE: 1" = 5' - 0" (30x42)



PLAN VIEW - SOUTH DRIVEWAY @ OR 99 - NW CORNER

SCALE: 1" = 5' - 0" (30x42)

LEGEND

Brick red detectable warning surface (DWS)

⇦ Counter slope 4.0% max. ascending or descending
(Max. 5.0% finished surface slope)
Slope as required for drainage

0 20 40
1" = 20'

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OREGON
JAN. 13, 2004
TODD D. POWELL
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VERIFY SCALES
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GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	CURB RAMP DETAILS C7.4.1

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C7.2234.dwg Last Save: October 2, 2024 5:14 PM Plot Date: October 3, 2024 9:45 AM By: Nancy

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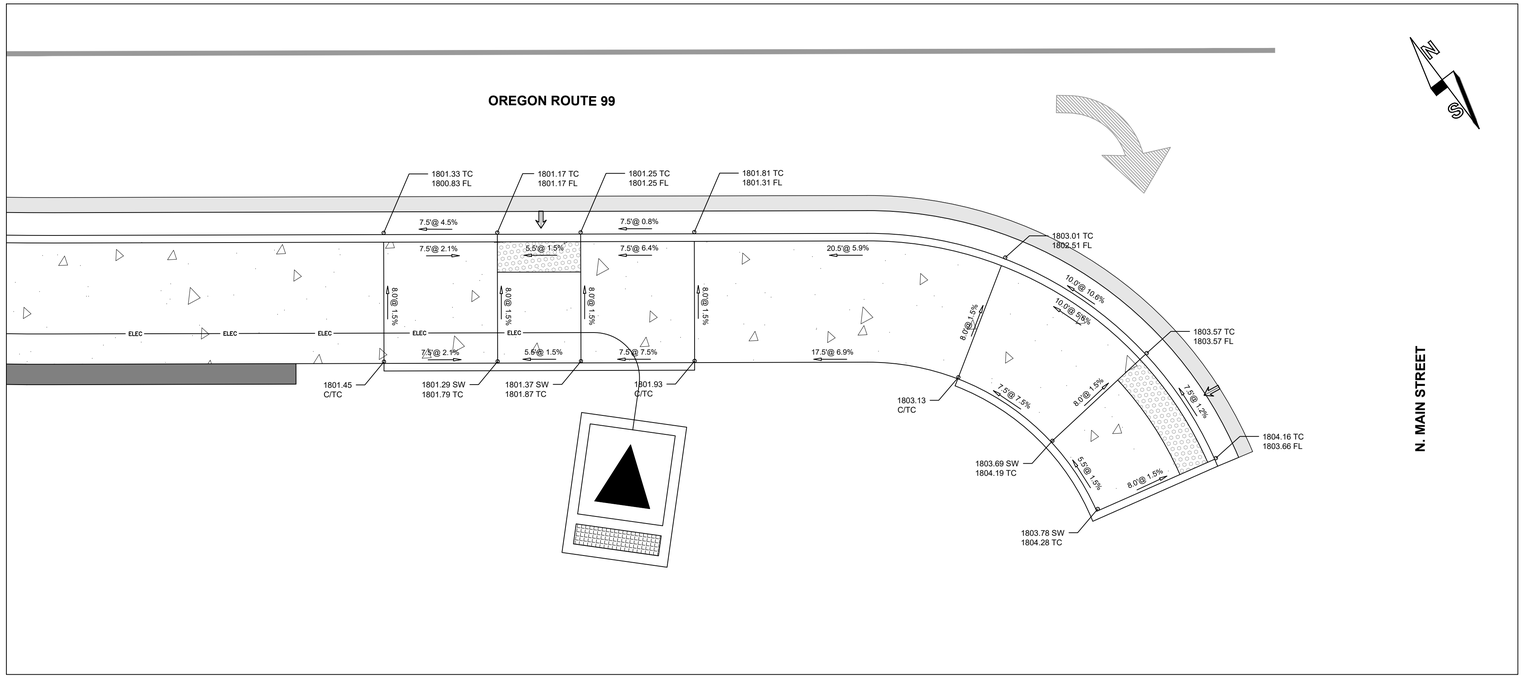
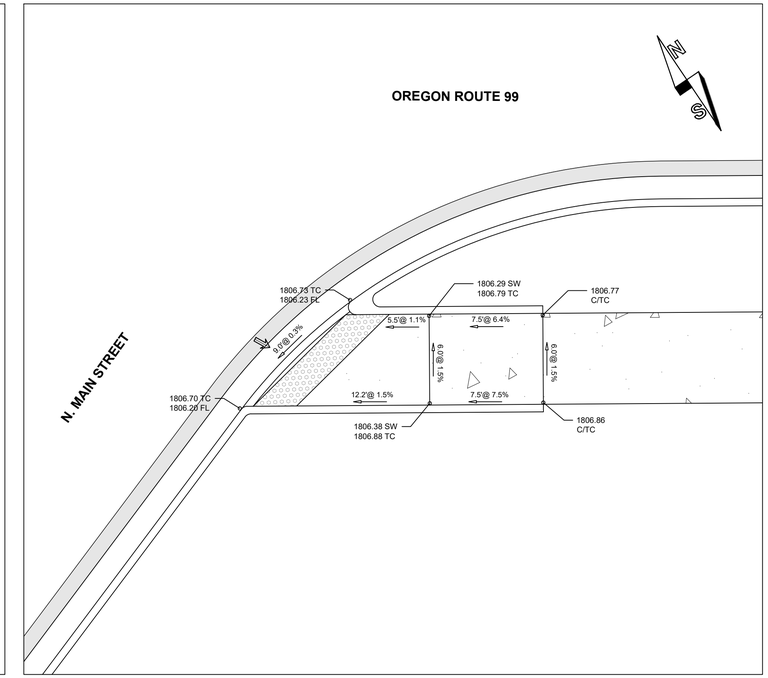


PLAN VIEW - N. MAIN STREET & OR 99 - NW CORNER

SCALE: 1" = 5' - 0" (30x42)



PLAN VIEW - N. MAIN STREET & OR 99 - SW CORNER

SCALE: 1" = 5' - 0" (30x42)

LEGEND

Brick red detectable warning surface (DWS)

⇦ Counter slope 4.0% max. ascending or descending
(Max. 5.0% finished surface slope)
Slope as required for drainage

0 20 40
1" = 20'

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GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	CURB RAMP DETAILS C7.4.2

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C7.2234.dwg Last Save: October 2, 2024 5:14 PM Plot Date: October 3, 2024 9:46 AM By: Nancy

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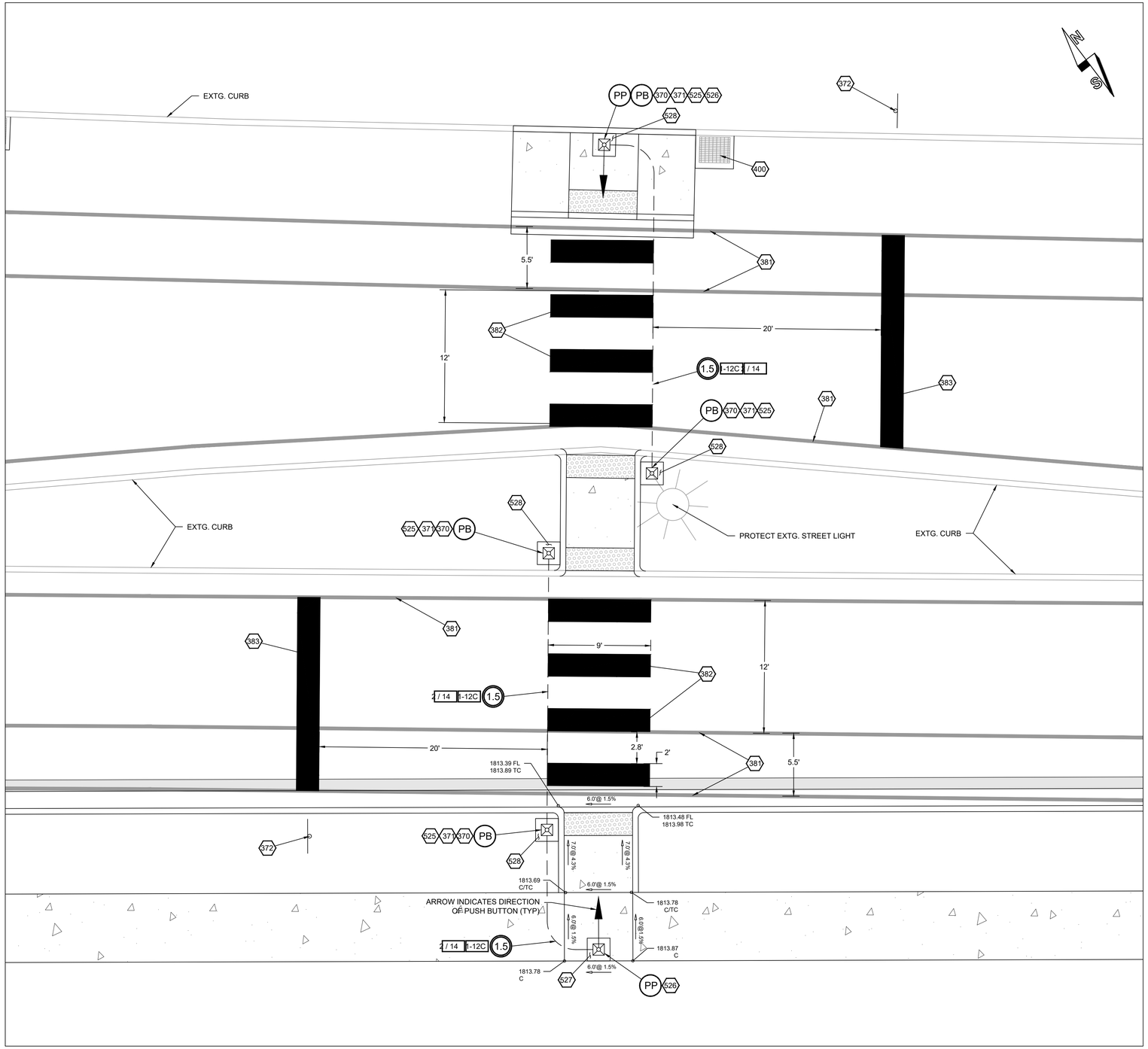

PLAN VIEW - OR 99 BETWEEN N MAIN STREET & SCHOFIELD STREET - MIDBLOCK CROSSING WITH RRFB

SCALE: 1" = 5' - 0" (30x42)

CURB RAMP LEGEND

Brick red detectable warning surface (DWS)

Counter slope 4.0% max. ascending or descending (Max. 5.0% finished surface slope) Slope as required for drainage

SIGNAL PLAN LEGEND

- PP — INSTALL PEDESTAL FOUNDATION WITH FRANGIBLE BASE AND PUSH BUTTON ASSEMBLY
- PB — INSTALL PEDESTAL FOUNDATION WITH FRANGIBLE BASE AND RECTANGULAR RAPID FLASHING BEACON ASSEMBLY
- 1.5 — INSTALL 1 ½ INCH CONDUIT (471 / 7.6.4)
- N-12C — INSTALL (N = NUMBER) NO. 12 AWG THWN (PEDESTAL AND PUSH BUTTON ASSEMBLY COMMON)
- N / G — INSTALL (N = NUMBER) NO. (G = AWG WIRE SIZE) THWN WIRES

KEYNOTES

- 370 — INSTALL W11-2 PEDESTRIAN CROSSING SIGN ON RRFB PEDESTAL ASSEMBLY. (493 / 7.6.4)
- 371 — INSTALL W16-7P DIAGONAL DOWNWARD POINTING ARROW SIGN ON RRFB PEDESTAL ASSEMBLY. (493 / 7.6.4)
- 372 — INSTALL R1-5B "STOP HERE FOR PEDESTRIANS" SIGN ON NEW POLE.
- 381 — EXISTING STRIPING TO REMAIN. SEE GENERAL NOTE 1.
- 382 — STAGGERED CONTINENTAL CROSSWALK, 2' WHITE BARS PER OREGON STANDARD DWGS TM503 (CW-SC) AND TM530 (503 / 7.6.4)
- 383 — STOP BAR, LARGE 2' WHITE BAR PER OREGON STANDARD DWGS TM503 (S-2) AND TM530 (503 / 7.6.4)
- 400 — INSTALL TYPE G-2 INLET. CONSTRUCT NEW 12" STORM SEWER 170' TO EXISTING INLET #1608 WITH TRENCH RESURFACING. (364 / 7.6) (365 / 7.6)
- 525 — INSTALL RECTANGULAR RAPID FLASHING BEACON (RRFB) PEDESTAL ASSEMBLY ON FRANGIBLE BASE PER ODOT STANDARD DRAWING TM493. (493 / 7.6.4)
- 526 — INSTALL 4" DIAMETER PIPE ON FRANGIBLE BASE. MOUNT PEDESTRIAN PUSHBUTTON 3' - 6" TO 4' - 0" ABOVE TOP OF PEDESTAL FOUNDATION. INSTALL SLIP FIT METALLIC CAP WITH THREE SET SCREWS 2" ABOVE TOP OF PUSHBUTTON ASSEMBLY. (457 / 7.6.4) (467 / 7.6.4)
- 527 — PEDESTAL FOUNDATION NO. 1 2' - 0" DEPTH (457 / 7.6.4)
- 528 — PEDESTAL FOUNDATION NO. 3 8' - 0" DEPTH, 8-#6 VERTICAL REBAR (457 / 7.6.4)

GENERAL NOTES

1. CONTRACTOR TO REPLACE IN KIND ALL EXISTING TRAFFIC MARKINGS DAMAGED BY CONSTRUCTION.

UTILITY STATEMENT

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS, OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQUIRED PRIOR TO CONSTRUCTION.

0 20 40
1" = 5'

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DESIGNED BY:	TDP
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ISSUE DATE:	10/02/24
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JOB NO. 22-002	RRFB PLAN DETAILS C7.4.3

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C7 2234.dwg Last Save: October 2, 2024 5:14 PM Plot Date: October 3, 2024 9:47 AM By: Nancy

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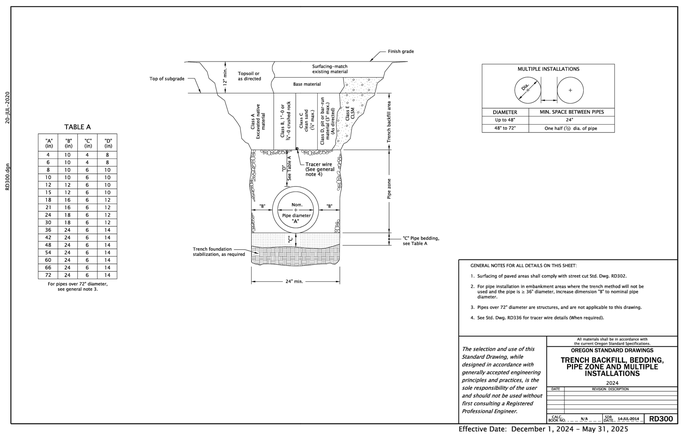


TABLE A

"A" (IN)	"B" (IN)	"C" (IN)	"D" (IN)
4	10	4	8
6	10	4	8
8	10	6	10
10	10	6	10
12	12	6	10
15	12	6	10
18	16	6	12
21	16	6	12
24	18	6	12
30	18	6	12
36	24	6	14
42	24	6	14
48	24	6	14
54	24	6	14
60	24	6	14
66	24	6	14
72	24	6	14

For pipes over 72" diameter, see general note 3.

MULTIPLE INSTALLATIONS

DIAMETER	MIN. SPACE BETWEEN PIPES
Up to 48"	24"
48" to 72"	One half (½) dia. of pipe

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Surfacing of paved areas shall comply with street cut Std. Dwg. RD302.
2. For pipe installation in embankment areas where the trench method will not be used and the pipe is ≥ 36" diameter, increase dimension "B" to nominal pipe diameter.
3. Pipes over 72" diameter are structures, and are not applicable to this drawing.
4. See Std. Dwg. RD336 for tracer wire details (When required).

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

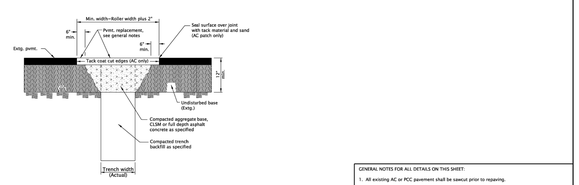
TRENCH BACKFILL, BEDDING, PIPE ZONE AND MULTIPLE INSTALLATIONS

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 14.01.0014 | **RD300**

Effective Date: December 1, 2024 – May 31, 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 specific details.
4. Place AC mix minimum thkn. of 8" or the thkn. of the removed pavement, whichever is greater. Compact as specified.

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

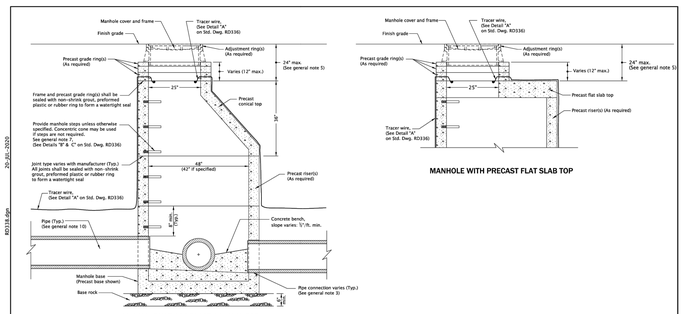
STREET CUT

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 20.02.0080 | **RD302**

Effective Date: December 1, 2024 – May 31, 2025



MANHOLE WITH PRECAST CONICAL TOP

MANHOLE WITH PRECAST FLAT SLAB TOP

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. RD3415 for pipe to manhole connections.
4. See Std. Dwg. RD3464 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".

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

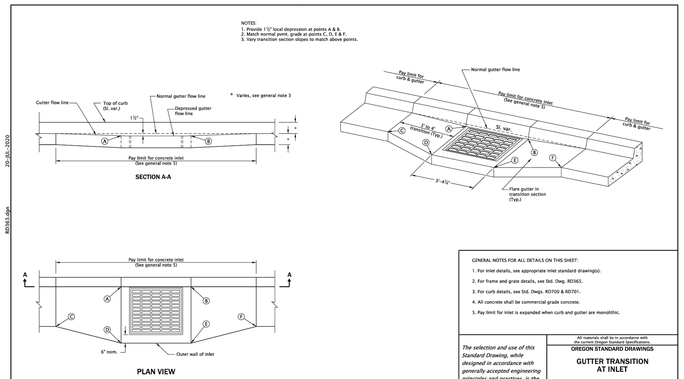
STANDARD SANITARY SEWER MANHOLE

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 20.09.0010 | **RD338**

Effective Date: December 1, 2024 – May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. For inlet details, see appropriate inlet standard drawing(s).
2. For frame and grate details, see Std. Dwg. RD365.
3. For curb details, see Std. Dwgs. RD700 & RD701.
4. All concrete shall be commercial grade concrete.
5. Pay limit for inlet is expanded when curb and gutter are monolithic.

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

GUTTER TRANSITION AT INLET

2024

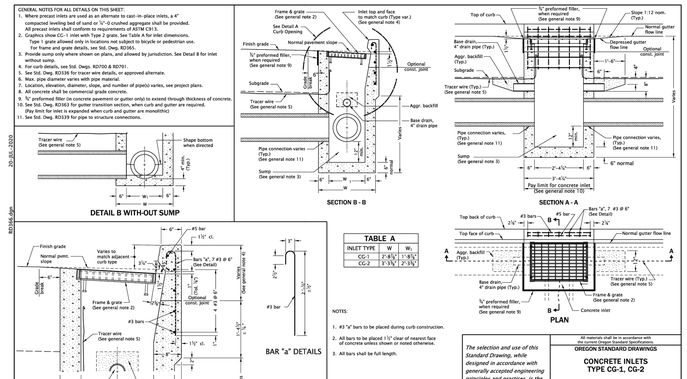
DATE	REVISION DESCRIPTION

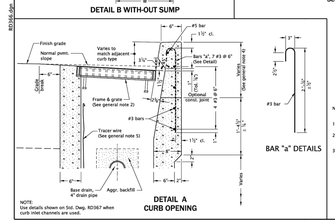
CAD FILE NO. N/A | CAD DATE 20.02.0050 | **RD363**

Effective Date: December 1, 2024 – May 31, 2025

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Where precast inlets are used as an alternate to cast-in-place inlets, a 4" compacted leveling bed of sand or ¾"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
2. Graphics show CG-1 inlet with Type 2 grate. See Table A for inlet dimensions. Type 1 grate allowed only in locations not subject to bicycle or pedestrian use. For frame and grate details, see Std. Dwg. RD365.
3. Provide sump only where shown on plans, and allowed by jurisdiction. See Detail B for inlet without sump.
4. For curb details, see Std. Dwgs. RD700 & RD701.
5. See Std. Dwg. RD336 for tracer wire details, or approved alternate.
6. Max. pipe diameter varies with pipe material.
7. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
8. All concrete shall be commercial grade concrete.
9. ¾" preformed filler (in concrete pavement or gutter only) to extend through thickness of concrete.
10. See Std. Dwg. RD3363 for gutter transition section, when curb and gutter are required. (Pay limit for inlet is expanded when curb and gutter are monolithic)
11. See Std. Dwg. RD3339 for pipe to structure connections.





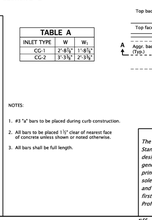
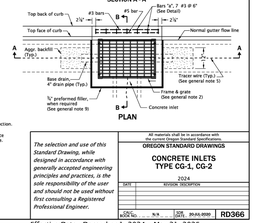


TABLE A

INLET TYPE	W	W_1
CG-1	2'-6½"	1'-8½"
CG-2	3'-3½"	2'-3½"

NOTES:

1. #3 "a" bars to be placed during curb construction.
2. All bars to be placed 1½" clear of nearest face of concrete unless shown or noted otherwise.
3. All bars shall be full length.



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

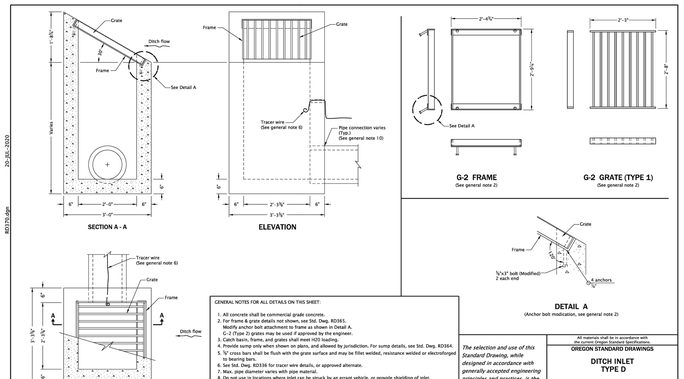
CONCRETE INLETS TYPE CG-1, CG-2

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 20.02.0090 | **RD366**

Effective Date: December 1, 2024 – May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All concrete shall be commercial grade concrete.
2. Inlet top may be cast-in-place or precast. All precast inlets shall conform to requirements of ASTM C913.
3. Modify anchor bolt attachment to frame as shown in Detail A. G-2 (Type 2) grates may be used if approved by the engineer.
4. Catch basin, frame, and grates shall meet H20 loading.
5. Provide sump only when shown on plans, and allowed by jurisdiction. For sump details, see Std. Dwg. RD364.
6. ¾" cross bars shall be flush with the grate surface and may be filler welded, resistance welded or electrofused to bearing bars.
7. See Std. Dwg. RD336 for tracer wire details, or approved alternate.
8. Do not use in locations where inlet can be struck by an errant vehicle, or provide shielding of inlet.
9. Inlet base may be cast-in-place or precast. Where precast inlet base is used as an alternate, a 4" compacted leveling bed of sand or ¾"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
10. See Std. Dwg. RD339 for pipe to structure connections.
11. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.

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

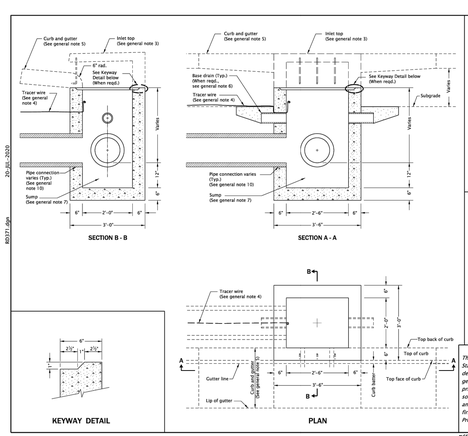
DITCH INLET TYPE D

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 20.02.0010 | **RD370**

Effective Date: December 1, 2024 – May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All concrete shall be commercial grade concrete.
2. Inlet base may be cast-in-place or precast. Where precast inlet base is used as an alternate, a 4" compacted leveling bed of sand or ¾"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
3. See Std. Dwgs. RD372 & RD373 for inlet top details.
4. See Std. Dwg. RD336 for tracer wire details, or approved alternate.
5. See Std. Dwgs. RD700 & RD701 for curb and gutter details.
6. See Std. Dwg. RD364 for base drain details.
7. Provide sump only where shown on plans, and allowed by jurisdiction. For sump details, see Std. Dwg. RD364.
8. Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
9. Max. pipe diameter varies with pipe material.
10. See Std. Dwg. RD339 for pipe to structure connections.

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

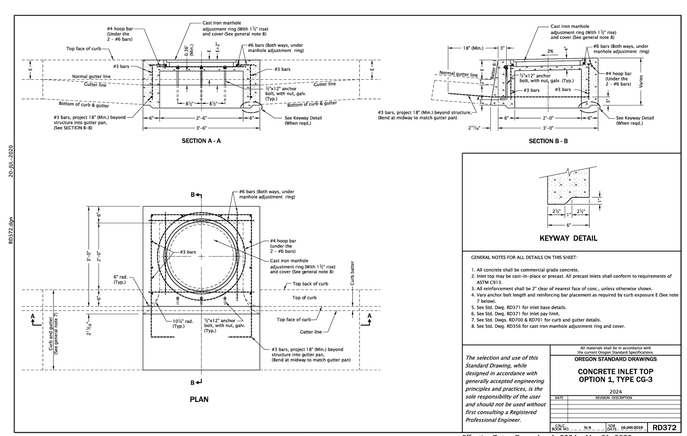
CONCRETE INLET BASE TYPE CG-3

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 20.02.0010 | **RD371**

Effective Date: December 1, 2024 – May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All concrete shall be commercial grade concrete.
2. Inlet top may be cast-in-place or precast. All precast inlets shall conform to requirements of ASTM C913.
3. All reinforcement shall be 2" clear of nearest face of conc., unless otherwise shown.
4. Vary dimension, bar spacing, and reinforcing bar placement as required by curb exposure E (See note 7 below).
5. See Std. Dwg. RD371 for inlet base details.
6. See Std. Dwg. RD371 for inlet gap limit.
7. See Std. Dwgs. RD700 & RD701 for curb and gutter details.
8. See Std. Dwg. RD356 for cast iron manhole adjustment ring and cover.

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 INLET TOP OPTION 1, TYPE CG-3

2024

DATE	REVISION DESCRIPTION

CAD FILE NO. N/A | CAD DATE 19.09.0010 | **RD372**

Effective Date: December 1, 2024 – May 31, 2025

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MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	RD300 SERIES ODOT DETAILS
	C7.6.1

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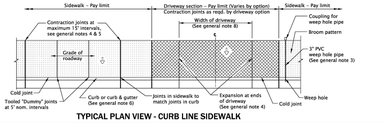
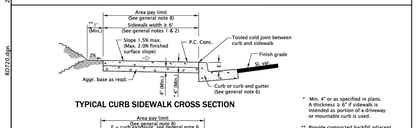
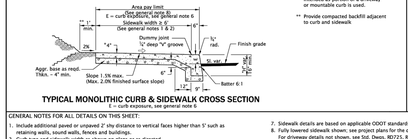


TYPICAL PLAN VIEW - CURB LINE SIDEWALK



TYPICAL CURB SIDEWALK CROSS SECTION

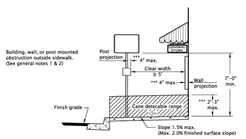


TYPICAL MONOLITHIC CURB & SIDEWALK CROSS SECTION

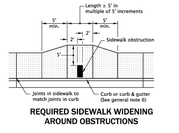
* Min. 4" or as specified in plans. A thickness ≥ 6" if sidewalk is intended as portion of a driveway or mountable curb is used.

** Provide compacted backfill adjacent to curb and sidewalk

*** Objects with base below 2'-3" may protrude any distance as long as the 5' circulation path is maintained. When an object with a base higher than 2'-3" protrudes further than 4" provide a detection below protrusion to delineate edge.



CLEAR CIRCULATION PATH



REQUIRED SIDEWALK WIDENING AROUND OBSTRUCTIONS

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.
3. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
4. 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.
5. 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 joints details.
6. Const. contraction joints at 15' maximum spacing, and at ends of each curb ramp. See Std. Dwg. RD722 for contraction joint details.
7. Sidewalk details are based on applicable ODOT standards.
8. Fully lowered 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.

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)

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

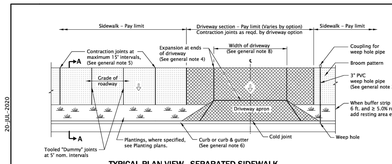
CURB LINE SIDEWALKS

2024

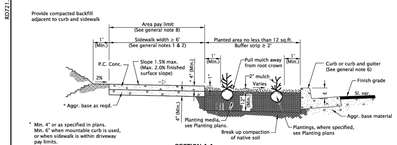
DATE	REVISION DESCRIPTION

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	21-JUN-2019	RD720

Effective Date: December 1, 2024 – May 31, 2025



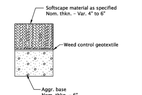
TYPICAL PLAN VIEW - SEPARATED SIDEWALK



SECTION A-A

TYPICAL SETBACK SIDEWALK CROSS SECTION

E = curb exposure, see general note 6



NON-PLANTED SOFTSCAPE CROSS SECTION

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.
3. On sidewalks 8' and wider, provide a longitudinal joint at the midpoint.
4. 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.
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 ft or greater, as shown or directed. Treat areas less than 12 ft with mulch surfacing.

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

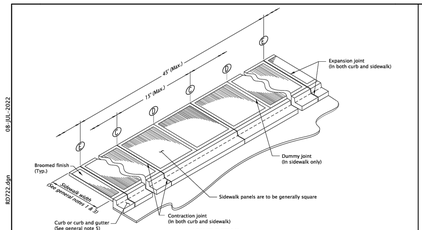
SEPARATED SIDEWALKS

2024

DATE	REVISION DESCRIPTION

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	09-JUL-2022	RD721

Effective Date: December 1, 2024 – May 31, 2025



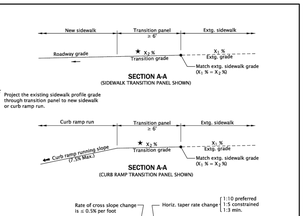
JOINT DETAIL

(Curb line sidewalk with curb and gutter shown)

Ⓒ CONTRACTION JOINT (See general note 6)

Ⓓ DUMMY JOINT

Ⓔ EXPANSION JOINT (See general notes 2 & 5)



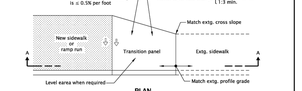
SECTION A-A

(SIDEWALK TRANSITION PANEL SHOWN)

★ Project the existing sidewalk profile grade through transition panel to new sidewalk or curb ramp run.

SECTION A-A

(CURB RAMP TRANSITION PANEL SHOWN)



PLAN

SIDEWALK AND CURB RAMP TRANSITION PANELS

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. See Std. Dwgs. RD720 and RD721 for concrete sidewalk details. See project plans for sidewalk width, placement and design specified.
2. Provide expansion joints around poles, boxes, at ends of each driveway and other fixtures which protrude through or against the structures. For sidewalk, monolithic curb and sidewalk, provide construction expansion joints at 45 feet maximum spacing.
3. On sidewalks 8 feet and wider, provide a longitudinal joint at the midpoint of sidewalk panel.
4. See Std. Dwgs. RD700 and RD701 for concrete curb details. See project plans for the curb design specified.
5. Do not place expansion joints between separate concrete pours for curb ramp system components construction. Place expansion joints outside of curb ramp runs when required. Install expansion joints flush with surface for structures protruding through the curb ramp system. See Std. Dwg. RD900.
6. Construct contraction joints at 15 feet maximum spacing, and at each curb ramp, driveway, sidewalk and curb.

LEGEND:

- New sidewalk or ramp run
- Slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Slope 7.1% max. (Max. 8.3% finished surface slope)
- Zero 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

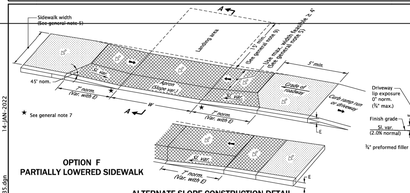
SIDEWALK JOINTS AND TRANSITION PANELS

2024

DATE	REVISED NOTES
07-2022	REVISED NOTES

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	08-JUL-2022	RD722

Effective Date: December 1, 2024 – May 31, 2025

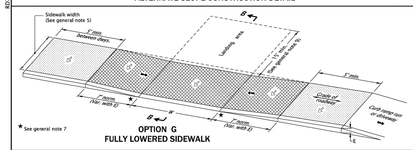


OPTION F

PARTIALLY LOWERED SIDEWALK

ALTERNATE SLOPE CONSTRUCTION DETAIL

SECTION A-A



OPTION G

FULLY LOWERED SIDEWALK

SECTION B-B

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 depth expansion joints with 1/4" (in) preformed joint filler at ends of each driveway. Tooled joints are required at all driveway slope break lines.
9. Vertical faces 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 tapered profile, to accommodate driveway use. See Std. Dwg. RD720 for details.

LEGEND

- Sidewalk
- Driveway pay limit (If monolithic, include adjacent curb)
- Cross slope 1.5% max. (Max. 2.0% finished surface slope) (Normal sidewalk cross slope)
- Running slope 7.1% 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.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS

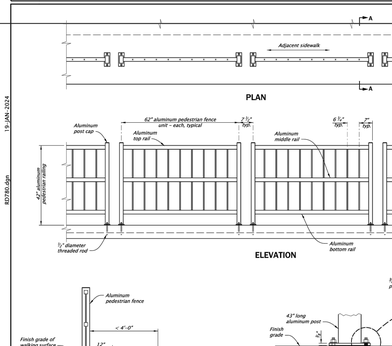
CURB LINE SIDEWALK DRIVEWAYS OR ALLEYS (OPTIONS F & G) ODOT HIGHWAYS

2024

DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES
01-2024	REVISED DETAILS AND NOTES

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	19-JAN-2024	RD735

Effective Date: December 1, 2024 – May 31, 2025



PLAN

ELEVATION

SECTION A-A

WHEN PEDESTRIAN FENCE IS REQUIRED FOR WALKING SURFACES

POST BASE PLATE BOLT DOWN ANCHOR

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. See Std. Dwgs. RD780 & RD782 for details not shown.
2. Structure varies, see project plans.
3. All concrete shall be commercial grade concrete.
4. See project plans for details not shown.
5. 10 inch minimum required between threaded rod and outer edge of concrete footing.

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

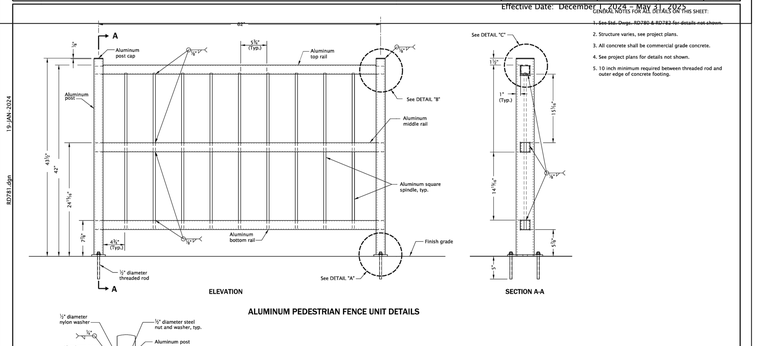
ALUMINUM PEDESTRIAN FENCE (MASH, TL-2)

2024

DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES
01-2024	REVISED DETAILS AND NOTES
12-2023	REVISED DETAILS AND NOTES, UPDATED CAD DRAWING STANDARDS

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	19-JAN-2024	RD780

Effective Date: December 1, 2024 – May 31, 2025



ELEVATION

SECTION A-A

ALUMINUM PEDESTRIAN FENCE UNIT DETAILS

DETAIL "A"

DETAIL "B"

DETAIL "C"

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. See Std. Dwgs. RD780 & RD782 for details not shown.
2. Structure varies, see project plans.
3. All concrete shall be commercial grade concrete.
4. See project plans for details not shown.
5. 10 inch minimum required between threaded rod and outer edge of concrete footing.

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

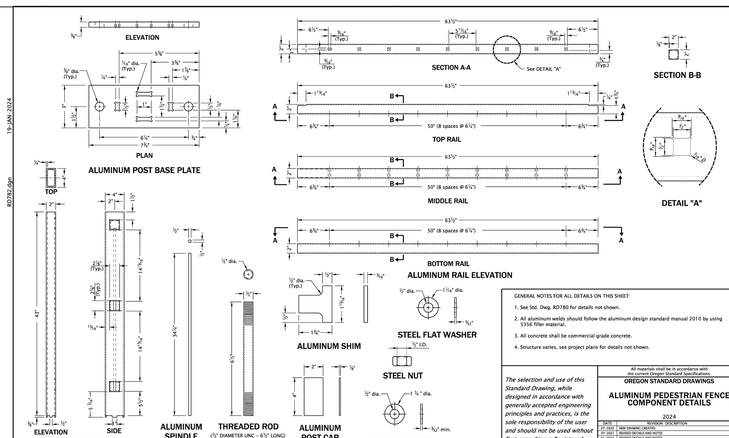
ALUMINUM PEDESTRIAN FENCE UNIT DETAILS

2024

DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES
01-2024	REVISED DETAILS AND NOTES

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	19-JAN-2024	RD781

Effective Date: December 1, 2024 – May 31, 2025



GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. See Std. Dwg. RD780 for details not shown.
2. All aluminum welds should follow the aluminum design standard manual 2010 by using 5356 filler material.
3. All concrete shall be commercial grade concrete.
4. Structure varies, see project plans for details not shown.

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

ALUMINUM PEDESTRIAN FENCE COMPONENT DETAILS

2024

DATE	REVISION DESCRIPTION
07-2020	NEW DRAWING CREATED
07-2021	REVISED DETAILS AND NOTES
01-2024	REVISED DETAILS AND NOTES

CAD FILE/DGN NO.	N/A	DATE LAST REVISED	19-JAN-2024	RD782

Effective Date: December 1, 2024 – May 31, 2025

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REGISTERED PROFESSIONAL ENGINEER 56425PE OREGON JAN. 13, 2006 TODD D. POWELL
NOT FOR CONSTRUCTION
EXPIRES: 12/31/2626

VERIFY SCALES
ORIGINAL DRAWING BAR IS ONE INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	RD700 SERIES ODOT DETAILS
	C7.6.2

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C7 2234.dwg Last Save: October 2, 2024 5:14 PM Plot Date: October 3, 2024 10:13 AM By: Nancy

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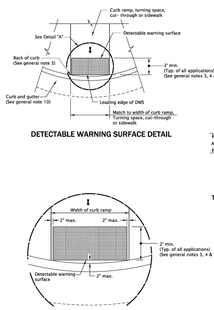
RD902.dgn 19-JUL-2021



DETECTABLE WARNING SURFACE DETAIL

	A	B	C	D	E
MIN.	1.60'	0.65'	0.45'	0.90'	0.20'
MAX.	2.40'	—	0.61'	1.40'	0.20'

TRUNCATED DOME SPACING

TRUNCATED DOME

TRUNCATED DOME DETAILS

DETAIL "A"

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 shall be a minimum separation of 2 ft. measured between the nearest edges of the 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 within½ 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) Bus stop, passenger 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)

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

DETECTABLE WARNING SURFACE DETAILS

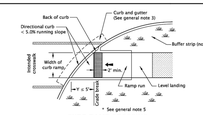
2024

DATE	REVISION DESCRIPTION
1-24-2022	NEW DRAWING CREATED
01-2024	REVISED DETAILS AND NOTES

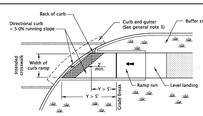
DESIGN NO. N/A | DATE 19-JUL-2021 | **RD902**

Effective Date: December 1, 2024 – May 31, 2025

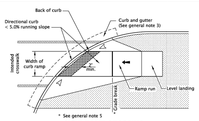
RD903.dgn 14-JAN-2022



CURB RAMP CROSSING
GRADE BREAK ≤ 5 FT. FROM BACK OF CURB



CURB RAMP CROSSING
GRADE BREAK > 5 FT. FROM BACK OF CURB



CURB RAMP CROSSING
DIRECTIONAL CURB WITH FLARED CONSTRUCTION

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.
   See Std. Dwgs. RD902 for detectable warning surface installation details.
3. On or along state highways, curb and gutter is required at curb ramps.
4. Detectable warning surface placement for perpendicular ramps vary as shown.
5. Detectable warning surface placement across the grade break is prohibited.

LEGEND:

- Marked or intended crossing location
- Sidewalk
- Detectable warning surface
- Running slope 7.5% max. (Max. 8.3% finished surface slope)
- Flare slope (Max. 10.0% 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

DETECTABLE WARNING SURFACE PLACEMENT FOR DIRECTIONAL CURBS

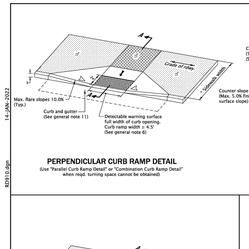
2024

DATE	REVISION DESCRIPTION
1-24-2022	NEW DRAWING CREATED
01-2024	REVISED NOTES

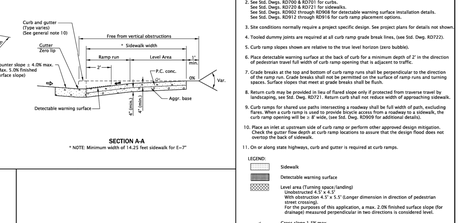
DESIGN NO. N/A | DATE 14-JAN-2022 | **RD905**

Effective Date: December 1, 2024 – May 31, 2025

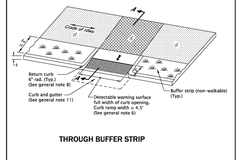
RD910.dgn 14-JAN-2022



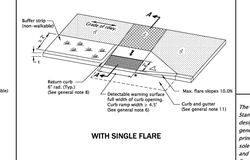
PERPENDICULAR CURB RAMP DETAIL
(Use "Parallel Curb Ramp Detail" or "Combination Curb Ramp Detail" when regd. turning space cannot be obtained)



SECTION A-A
* NOTE: Minimum width of 14.25 feet sidewalk for E=7'



THROUGH BUFFER STRIP



WITH SINGLE FLARE

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. RD910 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. 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.
8. 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.
9. 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.
10. Curb ramps for shared use paths intersecting a roadway shall be full width of path, excluding flared slopes, and shall be perpendicular to the roadway. When adjacent to a sidewalk, the curb ramp opening will be ≥ 8' wide, (see Std. Dwg. RD909 for additional details).
11. 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. 8.3% 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

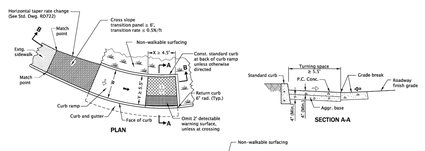
DATE	REVISION DESCRIPTION
1-24-2022	NEW DRAWING CREATED
01-2024	REVISED NOTES

DESIGN NO. N/A | DATE 14-JAN-2022 | **RD910**

Effective Date: December 1, 2024 – May 31, 2025

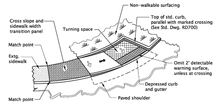
RD960.dgn 19-JUL-2021

SECTION B-B



PLAN

SECTION A-A



ISOMETRIC VIEW

CURBED OPTION

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. Curb ramp details are based on applicable ODOT applicable 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. Dwgs. RD722 for tooled dummy joints.
   See Std. Dwgs. RD902 through RD908 for detectable warning surface installation details.
   See Std. Dwg. RD920 for parallel curb ramp details.
3. Site conditions normally require a project special 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. 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.
8. When a shared use path terminates, the curb ramp shall be the full width of the path, the turning space Y-dimension should be minimum 8' wide to enable bicyclers to ride from ramp to shoulder.
9. 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.
10. On or along state highways, curb and gutter is required at curb ramps.
11. Unique curb ramp option can be used for curved or tangent roadway sections. Superelevated roadways require a site specific detail.

LEGEND:

- Sidewalk
- Transition panel
- 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. 8.3% finished surface slope) Slope as required for drainage
- W — New construction sidewalk width. See contract plans for dimension

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

UNIQUE CURB RAMP

2024

DATE	REVISION DESCRIPTION
1-24-2022	NEW DRAWING CREATED
01-2024	REVISED DETAILS AND NOTES

DESIGN NO. N/A | DATE 19-JUL-2021 | **RD960**

Effective Date: December 1, 2024 – May 31, 2025

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REGISTERED PROFESSIONAL ENGINEER 56425PE OREGON JAN. 13, 2004 TODD D. POWELL
NOT FOR CONSTRUCTION
EXPIRES: 12/31/2626

VERIFY SCALES
ORIGINAL DRAWING BAR IS ONE INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	RD900 SERIES ODOT DETAILS
	C7.6.3

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C7 2234.dwg Last Save: October 2, 2024 5:14 PM Plot Date: October 3, 2024 10:16 AM By: Nancy

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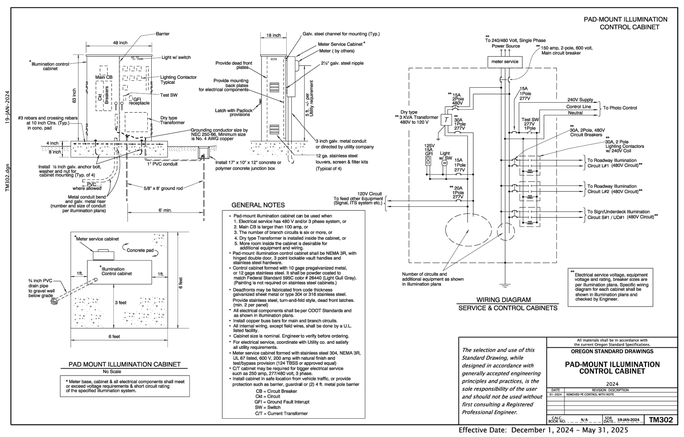


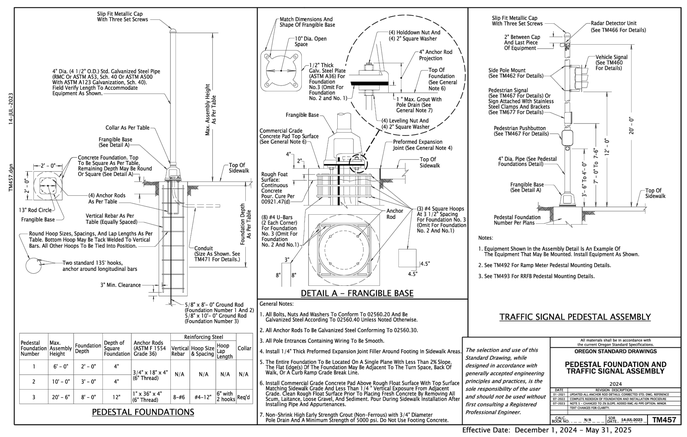
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
PAD-MOUNT ILLUMINATION CONTROL CABINET
2024

DATE	REVISION DESCRIPTION
10-01-2024	ORDINANCE NO. 2024-10, EFFECTIVE DATE JANUARY 1, 2025

LICENSING N/A | DATE 19-JUL-2024 | **TM302**

Effective Date: December 1, 2024 – May 31, 2025



Pedestal Foundation Number	Max. Assembly Height	Foundation Depth	Depth of Square Foundation	Anchor Rods (ASTM F 1554 Grade 36)	Reinforcing Steel: Vertical Rebar	Hoop Size & Spacing	Hoop Length	Collar
1	6' – 0"	2' – 0"	4"	3/4" x 18" x 6" (8" Thread)	N/A	N/A	N/A	N/A
2	12' – 0"	3' – 0"	4"					
3	20' – 6"	8' – 0"	12"	1" x 36" x 4" (8" Thread)	8–#6	#4–12"	6' with 2' hooks	Req'd

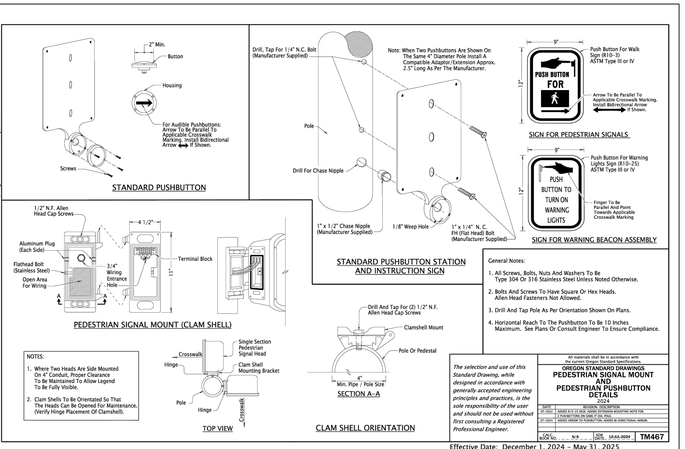
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
PEDESTAL FOUNDATION AND TRAFFIC SIGNAL ASSEMBLY
2024

DATE	REVISION DESCRIPTION
1-01-2021	ADOPTED ALL AMENDMENTS TO OSSC 2019 EDITION
1-01-2019	ADOPTED ALL AMENDMENTS TO OSSC 2017 EDITION, REFORMATTED
07-2013	NOTE 1 CHANGED TO ALSO INCLUDE SIGNAL POLE
07-2011	NOTE 1 CHANGED TO ALSO INCLUDE SIGNAL AND ITS OPTICAL MASTER
07-2009	CHANGED TITLE FROM "PEDESTAL FOUNDATIONS"

LICENSING N/A | DATE 19-JUL-2024 | **TM457**

Effective Date: December 1, 2024 – May 31, 2025



NOTES:
1. Where Two Heads Are Side Mounted On 4" Conduit, Proper Clearance To Be Maintained To Allow Legend To Be Fully Visible.
2. Clam Shells To Be Orientated So That The Heads Can Be Opened For Maintenance. (Verify Hinge Placement Of Clamshell).

General Notes:
1. All Screws, Bolts, Nuts And Washers To Be Type 304 Or 316 Stainless Steel Unless Noted Otherwise.
2. Bolts And Screws To Have Square Or Hex Heads. Allen Head Fasteners Not Allowed.
3. Drill And Tap Pole As Per Orientation Shown On Plans.
4. Horizontal Reach To The Pushbutton To Be 10 Inches Maximum. See Plans Or Consult Engineer To Ensure Compliance.

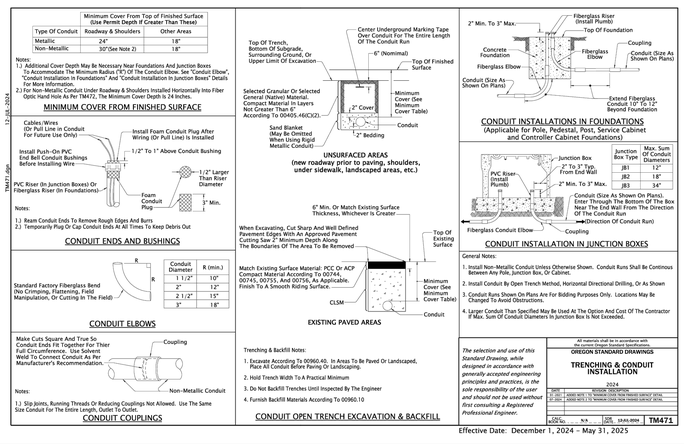
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
PEDESTRIAN SIGNAL MOUNT AND PEDESTRIAN PUSHBUTTON DETAILS
2024

DATE	REVISION DESCRIPTION
1-01-2021	ADOPTED ALL AMENDMENTS TO OSSC 2019 EDITION, REFORMATTED NOTE FOR
07-2013	ADDED NOTE 4 TO PEDESTRIAN SIGNAL MOUNT
07-2011	ADDED ANCHOR FOR PUSHBUTTON, ADDED 90 STRUCTURAL WIRING

LICENSING N/A | DATE 19-JUL-2024 | **TM467**

Effective Date: December 1, 2024 – May 31, 2025



Type Of Conduit	Minimum Cover From Top of Finished Surface (Use Permit Depth If Greater Than These): Roadway & Shoulders	Other Areas
Metallic	24"	18"
Non–Metallic	30"(See Note 2)	18"

Notes:
1.) Additional Cover Depth May Be Necessary Near Foundations And Junction Boxes To Accommodate The Minimum Radius (“R”) Of The Conduit Elbow. See “Conduit Elbow”, “Conduit Installation In Foundations” And “Conduit Installation In Junction Boxes” Details For More Information.
2.) For Non-Metallic Conduit Under Roadway & Shoulders Installed Horizontally Into Fiber Optic Hand Hole As Per TM472, The Minimum Cover Depth Is 24 Inches.

Conduit Diameter	R (min.)
1 1/2"	10"
2"	12"
2 1/2"	15"
3"	18"

Junction Box Type	Max. Sum Of Conduit Diameters
JB1	12"
JB2	18"
JB3	34"

General Notes:
1. Install Non-Metallic Conduit Unless Otherwise Shown. Conduit Runs Shall Be Continuous Between Any Pole, Junction Box, Or Cabinet.
2. Install Conduit By Open Trench Method, Horizontal Directional Drilling, Or As Shown
3. Conduit Runs Shown On Plans Are For Bidding Purposes Only. Locations May Be Changed To Avoid Obstructions.
4. Larger Conduit Than Specified May Be Used At The Option And Cost Of The Contractor If Max. Sum Of Conduit Diameters In Junction Box Is Not Exceeded.

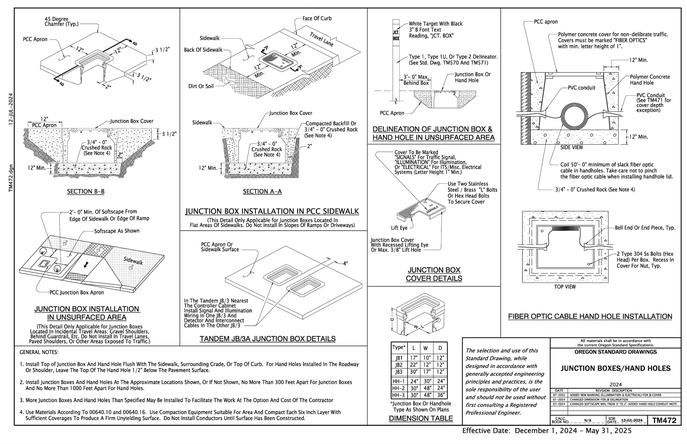
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
TRENCHING & CONDUIT INSTALLATION
2024

DATE	REVISION DESCRIPTION
1-01-2021	ADOPTED ALL AMENDMENTS TO OSSC 2019 EDITION, REFORMATTED
07-2013	ADDED NOTE 3 TO TRENCHING & CONDUIT INSTALLATION

LICENSING N/A | DATE 12-JUL-2024 | **TM471**

Effective Date: December 1, 2024 – May 31, 2025



Type	L	W	D
JB1	17"	17"	12"
JB2	22"	17"	12"
JB3	30"	17"	12"
HH-1	24"	30"	24"
HH-2	30"	48"	24"
HH-3	30"	48"	36"

*Junction Box Or Handhole Type As Shown On Plans

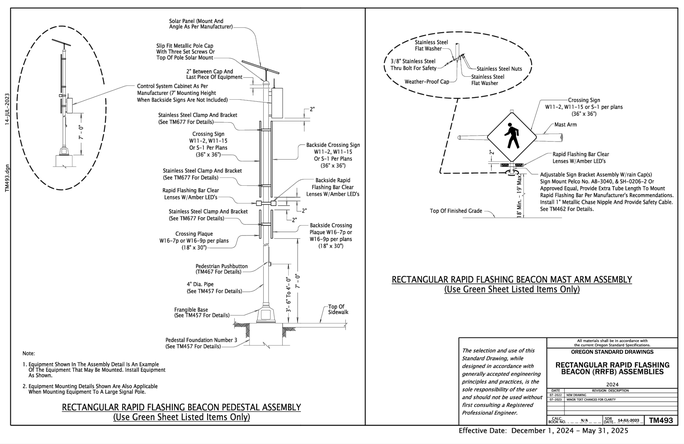
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
JUNCTION BOXES/HAND HOLES
2024

DATE	REVISION DESCRIPTION
1-01-2021	ADOPTED ALL AMENDMENTS TO OSSC 2019 EDITION
07-2013	CHANGED DEPTH FROM 18 TO 12
07-2011	CHANGED DEPTH,JB1 WAS 17 X 17 ADDED HAND HOLE CONDUIT INFO

LICENSING N/A | DATE 19-JUL-2024 | **TM472**

Effective Date: December 1, 2024 – May 31, 2025



Note:
1. Equipment Shown In The Assembly Detail Is An Example Of The Equipment That May Be Mounted. Install Equipment As Shown.
2. Equipment Mounting Details Shown Are Also Applicable When Mounting Equipment To A Large Signal Pole.

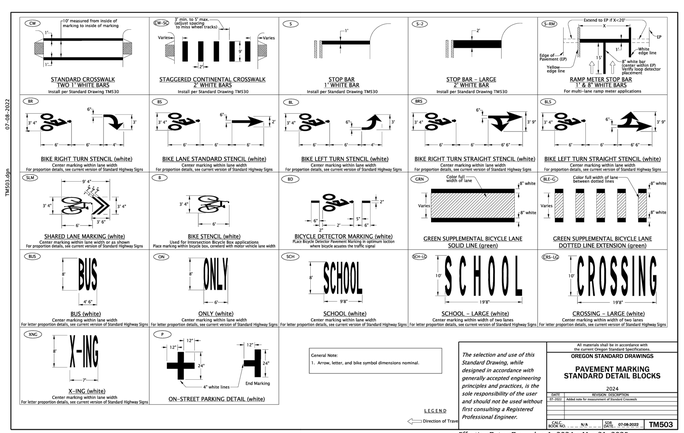
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLIES
2024

DATE	REVISION DESCRIPTION
1-01-2024	NEW DRAWING

LICENSING N/A | DATE 19-JUL-2024 | **TM493**

Effective Date: December 1, 2024 – May 31, 2025



General Note:
1. Arrow, letter, and bike symbol dimensions nominal.

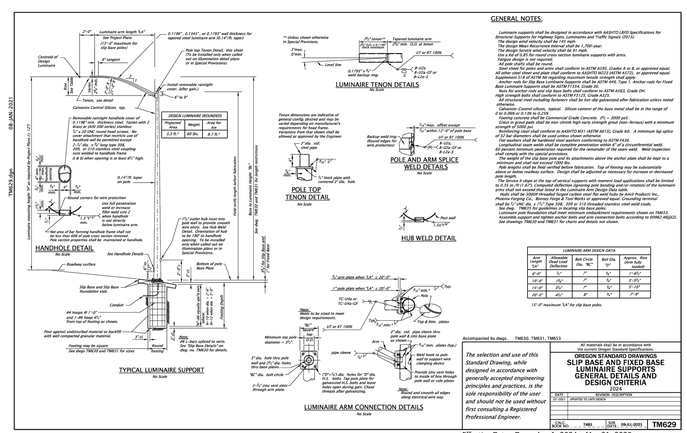
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
PAVEMENT MARKING STANDARD DETAIL BLOCKS
2024

DATE	REVISION DESCRIPTION
07-2013	ADDED NOTE TO LARGE STOP BARS

LICENSING N/A | DATE 07-08-2012 | **TM503**

Effective Date: December 1, 2024 – May 31, 2025



LUMINAIRE ARM DESIGN DATA					
Arm Length	Allowable Bending Moment	Bolt Circle Dia. "BC"	Arm Hole Dia.	Anchor Rod Diameter	Base Plate Thickness
6'–0"	5½"	7"	¾"	¾"	1'–0½"
8'–0"	5½"	7"	¾"	¾"	1'–0½"
10'–0"	5½"	7"	¾"	¾"	1'–0½"
12'–0"	5½"	7"	¾"	¾"	1'–0½"
15'–0"	5½"	7"	¾"	¾"	1'–0½"

*15'–0" maximum 5.4" for slip base poles.

Accompanied by dwgs. TM630, TM631, TM633

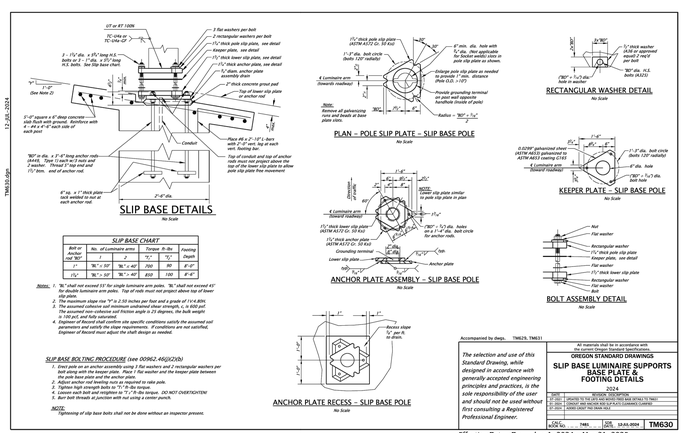
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without first consulting a Registered Professional Engineer.

All materials shall be in accordance with the current Oregon Standard Specifications.
OREGON STANDARD DRAWINGS
SLIP BASE AND FIXED BASE LUMINAIRE SUPPORTS GENERAL DETAILS AND DESIGN CRITERIA
2024

DATE	REVISION DESCRIPTION
1-01-2024	NEW DRAWING

LICENSING TMG | DATE 19-JUL-2024 | **TM629**

Effective Date: December 1, 2024 – May 31, 2025



SLIP BASE CHART

Bolt or Anchor rod "BR"	No. of Luminaire arms	1	2	Torque ft-lbs "T"	Footing Depth
¾"	¾"	5"	5½"	200	8'–6"
1¼"	1¼" – 50"	5½"	6½"	850	10'–0"

Notes:
1. "BL"shall not exceed 51' for single luminaire arm poles. "BL"shall not exceed 41' for double luminaire arm poles. Taper of rods must not project above top of base plate.
2. The maximum slope rise "V" is 2.55 inches per foot and a grade of 14.8%.
3. The assumed cohesive soil minimum undrained shear strength, s, is 600 psf.
4. The assumed non-cohesive soil friction angle is 25 degrees, the bulk weight is 125 pcf and saturated is 130 pcf.
5. Engineer of Record shall confirm site specific conditions satisfy the assumed soil parameters and satisfy the slope requirements. If conditions are not satisfied, Engineer of Record must adjust the shaft design as needed.

SLIP BASE BOLTING PROCEDURE (see 00962.46(j)(2)b)
1. Erect pole on an anchor assembly using 2 flat washers and 2 rectangular washers per anchor bolt. Place rectangular washers on the flat washer and the keeper plate between the pole base plate and the anchor plate.
2. Adjust anchor rod leveling nuts as required to rate pole.
3. Place remaining washers, and hand tight nuts.
4. Loosen each bolt and retighten to "T," ft-lbs torque. DO NOT OVERTORTEN!
5. Burr bolt threads at junction with nut using a center punch.

NOTE:
Tightening of slip base bolts shall not be done without an inspector present.

Accompanied by dwgs. TM629, TM631

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
SLIP BASE LUMINAIRE SUPPORTS BASE PLATE & FOOTING DETAILS
2024

DATE	REVISION DESCRIPTION
1-01-2024	NEW DRAWING
07-2013	UPDATED TO ALL STATE STANDARDS FORMS AND DETAILS TO TM631
07-2011	CHANGED AND ADDED SIZE OF PLATE, CHANGED LUMINAIRE
07-2009	ADDED GREEN TAPE FROM TM631

LICENSING TMG | DATE 19-JUL-2024 | **TM630**

Effective Date: December 1, 2024 – May 31, 2025

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REGISTERED PROFESSIONAL ENGINEER 56425PE OREGON JUL 13, 2004 TODD D. POWELL
NOT FOR CONSTRUCTION
EXPIRES: 12/31/2626

VERIFY SCALES
ORIGINAL DRAWING BAR IS ONE INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	ODOT TRAFFIC DETAILS
	C7.6.4

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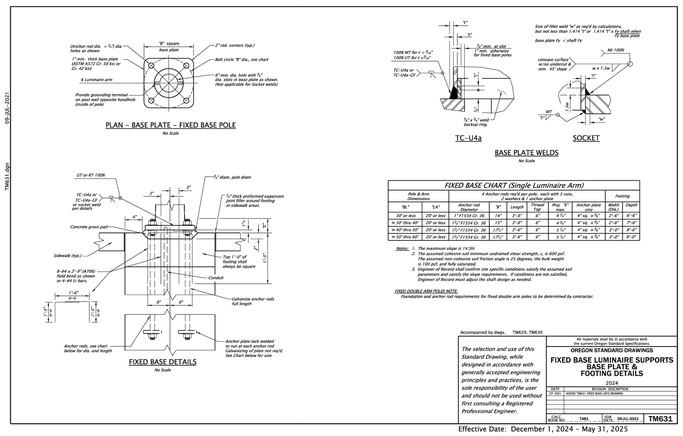

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engineering +
consulting

100 E. Main St., Suite O
Medford, OR 97501

541.613.0723 phone

www.powellengineeringconsulting.com

REGISTERED PROFESSIONAL ENGINEER
56425PE
NOT FOR CONSTRUCTION
OREGON
JUL. 13, 2004
TODD D. POWELL

EXPIRES: 12/31/2626

VERIFY SCALES
ORIGINAL DRAWING
BAR IS ONE INCH
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

GRAND TERRACE
AN APARTMENT DEVELOPMENT
PUBLIC IMPROVEMENT PLANS
MAP 38-1E-32
SOUTH PACIFIC HWY BETWEEN JACKSON RD AND SCHOFIELD ST

NO.	REVISION DESCRIPTION	DATE

DRAWN BY:	TDP
DESIGNED BY:	TDP
CHECKED BY:	TDP
ISSUE DATE:	10/02/24
LAND USE SET	
JOB NO. 22-002	ODOT TRAFFIC DETAILS C7.6.5

Drawing Name: S:\PEC Shared - Documents\All Staff\Projects\Current Projects\Grand Terrace\Drawings\CADD\Grand Terrace C7 2234.dwg Last Save: October 2, 2024 5:14 PM Plot Date: October 3, 2024 10:20 AM By: Nancy

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PROPOSED FRONT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

General Notes

1. ALL WORK SHALL CONFORM TO THE OREGON STRUCTURAL SPECIALTY CODE.
2. ATTIC VENTILATION SHALL BE 1/150TH OF ATTIC AREA.
3. PROVIDE MINIMUM OF 22"x30" READILY ACCESSIBLE ATTIC ACCESS
4. PROVIDE MINIMUM OF 18"x24" CRAWL SPACE ACCESS
5. FOUNDATION VENTS:
   a. PROVIDE A NET VENTILATION AREA OF NOT LESS THAN 1 SQUARE FOOT FOR EACH 150 SQUARE FEET.
   b. PROVIDE ONE VENTILATION OPENING WITHIN 3 FEET OF EACH CORNER OF THE BUILDING.

DESIGN LOADS

SNOW LOAD	25 PSF
ROOF DEAD LOAD	15 PSF
FLOOR LIVE LOAD	40 PSF
FLOOR DEAD LOAD	15 PSF
WIND PRESSURE	18 PSF
WIND SPEED	95 MPH EXP. B
SEISMIC ZONE	D1

PROJECT DATA

PROPOSED APARTMENT BUILDING

PROPOSED LIVING AREA

BASEMENT	1763 SQ.FT.
MAIN FLOOR	4589 SQ.FT.
UPPER FLOOR	4589 SQ.FT.
TOTAL PROPOSED AREA	10,941 SQ.FT./BLDG.

OWNER: KENDRICK ENTERPRISES, LLC
153 WILL DODGE WAY,
ASHLAND, OR 97520

PROJECT ADDRESS: BUILDING #1
HIGHWAY 99,
ASHLAND, OR 97520
MAP & TAX LOT# 38-1E-32, 1700 & 1702

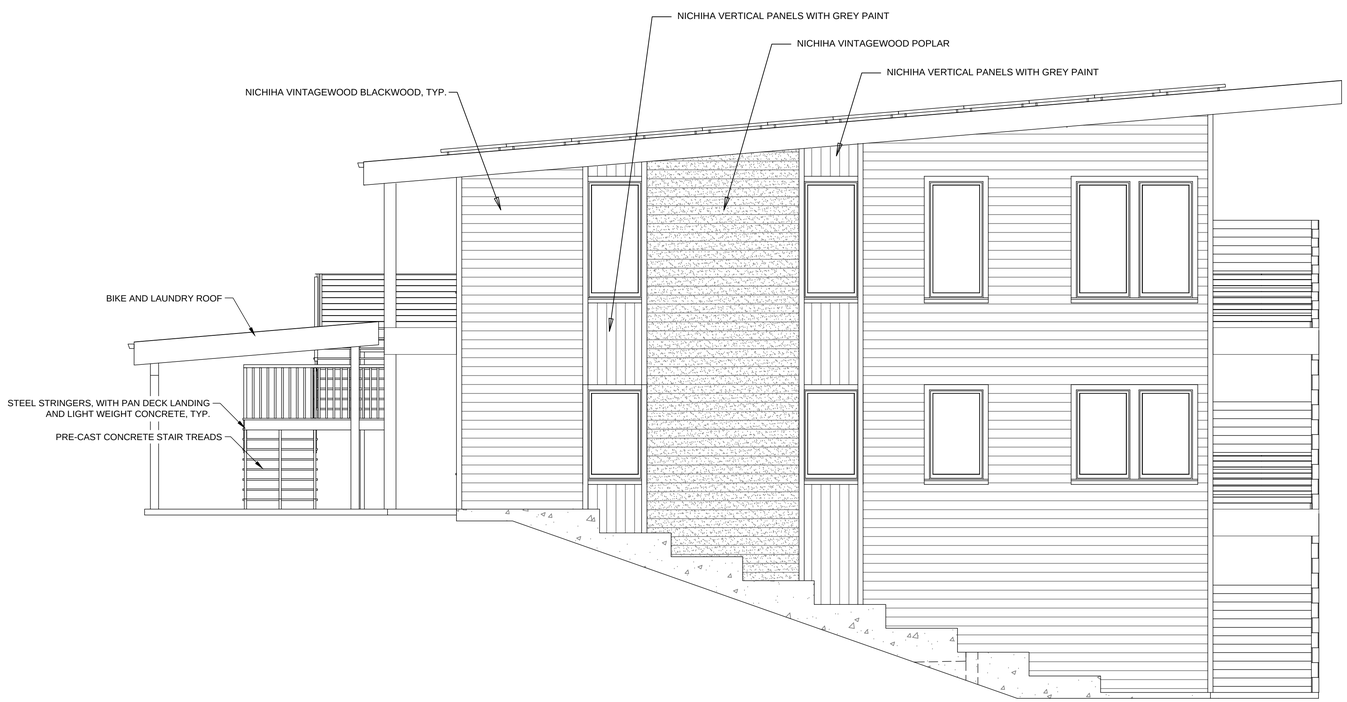
MINIMUM ENERGY COMPLIANCE NOTES

WALL INSULATION	R-21 INTERMEDIATE
WALL INSULATION---BELOW GRADE	R-21 c.i. / R-21
FLAT CEILINGS	R-49
VAULTED CEILINGS	R-30/R30A
UNDERFLOOR INSULATION	R-30
SLAB FLOOR EDGE INSULATION	R-15
HEATED SLAB INTERIOR	R-10
WINDOW S	U = 0.27
SKYLIGHT CLASS	U = 0.50
EXTERIOR DOORS	U = 0.20
EXTERIOR DOORS > 2.5sqft GLAZING	U = 0.40

CONDITIONED SPACE SHALL COMPLY WITH TABLE N1101.1(1) AND ONE ADDITIONAL MEASURE PICKED FROM TABLE N1101.1(2)

SHEET INDEX

A1.0	PROJECT INFORMATION, BUILDING ELEVATIONS
A1.1	BUILDING ELEVATIONS
A1.2	BUILDING SECTION, FLOOR AND WALL ASSEMBLIES
A2.0	BASEMENT, CRAWLSPACE FLOOR PLAN
A2.1	MAIN FLOOR PLAN
A2.2	UPPER FLOOR PLAN
S1.0	GENERAL NOTES AND STRUCTURAL DETAILS
S1.1	STRUCTURAL DETAILS CONT'D
S1.2	STRUCTURAL DETAILS CONT'D
S1.3	STRUCTURAL DETAILS CONT'D
S2.0	FOUNDATION & CRAWLSPACE PLAN
S3.0	MAIN FLOOR FRAMING PLAN
S3.1	UPPER FLOOR FRAMING PLAN
S3.2	ROOF FRAMING PLAN
S4.0	BASEMENT, CRAWLSPACE WIND AND SEISMIC LATERAL PLAN
S4.1	MAIN FLOOR WIND AND SEISMIC LATERAL PLAN
S4.2	UPPER FLOOR WIND AND SEISMIC LATERAL PLAN



PROPOSED RIGHT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

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NO.	BY	DESCRIPTION	DATE

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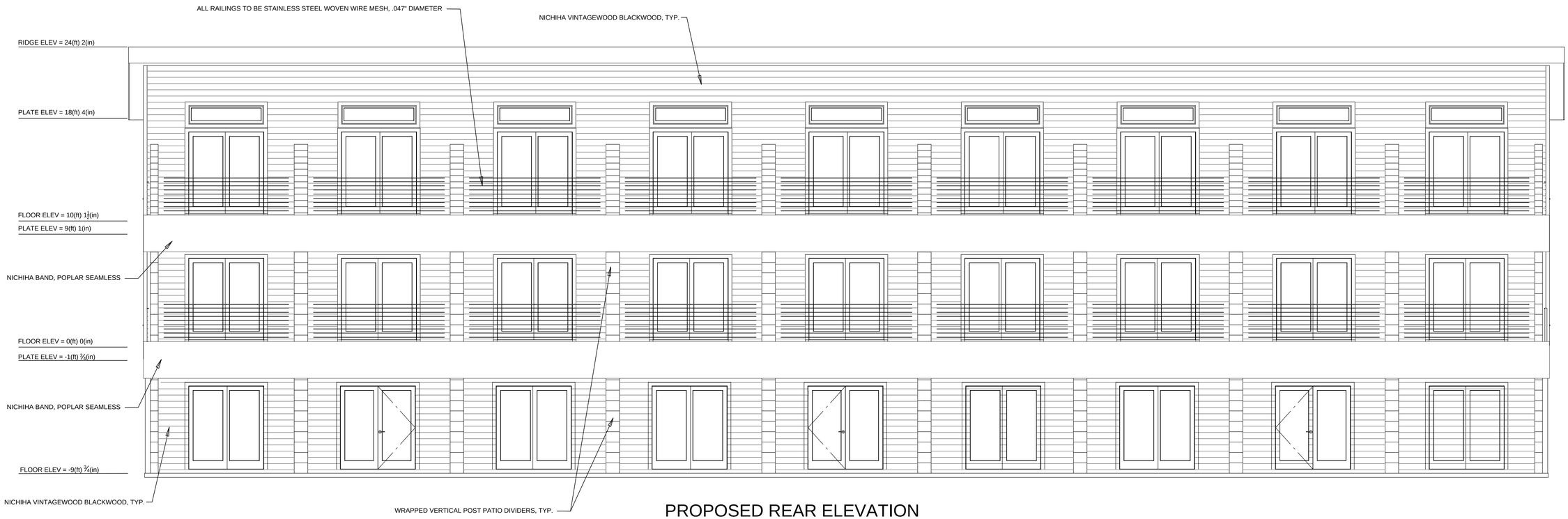
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2024

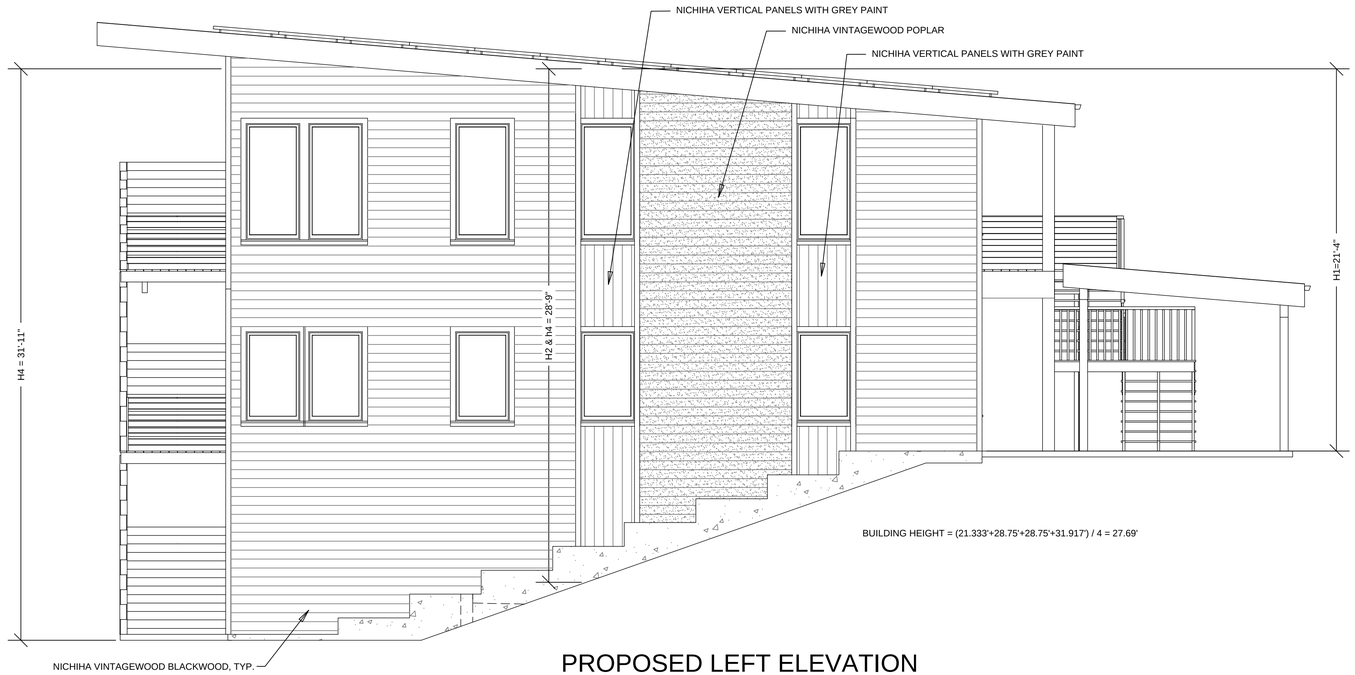
GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: ELEVATIONS
SHEET
A1.0



PROPOSED REAR ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"



PROPOSED LEFT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

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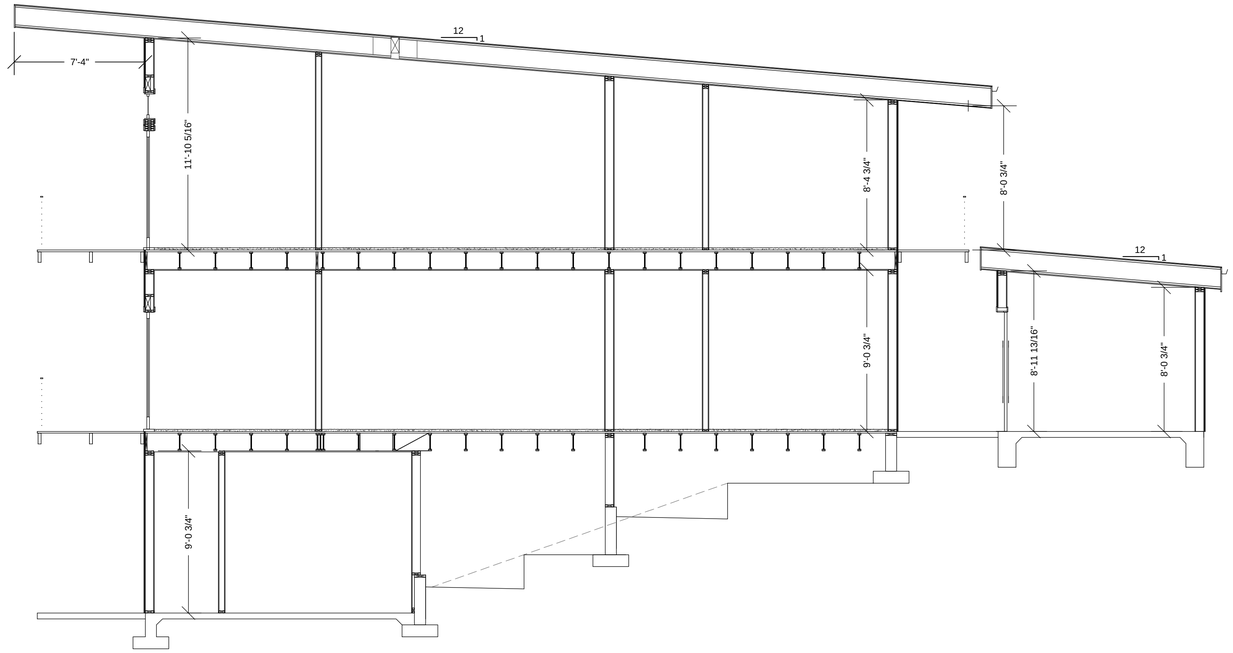
OREGON
JANUARY 13, 2006
BRIAN MOCKRIDGE
EXPIRES: 12/2024

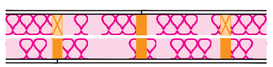
GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: ELEVATIONS
SHEET
A1.1



TYPICAL BUILDING / SECTION A

SCALE: $\frac{1}{4}$"=1'-0"

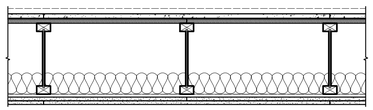
REFERENCE.	FIRE RATING	TEST NO.	STC	OC ASSEMBLY NO.	CONSTRUCTION DESCRIPTION
NBC-W13a (16" o.c.)	1 h, L.B.	NBC-W13a (16" o.c.)	57	SLDWS217 	Double 38 mm x 89 mm (1-1/2" x 3-1/2") wood studs spaced 400 mm (16") or 600 mm (24") o.c., on separate 38 mm x 89 mm (1-1/2" x 3-1/2") wood plates set 25 mm (1") apart; single layer 15.9 mm (5/8") type "X" gypsum board each side; two thicknesses, 89 mm (3-1/2") thick EcoTouch™ QuietZone® PINK™ FIBERGLAS® Acoustic Batt Insulation.
NBC-W13a (16" o.c.)	1 h, N.L.B.	NBC-W13a (24" o.c.)	57		
NBC-W13a (24" o.c.)	1 h, L.B.	NRC-TL-93-266 (16" o.c.)	56		
NBC-W13a (24" o.c.)	1 h, N.L.B.	W02985 (24" o.c.)	60		

PROPOSED WALL ASSEMBLY

SCALE: $\frac{1}{4}$"=1'-0"

UL DESIGN NO. L570 2

FIRE RATING:	1 HOUR	IIC:	57
STC:	59	SOUND TEST:	H5048.04
SOUND TEST:	H5048.04		
SYSTEM THICKNESS:	1' 4 3/32"		



ASSEMBLY OPTIONS:

FINISH FLOORING:	
FLOOR TOPPING MIXTURE:	3/4" USG LEVELROCK® BRAND 2500 SERIES UNDERLAYMENT
FLOOR MAT:	1/8" USG LEVELROCK® BRAND SAM-N12™ SOUND ATTENUATION MAT
SUBFLOORING:	23/32" PLYWOOD PANEL
STRUCTURAL WOOD MEMBERS:	11-7/8" WOOD I-JOISTS
INSULATION:	3-1/2" UNFACED GLASS FIBERGLASS INSULATION
RESILIENT CHANNELS:	25 GA. RESILIENT CHANNELS SPACED 16" O.C. (SOUND TESTED WITH RC DELUXE®)
GYPSUM BOARD:	TWO LAYERS 5/8" USG SHEETROCK® BRAND ECOSMART PANELS FIRECODE® X (UL TYPE ULIX™)

PROPOSED FLOOR ASSEMBLY

SCALE: $\frac{1}{4}$"=1'-0"

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Phone: 541-892-3289;

Stamp:

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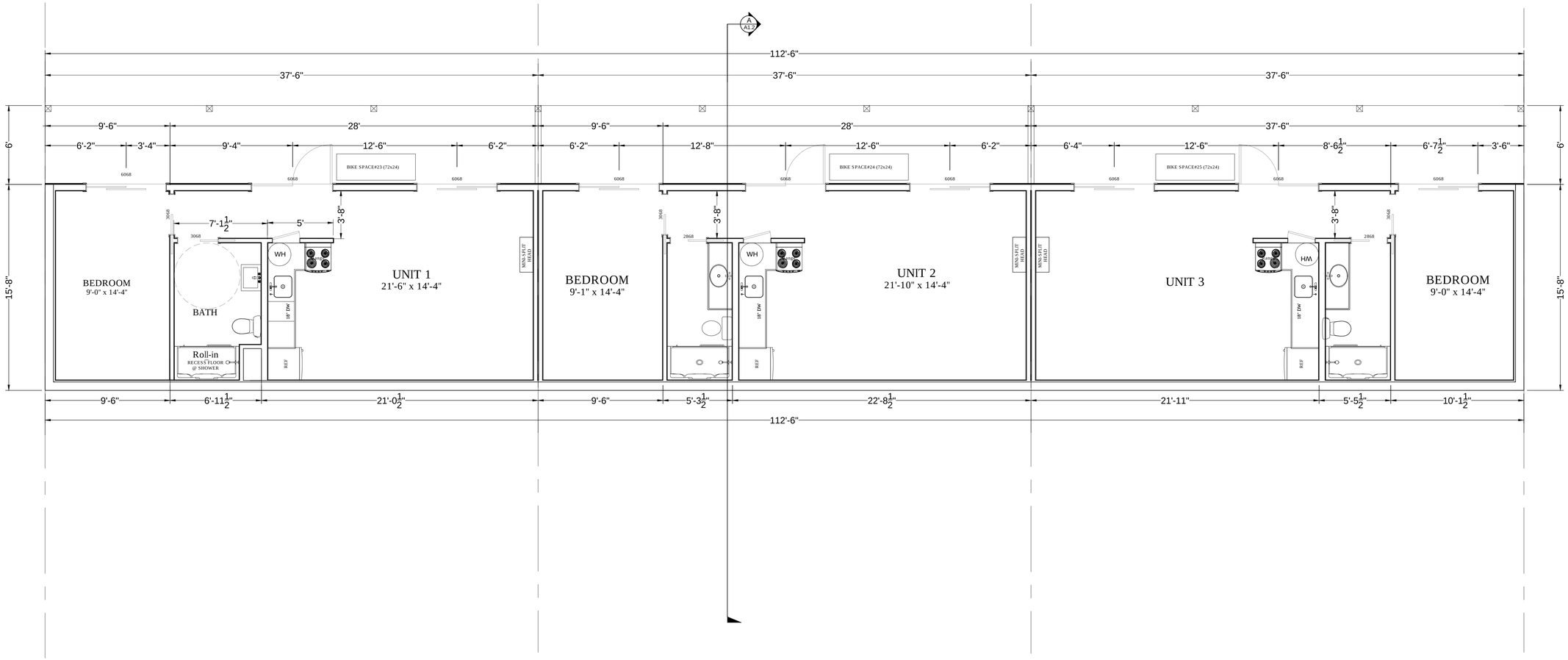
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2024

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: BUILDING SECTIONS
SHEET
A1.2

UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural P A2.1 A2.2
*Plan A >500 One Bd Rm
**Plan B <500 One Bd Rm
*Units #'s 1, 2, 3, 5, 14
** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21

OWNER BUILDING UNIT NUMBER LIST



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PROPOSED BASEMENT FLOOR PLAN

SCALE: 1/4"=1'-0"

LIVING AREA

REVISIONS

NO.	BY	DESCRIPTION	DATE

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Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
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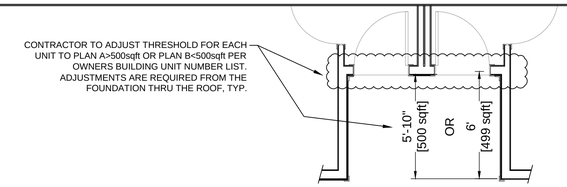
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2024

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Basement Floor Plan
SHEET
A2.0

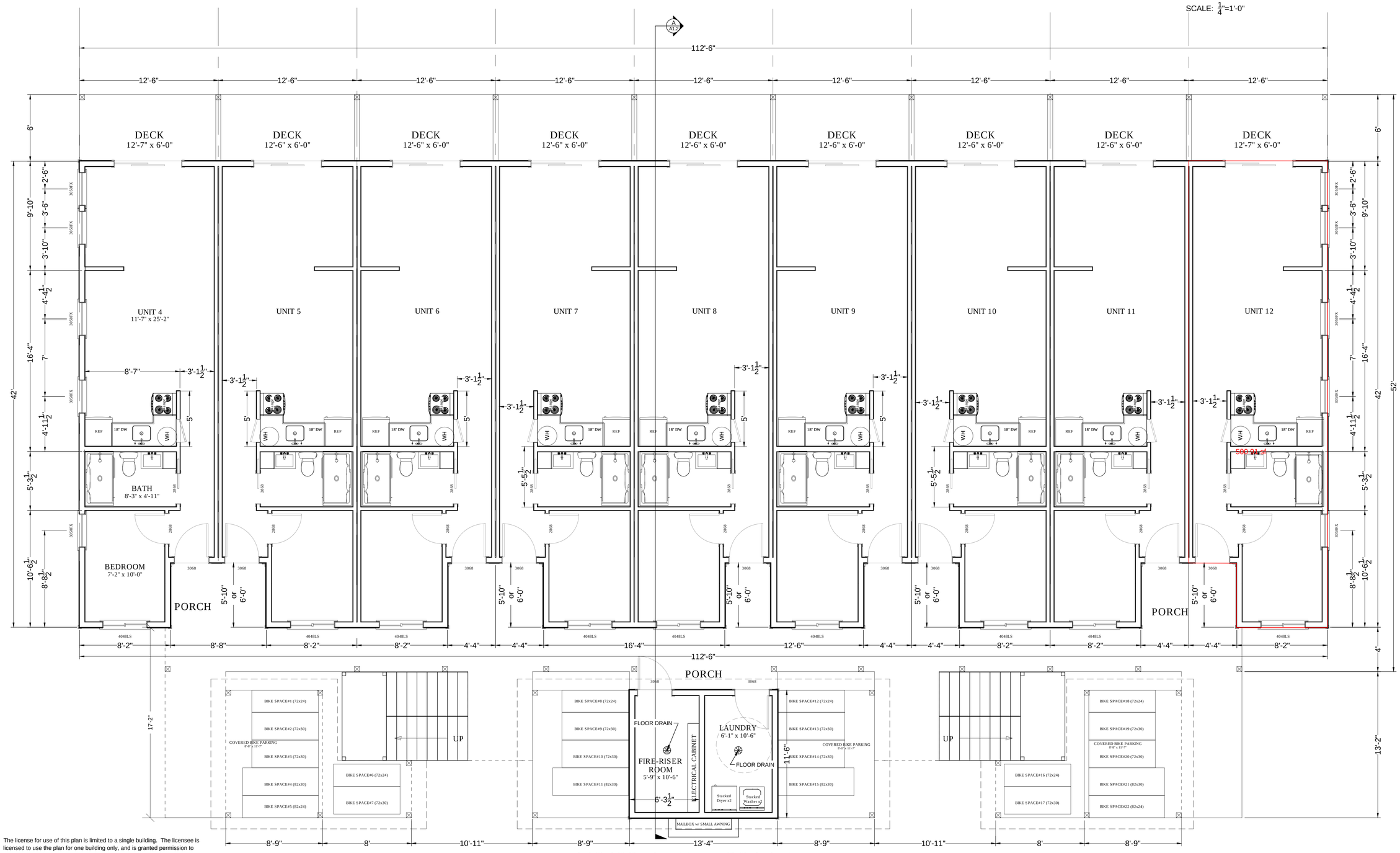
UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural P A2.1 A2.2
***Plan A >500 One Bd Rm**
****Plan B <500 One Bd Rm**
***Units #'s 1, 2, 3, 5, 14**
**** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21**

OWNER BUILDING UNIT NUMBER LIST



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}$"=1'-0"



PROPOSED MAIN FLOOR PLAN

SCALE: $\frac{1}{4}$"=1'-0"

LIVING AREA

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PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

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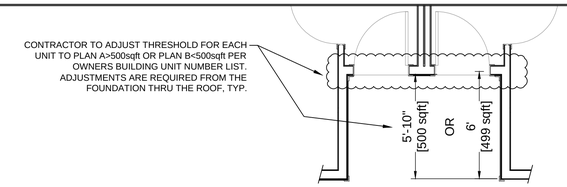
82248PE
OREGON
JANUARY 13, 2006
BRIAN MOCKRIDGE
EXPIRES: 12/2024

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Main Floor Plan
SHEET
A2.1

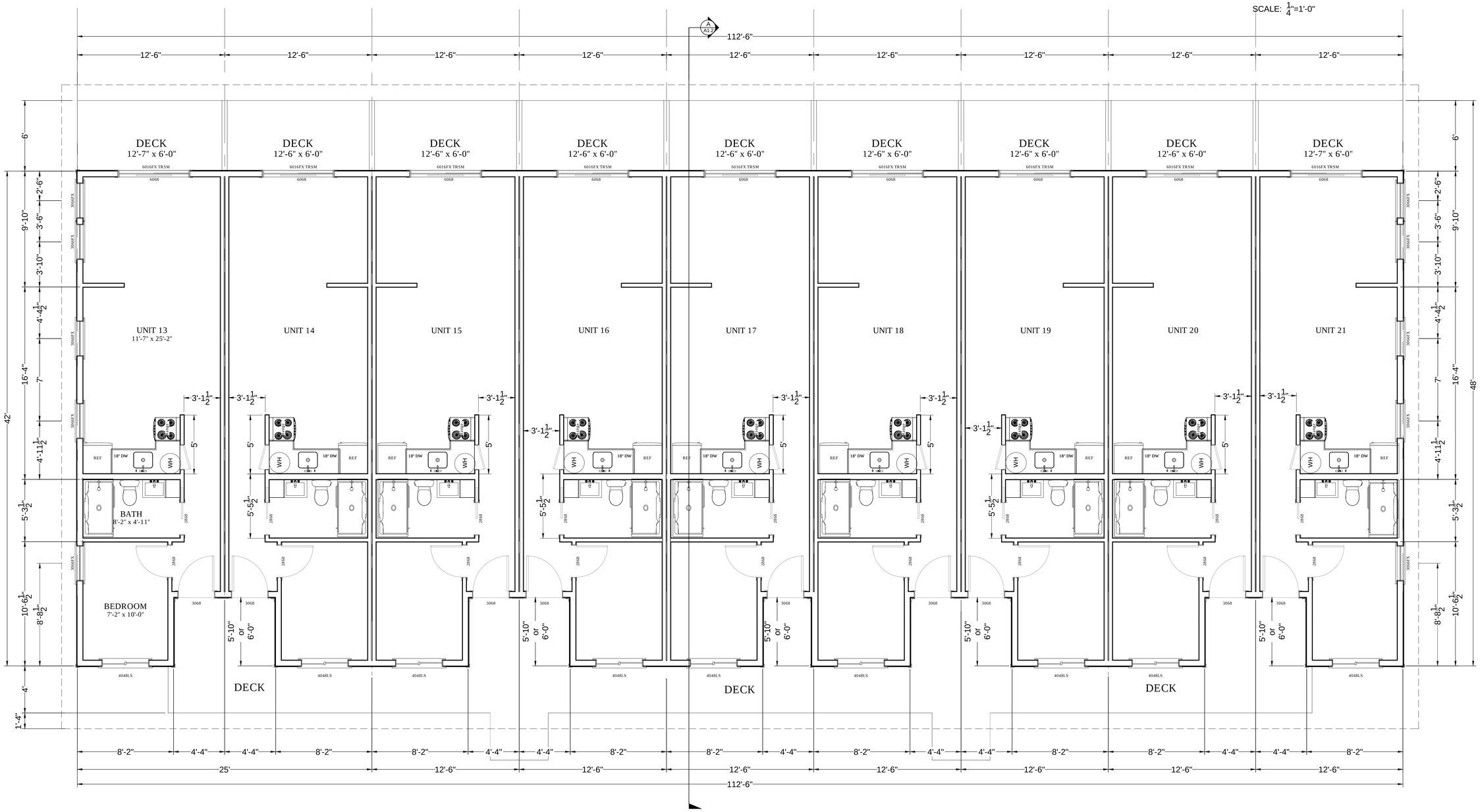
UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural P A2.1 A2.2
***Plan A >500 One Bd Rm**
****Plan B <500 One Bd Rm**
***Units #'s 1, 2, 3, 5, 14**
**** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21**

OWNER BUILDING UNIT NUMBER LIST



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}$"=1'-0"



PROPOSED UPPER FLOOR PLAN

SCALE: $\frac{1}{4}$"=1'-0"

LIVING AREA

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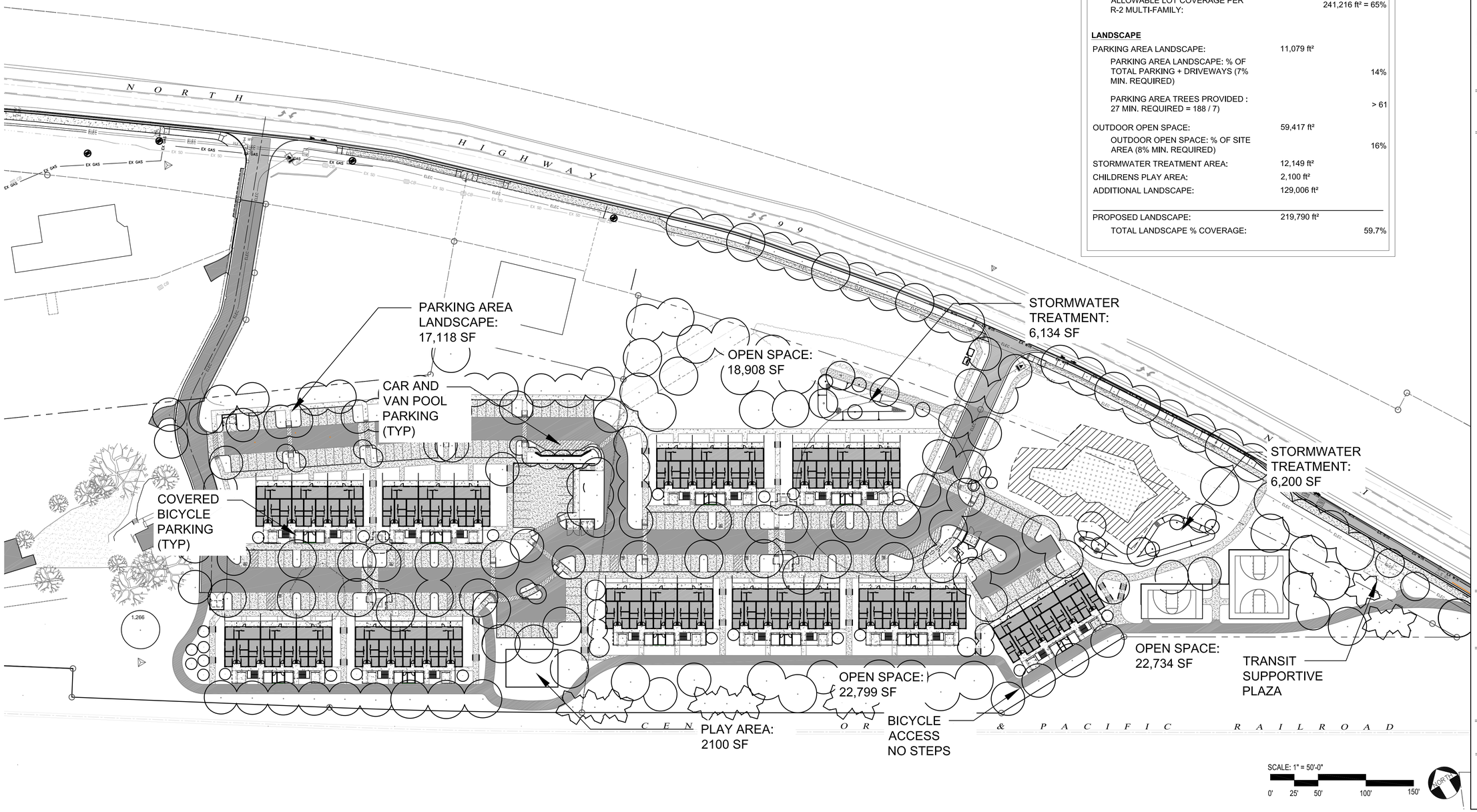
82248PE
OREGON
JANUARY 13, 2006
BRIAN MOCKRIDGE
EXPIRES: 12/2024

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Plan
SHEET
A2.2

LOT COVERAGE		
MAP & TAX LOT NUMBER:	381E32 1700 & 1702	
PROPOSED LOT SIZE:	375,792 ft² = 8.627 Ac	
IMPERVIOUS COVERAGE		
TOTAL STRUCTURE AREA COVERAGE: = (6,251.5 ft² * 10)	62,202 ft²	
PARKING SPACES:	32,160 ft²	
DRIVEWAYS:	49,555 ft²	
SIDEWALKS:	37,791 ft²	
BIKE PED PATH	19,148	
PROPOSED TOTAL LOT COVERAGE:	201,169 ft²	
TOTAL % COVERAGE:		53.53%
ALLOWABLE LOT COVERAGE PER R-2 MULTI-FAMILY:		241,216 ft² = 65%
LANDSCAPE		
PARKING AREA LANDSCAPE:	11,079 ft²	
PARKING AREA LANDSCAPE: % OF TOTAL PARKING + DRIVEWAYS (7% MIN. REQUIRED)		14%
PARKING AREA TREES PROVIDED : 27 MIN. REQUIRED = 188 / 7)		> 61
OUTDOOR OPEN SPACE:	59,417 ft²	
OUTDOOR OPEN SPACE: % OF SITE AREA (8% MIN. REQUIRED)		16%
STORMWATER TREATMENT AREA:	12,149 ft²	
CHILDRENS PLAY AREA:	2,100 ft²	
ADDITIONAL LANDSCAPE:	129,006 ft²	
PROPOSED LANDSCAPE:	219,790 ft²	
TOTAL LANDSCAPE % COVERAGE:		59.7%



KenCairn
Landscape Architecture

545 A ST, STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED LANDSCAPE ARCHITECT
STATE OF OREGON
REG. # 493
Kerry KenCairn
11/12/99

DRAWN BY:
KK

SCALE
1"= 50'-0"

GRAND TERRACE
HIGHWAY 99
ASHLAND, OR 97520

JOB NO. 2155
REVISION DATE
1.4.24
4.10.25

LANDSCAPE SITE PLAN

ISSUE DATE:
07.19.24

L 1.0

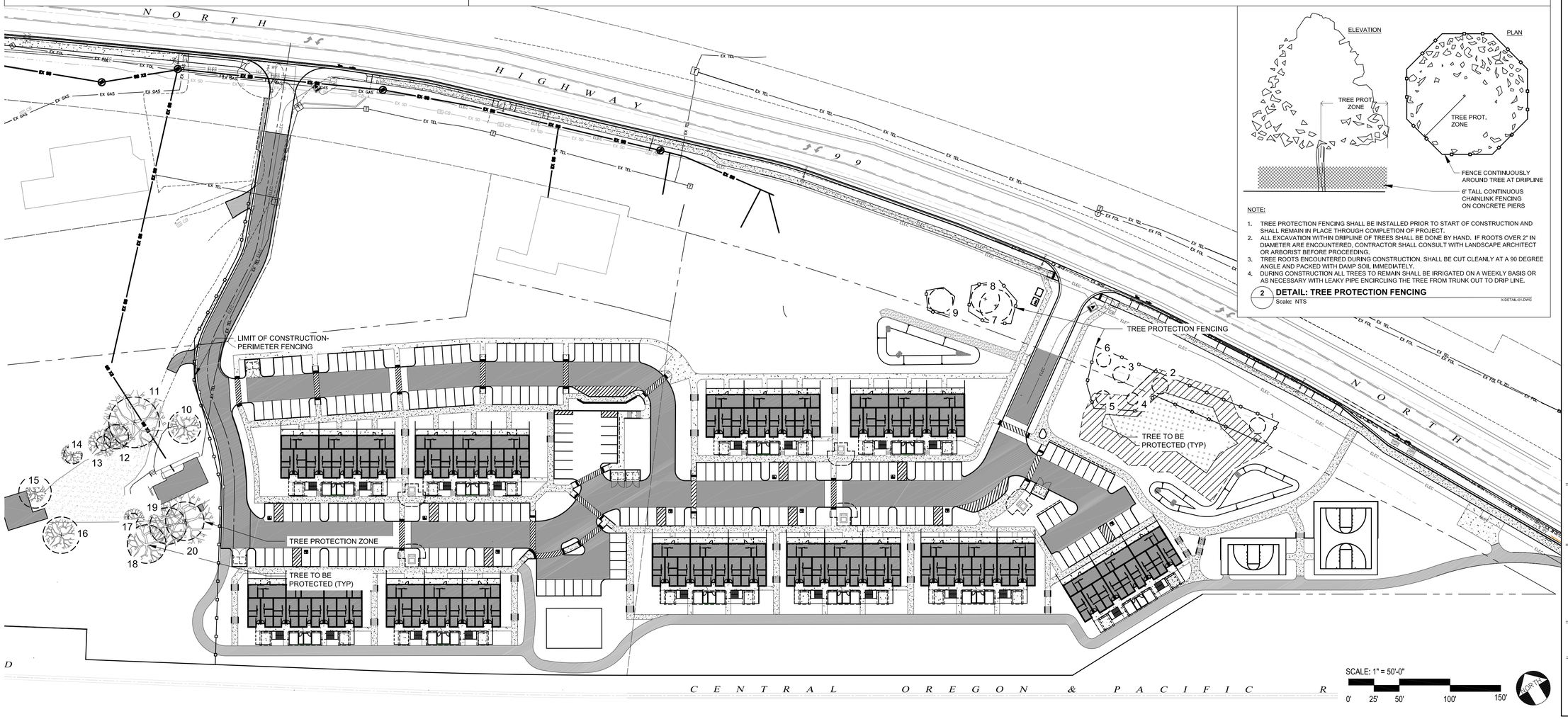
TREE LEGEND

#	Species	DBH (Inches)	Height (Feet)	Crown Radius (Feet)	Tree Protection Zone Radius (Feet)	Tolerance to Construction	Condition	Notes
1	Populus sp.	8" (x2)	30'	10'	8	Poor	FAIR	
2	Populus sp.	8"	30'	5'	8	Poor	FAIR	
3	Populus sp.	8"	30'	5'	8	Poor	FAIR	
4	Populus sp.	6"	30'	5'	6	Poor	FAIR	
5	Populus sp.	7" (x2)	30'	5'	7	Poor	FAIR	
6	Populus sp.	7"	30'	5'	7	Poor	FAIR	
7	Populus sp.	16"	40'	10'	16	Poor	FAIR	
8	Populus sp.	14"	40'	10'	14	Poor	FAIR	
9	Populus sp.	12"	40'	10'	12	Poor	FAIR	
10	Acer negundo	21"	20'	10'	16	Good	GOOD	
11	Fraxinus sp.	33"	50'	25'	25	Good	GOOD	
12	Acer platanoides	16"	25'	15'	12	Moderate-Good	GOOD	
13	Acer platanoides	9"	25'	15'	7	Moderate-Good	GOOD	
14	Calocedrus decurrens	12"	40'	10'	9	Moderate	GOOD	
15	Calocedrus decurrens	21"	60'	15'	16	Moderate	GOOD	
16	Juglans regla	18"	25'	15'	18	Poor-Moderate	GOOD	
17	Malus domestica	6"	15'	15'	5	Good	GOOD	
18	Ulmus crassifolia	25"	50'	20'	19	Good	GOOD	
19	Ulmus crassifolia	25"	50'	20'	19	Good	GOOD	
20	Ulmus crassifolia	24"	50'	20'	18	Good	GOOD	

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

TREE PROTECTION AND REMOVAL NOTES

1. PRIOR TO DELIVERING EXCAVATION EQUIPMENT OR COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE SITE, THE GENERAL CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING WITH THE LANDSCAPE ARCHITECT AND EXCAVATION SUPERVISOR PRIOR TO COMMENCING ANY WORK ON THE SITE. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED BY THE CONTRACTOR 48 HRS. IN ADVANCE FOR ALL SITE VISITS REQUESTED. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE THAT CONSTRUCTION MAY BEGIN AFTER ALL OF THE DESCRIBED FENCING IS IN PLACE. FENCING SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED.
2. FENCES MUST BE ERECTED TO PROTECT TREES TO BE PRESERVED AS SHOWN IN DIAGRAM. FENCING SHALL BE 6' TALL TEMPORARY CHAIN LINK PANELS INSTALLED WITH METAL CONNECTIONS TO ALL PANELS AREA INTEGRATED, THESE FENCES SHALL BE INSTALLED SO THAT IT DOES NOT ALLOW PASSAGE OF PEDESTRIANS AND/ OR VEHICLES THROUGH IT. FENCES DEFINE A SPECIFIC PROTECTION ZONE FOR EACH TREE OR GROUP OF TREES. FENCES ARE TO REMAIN UNTIL ALL SITE WORK HAS BEEN COMPLETED. FENCES MAY NOT BE RELOCATED OR REMOVED WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT.
3. CONSTRUCTION TRAILERS, TRAFFIC AND STORAGE AREAS MUST REMAIN OUTSIDE FENCED TREE PROTECTION ZONES AT ALL TIMES.
4. ALL PROPOSED UNDERGROUND UTILITIES AND DRAIN OR IRRIGATION LINES SHALL BE ROUTED OUTSIDE THE TREE PROTECTION ZONE. IF LINES MUST TRANSVERSE THE PROTECTION AREA, THEY SHALL BE TUNNELED OR BORED UNDER THE TREE ROOTS. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF ANY PROJECT PLANS CONFLICT WITH THIS REQUIREMENT.
5. NO MATERIALS, EQUIPMENT, SPOIL, OR WASTE OR WASHOUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN THE TREE PROTECTION ZONE (FENCED AREA).
6. NOTIFY THE LANDSCAPE ARCHITECT IF TREE PRUNING IS REQUIRED CONSTRUCTION CLEARANCE .
7. ANY HERBICIDES PLACED UNDER PAVING MATERIALS MUST BE SAFE FOR USE AROUND TREES AND LABELED FOR THAT USE.
8. IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY. ALL DAMAGE CAUSED BY CONSTRUCTION TO EXISTING TREES SHALL BE COMPENSATED FOR BY THE OFFENDING PARTY, BEFORE THE PROJECT WILL BE CONSIDERED COMPLETE.
10. WATERING SCHEDULE: WATERING PROTECTED TREES SHALL FOLLOW THESE STANDARDS, HOWEVER PERIODS OF EXTREME HEAT, WIND, RAINFALL OR DROUGHT MAY REQUIRE MORE OR LESS WATER THAN RECOMMENDED IN THESE NOTES.
    A. MOST SPECIES: 1 TIME PER MONTH DURING IRRIGATION SEASON (USUALLY MARCH THROUGH SEPTEMBER)
    B. QUERCUS/OAK: DEEP WATER IN MAY AND SEPTEMBER, DO NOT WATER DURING OTHER MONTHS. FOR OAKS ALREADY IN THE VICINITY OF IRRIGATED CONDITIONS, AUTOMATIC SPRINKLERS OR REGULAR WATERING SHALL NOT BE ALLOWED TO SPRAY ON OR WITHIN 3 FEET OF THE TRUNK. THE WATER SHALL NOT BE ALLOWED TO POOL OR DRAIN TOWARDS THE TRUNK.
    C. WATERING METHOD: HAND WATERING SYSTEMS, RECOMMENDED FOR TREES THAT ARE PART OF A DEVELOPMENT PROJECT THAT MUST BE WATERED TO INSURE TREE SURVIVAL DURING THE COURSE OF CONSTRUCTION UNTIL AUTOMATIC IRRIGATION IS INSTALLED.
11. EROSION CONTROL DEVICES SUCH AS SILT FENCING, DEBRIS BASINS, AND WATER DIVERSION STRUCTURES SHALL BE INSTALLED ON THE UPHILL SIDE OF THE TREE PROTECTION ZONE TO PREVENT SILTATION AND/ OR EROSION WITHIN THE TREE PROTECTION ZONE.
12. BEFORE GRADING, PAD PREPARATION, OR EXCAVATION FOR THE FOUNDATIONS, FOOTINGS, WALLS, OR TRENCHING, ANY TREES WITHIN THE SPECIFIC CONSTRUCTION ZONE SHALL BE ROOT PRUNED 1 FOOT OUTSIDE THE TREE PROTECTION ZONE BY CUTTING ALL ROOTS CLEANLY AT A 90 DEGREE ANGLE TO A DEPTH OF 24 INCHES. ROOTS SHALL BE CUT BY MANUALLY DIGGING A TRENCH AND CUTTING EXPOSED ROOTS WITH A SAW, VIBRATING KNIFE, ROCK SAW, NARROW TRENCHER WITH SHARP BLADES, OR OTHER APPROVED ROOT-PRUNING EQUIPMENT.
13. ANY ROOTS DAMAGED DURING GRADING OR CONSTRUCTION SHALL BE EXPOSED TO SOUND TISSUE AND CUT CLEANLY AT A 90 DEGREE ANGLE TO THE ROOT WITH A SAW. PLACE DAMP SOIL AROUND ALL CUT ROOTS TO A DEPTH EQUALING THE EXISTING FINISH GRADE WITHIN 4 HOURS OF CUTS BEING MADE.
14. IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED, A ROAD BED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROAD BED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6 INCH DEPTH.
15. SPOIL FROM TRENCHES, BASEMENTS, OR OTHER EXCAVATIONS SHALL NOT BE PLACED WITHIN THE TREE PROTECTION ZONE, EITHER TEMPORARILY OR PERMANENTLY.
16. NO BURN PILES OR DEBRIS PILES SHALL BE PLACED WITHIN THE TREE PROTECTION ZONE. NO ASHES, DEBRIS, OR GARBAGE MAY BE DUMPED OR BURIED WITHIN THE TREE PROTECTION ZONE.
17. MAINTAIN FIRE-SAFE AREAS AROUND FENCED AREA. ALSO, NO HEAT SOURCES, FLAMES, IGNITION SOURCES, OR SMOKING IS ALLOWED NEAR MULCH OR TREES.
18. DO NOT RAISE THE SOIL LEVEL WITHIN THE DRIP LINES TO ACHIEVE POSITIVE DRAINAGE, EXCEPT TO MATCH GRADES WITH SIDEWALKS AND CURBS, AND IN THOSE AREAS, FEATHER THE ADDED TOPSOIL BACK TO EXISTING GRADE AT APPROXIMATELY 3:1 SLOPE.
19. REMOVE THE ROOT WAD FOR EACH TREE THAT IS INDICATED ON THE PLAN AS BEING REMOVED.
20. EXCEPTIONS TO THE TREE PROTECTION SPECIFICATIONS MAY ONLY BE GRANTED IN EXTRAORDINARY CIRCUMSTANCES WITH WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY WORK COMMENCING.
21. AS A PROTECTIVE MEASURE TO COMPENSATE FOR CONSTRUCTION IMPACTS, TWO TO SIX WEEKS PRIOR TO CONSTRUCTION, ALL RETAINED TREES SHOWN ON THIS PLAN SHALL RECEIVE AN APPLICATION OF MYCOAPPLY ALL PURPOSE SOLUBLE PER MANUFACTURER'S INSTRUCTIONS. THIS MYCORRHIZAE PRODUCT IS A SPECIALLY FORMULATED NATURAL ROOT BIOSTIMULANT WHICH ENHANCES THE ABSORPTIVE SURFACE AREA OF THE TREES' ROOT SYSTEMS. THIS PROMOTES AND IMPROVES NUTRIENT AND WATER UPTAKE CAPABILITIES OF THE REMAINING ROOT STRUCTURE. DISTRIBUTE MYCOAPPLY EVENLY WITHIN THE ACTIVE ROOT ZONE OF RETAINED TREES. APPLY 30 GALS. OF SOLUTION PER TREE 6" DBH AND GREATER. A MINIMUM OF 4" BELOW SOIL SURFACE IN QUANTITIES OF 1/2 GALLON AT EACH POINT OF APPLICATION. LOCATE THE ACTIVE ROOT ZONES WITH LANDSCAPE ARCHITECT PRESENT. MYCOAPPLY IS AVAILABLE FROM MYCORRHIZAL APPLICATION, INC., PHONE (541) 476-3985.



NOTE:

1. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION AND SHALL REMAIN IN PLACE THROUGH COMPLETION OF PROJECT.
2. ALL EXCAVATION WITHIN DRIPLINE OF TREES SHALL BE DONE BY HAND. IF ROOTS OVER 2" IN DIAMETER ARE ENCOUNTERED, CONTRACTOR SHALL CONSULT WITH LANDSCAPE ARCHITECT OR ARBORIST BEFORE PROCEEDING.
3. TREE ROOTS ENCOUNTERED DURING CONSTRUCTION, SHALL BE CUT CLEANLY AT A 90 DEGREE ANGLE AND PACKED WITH DAMP SOIL IMMEDIATELY.
4. DURING CONSTRUCTION ALL TREES TO REMAIN SHALL BE IRRIGATED ON A WEEKLY BASIS OR AS NECESSARY WITH LEAKY PIPE ENCIRCLING THE TREE FROM TRUNK OUT TO DRIP LINE.

2 DETAIL: TREE PROTECTION FENCING
Scale: NTS
N-DETAIL-01.DWG

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

REGISTERED LANDSCAPE ARCHITECT
STATE OF OREGON
REG. # 493
Kerry KenCairn
11/12/99

DRAWN BY:
IC/KK

SCALE
1"= 50'-0"

GRAND TERRACE
HIGHWAY 99
ASHLAND, OR 97520

JOB NO. 2155
REVISION DATE
11/05/24
4.10.25

TREE PROTECTION PLAN

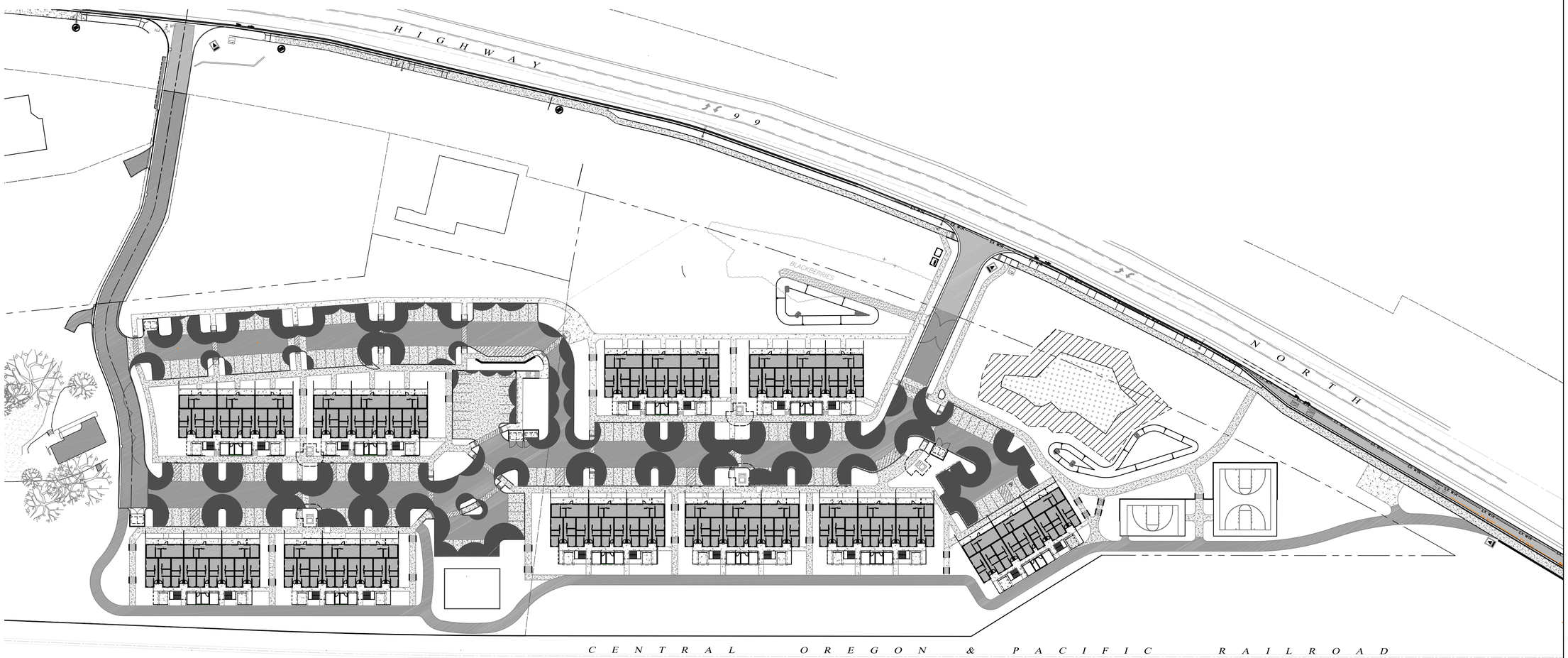
ISSUE DATE:
07.19.24

L 1.1

PARKING LOT COOLING STRATEGIES

PAVING COVER IN PARKIGN LOTS

CONCRETE	38,112 ft²
ASPHALT	37,569 ft²
SHADE COVER FROM MATURE TREES	30,296 ft²
TOTAL PAVING PARKING AREAS	75,681 ft²
TOTAL PERCENT SHADED BY TREES	40.0%
TOTAL PERCENT IN CONCRETE	50.3%



SCALE: 1" = 50'-0"

0' 25' 50' 100' 150'

NORTH

KenCairn
Landscape Architecture

www.KenCairnLandscape.com

545 A ST, STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED STATE OF OREGON REG. # 493 LANDSCAPE ARCHITECT
Kerry KenCairn
11/12/99

DRAWN BY:

KK

SCALE
1"= 50'-0"

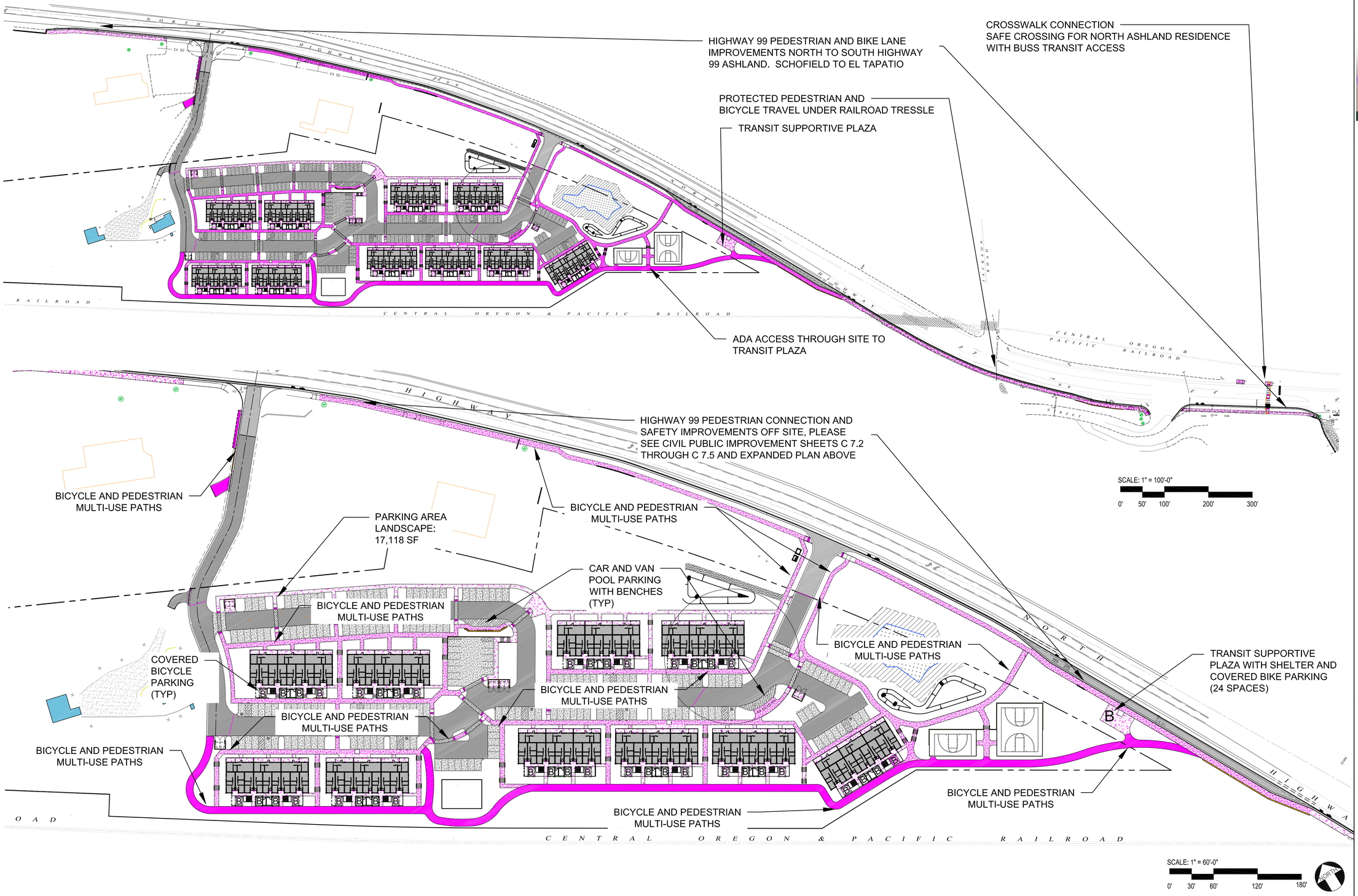
GRAND TERRACE
HIGHWAY 99
ASHLAND, OR 97520

JOB NO. 2155
REVISION DATE
1.4.24
4.10.25

PARKING LOT COOLING STRATEGY

ISSUE DATE:
07.19.24

L 1.2



KenCairn
Landscape Architecture

www.KenCairnLandscape.com

545 A ST, STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED STATE OF OREGON REG. # 493 LANDSCAPE ARCHITECT
Kerry KenCairn
11/12/99

DRAWN BY:
KK

SCALE
1"= 50'-0"

GRAND TERRACE
HIGHWAY 99
ASHLAND, OR 97520

JOB NO. 2155
REVISION DATE
4.10.25

PEDESTRIAN AND BICYCLE CONNECTIVITY PLAN

ISSUE DATE:
07.19.24

L 1.0

KenCairn
Landscape Architecture
147 Central Ave, Ashland Oregon. 541 488-3194 kerry@kencairnlandscape.com

November 5, 2024
Re: Grand Terrace Compliance with ANSI A300 Tree Care Standards

This is to confirm that all practices outlined in ANSI A300 have been incorporated into the design of this project. Further, the project Landscape Architect confirmed with the City of Ashland Electrical utility representative (Rick Barton) that the electrical layout and design of the project has been done in consultation with him from the beginning, and that since all electrical utilities are underground, there are no potential conflicts from trees within this proposed project.

The design of trees within the parking lots and drive lanes complies with ANSI A300 through the use of appropriate species for urban environments, and the choice of species per specific location: tougher trees with no surface roots in parking lot islands, trees that require more soil depth and breadth placed adjacent to the parking lots in large soil volume areas. An automatic irrigation system has been design as part of this project and all trees are on a separate irrigation zone that provides deep water delivery to the roots of all trees. This system is designed to respond to the most stringent water conservation situations so that trees will survive and are prioritized over other plantings on the project.

The tree canopy plan is represented in sheet L1.2 the Parking Lot Cooling St4rategy Plan. This plan shows that canopies of the proposed trees. The proposed plan was coordinated with the City of Ashland Electrical Department, it has been determined that there are no issues with the plan in relations to the electrical plan and the proposed trees.

The project Landscape Architect will inspect the project and the implementation of the tree planting prior to issuance of occupancy approval.

Sincerely,
Kerry Kencairn
Registered Landscape Architect

KenCairn
Landscape Architecture
147 Central Ave, Ashland Oregon. 541 488-3194 kerry@kencairnlandscape.com

November 5, 2024
Re: Grand Terrace Parking Lot Tree Choices

The following trees are identified on the Grand Terrace Planting plan to be plnted within the parking lots and parking drive aisles of the project:

Acer saccharum 'Bonfire'	**Bonfire Sugar Maple**
Acer x Freemanii 'Armstrong'	**Armstrong Maple**
Carpinus Betula 'Fastigiata'	**Collumnar Eurpoean Hornbeam**
Chilopsis linearis	**Desert Willow**
Fraxinus oxycarpa 'Raywood'	**Raywood Ash**
Gymnocladus diocus	**Kentucky Coffee Tree**
Lagerstromea 'Natchez'	**Natchez Crapemyrtle**
Maackia amerensis	**Amur Mackii**
Prunus 'Snow Goose'	**Snow Goose Ornamental Cherry**
Pyrus calleriana 'Aristocrat'	**Aristocrat Flowering Pear**
Zelkova serrata 'Village Green'	**Village Green Zelkova**

Of the above, those in the approved parking lot tree list are highlighted in Yellow. The remainder are all trees that do well in urban environments and in many cases are very similar to the varieties on the approved list and/or perform better that those in the list (Bonfire Sugar Maple, Armstrong Maple, Snowgoose Cherry). The other two trees were not common when the parking lot tree list was developed, Amur Mackii is still not common, but tough as nails and very tidy. Desert Willow is more common now, and also a very tough drought tolerant and urban condition tolerant tree.

Oregon
Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

June 15, 2020

Mr. Derek Severson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2019-00001, 1511 Highway 99 North

Dear Mr. Severson,

ODOT has no objection to an annexation of Highway 99 to provide contiguity between the Grand Terrace Development and the City of Ashland boundary. We would ask that the entire width of the Highway 99 Right of Way be annexed, as this would simplify future operations and maintenance of the roadway.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz

Micah Horowitz, AICP
Senior Transportation Planner

Oregon
Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

December 6, 2022

Mr. Derek Severson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2022-00004, 1511 Highway 99 North

Dear Mr. Severson,

Thank you for providing the Oregon Department of Transportation ("ODOT") with the opportunity to provide comments associated with the proposed annexation and zone change of approximately 16.86 acres at 1511 Highway 99 North ("Subject Property").

When evaluating development proposals adjacent to ODOT managed transportation facilities, we assess the existing and proposed conditions of the site. This evaluation includes review of the proposed use in relation to the local jurisdiction Transportation System Plan ("TSP"). Standards defining pedestrian and bicycle improvements are identified in the City's TSP and in ODOT's Highway Design Manual. ODOT

In review of proposals for development within Urban Growth Boundaries ODOT typically recommends that the local jurisdiction require curb, sidewalk and bikeway frontage improvements consistent with the local transportation system plan along the site's highway frontage.

In this instance, bicycle facilities were installed along the Highway 99 corridor during the roadway reconfiguration which restriped the 4 lane Highway cross section to a 3 lane configuration with buffered bike lanes and striped shoulder facilities a few years ago. Pedestrian sidewalk facilities currently do not exist along the parcel frontage and ODOT has recommended the City require installation of frontage improvements consistent with the City code and the TSP, a southbound transit stop and a RRFB and striped crossing to connect with a northbound transit stop south of the Subject Property.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz

Micah Horowitz, AICP
Senior Transportation Planner

RAILROAD COMPANIES
FILE No. 2B 21-2

AGREEMENT

THIS AGREEMENT, made and entered into this 30th day of April, 1934, by and between SOUTHERN PACIFIC COMPANY, a corporation, first party, herein called "Railroad", and STATE OF OREGON, by and through its State Highway Commission, second party, herein called "State";

WITNESSETH THAT:

1. Railroad hereby grants to the State, subject to the conditions and limitations hereinafter contained, the right to construct, maintain, and use a highway over and across Railroad's right of way and beneath its tracks and appurtenances now or hereafter existing thereon by means of a concrete and steel subway upon that certain piece or parcel of land lying and being in the County of Jackson, State of Oregon, which said parcel of land is more particularly described as follows, to-wit:

> A parcel of land lying and being in the Northeast Quarter (NE¼) of the Northwest Quarter (NW¼) of Section 5, Twp. 39 South, Range 1 East, W. M., Jackson County, Oregon, said parcel being described as follows:
>
> Beginning at a point in the northeasterly line of the right of way of the Southern Pacific Company that bears South 73° 23' West 846.9 feet from the north quarter corner of said Section 5, said point being also 100 feet northeasterly at right angles from the center line of main track of said Southern Pacific Company at Survey Station 1098+49.2, and also 50 feet southwesterly at right angles from the newly located center line of the Oregon State Highway, Ashland to Talent, at Survey Station 13+45.6; thence South 29° 09' East parallel with said center line of highway 334.73 feet; thence southeasterly concentric with said center line of highway on a curve to the left of radius of 1482.5 feet (long chord of said curve bears South 31° 40' 20" East 130.46 feet) to a point in the southwesterly line of the right of way of the Southern Pacific Company; thence along said line of right of way on a curve to the right of radius of 3337.73 feet (long chord of said curve bears South

50° 44' 30" East 121.39 feet) to a point; thence South 49° 42' East along said southwesterly line of right of way 34.66 feet to a point in the West line of Donation Land Claim No. 38 distant thereon North 0° 01' West 1162.56 feet from the southwest corner of said Land Claim; thence North 0° 01' West along said west line of Land Claim 102.72 feet to a point distant 50 feet northeasterly at right angles from said located center line of highway; thence northwesterly concentric with said located center line on a curve to the right of radius of 1382.50 feet (long chord of said curve bears North 33° 00' 50" West 186.35 feet) to a point; thence parallel with said located center line North 29° 09' West 145.74 feet to a point in said northeasterly line of right of way of Southern Pacific Company; thence along said northeasterly line of right of way on a curve to the left of radius of 3537.78 feet (long chord of said curve bears North 56° 48' 45" West 183.67 feet) to a point; thence North 58° 18' West along said northeasterly line of right of way 30.22 feet to the point of beginning, containing 1.060 acres, more or less.

The location of said piece or parcel of land is shown tinted blue on the photostat hereto attached, marked Exhibit "A", and made a part hereof.

2. Said subway upon and across said right of way shall be constructed in accordance with plans and designs which shall be prepared by Railroad and shall be subject to the approval of State, the Public Utilities Commissioner of the State of Oregon, and the United States Bureau of Public Roads.

3. State shall at its own cost and expense

(a) excavate the section of the highway across the railroad right of way and immediately adjacent thereto not heretofore excavated, which excavation shall be done to the standard highway roadbed width, grade, alignment, and excavation slopes, except as modified by the necessity for conforming to the abutments for the subway structure;

(b) do all excavation work necessary for the abutments to the subway structure and construct the concrete abutments for the said subway structure.

The work herein provided to be done by the State shall be done either by contract or by state forces in whole or in part, as the State may elect.

4. Railroad shall furnish all labor, materials, tools, and implements, and perform, on a force account basis, the following work:

(a) Construct and install shoofly track necessary and required for the maintenance of traffic during the period of construction of the subway and shall remove said shoofly track upon the completion of the said subway; provided, however, that the trestle for the said shoofly track shall be subject to approval by the State as to vertical clearance, length of trestle spans, and location of trestle bents, and factors and elements of public safety upon the highway shall be subject to approval by the State where the said trestle crosses the existing highway approaching to and passing under the existing undercrossing structure;

(b) Construct the said subway, including the deck thereof and such necessary removal and replacement of the railroad main line tracks, ties, and ballast as may be required for the construction of the subway structure;

(c) Reconstruct, relocate, and rearrange any signal, telephone, telegraph, or other pole or wire lines on Railroad's right of way required to provide necessary clearances for said subway;

(d) Make such repairs and restoration of tracks during construction and furnish such inspectors, engineers, and superintendents as may be deemed necessary to supervise the prosecution of the work required in this agreement to be done by Railroad.

5. All expenses incurred by Railroad in connection with the construction of said subway and which are herein defined as being chargeable to the cost of the subway shall be the amounts actually and necessarily expended or incurred by Railroad in connection with labor, equipment, and materials used, furnished, or expended in the performance of said work to be done in fulfillment of its obligations hereunder, plus commercial tariff freight charges in accordance with rates published and in effect on all materials in the job from the most reasonable and economical point of securing said materials and hauled over the most economical routes, class and quality of

of materials considered. Ten (10) per centum of all labor charges incurred by Railroad for work done by its own forces shall be added to provide for compensation for supervision and overhead. It is understood and agreed, however, that all bills for expenses incurred by Railroad shall be subject to approval by the State as to accuracy and propriety and as to being in accordance with the regulations of the Bureau of Public Roads pertaining to cooperation in the construction of subway undercrossing structures of the nature covered by this agreement. It is understood and agreed that State shall apply to the United States Bureau of Public Roads for Federal cooperation under the National Industrial Recovery Act, and that the work shall be carried on by Railroad under the Bureau of Public Roads' regulations as to Federal cooperation. It is further understood and agreed that Railroad will submit detailed estimates of cost of the various items of work to be done, including supporting cost analysis data, and will submit bills supporting the expenditures on the work in such form as may be required by the State in order to secure reimbursement from the Federal Government. It is the intention that in general and in so far as the method is applicable the estimates of cost and submission of bills shall be handled upon the same basis as was followed by Railroad in the construction of the Lakeside undercrossing on the Coast Highway in Coos County during the year 1929, and it is the further intention and understanding that Railroad shall limit its expenditures on the work to items covered by the detailed estimate of cost hereinabove referred to. This agreement is predicated upon the Federal Government participating to the extent of 100% in the cost of the work herein provided to be done by Railroad under the terms of the National Industrial Recovery Act and regulations issued thereunder, and in the event that the said work and this agreement are

not approved by the Bureau of Public Roads as satisfactory for such cooperation then and in that event this agreement shall be of no force and effect.

6. At the close of each month during progress of construction work settlement shall be made between State and Railroad whereby all expenses incurred by Railroad for items (a) to (d), inclusive, set forth in Section 4 hereof shall be paid by State to Railroad, subject to the conditions and limitations of Paragraph 5; the intent being that the entire cost of constructing said subway shall be borne by the State, except the ordinary track maintenance of the shoofly track and the cost of such watchmen as may be deemed necessary by the Railroad to safeguard property and the movement of trains, which said expense shall be borne by Railroad. It is further understood that in no event whatsoever shall the total cost to be borne by State for the work herein provided to be done by Railroad exceed the sum of $22,800.00.

7. After the completion of the work herein contemplated the cost of maintenance of the grade separation shall be borne as follows: (1) Railroad shall bear the cost of maintenance of the structure, which includes the girders, deck, and track structure, and the abutments thereto; (2) State shall bear the cost of the maintenance of the highway roadbed, slopes, pavement, surfacing, shoulders and drainage.

8. The books, papers, records, and accounts of Railroad and State, in so far as they relate to the items of expense for labor or materials, or are in any way connected with the work herein contemplated by this agreement to be paid for by the parties hereto, shall at all reasonable times be mutually open to the inspection of the agents and representatives of Railroad and State.

9. In the event that any work upon or in connection with the excavation work herein provided to be done by State shall be let to contractors by State, such contractors before beginning work shall enter into a written agreement with Railroad satisfactory to it and indemnifying Railroad from any and all claims, demands, loss, and liability growing out of the performance of the work to be done by such contractors, and such contractors shall furnish at no expense to Railroad a good and sufficient bond in the amount of $10,000.00, of a reliable surety company, in form and conditions satisfactory to Railroad, guaranteeing the true and full performance of all the terms, conditions, and stipulations contained in said agreement to be entered into with Railroad by said contractors, as in this paragraph provided. Should State at any time abandon said highway, Railroad shall have the right to resume and retake exclusive possession of its said right of way hereinabove described, and thereafter in the event that Railroad should desire to vacate said crossing as a public highway crossing the same shall be done upon petition to and order of the Public Utilities Commissioner of the State of Oregon, or such other board or commission as may have jurisdiction thereof, and in compliance with the terms and conditions of such order or orders as may be issued.

10. Nothing herein contained shall impair or restrict the right of first party to at any time or times construct, maintain, use and operate on the present or other grade existing or additional railroad tracks and appurtenances thereto, including water and fuel pipe lines and conduits and telephones and telephone, telegraph, signal, power, and other electric lines and other facilities upon, along, or across any and all parts of said land herein described, all or any of which may be freely done at any time or times by Railroad, or its successors, without liability to State or any one else for

compensation or damage, provided, however, that in no event shall such work be done so as to obstruct or prevent the full and free flow of highway traffic upon the highway, nor shall any such work be allowed or permitted to introduce danger or hazard to the said highway traffic.

11. State shall not grant or consent to any franchise, right, privilege, or easement upon, over, or under Railroad's right of way of a private and non-public purpose. It is not the intention hereby to limit the right and privilege granted by the statutes of the State of Oregon to telegraph, telephone, and power companies to erect, operate, and maintain lines, poles, and wires along the public highways of the State of Oregon, and the said rights and privileges shall apply to the parcel of land hereinabove described, provided, however, that any such telephone, telegraph or power lines shall be constructed in accordance with the requirements of Railroad as to standards of construction and workmanship and quality of materials.

12. State or Railroad at the expense of the State shall record this agreement in the office of the Recording Officer of the County of Jackson, State of Oregon.

13. This instrument is subject to all valid and existing contracts, leases, liens, or encumbrances which may affect the said property hereinabove described, and the word "grant" as used herein shall not be construed as a covenant against the existence of any thereof.

14. This agreement shall inure to the benefit of and be binding upon the successors and assigns of the Railroad and upon the successors in interest of the State.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in triplicate by their officers thereunto duly authorized,

and their corporate seals to be hereunto affixed, as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

By _____
Vice President

Attest _____
Assistant Secretary

STATE OF OREGON, by and through its State Highway Commission

By _____
As Chairman

By _____
As Commissioner

By _____
As Commissioner

ATTEST:

_____
Secretary

COUNTERSIGNED
J. L. McCAFFERY
General Auditor

Form Approved:

_____
Contract Attorney

STATE OF CALIFORNIA,)
; ss.
CITY AND COUNTY OF SAN FRANCISCO.)

On this 25th day of April, 1934, before me, Anne F. Harty, a Notary Public in and for the City and County of San Francisco, State of California, personally appeared J. H. DYER - - - - - - - and D. P. EWING, known to me to be the Vice President and Assistant Secretary, respectively, of SOUTHERN PACIFIC COMPANY, the corporation that executed the within instrument, and known to me to be the persons who executed the within instrument on behalf of Southern Pacific Company; and each of them acknowledged to me that such corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, at my office, in the said City and County of San Francisco, State of California, on the day and year in this certificate first above written.

Anne F. Harty
Notary Public in and for the City and County of San Francisco, State of California.

My Commission Expires January 29, 1935

STATE OF OREGON,)
: ss.
COUNTY OF MARION.)

On this 4th day of May, 1934, before me appeared L. M. Scott, _____ and Carl G. Washburne, to me personally known, who being each duly sworn did say: that he, the said L. M. Scott is Chairman of the State Highway Commission of the State of Oregon, and that he, the said Carl G. Washburne is State Highway Commissioner of the State of Oregon, ~~and that he, the said _____ is State Highway Commissioner of the State of Oregon,~~ and that the seal affixed to the within instrument is the seal of the State Highway Commission, and that the said instrument was signed and sealed in behalf of the State of Oregon by authority of the State Highway Commission, and the said Chairman and the said Commissioners each acknowledged said instrument to be the free act and deed of said State of Oregon by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

G. W. De Souza
Notary Public for Oregon

My Commission Expires:

Aug 9, 1936

December 12, 1934

Mr. G. R. Carter
County Clerk
Medford, Oregon

Dear Sir:

We hand you herewith for recording an agreement dated April 20, 1934 by and between the State of Oregon and the Southern Pacific Company. When placed of record, kindly return to this office.

Enclosed you will find a photostat copy of the map attached to the agreement which you may retain for your files.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by W. C. Crews/GS

Encl.

OFFICE OF THE

PUBLIC UTILITIES COMMISSIONER OF OREGON

STATE OF OREGON)
) SS
COUNTY OF MARION)

I, JOHN J. HANLON, Secretary to the Public Utilities Commissioner of Oregon, and custodian of his seal, do hereby certify that I have carefully compared the annexed copy of ORDER with the original thereof, filed in the office of the said Public Utilities Commissioner of Oregon and that it is a full, true and correct transcript therefrom and of the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the said Public Utilities Commissioner of Oregon in his office at Salem, Oregon, this 21st day of May, 1934.

John J. Hanlon
Secretary
PUBLIC UTILITIES COMMISSIONER OF OREGON

P.U.C. OREGON ORDER NO. 2255

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the STATE OF OREGON through its STATE HIGHWAY COMMISSION for an order permitting and authorizing a crossing of the Pacific Highway under the tracks of Southern Pacific Company at a point near the north city limits of the City of Ashland.	F-1694

On October 5, 1933 Order No. 2154 was entered, authorizing the alteration and construction of the undergrade crossing herein proposed in accordance with the plans advanced by the railroad company and ordered an allocation of the costs of said improvement to be made on a basis of fifty per cent (50%) to the petitioner, the Oregon State Highway Commission, and fifty per cent (50%) to the Southern Pacific Company.

Due to the receipt of numerous protests against the plans adopted by said order and subsequent negotiations between and studies made by the Highway Commission and railroad company of revised plans of the said proposed improvement and the allocation of the costs thereof, the commission on January 2, 1934 entered Supplemental Order No. 2205, withdrawing and revoking Order No. 2154 originally entered herein, and the proceeding was reopened for further investigation and determination.

Agreement having been reached between the Oregon State Highway Commission and the Southern Pacific Company and joint motion and stipulation in accordance therewith having been made, the commissioner now makes and enters its findings and order as follows:

FINDINGS

That jurisdiction in this matter is conferred upon the commissioner by Section 68-703, Oregon Code, 1930;

That in the interest of the public necessity, safety and convenience the construction of the said undergrade crossing at the site and on the location proposed by the original petition of the Oregon State Highway Commission, as shown in this record and made a part of said Agreement (marked "Exhibit A"), is desirable and necessary;

That the design, preparation of plans, work, construction, maintenance, operation and all other details in connection with the said undergrade crossing, highway and structures appertaining thereto, also, the allocation of the costs thereof, shall be in accordance with the terms and conditions of the Agreement between the parties hereinbefore referred to, a true copy of which said Agreement being appended hereto and made a part hereof.

ORDERED, THEREFORE, that the undergrade crossing as aforesaid shall be constructed and the costs thereof be allocated as in the findings hereinbefore set out, which said findings by this reference are made a part hereof.

Dated at Salem, Oregon, this 15th day of May, 1934.

CHARLES M. THOMAS

Commissioner of Public Utilities
of Oregon

ATTEST:

JOHN J. HANLON

Secretary.

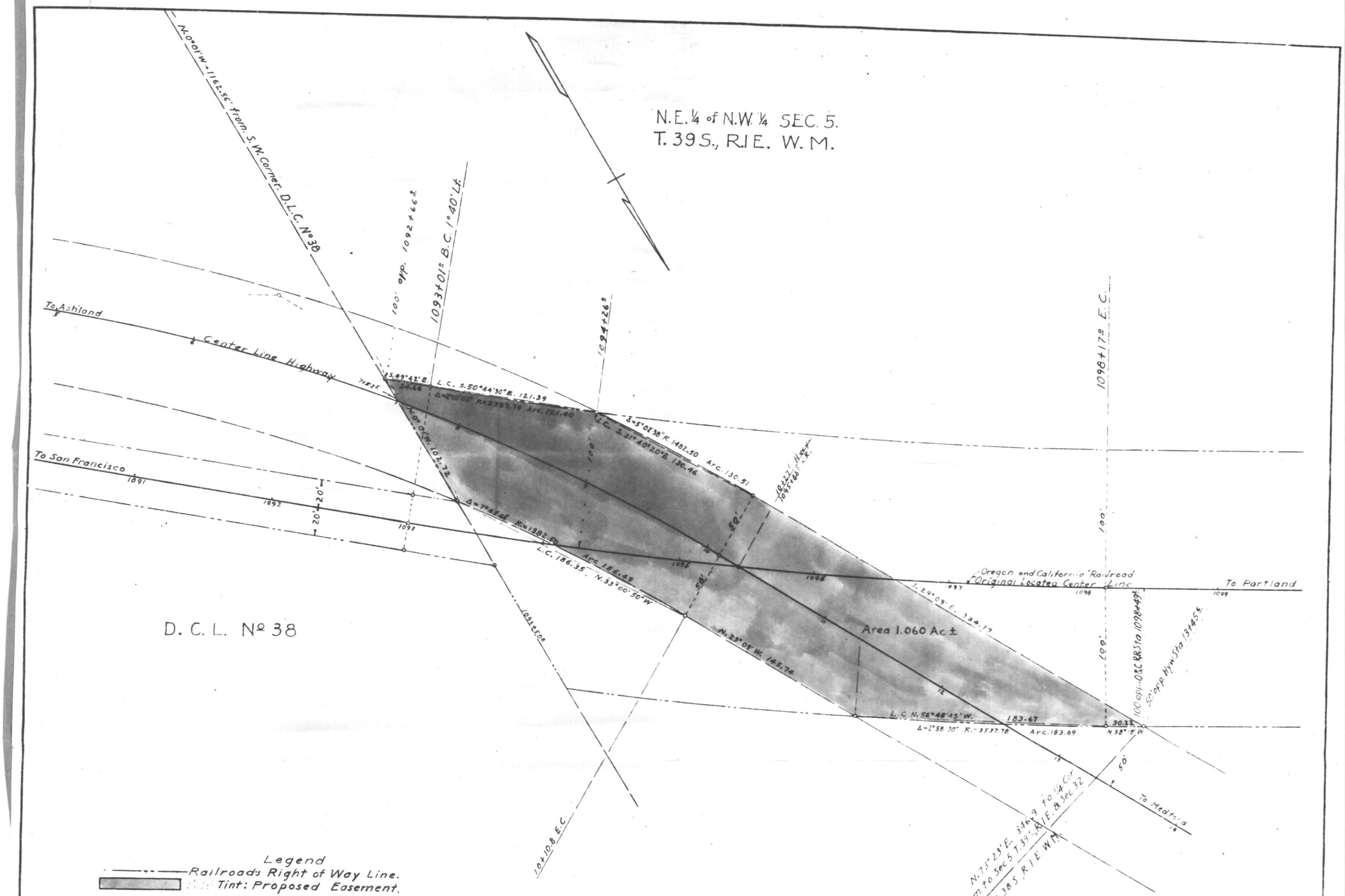


EXHIBIT A

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

ASHLAND

Easement for Proposed Grade Separation for Oregon State Highway

Shasta Dist.

Sacramento DIV. N.

A.G.M.

DRAWING 5544.

SHEET NO 6

Scale 1" = 50'

Jan. 1933

Rev. 1/26/33

DRAWER

Oregon
Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

March 7, 2020

Mr. Derek Severson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2019-00001, 1511 Highway 99 North

Dear Mr. Severson,

Thank you for providing the Oregon Department of Transportation (the "Department" or "ODOT") with the opportunity to provide comments associated with the zone change and annexation of approximately 16.87 acres at 1511 Highway 99 North ("Subject Property"). ODOT has worked with the City and the applicant to try to find solutions which work for all parties. Please find our comments below regarding this proposal.

i. ODOT has reviewed the Traffic Impact Analysis ("TIA") prepared by the Sandow Engineering and believe that it satisfies the requirements of the Transportation Planning Rule (OAR 660-012).
ii. The proposed southbound bus pullout has satisfactory width, striping, and exit taper. The entrance taper requires an 8:1 taper rate and should be extended slightly from the 65'on sheet C.4 to approximately 80'.
iii. ODOT is amenable to the proposed median cut north of the intersection of N Main St. and Highway 99. A striped crosswalk would not be appropriate at this location given traffic speed and sight visibility.
iv. ODOT will require a hydraulic report demonstrating the proposal will not adversely affect State facilities. We understand this will be conducted during the final engineering phase of the project, after Planning Commission. As such, approval of PA-T3-2019-00001 should be conditioned on written approval from ODOT of a satisfactory hydraulics report.
v. ODOT is satisfied with the proposed sidewalk and bike facilities with the exception of the sidewalk under the trestle which should be at least 6' in width.
vi. Approval should be conditioned on the applicant obtaining a reservation indenture, access permits and misc./utility permits from ODOT. The applicant may begin these processes by contacting Julee Scruggs at Julee.Y.Scruggs@odot.state.or.us.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

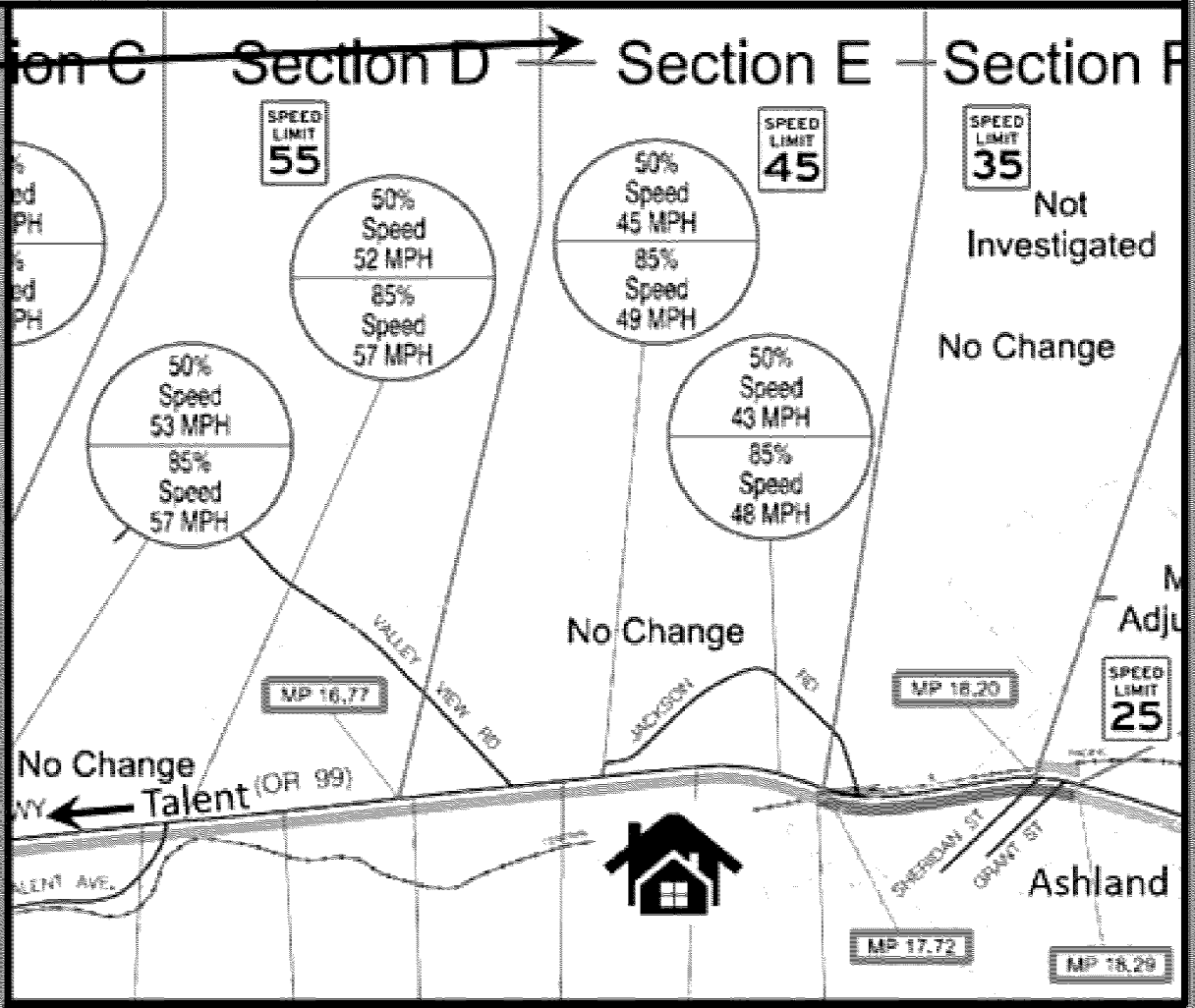
Micah Horowitz

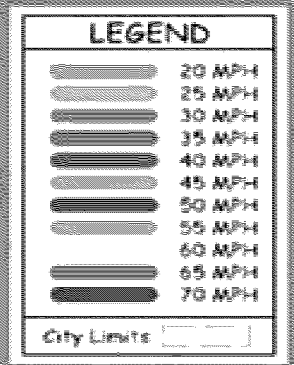
Micah Horowitz, AICP
Senior Transportation Planner

The 2021 Speed Zone Investigation (SZI) was requested by ODOT District 8 Maintenance Management for the reason, "District 8 has received numerous complaints about the safety of this section of roadway and is requesting a SZI to see if a slower speed is warranted and due to the context of roadway changing near the intersection of Sheridan Street the speed change of 25/35 should be placed according to this context change. ".

Investigation:	Investigated Section E
Section Length	0.95 mile
50% Speed	44 MPH
85% Speed	49 MPH
2016-2018 Crash Rate*	1.07
2018 Average Daily Traffic	16,100
Context	Suburban fringe
Culture Type and Density	Light business to rural
Horizontal Alignment	1 Curve
Vertical Alignment	Steady grade
Curve Signs & Speed Riders	None
Existing Posted Speed	45 MPH
Recommended Speed	45 MPH

*Crashes per Million Vehicle Miles





Denotes development area

2021 investigation resulted in no changes to speed zones in vicinity of proposed development as shown in the summary diagram above.

PRELIMINARY MAP
PROPERTY LINE ADJUSTMENT

LOCATED AT

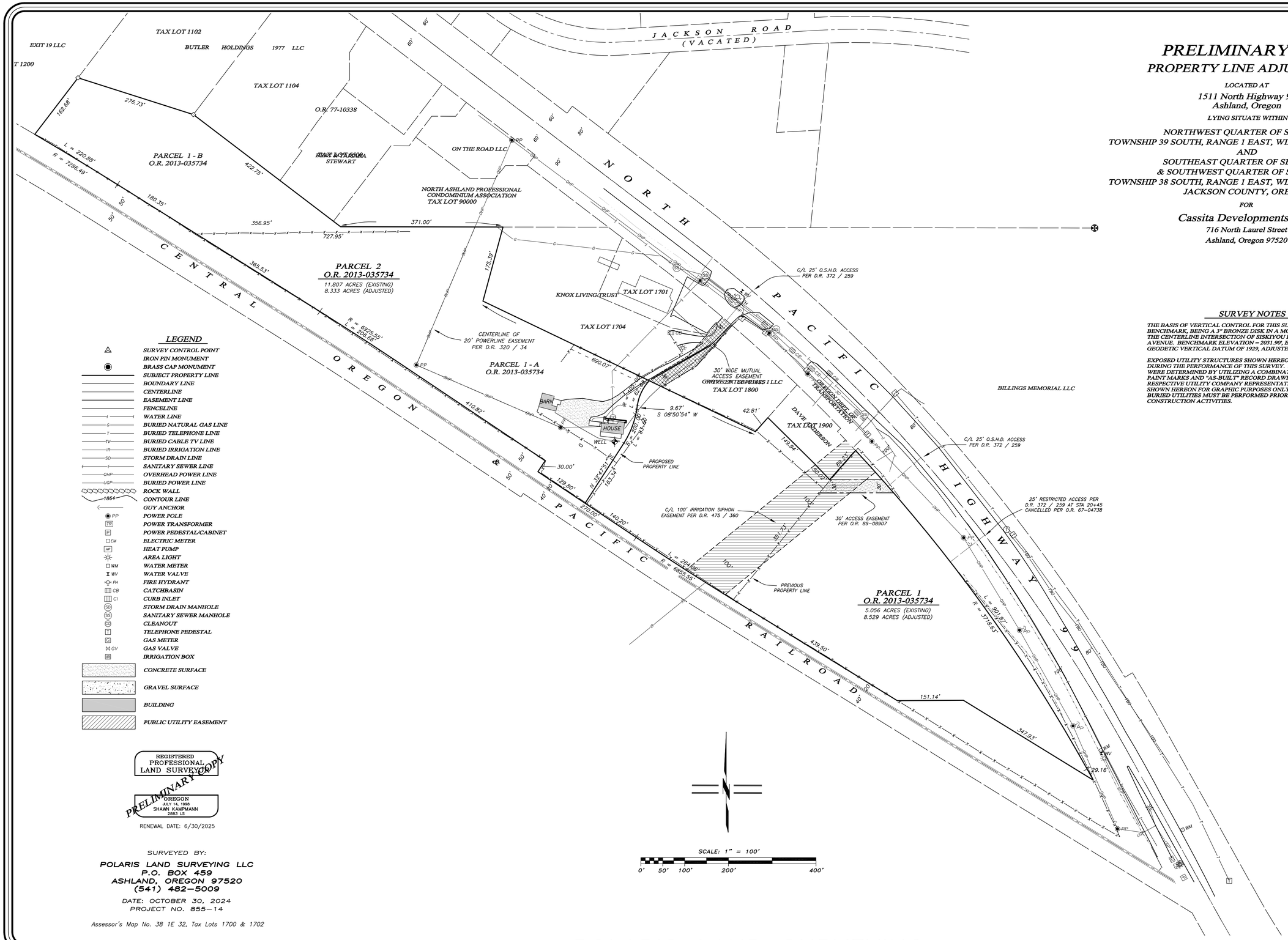
1511 North Highway 99
Ashland, Oregon

LYING SITUATE WITHIN

NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
AND
SOUTHEAST QUARTER OF SECTION 31
& SOUTHWEST QUARTER OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Cassita Developments LLC
716 North Laurel Street
Ashland, Oregon 97520



SURVEY NOTES

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS A CITY OF ASHLAND BENCHMARK, BEING A 3" BRONZE DISK IN A MONUMENT WELL LOCATED IN THE CENTERLINE INTERSECTION OF SISKIYOU BOULEVARD AND WALKER AVENUE. BENCHMARK ELEVATION = 2031.90', BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29/56).

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

LEGEND

- SURVEY CONTROL POINT
- IRON PIN MONUMENT
- BRASS CAP MONUMENT
- SUBJECT PROPERTY LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE
- WATER LINE
- BURIED NATURAL GAS LINE
- BURIED TELEPHONE LINE
- BURIED CABLE TV LINE
- BURIED IRRIGATION LINE
- STORM DRAIN LINE
- SANITARY SEWER LINE
- OVERHEAD POWER LINE
- BURIED POWER LINE
- ROCK WALL
- CONTOUR LINE
- GUY ANCHOR
- POWER POLE
- POWER TRANSFORMER
- POWER PEDESTAL/CABINET
- ELECTRIC METER
- HEAT PUMP
- AREA LIGHT
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- CATCHBASIN
- CURB INLET
- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- CLEANOUT
- TELEPHONE PEDESTAL
- GAS METER
- GAS VALVE
- IRRIGATION BOX
- CONCRETE SURFACE
- GRAVEL SURFACE
- BUILDING
- PUBLIC UTILITY EASEMENT

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

PRELIMINARY COPY

RENEWAL DATE: 6/30/2025

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 30, 2024
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

POLARIS LAND SURVEYING

PRELIMINARY SUBDIVISION MAP

LOCATED AT

1511 North Highway 99
Ashland, Oregon

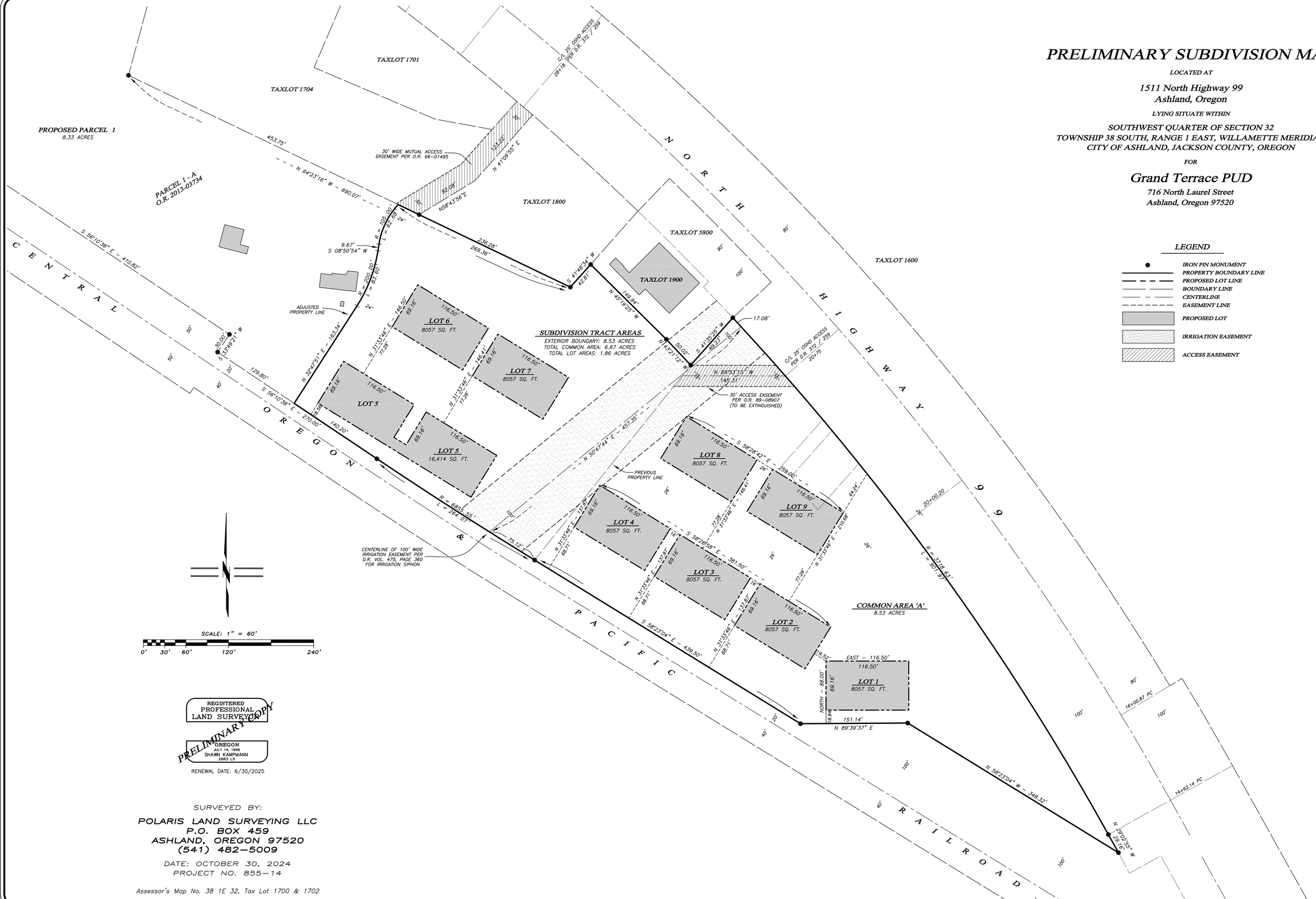
LYING SITUATE WITHIN

SOUTHWEST QUARTER OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR

Grand Terrace PUD

716 North Laurel Street
Ashland, Oregon 97520



LEGEND

- IRON PIN MONUMENT
- PROPERTY BOUNDARY LINE
- PROPOSED LOT LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- PROPOSED LOT
- IRRIGATION EASEMENT
- ACCESS EASEMENT

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

PRELIMINARY COPY

RENEWAL DATE: 6/30/2025

SURVEYED BY:

POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: OCTOBER 30, 2024
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lot 1700 & 1702

POLARIS LAND SURVEYING

ALTA / ACSM LAND TITLE SURVEY

LOCATED AT

1511 North Highway 99
Ashland, Oregon

LYING SITUATE WITHIN

SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Cassita Developments LLC
153 Will Dodge Way
Ashland, Oregon 97520

LEGAL DESCRIPTION

THOSE TRACTS OF LAND DESCRIBED WITHIN INSTRUMENT NO. 2013-035734 OF THE OFFICIAL RECORDS IN JACKSON COUNTY, OREGON, LYING SITUATE WITHIN THE SOUTHEAST QUARTER OF SECTION 31 AND THE SOUTHWEST QUARTER OF SECTION 32 IN TOWNSHIP 38 SOUTH, RANGE 1 EAST, AND THE NORTHWEST QUARTER OF SECTION 5 IN TOWNSHIP 39 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN IN JACKSON COUNTY, OREGON, BEING MORE PARTICULARLY DESCRIBED AND BOUNDED AS FOLLOWS, TO WIT;

PARCEL 1, TRACT "A"

COMMENCING AT THE SOUTHEAST CORNER OF DONATION LAND CLAIM NO. 48 IN TOWNSHIP 38 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON; THENCE SOUTH 46°27'46" WEST, 834.96 FEET [DEED RECORD SOUTH 46° 28' 51" WEST, 835.06 FEET] TO A 1/2 INCH IRON PIPE AT THE TRUE POINT OF BEGINNING; THENCE SOUTH 38°40'29" WEST [SOUTH 38° 38' 29" WEST], 351.73 FEET TO A 1/2 INCH IRON PIPE SITUATED ON THE NORTHEASTERLY LINE OF THE CENTRAL OREGON & PACIFIC RAILROAD (FORMERLY SOUTHERN PACIFIC RAILROAD); THENCE ALONG SAID NORTHEASTERLY LINE THE FOLLOWING COURSES: 264.06 FEET ALONG THE ARC OF A 6855.55 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 02° 12' 25" (LONG CHORD BEARING NORTH 57° 16' 51" WEST, 264.05 FEET), TO A 5/8 INCH IRON PIN AT A POINT OF TANGENCY; THENCE NORTH 56° 10' 38" WEST, 270.00 FEET TO A 5/8 INCH IRON PIN; THENCE NORTH 33° 49' 22" EAST, AT RIGHT ANGLES TO SAID NORTHEASTERLY LINE, 30.00 FEET TO A 5/8 INCH IRON PIN; THENCE NORTH 56° 10' 38" WEST, 410.82 FEET TO A 5/8 INCH IRON PIN AT A POINT OF CURVATURE; THENCE 206.66 FEET ALONG THE ARC OF A 6925.55 FOOT RADIUS CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 01° 42' 35" (LONG CHORD BEARING NORTH 57° 01' 56" WEST, 206.65 FEET) TO A 5/8 INCH IRON PIN AT THE POINT OF TANGENCY; THENCE NORTH 57° 53' 13" WEST, 365.53 FEET TO THE SOUTH LINE OF SAID DONATION LAND CLAIM NO. 48; THENCE SOUTH 89° 54'00" EAST, ALONG SAID SOUTH LINE, 727.94 FEET [DEED RECORD 727.81 FEET] TO A 1/2 INCH IRON PIPE; THENCE SOUTH 15°09'14" WEST [DEED RECORD SOUTH 15° 08' 35" WEST], LEAVING SAID SOUTH LINE, 175.395 FEET TO A 1/2 INCH IRON PIPE; THENCE SOUTH 64°23'16" EAST [DEED RECORD SOUTH 64° 23' 25" EAST] 690.07 FEET TO A 5/8 INCH IRON PIN; THENCE NORTH 41°48'34" EAST [NORTH 41° 36' 44" EAST] 42.81 FEET TO A 1/2 INCH IRON PIPE; THENCE SOUTH 44°49'51" EAST, 149.94 FEET [DEED RECORD SOUTH 45° 18' 43" EAST, 149.99 FEET] TO A 1/2 INCH IRON PIPE; THENCE SOUTH 43° 23' 17" EAST, 50.02 FEET [DEED RECORD 49.99 FEET] TO THE POINT OF BEGINNING.

CONTAINING 9.23 ACRES, MORE OR LESS.

PARCEL 1, TRACT "B"

COMMENCING AT THE SOUTHEAST CORNER OF DONATION LAND CLAIM NO. 48 IN TOWNSHIP 38 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON; THENCE NORTH 89°54'00" WEST, ALONG THE SOUTH LINE OF SAID CLAIM, 1638.78 FEET [DEED RECORD NORTH 89° 54' 37" WEST, 1638.78 FEET]; THENCE NORTH 37° 19' 04" EAST, 349.22 FEET [DEED RECORD 348.46 FEET] TO THE SOUTHWESTERLY LINE OF RELOCATED HIGHWAY NO. 99; THENCE NORTH 52° 40' 56" WEST, ALONG SAID SOUTHWESTERLY LINE, 449.82 FEET TO THE MOST EASTERLY CORNER OF THAT TRACT DESCRIBED IN DOCUMENT NO. 77-10338, OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTH 37° 20' 46" WEST, 399.73 FEET [DEED RECORD 400.00 FEET] TO THE MOST SOUTHERLY CORNER OF SAID TRACT FOR THE TRUE POINT OF BEGINNING; THENCE SOUTH 52°40'25" EAST, 383.59 FEET [DEED RECORD SOUTH 52° 40' 56" EAST, 383.50 FEET] TO A 5/8 INCH IRON PIN ON THE SOUTH LINE OF SAID CLAIM NO. 48; THENCE NORTH 89°54 00" WEST, ALONG SAID SOUTH LINE, 356.95 FEET [DEED RECORD NORTH 89° 54' 37" WEST, 345 FEET; MORE OR LESS] TO A 5/8 INCH IRON PIN ON THE NORTHEASTERLY LINE OF THE CENTRAL OREGON & PACIFIC RAILROAD (FORMERLY SOUTHERN PACIFIC RAILROAD); THENCE NORTH 57°53'13" WEST, ALONG SAID NORTHEASTERLY LINE, 180.35 FEET TO A 5/8 INCH IRON PIN; THENCE 220.88 FEET ALONG THE ARC OF A 7286.49 FOOT RADIUS CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 01°44'13" (LONG CHORD BEARING NORTH 58°45'19" WEST, 220.87 FEET) TO A POINT WHICH BEARS SOUTH 37°21'19" WEST [DEED RECORD SOUTH 37° 20' 46" WEST] FROM A 5/8 INCH IRON PIN AT THE MOST NORTHERLY CORNER OF THAT TRACT OF LAND DESCRIBED IN DOCUMENT NO. 89-01177 OF SAID OFFICIAL RECORDS, FROM WHICH A 3/4 INCH CRIMPED TOP IRON PIPE BEARS NORTH 37°21'19" EAST, 0.55 FEET; THENCE NORTH 37°21'19" EAST, ALONG THE NORTHWESTERLY LINE OF SAID DESCRIBED TRACT, 162.68 FEET [DEED RECORD NORTH 37° 20' 46" EAST, 162.0 FEET, MORE OR LESS], TO A 5/8 INCH IRON PIN WHICH BEARS SOUTH 37°21'19" WEST, 93.04 FEET [DEED RECORD SOUTH 37° 20' 46" WEST, 93.00 FEET] FROM SAID MOST NORTHERLY CORNER; THENCE SOUTH 72°19'16" EAST, LEAVING SAID NORTHWESTERLY LINE, 276.73 FEET [DEED RECORD SOUTH 72° 19' 01" EAST, 276.77 FEET] TO A 5/8 INCH IRON PIN SITUATED ON THE NORTHEASTERLY LINE OF SAID DESCRIBED TRACT; THENCE SOUTH 52°40'25" EAST, ALONG SAID NORTHEASTERLY LINE, 39.16 FEET [DEED RECORD SOUTH 52°40'56" EAST, 39.37 FEET] TO THE POINT OF BEGINNING.

CONTAINING 2.58 ACRES, MORE OR LESS.

PARCEL 2

COMMENCING AT THE SOUTHEAST CORNER OF DONATION LAND CLAIM NO. 48 IN TOWNSHIP 38 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, JACKSON COUNTY, OREGON; THENCE SOUTH 46°27'46" WEST, 834.96 FEET [DEED RECORD SOUTH 46° 28' 51" WEST, 835.06 FEET] TO A 1/2 INCH IRON PIPE AT THE TRUE POINT OF BEGINNING; THENCE NORTH 41°53'25" EAST, 89.24 FEET [DEED RECORD NORTH 41° 34' 29" EAST, 89.28 FEET] TO A 1/2 INCH IRON PIPE SITUATED ON THE SOUTHWESTERLY LINE OF RELOCATED PACIFIC HIGHWAY NO. 99; THENCE FOLLOWING SAID SOUTHWESTERLY LINE OF SAID HIGHWAY THE FOLLOWING COURSES: 901.97 FEET [DEED RECORD 901.77 FEET] SOUTHEASTERLY ALONG THE ARC OF A 3718.63 FOOT RADIUS CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 13°53'51" [DEED RECORD 13° 53' 40"] TO A 5/8 INCH IRON PIN AT THE POINT OF TANGENCY; THENCE SOUTH 29°02'55" EAST, 29.16 FEET [DEED RECORD SOUTH 28°49'42" EAST, 29.39 FEET], MORE OR LESS, TO A 5/8 INCH IRON PIN ON THE NORTHEASTERLY LINE OF THE CENTRAL OREGON & PACIFIC RAILROAD (FORMERLY SOUTHERN PACIFIC RAILROAD); THENCE LEAVING SAID SOUTHEASTERLY LINE OF HIGHWAY 99 AND ALONG THE NORTHEASTERLY LINE OF SAID RAILROAD THE FOLLOWING COURSES: NORTH 58°23'04" WEST, 347.93 FEET [DEED RECORD NORTH 58° 23' 04" WEST, 348.09 FEET] TO A 5/8 INCH IRON PIN ON THE SOUTH LINE OF SECTION 32, IN SAID TOWNSHIP 38 SOUTH, RANGE 1 EAST; THENCE SOUTH 89°39'37" WEST [DEED RECORD SOUTH 89°39'27" WEST], ALONG SAID SOUTH LINE, 151.14 FEET TO A 5/8 INCH IRON PIN, BEING 20.00 FEET NORTHEASTERLY FROM AND AT RIGHT ANGLES TO THE CENTERLINE OF SAID RAILROAD; THENCE NORTH 58°23'04" WEST, 439.50 FEET TO A 1/2 INCH IRON PIPE AT A POINT OF CURVATURE; THENCE NORTH 38°40'29" EAST [DEED RECORD NORTH 38°38'29" EAST], LEAVING SAID NORTHEASTERLY LINE OF RAILROAD, 351.73 FEET TO THE POINT OF BEGINNING.

CONTAINING 5.06 ACRES, MORE OR LESS.

FLOOD NOTE

SUBJECT PROPERTY LIES OUTSIDE OF THE FLOOD HAZARD BOUNDARY AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY PANEL NO. 41029C2203F, EFFECTIVE DATE MAY 3, 2011.

ACCESS NOTES

PUBLIC VEHICULAR ACCESS POINTS TO SUBJECT PROPERTY ARE RESTRICTED BY THE OREGON DEPARTMENT OF TRANSPORATION (O.D.O.T.) ALONG THE SOUTHWESTERLY FRONTAGE OF NORTH HIGHWAY 99 TO THE LOCATIONS SHOWN AT ENGINEER'S STATION 20+75 AND 28+18.

IMPROVEMENTS

ALL EXISTING IMPROVEMENTS AT THE TIME OF THIS SURVEY ARE SHOWN HEREON, EXCEPT AS OTHERWISE DENOTED, ALONG WITH VISIBLE ENCROACHMENTS WITHIN OR ADJACENT TO SUBJECT PROPERTY. (SEE STATEMENT OF ENCROACHMENTS)

NOTES CORRESPONDING TO EXCEPTIONS

THE FOLLOWING SPECIAL EXCEPTIONS, EXCLUSIONS, AND STIPULATIONS CONTAINED IN THE PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY OF OREGON, ORDER NO. 7161-2932440, HAVING AN EFFECTIVE DATE OF NOVEMBER 17, 2017, ARE BLANKET IN NATURE OR OTHERWISE INSUFFICIENTLY DESCRIBED, CAN NOT BE SHOWN GRAPHICALLY ON THIS MAP.

6. EASEMENT FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN TO CALIFORNIA OREGON POWER COMPANY, DESCRIBED WITHIN IN VOLUME 182, PAGES 203 & 295, VOLUME 214, PAGE 475 AND VOLUME 320, PAGE 34 OF THE DEED RECORDS IN JACKSON COUNTY, OREGON.

7. EASEMENT FOR IRRIGATION PURPOSES, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN TO TALENT IRRIGATION DISTRICT, RECORDED ON APRIL 9, 1956 IN VOLUME 424, PAGE 371 OF THE DEED RECORDS IN JACKSON COUNTY, OREGON.

13. EASEMENT FOR DITCHES AND CANAL PURPOSES, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN TO UNITED STATES OF AMERICA, RECORDED ON JULY 15, 1959 IN VOLUME 547, PAGE 464 OF THE DEED RECORDS IN JACKSON COUNTY, OREGON.

14. 20' WIDE EASEMENT FOR THE TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND AND RELATED MATTERS TO PACIFIC POWER & LIGHT COMPANY, RECORDED ON AUGUST 26, 1977 IN DOCUMENT NO. 77-17662 OF THE OFFICIAL RECORDS IN JACKSON COUNTY, OREGON.

STATEMENT OF ENCROACHMENTS

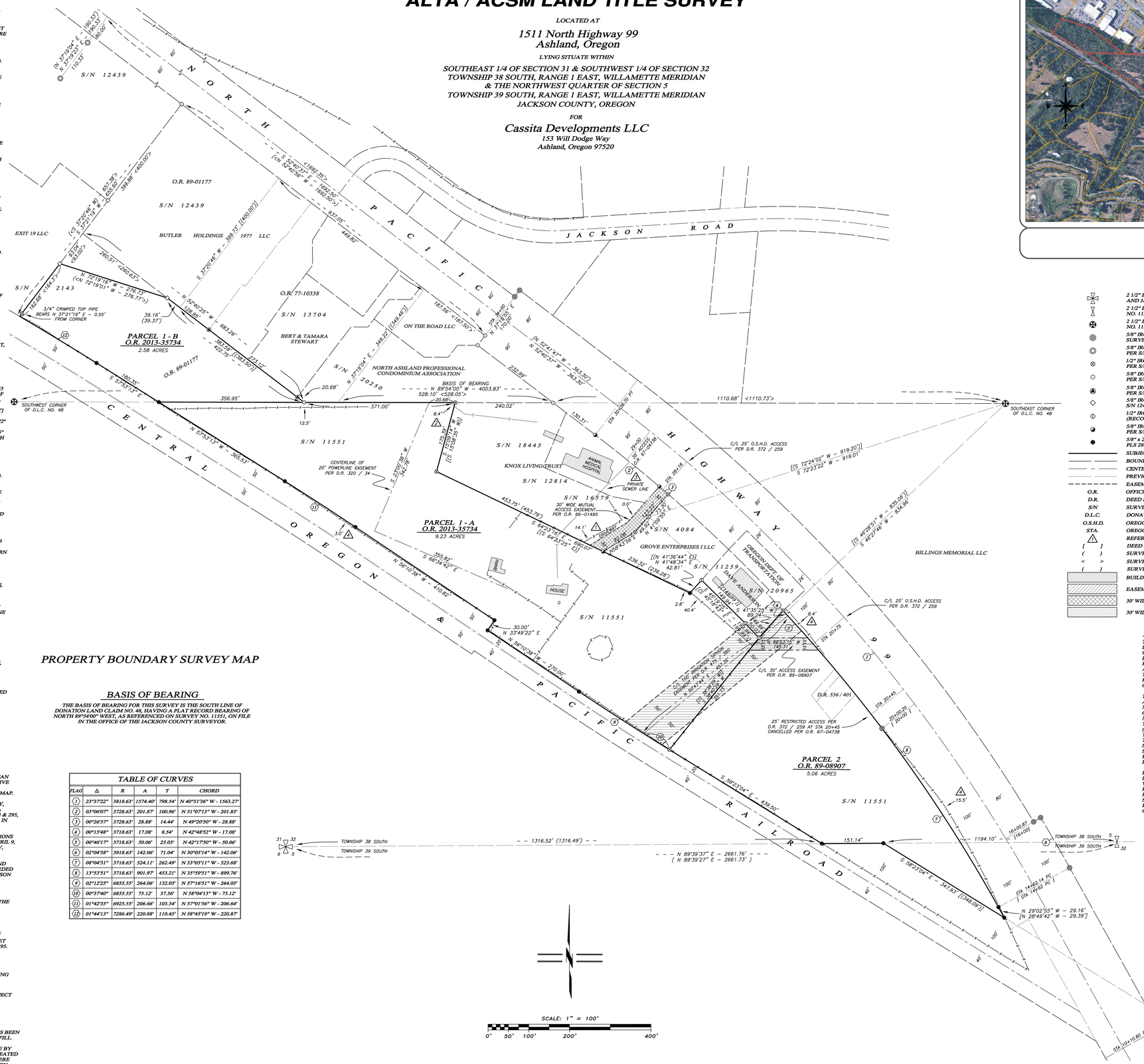
PHYSICAL ENCROACHMENTS AS SHOWN HEREON ARE NOTED AS FOLLOWS:

1. AN ASHALT DRIVEWAY AND FENCELINE ENCROACHES UP TO 14.1 FEET OUTSIDE OF A MUTUAL ACCESS EASEMENT DESCRIBED IN O.R. 66-01495.
2. A BURIED NATURAL GAS LINE SERVICING AN ADJACENT PARCEL ENCROACHES UP TO 8.4 FEET INTO THE SUBJECT PARCEL.
3. A POSSIBLE ENCROACHMENT OF A PRIVATE SEWER LINE SERVICING THE SUBJECT PARCEL CROSSES THROUGH THE ADJACENT KNOX LIVING TRUST PARCEL AS INDICATED BY THE CURRENT TENANT OF THE SUBJECT PARCEL, AS SHOWN HEREON.
4. VARIOUS FENCELINE ENCROACHMENTS ON BOTH SIDES OF THE SUBJECT PROPERTY LINES WERE FOUND ALONG THE EXTERIOR PRPERTY AND RIGHT OF WAY BOUNDARIES.

GENERAL NOTES

1. NO OBSERVABLE EVIDENCE WAS FOUND INDICATING THAT THE SITE HAS BEEN PREVIOUSLY USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
2. WETLAND AREAS HAVE BEEN OBSERVED AND DELINEATED ON THIS SITE BY PACIFIC HABITAT SERVICES, INC. IN WILSONVILLE, OREGON. THE DELINEATED WETLAND BOUNDARIES, AS MARKED BY PACIFIC HABITAT SERVICES, WERE LOCATED AND FIELD SURVEYED AS DENOTED ON SHEET 2 OF THIS SURVEY.

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702



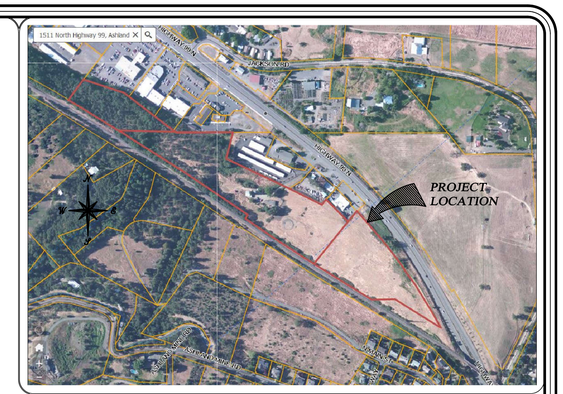
PROPERTY BOUNDARY SURVEY MAP

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY IS THE SOUTH LINE OF DONATION LAND CLAIM NO. 48, HAVING A PLAT RECORD BEARING OF NORTH 89°54'00" WEST, AS REFERENCED ON SURVEY NO. 11551, ON FILE IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR.

TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
1	23°37'22"	3818.63'	1574.40'	798.54'	N 40°51'36" W - 1563.27'
2	03°06'07"	3728.63'	201.87'	100.96'	N 51°07'13" W - 201.85'
3	00°26'37"	3728.63'	28.88'	14.44'	N 49°20'50" W - 28.88'
4	00°15'48"	3718.63'	17.08'	8.54'	N 42°48'52" W - 17.08'
5	00°46'17"	3718.63'	50.06'	25.03'	N 42°17'50" W - 50.06'
6	02°04'38"	3918.63'	142.06'	71.04'	N 30°05'14" W - 142.06'
7	08°04'31"	3718.63'	524.11'	262.49'	N 33°05'11" W - 523.68'
8	13°53'51"	3718.63'	901.97'	453.21'	N 35°59'51" W - 899.76'
9	02°12'25"	6855.55'	264.06'	132.05'	N 57°16'51" W - 264.05'
10	00°37'40"	6855.55'	75.12'	37.56'	N 58°04'13" W - 75.12'
11	01°42'35"	6925.55'	206.66'	103.34'	N 57°01'56" W - 206.64'
12	01°44'13"	7286.49'	220.88'	110.45'	N 58°45'19" W - 220.87'



VICINITY MAP

NOT TO SCALE

LEGEND

- 2 1/2" BRASS CAPPED IRON PIPE,SECTION CORNER PER SURVEY NO. 11551 AND JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE QUARTER SECTION CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE DONATION LAND CLAIM CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 5/8" IRON PIN - NO OTHER MARKINGS - PER O.S.H.D. 1952 RIGHT-OF-WAY SURVEY & S/N 7020, 11551 & 18445 (RECOVERED)
- 5/8" IRON PIN w/ 2" ALUMINUM CAP STAMPED "SWAIN LS 759 1990" PER S/N 12047 (RECOVERED)
- 1/2" IRON PIPE w/ YELLOW PLASTIC PLUG STAMPED "SWAIN LS 759" PER S/N' 11250, 11551, 12814 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "D. HUCK LS 2023" PER S/N 17105 & 20250 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "R. ROBERTS LS 1656" PER S/N 13704 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "RPLS-2339" PER S/N 12439 (RECOVERED)
- 1/2" IRON PIPE - NO OTHER MARKINGS - PER BURRELL S/N 4084 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" PER S/N 16579 & 18445 (RECOVERED)
- 5/8" x 24" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" (ESTABLISHED)
- SUBJECT PROPERTY LINE
- BOUNDARY LINE
- CENTERLINE
- PREVIOUS DEED LINE
- EASEMENT LINE
- O.R. — OFFICIAL RECORDS, JACKSON COUNTY CLERK
- D.R. — DEED RECORD VOLUME / PAGE, JACKSON COUNTY CLERK
- S/N — SURVEY FILE NUMBER, JACKSON COUNTY SURVEYOR
- D.L.C. — DONATION LAND CLAIM, AS DESCRIBED
- O.S.H.D. — OREGON STATE HIGHWAY DEPARTMENT (O.D.O.T.)
- STA. — OREGON DEPT. OF TRANSPORTATION HIGHWAY STATION NUMBER
- △ — REFERENCE TO TITLE REPORT ITEM NUMBER (SEE EXCEPTIONS NOTE)
- [ ] — DEED RECORD DATA PER 2013-35734
- ( ) — SURVEY RECORD DATA PER S/N 11551, 12047, 12814 (SWAIN)
- < > — SURVEY RECORD DATA PER S/N 12439 & 13704 (EDWARDS)
- { } — SURVEY RECORD DATA PER OREGON STATE HIGHWAY DEPTARTMENT
- BUILDING FOOTPRINT
- EASEMENT FOR 36" TALENT IRRIGATION DISTRICT SIPHON PER D.R. 475 / 360
- 30' WIDE MUTUAL ACCESS EASEMENT PER O.R. 66-01495
- 30' WIDE ACCESS EASEMENT PER O.R. 89-08907

SURVEY NOTES

THE BASIS OF HORIZONTAL CONTROL FOR THIS SURVEY WAS THE SOUTH LINE OF DONATION LAND CLAIM NO. 48, OREGON NORTH PACIFIC HIGHWAY 99, CENTRAL OREGON AND PACIFIC RAILROAD (FORMERLY "SOUTHERN PACIFIC RAILROAD") BASED ON A LOCAL SURVEY CONTROL NETWORK PREVIOUSLY ESTABLISHED BY THIS OFFICE, IN CONJUNCTION WITH ADDITIONAL FIELD SURVEYS TO ESTABLISH ON-SITE SURVEY CONTROL. FOR THIS PROJECT UTILIZING A LEICA TCRP 1203 ROBOTIC TOTAL STATION WITH RANGING PRISMS AND A LEICA 1200 GNSS SMART ROVER OPERATING ON THE OREGON REAL-TIME GEODETIC NETWORK (ORGN).

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AS DERIVED FROM GLOBAL NETWORK SATELLITE STSTEM (GNSS) OBSERVATIONS OPERATING ON THE OREGON REAL-TIME GEODETIC NETWORK (ORGN). THE CONVERSION FROM NAVD 88 TO THE CITY OF ASHLAND VERTICAL CONTROL NETWORK BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29/56) IS MINUS 3.42 FEET FROM NAVD 88, BASED ON OBSERVATIONS TAKEN ON U.S.C. & G.S. BENCHMARK V 548, A BRONZE DISC LOCATED ON THE RAILROAD BRIDGE CROSSING HIGHWAY 99 IN THE TOP OF THE SOUTHEAST END OF THE SOUTHWEST CONCRETE ABUTMENT, 7.4 FEET SOUTHEAST OF THE SOUTHEAST RAIL. THE PUBLISHED NGVD 29/56 DATUM ELEVATION OF BENCHMARK V 548 IS 1798.182 FEET. THE NAVD 88 DATUM ELEVATION IS 1801.60 FEET.

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES, ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

SURVEYORS CERTIFICATE

TO CASSITA DEVELOPMENTS LLC & FIRST AMERICAN TITLE COMPANY OF OREGON:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 5, 8, 11, 13, 18, 19 & 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 20, 2018.

DATE: MARCH 20, 2018 OREGON REGISTRATION NO. PLS 2883

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

ELECTRONIC COPY

RENEWAL DATE: 6/30/2019

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: MARCH 26, 2018
PROJECT NO. 855-14

ALTA / ACSM LAND TITLE SURVEY

TOPOGRAPHIC SITE SURVEY MAP

LOCATED AT

1511 North Highway 99
Ashland, Oregon

LYING SITUATE WITHIN

SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Cassita Developments LLC
153 Will Dodge Way
Ashland, Oregon 97520

TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
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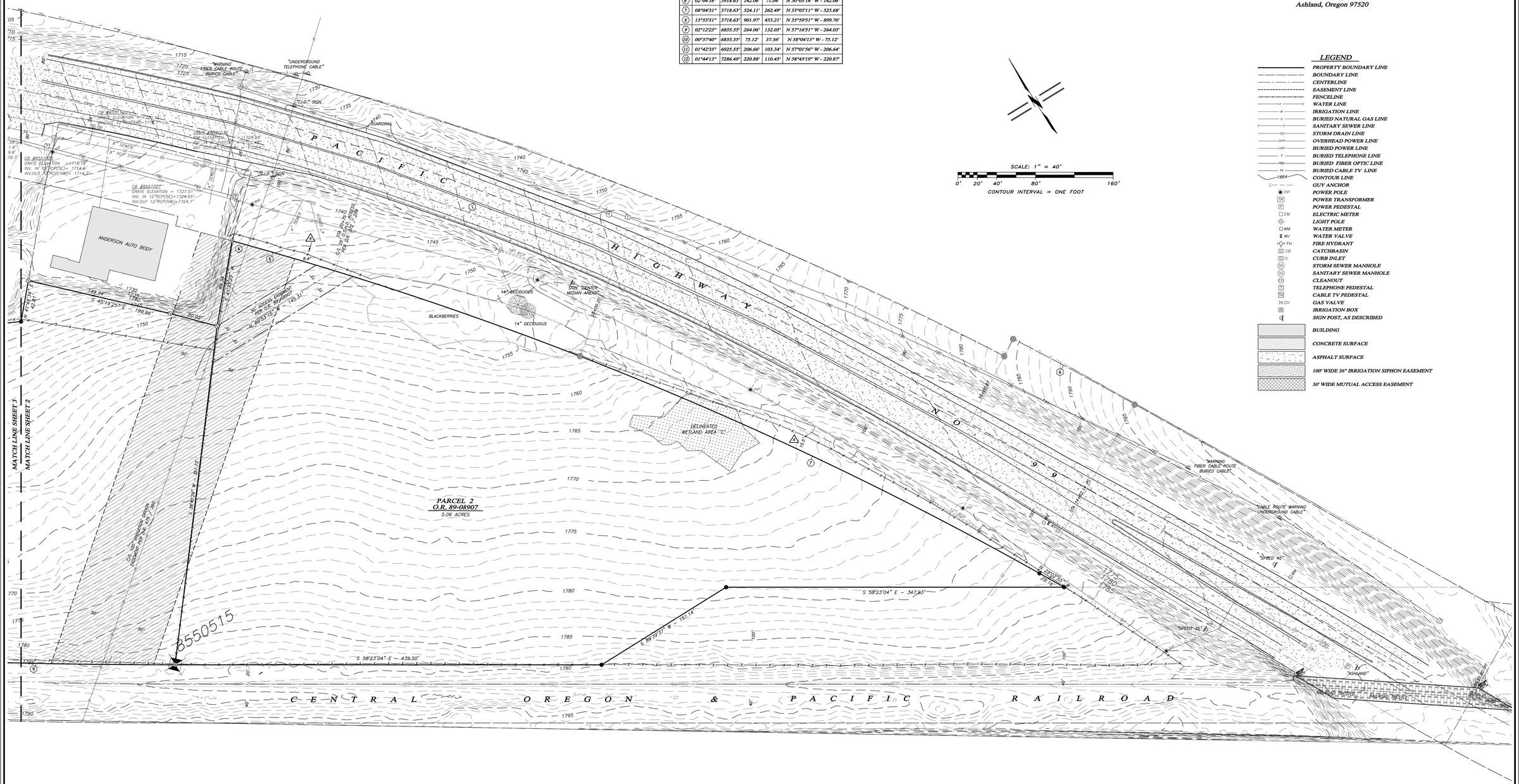


LEGEND

- PROPERTY BOUNDARY LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE
- WATER LINE
- IRRIGATION LINE
- BURIED NATURAL GAS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- OVERHEAD POWER LINE
- BURIED POWER LINE
- BURIED TELEPHONE LINE
- BURIED FIBER OPTIC LINE
- BURIED CABLE TV LINE
- CONTOUR LINE
- GUY ANCHOR
- POWER POLE
- POWER TRANSFORMER
- POWER PEDESTAL
- ELECTRIC METER
- LIGHT POLE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- CATCHBASIN
- CURB INLET
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- CLEANOUT
- TELEPHONE PEDESTAL
- CABLE TV PEDESTAL
- GAS VALVE
- IRRIGATION BOX
- SIGN POST, AS DESCRIBED
- BUILDING
- CONCRETE SURFACE
- ASPHALT SURFACE
- 100' WIDE 36" IRRIGATION SIPHON EASEMENT
- 30' WIDE MUTUAL ACCESS EASEMENT

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 14, 1998
SHAWN KAMPMANN
2063 LS
RENEWAL DATE: 6/30/2019
ELECTRONIC COPY

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009

DATE: MARCH 26, 2018
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

POLARIS LAND SURVEYING

SURVEYS\855-14\KENDRICK ALTA SURVEY.DWG SHEET 2 of 3

ALTA / ACSM LAND TITLE SURVEY

LOCATED AT

1511 North Highway 99
Ashland, Oregon

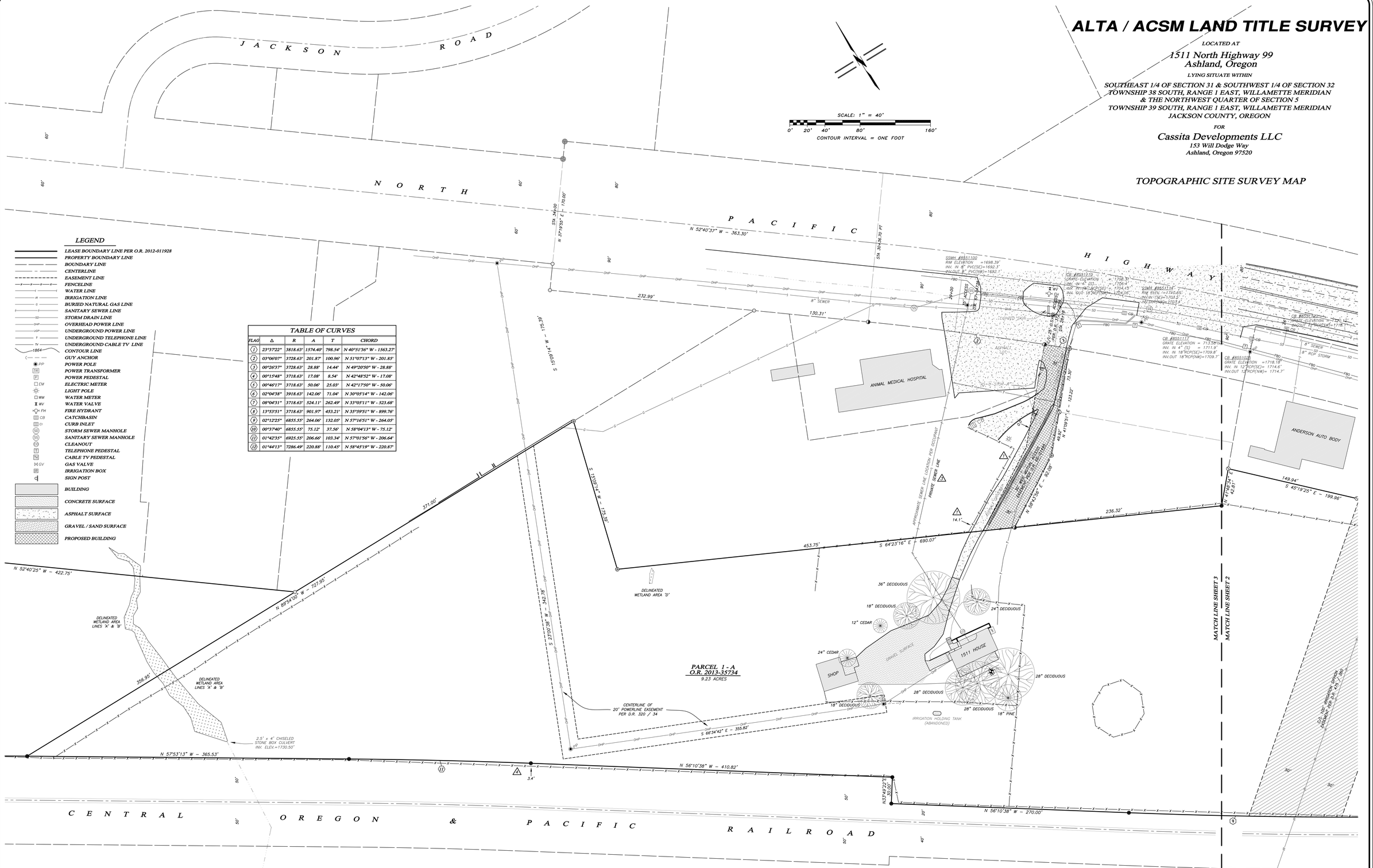
LYING SITUATE WITHIN

SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Cassita Developments LLC
153 Will Dodge Way
Ashland, Oregon 97520

TOPOGRAPHIC SITE SURVEY MAP



LEGEND

- LEASE BOUNDARY LINE PER O.R. 2012-011928
- PROPERTY BOUNDARY LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE
- WATER LINE
- IRRIGATION LINE
- BURIED NATURAL GAS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND CABLE TV LINE
- 1864 CONTOUR LINE
- GUY ANCHOR
- PP POWER POLE
- TR POWER TRANSFORMER
- P POWER PEDESTAL
- EM ELECTRIC METER
- LIGHT POLE
- WM WATER METER
- WV WATER VALVE
- FH FIRE HYDRANT
- CB CATCHBASIN
- CI CURB INLET
- SD STORM SEWER MANHOLE
- SS SANITARY SEWER MANHOLE
- CO CLEANOUT
- T TELEPHONE PEDESTAL
- TV CABLE TV PEDESTAL
- GV GAS VALVE
- IR IRRIGATION BOX
- SIGN POST
- BUILDING
- CONCRETE SURFACE
- ASPHALT SURFACE
- GRAVEL / SAND SURFACE
- PROPOSED BUILDING

TABLE OF CURVES

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REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS
RENEWAL DATE: 6/30/2019

ELECTRONIC COPY

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009
DATE: MARCH 26, 2018
PROJECT NO. 855-14

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

POLARIS LAND SURVEYING

SURVEYS\855-14\KENDRICK ALTA SURVEY.DWG SHEET 3 of 3

April 17, 2025

Derek Severson
Ashland Planning Division
1175 East Main Street
Ashland, OR 97520

Re: PA-T3-2019-00001
1511 Hwy 99 Annexation
Map 38 1W 32, Tax Lots 1700 and 1702

Dear Mr. Severson,

I have received a revised layout for the above-mentioned project showing an increase in the number of units from 196 to 210 residential units. The existing sewer system has adequate capacity to serve the additional units.

All new sewer construction must be designed and constructed in accordance with RVSS standards.

RVSS does not operate or maintain storm drainage systems in this area. All new drainage systems would be under the jurisdiction of the City of Ashland.

Stormwater quality requirements would also be under the jurisdiction of the City of Ashland.

Feel free to call me if you have any questions regarding this project.

Sincerely,

Carl Tappert, PE
Manager

ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

October 3, 2019

Derek Severson
Ashland Planning Division
1175 East Main Street
Ashland, OR 97520

Re: PA-T3-2019-00001
1511 Hwy 99 Annexation
Map 38 1W 32, Tax Lots 1700 and 1702

Dear Mr. Severson,

I have received a copy of the staff report for the above-mentioned project wherein the City is asking for confirmation that the existing sewer system has adequate capacity to serve the proposed development.

The sewer main abutting the subject property has adequate capacity to serve the proposed development of 196 residential units.

Feel free to call me if you have any questions regarding this project.

Sincerely,

Carl Tappert, PE
Manager

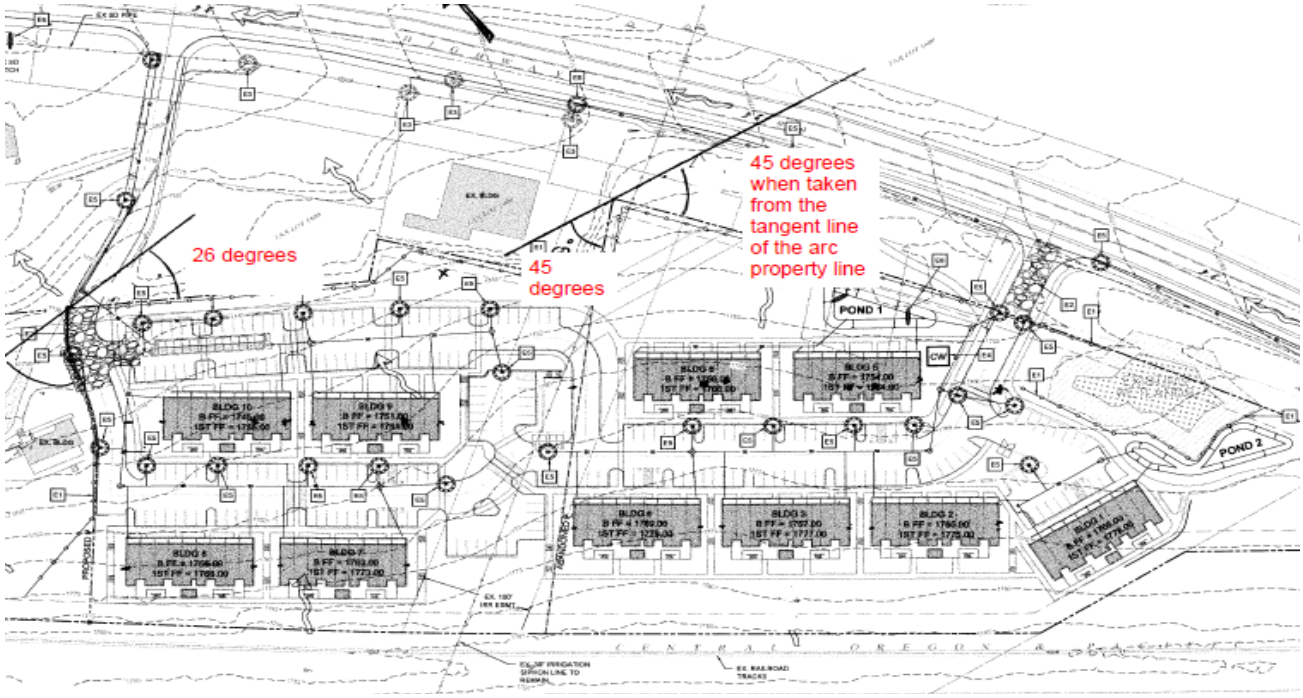
Cc: Amy Gunter, Rogue Planning & Development Services

K:\DATA\Agencies\Ashland\Planning\Annexation\PA-T3-2019-00001_Hwy 99 Annexation update.doc

Solar Setback Performance Standard

18.4.8.040.B: Solar Envelope

Lot #	Slope of Lot to N	Required SSB	Proposed SSB
1	N/A - parking area to N		
2	-0.083	52.48'	90'
3	-0.079	54.64'	90'
4	-0.078	60.11'	90'
5	N/A - openspace and Hwy to N		
6	N/A - openspace and Hwy to N		
7	-0.089		86'
8	-0.113		86'
9	-0.091	N/A - parking & JC GC zone to N	
10	-0.166	N/A - parking & JC GC zone to N	



Northern Lot Line. Any lot line or lines less than 45 degrees southeast or southwest of a line drawn east-west and intersecting the northernmost point of the lot. If the northern lot line adjoins any unbuildable area (e.g., street, alley, public right-of-way, parking lot, or common area) other than a required yard area, the northern lot line is that portion of the northerly edge of the unbuildable area which is due north from the actual northern edge of the applicant's property. See Figure below.

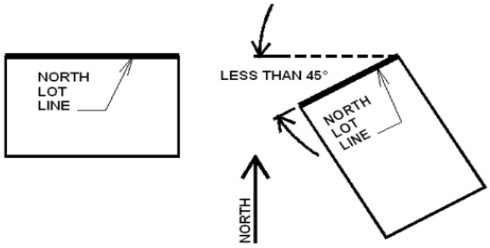


Figure 9. Northern Lot Line.

GRAND TERRACE
Owner: Casita Developments LLC
Developer: KENDRICK ENTERPRISE LLC
716 N Laurel St, Ashland Oregon 97520

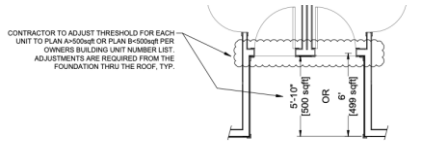
Project Location
Highway 99, Ashland Or
Map & Tax Lot# 381E 1702

TABULATION SITE PLAN COVERAGE SUMMARY		
Sheet 1	Sheet 2	Sheet 3
Lot	BONUS CALCULATIONS	IMPERVIOUS AREAS
ZONING	OPEN SPACE	LANDSCAPE AREAS
SUBDIVISION	CONSERVATION BONUS	PRIVATE AREAS
COMMON AREA HOA	AFFORDABLE HOUSING BONUS	Parking Spaces 18.4.3.040
Subdivision Tract Area	DENSITY CALCULATION WITH BONUS AWARD	Driveways & Parking Material
Proposed Unit Mix Density	DENSITY STANDARDS	Bike Parking Covered 18.4.3.040
Bonus Density Proposed		Van Pool Parking Areas
AFFORDABLE UNITS REQUIRED		ADA Parking
		Electric Vehicle Charging Stations

TABULATION SITE PLAN COVERAGE SUMMARY

LOT				**SHEET 1**				
Lot							**Area Acres**	**Sq Feet**
Map & Tax Lot# 381E 1702							**8.53**	**371566.80**
ZONING						Units Per Acre	Land Area Size	**Base Density**
R-2 Low Density MFR						13.5	8.53	115.155
SUBDIVISION			Size	Lots	Sq Ft	Acres	Lots	Lots
Lot No's			Lot	Total	Area	Of Area	Permitted	Proposed
1 ,2 ,3 ,4 ,6 ,7 ,8 , 9			8057.00	8	64456.00	1.48		
5			16414.00	1	16414.00	0.38		
Totals				9	80870.00	1.86	9	9
COMMON AREA HOA							Sq Ft	Acres
							Area	Of Area
AREA							290545.20	6.67
Subdivision Tract Area						Lots	Sq Ft	Acres
						Total	Area	Of Area
Lot Areas						9	80870.00	1.86
Common Area							290545.20	6.67
Subdivision Tract Area							371415.20	8.53
Proposed				Proposed	Equivalency	Proposed	Base	Density Units
Unit Mix Density				Unit Mix	Factor	Density	Density	Needed
Plan A Units >500 sq ft				50	1	50		
Plan B Units <500 sq ft				160	0.75	120		
Totals				210		170	115	55
Bonus Density				Base	Open Space	Affordable	Conservation	Base Density
				Density	Bonus	Unit Bonus	Bonus	Change
Proposed				115	12	40	17	184
If the bonus points are denied the applicant will have to reduce the number of units.								
If only Affordable Bonus point are given the applicant would build 198 units with 24 Affordable >500 sq ft units and 174 <500 sq ft units.								
EXAMPLE	Equivalency	Unit Mix	Equivalency	Base and		Revised	Equivalency	Base +
	Factor	Revised		Affordable Bonus		Total Units		Affordable
Plan A Units >500 sq ft	1	24	24			198	154.5	155
Plan B Units <500 sq ft	0.75	174	130.5					
Unit Density		198	154.5	155				
AFFORDABLE UNITS REQUIRED								
Unit Formula	% Required	Base	Base	80% AMI	29/1.25	Rounded	Total Units	Total
25% x Base Density	X Base Density	Density	Density	100%/80%=1.25		Up	Required	Provided
	25%	115.155	29	23.031	24	24	24	24

BONUS CALCULATIONS				**SHEET 2**				
18.3.9.050 B.2.a. Open space may be natural areas, wetlands, playgrounds, active or passive rec areas in common owenership, significant amenity, residents use & enjoy.								
OPEN SPACE	Open Space 18.2.5.030.					SIZE OF	Required %	Provided
AREAS						AREA	Site Min	% of Site
Wetland B Lot 1702 On Site						4606		
Land Scaped Common						59417	**8%**	16%
Other Open Area (seating, conversation, meditation, sports, tennis & bb courts)						129006		
Kid Play Area Only						2100		
Mutual Bike & Pedestrian Path						19148		
Total Open Space of Site Area						**214277**		58%
OPEN SPACE BONUS								
18.3.9.050 B.2.a. Open space may be natural areas, wetlands, playgrounds, active or passive rec areas in common owenership, significant amenity, residents use & enjoy.								
		1% per pt	Open	Base	Pt's over	Maximum	BASE	NO
		over 8%	Space		base of 8%	Allowed	DENSITY	EARNED
			58%	0.08	50	10%	115.16	12
CONSERVATION BONUS								
18.3.9.050 B.1. **Conservation Housing**. A maximum 15% bonus for 100% of units shall meet minimum Earth Advantage program.								
						BONUS	BASE	NO
							DENSITY	EARNED
Conservation ErthAdvantage						15%	115.16	17
AFFORDABLE HOUSING BONUS								
18.3.9.050 B.3 Affordable Housing A maximum bonus of 35% is allowed. Development shall receive a density bonus of two unit for each affordable unit provided.								
			No Affordable	Bonus	Max Bonus	Base	% Bonus	NO
			Units	2 per unit	x Base Density	Density	Amount	EARNED
			24	48	35%	115.16	40	40
DENSITY CALCULATION WITH BONUS AWARD			Base	Open Space	Conservation	Affordable	Revised Base	Proposed
			Density	Bonus	Bonus	Housing Bonus	Density	Density
			115	12	17	40	184	170
DENSITY STANDARDS						Density	BASE	DENSITY
Allowed						Allowed	DENSITY	ALLOWED
Minimum						90%	115.16	104
Maximum						160%	115.16	184
Proposed Density								170
The applicant can change the size of a unit from 500 sq ft to 499 sq ft by adjusting the Threshold Entry of the unit. The plans note how to adjust the unit size.								
Architectual Plans Sheet A.2.1 "Entry Threshold Plan" directs how to adjust units size. The applicant Builidng Unit Number List is adjustable and changes unit size.								



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}$"=1'-0"

UNIT SIZE
See Entry Threshold Plan Note#
BUILDING #1
Key See Architectural P A2.1 A2.2
***Plan A >500 One Bd Rm**
****Plan B <500 One Bd Rm**
***Units #'s 1, 2, 3, 5, 14**
**** Units #'s 4, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 19, 20, 21**

OWNER BUILDING UNIT NUMBER LIST

TRAFFIC IMPACT ANALYSIS

"Grand Terrace" Residential Development

August 5, 2019

160 Madison Street, Suite A
Eugene, Oregon 97402
541.513.3376

SANDOW ENGINEERING

Traffic Impact Analysis

Grand Terrace Development

RENEWAL 06/30/26

Ashland, Oregon
August 5, 2019

Kelly Sandow PE

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project # 5703

EXECUTIVE SUMMARY

This report describes the Traffic Impact Analysis and findings prepared for the proposed Grand Terrace residential development, located along Rogue Valley Highway north of Ashland, Oregon. The property is described as Tax Lots 1700 and 1702 of Assessor's Map 38-1E-3. The subject property is within the Urban Growth Boundary (UGB) of Ashland but outside of the city limits. The current zoning is Jackson County Rural Residential (RR-5). The site will require annexation into the City of Ashland and will be annexed in as Low-Density Multiple Family Residential (R-2) consistent with the City of Ashland Comprehensive Plan.

The applicant estimates that the actual development will include approximately 196 residential units. However, the maximum density allowed under the proposed zoning is 251 multifamily residential units. Consistent with the Transportation Planning Rule, the evaluation has been prepared for the maximum density.

Additionally, the applicant is proposing 2 full movement accesses from Rogue Valley Highway (Highway 99).

The analysis evaluates the intersection operations during the AM peak hour for the existing year and year of completion and the PM peak hour for the existing year, year of completion, and the City of Ashland Transportation System Plan planning horizon year. Study area intersections included in the analysis are:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Project access points at Rogue Valley Highway

Findings

The analysis concludes the following findings and recommendations:

- The analysis shows all studied intersections will meet the mobility standards through the Year 2034 with the addition of development traffic.
- The addition of development traffic will not substantially increase queueing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- It is recommended that Highway 99 be restriped to include a left turn lane for entering vehicles into the site access.
- The Transportation Planning Rule (TPR) has been demonstrated to be met.

CONTENTS

1.0 INTRODUCTION 5
1.1 Site Information 5
1.2 Analysis Scope 5
2.0 EXISTING ROADWAY CONDITIONS 7
2.1 Street Network 7
2.2 Crash Analysis 9
3.0 TRAFFIC VOLUMES 10
3.1 Intersection Counts 10
3.2 Future Year Background Volumes 10
4.0 DEVELOPMENT TRAFFIC 14
4.1 Trip Generation 14
4.2 Trip Distribution 14
4.3 Build-Out Traffic Volumes 15
5.0 SITE ACCESS AND CIRCULATION 19
5.1 Pedestrian Access 19
5.2. Transit Access 19
6.0 PERFORMANCE MEASURES 19
6.1 Existing 2019 Intersection Analysis Results 20
6.2 Intersection Analysis Results - 2021 20
6.3 Intersection Analysis Results -Year 2034 22
6.4 Queuing Analysis 22
7.0 SITE ACCESS EVALUATION 25
8.0 TPR FINDINGS 30
9.0 CONCLUSION 31
9.1 Findings 31

LIST OF TABLES

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA 7
TABLE 2: INTERSECTION CRASH RATES 9
TABLE 3: TRIP GENERATION 14
TABLE 4: HCM LEVEL OF SERVICE FOR INTERSECTIONS 20
TABLE 5: INTERSECTION PERFORMANCE: YEAR 2019 EXISTING AM AND PM PEAK HOUR 20
TABLE 6: INTERSECTION PERFORMANCE: YEAR 2021 AM AND PM PEAK HOUR 21
TABLE 7: INTERSECTION PERFORMANCE: YEAR 2034 PM PEAK HOUR 22
TABLE 8: INTERSECTION QUEUING: AM PEAK HOUR 23
TABLE 9: INTERSECTION QUEUING: PM PEAK HOUR 24

LIST OF FIGURES

FIGURE 1: SITE LOCATION AND VICINITY MAP 6
FIGURE 2: EXISTING LANE CONFIGURATION AND INTERSECTION CONTROL 8
FIGURE 3: YEAR 2019 EXISTING AM & PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES 11
FIGURE 4: YEAR 2021 AM & PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES 12
FIGURE 5: YEAR 2034 PM PEAK HOUR BACKGROUND TRAFFIC VOLUMES 13
FIGURE 6: DEVELOPMENT VOLUMES –AM & PM PEAK HOUR 16
FIGURE 7: YEAR 2019 AM & PM PEAK HOUR BUILD TRAFFIC VOLUMES 17
FIGURE 8: YEAR 2034 AM & PM PEAK HOUR BUILD TRAFFIC VOLUMES 18
FIGURE 9: SIGHT DISTANCE AT PROPOSED SOUTH ACCESS LOCATION 26
FIGURE 10: SIGHT DISTANCE AT PROPOSED NORTH ACCESS LOCATION 27
FIGURE 11: ACCESS SPACING 29

LIST OF APPENDICES

APPENDIX A: SITE PLAN
APPENDIX B: SCOPE OF WORK
APPENDIX C: CRASH DATA
APPENDIX D: TRAFFIC COUNTS
APPENDIX E: TRAFFIC VOLUME ADJUSTMENTS
APPENDIX F: SYNCHRO OUTPUT
APPENDIX G: QUEUEING ANALYSIS OUTPUT
APPENDIX H: SITE ACCESS

1.0 INTRODUCTION

1.1 SITE INFORMATION

This report describes the Traffic Impact Analysis and findings prepared for the proposed Grand Terrace residential development. The development site occupies Tax Lots 1700 and 1702 of Assessor's Map 38-1E-32; located on Rogue Valley Highway North of Ashland. The subject property is within the Urban Growth Boundary (UGB) of Ashland, but outside of the city limits. The current zoning is Jackson County Rural Residential (RR-5). The applicant is requesting annexation, and the site will be zoned R-2 Low-Density Multiple Family Residential, consistent with the City of Ashland comprehensive plan. One single-family residence currently occupies the site. Figure 1 illustrates the site location. A site plan is provided in Appendix A.

The applicant estimates that the actual development will include approximately 196 residential units. However, the maximum density allowed under the proposed zoning is 251 multifamily residential units. Consistent with the Transportation Planning Rule, the evaluation has been prepared for the maximum density. Under the maximum density for the zoning, the site could generate 1,857 daily vehicle trips with 114 vehicle trips occurring during the AM peak hour and 134 vehicle trips in the PM peak hour.

Additionally, the applicant is proposing 2 full movement accesses from Rogue Valley Highway (Highway 99).

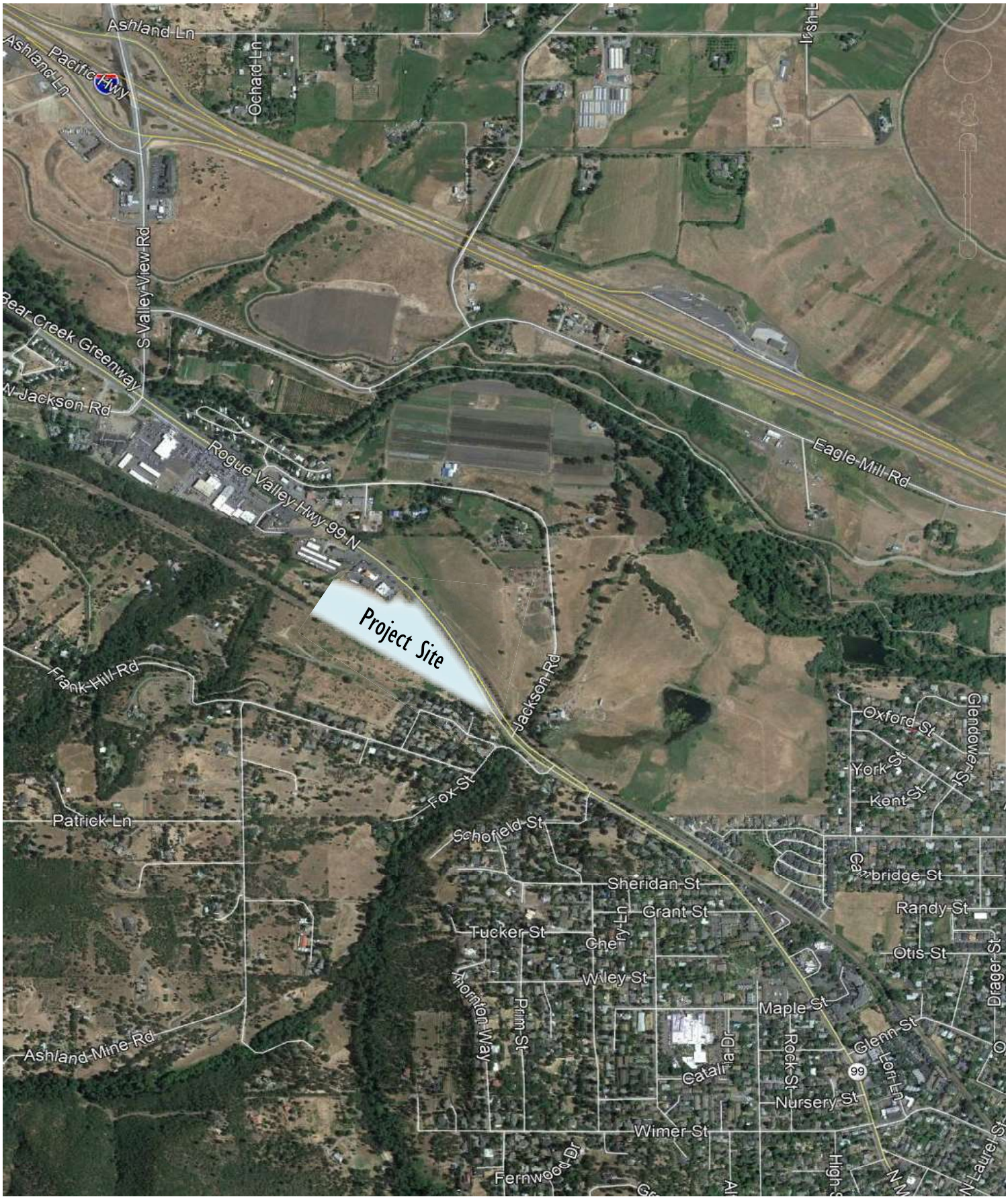
1.2 ANALYSIS SCOPE

The traffic study is completed according to the City of Ashland and the Oregon Department of Transportation standards and criteria. The scope of work is included in Appendix B. The scope of work establishes evaluation criteria for off-site impacts. As per ODOT and Ashland criteria, intersections with 50 or more trips are to be included in the analysis. The following intersections will have 50 or more development trips added to them:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Project Access at Rogue Valley Highway

The Scope of Work is in included in Appendix B.

An operational analysis was performed at the studied intersections during the weekday AM and PM peak hours of the system for the existing year (Year 2019) and the year of opening (Year 2021). The analysis was also performed for the PM peak hour at the end of the City of Ashland's TSP planning horizon (Year 2034) with and without the proposed development.



Grand Terrace Ashland, Oregon	Figure 1: Site Location

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2.0 EXISTING ROADWAY CONDITIONS

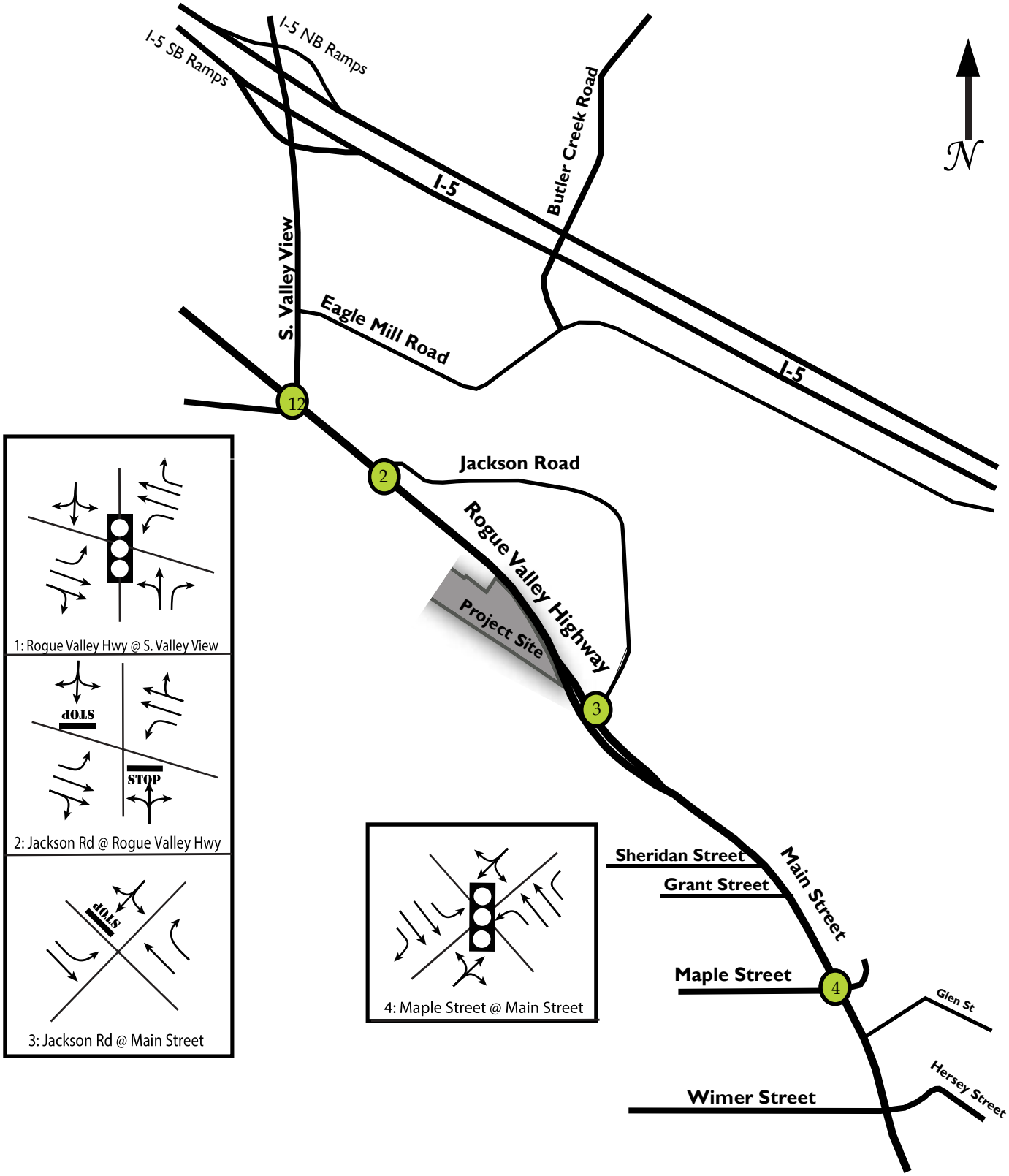
2.1 STREET NETWORK

Streets included within the study are Rogue Valley Highway/N. Main Street, S. Valley View Road, Jackson Road, and Maple Street. The project site is on the southwest side of Rogue Valley Highway adjacent to Anderson Autobody. Table 1 illustrates the roadway characteristics within the study area.

TABLE 1: ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Characteristic	Rogue Valley Hwy Main Street	S. Valley View Rd	Jackson Rd	Maple Street
Functional Classification	District Highway Boulevard	ODOT Connector Road	Jackson County Local Road	Avenue
Posted Speed	25- 45 mph	35 mph	Basic Rule	25 mph
Lanes per Direction	1-2	1	1	1
Center Left Turn Lane	Yes	North of Eagle Mill Road	No	No
Restrictions in the Median	No	No	No	No
Bikes Lanes Present	Lanes on Main Street Shoulder on Highway 99	No	No	Marked Bike Route W/O Lanes
Sidewalks Present	Intermittent	No	North End Only	Yes
Transit Route	Yes	No	No	No
On-Street Parking	No	No	No	Intermittent

Figure 2 illustrates the study area intersection locations, intersection geometry, and access control.



Grand Terrace Ashland, Oregon	Figure 2: Lane Configurations and Control

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2.2 CRASH ANALYSIS

A crash investigation was performed for the study area intersections. The analysis investigates crashes that have been reported to the state for the most recent 5 years, 2013-2017 to determine the crash rate in crashes per million vehicles entering the intersection and the types of crashes that occurred.

For ODOT facilities the crash rate is compared to the statewide 90th percentile crash rate of 0.860 crashes/million entering vehicles the signalized intersection and for 0.293 crashes/million entering vehicles, for a three-leg minor stop-control intersection. If the calculated crash rate exceeds the 90th percentile crash rate or there is a high percentage of a certain crash type, the location should be investigated for further mitigation measures.

For City of Ashland facilities, the crash rate is compared to a standard threshold of 1.0 crashes/million entering vehicles. If the calculated crash rate exceeds the 1.0 crashes/MEV or there is a high percentage of a certain crash type, the location is investigated for further mitigation measures.

No crashes were reported at the intersection of Main Street at Jackson Road. Table 2 summarizes crash information and crash rates.

TABLE 2: INTERSECTION CRASH RATES

Location	# of Crashes	Types of Crashes						ADT	90th Percentile Rate*	Crash Rate*
		Head	Rear	Angle	Turn	Other	Ped/Bike			
Rogue Valley Highway @ S. Valley View Road	7	0	5	0	1	1	0	16,800	0.860	0.23
Rogue Valley Highway @ Jackson Road	2	0	0	1	1	0	0	16,800	0.293	0.07
Main Street @ Maple Street	10	0	8	0	1	1	0	17,200	1.0	0.32

*(crashes/million entering vehicles)

As illustrated in Table 2, all the studied intersections have a crash rate lower than the threshold.

Seven accidents occurred at the intersection of S Valley View Road at Rogue Valley Highway; three were resulted in property damage only (PDO), and four resulted in injury. The injury accidents were caused by a left-turn in front of oncoming traffic and failure to avoid the stopped vehicle. The PDO accidents were attributed to following too closely and failure to avoid the stopped vehicle. All accidents occurred in years 2013 thru 2015 when the intersection was limited to three legs. No accidents occurred in 2016 after a fourth leg was added and traffic signal was upgraded.

Of the ten collisions at the intersection of Main Street at Maple Street, four were injury accident, and six resulted in PDO. The four injury accidents were attributed to following too closely, failure to avoid the stopped vehicle, and careless driving. The PDO accidents were caused by following too closely, failure to avoid the stopped vehicle, and an animal in the road.

Two injury accidents occurred at Jackson Road and Rogue Valley Highway. The accidents were caused by following too closely and failure to yield ROW.

3.0 TRAFFIC VOLUMES

3.1 INTERSECTION COUNTS

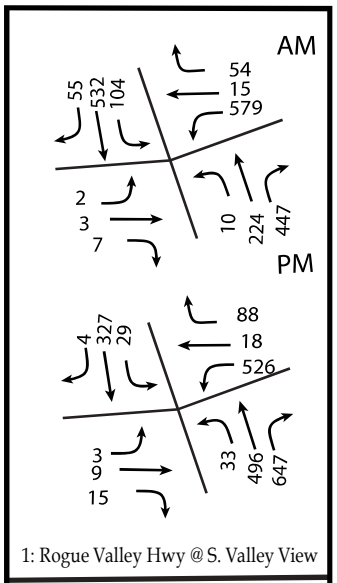
As part of the analysis, weekday AM and PM peak hour turning movement counts were collected at the study intersections. The traffic counts were taken by Southern Oregon Transportation Engineering. The intersection of Maple Street and Main Street was counted on September 29, 2016 and October 25, 2016. The additional counts were taken on May 8, 2018.

Turning movement counts illustrate the AM peak hour is from 8:00 AM to 9:00 AM and the PM peak hour occurs from 4:30 PM to 5:30 PM. The 2019 existing AM and PM traffic volumes are shown in Figure 3. The traffic count data is included in Appendix D.

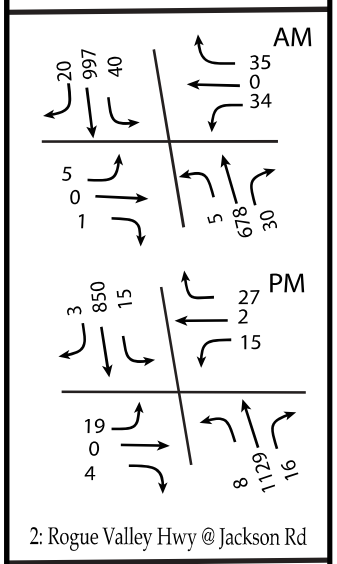
3.2 FUTURE YEAR BACKGROUND VOLUMES

Consistent with traffic impact analysis criteria, the intersections were evaluated for the year of completion (year 2021) and the planning horizon (year 2034) with and without the development. To account for naturally occurring traffic increases between the count year and future analysis year, an annual growth rate was applied. Based on information within the City of Ashland's *Transportation System Plan,* the overall average growth rate per year expected within the study area is 1.2%.

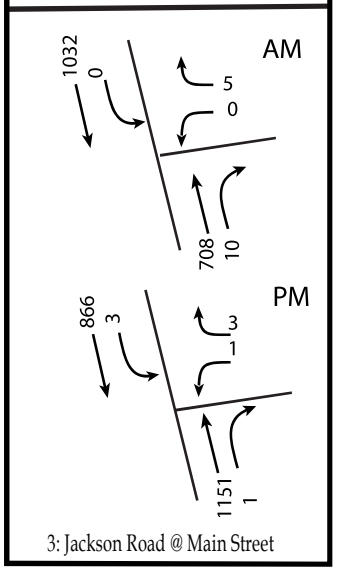
The 1.2% per year growth rate per year was applied to the existing traffic counts to obtain future background traffic volumes. The resulting AM and PM peak-hour background volumes are shown in Figure 4 for the year 2021 and Figure 5 for the year 2034. Appendix E contains the traffic volume development calculations.



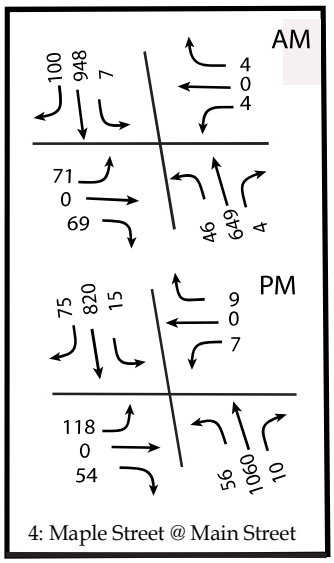
1: Rogue Valley Hwy @ S. Valley View



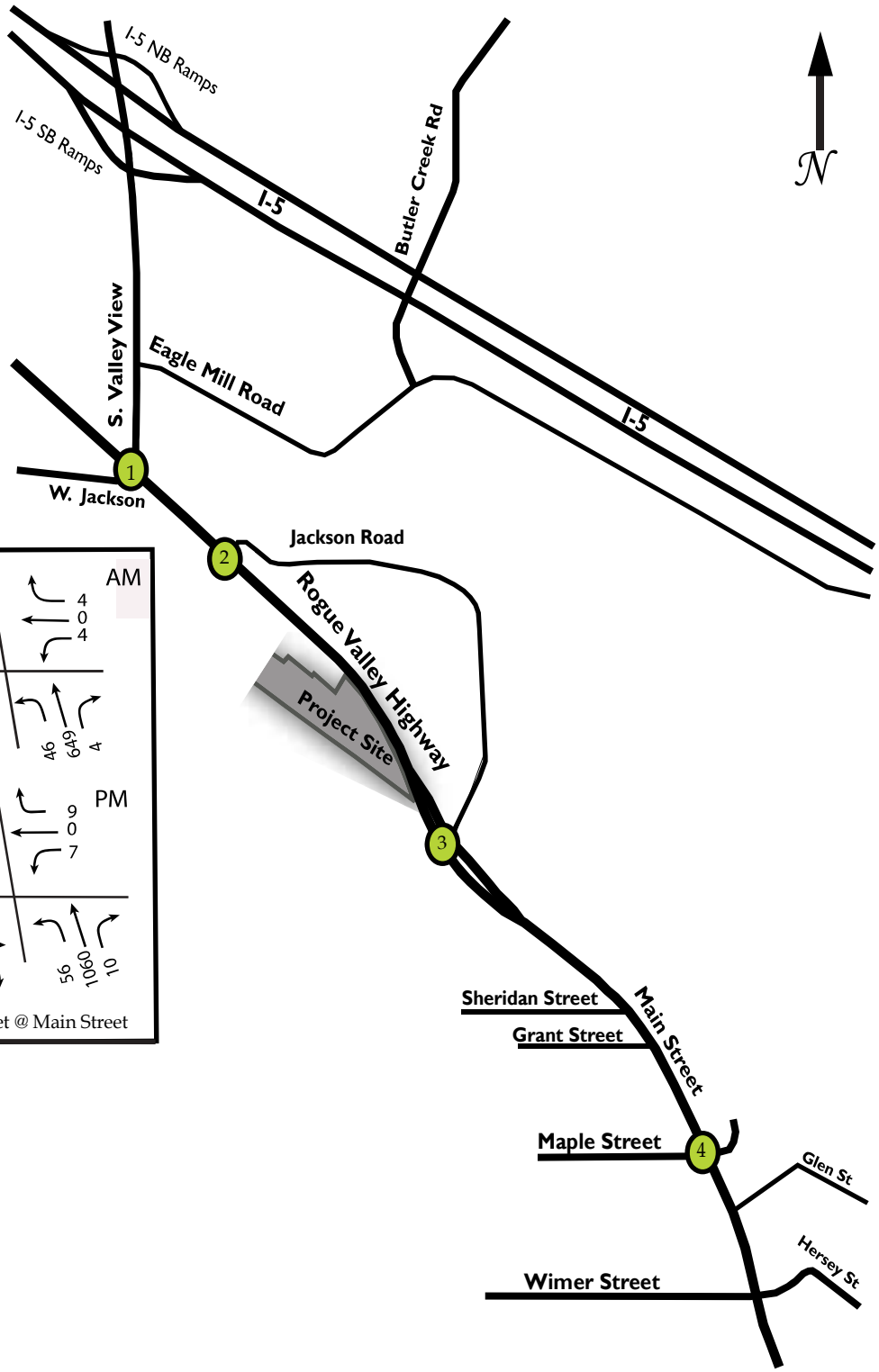
2: Rogue Valley Hwy @ Jackson Rd



3: Jackson Road @ Main Street



4: Maple Street @ Main Street



Grand Terrace Ashland, Oregon	Figure 3: 2019AM/PM Existing Traffic Volumes

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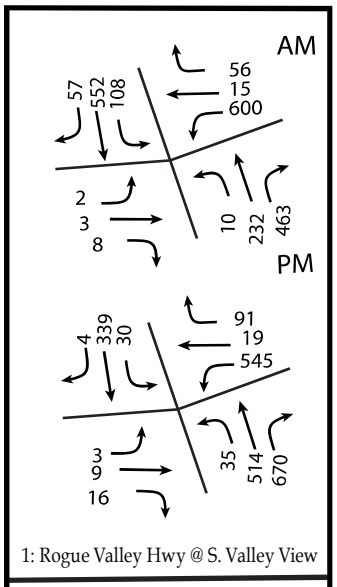
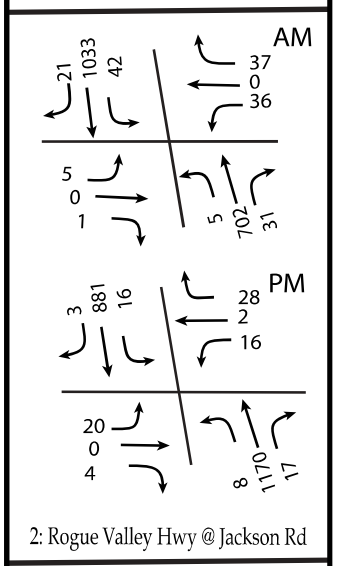
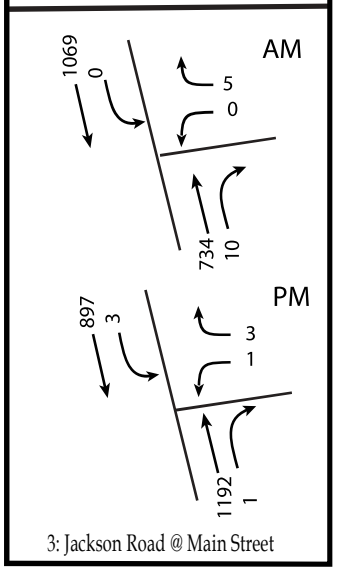


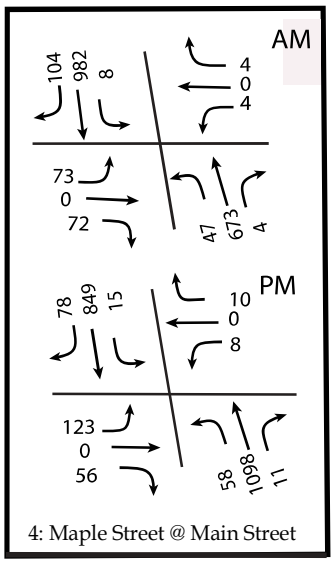
1: Rogue Valley Hwy @ S. Valley View



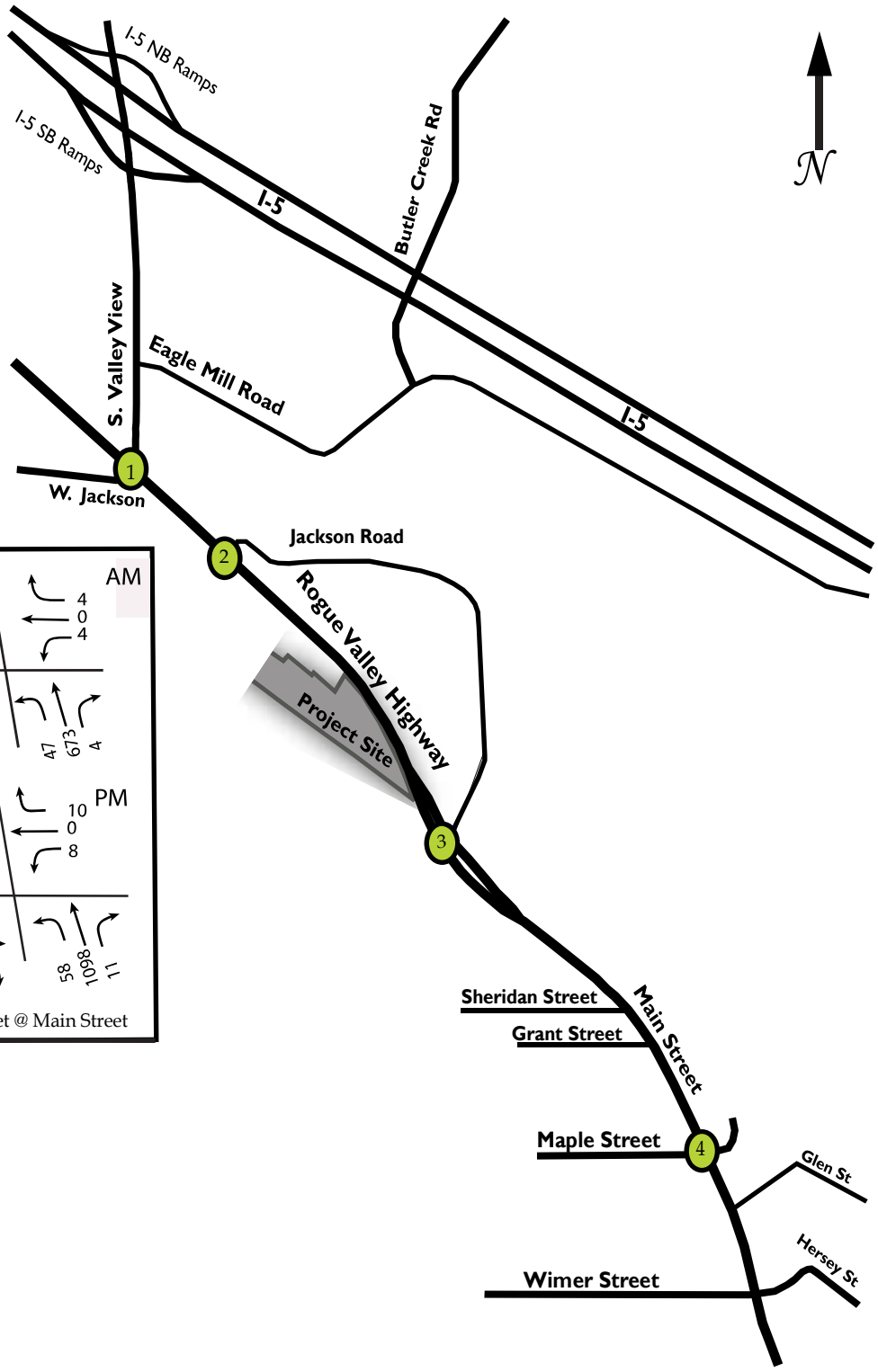
2: Rogue Valley Hwy @ Jackson Rd



3: Jackson Road @ Main Street



4: Maple Street @ Main Street



Grand Terrace Ashland, Oregon	Figure 4: 2021 Background Traffic Volumes

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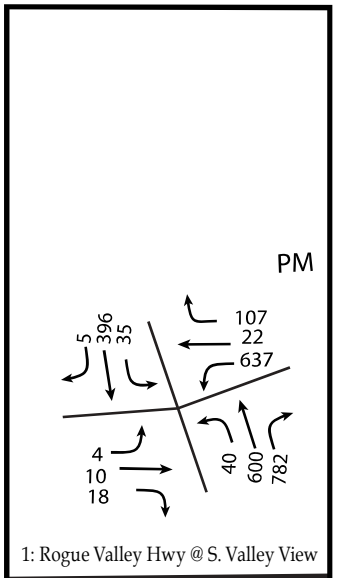
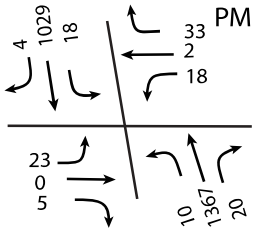
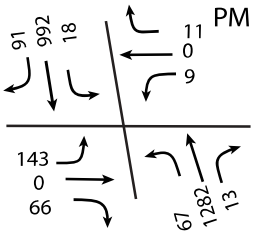


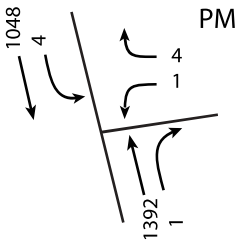
1: Rogue Valley Hwy @ S. Valley View



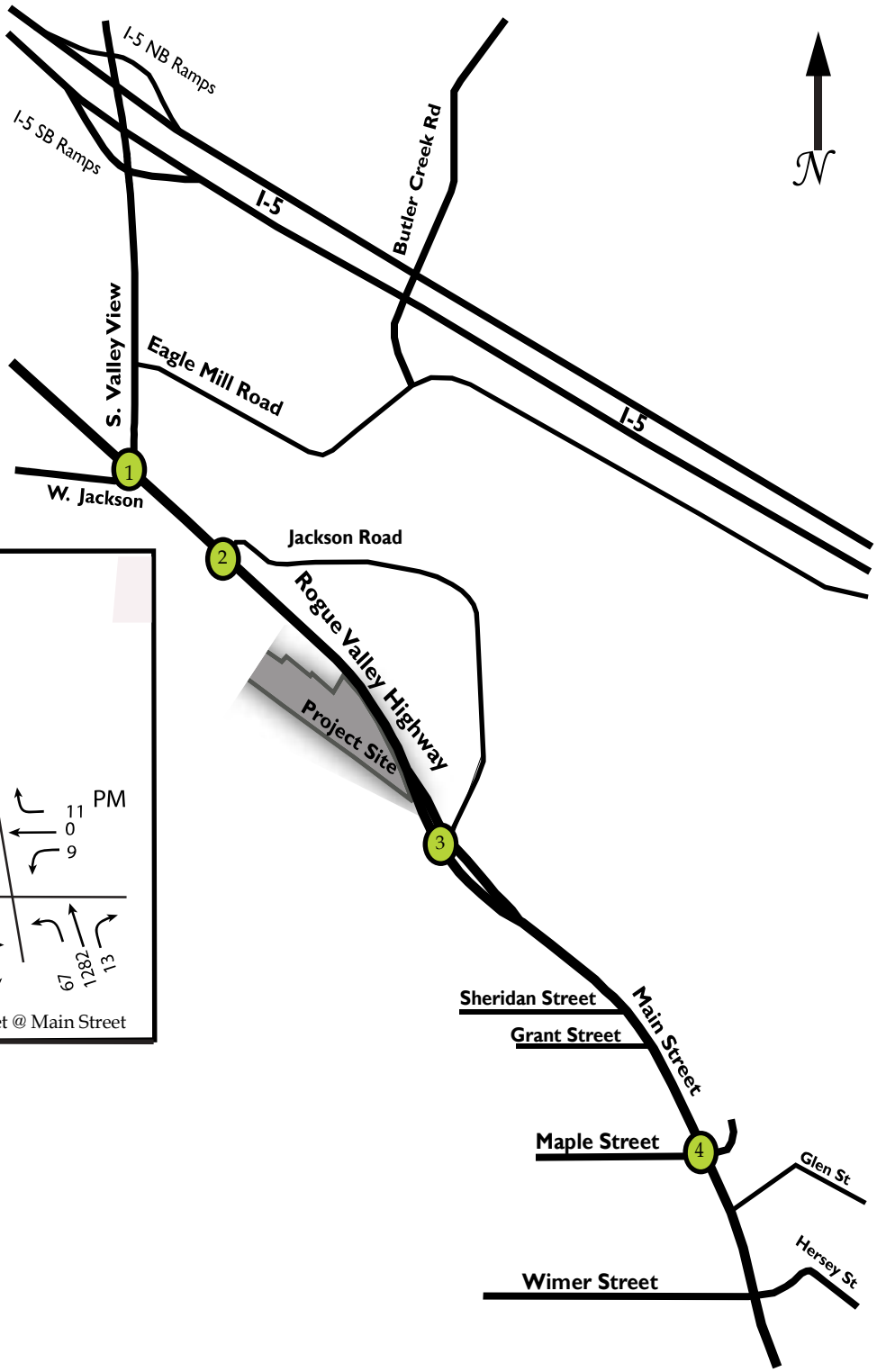
2: Rogue Valley Hwy @ Jackson Rd



4: Maple Street @ Main Street



3: Jackson Road @ Main Street



Grand Terrace Ashland, Oregon	Figure 5: 2034 Background Traffic Volumes

4.0 DEVELOPMENT TRAFFIC

4.1 TRIP GENERATION

While the applicant is proposing 196 residential units, the maximum density of the site was evaluated to allow for flexibility in the final site design and to show compliance with the transportation planning rule. As the site is requesting a zone change the evaluation was prepared for the maximum allowed density under the R2 zoning of 251 multi-family residential units.

The trip generation for the development was estimated using the information contained within the ITE Trip Generation Manual 10th Edition. The site trips are estimated using the data provided for Land Use 220 Multifamily Housing (Low-Rise). The site generated trips for the AM and PM peak hour trips are illustrated in Table 3.

TABLE 3: TRIP GENERATION

			Trip Generation					
ITE Land Use	Size	Unit	Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
220 Low-Rise Residential	251	Dwelling Unit	Ln(T) = 0.95 Ln(x) -0.51	114	0.23	0.77	26	88
PM								
220 Low-Rise Residential	251	Dwelling Unit	Ln(T) = 0.89 Ln(x) -0.02	134	0.63	0.37	84	50
Daily								
220 Low-Rise Residential	251	Dwelling Unit	T=7.56(x)-40.86	1857	50	50	929	928

The proposed zone change would have a maximum development potential of 251 dwelling units and is expected to generate 1,857 Daily trips with 114 occurring during the AM peak hour and 134 in the PM peak hour.

4.2 TRIP DISTRIBUTION

The development trips were distributed though the study area network using the existing observed travel patterns as a base with modifications as per reasonable origins and destinations. The trip distribution is as follows:

- 40% to/from the South via Rogue Valley Highway
- 35% to/from the North via Rogue Valley Highway
- 25% to/from I-5

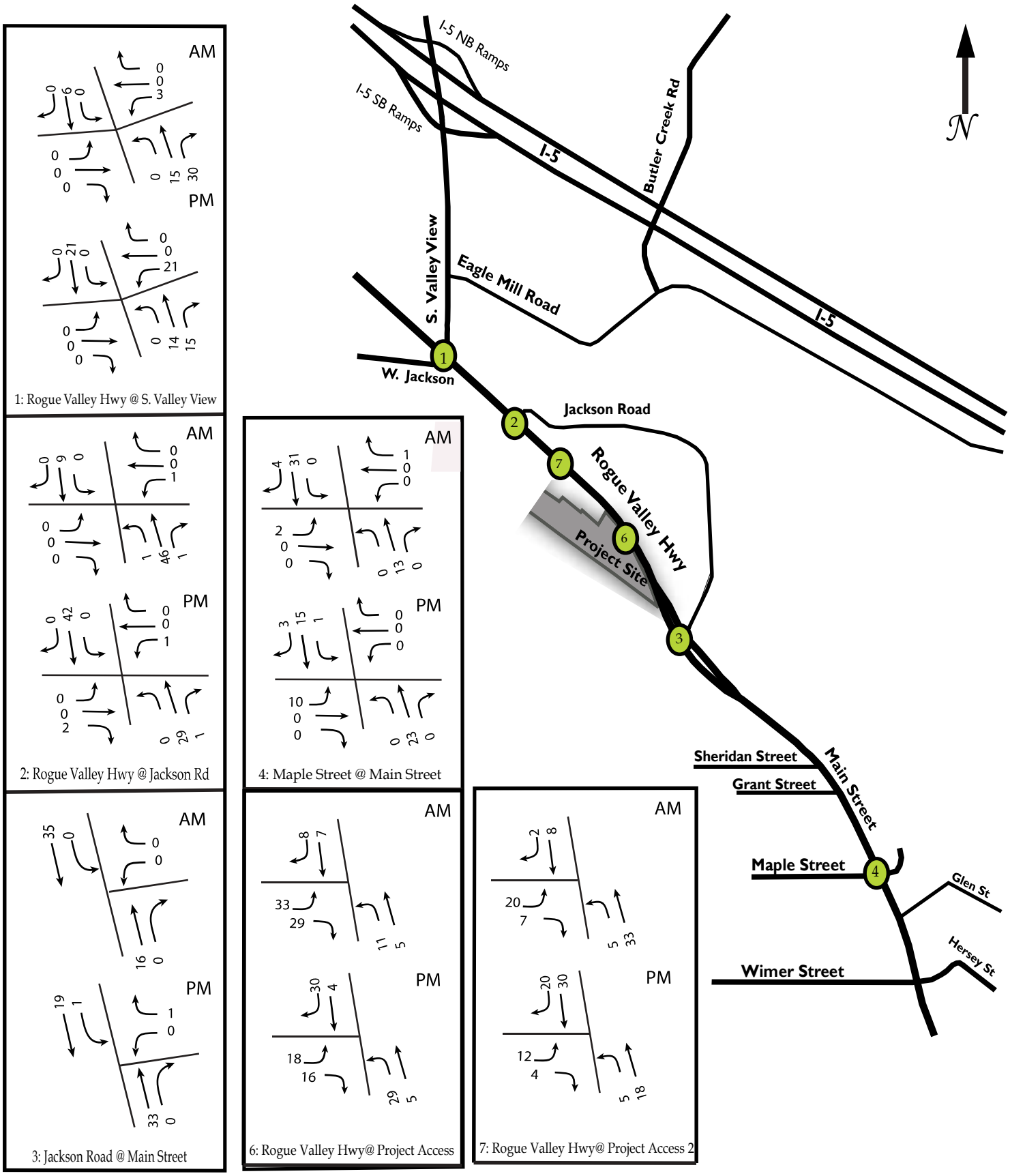
The development trips assigned to the study area intersections are illustrated in Figure 6.

The trip distribution determined that the following intersections will have 50 or more development trips added to them:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street

4.3 BUILD-OUT TRAFFIC VOLUMES

The proposed development trips were added to the Year 2021 and year 2034 background traffic volumes to represent the build conditions. Figure 7 depicts the Year 2021 AM and PM peak-hour build condition traffic volumes. Figure 8 depicts the Year 2034 PM peak-hour build traffic volumes.



Grand Terrace Ashland, Oregon

Figure 6: Development Traffic Volumes

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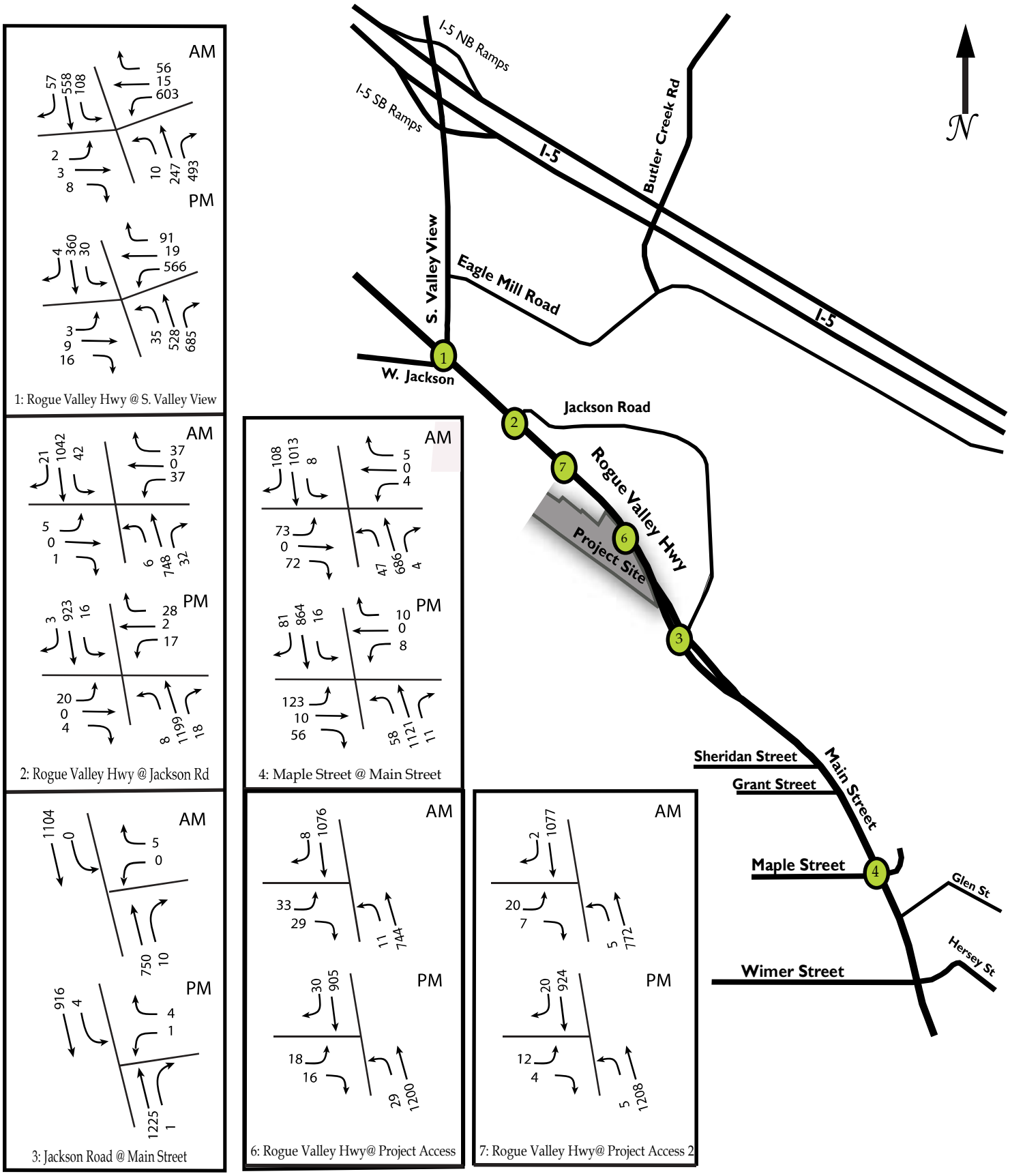

Grand Terrace Ashland, Oregon	Figure 7: 2021 Build Traffic Volumes

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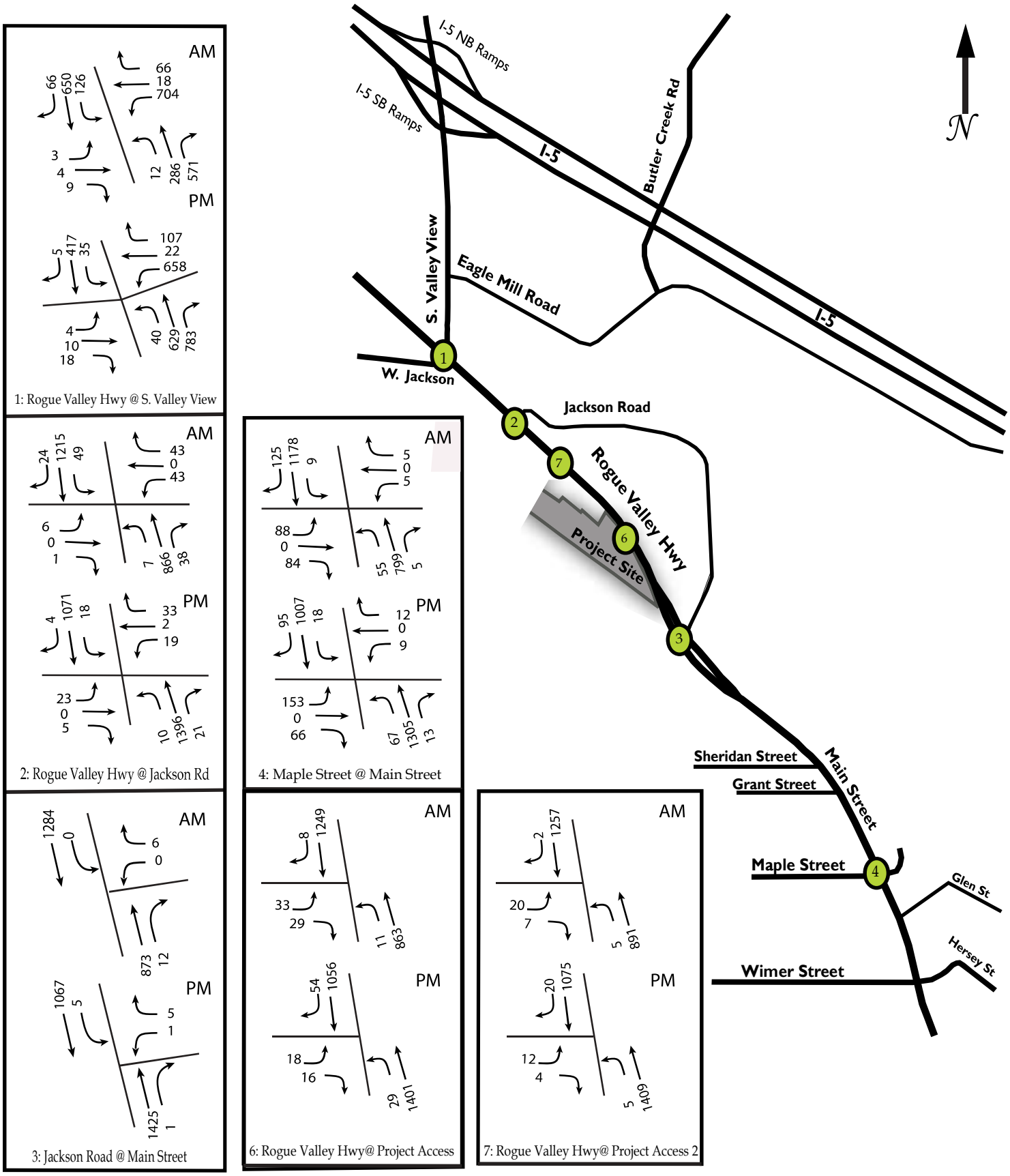

Grand Terrace Ashland, Oregon	Figure 8: 2034 Build Traffic Volumes

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5.0 SITE ACCESS AND CIRCULATION

The site will have the main access from Highway 99. The location and access evaluation are discussed later in the report.

5.1 PEDESTRIAN ACCESS

No pedestrian access is currently available in the vicinity of the subject property. While this area is developing, it still retains much of its rural characteristics.

In accordance with City of Ashland development criteria, sidewalks will be provided along the Rogue Valley Highway frontage with the construction of proposed development.

5.2. TRANSIT ACCESS

Rogue Valley Transportation District (RVTD) provides transit service to Ashland. Currently, one route is operating which runs from Front Street Station in Medford to Bi-Mart in Ashland. Service is provided from 5:00 AM to 8:00 PM weekdays and 7:00 AM to 6:00 PM on Saturdays. The route runs along Rogue Valley Highway in front of the proposed development.

6.0 PERFORMANCE MEASURES

The studied intersections were evaluated for Volume to Capacity (v/c) and Level of Service (LOS). The standard for intersections under ODOT's jurisdiction is v/c; while LOS is the standard for the City of Ashland.

Volume-to-capacity ratio describes the capability of an intersection to meet volume demand based upon the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the Oregon Highway Plan. V/C thresholds are defined based on roadway classification and speed. Rogue Valley Highway (Highway 99) is designated as a District Level Highway inside a Metropolitan Planning Organization (MPO). The v/c threshold for a facility of this type is 0.95 for the for signalized and unsignalized intersections.

The studied intersections were evaluated for Level of Service. Level of Service is a measure of performance that is based on the Highway Capacity Manual (HCM) defined level of service (LOS). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection. It was developed to quantify the quality of service of transportation facilities. LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Average delay is measured in seconds per vehicle per hour and then translated into a grade or "level of service" for each intersection. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition. The City of Ashland has a level of service threshold of LOS D for all intersections. The LOS criteria, as defined by the Highway Capacity Manual for signalized intersections, are provided in Table 4.

TABLE 4: HCM LEVEL OF SERVICE FOR INTERSECTIONS

	Stopped Delay Per Vehicle (Seconds per Vehicle)	
	Unsignalized Intersections	**Signalized Intersections**
A	≤ 10.0	≤ 10
B	> 10.0 and ≤ 15.0	> 10 and ≤ 20
C	> 15.0 and ≤ 25.0	> 20 and ≤ 35
D	> 25.0 and ≤ 35.0	> 35 and ≤ 55
E	> 35.0 and ≤ 50.0	> 55 and ≤ 80
F	> 50.0	> 80

6.1 EXISTING 2019 INTERSECTION ANALYSIS RESULTS

A performance analysis was conducted for the studied intersections for the Year 2018 existing conditions during the PM peak hour. The results are shown in Table 5. The SYNCHRO outputs are provided in Appendix F.

TABLE 5: INTERSECTION PERFORMANCE: YEAR 2019 EXISTING AM AND PM PEAK HOUR

Intersection	Mobility Standard	2019 AM Existing	2019 PM Existing
Rogue Valley Hwy @ S. Valley View	0.95	0.76	0.76
Rogue Valley Hwy @ Jackson Road	0.95	0.38	0.46
Main St. @ Jackson Road	0.95	0.01	0.04
Maple Street @ Main Street	LOS D	B	C

*Results for stop-controlled intersections are reported for the critical approach.

As illustrated in Table 5, all the studied intersections operate better than the mobility standard in existing conditions.

6.2 INTERSECTION ANALYSIS RESULTS - 2021

A performance analysis was conducted for the studied intersections for the Year 2021 background and build conditions during the AM and PM peak hour. The results of the analysis are shown in Table 6. The SYNCHRO outputs are provided in Appendix F.

TABLE 6: INTERSECTION PERFORMANCE: YEAR 2021 AM AND PM PEAK HOUR

Intersection	Mobility Standard	AM 2021 No-Build	AM 2021 Build	PM 2021 No-Build	PM 2021 Build
Rogue Valley Hwy @ S. Valley View	0.95	0.77	0.77	0.78	0.80
Rogue Valley Hwy @ Jackson Rd	0.95	0.44	0.50	0.54	0.62
Main St. @ Jackson Road	0.95	0.01	0.01	0.04	0.05
Main Street @ Maple Street	LOS D	B	B	C	D
Rogue Valley Hwy @ north Project Access	0.95	N/A	0.13	N/A	0.08
Rogue Valley Hwy @ south Project Access	0.95	N/A	0.34	N/A	0.31

*Results for stop-controlled intersections are shown for the critical (worst performing) approach.

As illustrated in Table 6, all the studied intersections operate better than the mobility standard in existing conditions.

6.3 INTERSECTION ANALYSIS RESULTS -YEAR 2034

A performance analysis was conducted for the studied intersections for the Year 2034 background and build conditions during for the PM peak hour consistent with TPR. The results of the analysis are shown in Table 7. The SYNCHRO outputs are provided in Appendix F.

TABLE 7: INTERSECTION PERFORMANCE: YEAR 2034 PM PEAK HOUR

Intersection	Mobility Standard	PM 2034 No-Build	PM 2034 Build
Rogue Valley Hwy @ S. Valley View	0.95	0.89	0.89
Rogue Valley Hwy @ Jackson Road	0.95	0.84	0.92
Main St. @ Jackson Road	0.95	0.06	0.08
Main Street @ Maple Street	LOS D	D	D
Rogue Valley Hwy @ north Project Access	0.95	N/A	0.09
Rogue Valley Hwy @ south Project Access	0.95	N/A	0.46

Results for stop-controlled intersections are shown for the critical (worst performing) approach. The intersection performance (ICU)is shown in parenthesis.

As illustrated in Table 7, all the studied intersections operate better than the mobility standard in existing conditions.

6.4 QUEUING ANALYSIS

A queuing analysis was conducted for the studied intersections for the year 2021 conditions during the AM and PM Peak Hours build and no-Build conditions, and for the year 2034 for PM No-Build and Build conditions.

The analysis was performed using SimTraffic, a micro-simulation software tool that uses the HCM defined criteria to estimate the queuing of vehicles within the study area. The average and 95th percentile queuing results are illustrated in Table 8 for AM and Table 9 for PM. All results are rounded to 25 feet to better represent the total number of vehicles in the queue, as one vehicle typically occupies 25 feet of space. The SimTraffic outputs are provided in Appendix F.

TABLE 8: INTERSECTION QUEUING: AM PEAK HOUR

		2021 No-Build		2021 Build	
Movement	**Available Storage**	**Avg**	**95th Percentile**	**Avg**	**95th Percentile**
S. Valley View at Rogue Valley Highway					
SEB Left	225	50	100	75	100
SEB Thru	>500	100	175	100	175
SEB Thru- Right	>500	100	150	75	150
NWB Left	475	25	25	25	50
NWB-Thru	>500	50	100	50	100
NWB-Thru	>500	50	100	50	100
NWB-Right	100	50	125	50	100
NEB-Left-Thru	75	25	25	25	25
NEB-Right	100	25	50	25	50
SWB-LTR	>500	175	250	175	250
Jackson Road at Rogue Valley Highway					
SEB Left	100	25	50	25	50
NWB Left	100	25	25	25	25
NEB Left-Thru-Right	100	25	50	25	25
SWB Left-Thru-Right	200	50	100	50	75
Jackson Road at Main Street					
SW Left- Right	175	25	0	25	0
SB Left	50	25	25	25	0
Maple Street at Main Street					
EB Left-Thru-Right	400	75	125	75	125
WB Left-Thru-Right	175	25	25	25	25
NB Left	150	50	75	50	75
NB Thru	>500	125	250	125	225
NB Right	160	25	25	25	25
SB Left	75	25	75	25	25
SB Thru	>500	200	350	200	400
SB Right	195	25	100	50	150
Project Access at South Rogue Valley Highway					
NWB Left-Thru	75	N/A	N/A	25	50
EB Left	150	N/A	N/A	50	100
EB Right	225	N/A	N/A	25	75
Project Access at North Rogue Valley Highway					
NWB Left-Thru	75	N/A	N/A	25	50
EB Left	150	N/A	N/A	50	100
EB Right	225	N/A	N/A	25	75

TABLE 9: INTERSECTION QUEUING: PM PEAK HOUR

		2021 No-Build		2021 Build		2034 No-Build		2034 Build	
Movement	Available Storage	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile	Avg	95th Percentile
S. Valley View at Rogue Valley Highway									
SEB Left	225	25	50	25	50	25	75	50	75
SEB Thru	>500	100	150	100	150	125	175	125	200
SEB Thru- Right	>500	50	100	50	100	75	150	75	150
NWB Left	475	25	50	25	50	25	75	25	75
NWB-Thru	>500	100	175	100	175	150	225	150	250
NWB-Thru	>500	125	225	100	200	150	300	200	375
NWB-Right	100	75	150	75	150	100	175	125	175
NB-Left-Thru	75	25	50	25	50	25	50	25	50
NB-Right	100	25	50	25	50	25	50	25	50
SB-LTR	>500	200	250	175	275	200	300	225	325
Jackson Road at Rogue Valley Highway									
SEB Left	100	25	50	25	50	25	50	25	50
NWB Left	100	25	25	25	25	25	25	25	50
NEB Left-Thru-Right	100	50	75	25	75	50	100	50	125
SWB Left-Thru-Right	200	50	100	50	100	50	100	50	125
Jackson Road at Main Street									
SW Left- Right	175	25	25	25	25	25	25	25	50
SB Left	50	25	25	25	25	25	25	25	25
Maple Street at Main Street									
EB Left-Thru-Right	400	100	175	100	200	175	300	175	275
WB Left-Thru-Right	175	25	50	25	50	25	50	25	50
NB Left	150	75	275	100	325	175	475	175	475
NB Thru	>500	375	725	400	775	975	1225	1025	1250
NB Right	160	25	225	25	150	275	875	350	1000
SB Left	75	25	75	25	75	25	75	25	75
SB Thru	>500	225	375	225	400	325	550	275	525
SB Right	195	50	150	50	175	75	250	75	225
Project Access at South Rogue Valley Highway									
NWB Left-Thru	75	N/A	N/A	25	50	N/A	N/A	25	50
EB Left	150	N/A	N/A	25	50	N/A	N/A	25	75
EB Right	225	N/A	N/A	25	50	N/A	N/A	25	50
Project Access at North Rogue Valley Highway									
NWB Left-Thru	75	N/A	N/A	25	50	N/A	N/A	25	50
EB Left	150	N/A	N/A	25	50	N/A	N/A	25	75
EB Right	225	N/A	N/A	25	50	N/A	N/A	25	50

7.0 SITE ACCESS EVALUATION

The applicant is proposing access to Highway 99 along the site frontage. The site driveway is proposed along a section of Highway 99 that transitions from 2 lanes to 1 lane as part of the road diet. There is a change in grade to the south and the roadway goes under the railroad tracks. The railroad bridge is a physical obstruction that limits the line sight for vehicles. The location of the access is based upon evaluations of maximizing the line of sight for motorists to meet the stopping and intersection sight distances as well as the ability to execute turning maneuvers safely. The following describes the access location evaluation and recommendations.

SIGHT DISTANCE:

The site access of onto Highway 99 was reviewed for vehicle line of site (sight distance). Sight distances are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the minor street (controlled) approach. The stopping sight distance is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. The departure sight distance (ISD) is a measure of the length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic. For this calculation, it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

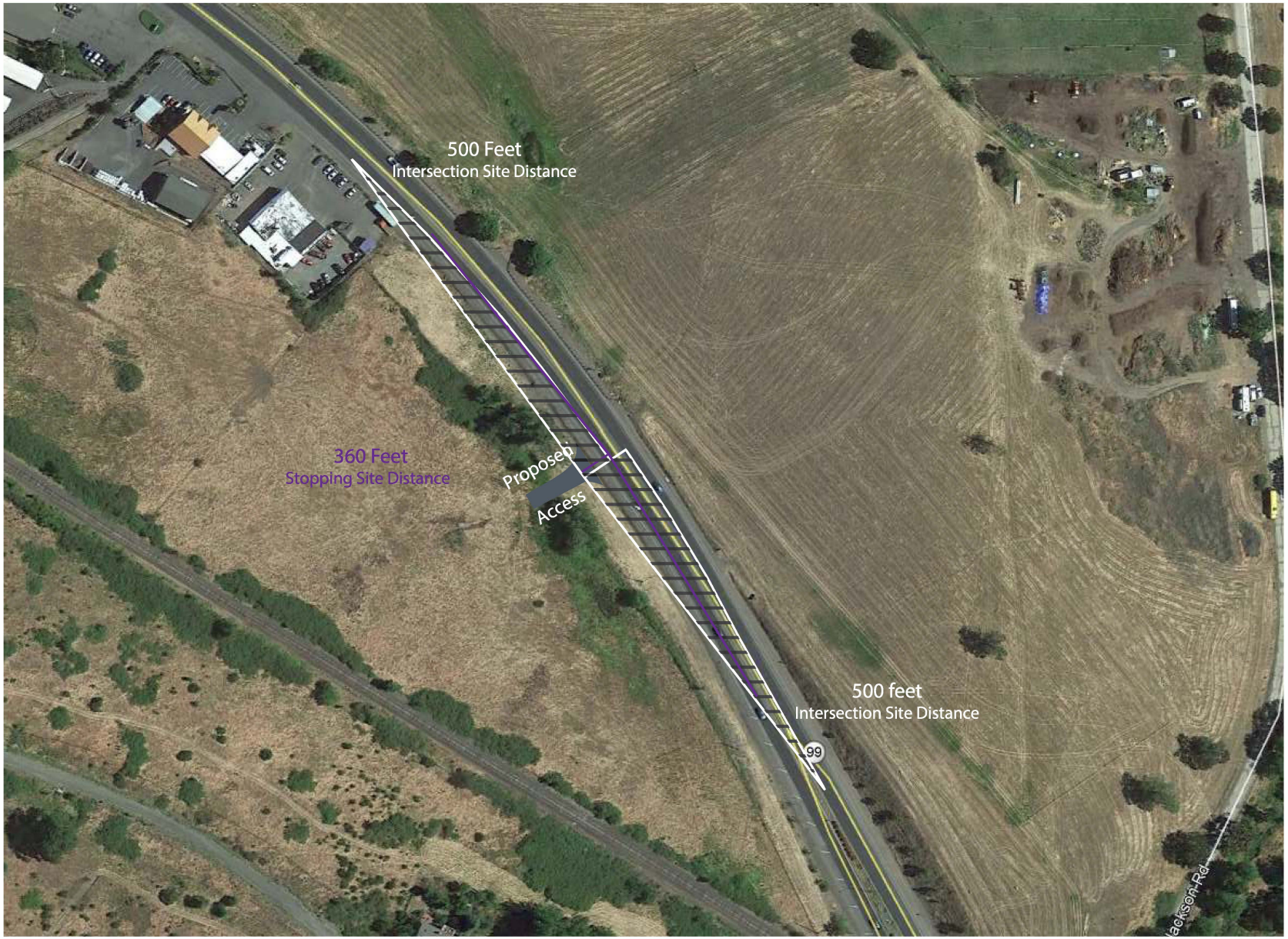
Intersections and driveways should, at a minimum, meet the SSD requirements. However, it is desirable to achieve the ISD whenever possible.

The standards for evaluating SSD and ISD follow the methodology in AASHTO's *A Policy on Geometric Design of Highways and Streets* (2011).

Highway 99 is a District Level Highway with a posted speed of 45 miles per hour. As per AASHTO, the SSD on a roadway with a speed of 45 miles per hour is 360 feet. This means that a driver along Highway 99 needs to be able to see a stopped driver along the roadway waiting to enter the site at a minimum of 360 feet ahead of the driveway. Figure 9 below illustrates the proposed driveway location and the line of sight for a driver along Highway 99.

As per AASHTO, the ISD distance on a roadway with a speed of 45 miles per hour is 500 feet. This means that a driver waiting to leave the site will need to be able to see at a minimum of 500 feet in both directions to be able to perceive and react to adequate gaps in traffic to execute a safe left-turn maneuver. Figure 9 and 10 below illustrates the proposed driveway location and the line of sight for a driver exiting the site. The development property has sloped topography along the property frontage. All areas between the line of sight and the roadway need to be cleared of vegetation and earth material down to a maximum height of 2 feet above the elevation of the roadway.

FIGURE 9: SIGHT DISTANCE AT PROPOSED SOUTH ACCESS LOCATION



Grand Terrace Ashland, Oregon	Figure 9: South Driveway Intersection Site Distance

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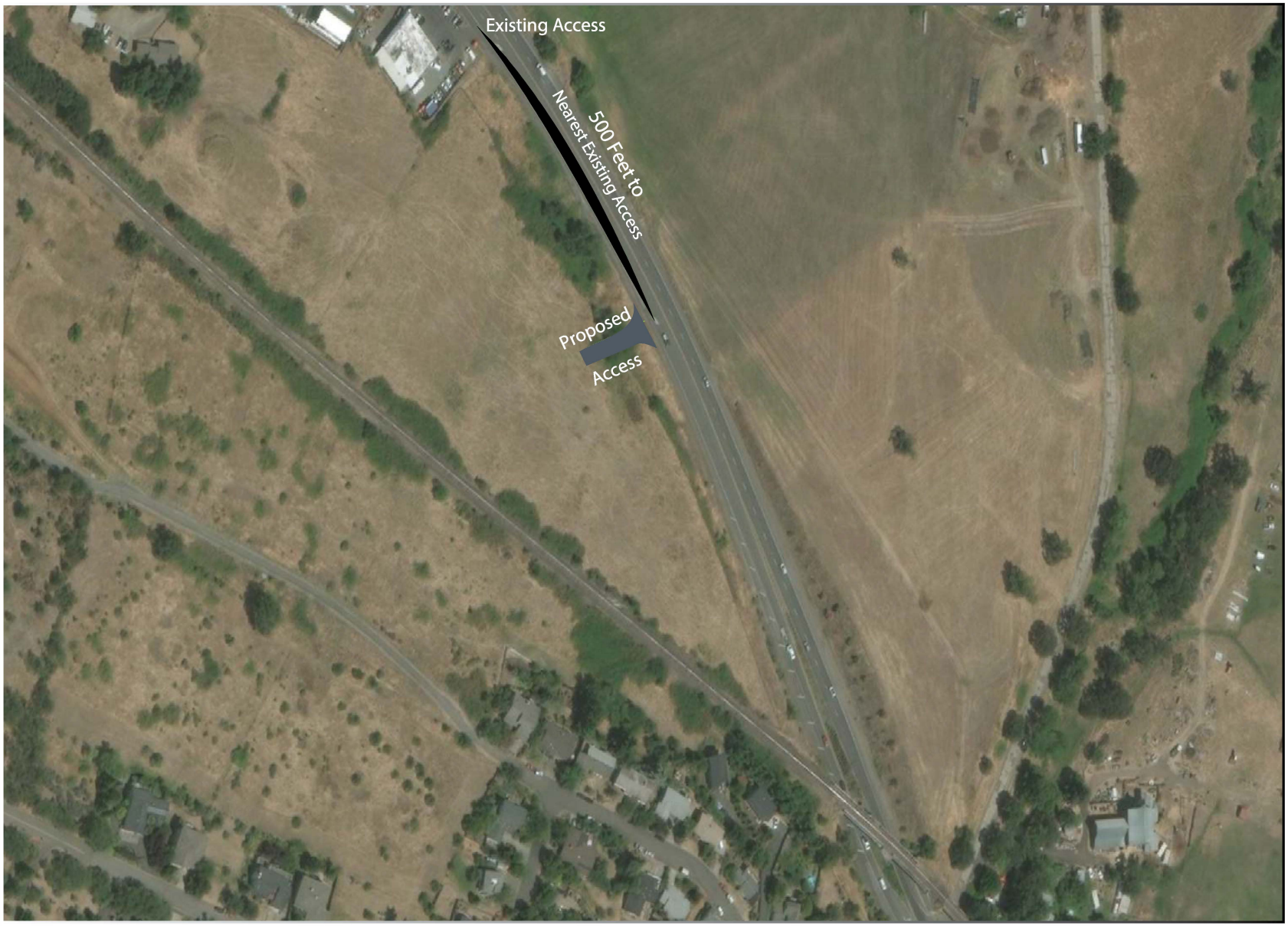
ACCESS SPACING:

The driveway spacing standards are defined in the Oregon Highway Plan. For District Level Highways the spacing standard is 500 feet. The proposed access meets the spacing standard. Figure 11 illustrates the distance between the proposed access location and the nearest adjacent access points.

TURNING MOVEMENT EVALUATION:

The site access was evaluated for LOS, V/C, and queuing conditions. The v/c, queuing, and LOS are all within acceptable standards and will not cause a safety issue for Highway 99. It is recommended that due to the level of left-turning traffic into the development, the horizontal and vertical curvature of Highway 99, and that northbound vehicles on Highway 99 are existing from under the railroad crossing, the roadway be restriped to add a left-turn pocket. This will maximize the safety of vehicles traveling along Highway 99 in the north direction by removing the left turns from the travel way. Appendix H contains a recommended conceptual striping layout to accommodate the left turn pocket.



Grand Terrace- Ashland, Oregon	Figure 11: Access Spacing

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8.0 TPR FINDINGS

Consistent with the Transportation Planning Rule, the following elaborates on how this development meets the TPR requirements.

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

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

The proposed zone change will not result in a change of functional classification of the adjacent roadways.

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

The proposed zone change will not cause traffic levels or patterns that would change the standards implementing a functional classification system.

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

The proposed zone change will not generate levels or types of traffic that is inconsistent with the functional classification of the adjacent transportation facility.

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

As demonstrated in Table 7, all transportation facilities will meet the adopted mobility standards.

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

As demonstrated in Table 7, all transportation facilities will meet the adopted mobility standards.

9.0 CONCLUSION

This report describes the Traffic Impact Analysis findings prepared for the proposed Grand Terrace development, located along Rogue Valley Highway north of Ashland, Oregon. The property occupies Tax Lots 1700 and 1702 of Assessor's Map 38-1E-3. The subject property is in Jackson County, within the Urban Growth Boundary (UGB) of Ashland, Or. The project will require annexation into the City of Ashland. The current zoning is Jackson County Rural Residential (RR-5). The site will be zoned to Low-Density Multiple Family Residential (R-2) consistent with the City of Ashland Comprehensive Plan.

The maximum density allowed under the proposed zoning is 251 multifamily residential units. Consistent with the Transportation Planning Rule, the evaluation has been prepared for the maximum density.

Additionally, the applicant is proposing 2 full movement accesses from Rogue Valley Highway (Highway 99).

The analysis evaluates the intersection operations during the AM peak hour for the existing year and year of completion and the PM peak hour for the existing year, year of completion, and the City of Ashland Transportation System Plan planning horizon year. Study area intersections included in the analysis are:

- Rogue Valley Highway at S. Valley View Road
- Rogue Valley Highway at Jackson Road
- Main Street at Jackson Road
- Maple Street at Main Street
- Project access points at Rogue Valley Highway

9.1 FINDINGS

- The analysis shows all studied intersections will meet the mobility standards through the Year 2034 with the addition of development traffic.
- The addition of development traffic will not substantially increase queueing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- It is recommended that Highway 99 be restriped to include a left turn lane for entering vehicles into the site access.

Appendix A

SITE PLAN

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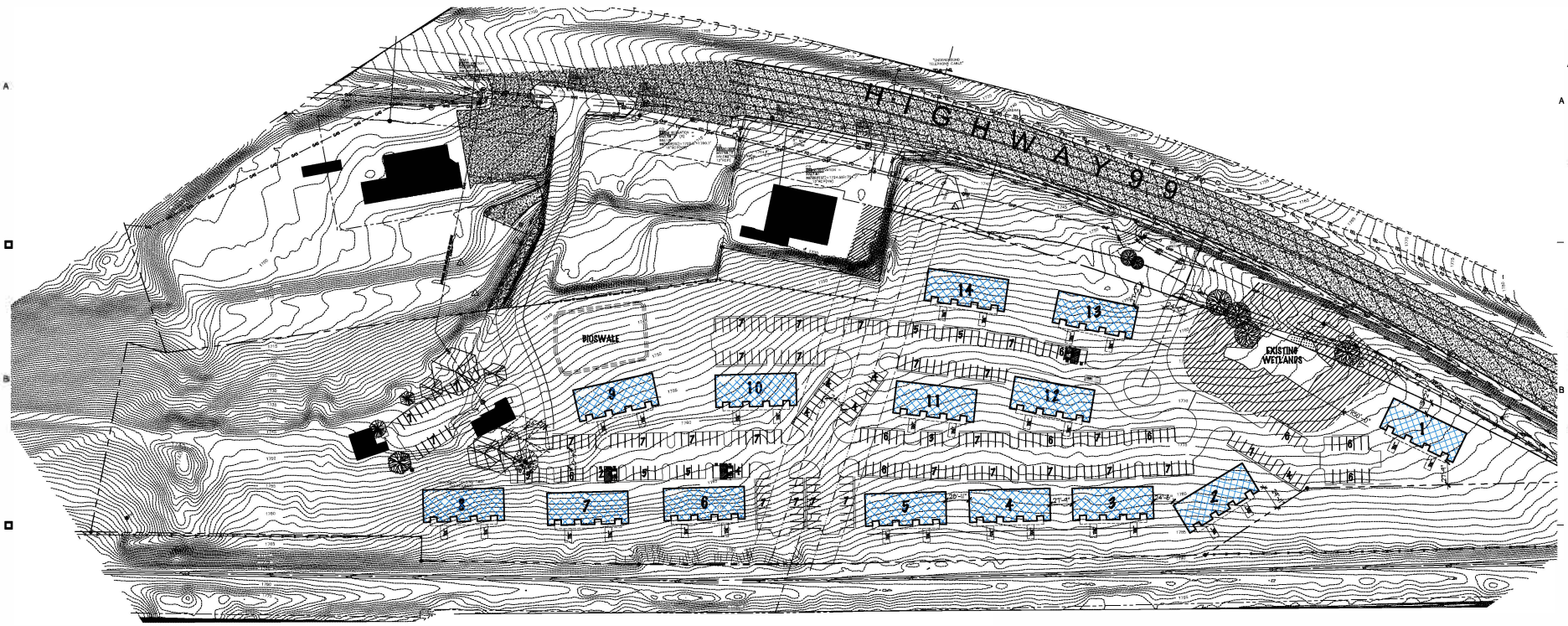
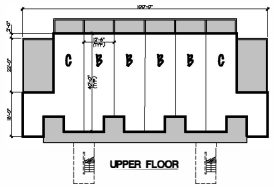
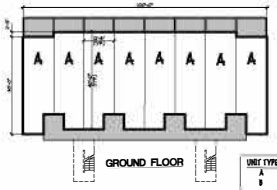


PRELIMINARY SITE DEVELOPMENT PLAN

SCALE: 1" = 60'-0"

0 30' 60' 120'





UNIT TYPE	Unit size
A	= 505 SF
B	= 499 SF
C	= 701 SF

1 UNIT DIAGRAM

NOT TO SCALE

ESTIMATED LOT COVERAGE

Total Lot Area (LA)	= 486,870 SF
Structures	= 56,175 SF
Impervious Surfaces	= 107,253 SF
Total Lot Coverage (LC)	= 163,428 sf
163,428 SF (LC) / 486,870 SF (LA)	= 33% Lot Coverage

PARKING REQUIREMENTS (18.4.3.040)

Unit Type			
A	1-Bedroom Unit > 500 s.f.	= 112 Units * (1.5 spc per Unit)	= 168 Spc
B	1-Bedroom Unit < 500 s.f.	= 56 Units * (1.0 spc per Unit)	= 56 Spc
C	2-Bedroom Unit	= 28 Units * (1.75 per Unit)	= 49 Spc
		total req.	= 273 Spc
		total prv'd	= 298 Spc

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OR CCB# - 22669
Web: WWW.JBSTEELINC.COM

PROJECT: A NEW FACILITY FOR:
GRAND TERRACE

CLIENT:
Kendrick Enterprises LLC
339 W. Valley View Rd., Ashland, OR 97520

Project Location:
Hwy 99, Ashland, OR 97520
Map & Tax Lot #: 381E32 1702

BUILDING DEPARTMENT APPROVAL STAMP:

PLANS	DATE	DESCRIPTION

ISSUE DATE: 7/17/2019 2:07 PM
PROJECT NO.: 2737-18
DRAWN BY: JMK
CHECKED BY: GRC

SHEET TITLE:
PRELIMINARY SITE DEVELOPMENT PLAN

DRAWING NUMBER:
A0.1

PRE-APPLICATION REVIEW
NOT FOR CONSTRUCTION

Appendix B

WORK SCOPE

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SANDOW ENGINEERING

Oregon

Kate Brown, Governor

Oregon Department of Transportation
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FILE CODE:

Date: **August 23, 2017** File:

Address: **Derek Severson, Senior Planner**
City of Ashland Department of Community Development
51 Winburn Way
Ashland, OR 97520

Subject: **Traffic Impact Study Scope of Work:**
1511 Highway 99 Grand Terrace II Zone Change

The purpose of this letter is to define the scope of work for a Traffic Impact Study (TIS), which evaluates the impact for the Grand Terrace II Zone Change. It is the Oregon Department of Transportation's (ODOT) understanding that this development is located within the City of Ashland Urban Growth Boundary. The current zoning for the site is Rural Residential (RR-5). All of the development is currently being proposed as Multiple-Family Residential District (R-2). The total acreage is approximately 16.87 acres and is commonly known as the Grand Terrace II development. The information identifying the limits of the project shall be defined in the TIS and shall be pre-approved by the City of Ashland and ODOT before continuing the evaluation.

Scope of Work:

GENERAL

1. Executive Summary
Provide a description of the development, site location and study area (including a site map). Briefly describe the purpose of the analysis, principal findings, recommendations and conclusions.

2. Analysis Study Area
Provide a text description (including tax-lot descriptions) of the proposed development; and a graphic showing the intersections and accesses to be evaluated as part of this analysis.

A. Major Intersections to be evaluated:

a) S Valley View Road & Highway 99

B. Minor Intersections:

b) Jackson Road & Highway 99 (North)

c) Jackson Road & Highway 99 (South)
d) All Access Points & Highway 99

Note: The traffic distribution and volume determinations may expand the area of investigation or could eliminate some of the above indicated intersections.

TRAFFIC DATA

1. Traffic Counts

For all major intersections where significant signal modifications or where signals are being proposed, the counts shall be a minimum of 16-hour long, with 15-minute breakdowns in the A.M. and P.M. peak hours, unless pre-approved for a lesser time. Justification for deviation from these counts will be required. For all other intersections and approaches, the counts must be at least 3-hours long, made during both the morning and afternoon peaks, with 15-minute breakdowns. The morning peak hour occurs during 6:30 AM to 9:30 AM and the afternoon peak occurs during 3:30 PM to 6:30 PM. ODOT and the City are not aware of any "false" peaks for this area of the City. If there are indications of problems during these time frames, the traffic evaluation shall address all concerns.

If the development is anticipated to have peak hour trip generation other than the typical weekday AM or PM peak hours, that peak hour shall also be analyzed. The appropriate peak hour count shall be determined by 16-hour long count.

Raw traffic volumes will not be accepted for use in traffic analysis. All traffic volumes shall be seasonally adjusted to represent 30th Highest Hour Volumes (30HV) for Current Year, each anticipated phase completion, and Future Year "background traffic" conditions, all with and with-out the development. For guidance, please refer to the Developing Design Hour Volumes document at:
http://www.oregon.gov/ODOT/Planning/Documents/TrafficCountGuidelines.pdf

2. Site Trip Generation, Distribution and Assignment

Site trip generation shall utilize the most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual to estimate daily and peak hour trip volumes originating from and destined to the proposed development. In the case of an existing approval where specific land uses have not been identified, a reasonable worst-case land use scenario should be assumed based on the allowed uses under the current and requested zone(s). All assumptions and adjustments shall be documented and discussed in the TIS, or in an appendix. Trip generation may be adjusted with additional information and refinement. Pass-by, Diverted and Internal trips should be calculated based on ITE Trip Generation hand book.

This analysis should use available transportation models in conjunction with the City of Ashland Transportation System Plan and the Comprehensive Plan to estimate traffic distribution patterns. This TIS could be a significant amendment to the current Comprehensive Plan and the Transportation System Plan. Approved computer models, such as TRAFFIX, or manual calculations may also be used for determining trip assignments for site-generated traffic volumes on roadways within the study area. **Pre-approval of trip generation and distribution parameters shall be obtained prior to commencing further analysis. Please note: This is also a good time to verify all**

assumptions to be utilized in the traffic analysis or to discuss any abnormalities noted in the review of the development area.

ANALYSIS PROCEDURES

For ODOT's *Analysis Procedures Manual Refer to*:
http://www.oregon.gov/ODOT/Planning/Pages/APM.aspx
and for ODOT's *Development Review Guidelines Refer to:*
http://www.oregon.gov/ODOT/Planning/Pages/Guidance.aspx

1. Capacity Analysis

Capacity analysis of signalized intersections, unsignalized intersections, and roadway segments shall follow the established methodologies of the current Highway Capacity Manual (HCM2010). For signalized intersections, the overall intersection V/C shall be reported. For unsignalized intersections, the highest approach V/C shall be reported, along with an indication of its corresponding movement.

Attached **Table 3.3.7** lists the ODOT default values for use in signalized intersection analysis. If multiple intersections are analyzed, the traffic volumes shall be balanced between intersection nodes. All intersection capacity analyses shall include heavy vehicles percentages by approach, as determined from manual counts. Planning level mobility results (V/C) from the TIS will be compared against Highway Mobility Standards (Policy 1F) and the Maximum V/C Ratios provided in Table 6 of the 1999 Oregon Highway Plan (OHP).

Application of Computer software shall closely follow ODOT-approved analysis methodologies using ODOT standard parameter values. HCS2010 and Synchro/SimTraffic are examples of accepted analysis software. For further guidance, contact TPAU.

2. Queue Length Analysis

Intersection operation analysis shall include the effects of queuing and blocking. Average queue lengths and 95th Percentile queue lengths shall be reported for all study area intersections. The 95th Percentile queuing shall be used for design purposes, and will be reported to the next highest 25 foot increment. Any methodology used to determine queue length shall be approved in advance by either TPAU or the Region Traffic Section.

ANALYSIS REQUIREMENTS

1. Intersection Sight Distance

Adequate intersection sight distance shall be verified for all proposed intersections and highway approaches as required in ODOT's Highway Design Manual. Refer to:

http://www.oregon.gov/ODOT/Engineering/Pages/Hwy-Design-Manual.aspx

For guidance, please contact the Region Access Management Engineer.

2. Right & Left Turn Lane Criteria

Proposed right or left turn lanes at unsignalized intersections and private approach roads shall meet installation criteria contained in the current Highway Design Manual (HDM).

3. Traffic Signal Installations & Modifications

Analysis and recommendations related to new and/or modified traffic signals shall follow ODOT's Traffic Signal Policy and Guidelines, and all subsequent revisions. Any recommendations for traffic signals to be installed or modified as part of future mitigation should meet preliminary signal warrants (MUTCD Warrant #1, Case A & B).

For guidance, please contact TPAU or the Region Traffic Section, or refer to the Preliminary Signal
Warrant Guidelines at:
http://www.oregon.gov/ODOT/Planning/Pages/APM.aspx

4. Access Management:

Demonstrate how the proposed approach or approaches meet the minimum spacing criteria of OAR 734-051-4020(8); or Deviations from Access Management Spacing Standards (734-051-3050).

If more than one approach is proposed, then the analysis shall include determination of the fact with/without the approaches or restricting traffic movement at approaches.

ANALYSIS OUTPUT

1. Existing Conditions

Identify current year site conditions at the proposed development location. This includes, but is not limited to the following:

a) A description of the site location, zoning, existing use(s), and proposed use(s) of subject property.
b) A description of surrounding and anticipated land uses.
c) A graphic identifying existing lane configurations and traffic control devices at the study area intersections
d) A graphic showing existing 30HV traffic; reported as AM (6:30-9:30 a.m.) and PM (3:30-6:30 p.m.) Peak Hour Volumes (PHV), and also as average daily traffic (ADT). Also include in this graphic a list of heavy vehicle percentages by approach and growth rates used for future volumes.
e) Identify all proposed road segments, public intersections, public or private approaches:
    - where the proposed project can be expected to add additional traffic volumes greater than 20 percent of the current traffic volumes,
    - or at a minimum 500 vehicle trips in a single day,
    - or more than 50 additional vehicle trips in any single hour.
f) An analysis of existing intersection operations, reported in terms of both Volume to Capacity (V/C) and Level of Service (LOS).
g) An analysis of at least 5-years worth of crash data; including information on all SPIS sites within or adjacent to the study area.

2. Traffic Volumes & Operations – Year of Opening and Years of Anticipated Phases; with & without Proposed Development

An analysis shall be made of all study area intersections for the Year of Opening and each anticipated phase, with both "*background traffic*" and "*total traffic*" conditions. "*Total traffic*" conditions are considered "*background traffic*" volumes plus site generated trips and "pipe line" trips. This analysis should provide the following:

a) A graphic showing Year of phase "*background traffic*" and "*total traffic*" volumes.
b) A graphic or table showing V/C and LOS analysis results for both "*background traffic*" and "*total traffic*" volumes.
c) A graphic or table itemizing storage length requirements for all approaches, rounded to the next nearest 25 foot increment.
d) If applicable, a discussion of progression performance along the analysis corridor.

3. Traffic Volumes & Operations – Future-Year; with & without Proposed Development

An analysis shall be made of all study area intersections for a **20-year horizon** including each completed phase, anticipated development in the surrounding area, and all anticipated improvements on the transportation system for both "*background traffic*" and "*total traffic*" conditions. This analysis should provide the following:

a) A graphic showing Year of Opening "*background traffic*" and "*total traffic*" volumes.
b) A graphic or table showing V/C and LOS analysis results for both "*background traffic*" and "*total traffic*" volumes.
c) A graphic or table itemizing storage length requirements for all approaches, rounded to the next highest 25 foot increment.
d) If applicable, a discussion of progression performance along the analysis corridor.

Planned transportation system improvements anticipated within the **20-year horizon** shall be incorporated into the Future Year analysis. Do not incorporate improvements that are proposed as mitigation for the development. For guidance, please refer to the Transportation Planning Rule (TPR) OAR 660-012-0060 at http://www.oregon.gov/lcd/pages/rulemaking_tpr_2011.aspx

4. Capacity & Operation Analysis Inputs

A summary of traffic analysis variable inputs shall be provided in an appendix. In Synchro, the ***Int: Lanes, Volumes, Timings*** report is the output source for this information. TIS's submitted without an input summary will not be accepted by the Department.

5. Conclusions and Recommendations

Summarize existing and future conditions and discuss the proposed development's impacts. Identify any operational, capacity or safety deficiencies and recommend mitigation along with the effectiveness of the mitigation. Summarize how the proposed development complies with all operational, capacity and safety standards in the applicable approval criteria. Also summarize all proposed mitigations and the "assigned" proportionality to the development for all locations.

Note: Signal timing adjustments will not be considered as mitigation.

Please submit three stamped, final hard copy versions of the TIS for review to ODOT and two final hard copy versions to the City of Ashland. Also, **please submit all electronic analysis files for review** to ODOT so staff can verify assumptions, default settings, and other values included in the traffic analysis. If the analysis performed used traffic software other than Trafficware's Synchro/Simtraffic software or Highway Capacity Manual 2010 software, please submit the appropriate UTDF files for review. You may contact the Region Traffic Analyst for details. ODOT staff will need a minimum of 30 days for review and comment on the TIS. **Note: This time-frame can be adjusted based on existing workloads.** The review period should be completed prior to initiation of the City of Ashland land-use process.

Please include this scope of work as an appendix item in the TIS.

We hope this will provide enough information to get started on the analysis. We are pleased to work with you and your staff to answer any questions that arise during the course of your work. Additional coordination of traffic analysis data may be required during the TIS review process.

Please contact me directly at 541-774-6316 or Mr. Ron Hughes at 541-957-3696 if you have comments, questions, or require additional information regarding traffic engineering issues or contact Mr. Donald Morehouse, ODOT Development Review Planner, at 541-774-6399, if you have comments, questions, or require additional information regarding land use issues. Mr. Morehouse will serve as the lead ODOT Development Review contact for this project

Sincerely,

Wei (Michael) Wang, P.E. & M.S.
Region 3 Development Review Engineer

Cc's:

Default Signal Parameters

Table 3.3.7: ODOT Default Parameters for Use With Signalized Intersection Analysis Methodologies	
Total Lost Time	4 seconds per phase minimum for typical intersections, more for large or complex intersections.
Peak Hour Factor	For future year analysis: • 0.95 for major arterial-major arterial; • 0.92 for major arterial-minor arterial; • 0.90 for minor arterial-minor arterial; • 0.88 for minor arterial-collector; • 0.85 for collector-collector or lower classification Unless better information is available, such as for a school or industrial use.

Ideal Saturation Flow Rate	Field measurement should be consistent with methodology laid out in the HCM 2010. Saturation flow rate worksheets must be included in the documentation.
	Where field measurements are not done,
	• Outside of the Portland, Salem and Eugene MPO urban areas the unadjusted saturation flow rate is 1750 passenger cars per hour of green per lane (pcphgl).
	• Inside the Portland, Salem and Eugene MPO urban growth boundaries an unadjusted saturation flow rate of 1900 pcphgl may be used, unless one or more of the following conditions is present, in which case 1750 pcphgl shall be used. Conditions indicating use
	  • On-street parking
	  • Greater than 5% trucks
	  • Roadways intersect at severe skew angle
	  • One or more driveway approach(es) with a combined volume in excess of 5 vph, are present downstream of the intersection within the functional area (see Chapter 4) or upstream within the length of the standing queue
	  • Poor signal spacing or observed queue spillbacks between signals during the peak hour, or
	  • Less than 12 foot travel lanes

SANDOWENGINEERING
160 Madison Street Suite A • Eugene, Oregon 97402 • 541.513.3376

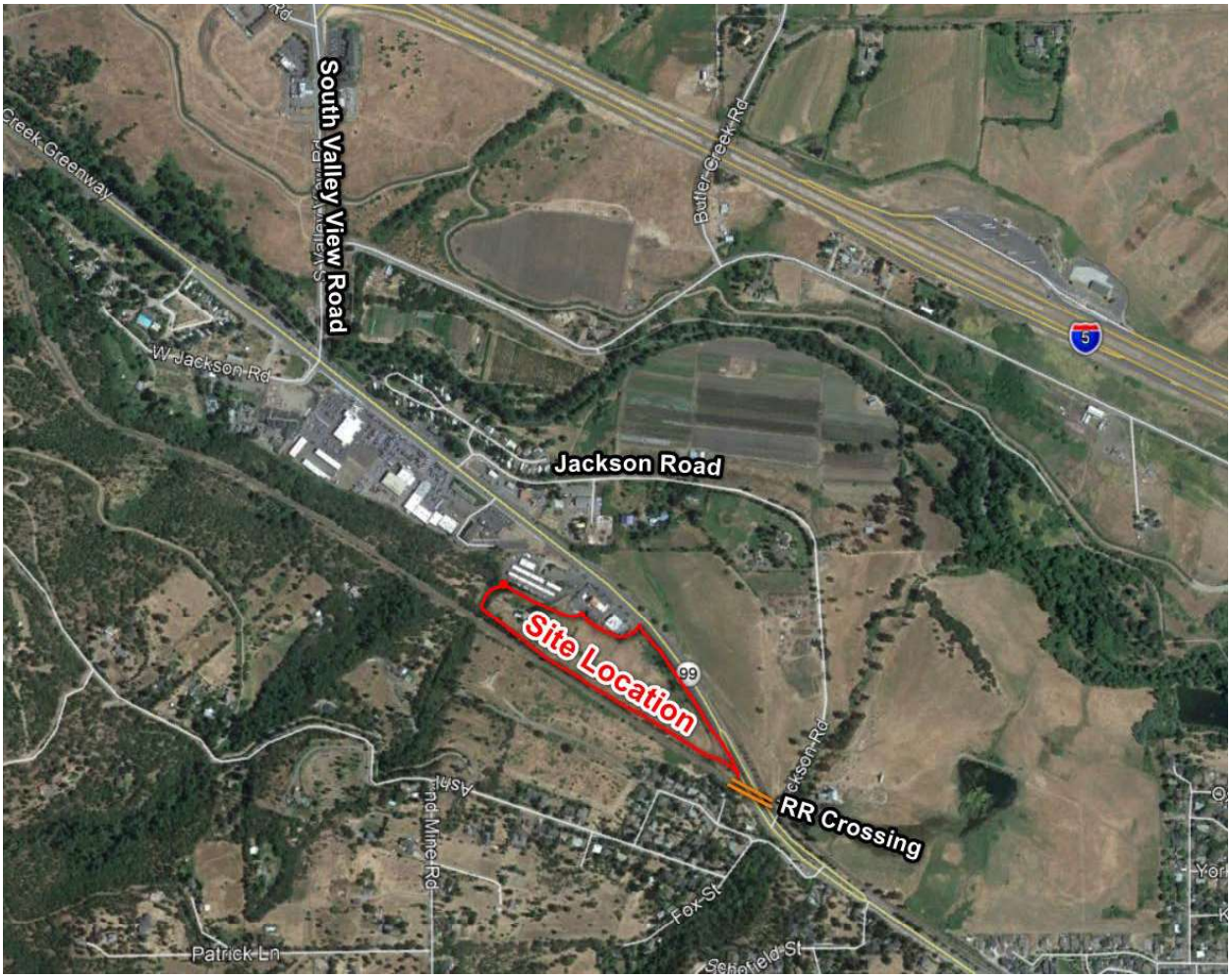
March 22, 2018

Karl Johnson
City of Ashland
20 East Main Street
Ashland, OR 97520

RE: Scope of Work for Traffic Impact Analysis – Casita Subdivision

Dear Mr. Johnson,

Sandow Engineering would like to recommend the following Scope of Work for a Traffic Impact Analysis for the development of tax lot 1700 and 1702 of Assessor's Map 38-1E-32, adjacent to Highway 99 and located north of the Railroad Crossing and South of Jackson Road.



The property is currently zoned R2

The proposed development will be a 251-unit apartment complex. The proposed development is anticipated to generate 140 PM peak hour trips. As such, the development triggers a Traffic Impact Analysis.

PROPOSED TRIP GENERATION

The application is proposing the development of a 251-unit apartment complex. The associated traffic generation for the proposed development is illustrated in Table 1.

The trip generation estimates use information contained within the ITE Trip Generation Manuals 10th edition. Table 1 illustrates the trip generation estimate for the PM peak hour. The attachment illustrates calculations to determine the building size and trip generation

TABLE 1: PM PEAK HOUR PROPOSED DEVELOPMENT TRIP GENERATION

ITE Land Use	Size (dwelling units)	PM Peak Hour Trip Generation			
		Rate	Trips	In	Out
220 Multi-Family Low Rise	251	0.56	141	89	52

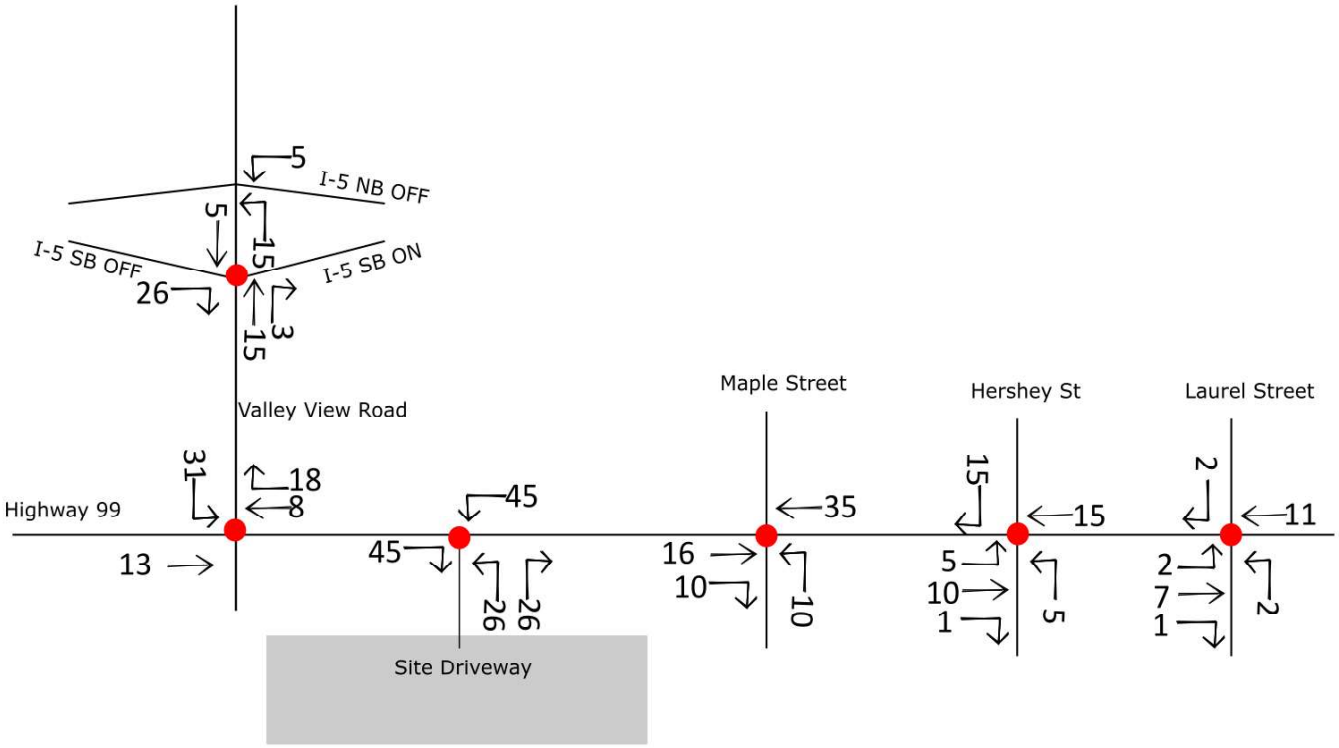
As determined in the table above the proposed development is expected to generate approximately 141 trips during the PM peak hour.

TRIP DISTRIBUTION

Preliminary trip distribution patterns were determined to be the following:

- 50% to/from the South via Rogue Valley Highway
- 15% to/from the North via Rogue Valley Highway
- 35% to/from I-5

The preliminary trip distribution was determined based on historic traffic volumes and engineering judgement and will be further refined once existing traffic volumes have been evaluated. The figure below illustrates the distribution of trips during the PM peak hour for the proposed zoning.



Preliminary PM Peak Hour Primary Trip Distribution

Based upon the estimated trip distribution it is anticipated that the proposed development would add 25 or more trips added to the following intersections:

- Rogue Valley Highway at Project Access
- Rogue Valley Highway 99 @ South Valley View Road
- South Valley View Road at I-5 SB Ramp
- Rogue Valley Hwy/N Main St. @ Maple Street
- Rogue Valley Hwy/N Main St. @ Hershey Street
- Rogue Valley Hwy/N Main St. @ Laurel Street

Based on the above information Sandow Engineering recommends the following as the Scope of Work for this project:

Time periods:

- Weekday PM Peak Hour occurring between 4:00 – 6:00 PM (3:30 – 6:30 PM at ODOT Intersections)

Intersections to be studied:

- Rogue Valley Highway at Project Access
- Rogue Valley Highway 99 @ South Valley View Road
- South Valley View Road at I-5 SB Ramp
- Rogue Valley Hwy/N Main St. @ Maple Street
- Rogue Valley Hwy/N Main St. @ Hershey Street
- Rogue Valley Hwy/N Main St. @ Laurel Street

Years studied:

- Existing Year - 2018
- Build Year– 2020

Please feel free to contact me if you would like to discuss this scoping letter further or if you need any additional information.

Sincerely,

Kelly Sandow

Appendix C

CRASH DATA

160 Madison Suite A Eugene, Oregon 97402 541.513.3376

SANDOW ENGINEERING

CRASH DATA SUMMARY

Valley View @ Highway 99

YEAR	PDO	INJURY	FATAL	CAUSE	HEAD	REAR	SIDE	TURN	ANGLE	OTHER	PED	BIKE	TOTAL	CHECK
2012	1	1		Failure to avoid stopped vehicle; Ice		1				1			2	OK
2013	1	1		Failure to avoid stopped vehicle; Followed too closely		2							2	OK
2014	1	1		Failure to avoid stopped vehicle; Followed too closely		2							2	OK
2015		1		Failure to Yield; Left-turn front of oncoming traffic				1					1	OK
2016													0	OK
TOTALS:	3	4	0		0	5	0	1	0	1	0	0	7	

P.M. PEAK HOUR	Number of Years	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
	5	16,800	6,132,000	1,400,000	0.23

ADT From TransGIS 0.02 mile south of Valley View on 99

Maple @ Main

YEAR	PDO	INJURY	FATAL	CAUSE	HEAD	REAR	SIDE	TURN	ANGLE	OTHER	PED	BIKE	TOTAL	CHECK
2012	1			Followed too closely		1							1	OK
2013	1	2		Failure to avoid stopped vehicle; Followed too closely		2		1					3	OK
2014		2		Careless Driving; Failure to avoid stopped vehicle		2							2	OK
2015	3			Failure to avoid stopped vehicle; Animal in road		2				1			3	OK
2016	1			Failure to avoid stopped vehicle		1							1	OK
TOTALS:	6	4	0		0	8	0	1	0	1	0	0	10	

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
	5	17,200	6,278,000	2,000,000	0.32

ADT From TransGIS 0.03 mile north of Hersey on 99

Jackson @ Highway 99

YEAR	PDO	INJURY	FATAL	CAUSE	HEAD	REAR	SIDE	TURN	ANGLE	OTHER	PED	BIKE	TOTAL	CHECK
2012		1		Followed too closely				1					1	OK
2013													0	OK
2014													0	OK
2015		1		Did not Yeild ROW					1				1	OK
2016													0	OK
TOTALS:	0	2	0		0	0	0	1	1	0	0	0	2	

P.M. PEAK HOUR	Number of Years, n	ADT	AVG. ANNUAL MILES (MILLIONS)	AVG. YEARLY CRASHES	CRASH RATE/ MILLION MILES
	5	16,800	6,132,000	400,000	0.07

ADT From TransGIS 0.02 mile south of Valley View on 99

Highway 063 ALL ROAD TYPES, MP 17.22 to 17.22, Both Add and Non-Add mileage, 01/01/2012 to 12/31/2016

Jackson at 99

CRASH_ID	SER_NO	INVSTG_AGY_SHORT_DESC	CRASH_DT	CRASH_WK_DAY_CD	TRAF_CNTL_DEVICE_SHORT_DESC	OFF_RDWY_FLG	RNDABT_FLG	DRVWY_REL_FLG	WTHR_COND_SHORT_DESC	RD_SURF_SHORT_DESC	LGT_COND_SHORT_DESC	CRASH_TYP_SHORT_DESC	COLLIS_TYP_SHORT_DESC	CRASH_SVRTY_SHORT_DESC
1492798	01162	STATE	7/4/2012	4	STOP SIGN	0	0	0	CLR	DRY	DLIT	S-1TURN	TURN	INJ
1492798	01162	STATE	7/4/2012	4	STOP SIGN	0	0	0	CLR	DRY	DLIT	S-1TURN	TURN	INJ
1492798	01162	STATE	7/4/2012	4	STOP SIGN	0	0	0	CLR	DRY	DLIT	S-1TURN	TURN	INJ
1492798	01162	STATE	7/4/2012	4	STOP SIGN	0	0	0	CLR	DRY	DLIT	S-1TURN	TURN	INJ
1492798	01162	STATE	7/4/2012	4	STOP SIGN	0	0	0	CLR	DRY	DLIT	S-1TURN	TURN	INJ
1492798	01162	STATE	7/4/2012	4	STOP SIGN	0	0	0	CLR	DRY	DLIT	S-1TURN	TURN	INJ
1625451	01508	STATE	7/20/2015	2	UNKNOWN	0	0	1	CLR	DRY	DAY	ANGL-OTH	TURN	INJ
1625451	01508	STATE	7/20/2015	2	UNKNOWN	0	0	1	CLR	DRY	DAY	ANGL-OTH	TURN	INJ

Highway 063 ALL ROAD TYPES, MP 17.80 to 17.80, Both Add and Non-Add mileage, 01/01/2012 to 12/31/2016

Jackson at Main

CRASH_ID	SER_NO	INVSTG_AGY_SHORT_DESC	CRASH_SPEED_INVLV_FLG	ALCHL_INVLV_FLG	WTHR_COND_SHORT_DESC	RD_SURF_SHORT_DESC	LGT_COND_SHORT_DESC	CRASH_TYP_SHORT_DESC	COLLIS_TYP_SHORT_DESC	CRASH_SVRTY_SHORT_DESC	CRASH_EVNT_1_CD	CRASH_EVNT_2_CD	CRASH_EVNT_3_CD	CRASH_CAUSE_1_CD

No Accidents Reported

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

MAPLE ST at MAIN ST, City of Ashland, Jackson County, 01/01/2013 to 12/31/2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2015														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2015 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2013														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR 2013 TOTAL	**0**	**2**	**1**	**3**	**0**	**2**	**0**	**3**	**0**	**3**	**0**	**3**	**0**	**0**
FINAL TOTAL	**0**	**2**	**2**	**4**	**0**	**2**	**0**	**4**	**0**	**4**	**0**	**4**	**0**	**0**

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Appendix D

TRAFFIC COUNTS

160 Madison Suite A Eugene, Oregon 97402 541.513.3376

SANDOW ENGINEERING

File Name: I:\Kelly Sandow Valley View Counts\Jackson-99.ppd
Start Date: 5/8/2018
Start Time: 6:30:00 AM
Site Code: 00000001
Comment 1: North-South: Jackson Rd / driveway
Comment 2: East-West: OR 99
Comment 3: Weather: Sunny, 70 deg
Comment 4: Veh Type: All Vehicles

	Jackson Rd From North				OR 99 From East				DW From South				OR 99 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:30 AM	7	0	5	0	0	65	6	0	0	0	0	0	5	112	0	0
06:45 AM	2	0	8	0	0	74	2	2	0	1	0	0	3	115	2	0
07:00 AM	6	0	8	0	0	98	2	2	0	0	1	0	4	92	3	0
07:15 AM	7	0	5	0	3	125	6	0	0	0	0	0	6	136	2	2
07:30 AM	7	0	7	1	2	165	6	0	0	0	0	0	6	214	5	2
07:45 AM	9	1	10	0	1	159	6	0	1	0	1	0	9	259	2	1
08:00 AM	11	0	9	0	0	141	7	1	0	0	0	0	7	245	3	2
08:15 AM	5	0	5	0	0	167	6	1	0	0	0	2	9	220	6	0
08:30 AM	5	0	11	0	1	149	6	1	1	0	1	0	13	218	4	1
08:45 AM	9	0	8	0	0	166	7	2	5	0	0	1	9	205	4	0
09:00 AM	5	0	3	0	0	141	6	0	1	0	1	0	5	180	7	0
09:15 AM	7	0	13	0	3	149	2	1	1	0	1	0	5	169	2	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	3	0	8	0	0	243	3	0	5	0	2	0	1	166	4	1
03:45 PM	2	1	7	0	0	248	3	0	4	0	1	0	3	177	2	1
04:00 PM	1	0	8	0	0	247	6	0	4	0	0	0	3	178	2	0
04:15 PM	1	0	14	0	0	233	2	0	3	0	0	0	13	166	1	0
04:30 PM	2	1	5	2	3	253	7	1	4	0	1	0	2	203	0	0
04:45 PM	2	1	12	0	2	245	3	2	1	0	1	0	4	175	1	0
05:00 PM	8	0	5	0	1	263	2	1	6	0	0	0	4	177	1	1
05:15 PM	2	0	4	0	2	288	3	0	7	0	2	0	3	223	0	0
05:30 PM	3	0	6	0	0	212	5	1	4	0	0	1	2	208	0	1
05:45 PM	4	0	4	0	0	194	3	2	2	0	0	0	4	179	0	0
06:00 PM	1	0	4	0	0	181	1	0	2	0	1	0	2	143	0	0
06:15 PM	3	0	6	0	0	122	1	1	0	0	0	0	3	157	2	0

File Name: I:\Sandow Counts\Jackson-Main-RR.ppd
Start Date: 5/8/2018
Start Time: 6:30:00 AM
Site Code: 00000002
Comment 1: North-South: Jackson Rd
Comment 2: East-West: Main Street (by RR Trestle)
Comment 3: Weather: Sunny, 70 deg
Comment 4: Veh Type: All Vehicles

	Jackson Rd From North				N Main From East				From South				N Main From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:30 AM	0	0	0	0	0	81	1	0	0	0	0	0	0	114	0	0
06:45 AM	0	0	0	0	0	73	0	0	0	0	0	0	0	123	0	0
07:00 AM	0	0	0	0	0	107	0	0	0	0	0	0	0	85	0	0
07:15 AM	0	0	0	0	0	138	0	0	0	0	0	0	0	148	0	0
07:30 AM	0	0	0	0	0	186	1	0	0	0	0	0	0	201	0	0
07:45 AM	0	0	0	0	0	163	1	0	0	0	0	0	0	263	0	0
08:00 AM	0	0	0	0	0	141	1	0	0	0	0	0	0	249	0	0
08:15 AM	0	0	0	0	0	183	1	0	0	0	0	0	0	210	0	0
08:30 AM	0	0	0	0	0	164	3	0	0	0	0	0	0	226	0	0
08:45 AM	0	0	2	0	0	184	2	0	0	0	0	0	0	228	0	0
09:00 AM	0	0	1	0	1	143	1	0	0	0	0	0	0	186	0	0
09:15 AM	0	0	0	0	0	147	1	0	0	0	0	0	0	196	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	1	0	0	254	7	0	0	0	0	0	0	179	0	0
03:45 PM	0	0	0	0	0	256	1	0	0	0	0	0	0	166	0	0
04:00 PM	0	0	0	0	0	237	2	0	0	0	0	0	0	182	0	0
04:15 PM	0	0	1	0	0	232	0	0	0	0	0	0	1	177	0	0
04:30 PM	0	0	0	0	0	264	0	0	0	0	0	0	0	208	0	0
04:45 PM	0	0	1	0	0	258	0	0	0	0	0	0	2	194	0	0
05:00 PM	1	0	0	0	0	260	0	0	0	0	0	0	0	186	0	0
05:15 PM	0	0	2	0	0	259	1	0	0	0	0	0	1	217	0	0
05:30 PM	0	0	2	0	0	207	0	0	0	0	0	0	4	201	0	0
05:45 PM	1	0	0	0	0	197	1	0	0	0	0	0	0	184	0	0
06:00 PM	0	0	1	0	0	178	0	0	0	0	0	0	0	154	0	0
06:15 PM	1	0	0	0	0	121	1	0	0	0	0	0	0	167	0	0

File Name: I:\Ashland_consulting\Road Diet\2016 Work\Counts_2016\October 2016\Maple-Main_Oct.ppd
Start Date: 10/25/2016
Start Time: 7:30:00 AM
Site Code: 00000001
Comment 1: North-South: N Main Street
Comment 2: East-West: Main Street
Comment 3: Weather: Drizzle, 65 deg
Comment 4: Veh Type: Trucks & Cyclists

	N Main Street From North				Driveway From East				N Main Street From South				Maple Street From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:30 AM	3	143	22	1	1	0	2	3	7	150	0	0	27	0	7	0
07:45 AM	3	203	20	2	0	0	1	6	10	141	1	8	14	0	11	1
08:00 AM	3	237	21	2	1	0	0	3	8	131	1	2	19	0	22	0
08:15 AM	1	224	32	0	1	0	1	0	18	143	1	1	8	0	14	1
08:30 AM	3	200	20	3	1	0	2	6	6	190	1	0	21	0	13	0
08:45 AM	0	214	21	0	1	0	1	4	11	137	1	0	22	0	16	0
09:00 AM	3	188	15	1	2	0	1	0	20	164	4	1	20	0	11	0
09:15 AM	2	172	16	3	2	0	2	2	15	125	1	2	20	0	17	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	2	180	11	0	1	0	2	1	13	250	2	2	25	0	15	2
03:45 PM	4	216	14	1	0	0	2	0	9	231	1	2	27	0	20	2
04:00 PM	1	183	17	1	2	1	1	2	8	245	1	0	28	0	14	1
04:15 PM	1	180	17	2	2	0	2	2	15	233	5	2	23	0	12	0
04:30 PM	1	200	15	1	2	0	4	1	14	230	4	1	37	0	18	0
04:45 PM	1	179	18	3	4	0	1	1	9	232	1	2	19	0	16	2
05:00 PM	1	184	9	0	1	0	2	6	15	234	0	4	41	0	10	0
05:15 PM	1	182	11	0	1	0	1	4	12	281	1	0	32	0	21	0

File Name: I:\Sandow Valley View Counts\Valley View_OR99.ppd
Start Date: 5/1/2018
Start Time: 6:30:00 AM
Site Code: 00000002
Comment 1: North-South: Valley View / W Jackson
Comment 2: East-West: OR 99
Comment 3: Weather: Clear, 65 degrees
Comment 4: Veh Type: All Vehicles

	Valley View Rd From North				OR 99 From East				W Jackson Rd From South				OR 99 From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
06:30 AM	44	0	2	1	0	17	51	0	0	1	0	0	6	38	0	0
06:45 AM	97	2	3	0	1	29	55	0	1	0	0	0	9	43	0	0
07:00 AM	70	0	2	0	0	29	75	1	0	0	1	0	11	46	0	0
07:15 AM	101	1	4	0	0	37	92	0	0	0	1	0	5	59	0	1
07:30 AM	118	3	4	0	2	40	156	2	0	0	4	0	9	104	1	0
07:45 AM	130	1	8	0	0	46	124	2	0	2	4	0	20	107	1	0
08:00 AM	120	3	15	0	1	34	92	0	0	0	2	0	25	129	0	0
08:15 AM	135	5	9	1	1	46	109	0	0	0	2	0	17	125	0	0
08:30 AM	119	5	13	0	4	51	112	0	0	1	2	0	16	115	0	2
08:45 AM	140	1	5	0	2	71	94	3	2	1	1	0	34	100	0	1
09:00 AM	110	0	7	0	0	50	99	0	0	4	0	0	11	74	0	1
09:15 AM	96	3	6	1	4	47	103	0	0	3	0	0	7	59	2	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	113	5	23	0	7	97	147	1	1	2	7	0	17	77	1	1
03:45 PM	143	4	17	0	6	118	127	0	1	5	5	2	13	69	0	0
04:00 PM	94	5	21	2	6	112	142	0	1	5	4	0	16	61	1	1
04:15 PM	106	5	24	1	6	120	135	3	0	3	1	0	30	88	0	0
04:30 PM	115	5	21	0	11	104	112	0	2	2	2	1	15	93	1	1
04:45 PM	98	2	18	1	7	118	145	2	0	1	5	0	20	66	2	0
05:00 PM	139	7	15	0	3	134	203	2	1	3	4	0	9	68	1	0
05:15 PM	139	3	27	0	9	115	143	0	0	1	4	0	20	83	0	0
05:30 PM	130	2	11	0	3	122	136	1	0	1	2	0	20	80	0	0
05:45 PM	106	3	14	1	6	98	127	1	2	0	12	0	14	66	2	0
06:00 PM	98	2	12	0	5	81	111	1	0	3	3	0	24	62	0	0
06:15 PM	86	0	14	0	2	61	92	0	1	1	2	0	8	69	0	0

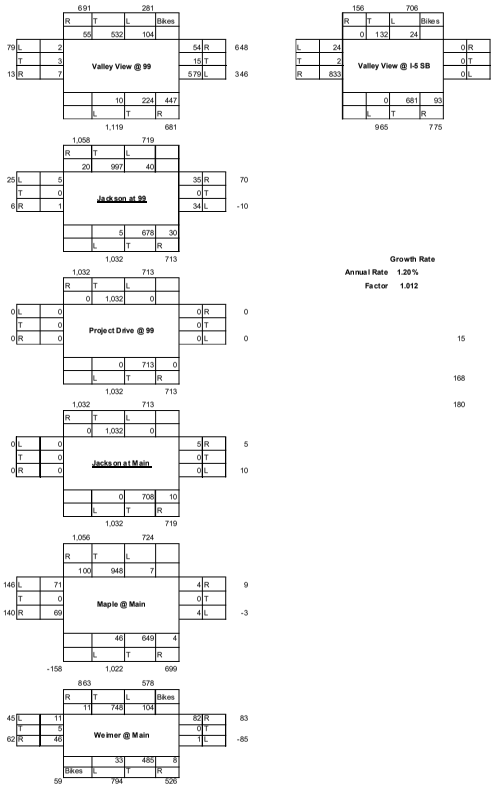
Appendix E

TRAFFIC VOLUME ADJUSTMENTS

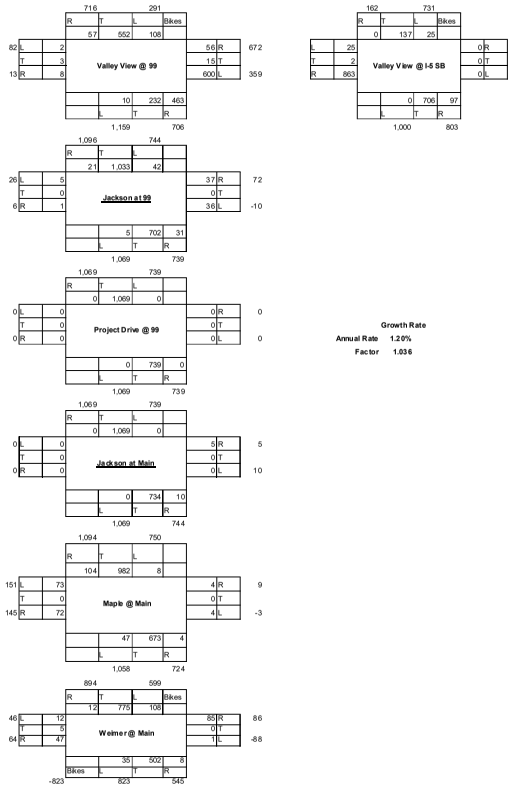
160 Madison Suite A Eugene, Oregon 97402 541.513.3376

SANDOW ENGINEERING

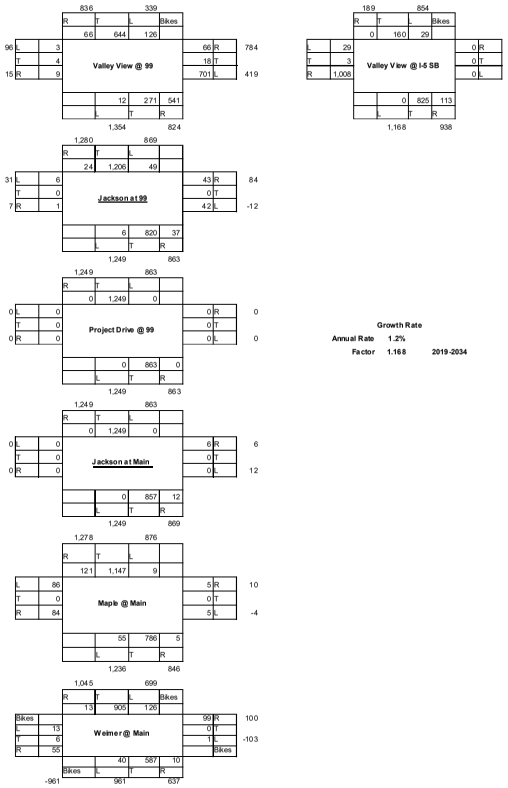
Balanced 2019 AM Volumes



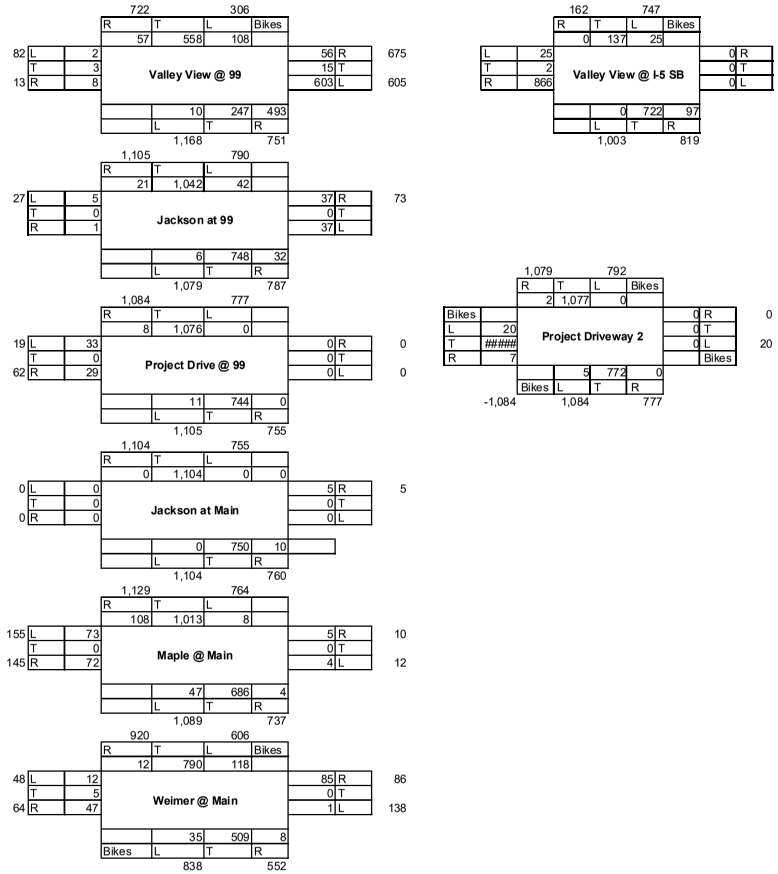
2021 Background AM Volumes



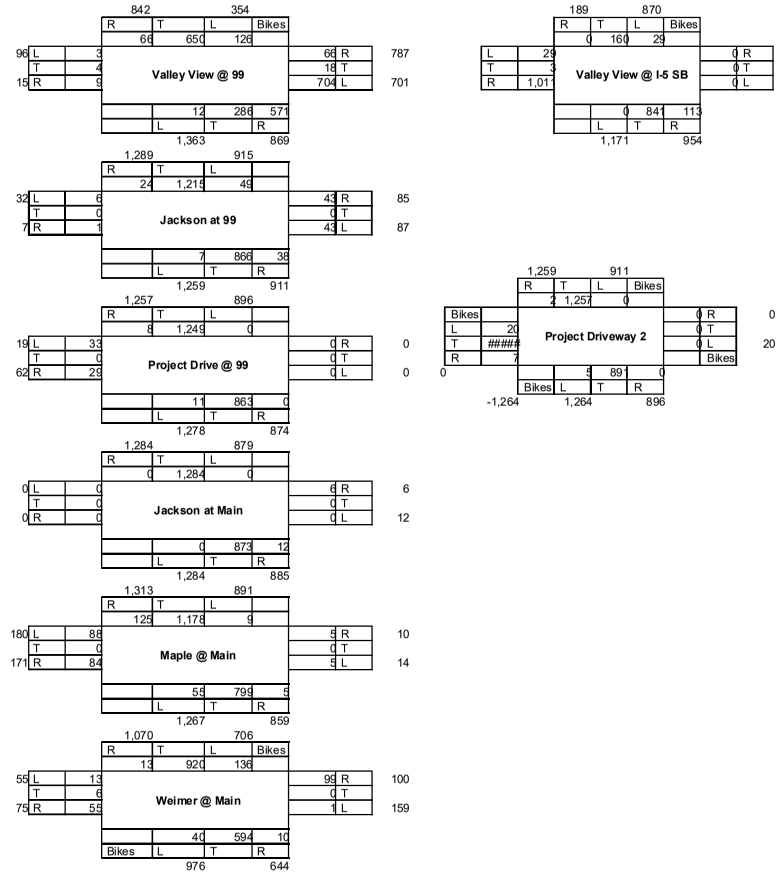
2034 Background AM Volumes



2021 Build AM Volumes



2034 Build AM Volumes



Intersection: **S. Valley View @ 99** City: **Ashland, Oregon**

Counter: **SOTE** Date: **Tuesday, May 1, 2018**

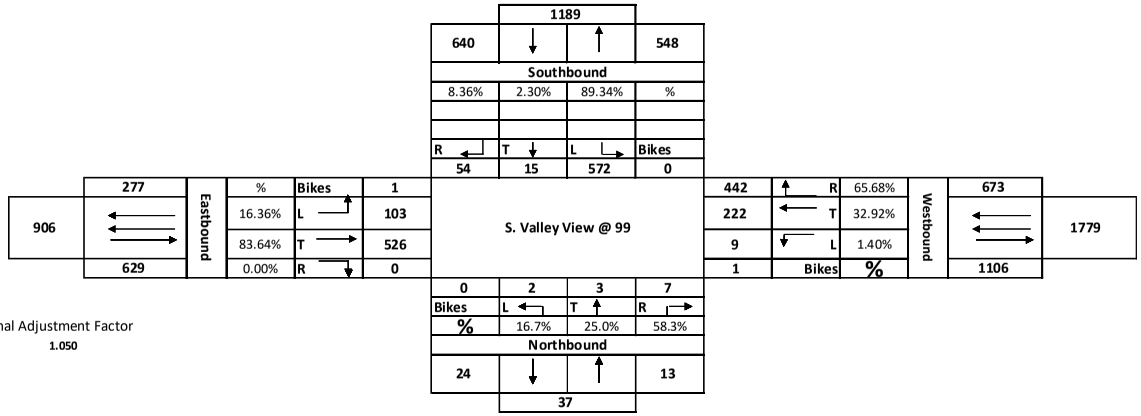
Total of All Vehicles

		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
6:30 AM	6:45 AM	46	0	2	48	0	17	51	68	0	1	0	1	6	44	0	50	167					
6:45 AM	7:00 AM	104	2	3	109	1	31	56	88	1	0	0	1	11	45	0	56	254					
7:00 AM	7:15 AM	76	0	2	78	0	29	76	105	0	0	1	1	12	48	0	60	244		0	1	0	0
7:15 AM	7:30 AM	108	1	4	113	0	39	94	133	0	0	1	1	7	64	0	71	318	983	0	0	0	1
7:30 AM	7:45 AM	128	3	4	135	2	41	160	203	0	0	4	4	9	112	1	122	464	1280	0	2	0	0
7:45 AM	8:00 AM	138	1	10	149	0	46	124	170	0	2	4	6	20	114	1	135	460	1486	0	2	0	0
8:00 AM	8:15 AM	124	3	17	144	1	35	95	131	0	0	2	2	26	137	0	163	440	1682	0	0	0	0
8:15 AM	8:30 AM	146	5	12	163	1	48	111	160	0	0	2	2	17	133	0	150	475	1839				
8:30 AM	8:45 AM	129	5	15	149	5	55	115	175	0	1	2	3	20	123	0	143	470	1845				
8:45 AM	9:00 AM	146	1	7	154	2	73	100	175	2	2	1	5	35	108	0	143	477	1862				
9:00 AM	9:15 AM	116	0	10	126	0	53	109	162	0	4	0	4	11	79	0	90	382	1804				
9:15 AM	9:30 AM	96	3	6	105	4	47	103	154	0	3	0	3	7	59	2	68	330	1659				
Count Period Total		**1357**	**24**	**92**	**1473**	**16**	**514**	**1194**	**1724**	**3**	**13**	**17**	**33**	**181**	**1066**	**4**	**1251**	**4481**		**0**	**5**	**0**	**1**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach			SB	WB	NB	EB
Peak Volumes	**545**	**14**	**51**	**610**	**9**	**211**	**421**	**641**	**2**	**3**	**7**	**12**	**98**	**501**	**0**	**599**	**1862**		**0**	**0**	**0**	**0**
PHF	0.93	0.70	0.75	0.94	0.45	0.72	0.92	0.92	0.25	0.38	0.88	0.60	0.70	0.91	0.00	0.92	0.98					
Trucks	35	1	8	0	1	10	13	0	0	0	1	0	6	31	0	0						
% Trucks	6%	7%	16%		11%	5%	3%		0%	0%	14%		6%	6%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.050

S. Valley View @ 99

Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right		
6:30 AM	1	44	0	2	0	0	17	51	0	0	1	0	0	6	38	0	159	
6:45 AM	0	97	2	3	0	1	29	55	0	1	0	0	0	9	43	0	240	
7:00 AM	0	70	0	2	1	0	29	75	0	0	0	1	0	11	46	0	234	
7:15 AM	0	101	1	4	0	0	37	92	0	0	0	1	1	5	59	0	300	933
7:30 AM	0	118	3	4	2	2	40	156	0	0	0	4	0	9	104	1	441	1215
7:45 AM	0	130	1	8	2	0	46	124	0	0	2	4	0	20	107	1	443	1418
8:00 AM	0	120	3	15	0	1	34	92	0	0	0	2	0	25	129	0	421	1605
8:15 AM	1	135	5	9	0	1	46	109	0	0	0	2	0	17	125	0	449	1754
8:30 AM	0	119	5	13	0	4	51	112	0	0	1	2	2	16	115	0	438	1751
8:45 AM	0	140	1	5	3	2	71	94	0	2	1	1	1	34	100	0	451	1759
9:00 AM	0	110	0	7	0	0	50	99	0	0	4	0	1	11	74	0	355	1693
9:15 AM	1	96	3	6	0	4	47	103	0	0	3	0	0	7	59	2	330	1574
Total	3	1280	24	78	8	15	497	1162	0	3	12	17	5	170	999	4	4261	
Peak Hour	**1**	**514**	**14**	**42**	**3**	**8**	**202**	**407**	**0**	**2**	**2**	**7**	**3**	**92**	**469**	**0**	**1418**	

Trucks

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
6:30 AM	2	0	0		0	0	0		0	0	0		0	6	0	0	8	
6:45 AM	7	0	0		0	2	1		0	0	0		2	2	0	0	14	
7:00 AM	6	0	0		0	0	1		0	0	0		1	2	0	0	10	
7:15 AM	7	0	0		0	2	2		0	0	0		2	5	0	0	18	50
7:30 AM	10	0	0		0	1	4		0	0	0		0	8	0	0	23	65
7:45 AM	8	0	2		0	0	0		0	0	0		0	7	0	0	17	68
8:00 AM	4	0	2		0	1	3		0	0	0		1	8	0	0	19	77
8:15 AM	11	0	3		0	2	2		0	0	0		0	8	0	0	26	85
8:30 AM	10	1	1		0	3	5		0	0	1		1	7	0		29	91
8:45 AM	10	0	2		1	4	3		0	0	0		4	8	0		32	106
9:00 AM	6	0	2		0	2	6		0	1	0		1	8	0		26	113
9:15 AM	6	0	3		0	3	10		0	0	0		0	5	0		27	114
																	0	85
Total	87	1	15		1	20	37		0	1	1			74	0		249	
Peak Hour	**35**	**1**	**8**		**1**	**10**	**13**		**0**	**0**	**1**		**6**	**31**	**0**		**106**	

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
06:30 AM	0	1	0		0	0	0		0	0	0		0	0	0	1	1	0	0
06:45 AM	0	0	0		0	0	0		0	0	0		0	1	0	0	0	0	0
07:00 AM	0	0	0		0	1	0		0	0	0		0	0	0	0	1	0	0
07:15 AM	0	0	0		0	1	0		0	0	0		0	1	0	0	1	0	1
07:30 AM	0	1	0		0	2	0		0	0	0		0	2	0	1	2	0	2
07:45 AM	0	0	0		0	2	0		0	0	0		0	3	0	0	2	0	3
08:00 AM	0	0	0		0	1	0		0	0	0		0	1	0	0	1	0	1
08:15 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
08:30 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
08:45 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
09:00 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
09:15 AM	0	0	1		0	0	0		0	0	0		0	0	0	1	0	0	0
Total	0	2	1	0	0	7	0	0	0	0	0	0	0	8	0	3	8	0	7
Peak Hour	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1

Intersection: **Jackson at 99** City: **Ashland, Oregon**

Counter: **SOTE** Date: **Tuesday, May 8, 2018**

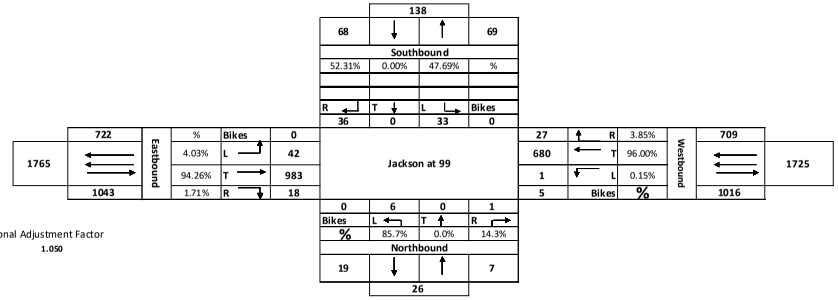
Total of All Vehicles

		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
6:30 AM	6:45 AM	8	0	5	13	0	68	6	74	0	0	0	0	5	120	0	125	212					
6:45 AM	7:00 AM	2	0	8	10	0	76	2	78	0	1	0	1	3	120	2	125	214					
7:00 AM	7:15 AM	8	0	8	16	0	100	2	102	0	0	1	1	4	100	3	107	226		0	2	0	0
7:15 AM	7:30 AM	7	0	5	12	3	130	6	139	0	0	0	0	6	144	3	153	304	956	0	0	0	2
7:30 AM	7:45 AM	7	0	7	14	2	168	6	176	0	0	0	0	6	223	5	234	424	1168	1	0	0	2
7:45 AM	8:00 AM	9	1	10	20	1	163	7	171	1	0	1	2	9	270	2	281	474	1428	0	0	0	1
8:00 AM	8:15 AM	11	0	9	20	0	149	7	156	0	0	0	0	7	265	3	275	451	1653	0	1	0	2
8:15 AM	8:30 AM	5	0	5	10	0	169	6	175	0	0	0	0	9	228	6	243	428	1777				
8:30 AM	8:45 AM	5	0	12	17	1	156	6	163	1	0	1	2	14	228	4	246	428	1781				
8:45 AM	9:00 AM	10	0	8	18	0	174	7	181	5	0	0	5	10	215	4	229	433	1740				
9:00 AM	9:15 AM	6	0	3	9	0	147	6	153	1	0	1	2	5	186	7	198	362	1651				
9:15 AM	9:30 AM	7	0	13	20	3	149	2	154	1	0	1	2	5	169	2	176	352	1575				
Count Period Total		**85**	**1**	**93**	**179**	**10**	**1649**	**63**	**1722**	**9**	**1**	**5**	**15**	**83**	**2268**	**41**	**2392**	**4308**		**1**	**3**	**0**	**7**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach			SB	WB	NB	EB
Peak Volumes	**31**	**0**	**34**	**65**	**1**	**648**	**26**	**675**	**6**	**0**	**1**	**7**	**40**	**936**	**17**	**993**	**1740**		**0**	**1**	**0**	**2**
PHF	0.70	0.00	0.71	0.81	0.25	0.93	0.93	0.93	0.30	0.00	0.25	0.35	0.71	0.88	0.71	0.90	0.96					
Trucks	1	0	1	0	0	22	0	0	0	0	0	0	3	58	0	0						
% Trucks	3%	0%	3%		0%	3%	0%		0%	0%	0%		8%	6%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.050

Jackson at 99

Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right			
6:30 AM	0	7	0	5	12	0	0	65	6	71	0	0	0	0	0	0	5	112	0	117	200	
6:45 AM	0	2	0	8	10	2	0	74	2	76	0	0	1	0	1	0	3	115	2	120	207	
7:00 AM	0	6	0	8	14	2	0	98	2	100	0	0	0	1	1	0	4	92	3	99	214	
7:15 AM	0	7	0	5	12	0	3	125	6	134	0	0	0	0	0	2	6	136	2	144	290	911
7:30 AM	1	7	0	7	14	0	2	165	6	173	0	0	0	0	0	2	6	214	5	225	412	1123
7:45 AM	0	9	1	10	20	0	1	159	6	166	0	1	0	1	2	1	9	259	2	270	458	1374
8:00 AM	0	11	0	9	20	1	0	141	7	148	0	0	0	0	0	2	7	245	3	255	423	1583
8:15 AM	0	5	0	5	10	1	0	167	6	173	2	0	0	0	0	0	9	220	6	235	418	1711
8:30 AM	0	5	0	11	16	1	1	149	6	156	0	1	0	1	2	1	13	218	4	235	409	1708
8:45 AM	0	9	0	8	17	2	0	166	7	173	1	5	0	0	5	0	9	205	4	218	413	1663
9:00 AM	0	5	0	3	8	0	0	141	6	147	0	1	0	1	2	0	5	180	7	192	349	1589
9:15 AM	0	7	0	13	20	1	3	149	2	154	0	1	0	1	2	1	5	169	2	176	352	1523
Total	1	80	1	92	173	10	10	1599	62	1671	3	9	1	5	15	9	81	2165	40	2286	4145	
Peak Hour	**0**	**30**	**0**	**33**		**5**	**1**	**623**	**26**		**3**	**6**	**0**	**1**		**3**	**38**	**888**	**17**		**1374**	

Trucks

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
6:30 AM	1	0	0		0	3	0		0	0	0		0	8	0		12	
6:45 AM	0	0	0		0	2	0		0	0	0		0	5	0		7	
7:00 AM	2	0	0		0	2	0		0	0	0		0	8	0		12	
7:15 AM	0	0	0		0	5	0		0	0	0		0	8	1		14	45
7:30 AM	0	0	0		0	3	0		0	0	0		0	9	0		12	45
7:45 AM	0	0	0		0	4	1		0	0	0		0	11	0		16	54
8:00 AM	0	0	0		0	8	0		0	0	0		0	20	0		28	70
8:15 AM	0	0	0		0	2	0		0	0	0		0	8	0		10	66
8:30 AM	1	0	0		0	5	0		0	0	0		2	20	0		28	82
8:45 AM	0	0	1		0	7	0		0	0	0		1	10	0		19	85
9:00 AM	1	0	0		0	8	0		0	0	0		1	10	0		20	77
9:15 AM	1	0	0		0	6	0		0	0	0		0	6	0		13	80
																	0	52
Total	6	0	1		0	55	1		0	0	0			123	1		191	
Peak Hour	**1**	**0**	**1**		**0**	**22**	**0**		**0**	**0**	**0**		**3**	**58**	**0**		**85**	

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
06:30 AM						0								0					
06:45 AM						2								0					
07:00 AM						2								0					
07:15 AM						0								2					
07:30 AM						0								2					
07:45 AM						0								1					
08:00 AM						1								0					
08:15 AM						1								0					
08:30 AM						1								0					
08:45 AM						2								0					
09:00 AM						0								0					
09:15 AM						1								1					
Total	0	0	0	0	0	10	0	0	0	0	0	0	0	6	0	0	0	0	0
Peak Hour	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: **Jackson at Main** City: **Ashland, Oregon**

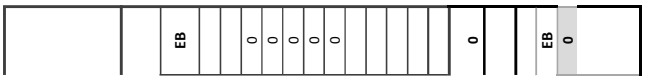
Counter: **SOTE** Date: **Tuesday, May 8, 2018**

Total of All Vehicles

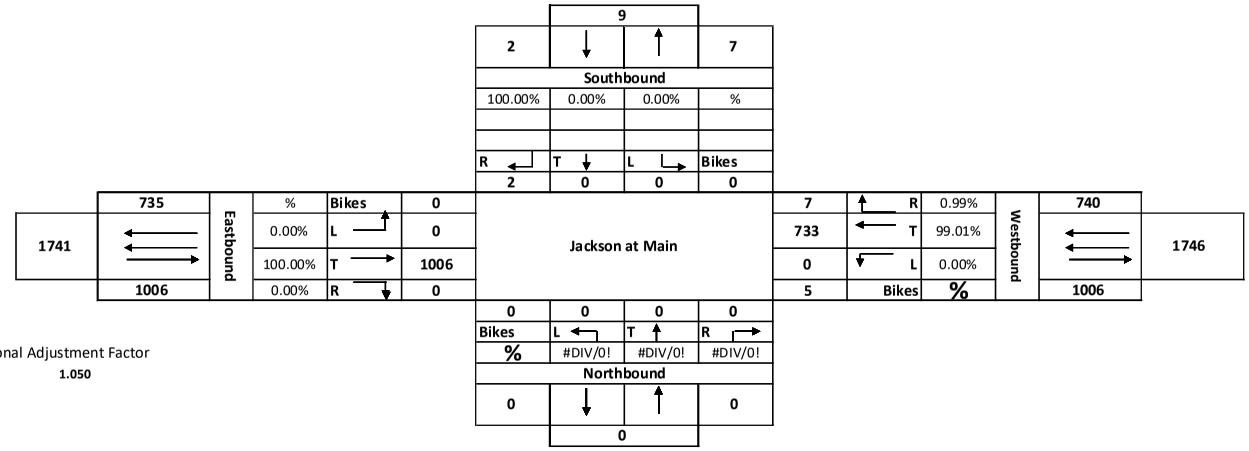
		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians		
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB
6:30 AM	6:45 AM	0	0	0	0	0	85	1	86	0	0	0	0	0	121	0	121	207				
6:45 AM	7:00 AM	0	0	0	0	0	74	0	74	0	0	0	0	0	127	0	127	201				
7:00 AM	7:15 AM	0	0	0	0	0	109	0	109	0	0	0	0	0	92	0	92	201		0	0	0
7:15 AM	7:30 AM	0	0	0	0	0	142	0	142	0	0	0	0	0	156	0	156	298	907	0	0	0
7:30 AM	7:45 AM	0	0	0	0	0	189	1	190	0	0	0	0	0	209	0	209	399	1099	0	0	0
7:45 AM	8:00 AM	0	0	0	0	0	168	1	169	0	0	0	0	0	277	0	277	446	1344	0	0	0
8:00 AM	8:15 AM	0	0	0	0	0	149	1	150	0	0	0	0	0	267	0	267	417	1560	0	0	0
8:15 AM	8:30 AM	0	0	0	0	0	184	1	185	0	0	0	0	0	221	0	221	406	1668			
8:30 AM	8:45 AM	0	0	0	0	0	172	3	175	0	0	0	0	0	234	0	234	409	1678			
8:45 AM	9:00 AM	0	0	2	2	0	193	2	195	0	0	0	0	0	236	0	236	433	1665			
9:00 AM	9:15 AM	0	0	1	1	1	148	1	150	0	0	0	0	0	194	0	194	345	1593			
9:15 AM	9:30 AM	0	0	0	0	0	147	1	148	0	0	0	0	0	196	0	196	344	1531			
Count Period Total		**0**	**0**	**3**	**3**	**1**	**1760**	**12**	**1773**	**0**	**0**	**0**	**0**	**0**	**2330**	**0**	**2330**	**4106**		**0**	**0**	**0**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians		
	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach			SB	WB	NB
Peak Volumes	**0**	**0**	**2**	**2**	**0**	**698**	**7**	**705**	**0**	**0**	**0**	**0**	**0**	**958**	**0**	**958**	**1665**		**0**	**0**	**0**
PHF	0.00	0.00	0.25	0.25	0.00	0.90	0.58	0.90	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.90	0.96				
Trucks	0	0	0	0	0	22	1	0	0	0	0	0	0	55	0	0					
% Trucks	0%	0%	0%		0%	3%	14%		0%	0%	0%		0%	6%	0%						


EB
0
0
0
0
0
0
EB
0

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor

1.050

Jackson at Main

Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right			
6:30 AM	0	0	0	0	0	0	0	81	1		0	0	0	0		0	0	114	0	114	196	
6:45 AM	0	0	0	0	0	0	0	73	0		0	0	0	0		0	0	123	0	123	196	
7:00 AM	0	0	0	0	0	0	0	107	0		0	0	0	0		0	0	85	0	85	192	
7:15 AM	0	0	0	0	0	0	0	138	0		0	0	0	0		0	0	148	0	148	286	870
7:30 AM	0	0	0	0	0	0	0	186	1		0	0	0	0		0	0	201	0	201	388	1062
7:45 AM	0	0	0	0	0	0	0	163	1		0	0	0	0		0	0	263	0	263	427	1293
8:00 AM	0	0	0	0	0	0	0	141	1		0	0	0	0		0	0	249	0	249	391	1492
8:15 AM	0	0	0	0	0	0	0	183	1		0	0	0	0		0	0	210	0	210	394	1600
8:30 AM	0	0	0	0	0	0	0	164	3		0	0	0	0		0	0	226	0	226	393	1605
8:45 AM	0	0	0	2	0	0	0	184	2		0	0	0	0		0	0	228	0	228	416	1594
9:00 AM	0	0	0	1	0	0	1	143	1		0	0	0	0		0	0	186	0	186	332	1535
9:15 AM	0	0	0	0	0	0	0	147	1		0	0	0	0		0	0	196	0	196	344	1485
Total	0	0	0	3	0	0	1	1710	12	0	0	0	0	0	0	0	0	2229	0	2229	3955	
Peak Hour	**0**	**0**	**0**	**2**		**0**	**0**	**672**	**7**		**0**	**0**	**0**	**0**		**0**	**0**	**913**	**0**		**1293**	

Trucks

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
6:30 AM	0	0	0		0	4	0		0	0	0		0	7	0			
6:45 AM	0	0	0		0	1	0		0	0	0		0	4	0			
7:00 AM	0	0	0		0	2	0		0	0	0		0	7	0			
7:15 AM	0	0	0		0	4	0		0	0	0		0	8	0			
7:30 AM	0	0	0		0	3	0		0	0	0		0	8	0			
7:45 AM	0	0	0		0	5	0		0	0	0		0	14	0			
8:00 AM	0	0	0		0	8	0		0	0	0		0	18	0			
8:15 AM	0	0	0		0	1	0		0	0	0		0	11	0			
8:30 AM	0	0	0		0	5	1		0	0	0		0	18	0			
8:45 AM	0	0	0		0	8	0		0	0	0		0	8	0			
9:00 AM	0	0	0		0	9	0		0	0	0		0	8	0			
9:15 AM	0	0	0		0	5	0		0	0	0		0	8	0			
Total	0	0	0		0	55	1		0	0	0			119	0			
Peak Hour	**0**	**0**	**0**		**0**	**22**	**1**		**0**	**0**	**0**		**0**	**55**	**0**		**0**	

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
06:30 AM		0				0				0				0					
06:45 AM		0				2				0				0					
07:00 AM		0				2				0				0					
07:15 AM		0				0				0				2					
07:30 AM		0				0				0				2					
07:45 AM		0				0				0				1					
08:00 AM		0				1				0				0					
08:15 AM		0				1				0				0					
08:30 AM		0				1				0				0					
08:45 AM		0				2				0				0					
09:00 AM		0				0				0				0					
09:15 AM		0				1				0				1					
Total	0	0	0	0	0	10	0	0	0	0	0	0	0	6	0	0	0	0	0
Peak Hour	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection: **Maple @ Main** City: **Ashland, Oregon**

Counter: Date: **Tuesday, October 25, 2016**

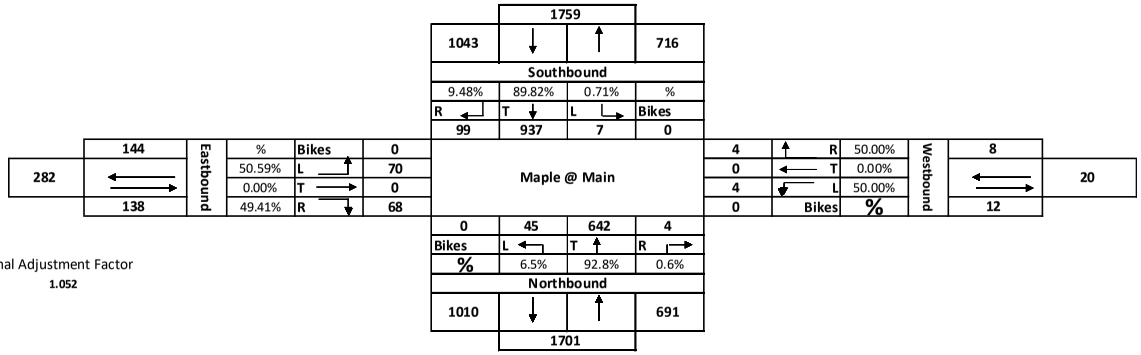
Total of All Vehicles

		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
7:30 AM	7:45 AM	3	144	22	169	1	0	2	3	7	151	0	158	27	0	7	34	364					
7:45 AM	8:00 AM	3	207	20	230	0	0	1	1	10	142	1	153	14	0	11	25	409					
8:00 AM	8:15 AM	3	241	21	265	1	0	0	1	8	133	1	142	19	0	22	41	449		2	3	2	0
8:15 AM	8:30 AM	1	229	32	262	1	0	1	2	18	146	1	165	8	0	14	22	451	1673	0	0	1	1
8:30 AM	8:45 AM	3	205	20	228	1	0	2	3	6	193	1	200	21	0	13	34	465	1774	3	6	0	0
8:45 AM	9:00 AM	0	216	21	237	1	0	1	2	11	138	1	150	22	0	16	38	427	1792	0	4	0	0
9:00 AM	9:30 AM	3	194	15	212	2	0	1	3	20	166	5	191	20	0	11	31	437	1780	1	0	1	0
9:15 AM	12:00 AM	2	175	16	193	2	0	2	4	15	127	1	143	20	0	17	37	377	1706				
Count Period Total		**18**	**1611**	**167**	**1796**	**9**	**0**	**10**	**19**	**95**	**1196**	**11**	**1302**	**151**	**0**	**111**	**262**	**3379**		**6**	**13**	**4**	**1**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach	Left	Thru	Right	Approach			SB	WB	NB	EB
Peak Volumes	**7**	**891**	**94**	**992**	**4**	**0**	**4**	**8**	**43**	**610**	**4**	**657**	**70**	**0**	**65**	**135**	**1792**		**5**	**13**	**3**	**1**
PHF	0.58	0.92	0.73	0.94	1.00	0.00	0.50	0.67	0.60	0.79	1.00	0.82	0.80	0.00	0.74	0.82	0.96					
Trucks	0	16	0		0	0	0		0	9	0		0	0	0							
% Trucks	0%	2%	0%		0%	0%	0%		0%	1%	0%		0%	0%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.052

Maple @ Main

Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right			
7:30 AM	1	3	143	22		3	1	0	2		0	7	150	0		0	27	0	7		362	
7:45 AM	2	3	203	20		6	0	0	1		8	10	141	1		1	14	0	11		404	
8:00 AM	2	3	237	21		3	1	0	0		2	8	131	1		0	19	0	22		443	
8:15 AM	0	1	224	32		0	1	0	1		1	18	143	1		1	8	0	14		443	1652
8:30 AM	3	3	200	20		6	1	0	2		0	6	190	1		0	21	0	13		457	1747
8:45 AM	0	0	214	21		4	1	0	1		0	11	137	1		0	22	0	16		424	1767
9:00 AM	1	3	188	15		0	2	0	1		1	20	164	4		0	20	0	11		428	1752
9:15 AM	3	2	172	16		2	2	0	2		2	15	125	1		1	20	0	17			
																0	0	0	0			
Total	12	18	1581	167		24	9	0	10		14	95	1181	10		3	151	0	111		2961	
Peak Hour	**5**	**7**	**875**	**94**		**13**	**4**	**0**	**4**		**3**	**43**	**601**	**4**		**1**	**70**	**0**	**65**		**1767**	

Trucks

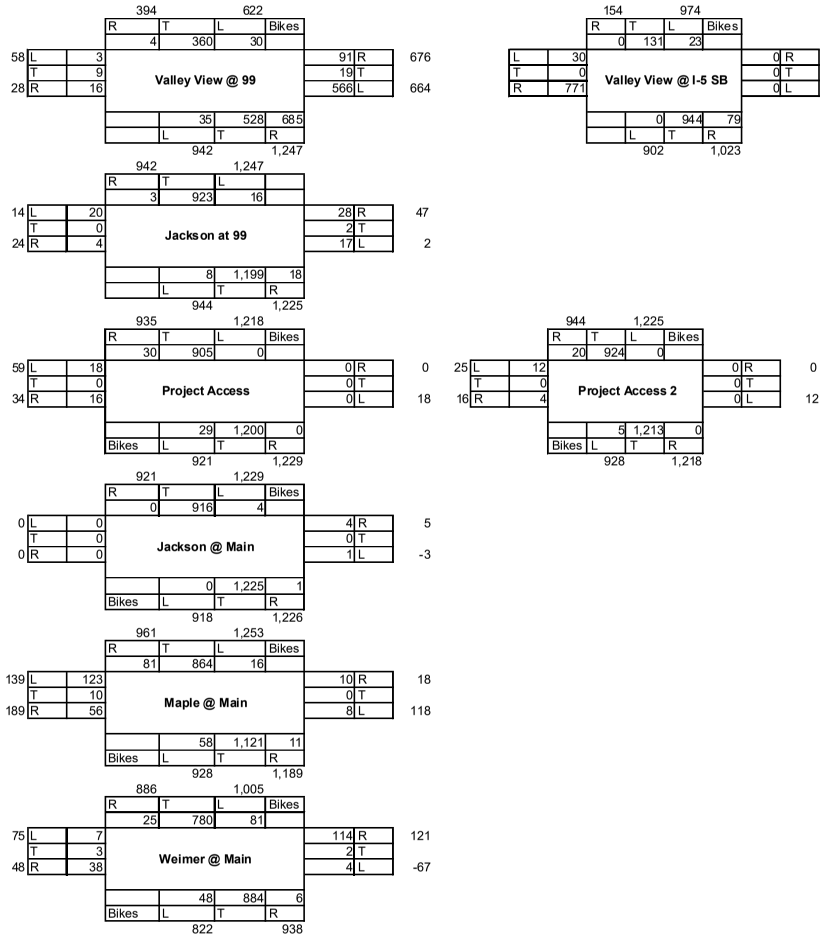
Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
7:30 AM	0	1	0		0	0	0		0	1	0		0	0	0	0	2	
7:45 AM	0	4	0		0	0	0		0	1	0		0	0	0	0	5	
8:00 AM	0	4	0		0	0	0		0	2	0		0	0	0	0	6	
8:15 AM	0	5	0		0	0	0		0	3	0		0	0	0	0	8	21
8:30 AM	0	5	0		0	0	0		0	3	0		0	0	0	0	8	27
8:45 AM	0	2	0		0	0	0		0	1	0		0	0	0	0	3	25
9:00 AM	0	6	0		0	0	0		0	2	1		0	0	0	0	9	28
9:15 AM	0	3	0		0	0	0		0	2	0		0	0	0	0	5	25
Total	0	30	0		0	0	0		0	15	1	0		0	0	0	46	
Peak Hour	**0**	**16**	**0**		**0**	**0**	**0**		**0**	**9**	**0**	**0**		**0**	**0**	**0**	**25**	

Bikes

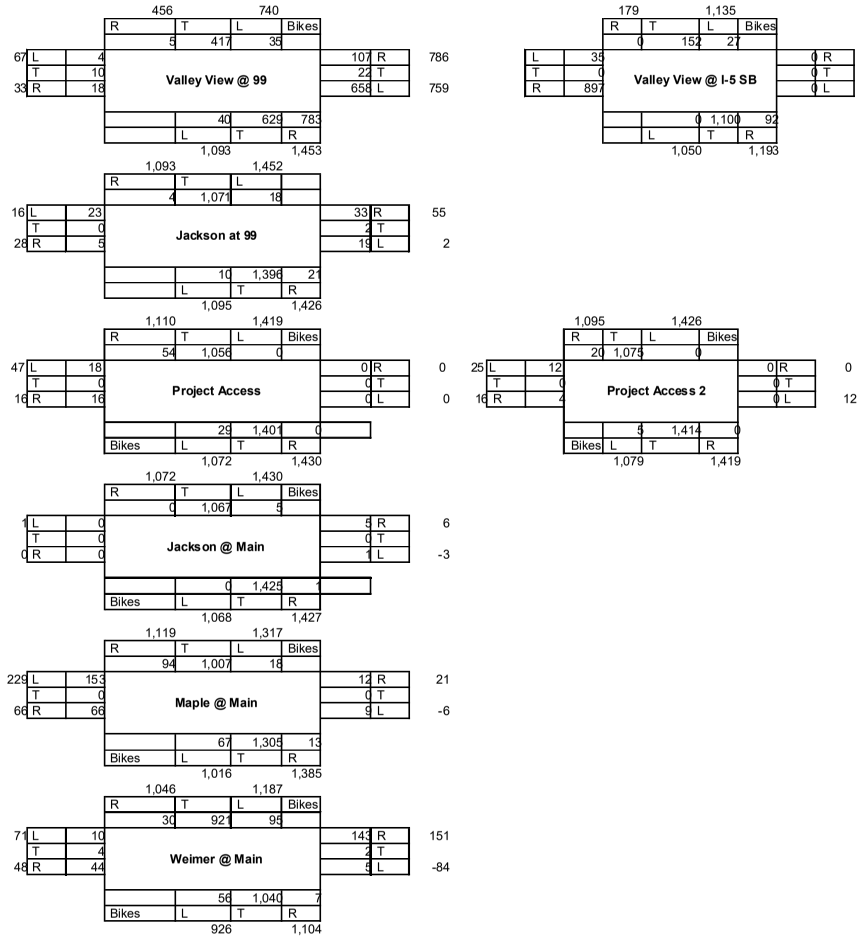
Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
9:00 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
9:15 AM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
	0	0	0		0	1	0		0	0	0		0	0	0	0	1	0	0
	0	0	1		0	0	0		0	0	0		0	0	0	1	0	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

2019 PM Volumes
Valley Trace @ 8th
Valley Trace @ 10 th
Jackson at 8th
Jackson @ Main
Douglas @ Main
Wasson @ Main
Project Access
Growth Rate
Annual Rate 1.2%
Project 1.0%
2021 BackGround PM Volumes
Valley Trace @ 8th
Valley Trace @ 10 th
Jackson at 8th
Jackson @ Main
Douglas @ Main
Wasson @ Main
Project Access
Growth Rate
Annual Rate 1.2%
Project 1.0%
2034 BackGround PM Volumes
Valley Trace @ 8th
Valley Trace @ 10 th
Jackson at 8th
Jackson @ Main
Douglas @ Main
Wasson @ Main
Project access
Growth Rate
Annual Rate 1.2%
Project 1.0%
2020-2034

2021 Build PM Volumes



2034 Build PM Volumes



Intersection: **S. Valley View @ 99** City: **Ashland, Oregon**

Counter: **SOTE** Date: **Tuesday, May 1, 2018**

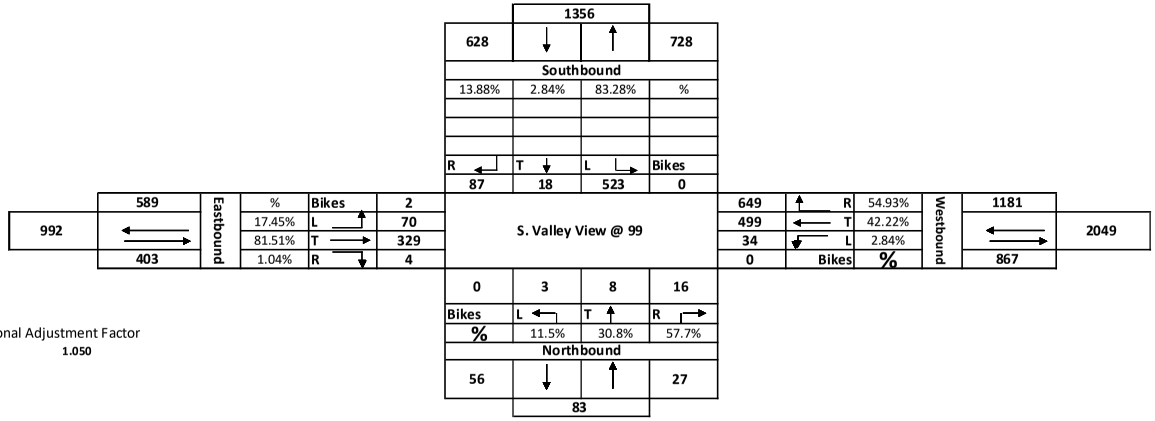
Total of All Vehicles

Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
03:30 PM	03:45 PM	116	5	25	146	7	100	155	262	1	2	7	10	17	77	1	95	513					
03:45 PM	04:00 PM	146	4	18	168	6	121	137	264	1	5	5	11	13	71	0	84	527					
04:00 PM	04:15 PM	95	5	21	121	6	113	146	265	1	5	4	10	16	63	1	80	476		0	0	1	1
04:15 PM	04:30 PM	108	5	24	137	6	120	139	265	0	3	1	4	30	88	0	118	524	2040	1	2	0	0
04:30 PM	04:45 PM	118	5	21	144	13	104	116	233	2	2	2	6	15	94	1	110	493	2020	0	2	0	0
04:45 PM	05:00 PM	100	2	18	120	7	122	152	281	0	1	5	6	23	66	2	91	498	1991	0	0	0	0
05:00 PM	05:15 PM	139	7	16	162	3	134	205	342	1	3	4	8	9	68	1	78	590	2105	0	1	0	0
05:15 PM	05:30 PM	141	3	28	172	9	115	145	269	0	2	4	6	20	85	0	105	552	2133	1	1	0	0
05:30 PM	05:45 PM	132	2	11	145	3	125	138	266	0	1	2	3	20	80	0	100	514	2154	0	1	0	0
05:45 PM	06:00 PM	106	3	14	123	6	100	130	236	2	0	12	14	14	66	2	82	455	2111	0	0	0	0
06:00 PM	06:15 PM	101	2	12	115	5	81	115	201	0	3	3	6	24	63	0	87	409	1930	5	10	1	2
06:15 PM	6:30 PM	87	0	14	101	2	62	95	159	1	1	2	4	8	69	0	77	341	1719	0	1	1	0
																				0	0	0	0
Count Period Total		**1389**	**43**	**222**	**1654**	**73**	**1297**	**1673**	**3043**	**9**	**28**	**51**	**88**	**209**	**890**	**8**	**1107**	**5892**		**7**	**18**	**3**	**3**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
Peak Volumes	**498**	**17**	**83**	**598**	**32**	**475**	**618**	**1125**	**3**	**8**	**15**	**26**	**67**	**313**	**4**	**384**	**2133**		**1**	**4**	**0**	**0**
PHF	0.88	0.61	0.74	0.87	0.62	0.89	0.75	0.82	0.38	0.67	0.75	0.81	0.73	0.83	0.50	0.87	0.90					
Trucks	7	0	2		2	4	15		0	1	0		3	3	0							
% Trucks	1%	0%	2%		6%	1%	2%		0%	13%	0%		4%	1%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.050

S. Valley View @ 99
Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right			
03:30 PM	0	113	5	23		1	7	97	147		0	1	2	7		1	17	77	1			
03:45 PM	0	143	4	17		0	6	118	127		2	1	5	5		0	13	69	0			
04:00 PM	2	94	5	21		0	6	112	142		0	1	5	4		1	16	61	1			
04:15 PM	1	106	5	24		3	6	120	135		0	0	3	1		0	30	88	0			
04:30 PM	0	115	5	21		0	11	104	112		1	2	2	2		1	15	93	1		483	
04:45 PM	1	98	2	18		2	7	118	145		0	0	1	5		0	20	66	2		482	
05:00 PM	0	139	7	15		2	3	134	203		0	1	3	4		0	9	68	1		587	
05:15 PM	0	139	3	27		0	9	115	143		0	0	1	4		0	20	83	0		544	2096
05:30 PM	0	130	2	11		1	3	122	136		0	0	1	2		0	20	80	0		507	2120
05:45 PM	1	106	3	14		1	6	98	127		0	2	0	12		0	14	66	2		450	2088
06:00 PM	0	98	2	12		1	5	81	111		0	0	3	3		0	24	62	0		401	1902
06:15 PM	0	86	0	14		0	2	61	92		0	1	1	2		0	8	69	0		336	1694
Total	5	1111	34	177		10					1	7	20	39		2	176	736	7		3790	
Peak Hour	**1**	**491**	**17**	**81**		**4**	**30**	**471**	**603**		**1**	**3**	**7**	**15**		**1**	**64**	**310**	**4**		**2088**	

Trucks

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
03:30 PM	3	0	2		0	3	8		0	0	0		0	0	0		16	
03:45 PM	3	0	1		0	3	10		0	0	0		0	2	0		19	
04:00 PM	1	0	0		0	1	4		0	0	0		0	2	0		8	
04:15 PM	2	0	0		0	0	4		0	0	0		0	0	0		6	
04:30 PM	3	0	0		2	0	4		0	0	0		0	1	0		10	43
04:45 PM	2	0	0		0	4	7		0	0	0		3	0	0		16	40
05:00 PM	0	0	1		0	0	2		0	0	0		0	0	0		3	35
05:15 PM	2	0	1		0	0	2		0	1	0		0	2	0		8	37
05:30 PM	2	0	0		0	3	2		0	0	0		0	0	0		7	34
05:45 PM	0	0	0		0	2	3		0	0	0		0	0	0		5	23
06:00 PM	3	0	0		0	0	4		0	0	0		0	1	0		8	28
06:15 PM	1	0	0		0	1	3		0	0	0		0	0	0		5	25
Total	22	0	5		2	17	53		0	1	0		3	8	0		111	
Peak Hour	**7**	**0**	**2**		**2**	**4**	**15**		**0**	**1**	**0**		**3**	**3**	**0**		**37**	

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
03:30 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
03:45 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
04:00 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
04:15 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
04:30 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
04:45 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
05:00 PM	0	0	0		0	0	0		0	0	0		0	1	0	0	0	0	1
05:15 PM	0	0	0		0	0	0		0	0	0		0	1	0	0	0	0	1
05:30 PM	0	0	0		0	0	0		0	0	0		0	2	0	0	0	0	2
05:45 PM	0	0	0		0	0	0		0	0	0		0	1	0	0	0	0	1
06:00 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
06:15 PM	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
Total	0	0	0		0	0	0		0	0	0		0	5	0	0	0	0	5
Peak Hour	**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**	**0**	**0**	**0**	**2**

Intersection: **Jackson@99** City: **Ashland, Oregon**

Counter: **SOTE** Date: **Tuesday, May 1, 2018**

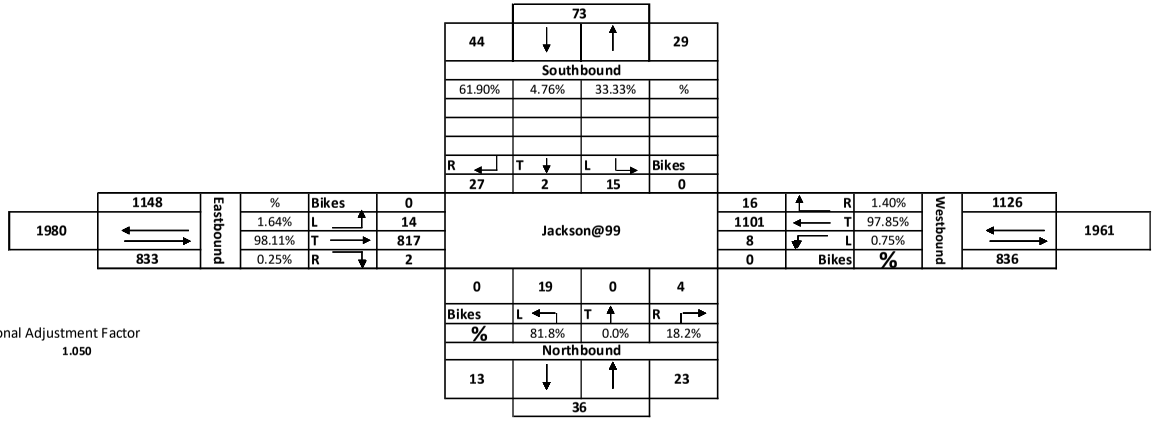
Total of All Vehicles

Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
03:30 PM	03:45 PM	3	0	8	11	0	243	3	246	5	0	2	7	1	166	4	171	435		0	0	1	1
03:45 PM	04:00 PM	2	1	7	10	0	248	3	251	4	0	1	5	3	177	2	182	448		0	0	1	1
04:00 PM	04:15 PM	1	0	8	9	0	247	6	253	4	0	0	4	3	178	2	183	449		0	0	0	0
04:15 PM	04:30 PM	1	0	14	15	0	233	2	235	3	0	0	3	13	166	1	180	433	1765	0	0	0	0
04:30 PM	04:45 PM	2	1	5	8	3	253	7	263	4	0	1	5	2	203	0	205	481	1811	2	1	0	0
04:45 PM	05:00 PM	2	1	12	15	2	245	3	250	1	0	1	2	4	175	1	180	447	1810	0	2	0	0
05:00 PM	05:15 PM	8	0	5	13	1	263	2	266	6	0	0	6	4	177	1	182	467	1828	0	1	1	1
05:15 PM	05:30 PM	2	0	4	6	2	288	3	293	7	0	2	9	3	223	0	226	534	1929	0	0	0	0
05:30 PM	05:45 PM	3	0	6	9	0	212	5	217	4	0	0	4	2	208	0	210	440	1888	0	1	1	1
05:45 PM	06:00 PM	4	0	4	8	0	194	3	197	2	0	0	2	4	179	0	183	390	1831	0	2	0	0
06:00 PM	06:15 PM	1	0	4	5	0	181	1	182	2	0	1	3	2	143	0	145	335	1699	0	0	0	0
06:15 PM	6:30 PM	3	0	6	9	0	122	1	123	0	0	0	0	3	157	2	162	294	1459	0	1	0	0
																				2	8	2	2
Count Period Total		**32**	**3**	**83**	**118**	**8**	**2729**	**39**	**2776**	**42**	**0**	**8**	**50**	**44**	**2152**	**13**	**2209**	**5153**		**4**	**16**	**6**	**6**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
Peak Volumes	**14**	**2**	**26**	**42**	**8**	**1049**	**15**	**1072**	**18**	**0**	**4**	**22**	**13**	**778**	**2**	**793**	**1929**		**2**	**4**	**1**	**1**
PHF	0.44	0.50	0.54	0.70	0.67	0.91	0.54	0.91	0.64	0.00	0.50	0.61	0.81	0.87	0.50	0.88	0.90					
Trucks	0	0	0		0	0	0		0	0	0		0	0	0							
% Trucks	0%	0%	0%		0%	0%	0%		0%	0%	0%		0%	0%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.050

Jackson@99
Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right			
03:30 PM	0	3	0	8		0	0	243	3		1	5	0	2		1	1	166	4			
03:45 PM	0	2	1	7		0	0	248	3		1	4	0	1		1	3	177	2			
04:00 PM	0	1	0	8		0	0	247	6		0	4	0	0		0	3	178	2			
04:15 PM	0	1	0	14		0	0	233	2		0	3	0	0		0	13	166	1			
04:30 PM	2	2	1	5		1	3	253	7		0	4	0	1		0	2	203	0		481	
04:45 PM	0	2	1	12		2	2	245	3		0	1	0	1		0	4	175	1		447	
05:00 PM	0	8	0	5		1	1	263	2		1	6	0	0		1	4	177	1		467	
05:15 PM	0	2	0	4		0	2	288	3		0	7	0	2		0	3	223	0		534	1929
05:30 PM	0	3	0	6		1	0	212	5		1	4	0	0		1	2	208	0		440	1888
05:45 PM	0	4	0	4		2	0	194	3		0	2	0	0		0	4	179	0		390	1831
06:00 PM	0	1	0	4		0	0	181	1		0	2	0	1		0	2	143	0		335	1699
06:15 PM	0	3	0	6		1	0	122	1		0	0	0	0		0	3	157	2		294	1459
Total	2	27	2	68		8					2	33	0	5		2	40	1809	7		3388	
Peak Hour	**2**	**14**	**2**	**26**		**4**	**8**	**1049**	**15**		**1**	**18**	**0**	**4**		**1**	**13**	**778**	**2**		**1831**	

Trucks

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
03:30 PM																		
03:45 PM																		
04:00 PM																		
04:15 PM																		
04:30 PM																		
04:45 PM																		
05:00 PM																		
05:15 PM																		
05:30 PM																		
05:45 PM																		
06:00 PM																		
06:15 PM																		
Total	0	0	0		0	0	0		0	0	0		0	0	0		0	
Peak Hour	**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
03:30 PM																0	0	0	0
03:45 PM																0	0	0	0
04:00 PM																0	0	0	0
04:15 PM																0	0	0	0
04:30 PM																0	0	0	0
04:45 PM																0	0	0	0
05:00 PM																0	0	0	0
05:15 PM																0	0	0	0
05:30 PM																0	0	0	0
05:45 PM																0	0	0	0
06:00 PM																0	0	0	0
06:15 PM																0	0	0	0
Total	0	0	0		0	0	0		0	0	0		0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection: **Jackson at Main St.** City: **Ashland, Oregon**

Counter: **SOTE** Date: **Tuesday, May 1, 2018**

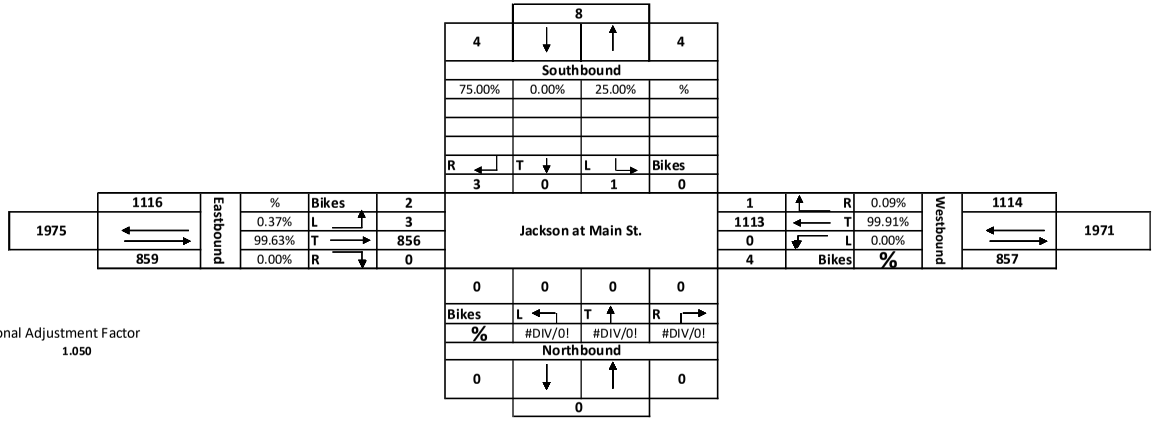
Total of All Vehicles

Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
03:30 PM	03:45 PM	0	0	1	1	0	260	7	267	0	0	0	0	0	184	0	184	452					
03:45 PM	04:00 PM	0	0	0	0	0	262	1	263	0	0	0	0	0	168	0	168	431					
04:00 PM	04:15 PM	0	0	0	0	0	243	2	245	0	0	0	0	0	184	0	184	429		0	0	0	0
04:15 PM	04:30 PM	0	0	1	1	0	242	0	242	0	0	0	0	1	179	0	180	423	1735	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	272	0	272	0	0	0	0	0	209	0	209	481	1764	0	0	0	0
04:45 PM	05:00 PM	0	0	1	1	0	264	0	264	0	0	0	0	2	197	0	199	464	1797	0	0	0	0
05:00 PM	05:15 PM	1	0	0	1	0	263	0	263	0	0	0	0	0	190	0	190	454	1822	0	0	0	0
05:15 PM	05:30 PM	0	0	2	2	0	261	1	262	0	0	0	0	1	219	0	220	484	1883	0	0	0	0
05:30 PM	05:45 PM	0	0	2	2	0	216	0	216	0	0	0	0	4	201	0	205	423	1825	0	0	0	0
05:45 PM	06:00 PM	1	0	0	1	0	202	1	203	0	0	0	0	0	186	0	186	390	1751	0	0	0	0
06:00 PM	06:15 PM	0	0	2	2	0	182	0	182	0	0	0	0	0	154	0	154	338	1635	0	0	0	0
06:15 PM	6:30 PM	1	0	0	1	0	123	1	124	0	0	0	0	0	168	0	168	293	1444	0	0	0	0
																				0	0	0	0
Count Period Total		**3**	**0**	**9**	**12**	**0**	**2790**	**13**	**2803**	**0**	**0**	**0**	**0**	**8**	**2239**	**0**	**2247**	**5062**		**0**	**0**	**0**	**0**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
Peak Volumes	**1**	**0**	**3**	**4**	**0**	**1060**	**1**	**1061**	**0**	**0**	**0**	**0**	**3**	**815**	**0**	**818**	**1883**		**0**	**0**	**0**	**0**
PHF	0.25	0.00	0.38	0.50	0.00	0.97	0.25	0.98	0.00	0.00	0.00	0.00	0.38	0.93	0.00	0.93	0.97					
Trucks	0	0	0		0	19	0		0	0	0		0	10	0							
% Trucks	0%	0%	0%		0%	2%	0%		0%	0%	0%		0%	1%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.050

Jackson at Main St.
Pedestrians and Cars

Time Period	Southbound					Westbound					Northbound					Eastbound					15 Minute Volume	Hourly Volume
	Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right		Peds	Left	Thru	Right			
03:30 PM	0	0	0	1		0	0	254	7		0	0	0	0		0	0	179	0			
03:45 PM	0	0	0	0		0	0	256	1		0	0	0	0		0	0	166	0			
04:00 PM	0	0	0	0		0	0	237	2		0	0	0	0		0	0	182	0			
04:15 PM	0	0	0	1		0	0	232	0		0	0	0	0		0	1	177	0			
04:30 PM	0	0	0	0		0	0	264	0		0	0	0	0		0	0	208	0		472	
04:45 PM	0	0	0	1		0	0	258	0		0	0	0	0		0	2	194	0		455	
05:00 PM	0	1	0	0		0	0	260	0		0	0	0	0		0	0	186	0		447	
05:15 PM	0	0	0	2		0	0	259	1		0	0	0	0		0	1	217	0		480	1854
05:30 PM	0	0	0	2		0	0	207	0		0	0	0	0		0	4	201	0		414	1796
05:45 PM	0	1	0	0		0	0	197	1		0	0	0	0		0	0	184	0		383	1724
06:00 PM	0	0	0	1		0	0	178	0		0	0	0	0		0	0	154	0		333	1610
06:15 PM	0	1	0	0		0	0	121	1		0	0	0	0		0	0	167	0		290	1420
Total	0	3	0	7		0					0	0	0	0		0	8	1870	0		3274	
Peak Hour	**0**	**1**	**0**	**3**		**0**	**0**	**1041**	**1**		**0**	**0**	**0**	**0**		**0**	**3**	**805**	**0**		**1724**	

Trucks

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			
03:30 PM	0	0	0		0	6	0		0	0	0		0	5	0		11	
03:45 PM	0	0	0		0	6	0		0	0	0		0	2	0		8	
04:00 PM	0	0	0		0	6	0		0	0	0		0	2	0		8	
04:15 PM	0	0	0		0	10	0		0	0	0		0	2	0		12	
04:30 PM	0	0	0		0	8	0		0	0	0		0	1	0		9	37
04:45 PM	0	0	0		0	6	0		0	0	0		0	3	0		9	38
05:00 PM	0	0	0		0	3	0		0	0	0		0	4	0		7	37
05:15 PM	0	0	0		0	2	0		0	0	0		0	2	0		4	29
05:30 PM	0	0	0		0	9	0		0	0	0		0	0	0		9	29
05:45 PM	0	0	0		0	5	0		0	0	0		0	2	0		7	27
06:00 PM	0	0	1		0	4	0		0	0	0		0	0	0		5	25
06:15 PM	0	0	0		0	2	0		0	0	0		0	1	0		3	24
Total	0	0	1		0	67	0		0	0	0		0	24	0		92	
Peak Hour	**0**	**0**	**0**		**0**	**19**	**0**		**0**	**0**	**0**		**0**	**10**	**0**		**29**	

Bikes

Time Period	Southbound				Westbound				Northbound				Eastbound			SB	WB	NB	EB
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right				
03:30 PM		0				0								0			0	0	0
03:45 PM		0				0								1			0	0	1
04:00 PM		0				0								0			0	0	0
04:15 PM		0				0								0			0	0	0
04:30 PM		0				1								0			1	0	0
04:45 PM		0				2								0			2	0	0
05:00 PM		0				1								2			1	0	2
05:15 PM		0				0								0			0	0	0
05:30 PM		0				1								2			1	0	2
05:45 PM		0				2								0			2	0	0
06:00 PM		0				0								0			0	0	0
06:15 PM		0				1											1	0	0
Total	0	0	0		0	8	0		0	0	0		0	5	0	0	8	0	5
Peak Hour	**0**	**0**	**0**		**0**	**4**	**0**		**0**	**0**	**0**		**0**	**2**	**0**	**0**	**4**	**0**	**2**

Intersection: **Maple @ Main** City: **Ashland, Oregon**

Counter: Date: **Thursday, September 29, 2016**

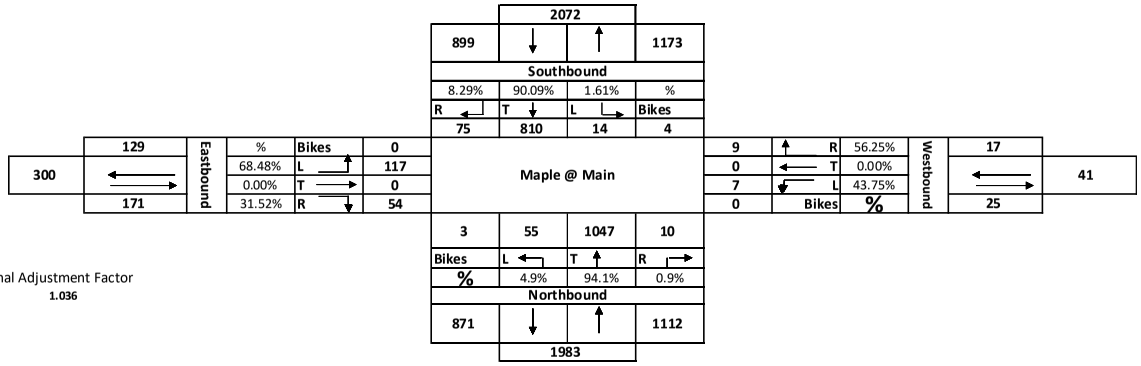
Total of All Vehicles

Time Period		Southbound				Westbound				Northbound				Eastbound				15 Minute Volume	Hourly Volume	Pedestrians			
		Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
3:30 PM	3:45 PM	1	203	6	210	2	8	6	16	4	267	0	271	29	7	0	36	533					
3:45 PM	4:00 PM	2	205	14	221	2	3	1	6	5	267	6	278	26	5	8	39	544					
4:00 PM	4:15 PM	3	188	9	200	3	0	0	3	7	249	0	256	33	0	12	45	504		0	0	1	4
4:15 PM	4:30 PM	0	234	11	245	1	0	0	1	9	215	2	226	39	1	14	54	526	2107	1	0	1	2
4:30 PM	4:45 PM	3	181	32	216	2	0	3	5	16	243	5	264	27	0	7	34	519	2093	3	1	1	2
4:45 PM	5:00 PM	0	167	17	184	3	0	1	4	13	253	1	267	38	0	15	53	508	2057	2	0	2	4
5:00 PM	5:15 PM	3	225	16	244	2	0	2	4	14	273	3	290	30	0	16	46	584	2137	1	0	0	1
5:15 PM	5:30 PM	8	209	7	224	0	0	3	3	10	242	1	253	18	0	14	32	512	2123	0	1	0	2
5:30 PM	5:45 PM	1	210	11	222	0	0	1	1	12	199	1	212	20	0	18	38	473	2077	1	0	0	0
5:45 PM	6:00 PM	0	178	10	188	1	0	0	1	8	193	2	203	15	0	15	30	422	1991	0	1	2	0
Count Period Total		**21**	**2000**	**133**	**2154**	**16**	**11**	**17**	**44**	**98**	**2401**	**21**	**2520**	**275**	**13**	**119**	**407**	**5125**		**8**	**3**	**7**	**15**

PM Peak Hour Count Summary

	Southbound				Westbound				Northbound				Eastbound						Pedestrians			
	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total	Left	Thru	Right	Approach Total			SB	WB	NB	EB
Peak Volumes	**14**	**782**	**72**	**868**	**7**	**0**	**9**	**16**	**53**	**1011**	**10**	**1074**	**113**	**0**	**52**	**165**	**2123**		**6**	**2**	**3**	**9**
PHF	0.44	0.87	0.56	0.89	0.58	0.00	0.75	0.80	0.83	0.93	0.50	0.93	0.74	0.00	0.81	0.78	0.91					
Trucks	0	9	1		0	0	0		0	24	0		1	0	0							
% Trucks	0%	1%	1%		0%	0%	0%		0%	2%	0%		1%	0%	0%							

Seasonally Adjusted Peak Hour



Seasonal Adjustment Factor
1.036

Maple @ Main
Pedestrians and Cars

Time Period	Southbound				Westbound				Northbound				Eastbound				15 Minute	Hourly
	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Volume	Volume
3:30 PM	1	1	200	6	0	2	8	5	1	4	256	0	0	28	7	0		
3:45 PM	4	2	202	14	2	2	3	1	2	5	254	6	2	25	5	8		
4:00 PM	0	3	185	9	0	2	0	0	1	7	242	0	4	31	0	12	491	
4:15 PM	1	0	229	11	0	1	0	0	1	9	206	2	2	38	1	14	511	
4:30 PM	3	3	179	31	1	2	0	3	1	16	236	5	2	27	0	7	509	
4:45 PM	2	0	165	17	0	3	0	1	2	13	247	1	4	38	0	15	500	2011
5:00 PM	1	3	222	16	0	2	0	2	0	14	269	3	1	29	0	16	576	2096
5:15 PM	0	8	207	7	1	0	0	3	0	10	235	1	2	18	0	14	503	2088
5:30 PM	1	1	208	11	0	0	0	1	0	12	193	1	0	20	0	18	465	2044
5:45 PM	0	0	172	9	1	1	0	0	2	8	188	2	0	15	0	15	410	1954
Total	13	21	1969	131	5	15	11	16	10	98	2326	21	17	269	13	119	3965	
Peak Hour	**6**	**14**	**773**	**71**	**2**	**7**	**0**	**9**	**3**	**53**	**987**	**10**	**9**	**112**	**0**	**52**	**2088**	

Trucks

Time Period	Southbound			Westbound			Northbound			Eastbound			15 Minute	Hourly
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume	Volume
3:30 PM	0	3	0	0	0	1	0	11	0	1	0	0		
3:45 PM	0	3	0	0	0	0	0	13	0	1	0	0		
4:00 PM	0	3	0	1	0	0	0	7	0	2	0	0	13	
4:15 PM	0	5	0	0	0	0	0	9	0	1	0	0	15	
4:30 PM	0	2	1	0	0	0	0	7	0	0	0	0	10	
4:45 PM	0	2	0	0	0	0	0	6	0	0	0	0	8	46
5:00 PM	0	3	0	0	0	0	0	4	0	1	0	0	8	41
5:15 PM	0	2	0	0	0	0	0	7	0	0	0	0	9	35
5:30 PM	0	2	0	0	0	0	0	6	0	0	0	0	8	33
5:45 PM	0	6	1	0	0	0	0	5	0	0	0	0	12	37
Total	0	31	2	1	0	1	0	75	0	6	0	0	83	
Peak Hour	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**24**	**0**	**1**	**0**	**0**	**35**	

Bikes

Time Period	Southbound			Westbound			Northbound			Eastbound			SB	WB	NB	EB
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right				
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:30 PM	0	1	0	0	1	0	0	2	0	0	0	0	1	1	2	0
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0
Total	0	7	1	0	1	0	0	8	0	0	1	0	8	1	6	0
Peak Hour	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**0**

Appendix F

SYNCHRO OUTPUT

160 Madison Suite A Eugene, Oregon 97402 541.513.3376

SANDOW ENGINEERING

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	708	10	0	1032	0	5
Future Volume (vph)	708	10	0	1032	0	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865	
Flt Protected						
Satd. Flow (prot)	1699	1305	1750	1651	1514	0
Flt Permitted						
Satd. Flow (perm)	1699	1305	1750	1651	1514	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	14%	0%	6%	0%	0%
Adj. Flow (vph)	738	10	0	1075	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	738	10	0	1075	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	708	10	0	1032	0	5
Future Vol, veh/h	708	10	0	1032	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	14	0	6	0	0
Mvmt Flow	738	10	0	1075	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	748	0	1813	738
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	1075	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	870	-	87	421
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	870	-	87	421
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	476	-
Stage 2	-	-	-	-	331	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	870	-	421
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s)	-	-	0	-	13.7
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	40	997	20	5	678	30	5	0	1	34	0	35
Future Volume (vph)	40	997	20	5	678	30	5	0	1	34	0	35
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.994			0.977			0.932	
Flt Protected	0.950			0.950				0.960			0.976	
Satd. Flow (prot)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Flt Permitted	0.950			0.950				0.960			0.976	
Satd. Flow (perm)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	0%	0%	3%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	42	1039	21	5	706	31	5	0	1	35	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	1060	0	5	737	0	0	6	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	40	997	20	5	678	30	5	0	1	34	0	35
Future Vol, veh/h	40	997	20	5	678	30	5	0	1	34	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	6	0	0	3	0	0	0	0	1	0	1
Mvmt Flow	42	1039	21	5	706	31	5	0	1	35	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	737	0	0	1060	0	0	1497	1881	530	1336	1876	369
Stage 1	-	-	-	-	-	-	1134	1134	-	732	732	-
Stage 2	-	-	-	-	-	-	363	747	-	604	1144	-
Critical Hdwy	4.26	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.28	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.31
Pot Cap-1 Maneuver	826	-	-	665	-	-	86	72	499	113	72	631
Stage 1	-	-	-	-	-	-	219	280	-	381	430	-
Stage 2	-	-	-	-	-	-	634	423	-	455	277	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	826	-	-	665	-	-	77	68	499	108	68	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	68	-	108	68	-
Stage 1	-	-	-	-	-	-	208	266	-	362	427	-
Stage 2	-	-	-	-	-	-	593	420	-	431	263	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	48	36
HCM LOS			E	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	90	665	-	-	826	-	-	186
HCM Lane V/C Ratio	0.069	0.008	-	-	0.05	-	-	0.386
HCM Control Delay (s)	48	10.5	-	-	9.6	-	-	36
HCM Lane LOS	E	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	1.7

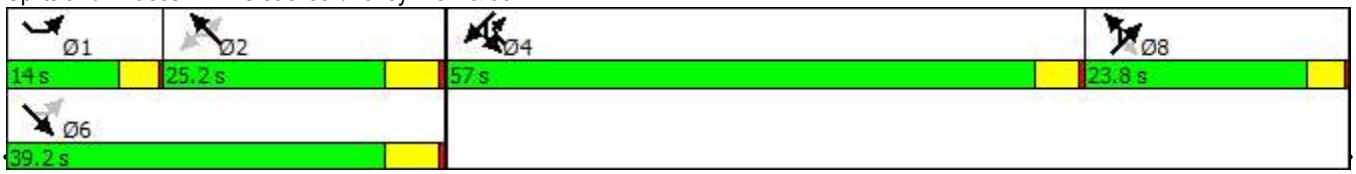
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Future Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.986				0.850			0.850		0.989	
Flt Protected	0.950			0.950				0.980			0.957	
Satd. Flow (prot)	1568	3109	0	1498	3167	1444	0	1715	1473	0	1550	0
Flt Permitted	0.472			0.426				0.980			0.957	
Satd. Flow (perm)	779	3109	0	672	3167	1414	0	1715	1473	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				456			99		5	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Adj. Flow (vph)	106	543	56	10	229	456	2	3	7	591	15	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	599	0	10	229	456	0	5	7	0	661	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	39.2		25.2	25.2	57.0	23.8	23.8	23.8	57.0	57.0	
Total Split (%)	11.7%	32.7%		21.0%	21.0%	47.5%	19.8%	19.8%	19.8%	47.5%	47.5%	
Maximum Green (s)	10.0	33.8		19.8	19.8	52.5	19.8	19.8	19.8	52.5	52.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	25.4	23.9		13.4	13.4	59.6		5.3	5.3		44.3	
Actuated g/C Ratio	0.32	0.30		0.17	0.17	0.75		0.07	0.07		0.56	
v/c Ratio	0.29	0.64		0.09	0.43	0.38		0.04	0.04		0.76	
Control Delay	25.1	28.8		37.5	36.7	1.4		44.2	0.4		22.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	25.1	28.8		37.5	36.7	1.4		44.2	0.4		22.6	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		28.2			13.5			18.7			22.6	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 79.6
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 82.1% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Future Volume (vph)	104	532	55	10	224	447	2	3	7	579	15	54
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (prot)	1568	3109		1498	3167	1437		1716	1473		1550	
Flt Permitted	0.47	1.00		0.43	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (perm)	779	3109		671	3167	1437		1716	1473		1550	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	106	543	56	10	229	456	2	3	7	591	15	55
RTOR Reduction (vph)	0	6	0	0	0	133	0	0	7	0	2	0
Lane Group Flow (vph)	106	593	0	10	229	323	0	5	0	0	659	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	23.4	23.4		11.9	11.9	55.7		1.6	1.6		43.8	
Effective Green, g (s)	24.8	24.8		13.3	13.3	58.5		1.6	1.6		44.3	
Actuated g/C Ratio	0.30	0.30		0.16	0.16	0.71		0.02	0.02		0.54	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	318	932		107	509	1016		33	28		830	
v/s Ratio Prot	0.04	c0.19			0.07	0.17		c0.00			c0.42	
v/s Ratio Perm	0.06			0.01		0.05			0.00			
v/c Ratio	0.33	0.64		0.09	0.45	0.32		0.15	0.00		0.79	
Uniform Delay, d1	21.8	25.0		29.6	31.4	4.6		39.9	39.8		15.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.3		0.3	0.5	0.1		1.6	0.0		5.1	
Delay (s)	22.3	26.3		29.8	31.9	4.7		41.4	39.8		20.6	
Level of Service	C	C		C	C	A		D	D		C	
Approach Delay (s)		25.7			14.0			40.5			20.6	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	82.7	Sum of lost time (s)	15.1
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		

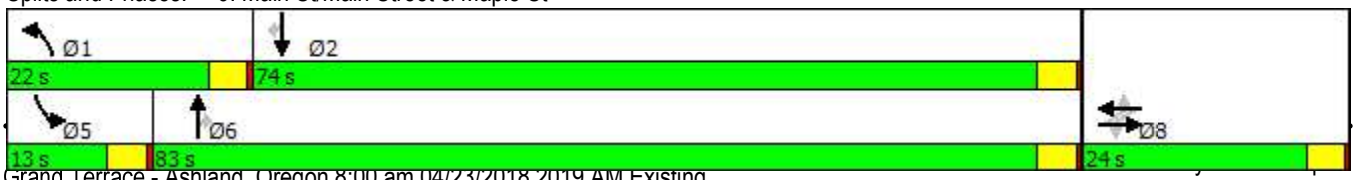
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Future Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99				0.97			0.96
Frt		0.933			0.932				0.850			0.850
Flt Protected		0.975			0.976		0.950			0.950		
Satd. Flow (prot)	0	1555	0	0	1571	0	1662	1733	1488	1662	1716	1488
Flt Permitted		0.836			0.878		0.950			0.950		
Satd. Flow (perm)	0	1334	0	0	1413	0	1662	1733	1441	1662	1716	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	74	0	72	4	0	4	48	676	4	7	988	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	8	0	48	676	4	7	988	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		10.1			10.1		7.8	71.3	71.3	5.7	63.6	63.6
Actuated g/C Ratio		0.11			0.11		0.09	0.78	0.78	0.06	0.70	0.70
v/c Ratio		0.66			0.03		0.34	0.50	0.00	0.07	0.83	0.10
Control Delay		35.4			0.2		50.8	6.5	0.0	49.0	20.4	2.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.4			0.2		50.8	6.5	0.0	49.0	20.4	2.6
LOS		D			A		D	A	A	D	C	A
Approach Delay		35.4			0.3			9.4			18.9	
Approach LOS		D			A			A			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 91.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Future Volume (vph)	71	0	69	4	0	4	46	649	4	7	948	100
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.98			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1561			1572		1662	1733	1444	1662	1716	1432
Flt Permitted		0.84			0.88		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1338			1415		1662	1733	1444	1662	1716	1432
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	74	0	72	4	0	4	48	676	4	7	988	104
RTOR Reduction (vph)	0	73	0	0	7	0	0	0	1	0	0	25
Lane Group Flow (vph)	0	73	0	0	1	0	48	676	3	7	988	79
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		10.1			10.1		6.4	71.3	71.3	1.1	66.0	66.0
Effective Green, g (s)		10.1			10.1		6.4	71.3	71.3	1.1	66.0	66.0
Actuated g/C Ratio		0.11			0.11		0.07	0.75	0.75	0.01	0.70	0.70
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		143			151		112	1307	1089	19	1198	1000
v/s Ratio Prot							c0.03	0.39		0.00	c0.58	
v/s Ratio Perm		c0.05			0.00				0.00			0.06
v/c Ratio		0.51			0.01		0.43	0.52	0.00	0.37	0.82	0.08
Uniform Delay, d1		39.9			37.7		42.3	4.7	2.9	46.4	10.1	4.5
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.1			0.0		1.9	0.5	0.0	8.6	5.0	0.0
Delay (s)		41.9			37.7		44.2	5.1	2.9	54.9	15.1	4.6
Level of Service		D			D		D	A	A	D	B	A
Approach Delay (s)		41.9			37.7			7.7			14.4	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	94.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1151	1	3	866	1	3
Future Volume (vph)	1151	1	3	866	1	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1716	1488	1662	1733	1554	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1716	1488	1662	1733	1554	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1238	1	3	931	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1238	1	3	931	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1151	1	3	866	1	3
Future Vol, veh/h	1151	1	3	866	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1238	1	3	931	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1239	0	2175	1238
Stage 1	-	-	-	-	1238	-
Stage 2	-	-	-	-	937	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	569	-	52	216
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	384	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	569	-	52	216
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	382	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	35.8
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	569	-	121
HCM Lane V/C Ratio	-	-	0.006	-	0.036
HCM Control Delay (s)	-	-	11.4	-	35.8
HCM Lane LOS	-	-	B	-	E
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	850	3	8	1129	16	19	0	4	15	2	27
Future Volume (vph)	15	850	3	8	1129	16	19	0	4	15	2	27
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.978			0.917	
Flt Protected	0.950			0.950				0.960			0.983	
Satd. Flow (prot)	1662	3292	0	1662	3254	0	0	1643	0	0	1577	0
Flt Permitted	0.950			0.950				0.960			0.983	
Satd. Flow (perm)	1662	3292	0	1662	3254	0	0	1643	0	0	1577	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	17	944	3	9	1254	18	21	0	4	17	2	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	947	0	9	1272	0	0	25	0	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	15	850	3	8	1129	16	19	0	4	15	2	27
Future Vol, veh/h	15	850	3	8	1129	16	19	0	4	15	2	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	17	944	3	9	1254	18	21	0	4	17	2	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1272	0	0	947	0	0	1626	2270	474	1787	2262	636
Stage 1	-	-	-	-	-	-	980	980	-	1281	1281	-
Stage 2	-	-	-	-	-	-	646	1290	-	506	981	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	553	-	-	733	-	-	69	41	542	52	41	425
Stage 1	-	-	-	-	-	-	272	331	-	178	236	-
Stage 2	-	-	-	-	-	-	431	236	-	522	328	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	553	-	-	733	-	-	59	39	542	50	39	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	39	-	50	39	-
Stage 1	-	-	-	-	-	-	264	321	-	172	233	-
Stage 2	-	-	-	-	-	-	392	233	-	502	318	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	83.4	65.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	70	733	-	-	553	-	-	106
HCM Lane V/C Ratio	0.365	0.012	-	-	0.03	-	-	0.461
HCM Control Delay (s)	83.4	10	-	-	11.7	-	-	65.2
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.4	0	-	-	0.1	-	-	2

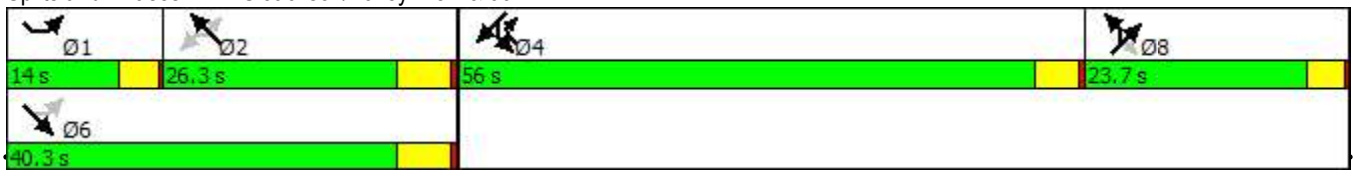
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Future Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.989			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1718	1488	0	1630	0
Flt Permitted	0.203			0.533				0.989			0.960	
Satd. Flow (perm)	342	3286	0	914	3197	1428	0	1718	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				719			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	32	363	4	37	551	719	3	10	17	584	20	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	367	0	37	551	719	0	13	17	0	702	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	28.9	27.4		20.3	20.3	70.6		5.4	5.4		48.4	
Actuated g/C Ratio	0.33	0.31		0.23	0.23	0.79		0.06	0.06		0.54	
v/c Ratio	0.11	0.36		0.18	0.76	0.55		0.12	0.09		0.79	
Control Delay	23.2	25.4		36.0	42.4	2.1		50.8	1.0		27.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.2	25.4		36.0	42.4	2.1		50.8	1.0		27.6	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		25.2			20.0			22.6			27.6	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 88.9
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 23.1 — Intersection LOS: C
Intersection Capacity Utilization 78.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



7: S Jackson/Valley View & 99

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Future Volume (vph)	29	327	4	33	496	647	3	9	15	526	18	88
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1450		1717	1488		1630	
Flt Permitted	0.20	1.00		0.53	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	341	3287		915	3197	1450		1717	1488		1630	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	32	363	4	37	551	719	3	10	17	584	20	98
RTOR Reduction (vph)	0	1	0	0	0	178	0	0	17	0	4	0
Lane Group Flow (vph)	32	366	0	37	551	541	0	13	0	0	698	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	27.9	27.9		18.8	18.8	66.6		2.6	2.6		47.8	
Effective Green, g (s)	29.3	29.3		20.2	20.2	69.4		2.6	2.6		48.3	
Actuated g/C Ratio	0.32	0.32		0.22	0.22	0.75		0.03	0.03		0.52	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	197	1044		200	700	1091		48	41		853	
v/s Ratio Prot	0.01	c0.11			c0.17	0.26		c0.01			c0.43	
v/s Ratio Perm	0.04			0.04		0.11			0.00			
v/c Ratio	0.16	0.35		0.18	0.79	0.50		0.27	0.01		0.82	
Uniform Delay, d1	22.8	24.1		29.3	34.0	4.5		43.9	43.6		18.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.3	0.1		0.3	5.6	0.3		2.2	0.1		6.0	
Delay (s)	23.1	24.3		29.6	39.6	4.8		46.1	43.6		24.3	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		24.2			20.2			44.7			24.3	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	92.2	Sum of lost time (s)	15.1
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Future Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.958			0.925				0.850			0.850
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1587	0	0	1560	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.783			0.899		0.950			0.950		
Satd. Flow (perm)	0	1285	0	0	1434	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	130	0	59	8	0	10	62	1165	11	16	901	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	189	0	0	18	0	62	1165	11	16	901	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

9: Main St/Main Street & Maple St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		13.5			13.5		8.9	81.5	81.5	6.2	74.6	74.6
Actuated g/C Ratio		0.13			0.13		0.08	0.76	0.76	0.06	0.70	0.70
v/c Ratio		0.81			0.07		0.45	0.89	0.01	0.17	0.75	0.08
Control Delay		51.1			0.6		58.5	23.8	0.0	55.1	18.2	2.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.1			0.6		58.5	23.8	0.0	55.1	18.2	2.1
LOS		D			A		E	C	A	E	B	A
Approach Delay		51.1			0.6			25.4			17.5	
Approach LOS		D			A			C			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 107.2	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Future Volume (vph)	118	0	54	7	0	9	56	1060	10	15	820	75
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1587			1561		1662	1716	1442	1662	1733	1414
Flt Permitted		0.78			0.90		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1286			1435		1662	1716	1442	1662	1733	1414
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	130	0	59	8	0	10	62	1165	11	16	901	82
RTOR Reduction (vph)	0	72	0	0	16	0	0	0	3	0	0	25
Lane Group Flow (vph)	0	117	0	0	2	0	62	1165	8	16	901	57
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		13.5			13.5		7.8	81.5	81.5	2.7	76.4	76.4
Effective Green, g (s)		13.5			13.5		7.8	81.5	81.5	2.7	76.4	76.4
Actuated g/C Ratio		0.12			0.12		0.07	0.74	0.74	0.02	0.70	0.70
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		158			176		118	1274	1071	40	1206	984
v/s Ratio Prot							c0.04	c0.68		0.01	0.52	
v/s Ratio Perm		c0.09			0.00				0.01			0.04
v/c Ratio		0.74			0.01		0.53	0.91	0.01	0.40	0.75	0.06
Uniform Delay, d1		46.4			42.2		49.2	11.3	3.6	52.7	10.5	5.3
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		16.2			0.0		3.2	10.4	0.0	4.7	2.7	0.0
Delay (s)		62.6			42.3		52.4	21.7	3.6	57.4	13.3	5.3
Level of Service		E			D		D	C	A	E	B	A
Approach Delay (s)		62.6			42.3			23.1			13.3	
Approach LOS		E			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	109.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	734	10	0	1069	0	5
Future Volume (vph)	734	10	0	1069	0	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865	
Flt Protected						
Satd. Flow (prot)	1699	1305	1750	1651	1514	0
Flt Permitted						
Satd. Flow (perm)	1699	1305	1750	1651	1514	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	14%	0%	6%	0%	0%
Adj. Flow (vph)	765	10	0	1114	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	765	10	0	1114	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	734	10	0	1069	0	5
Future Vol, veh/h	734	10	0	1069	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	14	0	6	0	0
Mvmt Flow	765	10	0	1114	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	775	0	1879	765
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	1114	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	850	-	79	406
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	317	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	850	-	79	406
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	317	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	850	-	406
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	-	-	0	-	14
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	42	1033	21	5	702	31	5	0	1	36	0	37
Future Volume (vph)	42	1033	21	5	702	31	5	0	1	36	0	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.994			0.977			0.932	
Flt Protected	0.950			0.950				0.960			0.976	
Satd. Flow (prot)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Flt Permitted	0.950			0.950				0.960			0.976	
Satd. Flow (perm)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	0%	0%	3%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	44	1076	22	5	731	32	5	0	1	38	0	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1098	0	5	763	0	0	6	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	42	1033	21	5	702	31	5	0	1	36	0	37
Future Vol, veh/h	42	1033	21	5	702	31	5	0	1	36	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	6	0	0	3	0	0	0	0	1	0	1
Mvmt Flow	44	1076	22	5	731	32	5	0	1	38	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	763	0	0	1098	0	0	1551	1948	549	1383	1943	382
Stage 1	-	-	-	-	-	-	1175	1175	-	757	757	-
Stage 2	-	-	-	-	-	-	376	773	-	626	1186	-
Critical Hdwy	4.26	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.28	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.31
Pot Cap-1 Maneuver	807	-	-	643	-	-	79	65	485	104	66	619
Stage 1	-	-	-	-	-	-	207	268	-	368	419	-
Stage 2	-	-	-	-	-	-	623	412	-	441	265	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	807	-	-	643	-	-	71	61	485	99	62	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	61	-	99	62	-
Stage 1	-	-	-	-	-	-	196	253	-	348	416	-
Stage 2	-	-	-	-	-	-	580	409	-	416	250	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	51.9	41.5
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	83	643	-	-	807	-	-	172
HCM Lane V/C Ratio	0.075	0.008	-	-	0.054	-	-	0.442
HCM Control Delay (s)	51.9	10.6	-	-	9.7	-	-	41.5
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	2

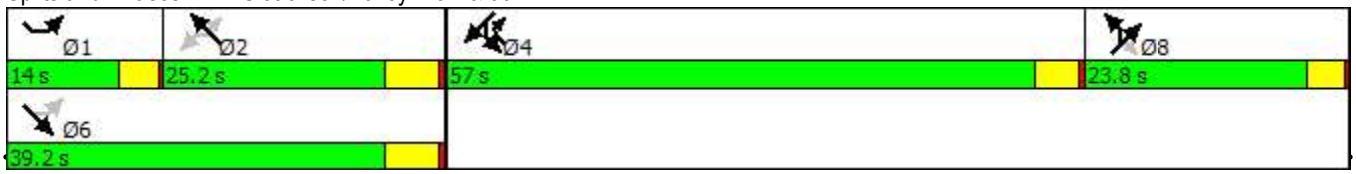
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Future Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.986				0.850			0.850		0.989	
Flt Protected	0.950			0.950				0.980			0.957	
Satd. Flow (prot)	1568	3109	0	1498	3167	1444	0	1715	1473	0	1550	0
Flt Permitted	0.435			0.416				0.980			0.957	
Satd. Flow (perm)	718	3109	0	656	3167	1414	0	1715	1473	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				472			99		5	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Adj. Flow (vph)	110	563	58	10	237	472	2	3	8	612	15	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	621	0	10	237	472	0	5	8	0	684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	39.2		25.2	25.2	57.0	23.8	23.8	23.8	57.0	57.0	
Total Split (%)	11.7%	32.7%		21.0%	21.0%	47.5%	19.8%	19.8%	19.8%	47.5%	47.5%	
Maximum Green (s)	10.0	33.8		19.8	19.8	52.5	19.8	19.8	19.8	52.5	52.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	28.3	26.9		12.7	12.7	63.3		5.1	5.1		48.7	
Actuated g/C Ratio	0.33	0.31		0.15	0.15	0.73		0.06	0.06		0.56	
v/c Ratio	0.32	0.64		0.11	0.51	0.40		0.05	0.04		0.79	
Control Delay	26.1	30.2		38.3	39.9	1.4		45.0	0.5		24.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	26.1	30.2		38.3	39.9	1.4		45.0	0.5		24.2	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		29.6			14.6			17.6			24.2	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 86.9
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.8 Intersection LOS: C
Intersection Capacity Utilization 84.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Future Volume (vph)	108	552	57	10	232	463	2	3	8	600	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (prot)	1568	3109		1498	3167	1438		1716	1473		1550	
Flt Permitted	0.44	1.00		0.42	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (perm)	719	3109		657	3167	1438		1716	1473		1550	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	110	563	58	10	237	472	2	3	8	612	15	57
RTOR Reduction (vph)	0	6	0	0	0	143	0	0	8	0	2	0
Lane Group Flow (vph)	110	615	0	10	237	329	0	5	0	0	682	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	25.5	25.5		11.4	11.4	59.6		1.8	1.8		48.2	
Effective Green, g (s)	26.9	26.9		12.8	12.8	62.4		1.8	1.8		48.7	
Actuated g/C Ratio	0.30	0.30		0.14	0.14	0.70		0.02	0.02		0.54	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	325	935		94	453	1003		34	29		844	
v/s Ratio Prot	0.04	c0.20			0.07	0.18		c0.00			c0.44	
v/s Ratio Perm	0.06			0.02		0.05			0.00			
v/c Ratio	0.34	0.66		0.11	0.52	0.33		0.15	0.01		0.81	
Uniform Delay, d1	23.6	27.2		33.3	35.5	5.3		43.0	42.9		16.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.5		0.4	0.8	0.1		1.5	0.1		5.6	
Delay (s)	24.1	28.7		33.7	36.3	5.4		44.5	43.0		22.1	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		28.0			16.0			43.6			22.1	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	89.4	Sum of lost time (s)	15.1
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Future Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99				0.97			0.96
Frt		0.933			0.932				0.850			0.850
Flt Protected		0.975			0.976		0.950			0.950		
Satd. Flow (prot)	0	1555	0	0	1571	0	1662	1733	1488	1662	1716	1488
Flt Permitted		0.837			0.863		0.950			0.950		
Satd. Flow (perm)	0	1335	0	0	1389	0	1662	1733	1441	1662	1716	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	76	0	75	4	0	4	49	701	4	8	1023	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	8	0	49	701	4	8	1023	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		10.6			10.6		7.9	78.9	78.9	5.6	71.0	71.0
Actuated g/C Ratio		0.11			0.11		0.08	0.79	0.79	0.06	0.71	0.71
v/c Ratio		0.70			0.04		0.37	0.51	0.00	0.09	0.84	0.10
Control Delay		38.9			0.2		53.7	6.7	0.0	50.2	21.0	2.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		38.9			0.2		53.7	6.7	0.0	50.2	21.0	2.7
LOS		D			A		D	A	A	D	C	A
Approach Delay		38.9			0.3			9.7			19.5	
Approach LOS		D			A			A			B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 99.5	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Future Volume (vph)	73	0	72	4	0	4	47	673	4	8	982	104
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.98			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1559			1572		1662	1733	1443	1662	1716	1430
Flt Permitted		0.84			0.86		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1338			1391		1662	1733	1443	1662	1716	1430
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	0	75	4	0	4	49	701	4	8	1023	108
RTOR Reduction (vph)	0	74	0	0	7	0	0	0	1	0	0	23
Lane Group Flow (vph)	0	77	0	0	1	0	49	701	3	8	1023	85
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		10.6			10.6		6.7	78.9	78.9	1.2	73.4	73.4
Effective Green, g (s)		10.6			10.6		6.7	78.9	78.9	1.2	73.4	73.4
Actuated g/C Ratio		0.10			0.10		0.07	0.77	0.77	0.01	0.71	0.71
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		138			143		108	1331	1108	19	1226	1022
v/s Ratio Prot							c0.03	0.40		0.00	c0.60	
v/s Ratio Perm		c0.06			0.00				0.00			0.06
v/c Ratio		0.56			0.01		0.45	0.53	0.00	0.42	0.83	0.08
Uniform Delay, d1		43.8			41.3		46.2	4.6	2.8	50.4	10.4	4.4
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.2			0.0		2.2	0.5	0.0	10.6	5.3	0.0
Delay (s)		48.0			41.3		48.4	5.1	2.8	61.0	15.6	4.5
Level of Service		D			D		D	A	A	E	B	A
Approach Delay (s)		48.0			41.3			7.9			14.9	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	102.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	750	10	0	1104	0	5
Future Volume (vph)	750	10	0	1104	0	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.865	
Flt Protected						
Satd. Flow (prot)	1699	1305	1750	1651	1514	0
Flt Permitted						
Satd. Flow (perm)	1699	1305	1750	1651	1514	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	14%	0%	6%	0%	0%
Adj. Flow (vph)	781	10	0	1150	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	781	10	0	1150	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	750	10	0	1104	0	5
Future Vol, veh/h	750	10	0	1104	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	14	0	6	0	0
Mvmt Flow	781	10	0	1150	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	791	0	1931	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	1150	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	838	-	74	398
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	304	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	838	-	74	398
Mov Cap-2 Maneuver	-	-	-	-	74	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	304	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	838	-	398
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	-	-	0	-	14.2
HCM Lane LOS	-	-	A	-	B
HCM 95th %tile Q(veh)	-	-	0	-	0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	42	1042	21	6	748	32	5	0	1	37	0	37
Future Volume (vph)	42	1042	21	6	748	32	5	0	1	37	0	37
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.994			0.977			0.932	
Flt Protected	0.950			0.950				0.960			0.976	
Satd. Flow (prot)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Flt Permitted	0.950			0.950				0.960			0.976	
Satd. Flow (perm)	1539	3131	0	1662	3213	0	0	1641	0	0	1576	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1074			250			266	
Travel Time (s)		17.5			16.3			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	6%	0%	0%	3%	0%	0%	0%	0%	1%	0%	1%
Adj. Flow (vph)	44	1085	22	6	779	33	5	0	1	39	0	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1107	0	6	812	0	0	6	0	0	78	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	42	1042	21	6	748	32	5	0	1	37	0	37
Future Vol, veh/h	42	1042	21	6	748	32	5	0	1	37	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	8	6	0	0	3	0	0	0	0	1	0	1
Mvmt Flow	44	1085	22	6	779	33	5	0	1	39	0	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	812	0	0	1107	0	0	1586	2008	554	1439	2003	406
Stage 1	-	-	-	-	-	-	1184	1184	-	808	808	-
Stage 2	-	-	-	-	-	-	402	824	-	631	1195	-
Critical Hdwy	4.26	-	-	4.1	-	-	7.5	6.5	6.9	7.52	6.5	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.52	5.5	-
Follow-up Hdwy	2.28	-	-	2.2	-	-	3.5	4	3.3	3.51	4	3.31
Pot Cap-1 Maneuver	773	-	-	638	-	-	74	60	481	94	60	597
Stage 1	-	-	-	-	-	-	204	265	-	343	397	-
Stage 2	-	-	-	-	-	-	601	390	-	438	262	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	773	-	-	638	-	-	66	56	481	89	56	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	56	-	89	56	-
Stage 1	-	-	-	-	-	-	192	250	-	323	393	-
Stage 2	-	-	-	-	-	-	557	386	-	412	247	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.4	0.1	55.8	49.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	77	638	-	-	773	-	-	155
HCM Lane V/C Ratio	0.081	0.01	-	-	0.057	-	-	0.497
HCM Control Delay (s)	55.8	10.7	-	-	9.9	-	-	49.2
HCM Lane LOS	F	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	2.4

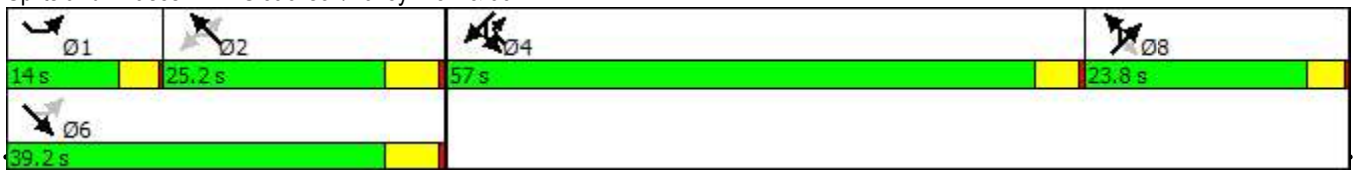
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Future Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.986				0.850			0.850		0.989	
Flt Protected	0.950			0.950				0.980			0.957	
Satd. Flow (prot)	1568	3109	0	1498	3167	1444	0	1715	1473	0	1550	0
Flt Permitted	0.413			0.414				0.980			0.957	
Satd. Flow (perm)	682	3109	0	653	3167	1414	0	1715	1473	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				503			99		5	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Adj. Flow (vph)	110	569	58	10	252	503	2	3	8	615	15	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	627	0	10	252	503	0	5	8	0	687	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	39.2		25.2	25.2	57.0	23.8	23.8	23.8	57.0	57.0	
Total Split (%)	11.7%	32.7%		21.0%	21.0%	47.5%	19.8%	19.8%	19.8%	47.5%	47.5%	
Maximum Green (s)	10.0	33.8		19.8	19.8	52.5	19.8	19.8	19.8	52.5	52.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	28.5	27.0		12.9	12.9	64.1		5.1	5.1		49.4	
Actuated g/C Ratio	0.32	0.31		0.15	0.15	0.73		0.06	0.06		0.56	
v/c Ratio	0.33	0.65		0.11	0.54	0.42		0.05	0.04		0.79	
Control Delay	26.3	30.6		38.2	40.6	1.5		45.4	0.5		24.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	26.3	30.6		38.2	40.6	1.5		45.4	0.5		24.3	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		30.0			14.9			17.8			24.3	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 87.7
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Future Volume (vph)	108	558	57	10	247	493	2	3	8	603	15	56
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00	0.85		1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (prot)	1568	3110		1498	3167	1438		1716	1473		1550	
Flt Permitted	0.41	1.00		0.41	1.00	1.00		0.98	1.00		0.96	
Satd. Flow (perm)	682	3110		653	3167	1438		1716	1473		1550	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	110	569	58	10	252	503	2	3	8	615	15	57
RTOR Reduction (vph)	0	6	0	0	0	151	0	0	8	0	2	0
Lane Group Flow (vph)	110	621	0	10	252	352	0	5	0	0	685	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	6%	6%	0%	11%	5%	3%	0%	0%	1%	6%	7%	16%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	25.6	25.6		11.5	11.5	60.4		1.8	1.8		48.9	
Effective Green, g (s)	27.0	27.0		12.9	12.9	63.2		1.8	1.8		49.4	
Actuated g/C Ratio	0.30	0.30		0.14	0.14	0.70		0.02	0.02		0.55	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	317	930		93	452	1007		34	29		848	
v/s Ratio Prot	0.04	c0.20			0.08	0.20		c0.00			c0.44	
v/s Ratio Perm	0.06			0.02		0.05			0.00			
v/c Ratio	0.35	0.67		0.11	0.56	0.35		0.15	0.01		0.81	
Uniform Delay, d1	24.0	27.7		33.6	36.0	5.4		43.4	43.3		16.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	1.6		0.4	1.2	0.2		1.5	0.1		5.5	
Delay (s)	24.4	29.3		34.0	37.2	5.5		44.9	43.4		22.1	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		28.6			16.3			44.0			22.1	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.2	Sum of lost time (s)	15.1
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Future Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.99				0.97			0.96
Frt		0.933			0.925				0.850			0.850
Flt Protected		0.975			0.978		0.950			0.950		
Satd. Flow (prot)	0	1555	0	0	1560	0	1662	1733	1488	1662	1716	1488
Flt Permitted		0.836			0.872		0.950			0.950		
Satd. Flow (perm)	0	1333	0	0	1391	0	1662	1733	1441	1662	1716	1425
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Adj. Flow (vph)	76	0	75	4	0	5	49	715	4	8	1055	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	9	0	49	715	4	8	1055	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		10.7			10.7		7.9	81.5	81.5	5.6	73.4	73.4
Actuated g/C Ratio		0.10			0.10		0.08	0.80	0.80	0.05	0.72	0.72
v/c Ratio		0.71			0.04		0.38	0.52	0.00	0.09	0.86	0.11
Control Delay		39.4			0.3		54.2	6.7	0.0	50.4	22.5	2.8
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.4			0.3		54.2	6.7	0.0	50.4	22.5	2.8
LOS		D			A		D	A	A	D	C	A
Approach Delay		39.4			0.3			9.7			20.8	
Approach LOS		D			A			A			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 102.2	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 78.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Future Volume (vph)	73	0	72	4	0	5	47	686	4	8	1013	108
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.98			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.93			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1558			1561		1662	1733	1443	1662	1716	1429
Flt Permitted		0.84			0.87		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1336			1391		1662	1733	1443	1662	1716	1429
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	76	0	75	4	0	5	49	715	4	8	1055	112
RTOR Reduction (vph)	0	74	0	0	8	0	0	0	1	0	0	23
Lane Group Flow (vph)	0	77	0	0	1	0	49	715	3	8	1055	90
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		10.7			10.7		6.9	81.4	81.4	1.2	75.7	75.7
Effective Green, g (s)		10.7			10.7		6.9	81.4	81.4	1.2	75.7	75.7
Actuated g/C Ratio		0.10			0.10		0.07	0.77	0.77	0.01	0.72	0.72
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		135			141		108	1339	1115	18	1233	1027
v/s Ratio Prot							c0.03	0.41		0.00	c0.61	
v/s Ratio Perm		c0.06			0.00				0.00			0.06
v/c Ratio		0.57			0.01		0.45	0.53	0.00	0.44	0.86	0.09
Uniform Delay, d1		45.1			42.5		47.4	4.6	2.7	51.7	10.8	4.4
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.7			0.0		2.2	0.5	0.0	12.2	6.2	0.1
Delay (s)		49.9			42.5		49.6	5.1	2.7	63.9	17.0	4.5
Level of Service		D			D		D	A	A	E	B	A
Approach Delay (s)		49.9			42.5			8.0			16.2	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	105.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	33	29	1076	8	11	744
Future Volume (vph)	33	29	1076	8	11	744
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100	0		0	125	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850	0.999			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1646	1473	1731	0	0	3289
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1646	1473	1731	0	0	3289
Link Speed (mph)	30		25			45
Link Distance (ft)	194		599			512
Travel Time (s)	4.4		16.3			7.8
Peak Hour Factor	0.85	0.85	0.96	0.96	0.96	0.96
Adj. Flow (vph)	39	34	1121	8	11	775
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	34	1129	0	0	786
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	12		12			12
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 72.0%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	33	29	1076	8	11	744
Future Vol, veh/h	33	29	1076	8	11	744
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	39	34	1121	8	11	775

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1535	1125	0	0	1129	0
Stage 1	1125	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.615	6.215	-	-	4.115	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	-	-	2.2095	-
Pot Cap-1 Maneuver	118	250	-	-	621	-
Stage 1	311	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	114	250	-	-	621	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	311	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	37.9	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	621	-	114	250	-	-
HCM Lane V/C Ratio	0.018	-	0.341	0.136	-	-
HCM Control Delay (s)	10.9	0.2	52.1	21.7	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.4	0.5	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1077	2	5	772	20	7
Future Volume (vph)	1077	2	5	772	20	7
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.966	
Flt Protected					0.964	
Satd. Flow (prot)	3292	0	0	3292	1614	0
Flt Permitted					0.964	
Satd. Flow (perm)	3292	0	0	3292	1614	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	1074			412	413	
Travel Time (s)	29.3			6.2	9.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.85	0.85
Adj. Flow (vph)	1122	2	5	804	24	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1124	0	0	809	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1077	2	5	772	20	7
Future Vol, veh/h	1077	2	5	772	20	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1122	2	5	804	24	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1124	0	1535	562
Stage 1	-	-	-	-	1123	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	623	-	108	473
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	623	-	106	473
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	630	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	248	623	-	-	-
HCM Lane V/C Ratio	0.128	0.008	-	-	-
HCM Control Delay (s)	21.6	10.8	0.1	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	0	-	-	-

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1192	1	3	897	1	3
Future Volume (vph)	1192	1	3	897	1	3
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.899	
Flt Protected			0.950		0.988	
Satd. Flow (prot)	1716	1488	1662	1733	1554	0
Flt Permitted			0.950		0.988	
Satd. Flow (perm)	1716	1488	1662	1733	1554	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.93	0.93	0.93	1.00	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1282	1	3	897	1	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1282	1	3	897	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.1%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1192	1	3	897	1	3
Future Vol, veh/h	1192	1	3	897	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	100	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1282	1	3	897	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1283	0	2185	1282
Stage 1	-	-	-	-	1282	-
Stage 2	-	-	-	-	903	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	548	-	51	204
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	399	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	548	-	51	204
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	397	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	548	-	117
HCM Lane V/C Ratio	-	-	0.006	-	0.037
HCM Control Delay (s)	-	-	11.6	-	36.9
HCM Lane LOS	-	-	B	-	E
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	881	3	8	1170	17	20	0	4	16	2	28
Future Volume (vph)	16	881	3	8	1170	17	20	0	4	16	2	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.979			0.918	
Flt Protected	0.950			0.950				0.959			0.983	
Satd. Flow (prot)	1662	3292	0	1662	3254	0	0	1643	0	0	1579	0
Flt Permitted	0.950			0.950				0.959			0.983	
Satd. Flow (perm)	1662	3292	0	1662	3254	0	0	1643	0	0	1579	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	18	979	3	9	1300	19	22	0	4	18	2	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	982	0	9	1319	0	0	26	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	16	881	3	8	1170	17	20	0	4	16	2	28
Future Vol, veh/h	16	881	3	8	1170	17	20	0	4	16	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	18	979	3	9	1300	19	22	0	4	18	2	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1319	0	0	982	0	0	1686	2354	491	1854	2346	660
Stage 1	-	-	-	-	-	-	1017	1017	-	1328	1328	-
Stage 2	-	-	-	-	-	-	669	1337	-	526	1018	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	531	-	-	711	-	-	62	36	529	47	36	410
Stage 1	-	-	-	-	-	-	258	318	-	167	224	-
Stage 2	-	-	-	-	-	-	418	224	-	508	315	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	531	-	-	711	-	-	53	34	529	45	34	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	34	-	45	34	-
Stage 1	-	-	-	-	-	-	249	307	-	161	221	-
Stage 2	-	-	-	-	-	-	378	221	-	487	304	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	101.2	80.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	62	711	-	-	531	-	-	95
HCM Lane V/C Ratio	0.43	0.013	-	-	0.033	-	-	0.538
HCM Control Delay (s)	101.2	10.1	-	-	12	-	-	80.3
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	2.4

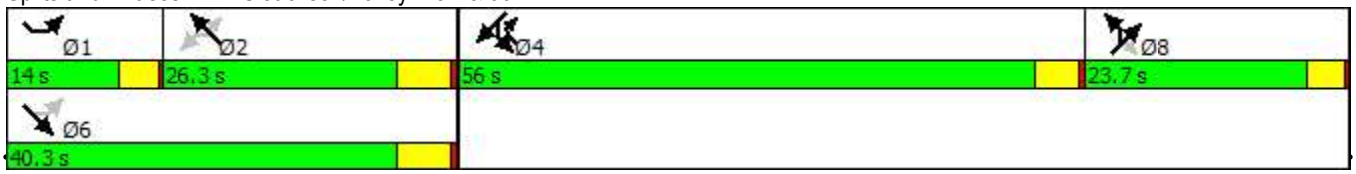
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Future Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.989			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1718	1488	0	1630	0
Flt Permitted	0.177			0.526				0.989			0.960	
Satd. Flow (perm)	298	3286	0	902	3197	1428	0	1718	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				744			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	33	377	4	39	571	744	3	10	18	606	21	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	381	0	39	571	744	0	13	18	0	728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	29.7	28.3		20.8	20.8	75.1		5.3	5.3		52.4	
Actuated g/C Ratio	0.32	0.30		0.22	0.22	0.80		0.06	0.06		0.56	
v/c Ratio	0.13	0.38		0.20	0.80	0.57		0.14	0.10		0.80	
Control Delay	23.6	26.7		36.5	46.2	2.2		51.3	1.2		28.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.6	26.7		36.5	46.2	2.2		51.3	1.2		28.2	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		26.5			21.7			22.2			28.2	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 93.8
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 80.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Future Volume (vph)	30	339	4	35	514	670	3	9	16	545	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1450		1717	1488		1631	
Flt Permitted	0.18	1.00		0.53	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	298	3287		902	3197	1450		1717	1488		1631	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	377	4	39	571	744	3	10	18	606	21	101
RTOR Reduction (vph)	0	1	0	0	0	177	0	0	17	0	4	0
Lane Group Flow (vph)	33	380	0	39	571	567	0	13	1	0	724	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	28.7	28.7		19.4	19.4	71.3		2.8	2.8		51.9	
Effective Green, g (s)	30.1	30.1		20.8	20.8	74.1		2.8	2.8		52.4	
Actuated g/C Ratio	0.31	0.31		0.21	0.21	0.76		0.03	0.03		0.54	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	181	1016		192	683	1104		49	42		878	
v/s Ratio Prot	0.01	c0.12			c0.18	0.28		c0.01			c0.44	
v/s Ratio Perm	0.04			0.04		0.11			0.00			
v/c Ratio	0.18	0.37		0.20	0.84	0.51		0.27	0.01		0.82	
Uniform Delay, d1	24.7	26.2		31.4	36.6	4.5		46.2	45.9		18.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	8.6	0.3		2.1	0.1		6.2	
Delay (s)	25.1	26.4		31.8	45.2	4.8		48.4	46.0		24.8	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		26.3			22.6			47.0			24.8	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	97.3	Sum of lost time (s)	15.1
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

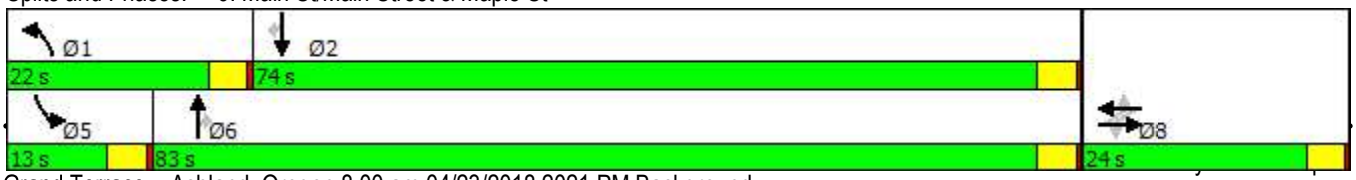
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Future Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.958			0.926				0.850			0.850
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1587	0	0	1562	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.783			0.894		0.950			0.950		
Satd. Flow (perm)	0	1285	0	0	1428	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	135	0	62	9	0	11	64	1207	12	16	933	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	20	0	64	1207	12	16	933	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		14.4			14.4		9.1	81.1	81.1	6.2	74.2	74.2
Actuated g/C Ratio		0.13			0.13		0.08	0.75	0.75	0.06	0.69	0.69
v/c Ratio		0.81			0.08		0.46	0.93	0.01	0.17	0.78	0.09
Control Delay		51.7			0.6		58.8	28.9	0.0	55.3	20.3	2.3
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.7			0.6		58.8	28.9	0.0	55.3	20.3	2.3
LOS		D			A		E	C	A	E	C	A
Approach Delay		51.7			0.6			30.1			19.3	
Approach LOS		D			A			C			B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 107.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Future Volume (vph)	123	0	56	8	0	10	58	1098	11	15	849	78
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1587			1562		1662	1716	1442	1662	1733	1414
Flt Permitted		0.78			0.89		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1285			1429		1662	1716	1442	1662	1733	1414
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	135	0	62	9	0	11	64	1207	12	16	933	86
RTOR Reduction (vph)	0	71	0	0	17	0	0	0	3	0	0	26
Lane Group Flow (vph)	0	126	0	0	3	0	64	1207	9	16	933	60
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		14.4			14.4		7.9	81.1	81.1	2.7	75.9	75.9
Effective Green, g (s)		14.4			14.4		7.9	81.1	81.1	2.7	75.9	75.9
Actuated g/C Ratio		0.13			0.13		0.07	0.74	0.74	0.02	0.69	0.69
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		167			186		119	1262	1061	40	1193	973
v/s Ratio Prot							c0.04	c0.70		0.01	0.54	
v/s Ratio Perm		c0.10			0.00				0.01			0.04
v/c Ratio		0.75			0.01		0.54	0.96	0.01	0.40	0.78	0.06
Uniform Delay, d1		46.2			41.7		49.4	13.0	3.9	53.0	11.6	5.6
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		16.6			0.0		3.6	16.0	0.0	4.7	3.6	0.0
Delay (s)		62.8			41.7		53.0	29.0	3.9	57.7	15.2	5.6
Level of Service		E			D		D	C	A	E	B	A
Approach Delay (s)		62.8			41.7			30.0			15.0	
Approach LOS		E			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	110.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1225	1	4	916	1	4
Future Volume (vph)	1225	1	4	916	1	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.892	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1716	1488	1662	1733	1545	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1716	1488	1662	1733	1545	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1317	1	4	985	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1317	1	4	985	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1225	1	4	916	1	4
Future Vol, veh/h	1225	1	4	916	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1317	1	4	985	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1318	0	2310	1317
Stage 1	-	-	-	-	1317	-
Stage 2	-	-	-	-	993	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	531	-	43	194
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	531	-	43	194
Mov Cap-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	359	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	38.1
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	531	-	114
HCM Lane V/C Ratio	-	-	0.008	-	0.047
HCM Control Delay (s)	-	-	11.8	-	38.1
HCM Lane LOS	-	-	B	-	E
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	923	3	8	1199	18	20	0	4	17	2	28
Future Volume (vph)	16	923	3	8	1199	18	20	0	4	17	2	28
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.979			0.920	
Flt Protected	0.950			0.950				0.959			0.982	
Satd. Flow (prot)	1662	3292	0	1662	3254	0	0	1643	0	0	1580	0
Flt Permitted	0.950			0.950				0.959			0.982	
Satd. Flow (perm)	1662	3292	0	1662	3254	0	0	1643	0	0	1580	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1053			250			266	
Travel Time (s)		17.5			16.0			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	18	1026	3	9	1332	20	22	0	4	19	2	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1029	0	9	1352	0	0	26	0	0	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	16	923	3	8	1199	18	20	0	4	17	2	28
Future Vol, veh/h	16	923	3	8	1199	18	20	0	4	17	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	18	1026	3	9	1332	20	22	0	4	19	2	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1352	0	0	1029	0	0	1749	2434	515	1909	2425	676
Stage 1	-	-	-	-	-	-	1064	1064	-	1360	1360	-
Stage 2	-	-	-	-	-	-	685	1370	-	549	1065	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	516	-	-	683	-	-	56	32	510	42	32	401
Stage 1	-	-	-	-	-	-	242	302	-	159	217	-
Stage 2	-	-	-	-	-	-	409	216	-	493	299	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	516	-	-	683	-	-	47	30	510	40	30	401
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	30	-	40	30	-
Stage 1	-	-	-	-	-	-	234	291	-	153	214	-
Stage 2	-	-	-	-	-	-	368	213	-	472	289	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	121	101.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	55	683	-	-	516	-	-	84
HCM Lane V/C Ratio	0.485	0.013	-	-	0.034	-	-	0.622
HCM Control Delay (s)	121	10.3	-	-	12.2	-	-	101.4
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.9	0	-	-	0.1	-	-	2.9

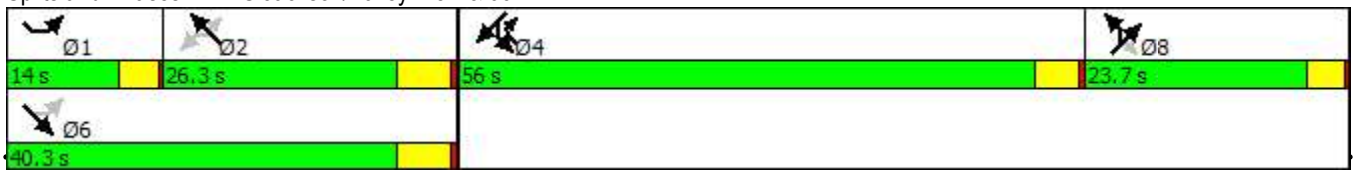
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Future Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.999				0.850			0.850		0.982	
Flt Protected	0.950			0.950				0.989			0.960	
Satd. Flow (prot)	1599	3289	0	1630	3197	1458	0	1718	1488	0	1632	0
Flt Permitted	0.173			0.514				0.989			0.960	
Satd. Flow (perm)	291	3289	0	882	3197	1428	0	1718	1488	0	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				761			99		8	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	33	400	4	39	587	761	3	10	18	629	21	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	404	0	39	587	761	0	13	18	0	751	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	30.8	29.4		21.8	21.8	76.6		5.2	5.2		52.9	
Actuated g/C Ratio	0.32	0.31		0.23	0.23	0.80		0.05	0.05		0.55	
v/c Ratio	0.13	0.40		0.19	0.80	0.58		0.14	0.10		0.83	
Control Delay	23.7	27.1		36.6	46.3	2.2		51.5	1.2		30.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.7	27.1		36.6	46.3	2.2		51.5	1.2		30.4	
LOS	C	C		D	D	A		D	A		C	
Approach Delay		26.9			21.8			22.3			30.4	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 95.5
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 82.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Future Volume (vph)	30	360	4	35	528	685	3	9	16	566	19	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3288		1630	3197	1450		1717	1488		1631	
Flt Permitted	0.17	1.00		0.51	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	292	3288		883	3197	1450		1717	1488		1631	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	400	4	39	587	761	3	10	18	629	21	101
RTOR Reduction (vph)	0	1	0	0	0	179	0	0	17	0	4	0
Lane Group Flow (vph)	33	403	0	39	587	582	0	13	1	0	747	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	29.8	29.8		20.4	20.4	72.8		2.8	2.8		52.4	
Effective Green, g (s)	31.2	31.2		21.8	21.8	75.6		2.8	2.8		52.9	
Actuated g/C Ratio	0.32	0.32		0.22	0.22	0.76		0.03	0.03		0.53	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	181	1037		194	704	1108		48	42		872	
v/s Ratio Prot	0.01	c0.12			c0.18	0.29		c0.01			c0.46	
v/s Ratio Perm	0.04			0.04		0.12			0.00			
v/c Ratio	0.18	0.39		0.20	0.83	0.53		0.27	0.01		0.86	
Uniform Delay, d1	24.8	26.4		31.4	36.8	4.6		47.1	46.7		19.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	8.2	0.3		2.2	0.1		8.2	
Delay (s)	25.1	26.6		31.8	45.1	4.9		49.3	46.8		28.0	
Level of Service	C	C		C	D	A		D	D		C	
Approach Delay (s)		26.5			22.7			47.8			28.0	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	98.9	Sum of lost time (s)	15.1
Intersection Capacity Utilization	82.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Future Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.960			0.926				0.850			0.850
Flt Protected		0.969			0.978		0.950			0.950		
Satd. Flow (prot)	0	1595	0	0	1562	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.792			0.893		0.950			0.950		
Satd. Flow (perm)	0	1304	0	0	1427	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	135	11	62	9	0	11	64	1232	12	18	949	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	208	0	0	20	0	64	1232	12	18	949	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		19.3			19.3		9.2	80.5	80.5	6.3	73.7	73.7
Actuated g/C Ratio		0.17			0.17		0.08	0.72	0.72	0.06	0.66	0.66
v/c Ratio		0.88			0.06		0.47	1.00	0.01	0.19	0.83	0.09
Control Delay		78.2			0.4		60.9	43.9	0.0	56.7	24.6	2.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		78.2			0.4		60.9	43.9	0.0	56.7	24.6	2.5
LOS		E			A		E	D	A	E	C	A
Approach Delay		78.2			0.4			44.3			23.3	
Approach LOS		E			A			D			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 112.2	
Natural Cycle: 130	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 38.1	Intersection LOS: D
Intersection Capacity Utilization 88.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Future Volume (vph)	123	10	56	8	0	10	58	1121	11	16	864	81
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1594			1562		1662	1716	1441	1662	1733	1412
Flt Permitted		0.79			0.89		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1304			1426		1662	1716	1441	1662	1733	1412
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	135	11	62	9	0	11	64	1232	12	18	949	89
RTOR Reduction (vph)	0	12	0	0	17	0	0	0	4	0	0	28
Lane Group Flow (vph)	0	196	0	0	3	0	64	1232	8	18	949	61
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		19.3			19.3		8.1	80.6	80.6	2.9	75.4	75.4
Effective Green, g (s)		19.3			19.3		8.1	80.6	80.6	2.9	75.4	75.4
Actuated g/C Ratio		0.17			0.17		0.07	0.70	0.70	0.03	0.66	0.66
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		219			239		117	1204	1011	41	1138	927
v/s Ratio Prot							c0.04	c0.72		0.01	0.55	
v/s Ratio Perm		c0.15			0.00				0.01			0.04
v/c Ratio		0.89			0.01		0.55	1.02	0.01	0.44	0.83	0.07
Uniform Delay, d1		46.7			39.8		51.6	17.1	5.1	55.1	14.9	7.1
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		33.3			0.0		4.1	32.0	0.0	5.4	5.6	0.0
Delay (s)		80.0			39.8		55.7	49.1	5.1	60.5	20.6	7.1
Level of Service		F			D		E	D	A	E	C	A
Approach Delay (s)		80.0			39.8			49.0			20.1	
Approach LOS		F			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	114.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	18	16	905	30	29	1200
Future Volume (vph)	18	16	905	30	29	1200
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100	0		0	125	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850	0.996			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1646	1473	1726	0	0	3289
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1646	1473	1726	0	0	3289
Link Speed (mph)	30		25			45
Link Distance (ft)	194		599			512
Travel Time (s)	4.4		16.3			7.8
Peak Hour Factor	0.85	0.85	0.90	0.90	0.90	0.90
Adj. Flow (vph)	21	19	1006	33	32	1333
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	19	1039	0	0	1365
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	12		12			12
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.6%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	18	16	905	30	29	1200
Future Vol, veh/h	18	16	905	30	29	1200
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	1006	33	32	1333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1754	1023	0	0	1039	0
Stage 1	1023	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	6.615	6.215	-	-	4.115	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	-	-	2.2095	-
Pot Cap-1 Maneuver	85	287	-	-	672	-
Stage 1	348	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	287	-	-	672	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	50.4	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	672	-	69	287	-	-
HCM Lane V/C Ratio	0.048	-	0.307	0.066	-	-
HCM Control Delay (s)	10.6	0.9	78.8	18.4	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.2	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	924	20	5	1213	12	4
Future Volume (vph)	924	20	5	1213	12	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.997				0.964	
Flt Protected					0.964	
Satd. Flow (prot)	3282	0	0	3292	1610	0
Flt Permitted					0.964	
Satd. Flow (perm)	3282	0	0	3292	1610	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	1053			433	463	
Travel Time (s)	28.7			6.6	10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.85	0.85
Adj. Flow (vph)	1027	22	6	1348	14	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1049	0	0	1354	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	924	20	5	1213	12	4
Future Vol, veh/h	924	20	5	1213	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1027	22	6	1348	14	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1049	0	1724	525
Stage 1	-	-	-	-	1038	-
Stage 2	-	-	-	-	686	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	665	-	81	500
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	665	-	78	500
Mov Cap-2 Maneuver	-	-	-	-	199	-
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	447	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	234	665	-	-	-
HCM Lane V/C Ratio	0.08	0.008	-	-	-
HCM Control Delay (s)	21.7	10.5	0.2	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	-

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1392	1	4	1048	1	4
Future Volume (vph)	1392	1	4	1048	1	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.892	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1716	1488	1662	1733	1545	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1716	1488	1662	1733	1545	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3346			408	349	
Travel Time (s)	65.2			6.2	7.9	
Peak Hour Factor	0.95	0.93	0.93	0.95	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1465	1	4	1103	1	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1465	1	4	1103	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1392	1	4	1048	1	4
Future Vol, veh/h	1392	1	4	1048	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	93	93	95	93	93
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1465	1	4	1103	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1466	0	2576	1465
Stage 1	-	-	-	-	1465	-
Stage 2	-	-	-	-	1111	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	467	-	29	159
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	318	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	467	-	29	159
Mov Cap-2 Maneuver	-	-	-	-	29	-
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	315	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0	50.8
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	467	-	84
HCM Lane V/C Ratio	-	-	0.009	-	0.064
HCM Control Delay (s)	-	-	12.8	-	50.8
HCM Lane LOS	-	-	B	-	F
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	1029	4	10	1367	20	23	0	5	18	2	33
Future Volume (vph)	18	1029	4	10	1367	20	23	0	5	18	2	33
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998			0.975			0.915	
Flt Protected	0.950			0.950				0.961			0.983	
Satd. Flow (prot)	1662	3289	0	1662	3254	0	0	1640	0	0	1573	0
Flt Permitted	0.950			0.950				0.961			0.983	
Satd. Flow (perm)	1662	3289	0	1662	3254	0	0	1640	0	0	1573	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1486			250			266	
Travel Time (s)		17.5			22.5			5.7			6.0	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	19	1083	4	11	1439	21	26	0	6	20	2	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1087	0	11	1460	0	0	32	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	1029	4	10	1367	20	23	0	5	18	2	33
Future Vol, veh/h	18	1029	4	10	1367	20	23	0	5	18	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	19	1083	4	11	1439	21	26	0	6	20	2	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1460	0	0	1087	0	0	1866	2605	544	2052	2597	730
Stage 1	-	-	-	-	-	-	1123	1123	-	1472	1472	-
Stage 2	-	-	-	-	-	-	743	1482	-	580	1125	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	469	-	-	649	-	-	46	25	488	33	25	369
Stage 1	-	-	-	-	-	-	223	283	-	136	191	-
Stage 2	-	-	-	-	-	-	378	191	-	472	281	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	469	-	-	649	-	-	37	24	488	31	24	369
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	24	-	31	24	-
Stage 1	-	-	-	-	-	-	214	271	-	130	188	-
Stage 2	-	-	-	-	-	-	331	188	-	448	269	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	195.2	164.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	44	649	-	-	469	-	-	70
HCM Lane V/C Ratio	0.707	0.016	-	-	0.04	-	-	0.841
HCM Control Delay (s)	195.2	10.6	-	-	13	-	-	164.7
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.7	0	-	-	0.1	-	-	4.1

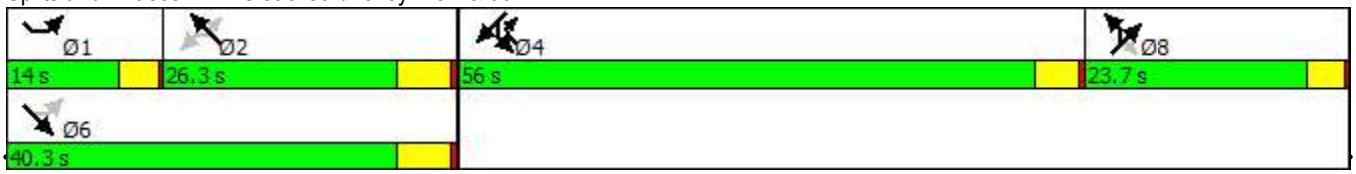
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Future Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.987			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1715	1488	0	1630	0
Flt Permitted	0.159			0.506				0.987			0.960	
Satd. Flow (perm)	268	3286	0	868	3197	1428	0	1715	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				823			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		925			1152			271			868	
Travel Time (s)		14.0			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	37	417	5	42	632	823	4	11	20	708	24	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	422	0	42	632	823	0	15	20	0	851	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	40.3		26.3	26.3	56.0	23.7	23.7	23.7	56.0	56.0	
Total Split (%)	11.7%	33.6%		21.9%	21.9%	46.7%	19.8%	19.8%	19.8%	46.7%	46.7%	
Maximum Green (s)	10.0	34.9		20.9	20.9	51.5	19.7	19.7	19.7	51.5	51.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	31.7	30.3		22.6	22.6	77.3		5.2	5.2		52.8	
Actuated g/C Ratio	0.33	0.31		0.23	0.23	0.80		0.05	0.05		0.55	
v/c Ratio	0.15	0.41		0.21	0.84	0.62		0.16	0.11		0.95	
Control Delay	23.9	27.2		36.9	48.7	2.6		51.9	1.3		44.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.9	27.2		36.9	48.7	2.6		51.9	1.3		44.4	
LOS	C	C		D	D	A		D	A		D	
Approach Delay		26.9			23.0			23.0			44.4	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 96.3
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.0 — Intersection LOS: C
Intersection Capacity Utilization 89.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



7: S Jackson/Valley View & 99

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Future Volume (vph)	35	396	5	40	600	782	4	10	18	637	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1449		1714	1488		1630	
Flt Permitted	0.16	1.00		0.51	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	267	3287		867	3197	1449		1714	1488		1630	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	37	417	5	42	632	823	4	11	20	708	24	119
RTOR Reduction (vph)	0	1	0	0	0	194	0	0	19	0	4	0
Lane Group Flow (vph)	37	421	0	42	632	629	0	15	1	0	847	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	30.7	30.7		21.2	21.2	73.5		2.9	2.9		52.3	
Effective Green, g (s)	32.1	32.1		22.6	22.6	76.3		2.9	2.9		52.8	
Actuated g/C Ratio	0.32	0.32		0.23	0.23	0.76		0.03	0.03		0.53	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	177	1057		196	723	1107		49	43		862	
v/s Ratio Prot	0.01	c0.13			c0.20	0.31		c0.01			c0.52	
v/s Ratio Perm	0.05			0.05		0.13			0.00			
v/c Ratio	0.21	0.40		0.21	0.87	0.57		0.31	0.01		0.98	
Uniform Delay, d1	24.9	26.3		31.4	37.2	4.9		47.5	47.1		23.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	11.3	0.5		2.6	0.1		26.2	
Delay (s)	25.3	26.5		31.8	48.6	5.4		50.0	47.2		49.2	
Level of Service	C	C		C	D	A		D	D		D	
Approach Delay (s)		26.4			24.4			48.4			49.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	15.1
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Future Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99				0.97			0.96
Frt		0.957			0.926				0.850			0.850
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1585	0	0	1562	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.782			0.892		0.950			0.950		
Satd. Flow (perm)	0	1282	0	0	1425	0	1662	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1141			3346	
Travel Time (s)		38.9			7.8			31.1			65.2	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	157	0	73	10	0	12	71	1349	14	19	1044	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	22	0	71	1349	14	19	1044	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

9: Main St/Main Street & Maple St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		16.9			16.9		9.6	81.5	81.5	6.4	74.4	74.4
Actuated g/C Ratio		0.15			0.15		0.09	0.74	0.74	0.06	0.67	0.67
v/c Ratio		0.87			0.08		0.49	1.07	0.01	0.20	0.90	0.10
Control Delay		60.5			0.5		61.1	64.3	0.0	56.9	29.9	2.8
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		60.5			0.5		61.1	64.3	0.0	56.9	29.9	2.8
LOS		E			A		E	E	A	E	C	A
Approach Delay		60.5			0.5			63.5			28.1	
Approach LOS		E			A			E			C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 110.8	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 48.3	Intersection LOS: D
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Future Volume (vph)	143	0	66	9	0	11	67	1282	13	18	992	91
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1586			1563		1662	1716	1442	1662	1733	1413
Flt Permitted		0.78			0.89		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1283			1426		1662	1716	1442	1662	1733	1413
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	0	73	10	0	12	71	1349	14	19	1044	96
RTOR Reduction (vph)	0	70	0	0	19	0	0	0	4	0	0	27
Lane Group Flow (vph)	0	160	0	0	3	0	71	1349	10	19	1044	69
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8					6			2
Actuated Green, G (s)		16.9			16.9		8.4	81.5	81.5	2.9	76.0	76.0
Effective Green, g (s)		16.9			16.9		8.4	81.5	81.5	2.9	76.0	76.0
Actuated g/C Ratio		0.15			0.15		0.07	0.72	0.72	0.03	0.67	0.67
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		191			212		123	1234	1037	42	1162	947
v/s Ratio Prot							c0.04	c0.79		0.01	0.60	
v/s Ratio Perm		c0.12			0.00				0.01			0.05
v/c Ratio		0.84			0.02		0.58	1.09	0.01	0.45	0.90	0.07
Uniform Delay, d1		46.9			41.1		50.7	15.9	4.5	54.4	15.5	6.5
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		25.8			0.0		5.3	55.0	0.0	5.5	9.6	0.0
Delay (s)		72.7			41.1		56.0	70.9	4.5	60.0	25.0	6.5
Level of Service		E			D		E	E	A	E	C	A
Approach Delay (s)		72.7			41.1			69.5			24.1	
Approach LOS		E			D			E			C	

Intersection Summary			
HCM 2000 Control Delay	51.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	113.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	4	44	5	2	133	56	1031	7	94	910	29
Future Volume (vph)	9	4	44	5	2	133	56	1031	7	94	910	29
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			90			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.895			0.871			0.999			0.995	
Flt Protected		0.992			0.998		0.950			0.950		
Satd. Flow (prot)	0	1551	0	0	1521	0	1662	1698	0	1662	1722	0
Flt Permitted		0.992			0.998		0.950			0.950		
Satd. Flow (perm)	0	1551	0	0	1521	0	1662	1698	0	1662	1722	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		645			338			608			1141	
Travel Time (s)		17.6			9.2			16.6			31.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	3%	0%	0%	1%	4%
Adj. Flow (vph)	10	4	48	5	2	146	59	1085	7	99	958	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	153	0	59	1092	0	99	989	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	24.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	4	44	5	2	133	56	1031	7	94	910	29
Future Vol, veh/h	9	4	44	5	2	133	56	1031	7	94	910	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	0	0	0	0	3	0	0	1	4
Mvmt Flow	10	4	48	5	2	146	59	1085	7	99	958	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2453	2382	974	2405	2394	1089	989	0	0	1092	0	0
Stage 1	1172	1172	-	1207	1207	-	-	-	-	-	-	-
Stage 2	1281	1210	-	1198	1187	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	21	35	308	23	34	264	707	-	-	647	-	-
Stage 1	235	269	-	226	259	-	-	-	-	-	-	-
Stage 2	204	258	-	229	264	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	27	308	14	26	264	707	-	-	647	-	-
Mov Cap-2 Maneuver	~ 7	27	-	14	26	-	-	-	-	-	-	-
Stage 1	215	228	-	207	238	-	-	-	-	-	-	-
Stage 2	83	237	-	160	224	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 597.1	142.7	0.5	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	707	-	-	36	149	647	-	-
HCM Lane V/C Ratio	0.083	-	-	1.74	1.033	0.153	-	-
HCM Control Delay (s)	10.6	-	-	$ 597.1	142.7	11.6	-	-
HCM Lane LOS	B	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	6.8	7.9	0.5	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

3: Main Street & Jackson Road

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	1425	1	5	1067	1	5
Future Volume (vph)	1425	1	5	1067	1	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)		175	50		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.884	
Flt Protected			0.950		0.993	
Satd. Flow (prot)	1716	1488	1662	1733	1536	0
Flt Permitted			0.950		0.993	
Satd. Flow (perm)	1716	1488	1662	1733	1536	0
Link Speed (mph)	35			45	30	
Link Distance (ft)	3335			408	349	
Travel Time (s)	65.0			6.2	7.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.90	0.90
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%
Adj. Flow (vph)	1500	1	5	1123	1	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1500	1	5	1123	7	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1425	1	5	1067	1	5
Future Vol, veh/h	1425	1	5	1067	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	175	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	90	90
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	1500	1	5	1123	1	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1501	0	2633	1500
Stage 1	-	-	-	-	1500	-
Stage 2	-	-	-	-	1133	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	452	-	26	152
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	310	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	452	-	26	152
Mov Cap-2 Maneuver	-	-	-	-	26	-
Stage 1	-	-	-	-	206	-
Stage 2	-	-	-	-	307	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.1	51.5
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	452	-	84
HCM Lane V/C Ratio	-	-	0.012	-	0.079
HCM Control Delay (s)	-	-	13.1	-	51.5
HCM Lane LOS	-	-	B	-	F
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	18	1071	4	10	1396	21	23	0	5	19	2	33
Future Volume (vph)	18	1071	4	10	1396	21	23	0	5	19	2	33
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	100		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998			0.977			0.917	
Flt Protected	0.950			0.950				0.960			0.983	
Satd. Flow (prot)	1662	3289	0	1662	3254	0	0	1641	0	0	1577	0
Flt Permitted	0.950			0.950				0.960			0.983	
Satd. Flow (perm)	1662	3289	0	1662	3254	0	0	1641	0	0	1577	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1152			1081			179			224	
Travel Time (s)		17.5			16.4			4.1			5.1	
Confl. Bikes (#/hr)						4						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	19	1127	4	11	1469	22	24	0	5	20	2	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1131	0	11	1491	0	0	29	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	1071	4	10	1396	21	23	0	5	19	2	33
Future Vol, veh/h	18	1071	4	10	1396	21	23	0	5	19	2	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	0	2	0	0	0	0	0	1	0
Mvmt Flow	19	1127	4	11	1469	22	24	0	5	20	2	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1491	0	0	1131	0	0	1925	2680	566	2104	2671	746
Stage 1	-	-	-	-	-	-	1167	1167	-	1502	1502	-
Stage 2	-	-	-	-	-	-	758	1513	-	602	1169	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.52	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.01	3.3
Pot Cap-1 Maneuver	456	-	-	625	-	-	41	22	473	30	22	360
Stage 1	-	-	-	-	-	-	209	270	-	130	185	-
Stage 2	-	-	-	-	-	-	370	184	-	458	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	456	-	-	625	-	-	33	21	473	28	21	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	33	21	-	28	21	-
Stage 1	-	-	-	-	-	-	200	259	-	125	182	-
Stage 2	-	-	-	-	-	-	325	181	-	434	256	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.2	0.1	218.4	200.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	40	625	-	-	456	-	-	62
HCM Lane V/C Ratio	0.737	0.017	-	-	0.042	-	-	0.917
HCM Control Delay (s)	218.4	10.9	-	-	13.2	-	-	200.2
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.7	0.1	-	-	0.1	-	-	4.3

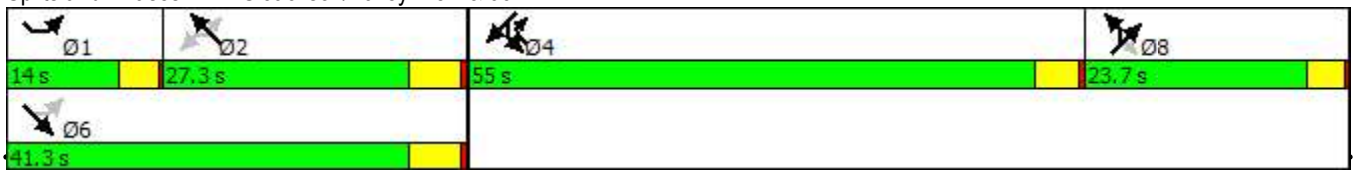
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Future Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	225		0	475		100	0		65	0		65
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	300			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						0.98						
Frt		0.998				0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.987			0.960	
Satd. Flow (prot)	1599	3286	0	1630	3197	1458	0	1715	1488	0	1630	0
Flt Permitted	0.153			0.495				0.987			0.960	
Satd. Flow (perm)	257	3286	0	849	3197	1428	0	1715	1488	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				824			99		9	
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		929			1152			271			868	
Travel Time (s)		14.1			17.5			6.2			16.9	
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.95	0.90	0.90
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Adj. Flow (vph)	37	439	5	42	662	824	4	11	20	693	24	119
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	444	0	42	662	824	0	15	20	0	836	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	2	2		2	2	1	1	2	1	1	2	
Detector Template							Left			Left		
Leading Detector (ft)	78	323		78	323	143	20	78	143	20	78	
Trailing Detector (ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Position(ft)	2	157		2	157	137	0	2	137	0	2	
Detector 1 Size(ft)	6	6		6	6	6	20	6	6	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	72	317		72	317			72			72	
Detector 2 Size(ft)	6	6		6	6			6			6	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Detector Phase	1	6		2	2	4	8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	14.0	27.4		25.0	25.0	26.5	23.7	23.7	23.7	26.5	26.5	
Total Split (s)	14.0	41.3		27.3	27.3	55.0	23.7	23.7	23.7	55.0	55.0	
Total Split (%)	11.7%	34.4%		22.8%	22.8%	45.8%	19.8%	19.8%	19.8%	45.8%	45.8%	
Maximum Green (s)	10.0	35.9		21.9	21.9	50.5	19.7	19.7	19.7	50.5	50.5	
Yellow Time (s)	3.5	4.7		4.7	4.7	4.0	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	0.5	0.7		0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	
Lost Time Adjust (s)	-1.4	-1.4		-1.4	-1.4	-1.4		0.0	0.0		-0.5	
Total Lost Time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Time To Reduce (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	Min		Min	Min	None	None	None	None	None	None	
Walk Time (s)		7.0		7.0	7.0	7.0				7.0	7.0	
Flash Dont Walk (s)		15.0		11.0	11.0	15.0				15.0	15.0	
Pedestrian Calls (#/hr)		0		0	0	0				0	0	
Act Effct Green (s)	32.7	31.3		23.7	23.7	77.3		5.2	5.2		51.8	
Actuated g/C Ratio	0.34	0.33		0.25	0.25	0.80		0.05	0.05		0.54	
v/c Ratio	0.15	0.42		0.20	0.84	0.62		0.16	0.11		0.95	
Control Delay	23.2	26.6		36.0	47.8	2.6		51.9	1.3		45.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	23.2	26.6		36.0	47.8	2.6		51.9	1.3		45.4	
LOS	C	C		D	D	A		D	A		D	
Approach Delay		26.4			23.1			23.0			45.4	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 96.3
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.1 — Intersection LOS: C
Intersection Capacity Utilization 91.8% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 7: S Jackson/Valley View & 99



7: S Jackson/Valley View & 99

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Future Volume (vph)	35	417	5	40	629	783	4	10	18	658	22	107
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	2.6	4.0		4.0	4.0	3.1		4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85		0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (prot)	1599	3287		1630	3197	1449		1714	1488		1630	
Flt Permitted	0.15	1.00		0.49	1.00	1.00		0.99	1.00		0.96	
Satd. Flow (perm)	257	3287		849	3197	1449		1714	1488		1630	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	37	439	5	42	662	824	4	11	20	693	24	119
RTOR Reduction (vph)	0	1	0	0	0	194	0	0	19	0	4	0
Lane Group Flow (vph)	37	443	0	42	662	630	0	15	1	0	832	0
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	4%	1%	0%	2%	4%	2%	0%	1%	0%	1%	0%	2%
Turn Type	pm+pt	NA		Perm	NA	pm+ov	Split	NA	Perm	Split	NA	
Protected Phases	1	6			2	4	8	8		4	4	
Permitted Phases	6			2		2			8		4	
Actuated Green, G (s)	31.7	31.7		22.2	22.2	73.5		2.9	2.9		51.3	
Effective Green, g (s)	33.1	33.1		23.6	23.6	76.3		2.9	2.9		51.8	
Actuated g/C Ratio	0.33	0.33		0.24	0.24	0.76		0.03	0.03		0.52	
Clearance Time (s)	4.0	5.4		5.4	5.4	4.5		4.0	4.0		4.5	
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5		2.5	2.5		2.5	
Lane Grp Cap (vph)	178	1090		200	756	1107		49	43		846	
v/s Ratio Prot	0.01	c0.13			c0.21	0.30		c0.01			c0.51	
v/s Ratio Perm	0.05			0.05		0.13			0.00			
v/c Ratio	0.21	0.41		0.21	0.88	0.57		0.31	0.01		0.98	
Uniform Delay, d1	24.3	25.8		30.6	36.7	4.9		47.5	47.1		23.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.4	0.2		0.4	11.0	0.5		2.6	0.1		26.6	
Delay (s)	24.7	25.9		31.0	47.7	5.4		50.0	47.2		50.2	
Level of Service	C	C		C	D	A		D	D		D	
Approach Delay (s)		25.9			24.5			48.4			50.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	99.8	Sum of lost time (s)	15.1
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Future Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Storage Length (ft)	0		0	0		0	150		160	70		195
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			300			80		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98				0.97			0.96
Frt		0.959			0.920				0.850			0.850
Flt Protected		0.966			0.980		0.950			0.950		
Satd. Flow (prot)	0	1587	0	0	1554	0	1662	1716	1488	1662	1733	1473
Flt Permitted		0.778			0.908		0.115			0.950		
Satd. Flow (perm)	0	1279	0	0	1440	0	201	1716	1441	1662	1733	1411
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			82				45			82
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		1425			286			1149			3335	
Travel Time (s)		38.9			7.8			31.3			65.0	
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Adj. Flow (vph)	161	0	69	9	0	13	71	1374	14	19	1060	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	0	0	22	0	71	1374	14	19	1060	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		12			12			12			12	
Two way Left Turn Lane								Yes				
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
Number of Detectors	1	2		1	2		2	1	1	2	1	1
Detector Template	Left			Left								
Leading Detector (ft)	20	78		20	78		78	143	143	78	143	143
Trailing Detector (ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Position(ft)	0	2		0	2		2	137	137	2	137	137
Detector 1 Size(ft)	20	6		20	6		6	6	6	6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		72			72		72			72		
Detector 2 Size(ft)		6			6		6			6		
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0			0.0		

9: Main St/Main Street & Maple St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8			6		6			2
Detector Phase	8	8		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	24.0	24.0		24.0	24.0		22.0	22.5	22.5	13.0	22.0	22.0
Total Split (s)	24.0	24.0		24.0	24.0		22.0	83.0	83.0	13.0	74.0	74.0
Total Split (%)	20.0%	20.0%		20.0%	20.0%		18.3%	69.2%	69.2%	10.8%	61.7%	61.7%
Maximum Green (s)	20.0	20.0		20.0	20.0		18.0	79.0	79.0	9.0	70.0	70.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.7	2.7	2.0	2.7	2.7
Time Before Reduce (s)	8.0	8.0		8.0	8.0		8.0	10.0	10.0	8.0	10.0	10.0
Time To Reduce (s)	4.0	4.0		4.0	4.0		4.0	13.0	13.0	4.0	13.0	13.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)	13.0	13.0		13.0	13.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		16.8			16.8		83.5	80.4	80.4	6.4	76.0	76.0
Actuated g/C Ratio		0.15			0.15		0.76	0.73	0.73	0.06	0.69	0.69
v/c Ratio		0.87			0.08		0.29	1.09	0.01	0.20	0.88	0.10
Control Delay		59.6			0.5		6.6	72.8	0.0	56.5	26.1	2.5
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.6			0.5		6.6	72.8	0.0	56.5	26.1	2.5
LOS		E			A		A	E	A	E	C	A
Approach Delay		59.6			0.5			68.9			24.6	
Approach LOS		E			A			E			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 109.6
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 49.6 Intersection LOS: D
Intersection Capacity Utilization 101.8% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 9: Main St/Main Street & Maple St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Future Volume (vph)	153	0	66	9	0	12	67	1305	13	18	1007	94
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		0.99			0.98		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.96			0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1589			1554		1662	1716	1442	1662	1733	1413
Flt Permitted		0.78			0.91		0.11	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1280			1440		201	1716	1442	1662	1733	1413
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	161	0	69	9	0	13	71	1374	14	19	1060	99
RTOR Reduction (vph)	0	70	0	0	19	0	0	0	4	0	0	25
Lane Group Flow (vph)	0	160	0	0	3	0	71	1374	10	19	1060	74
Confl. Peds. (#/hr)			9			2			3			6
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases		8			8		1	6		5	2	
Permitted Phases	8			8			6		6			2
Actuated Green, G (s)		16.8			16.8		86.0	80.4	80.4	2.9	77.7	77.7
Effective Green, g (s)		16.8			16.8		86.0	80.4	80.4	2.9	77.7	77.7
Actuated g/C Ratio		0.15			0.15		0.77	0.72	0.72	0.03	0.69	0.69
Clearance Time (s)		4.0			4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)		2.5			2.5		2.5	4.0	4.0	2.5	4.0	4.0
Lane Grp Cap (vph)		191			215		227	1230	1034	42	1201	979
v/s Ratio Prot							c0.02	c0.80		0.01	0.61	
v/s Ratio Perm		c0.13			0.00		0.22		0.01			0.05
v/c Ratio		0.84			0.02		0.31	1.12	0.01	0.45	0.88	0.08
Uniform Delay, d1		46.3			40.6		15.1	15.8	4.5	53.8	13.6	5.6
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		25.9			0.0		0.6	64.2	0.0	5.5	8.1	0.0
Delay (s)		72.2			40.6		15.7	80.0	4.5	59.4	21.7	5.6
Level of Service		E			D		B	F	A	E	C	A
Approach Delay (s)		72.2			40.6			76.1			21.0	
Approach LOS		E			D			E			C	

Intersection Summary			
HCM 2000 Control Delay	53.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	112.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Volume (vph)	18	16	1056	54	29	1401
Future Volume (vph)	18	16	1056	54	29	1401
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Storage Length (ft)	75	0		0	125	
Storage Lanes	1	1		0	0	
Taper Length (ft)	25				50	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850	0.993			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1646	1473	1721	0	0	3289
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1646	1473	1721	0	0	3289
Link Speed (mph)	30		25			45
Link Distance (ft)	194		599			512
Travel Time (s)	4.4		16.3			7.8
Peak Hour Factor	0.85	0.85	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	19	1112	57	31	1475
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	19	1169	0	0	1506
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	12		12			12
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 74.5%	ICU Level of Service D
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	18	16	1056	54	29	1401
Future Vol, veh/h	18	16	1056	54	29	1401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	1112	57	31	1475

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1941	1141	0	0	1169	0
Stage 1	1141	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.615	6.215	-	-	4.115	-
Critical Hdwy Stg 1	5.415	-	-	-	-	-
Critical Hdwy Stg 2	5.815	-	-	-	-	-
Follow-up Hdwy	3.5095	3.3095	-	-	2.2095	-
Pot Cap-1 Maneuver	65	245	-	-	600	-
Stage 1	306	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	46	245	-	-	600	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	82.8	0	1.8
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	600	-	46	245	-	-
HCM Lane V/C Ratio	0.051	-	0.46	0.077	-	-
HCM Control Delay (s)	11.3	1.6	137.8	20.9	-	-
HCM Lane LOS	B	A	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.2	-	-

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1075	20	5	1414	12	4
Future Volume (vph)	1075	20	5	1414	12	4
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.997				0.964	
Flt Protected					0.964	
Satd. Flow (prot)	3282	0	0	3292	1610	0
Flt Permitted					0.964	
Satd. Flow (perm)	3282	0	0	3292	1610	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	1081			405	441	
Travel Time (s)	29.5			6.1	10.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.85	0.85
Adj. Flow (vph)	1132	21	5	1488	14	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1153	0	0	1493	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	12			12	12	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.11	1.11	1.11	1.11	1.11	1.11
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1075	20	5	1414	12	4
Future Vol, veh/h	1075	20	5	1414	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1132	21	5	1488	14	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1153	0	1897	577
Stage 1	-	-	-	-	1143	-
Stage 2	-	-	-	-	754	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	607	-	62	462
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	428	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	607	-	59	462
Mov Cap-2 Maneuver	-	-	-	-	173	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	407	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.3	24.3
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	205	607	-	-	-
HCM Lane V/C Ratio	0.092	0.009	-	-	-
HCM Control Delay (s)	24.3	11	0.3	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	-

Appendix G

QUEUEING ANALYSIS OUTPUT

160 Madison Suite A Eugene, Oregon 97402 541.513.3376

SANDOW ENGINEERING

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SW
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SW
Directions Served	LR
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SW
Directions Served	LR
Maximum Queue (ft)	23
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	43	16	35	99
Average Queue (ft)	12	2	7	52
95th Queue (ft)	41	14	30	107
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	44	22	39	74
Average Queue (ft)	15	4	5	38
95th Queue (ft)	41	18	26	64
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	52	27	43	104
Average Queue (ft)	14	3	6	41
95th Queue (ft)	42	17	27	78
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	101	182	131	13	66	66	78	24	24	218
Average Queue (ft)	53	113	84	3	38	34	38	5	5	154
95th Queue (ft)	96	188	142	16	76	69	77	22	24	230
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0					0			
Queuing Penalty (veh)		0					0			

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	121	167	164	21	91	117	120	30	29	246
Average Queue (ft)	53	96	69	4	44	40	44	3	6	159
95th Queue (ft)	98	155	130	19	81	82	96	16	25	231
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						0	0			
Queuing Penalty (veh)						1	0			

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	125	190	164	26	95	117	120	30	30	252
Average Queue (ft)	53	100	72	4	42	38	43	3	6	158
95th Queue (ft)	97	164	134	18	80	79	92	18	24	231
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				0	0			
Queuing Penalty (veh)		0				1	0			

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	83	18	64	150	6	23	406	142
Average Queue (ft)	58	4	28	95	1	5	211	26
95th Queue (ft)	92	19	64	161	8	21	414	106
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				1			22	
Queuing Penalty (veh)				0			24	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	123	18	60	245	24	23	395	245
Average Queue (ft)	51	3	26	104	1	3	172	33
95th Queue (ft)	98	16	54	196	10	15	326	130
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			19	
Queuing Penalty (veh)				1			20	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	123	22	73	245	24	23	452	292
Average Queue (ft)	53	4	27	102	1	4	181	31
95th Queue (ft)	98	17	57	188	10	17	351	125
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			19	
Queuing Penalty (veh)				1			21	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	12	22
Average Queue (ft)	2	2
95th Queue (ft)	13	14
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	25	25
Average Queue (ft)	3	3
95th Queue (ft)	16	17
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	25	26
Average Queue (ft)	2	2
95th Queue (ft)	16	16
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	32	22	50	50
Average Queue (ft)	11	5	20	31
95th Queue (ft)	35	23	57	61
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	41	35	54	76
Average Queue (ft)	8	5	20	33
95th Queue (ft)	31	25	50	65
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	41	35	65	76
Average Queue (ft)	9	5	20	33
95th Queue (ft)	32	24	52	64
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	52	160	122	68	221	269	124	38	48	282
Average Queue (ft)	33	105	57	28	139	138	88	16	16	216
95th Queue (ft)	65	171	121	67	240	275	158	44	49	296
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				11	2	0	0	
Queuing Penalty (veh)		0				77	6	0	0	

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	57	159	116	81	217	292	125	53	44	306
Average Queue (ft)	21	87	41	24	98	114	78	14	13	192
95th Queue (ft)	53	147	95	61	177	243	149	46	41	286
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						6	1	0	0	
Queuing Penalty (veh)						38	3	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	63	169	135	83	258	324	125	53	57	312
Average Queue (ft)	24	91	45	25	108	120	80	15	14	198
95th Queue (ft)	57	154	102	63	197	252	151	46	43	290
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				7	1	0	0	
Queuing Penalty (veh)		0				47	4	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	209	43	297	891	365	99	452	292
Average Queue (ft)	118	15	78	562	71	28	270	67
95th Queue (ft)	204	42	269	958	386	104	458	238
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				22		1	22	
Queuing Penalty (veh)				14		10	22	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	210	49	384	803	26	129	454	194
Average Queue (ft)	93	12	69	347	3	19	234	35
95th Queue (ft)	171	36	237	664	17	76	423	158
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	16		1	22	
Queuing Penalty (veh)			0	9		7	19	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	225	51	448	919	366	149	517	292
Average Queue (ft)	99	13	71	399	19	21	243	43
95th Queue (ft)	181	38	245	769	182	84	434	180
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	17		1	22	
Queuing Penalty (veh)			0	10		8	20	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SW
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	B2	SW
Directions Served	T	LR
Maximum Queue (ft)	3	29
Average Queue (ft)	0	5
95th Queue (ft)	3	22
Link Distance (ft)	1437	302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	B2	SW
Directions Served	T	LR
Maximum Queue (ft)	3	29
Average Queue (ft)	0	5
95th Queue (ft)	2	22
Link Distance (ft)	1437	302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	42	10	30	70
Average Queue (ft)	14	1	9	38
95th Queue (ft)	40	11	30	80
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	54	26	31	92
Average Queue (ft)	17	3	6	40
95th Queue (ft)	46	15	26	77
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	55	26	31	100
Average Queue (ft)	17	2	7	40
95th Queue (ft)	45	14	27	77
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	71	149	115	23	93	78	88	12	30	238
Average Queue (ft)	45	97	74	8	49	36	47	2	9	160
95th Queue (ft)	75	151	128	25	92	76	88	14	32	238
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						1	0			
Queuing Penalty (veh)						4	0			

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	94	170	164	27	103	115	120	29	30	242
Average Queue (ft)	49	97	78	4	48	40	52	4	9	160
95th Queue (ft)	86	157	141	20	89	89	110	22	32	228
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						0	1	0		
Queuing Penalty (veh)						2	1	0		

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	94	172	164	29	106	118	120	29	30	254
Average Queue (ft)	48	97	77	5	49	39	51	4	9	160
95th Queue (ft)	84	156	138	22	90	86	105	20	32	231
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						0	1	0		
Queuing Penalty (veh)						2	1	0		

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	118	18	61	233	18	41	330	87
Average Queue (ft)	54	4	30	127	3	7	170	27
95th Queue (ft)	115	18	66	227	16	45	344	107
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			18	
Queuing Penalty (veh)				1			21	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	120	22	58	291	18	121	399	102
Average Queue (ft)	53	5	27	125	1	10	182	23
95th Queue (ft)	100	19	56	233	10	55	339	73
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				4			20	
Queuing Penalty (veh)				2			23	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	135	23	66	301	29	121	399	148
Average Queue (ft)	53	4	28	125	1	9	179	24
95th Queue (ft)	104	19	59	232	12	53	341	83
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				3			20	
Queuing Penalty (veh)				2			22	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SW
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	9
95th Queue (ft)	30
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SW
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SW
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	302
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	42	17	30	71
Average Queue (ft)	13	2	6	41
95th Queue (ft)	42	15	25	75
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	43	18	31	97
Average Queue (ft)	14	3	5	45
95th Queue (ft)	39	16	23	82
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	49	27	31	97
Average Queue (ft)	14	3	5	44
95th Queue (ft)	40	16	24	81
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	73	179	115	7	71	91	99	10	30	212
Average Queue (ft)	38	104	75	3	42	39	44	5	7	166
95th Queue (ft)	73	174	132	15	76	90	102	21	28	219
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)							1			
Queuing Penalty (veh)							1			

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	98	193	176	37	107	125	113	30	30	278
Average Queue (ft)	46	108	76	7	47	43	44	4	2	163
95th Queue (ft)	81	173	138	26	85	95	88	21	15	236
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						1	0			
Queuing Penalty (veh)						6	0			

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	98	198	176	37	107	125	119	30	30	278
Average Queue (ft)	44	107	75	6	46	42	44	4	3	164
95th Queue (ft)	80	173	137	24	83	94	92	21	19	232
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						1	0			
Queuing Penalty (veh)						4	0			

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	122	7	63	214	10	65	326	124
Average Queue (ft)	65	1	30	118	3	11	207	37
95th Queue (ft)	121	8	64	215	17	64	336	132
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			26	
Queuing Penalty (veh)				1			31	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	104	28	77	211	28	28	398	203
Average Queue (ft)	55	6	31	107	2	4	206	30
95th Queue (ft)	98	22	65	192	14	20	353	126
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			22	
Queuing Penalty (veh)				1			25	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	130	28	77	227	28	70	398	289
Average Queue (ft)	57	5	30	110	2	6	206	32
95th Queue (ft)	105	20	64	198	15	36	349	128
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				2			23	
Queuing Penalty (veh)				1			26	

Intersection: 26: Proj Access & 99, Interval #1

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	48	42	18
Average Queue (ft)	27	24	5
95th Queue (ft)	47	47	22
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Proj Access & 99, Interval #2

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	63	50	44
Average Queue (ft)	23	20	7
95th Queue (ft)	53	45	29
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Proj Access & 99, All Intervals

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	63	50	44
Average Queue (ft)	24	21	6
95th Queue (ft)	52	45	27
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: 99, Interval #1

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	16	71
Average Queue (ft)	1	33
95th Queue (ft)	10	70
Link Distance (ft)	374	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, Interval #2

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	18	48
Average Queue (ft)	3	18
95th Queue (ft)	15	42
Link Distance (ft)	374	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, All Intervals

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	26	71
Average Queue (ft)	2	21
95th Queue (ft)	14	51
Link Distance (ft)	374	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 61
Network wide Queuing Penalty, Interval #2: 59
Network wide Queuing Penalty, All Intervals: 59

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	21	11
Average Queue (ft)	2	3
95th Queue (ft)	17	16
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	22	34
Average Queue (ft)	2	5
95th Queue (ft)	14	23
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	32	34
Average Queue (ft)	2	4
95th Queue (ft)	15	22
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	21	52	105
Average Queue (ft)	11	4	33	55
95th Queue (ft)	36	21	62	126
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	27	80	87
Average Queue (ft)	11	4	24	33
95th Queue (ft)	34	19	64	84
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	42	27	85	134
Average Queue (ft)	11	4	26	38
95th Queue (ft)	35	20	64	97
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	43	151	86	46	182	262	108	40	38	258
Average Queue (ft)	21	88	41	20	110	107	64	12	14	187
95th Queue (ft)	46	148	97	50	184	228	132	40	39	269
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						6	1	0	0	
Queuing Penalty (veh)						46	1	0	0	

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	53	162	116	56	178	276	125	43	38	251
Average Queue (ft)	19	79	37	20	94	102	58	13	13	173
95th Queue (ft)	47	140	88	47	157	211	134	39	38	241
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0	0	
Queuing Penalty (veh)						28	1	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	53	171	117	60	192	308	125	47	43	271
Average Queue (ft)	20	81	38	20	98	103	59	13	13	177
95th Queue (ft)	47	142	91	48	165	216	133	39	38	249
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						5	1	0	0	
Queuing Penalty (veh)						32	1	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	171	35	314	686	331	27	399	191
Average Queue (ft)	103	13	91	477	79	9	223	37
95th Queue (ft)	191	40	306	904	394	29	420	168
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				1				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	21			22	
Queuing Penalty (veh)			0	14			23	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	171	43	449	764	121	99	372	202
Average Queue (ft)	88	11	70	327	8	16	195	26
95th Queue (ft)	158	34	260	634	85	72	353	117
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				16			20	
Queuing Penalty (veh)				9			18	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	200	48	449	837	428	99	411	246
Average Queue (ft)	92	11	75	363	25	15	202	29
95th Queue (ft)	167	35	272	719	201	64	371	131
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0				
Queuing Penalty (veh)				0				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	17			21	
Queuing Penalty (veh)			0	10			19	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	5	17
Average Queue (ft)	1	3
95th Queue (ft)	10	18
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	22	33
Average Queue (ft)	2	5
95th Queue (ft)	15	23
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	22	33
Average Queue (ft)	2	4
95th Queue (ft)	14	22
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	29	21	51	82
Average Queue (ft)	11	8	20	44
95th Queue (ft)	34	27	58	101
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	46	26	62	66
Average Queue (ft)	10	3	26	30
95th Queue (ft)	33	18	56	60
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	46	27	70	90
Average Queue (ft)	10	5	25	33
95th Queue (ft)	33	21	57	73
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	43	134	116	50	176	250	125	34	30	278
Average Queue (ft)	24	91	49	20	96	112	78	11	10	189
95th Queue (ft)	52	141	109	53	175	253	148	35	33	286
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0		
Queuing Penalty (veh)						31	2	0		

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	56	142	112	51	196	214	125	44	34	278
Average Queue (ft)	19	79	40	19	90	88	64	13	13	167
95th Queue (ft)	47	129	86	45	162	171	135	40	37	249
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0	0	
Queuing Penalty (veh)						25	2	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	56	150	127	59	206	287	125	44	34	291
Average Queue (ft)	20	82	42	19	92	94	67	12	12	173
95th Queue (ft)	49	133	93	47	165	195	139	39	36	259
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)						4	1	0	0	
Queuing Penalty (veh)						26	2	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	195	44	221	958	635	64	374	295
Average Queue (ft)	120	13	69	664	116	19	217	53
95th Queue (ft)	212	43	262	1146	551	65	365	218
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				1	0			
Queuing Penalty (veh)				7	0			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				24		0	20	
Queuing Penalty (veh)				15		2	21	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	182	44	449	819	357	102	379	185
Average Queue (ft)	93	11	108	385	22	14	185	23
95th Queue (ft)	170	34	361	779	199	62	325	88
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	17		0	21	
Queuing Penalty (veh)			2	10		2	19	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	215	58	450	962	675	110	409	295
Average Queue (ft)	99	12	98	452	45	15	193	30
95th Queue (ft)	183	37	340	914	316	63	337	131
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				2	0			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	19		0	21	
Queuing Penalty (veh)			2	11		2	20	

Intersection: 26: Project Access & 99, Interval #1

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	56	32	34
Average Queue (ft)	26	18	16
95th Queue (ft)	63	41	40
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Project Access & 99, Interval #2

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	51	37	48
Average Queue (ft)	14	12	12
95th Queue (ft)	41	35	38
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Project Access & 99, All Intervals

Movement	EB	EB	NW
Directions Served	L	R	LT
Maximum Queue (ft)	61	38	48
Average Queue (ft)	17	13	13
95th Queue (ft)	48	37	38
Link Distance (ft)		167	458
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: 99, Interval #1

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	5	35
Average Queue (ft)	2	16
95th Queue (ft)	12	43
Link Distance (ft)	392	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, Interval #2

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	28	40
Average Queue (ft)	3	14
95th Queue (ft)	16	40
Link Distance (ft)	392	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 29: 99, All Intervals

Movement	NW	NE
Directions Served	L	LR
Maximum Queue (ft)	28	45
Average Queue (ft)	2	14
95th Queue (ft)	15	41
Link Distance (ft)	392	421
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 112
Network wide Queuing Penalty, Interval #2: 89
Network wide Queuing Penalty, All Intervals: 95

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	25	19
Average Queue (ft)	4	3
95th Queue (ft)	22	18
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	24	33
Average Queue (ft)	2	5
95th Queue (ft)	15	23
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	32	33
Average Queue (ft)	3	4
95th Queue (ft)	17	22
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	31	18	82	70
Average Queue (ft)	8	5	35	41
95th Queue (ft)	30	22	82	81
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	32	89	99
Average Queue (ft)	11	6	33	44
95th Queue (ft)	35	25	85	87
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	34	32	94	104
Average Queue (ft)	10	6	33	43
95th Queue (ft)	34	24	84	86
Link Distance (ft)			207	224
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	47	191	156	50	200	261	125	45	34	250
Average Queue (ft)	28	119	74	21	136	157	100	12	16	193
95th Queue (ft)	52	196	169	50	231	293	160	53	43	271
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				12	1	2		
Queuing Penalty (veh)		0				96	4	0		

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	61	194	152	73	227	362	125	58	51	318
Average Queue (ft)	22	100	57	24	126	148	91	15	14	200
95th Queue (ft)	58	164	121	60	201	284	162	47	44	298
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				9	2	1	0	
Queuing Penalty (veh)		0				70	5	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	65	211	175	73	250	371	125	68	51	318
Average Queue (ft)	24	104	61	23	128	150	93	15	14	199
95th Queue (ft)	57	173	135	58	209	286	162	49	43	292
Link Distance (ft)		900	900		1092	1092		228		789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				10	2	1	0	
Queuing Penalty (veh)		0				77	5	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	268	36	450	1097	669	79	613	242
Average Queue (ft)	183	13	220	1005	269	21	339	65
95th Queue (ft)	298	42	549	1215	786	77	530	239
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				6	1			
Queuing Penalty (veh)				38	3			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				27		0	27	
Queuing Penalty (veh)				19		0	31	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	289	50	450	1113	1020	114	648	295
Average Queue (ft)	162	13	151	962	262	22	298	70
95th Queue (ft)	271	39	448	1207	883	71	547	251
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				7	0			
Queuing Penalty (veh)				38	2			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	27		0	24	
Queuing Penalty (veh)			2	18		4	26	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	303	55	450	1120	1024	133	720	295
Average Queue (ft)	167	13	168	972	264	22	308	69
95th Queue (ft)	279	40	477	1211	862	72	546	249
Link Distance (ft)	1372	242		1078	1078		3290	
Upstream Blk Time (%)				6	0			
Queuing Penalty (veh)				38	2			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)			0	27		0	25	
Queuing Penalty (veh)			1	18		3	27	

Intersection: 3: Main Street & Jackson Road, Interval #1

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	19	31
Average Queue (ft)	3	7
95th Queue (ft)	18	30
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Main Street & Jackson Road, Interval #2

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	38	42
Average Queue (ft)	4	9
95th Queue (ft)	21	32
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 3: Main Street & Jackson Road, All Intervals

Movement	SB	SW
Directions Served	L	LR
Maximum Queue (ft)	38	48
Average Queue (ft)	3	8
95th Queue (ft)	20	32
Link Distance (ft)		302
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	1	

Intersection: 4: 99 & Jackson Rd., Interval #1

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	36	23	99	118
Average Queue (ft)	14	6	58	56
95th Queue (ft)	41	25	126	119
Link Distance (ft)			136	182
Upstream Blk Time (%)			7	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., Interval #2

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	33	29	91	132
Average Queue (ft)	9	6	35	48
95th Queue (ft)	32	25	78	100
Link Distance (ft)			136	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 99 & Jackson Rd., All Intervals

Movement	SE	NW	NE	SW
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	38	29	116	148
Average Queue (ft)	10	6	41	50
95th Queue (ft)	34	25	94	105
Link Distance (ft)			136	182
Upstream Blk Time (%)			2	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	100	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: S Jackson/Valley View & 99, Interval #1

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	72	187	121	69	236	264	125	48	42	266
Average Queue (ft)	23	118	65	33	131	136	101	18	19	207
95th Queue (ft)	68	188	124	69	210	258	165	53	49	292
Link Distance (ft)		903	903		1091	1091		229		790
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				10	3	3	0	
Queuing Penalty (veh)		0				80	9	1	0	

Intersection: 7: S Jackson/Valley View & 99, Interval #2

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	66	192	144	58	263	385	125	53	39	313
Average Queue (ft)	23	105	57	19	136	160	97	15	15	216
95th Queue (ft)	54	175	125	48	228	303	164	46	43	301
Link Distance (ft)		903	903		1091	1091		229		790
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				11	2	1	0	
Queuing Penalty (veh)		0				82	8	0	0	

Intersection: 7: S Jackson/Valley View & 99, All Intervals

Movement	SE	SE	SE	NW	NW	NW	NW	NE	NE	SW
Directions Served	L	T	TR	L	T	T	R	LT	R	LTR
Maximum Queue (ft)	82	204	148	70	279	385	125	64	43	315
Average Queue (ft)	23	109	59	22	135	155	98	16	16	214
95th Queue (ft)	58	179	125	55	224	294	164	48	45	299
Link Distance (ft)		903	903		1091	1091		229		790
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225			475			100		65	
Storage Blk Time (%)		0				10	3	1	0	
Queuing Penalty (veh)		0				82	8	0	0	

Intersection: 9: Main St/Main Street & Maple St, Interval #1

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	266	39	370	1041	737	51	425	195
Average Queue (ft)	168	12	130	931	158	13	220	50
95th Queue (ft)	291	41	419	1164	647	57	421	196
Link Distance (ft)	1372	240		1091	1091		3280	
Upstream Blk Time (%)				2				
Queuing Penalty (veh)				10				
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				27			20	
Queuing Penalty (veh)				19			24	

Intersection: 9: Main St/Main Street & Maple St, Interval #2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	291	56	450	1135	1105	94	477	247
Average Queue (ft)	160	18	116	1019	307	18	235	39
95th Queue (ft)	276	48	400	1245	962	68	406	167
Link Distance (ft)	1372	240		1091	1091		3280	
Upstream Blk Time (%)				7	0			
Queuing Penalty (veh)				41	2			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				26		1	20	
Queuing Penalty (veh)				17		8	22	

Intersection: 9: Main St/Main Street & Maple St, All Intervals

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	R	L	T	R
Maximum Queue (ft)	297	61	450	1136	1105	110	511	295
Average Queue (ft)	162	17	119	997	271	16	232	42
95th Queue (ft)	280	46	405	1234	899	65	410	175
Link Distance (ft)	1372	240		1091	1091		3280	
Upstream Blk Time (%)				6	0			
Queuing Penalty (veh)				34	1			
Storage Bay Dist (ft)			150			70		195
Storage Blk Time (%)				26		1	20	
Queuing Penalty (veh)				18		6	22	

Intersection: 26: 99 & Project Access, Interval #1

Movement	EB	EB	B2	NW
Directions Served	L	R	T	LT
Maximum Queue (ft)	68	82	6	31
Average Queue (ft)	36	26	1	11
95th Queue (ft)	84	98	10	34
Link Distance (ft)		167	367	458
Upstream Blk Time (%)		1		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	11	0		
Queuing Penalty (veh)	2	0		

Intersection: 26: 99 & Project Access, Interval #2

Movement	EB	EB	B2	NW
Directions Served	L	R	T	LT
Maximum Queue (ft)	63	37	10	53
Average Queue (ft)	19	14	0	15
95th Queue (ft)	53	41	8	43
Link Distance (ft)		167	367	458
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	2	0		
Queuing Penalty (veh)	0	0		

Intersection: 26: 99 & Project Access, All Intervals

Movement	EB	EB	B2	NW
Directions Served	L	R	T	LT
Maximum Queue (ft)	80	82	10	53
Average Queue (ft)	23	17	1	14
95th Queue (ft)	63	60	8	41
Link Distance (ft)		167	367	458
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	75			
Storage Blk Time (%)	4	0		
Queuing Penalty (veh)	1	0		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 186
Zone wide Queuing Penalty, Interval #2: 244
Zone wide Queuing Penalty, All Intervals: 229

Appendix H

SITE ACCESS

160 Madison Suite A Eugene, Oregon 97402 541.513.3376

SANDOW ENGINEERING

framer

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TECH MEMO

TO: Robert Kendrick

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: January 26, 2021

RE: Grand Terrace Development- Access Safety Evaluation

REGISTERED PROFESSIONAL ENGINEER 77929PE OREGON JAN. 4, 2011 KELLY R. SANDOW
RENEWAL 06/30/26

As per your request Sandow Engineering has prepared this letter to demonstrate how the site access meets the safety requirements of AMC 18.5.8.050.E. As per 18.5.8.050.E, the application must show adequate transportation facilities can be provided for vehicles, pedestrians, and bicycles at and to the access connection for the site.

VEHICLE ACCESS SAFETY EVALUATION

The site access safety evaluation for vehicles considers:

1. The available clear line of sight for vehicles entering and exiting the driveway
2. Delay for vehicles entering and exiting the access
3. Turn conflicts

1.0 SIGHT DISTANCE

Clear line of sight, or sight distance, for vehicles at an access connection allows for drivers entering and exiting the access to make safe turning movements and allow vehicles traveling on the roadway time to react to turning vehicles in a safe manner. The sight distance measurements at the access are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the site access.

The standards for evaluating SSD and ISD follow the methodology in the American Associating of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (2011 ed.). As per the AASHTO methodology, intersections and driveways should, at a minimum, meet the SSD requirements. However, it is desirable to achieve the ISD whenever possible. Both the ISD and SSD were evaluated for the proposed site access location.

A field verification of the SSD and ISD at the site access location was performed by Sandow Engineering on October 8, 2021.

Stopping Sight Distance
The SSD is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to an object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. At access connections this allows drivers on the main road to perceive, react, and stop safely for a driver turning into or out of the access.

Stopping sight distance is based on the speed of the roadway being traveled. Hwy 99 has a posted speed of 45 mph within 800 feet of the access in either direction. As per AASHTO, the required SSD is 360 feet for vehicles traveling 45 mph. The measured available stopping sight distance was over 700 feet in the north the south directions. The available SSD exceeds the required distance. See Figure 1 for an illustration of the stopping sight distance.

Intersection Sight Distance
The (ISD) is a measure of the length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic to allow a driver to safely turn into the roadway. For this calculation, it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

The recommended ISD is calculated for a vehicle turning from the access onto Hwy 99 for both left and right turn maneuvers. Therefore, the ISD calculations are based on Case B1 of the AASHTO manual. Again, the speed used was 45 mph, resulting in an ISD of 500 feet for this approach.

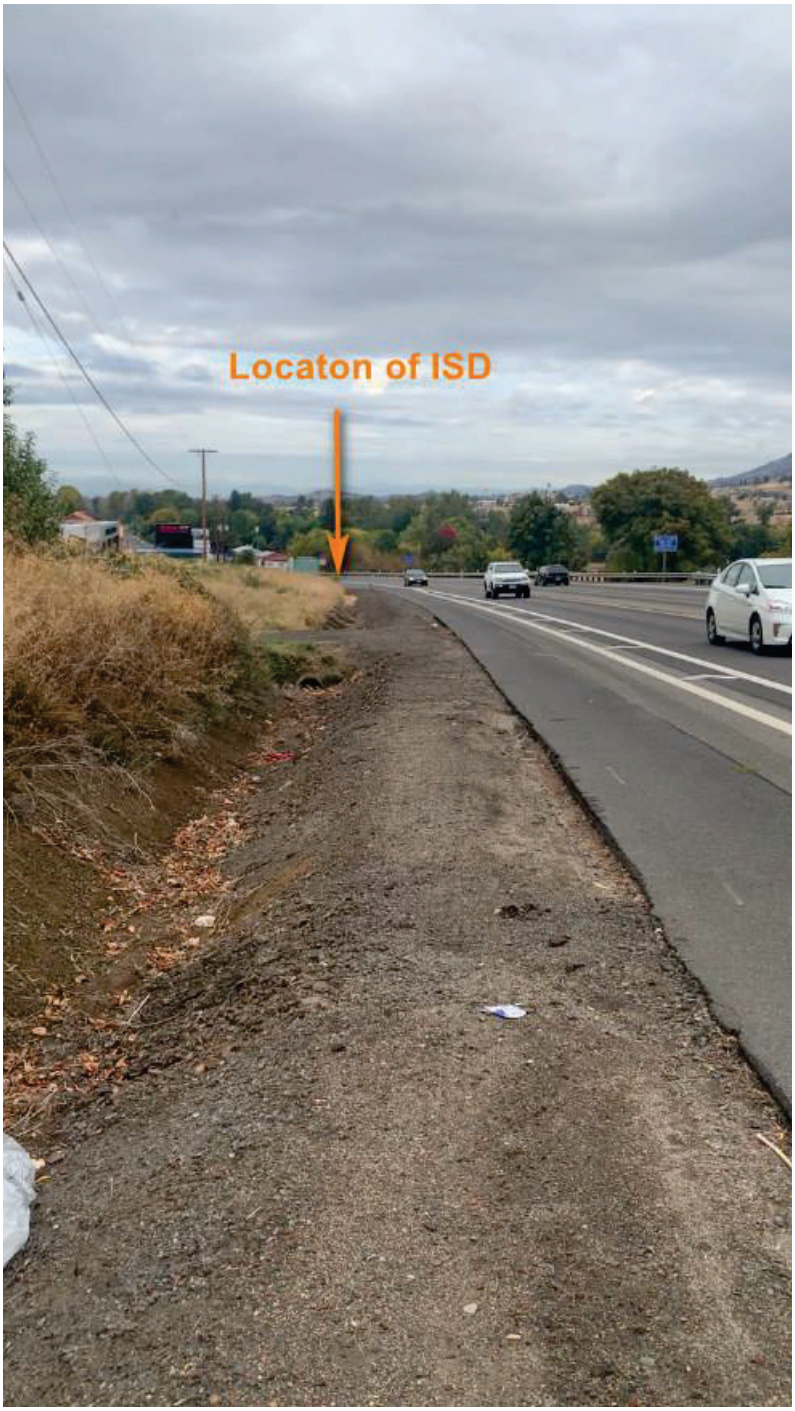
The AASHTO Methodology is to measure the ISD from the typical driver position at 14' back from the travel way. The available ISD to the north was measured at 569 feet, and the available ISD to the south was measured at 577 feet. The ISD requirements are met. Figure 1 provides an illustration of the ISD measurement. The images 1 and 2 below illustrate the field verification photos.

By meeting/exceeding the minimum ISD and SSD requirements, it is demonstrated that there is sufficient line of sight for movements into and out of the site access to be made safely and is in compliance with the jurisdictional authority, Oregon Department of Transportation.

The field verification of the ISD and SSD at the site access was performed by Sandow Engineering on October 8, 2021 and is in compliance with the jurisdictional authority, the Oregon Department of Transportation.

ISD requirement location looking north from site access. ISD is met

ISD requirement looking north from site access-zoomed in. ISD is met



ISD Requirement looking south from access location. ISD is met

ISD requirement looking north from site access-zoomed in. ISD is met

2.0 VEHICLE DELAY AND QUEING AT THE ACCESS

The delay/level of service and queuing a driver will experience while turning into or out of the site access connection was evaluated as part of the Traffic Impact Analysis for this site, dated August 5, 2019. The delay a vehicle experiences is important for safety. The low delay indicates that there are sufficient gaps in the traffic for a vehicle to make the turn in a reasonable time from and safely.

As per the State Planning Rule (OAR 660-012-0060) the evaluation is required to consider the operation at the maximum development potential of 251 units. The evaluation was performed for the current roadway configuration of one lane northbound, one lane southbound, and a center two-way left-turn lane. The analysis outputs are provided as an attachment.

At the man site the delay movements will experience during the PM peak hour through the year 2034 are estimated at:

- Eastbound left (exiting site)= 40.3 (E)
- Eastbound right (exiting site)= 20.9 (C)
- Northbound left (entering site)= 11.3 (B)
- Northbound right (entering site)= 0.0 (A)

The delay for a development scenario of 251 units in the year 2034 is within the typical standards allowed for delay at stop-controlled locations. The delay an average vehicle may experience will not cause any unreasonable safety issues at the access location.

The queuing evaluation illustrates the following queue lengths:

- Eastbound left (exiting site)= 75 feet
- Eastbound right (exiting site)= 50 feet
- Northbound left (entering site)= 50 feet
- Northbound right (entering site)= 0 feet

The queue length for the PM peak hour in year 2034 is projected at 75 feet (3 cars) at the driveway and 50 feet (2 cars). The queue length does not cause impediments to other drivers on the roadway. The delay and queuing movements into and out of the access will not cause any safety concerns.

The delay and queuing movements into and out of the access will not cause any safety concerns and are in compliance with the jurisdictional authority, the Oregon Department of Transportation.

BICYCLE ACCESS

The requirements of AMC 18.5.8.050(E) (2) state that for an annexation: 1) safe and accessible bicycle facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. 2) Should the annexed area border an arterial street, bike lanes shall be constructed along the arterial street frontage of the annexed area. 3) Likely bicycle destinations within a quarter of a mile from the project site annexed area shall be determined and the approval authority may require the construction of bicycle lanes or multi-use paths connecting the annexed area to the likely bicycle destinations after assessing the impact of the development proposed concurrently with the annexation.

1. Hwy 99 currently has buffered bike lanes (striping) along the development frontage. There are bike lanes on both sides of Hwy 99 that extend to north of Valley View Road to the north and into downtown Ashland to the south. The bike lanes are of typical width and the striped buffer along the site frontage provide an additional safety element. The development proposal includes bicycle lanes accordance with City standards along the frontage and includes two multi-use path connections into the site. The bicycle facilities that exist or will be provided as part of the annexation is in compliance with the design and safety criteria of the governing jurisdiction, ODOT. This criterion is met.

2. The frontage street, Hwy 99, is an arterial level street. There is an existing buffered (striped) bike lane along the property frontage. The applicant will maintain the bike lanes along the frontage with the frontage improvements that are required. This criterion is met and complies with the governing jurisdiction, ODOT.

3. Bicycling destinations within 0.25 miles from the site are limited as this area is not very built out. To the south, a destination is a bus stops between Main St and Schofield St. There are no destinations to the east or west. Within 0.25 miles to the north there is a coffee shop on the east side of Hwy 99 and a restaurant and retail on the north side. Outside the 0.25-mile radius there is a connection to the Bear Creek Greenway St, Valley View and Hwy 99 intersection. There are bike lanes along Hwy 99 between these locations and the development site. Additionally, there are bike lanes from the development site to downtown Ashland. The bike lanes provide safe and accessible bicycle travel options from the site to likely destinations and are in compliance with the jurisdictional authority, the Oregon Department of Transportation.

PEDESTRIAN ACCESS

As per AMC 18.5.8.050 (E) (3), there is a requirement to provide the following: 1) safe and accessible pedestrian facilities according to the safety analysis and standards of the governing jurisdiction of the facility or street (e.g., City of Ashland, Jackson County, Oregon Department of Transportation) exist, or can and will be constructed. 2) Full sidewalk improvements shall be provided on one side of all streets bordering on the proposed annexed area. 3) Sidewalks shall be provided as required by ordinance on all streets within the annexed area. 4) Where the annexed area is within a quarter of a mile of an existing sidewalk system or a location with demonstrated significant pedestrian activity, the approval authority may require sidewalks, walkways or multi-use paths, to be constructed to extend and connect to either or both the existing system and locations with significant pedestrian activity.

1. There are currently no sidewalks along Hwy 99 between the development site and Schofield St to the south. The applicant will be providing street frontage improvements that meet the city design standards which includes full sidewalk improvements. The

sidewalk will extend south beyond the site to connect to the existing sidewalk to the south. The pedestrian facilities that will be provided as part of the annexation is in compliance with the design and safety criteria of the governing jurisdiction, ODOT. This criterion is met.

2. Hwy 99 is the only street that borders the development site. There are currently no sidewalks on either side of Hwy 99 along the frontage. The applicant will be providing full sidewalk improvements along the Hwy 99 frontage in compliance with the governing jurisdiction authority, ODOT. This criterion is met.

3. There are no interior streets proposed. There will be several pedestrian connections made between Hwy 99 and apartment buildings, parking areas, and other areas on site. This criterion is met.

4. The applicant will be providing a sidewalk connection to the south, in compliance with the governing jurisdiction, ODOT. This criterion is met.

Additionally, the applicant will be providing a High Visibility crosswalk across Hwy 99 in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be place between N Main St at Schofield St near the bus stops. The RRFB crossing will provide a safe pedestrian crossing for development site users to cross Hwy 99 to access the nearest bus stop. The local ODOT authorities have given approval to install a crosswalk and Rectangular Rapid Flashing Beacon (RRFB). The developer has to design and install the facility at their expense. ODOT has agreed on the location and concept layout. Once the design has been complete, it will be submitted to ODOT for review. Figure 1 attached shows an illustration of the RRFB crossing.

The proposed sidewalk construction along the site frontage, the sidewalk connection to the existing sidewalk to the south, and the enhanced pedestrian crossing across Hwy 99 will provide the uses of the site with reasonably safe and accessible walking options between the site and adjacent destinations. All of these improvements will be in compliance with the governing jurisdiction, ODOT.

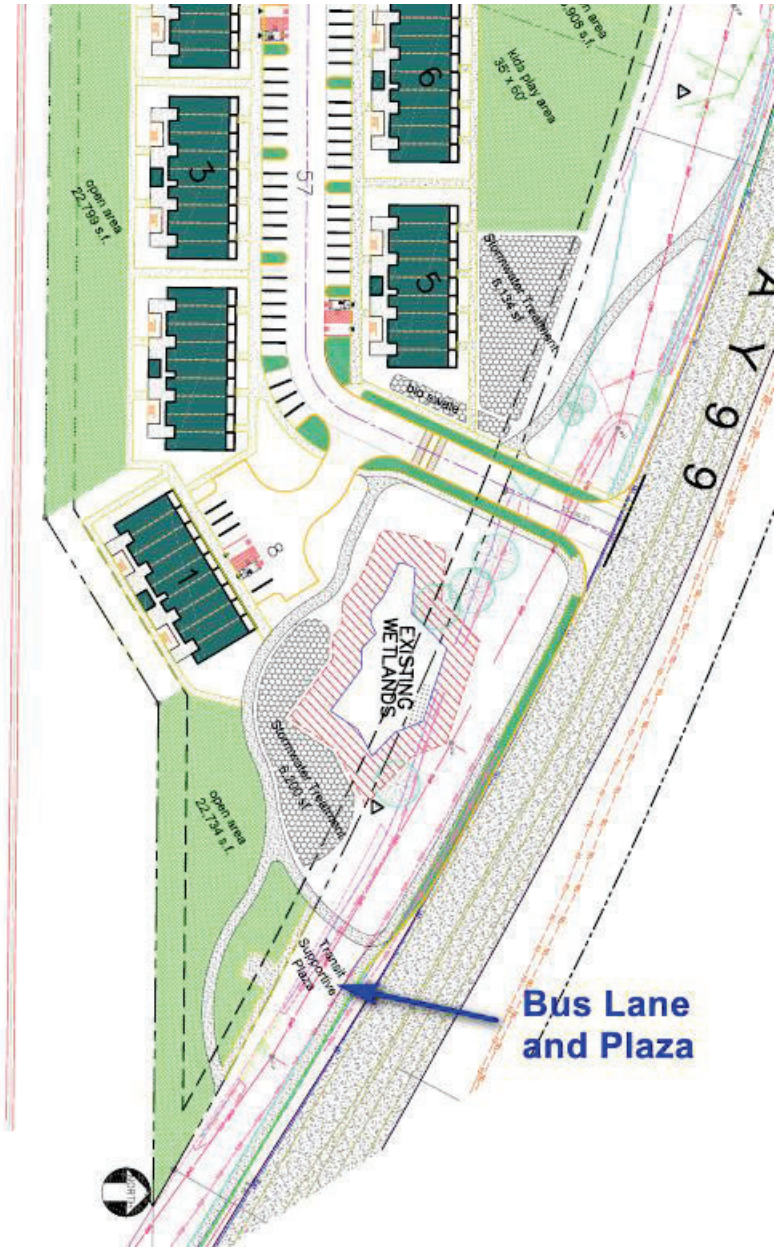
Transit

As per AMC 18.5.8.020(E)(4), for transit transportation, should transit service be available to the annexed area, or likely be extended to the annexed area in the future based on information from the local public transit provider, the approval authority may require construction of transit facilities, such as bus shelters and bus turn out lanes.

Currently, the nearest transit stop is located south of the site between Main Street and Schofield St (approximately 950 feet to the south). The applicant will be providing a High Visibility Pedestrian Crossing in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be place between N Main St at Schofield St near the bus stops. The RRFB crossing will provide a safe pedestrian crossing for development site users to cross Hwy 99 to access the bus stop.

The applicant will be constructing a bus lane and a covered bus plaza for an enhances transit stop along the southern site frontage. The design will allow buses to stop outside the travel lane and have a dedicated lane to accelerate prior to merging into the travel lane. The applicant will be providing a direct multi-use path from the apartment building to the bus plaza. The illustration below demonstrates the concept level bus plaza location.

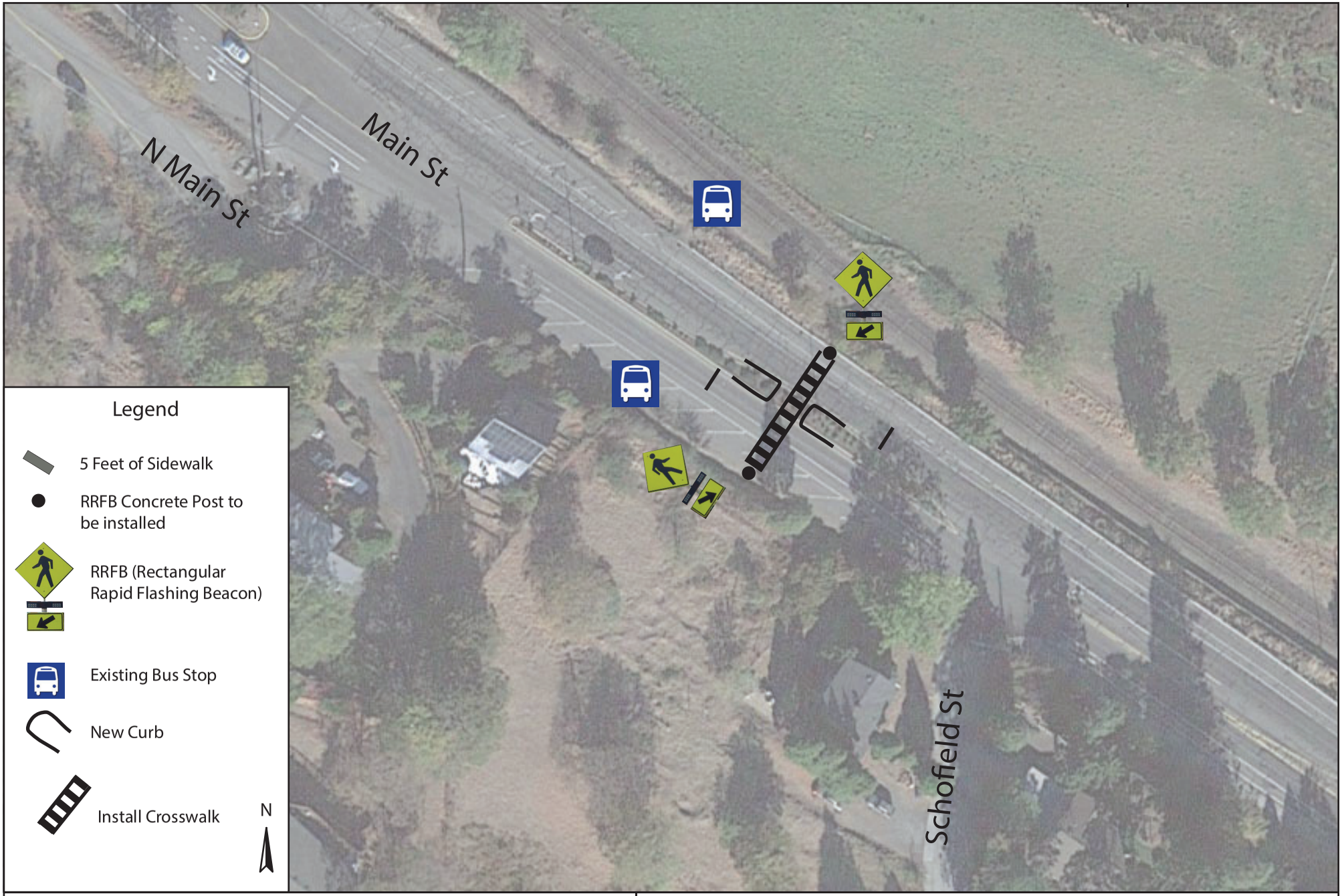
The applicant is providing safe connections to the existing transit stops and providing enhanced transit access along the site frontage at the location requested by RVTD based on their evaluation of safety for the transit access and location, in compliance with the governing jurisdiction, ODOT.



CONCLUSION

As presented in this letter, the driveway will operate safely and efficiency for the level of vehicle use proposed.

The applicant will provide full sidewalks and bicycle improvements along the site frontage, provide sidewalk connections to the south, an enhanced pedestrian crossing (RRFB) across Hwy 99, and an enhances transit stop along the southern site access. The pedestrian, bicycle, and transit facilities in place with the annexation and development of the site will provide facilities that are in compliance with the governing roadway jurisdiction safety and design requirements. Therefore, the proposed annexation is in compliance with the standards of AMC 18.5.8.050 E and the governing jurisdiction, ODOT.



Ashland, OR

Concept location of New Crosswalk and RRFB

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Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	16	29	1401	1056	54
Future Vol, veh/h	18	16	29	1401	1056	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	125	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	21	19	31	1475	1112	57

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2678	1141	1169	0	-	0
Stage 1	1141	-	-	-	-	-
Stage 2	1537	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	25	245	601	-	-	-
Stage 1	306	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	24	245	601	-	-	-
Mov Cap-2 Maneuver	118	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	197	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.1	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	601	-	118	245	-	-
HCM Lane V/C Ratio	0.051	-	0.179	0.077	-	-
HCM Control Delay (s)	11.3	-	42.1	20.9	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.2	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:20	4:20	4:20	4:20	4:20	4:20
End Time	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	3527	3476	3500	3530	3568	3521
Vehs Exited	3515	3474	3535	3528	3499	3509
Starting Vehs	240	239	266	232	222	238
Ending Vehs	252	241	231	234	291	242
Travel Distance (mi)	5060	4999	4973	5002	5089	5025
Travel Time (hr)	539.6	521.6	438.9	469.6	541.5	502.3
Total Delay (hr)	382.8	367.2	285.0	314.6	384.3	346.8
Total Stops	4726	4527	4385	4255	5235	4625
Fuel Used (gal)	244.8	238.6	219.6	226.3	246.7	235.2

Interval #0 Information Seed

Start Time	4:20
End Time	4:30
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	918	917	894	899	942	913
Vehs Exited	881	887	906	890	873	888
Starting Vehs	240	239	266	232	222	238
Ending Vehs	277	269	254	241	291	260
Travel Distance (mi)	1312	1275	1276	1255	1283	1280
Travel Time (hr)	84.6	96.4	80.6	82.3	90.8	87.0
Total Delay (hr)	44.1	57.0	41.4	43.6	51.3	47.5
Total Stops	1246	1258	1063	1005	1173	1148
Fuel Used (gal)	50.5	53.0	49.1	48.5	51.5	50.6

Interval #2 Information Recording2

Start Time	4:45
End Time	5:30
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2609	2559	2606	2631	2626	2606
Vehs Exited	2634	2587	2629	2638	2626	2622
Starting Vehs	277	269	254	241	291	260
Ending Vehs	252	241	231	234	291	242
Travel Distance (mi)	3748	3724	3697	3748	3806	3744
Travel Time (hr)	455.0	425.2	358.3	387.3	450.7	415.3
Total Delay (hr)	338.7	310.2	243.6	271.0	333.1	299.3
Total Stops	3480	3269	3322	3250	4062	3477
Fuel Used (gal)	194.3	185.6	170.5	177.8	195.1	184.7

Intersection: 26: 99 & South Project Access, Interval #1

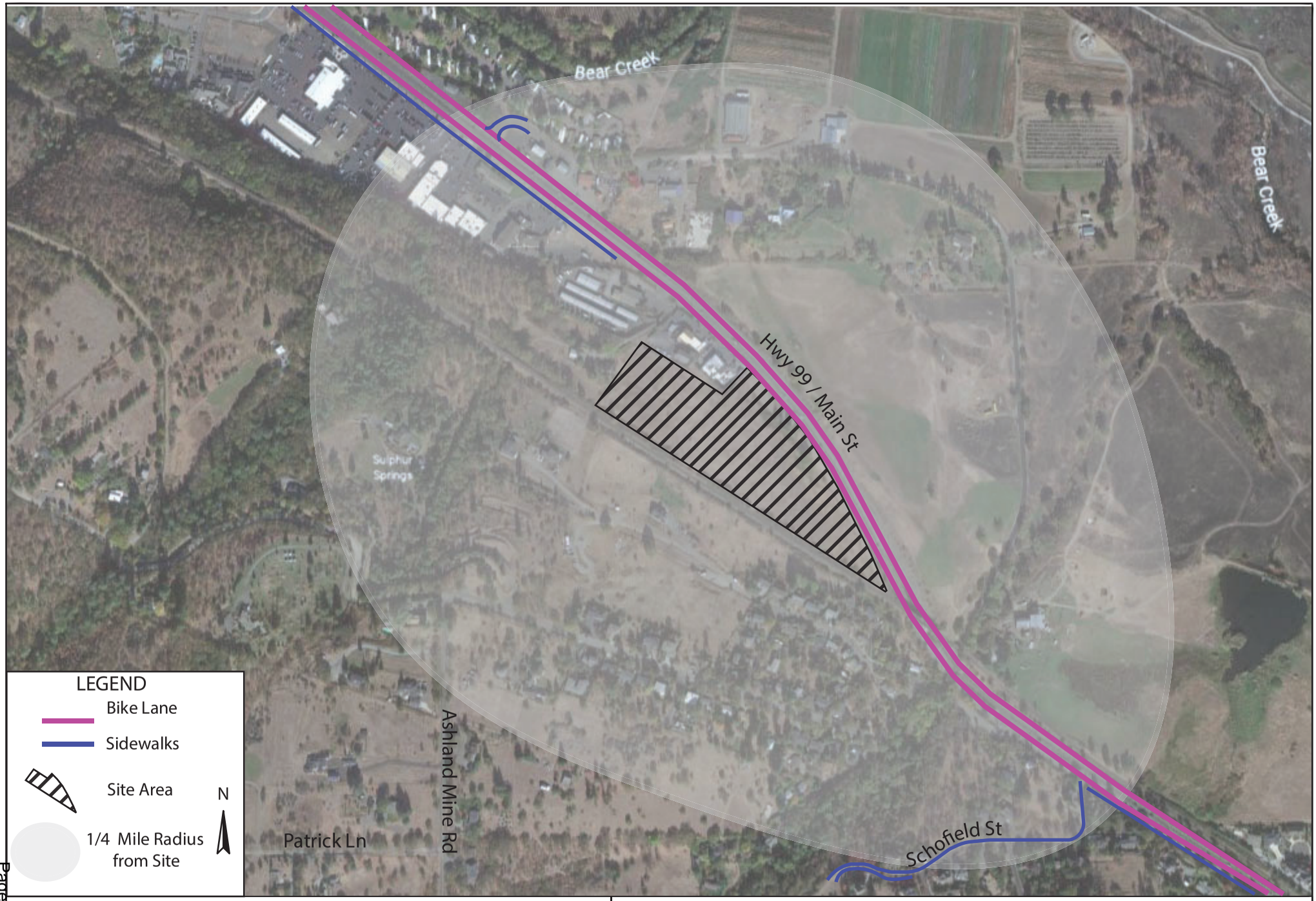
Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	58	43	42
Average Queue (ft)	29	17	13
95th Queue (ft)	68	47	42
Link Distance (ft)		163	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		125
Storage Blk Time (%)	5	0	
Queuing Penalty (veh)	1	0	

Intersection: 26: 99 & South Project Access, Interval #2

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	71	43	44
Average Queue (ft)	23	13	17
95th Queue (ft)	62	41	45
Link Distance (ft)		163	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		125
Storage Blk Time (%)	4	0	
Queuing Penalty (veh)	1	0	

Intersection: 26: 99 & South Project Access, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	75	54	48
Average Queue (ft)	24	14	16
95th Queue (ft)	64	43	44
Link Distance (ft)		163	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		125
Storage Blk Time (%)	4	0	
Queuing Penalty (veh)	1	0	



Grand Terrace, Ashland, OR

Pedestrian Facilities

SANDOWENGINEERING

160 Madison Street Suite A Eugene, Oregon 97402 - 541.513.3376 - sandowengineering.com

SANDOWENGINEERING
160 MADISON STREET SUITE A • EUGENE, OREGON 97402 • 541.513.3376

DATE: December 11, 2024

TO Robert Kendrick
Grand Terrace

FROM: Kelly Sandow PE
Sandow Engineering

REGISTERED PROFESSIONAL ENGINEER 77929PE OREGON JAN. 4, 2011 KELLY R. SANDOW
RENEWAL 06/30/26

RE: Grand Terrace- Traffic Volumes

As per your request, Sandow Engineering has performed an evaluation of the adjacent roadway traffic volumes to determine if there is a significant enough change in traffic levels to warrant an update to the traffic analysis prepared for the Grand Terrace apartments in Ashland, Oregon.

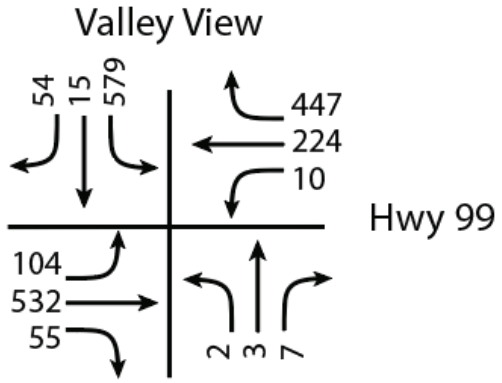
Sandow Engineering performed recent turning movement counts at the intersection of Highway 99 at Valley View Road on December 3, 2024, from 3-6 PM and December 4, 2024, from 6-9 AM. These counts were used to determine the peak one-hour traffic volumes at this intersection. The peak one-hour traffic volumes during the AM and PM time periods are adjusted to reflect the peak season conditions using ODOT's Seasonal Adjustment Methodology, as standard in performing Traffic Impact Analysis. The data for the "commuter" trend illustrates that the December volumes should be adjusted by a factor of 1.15 to represent peak season volumes. The peak season year 2024 volumes are compared to the base year 2019 volumes within the TIA. The volumes are provided in the illustrations below.

As demonstrated in the volume illustrations, the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes.

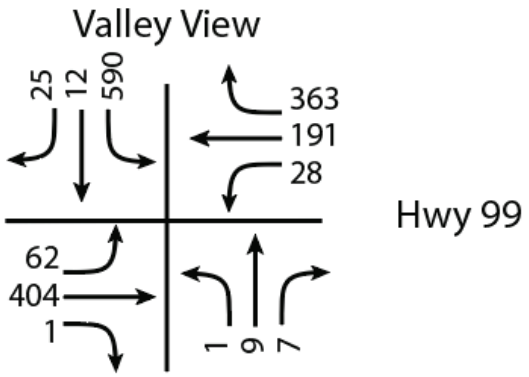
Additionally, ODOT's Automatic Traffic Recorders located within the area were reviewed for traffic volume changes between the year 2019 and year 2024. ODOT has 3 ATRs located near Ashland: one is located on Highway 99 approximately 1 mile north of Valley View, one is located on I-5 just south of the Valley View interchange, and the third is located on I-5 just south of the Highway 99 interchange. The ATR data, provided below, illustrates a significant drop in traffic volumes at all three locations between the years 2019 and 2024.

As the volumes have not increased, the intersection evaluation in the existing Traffic Impact Analysis would be sufficient to evaluate impacts from the Grand Terrace Apartments.

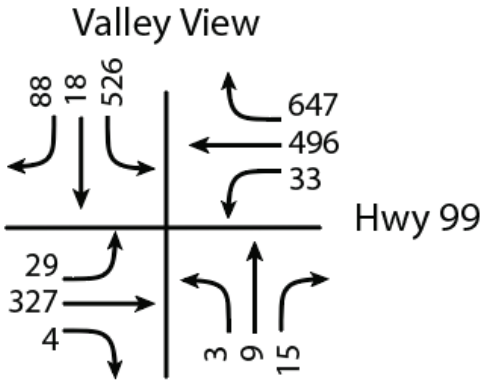
Turning Movement Counts



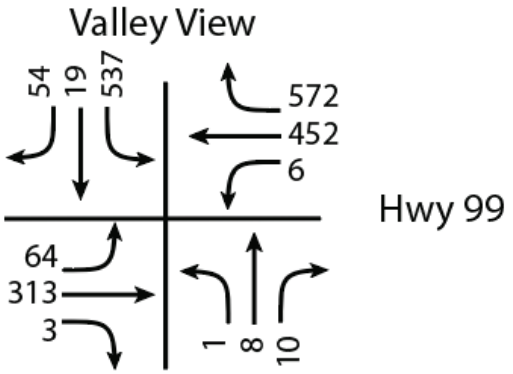
2019 AM



2024 AM



2019 PM



2024 PM

ODOT ATR Data

Location	OR99; ROGUE VALLEY HIGHWAY NO. 63; 0.33 miles nw of Talent Avenue	Site Name	Talent (15-014)
		Installed	September, 1957

HISTORICAL ANNUAL TRAFFIC DATA

Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
2014	8836	140.4	14.3	12.6	12.3	11.9
2015	9201	122.5	11.2	10.3	10.0	9.9
2016	9800	133.2	12.0	10.5	10.1	10.0
2017	9351	126.4	12.4	10.4	10.2	10.1
2018	8402	***	***	***	***	***
2019	8388	125.3	16.7	10.4	10.0	9.9
2020	6960	***	***	***	***	***
2021	7168	169.3	18.7	11.7	11.0	10.8
2022	7301	122.9	11.1	10.6	10.5	10.4
2023	7349	134.1	15.6	10.9	10.6	10.5

2023 SEASONAL TRAFFIC DATA

Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	7542	103	6951	95
February	7498	102	7008	95
March	7649	104	7074	96
April	8232	112	7688	105
May	8371	114	7897	107
June	8491	116	7967	108
July	7906	108	7407	101
August	7648	104	7129	97
September	7950	108	7405	101
October	8095	110	7635	104
November	7641	104	7124	97
December	7348	100	6909	94

Highest Hour

Date	Day	Hours of Day	Rank	Volume	% AADT
04/28/2023	Friday	5:00 - 6:00 pm	1	1150	15.6
10/05/2023	Thursday	3:00 - 4:00 pm	10	801	10.9
10/31/2023	Tuesday	2:00 - 3:00 pm	20	776	10.6
10/26/2023	Thursday	3:00 - 4:00 pm	30	768	10.5
12/07/2023	Thursday	3:00 - 4:00 pm	40	759	10.3
12/15/2023	Friday	4:00 - 5:00 pm	50	752	10.2

Highest Day

Date	Day	Volume	% AADT
04/28/2023	Friday	9857	134.1

Comments:
2018 - Construction Zone.
2020 - Wildfires and construction activity lowered % AADT Sept - Dec.
2023 - Aug had construction lowered volumes

Location	I-5; PACIFIC HIGHWAY NO. 1; 0.98 miles south of North Ashland Interchange	Site Name	North Ashland (15-021)
		Installed	August, 1999

HISTORICAL ANNUAL TRAFFIC DATA

Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
2014	24387	143.5	13.0	10.7	10.1	9.9
2015	26263	135.9	12.9	10.6	9.9	9.8
2016	27400	147.0	12.2	10.3	10.0	9.8
2017	28080	143.2	11.4	10.5	10.2	9.9
2018	27892	132.7	11.1	10.3	10.0	9.8
2019	28097	***	***	***	***	***
2020	25353	136.7	10.7	10.1	9.9	9.8
2021	28700	***	***	***	***	***
2022	26949	138.1	11.0	10.1	9.9	9.6
2023	26310	143.1	11.2	10.5	10.4	10.2

2023 SEASONAL TRAFFIC DATA

Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	24147	92	22864	87
February	22975	87	22281	85
March	25165	96	23895	91
April	27964	106	26778	102
May	29303	111	27836	106
June	31517	120	30359	115
July	30963	118	29611	113
August	28982	110	27939	106
September	28947	110	27499	105
October	26751	102	25718	98
November	26869	102	26097	99
December	25702	98	24337	93

Highest Hour

Date	Day	Hours of Day	Rank	Volume	% AADT
06/30/2023	Friday	2:00 - 3:00 pm	1	2957	11.2
07/01/2023	Saturday	11:00 - 12:00 am	10	2773	10.5
09/19/2023	Tuesday	11:00 - 12:00 am	20	2747	10.4
09/14/2023	Thursday	0:00 - 1:00 pm	30	2684	10.2
06/14/2023	Wednesday	3:00 - 4:00 pm	40	2673	10.2
07/01/2023	Saturday	1:00 - 2:00 pm	50	2641	10.0

Highest Day

Date	Day	Volume	% AADT
06/30/2023	Friday	37654	143.1

Comments:
2019 - Construction outages April — July.
2020 - Data not available for Nov and Dec 2020.
2021 - Data not available for entire year

Location	I-5; PACIFIC HIGHWAY NO. 1; 0.86 miles south of Rogue Valley Highway No. 63 Interchange (OR99)	Site Name	Neil Creek (15-002)
		Installed	November, 1964

HISTORICAL ANNUAL TRAFFIC DATA

Year	Annual Average Daily Traffic (AADT)	Critical Values as percent of Annual Average Daily Traffic (% AADT)				
		MaxDay	MaxHour	10thHour	20thHour	30thHour
2014	14961	178.7	17.9	14.3	13.3	12.7
2015	16219	178.0	18.3	13.7	13.0	12.2
2016	17000	170.6	16.7	13.0	12.2	11.7
2017	17247	173.1	15.3	13.7	12.9	12.4
2018	16908	166.7	15.5	13.3	12.5	11.8
2019	17326	***	***	***	***	***
2020	15760	***	***	***	***	***
2021	18253	171.0	15.4	12.0	11.4	11.1
2022	16843	153.6	14.7	12.9	12.0	11.5
2023	16128	161.6	14.6	12.6	11.9	11.5

2023 SEASONAL TRAFFIC DATA

Month	Weekday		Daily	
	Average	% AADT	Average	% AADT
January	13609	84	13584	84
February	12805	79	13216	82
March	13596	84	13172	82
April	15641	97	15662	97
May	16931	105	16623	103
June	19772	123	19589	121
July	19781	123	20158	125
August	18191	113	18286	113
September	16734	104	16542	103
October	15882	98	15791	98
November	15585	97	15998	99
December	15312	95	14922	93

Highest Hour

Date	Day	Hours of Day	Rank	Volume	% AADT
11/26/2023	Sunday	1:00 - 2:00 pm	1	2349	14.6
07/01/2023	Saturday	1:00 - 2:00 pm	10	2030	12.6
06/25/2023	Sunday	2:00 - 3:00 pm	20	1926	11.9
07/30/2023	Sunday	2:00 - 3:00 pm	30	1854	11.5
12/23/2023	Saturday	11:00 - 12:00 am	40	1824	11.3
07/23/2023	Sunday	1:00 - 2:00 pm	50	1805	11.2

Highest Day

Date	Day	Volume	% AADT
07/01/2023	Saturday	26058	161.6

Comments:
2019 - Construction outages July — December.
2020 - Construction zone throughout the year.
2021 - Equipment outage - December.
2022 - January was estimated

SANDOWENGINEERING
160 MADISON STREET SUITE A • EUGENE, OREGON 97402 • 541.513.3376

DATE: November 6, 2024

TO Robert Kendrick

FROM: Kelly Sandow PE
Sandow Engineering

REGISTERED PROFESSIONAL ENGINEER 77929PE OREGON JAN. 4, 2011 KELLY R. SANDOW

RENEWAL 06/30/26

RE: Grand Terrace- Traffic Impact Evaluation

Sandow Engineering has performed an updated trip generation estimate for the current development proposal for the Grand Terrace residential development in Ashland, Oregon.

The previous analysis (as provided in the TIA dated August 5, 2019) evaluated the impacts of 251 apartment units, which is the maximum development potential allowed in the zoning. The estimated level of daily and peak hour trips used in the 2019 TIA is provided in Table 1 below.

The applicant is currently proposing the construction of 210 apartment units. The estimated levels of daily and peak-hour trips are provided in Table 2.

TABLE 1: TRIP GENERATION- 2019 TRAFFIC IMPACT ANALYSIS

			Trip Generation					
ITE Land Use	**Size**	**Unit**	**Rate**	**Trips**	**% In**	**% Out**	**Trips In**	**Trips Out**
			AM					
220 Low-Rise Residential	251	Dwelling Unit	Ln(T) = 0.95 Ln(x) -0.51	114	0.23	0.77	26	88
			PM					
220 Low-Rise Residential	251	Dwelling Unit	Ln(T) = 0.89 Ln(x) -0.02	134	0.63	0.37	84	50
			Daily					
220 Low-Rise Residential	251	Dwelling Unit	T=7.56(x)-40.86	1857	50	50	929	928

TABLE 2: TRIP GENERATION-CURRENT DEVELOPMENT PROPOSAL

ITE Land Use	Size	Unit	Trip Generation					
			Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
220 Low-Rise Residential	210	Dwelling Unit	Ln(T) = 0.95 Ln(x) -0.51	97	0.23	0.77	22	75
PM								
220 Low-Rise Residential	210	Dwelling Unit	Ln(T) = 0.89 Ln(x) -0.02	114	0.63	0.37	72	42
Daily								
220 Low-Rise Residential	210	Dwelling Unit	T=7.56(x)-40.86	1547	50	50	774	773

As demonstrated above, the proposed development of 210 apartment units will generate fewer development trips than the level evaluated in the 2019 Traffic Impact Analysis. Therefore, no further evaluation is necessary.

TRANSPORTATION
December 11, 2024

Grand Terrace development consist of 210 housing units with 176 parking spaces. For pedestrian, bicycle and vehicles transportation safety is important. The following describes how Grand Terrace has addressed their safety and mobility.

The development area is at the entrance to the city and in an area that is mostly avoided because its unsafe and at nighttime it's more dangerous. There are no safe Pedestrian or bike facilities that equal the standards of the city but only a ditch, a roadside strip on the highway shoulder with dirt and rocks with an exposed earth berm seven feet tall towering over the road and vehicles.

For nearly a mile this condition continues with no sidewalks, driveways, curbs, crosswalks or pedestrian street lighting. This is the entryway of the city. There are only two transit stops providing north and south bound trips that are nearly a mile apart. There are currently no sidewalks here either for nearly a mile. This severely limits pedestrian access and safety for north Ashland residents. Hwy 99 is the only street that borders the proposed development site.

For Pedestrian Transportation, the applicant has developed construction plans and is proposing new street frontage improvements that includes full sidewalk improvements for safer pedestrian travel. All these improvements will be connecting the area in the UGB where the sidewalks end and are nonexistent for a mile to where the sidewalks begin inside Ashland city limits. These public sidewalks connect to the onsite sidewalk system and together enhance connectivity that is safe with multiple accessible routes to the public areas. Pedestrian connections within the development connect the apartments to the parking areas, open spaces, and other apartments and to the public sidewalks along the frontage.

For Mass Transit The applicant has worked with RVTD Programs Manager and ODOT for a new stop directly in front of the development. The proposed stop has adequate bus pull out area and meets the dimensional requirements for the Transit Supportive Plaza area that will also be installed in the area. There are paths for pedestrians and bicyclist that are ADA accessible leading directly to the site from the public sidewalk and the transit stop. A bus pull out lane with a covered transit-oriented pedestrian plaza will be added here too.

Currently, the nearest transit stop is located south of the site between Main Street and Schofield St (approximately 950 feet to the south) and difficult and unsafe to get across the street. The applicant has designed a high visibility pedestrian crossing in the form of a Rectangular Rapid Flashing Beacon (RRFB). The crossing will be placed between N Main St at Schofield St near the transit stops. With the help of RVTD and ODOT the crossing at Scofield is being improved for pedestrians crossing Hwy 99 and waiting for the bus. Plans have been made by both entities for hard surface staging and waiting areas at the bus stop for pedestrians on foot, bike and wheelchair. The RRFB crossing is pedestrian activated making it much safer because the operator has control over the traffic. This will provide a safe crossing for pedestrian, bicycle and wheelchairs crossing to entry Grand Terrace and for north Ashland neighborhoods to cross Hwy 99 to access the transit stop.

Also, at the Railroad overpass safety additions are being added including raised sidewalks and lighting overhead. Presently it is dark and lacks improvements. ODOT has developed construction plans for a raised pedestrian sidewalk, overhead lighting, and a bike lane. An extra measure of caution is added by

including a vertical barrier or a separation wall atop the curb that is 3 feet high. This will provide a safer, well-lit area increasing the comfort and safety than currently exists.

On the Development site there are two dedicated pedestrian loading area for vans and buses that are located for easy access. This area will also serve those with disabilities.

Because the residential development would be creating traffic onto the Highway, the city, by order of the ODOT the jurisdiction authority, was required to conduct a study from a detailed list of items by ODOT about the impact on the highway and its safety, this is the TIA by Sandow Engineering. ODOT reviewed the study. The TIA was finalized and approved by ODOT. The report includes an analysis of safety for vehicles and pedestrians. The analysis is a study of Site Distance, Stopping Distance and Reaction Sight Distance for vehicles coming and going from the development and their interaction with pedestrians. The safety criteria for these studies were met and exceeded the criteria.

SIGHT DISTANCE: Clear line of sight, or sight distance for vehicles at the driveway that allows drivers entering and exiting to make safe turning movements and vehicles traveling on the roadway time to react to turning vehicles in a safe manner. The proposed location has the clear line of sight required for all conditions.

STOPPING SIGHT DISTANCE: Safe Stopping sight distance (SSD) is based on the speed of the roadway being traveled on Hwy 99 with a posted speed of 45 MPH and the required distance to see and stop. Based on AASHTO (The American Association of State Highways) this distance needed exceeds the amount required in either direction.

INTERSECTION SIGHT DISTANCE: Safe reaction time to turn meets the criteria. The Intersection Sight Distance (ISD) is a measure of the length of visibility of the roadway give to a stopped driveway on a minor road approach. The distance provides time to perceive and react to gaps in traffic and allow a driver to safely turn into the roadway. The recommended ISD is calculated for a vehicle turning from the access onto Hwy 99 for both left and right turn maneuvers. The ISD calculations are based on the AASHTO manual and the speed of 45 mph and ISD of 500 feet for this approach. The available ISD to the north was measured at 569 feet, and the available ISD to the south was measured at 577 feet both exceeding the required safe distance.

Bicycle

Safe and accessible bicycle facilities are being constructed adjacent to annexed area along the border of the street. Bike lanes are provided and will be constructed along the arterial street frontage of the annexed area. Hwy 99 currently has buffered bicycle lane (striping) along the frontage of the property. There are bike lanes on both sides of Hwy 99 that extend to the north of Valley View Road and south, into downtown Ashland. The bike lanes are ODOT width and striped with a buffer along the frontage and most of the improvement area. The development proposal includes two path connections into the site and bike racks at the Transit Plaza. The bicycle facilities that exist and designed in the plan are in compliance with the design and safety criteria of the governing jurisdiction, ODOT.

Pedestrian

Sidewalks are being provided as required by ordinance on all streets within the annexed area.

Transit

New and improved transit service will be made available to the annexed area. A Bus Stop, Pull Out Lane and Transit Plaza with overhead cover, lighting, seating and bike racks will be installed adjacent to the entryway.

The proposed development exceeds city standards, beautifies the entryway of Ashland, benefits the local businesses, protects the environment encourages multiple transit options of walking, cycling and mass transit that have no impact on the environment and connects the city for pedestrian use.

The purpose of site review is to regulate the manner land is developed, reduce adverse effects on surrounding property owners and the public and create an environment that is safe and comfortable, further energy conservation and enhance the environment for walking, cycling, and mass transit use, increase business activity and to ensure high quality development in the City. The proposed development will beautify the entryway of Ashland and benefit the local businesses and the environment.

Multiple pedestrian transportation options of new sidewalks, crosswalks, curbs and bus stops are being proposed. No new streets are being added but the applicant will be improving streets. Two driveways are included in the development with concrete aprons and a full commercial grade apron at the main entry where ODOT's safety standards are met for the ingress and egress to the highway. For pedestrians entering the development from the south a new crosswalk will be built with an RFB where people and bike will have control of the crossing.

A bus stop is located here too and by operating Rapid Flashing Beacon all pedestrians can notify vehicles to stop so they can safely cross the street and access Grand Terrace by foot, bike and wheelchair.

The proposal is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040 which are based on safety. The proposed improvements comply with the standards and specifications of the jurisdiction, the Oregon Dept. of Transportation. Through the installation of these improvement neighborhoods will be connected through the installation of 3,000 lineal feet of sidewalks, overhead lighting, crosswalk and flashing beacon, bus stops and transit plaza.

The public will have opportunities for multiple forms of transit. The improvements will also change the roadside culture and induce cars to lower their speed limit. The multiple transit options make for a safer environment by increasing the feeling of safety and security for pedestrians, cyclist and bus users. The proposed improvement which are an exception to the city standard comply with the standards of the jurisdictional authority, the Oregon Department of Transportation.

EV charging stations and infrastructure are being installed on the development, both pedestrian and multi modal paths throughout the site including paths from the public area to the development buildings are included too.

The amount of ADA parking exceeds the standards. They are immediately accessible to the entrance of the building and in most cases located nearest the dedicated handicap apartments whose total exceed the federal requirement. Predominantly flat, smooth and hard, ADA access roll up is made better from the parking area to the unit itself that has flat entrance areas. The American with Disability Act requires 6 parking spaces for lots over 150 spaces. Grand Terrace has 176 parking spaces with 20 ADA spaces.

Bike parking is provided by separate sheltered parking booths on concrete or asphalt base. They are immediate to and visible from the unit front door and easily accessible. The location from the unit to the bike parking is under 50 ft distance from the building and not further than the closest vehicle parking space. Lighting is provided in the shelters along with electric for charging.

On site sidewalks are safe with five feet and greater in width and curbs are six inches high. Curb ramps are located at all crossings with hash marked lines. Street trees are along the walkways, and pedestrian oriented lighting is in all pedestrian areas.

Parking lot areas include all parking spaces, driveways, circulation and maneuvering areas. They are designed to minimize the adverse environmental and microclimatic impacts with over 50% of the areas built with a lighter colored concrete with 40% shaded by trees**.** The areas include landscaped mediums and swales to divert the water toward capture areas. Storm water systems are not overburdened during a storm and the runoff is released at non-peak times. The captured water is treated in a containment system before being released. These are built under the parking lots and in open area retention ponds.

A circulation system map for pedestrians and bicycles consisting of sidewalks, ADA pathway, multi-use paths, bike paths, bike parking, bus stop and pull-out lane, transit center with seating and bike parking, secured pathways under the bridge, a crosswalk with RFB, pooling and van parking areas are included.

For all vehicles and emergency vehicles a circular system is designed in the plans to rotate vehicles around the development in a forward position without turning around. There are two dedicated pool van areas. Emergency vehicle access is made from two access points. The driveways meet the requirements for heavy equipped fire engines both in weight capacity and in turn around standards. FD personnel have approved safe and unobstructed access to all buildings from streets, driveways, and walkways at the sides, front and rear of all buildings. For driveways and areas, the distance between the applicants ’driveways is over 100 feet and none are as close as 24 feet, and over 100 feet from any intersection.

The subdivision meets the controlled access standards which can be made from two points. Separate egress and ingress is included with a turn lane in the street for safety and the lanes marked with center line paint. The street is already fully marked for left and right and turns along the frontage. The driveway design is clearly marked in all areas per code with clearly defined traffic areas and drive areas. The driveway accommodates two-way circulation, and the driveway meets the 20-foot width standard for two-way traffic and 22 feet back up distance.

Only one approach is at the developments frontage while the secondary one is over 800 feet away. The development frontage entry is safe and clear of other traffic from nearby driveways and there are no vertical clearance issues or Vision clearance obstructions from the driveways.

The main driveway grade is 5 percent far beneath the maximum standard and the secondary access driveway is 15% at the highest point for a short distance and is approved by the fire department for access and safety standards.

Driveways are designed to City standards. Lots and parcels conform to the lot standards of the applicable zoning district and the developments lots have been created through the Performance Standard Option and its criteria have been met through the PSO standards.

EVC infrastructure is included in the engineering plans. There are 76 car charging stations included in the design documents meeting the 40% criteria.

-All parking is visible and a close walking distance to units, and no parking abuts a unit, and all ADA parking is immediately available to ADA units.
-All parking areas are adjacent to walkways and paths located for immediate access to residential units by paths, sidewalks and breezeways. Windows are plentiful to all residential units allowing the units to be surveyed if needed.
t the Development entrance

The proposed development meets the purpose of Site Design Review because the development enhances the city and the property in the area with public facilities and adequate transportation.

For transit facilities and related improvements, access, wait time, and ride experience.
Sidewalks will provide safe access to neighborhoods and bus stops. Adding a bus stop and transit supportive plaza area will reduce wait time when north and south bound bus stops are closer. They also increase better ride experience, overhead street lighting will make the transit experience safe, a pedestrian activated flashing light crossing near the site entry and near the intersection of Schofield will give citizens control over the traffic, safer increased access and reduce wait times to cross HWY 99. and will greatly improve pedestrian and bicycle safety where non of these conditions presently exist.

For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic. Improvements will make the bicycle more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, bike racks and overhead lighting along the whole area change the transit environment for the bicyclist. Pedestrian walking on sidewalks creates a culture of calming the traffic. Bicyclist activated beacons make crossing the street safer and the user will be seen and the wait time to cross is reduced. A Transit Plaza with bike racks and benches make the user more comfortable. Combined the transit user feels safer, and their experience is of greater quality.

For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway. Improvements will make the pedestrians more visible. Sidewalks and curbs, cross walks and beacons, bus stops with overhead cover, benches, and overhead lighting along the whole area change the transit environment for the pedestrian and visibly walking in the area will calm the traffic. Pedestrian activated beacons make crossing the street safer because the user will be seen and the wait time to cross is reduced. The Transit Plaza with bike racks and benches make the user more comfortable. Combined, the transit user feels safer and their experience is of greater quality.

The development plan demonstrates that a Continuous Walkway System extends throughout the development site, and to existing or planned off-site adjacent sidewalks, trails, common open space areas, bus stops and transit plazas and adjacent lands.

Routes are direct with access routes that do not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. Walkways that cross a parking area or driveway are clearly marked with contrasting paving materials and they are all raised/hump crossing areas.

All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

All units have direct access from their exterior to the courtyards primary entrance and breezeway from sidewalks to other buildings, units, trash, parking and open space areas.

All units have direct access to and from the primary entrance courtyard of the building via sidewalks and breezeways on sidewalks and pathways to other buildings, other units, trash, recycling, parking spaces, open space areas, public sidewalks and transit station.

All sidewalk walkways in the driveway areas are built with curbs that have a raise 6-inch curb. Walkways are both either concrete or asphalt and at least five feet wide. All surfaces are hard and smooth.

All walkway termination points have ADA compliant ramps as noted on the site plan.
The proposed development area is in the UGB and is undeveloped and vacant. It lacks all public facilities including transportation and utilities. It's at the entrance of Ashland and very distinguishable by the sloping topography and roadside ditches and high berms of earth along the roadway, vegetated wetlands including a number of various trees, open unirrigated fields on sloping lands along the roadway and forested hillsides adjacent. The area has remarkably dark streets unfit for pedestrians and wraps around unimproved commercial storefronts with unimproved parking lots, or safe driveways. The use is mixed with a body paint shop, storage facilities, animal hospital and car lots. For safety the area is spotted with bright blinding security lights on 30-foot poles for their own property protection due to the lack of secure sidewalks, lighting and pedestrian presence.

Updated Transportation Report

By Sandow Engineering

As per your request, Sandow Engineering has performed an evaluation of the adjacent roadway traffic volumes to determine if there is a significant enough change in traffic levels to warrant an update to the traffic analysis prepared for the Grand Terrace apartments in Ashland, Oregon.

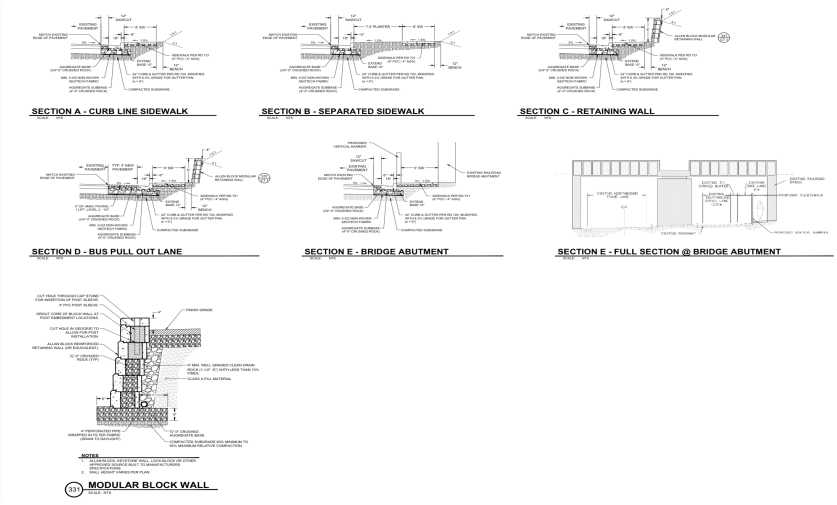
Sandow Engineering performed recent turning movement counts at the intersection of Highway 99 at Valley View Road on December 3, 2024, from 3-6 PM and December 4, 2024, from 6-9 AM. These counts were used to determine the peak one-hour traffic volumes at this intersection. The peak one-hour traffic volumes during the AM and PM time periods are adjusted to reflect the peak season conditions using ODOT's Seasonal Adjustment Methodology, as standard in performing Traffic Impact Analysis. The data for the "commuter" trend illustrates that the December volumes should be adjusted by a factor of 1.15 to represent peak season volumes. The peak season year 2024 volumes are compared to the base year 2019 volumes within the TIA. The volumes are provided in the illustrations below.

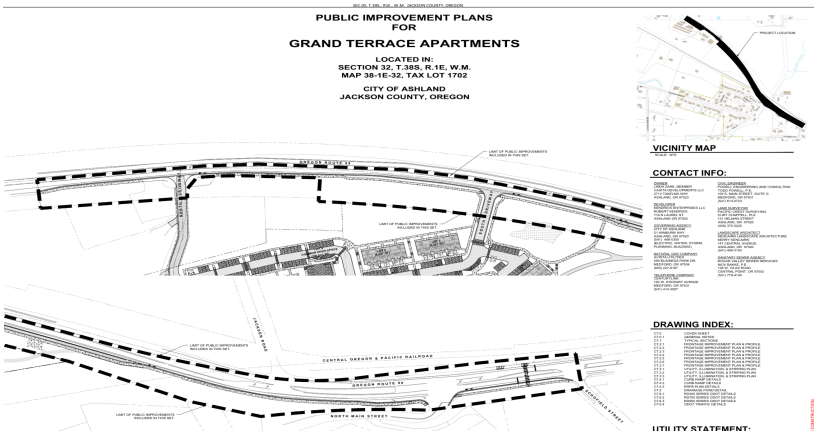
As demonstrated in the volume illustrations, the year 2024 traffic volumes at this intersection are approximately 20% lower during the AM peak hour and 8% lower during the PM peak hour than the year 2019 volumes.

Additionally, ODOT's Automatic Traffic Recorders located within the area were reviewed for traffic volume changes between the year 2019 and year 2024. ODOT has 3 ATRs located near Ashland: one is located on Highway 99 approximately 1 mile north of Valley View, one is located on I-5 just south of the Valley View interchange, and the third is located on I-5 just south of the Highway 99 interchange. The ATR data, provided below, illustrates a significant drop in traffic volumes at all three locations between the years 2019 and 2024.

As the volumes have not increased, the intersection evaluation in the existing Traffic Impact Analysis would be sufficient to evaluate impacts from the Grand Terrace A

TRANSPORTATION DISPLAYS





Grand Terrace
Ashland
Fire Code Consultation
January 23, 2022

The following comments are based on the information received for the Grand Terrace project in Ashland. As the project continues to develop, some comments may be revised to provide better specific application to the project. The following comments have incorporated the Oregon Fire Code, Ashland's amendments to the Oregon Fire Code, Ashland Municipal Code, and NFPA standards as appropriate.

ACCESS

1. Two separate and approved fire apparatus access roads are required. OFC Appendix D 106.

2. **Aerial Fire Apparatus Access Roads** of 26 feet in width are required to be provided in the immediate vicinity of any building or portion of a building when the roof height exceeds 24 feet in height above the lowest level of fire department vehicle access. One or more of these access roads shall be located between 15'-30' from the building and positioned parallel to one entire side of the building. AMC 15.28.070 Q & R and OFC Appendix D105

   **I have a question in to Ashland Fire & Rescue (AF&R) to ascertain if the northern egress from the parking lot can be 24' wide*

3. **Fire Apparatus Access -Shared Access Easement –** If a fire apparatus access road crosses onto or over another property owner's parcel, an easement must be obtained to provide access for fire apparatus. Easement language needs to include wording that indicates that the shared access easement may not be modified, removed, or obstructed in any way without prior written approval from Ashland Fire and Rescue.

4. **Access & Loading** – Access road shall be constructed of an approved material to support the imposed load of fire apparatus weighing up to 75,000 pounds. OFC Appendix D 102

5. **Maximum Slope -** Fire apparatus access roads in commercial developments are permitted to have a maximum slope of 15% grade based on the fire department's website. https://www.ashland.or.us/Page.asp?NavID=17586 OFC Appendix D 103.2

6. **Fire Apparatus Access Approach** -The angle of approach at the point where the public road transitions to the private fire apparatus access road must meet the City of Ashland Engineering Department specifications. OFC 503.2.8

7. **Firefighter Access Pathway** – An approved footpath around the structure is required so that all exterior portions of the structure can be reached with the fire hose. Any changes in elevation

greater than two feet in height (such as retaining walls) require stairs. The stairs shall be an all-weather surface, and meet the requirements as specified in the Oregon Structural Specialty Code. OFC 503.1.1

8. **Turning Radius** – Inside turning radius is at least 20 feet and outside turning radius is at least 40 feet and must be indicated on site plans submitted for-building permits.

9. **Addressing** - Building numbers or addresses must be at least 4 inches tall, be of a color that is in contrast to its background, and shall be plainly visible and legible from the street fronting the property. Additional directional signage may be necessary to guide emergency responders down a driveway, path or through a gate. All premises identification, street signs and building numbers, must be in place with temporary signs when construction begins and permanent signage prior to issuance of any occupancy. OFC 505

10. **Multi-Unit Address Sign** – The developer must provide a minimum access address sign. A pre-approved address sign can also be utilized. OFC 505 Verifying with AF&R the expectation for this.

11. **Gates** – If gates are installed, they shall comply with OFC Appendix D 103.5

12. **No Parking Signs** – "No Parking – Fire Lane" signs shall be installed on each side of a 20'-26' wide fire apparatus road. Signs shall be 12"x18" with red letters on a white reflective background. OFC Appendix D103.6

13. **KnoxBox -** Provision of at least one KnoxBox is required to allow fire department access to locked rooms related to electrical panels, fire protection systems and other maintenance related rooms. Based on our discussion, it sounds like you will place one KnoxBox on each building. This should be placed on the building near the mechanical or sprinkler riser room. KnoxBox can be ordered at this link. https://www.knoxbox.com/Products/Commercial-KnoxBoxes If 10 keys or less will be placed inside, order a KnoxBox 3200. If more than 10 keys will be placed inside, order a KnoxVault 4400**.** AMC 15.28.070 F

WATER SUPPLY & FIRE SPRINKLERS

14. **Fire Flow –** Assuming that these buildings will be no more than 29,000 square feet, a minimum fire flow of 1500 gpm will be required at the private hydrants. Engineer will need to design fire lines to meet this.

15. **Private Underground Fireline** – This is required to be designed, installed and tested in accordance with the 2016 NFPA 24 Standard for the Installation of Private Fire Service Mains and their Appurtenances which can be found at this link - https://www.nfpa.org/codes-and-standards/all-codes-and-standards/list-of-codes-and-standards/detail?code=24 A free version can be viewed online but cannot be copied or printed. This can be purchased in pdf or print version for $65-70. Typically the City of Ashland will require that a vault with a DDC and water meter be installed at the property line with the private line extending from that location to the

buildings. This vault would not be equipped with an FDC. FDC's will be located on each building.

16. **Water Pressure** – We need to find out the minimum required water pressure necessary for the fire sprinkler system in order for the engineer to design the underground water supply appropriately. The fire sprinkler company will provide the needed pressure, and they may not need detailed plans to do this since the maximum design area is for four sprinkler heads. I think they can get us close to the needed pressure at the highest level of the building.

17. **Fire Sprinklers** – An NFPA 13R fire sprinkler system will be required for each building in this project.

18. **Fire Department Connection (FDC) –** The FDC is required to be a 2 ½" Siamese female connection installed 18" to 48" above finished grade. A single 2 ½" NST female swivel connection is acceptable if hydraulic calculations are provided that indicate a single 2 ½ " line will adequately serve the system. It is likely that a single connection will be sufficient, and the fire sprinkler company can determine this. Fire flow alarm shall be placed on the FDC. FDC shall be placed in a location approved by the fire department. Knox FDC locking caps shall be installed on all FDC connections. Knox FDC Locks can be purchased here https://www.knoxbox.com/Products/FDC-Locking-Caps

    **I'm asking AF&R if the FDC can be placed on the building or is required to be placed remotely.*

19. **Fire Hydrants** – As discussed in the meeting, let's propose two hydrants – one at the south end of the parking lot, and one in approximately the center of the parking lot. Based on OFC Appendix C, the average spacing of the hydrants for this project would be 625' which utilizes an increase in spacing because of the fire sprinkler installation. In addition, the location of these hydrants are well-within the maximum distance from the buildings.

    In the event that AF&R should want more, it would likely be one more at the north end of the parking lot. However, I think I would try to demonstrate that their pre-plan for entry to the Grand Terrace would be most practical if it indicated an entrance from the south of the property due to width and slope of the fire apparatus access thus making the two hydrants practical. AMC 15.28.070 G, OFC 507.5.1, OFC Appendix C 102.1

    - ❒ Fire Hydrants shall have a 3-foot clear space around the hydrant and visible from the road. OFC 507.5.5
    - ❒ Hydrants are required to be installed prior to the arrival of combustible materials.
    - ❒ Hydrants are required to have reflectors in the street.
    - ❒ If hydrants are subject to vehicle impact, guard posts shall comply with OFC 312.
    - ❒ Parking is prohibited within 10 feet of a hydrant. ORS 811.550 (16)

- ❒ Oregon PUC and National Electrical Safety Code requires a minimum of 4 feet from any supporting structure for electrical equipment such as transformers and poles. OAR 860-024-0010

WILDFIRE SAFETY

20. All lots within the City of Ashland are subject to the Wildfire Safety Ordinances that became effective on October 18, 2018. This page provides links to all of the applicable requirements: https://www.ashland.or.us/Page.asp?NavID=17670

21. A Fire Prevention and Control Plan is required to be submitted with a Residential Site Design Review. The requirements for this plan can be found at this link - https://www.ashland.or.us/Page.asp?NavID=17672 Note that there is an exception that may allow this requirement to be "reduced or waived when it is demonstrated that the fire risk has been reasonably reduced such as in cases where ignition resistant materials and construction methods, or vegetation type and separation, function to enhance the structure's protection from exterior wildfire exposure." Here is the link to the actual Land Use Code - https://ashland.municipal.codes/LandUse/18.3.10.100

22. **Fire Season** – If work will be completed during fire season, check fire season fire prevention requirements found at www.ashland.or.us/fireseason.

LANDSCAPING

23. The following link provides a list of prohibited flammable plants which applies to any new plantings in the city. https://www.ashland.or.us/Page.asp?NavID=17671

24. **Parking Areas** of more than seven parking spaces shall be served by a driveway 20 feet in width. AMC 18.4.3.080.D.3 - https://ashland.municipal.codes/LandUse/18.4.3.080.D.3

    Fire resistant requirements for walls and screening materials and requirement for parking areas and that these items shall not obstruct fire apparatus access, fire hydrants or other fire appliances. AMC 18.4.3.080.E.6 https://ashland.municipal.codes/LandUse/18.4.3.080.E.6

25. **Screening Materials** are required to be fire resistant. AMC 18.4.4.030.C.5 https://ashland.municipal.codes/LandUse/18.4.4.030.C.5

26. **Weed Abatement** - All vegetation and grass less than 1/4" in diameter is required to be maintained at less than 4" (four inches) in height from May 15 – September 30 or the end of fire season whichever is later. This would apply during the construction process as well. AMC 9.04 https://ashland.municipal.codes/AMC/9.04

OTHER

27. **Fire Extinguishers** – Fire extinguishers shall be installed in accordance with OFC 906 and NFPA 10. In general 2A10BC fire extinguishers should be installed as follows:
    - ❒ Install in each mechanical and/or laundry room

NORTHWEST BIOLOGICAL CONSULTING

HABITAT RESTORATION & ENVIRONMENTAL PLANNING Engineering Contractor CA-599428 & OR-137378

Grand Terrace Wetland Verification Photos with Narrative

Completed by:

Northwest Biological Consulting

650 Ashland Street

Ashland, Oregon 97520

Ph: 541 041 2042

March 24, 2021

The following photos with narrative confirm the presence and boundaries of a wetland delineation that was completed by Pacific Habitat Services for Casita Developments in 2018 for the Grand Terrace ll project in Ashland, Oregon.

Photo 1: location of upland 2018 plot 6 as indicated by remnant blue flag. Vegetation matched plot data sheet 6a and 6b.

Photo 2: Location of 2018 wetland plot 5 as indicated by remnant blue flag. Wetland vegetation matches plot data sheet 5a and 5b. Wetland hydrology confirmed by Oxidized Rhizospheres.

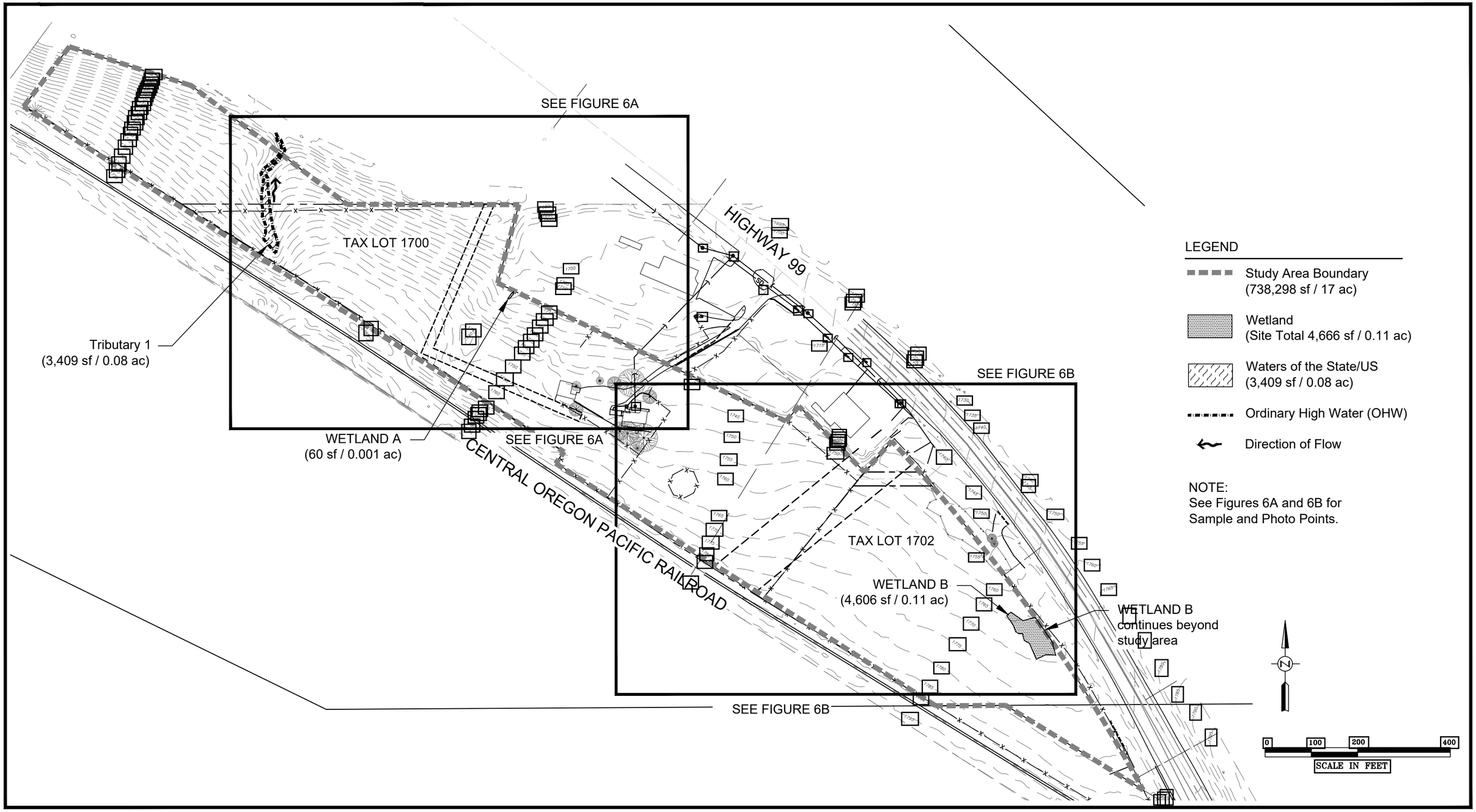
Photo 3: Indicates location of data 2018 Plots 3 and 4. Upland and wetland plants generally match data sheets. Wetland hydrology confirmed in plot 3 by Oxidized Rhyzospheres. Unidentified grass listed in data sheet 3a is Juncus effuses, FACW.

Photo 4: illustrates overall wetland plant community for data plot 3.

Photo 5: Image of active stream flowing from concrete pipe and grate in the vicinity of 2017 data plots 1 and 2.

Photo 6: Image of flowing stream and riparian vegetation that matches the vegetation description of data plots 1 and 2. Blue

flagging in tree in upper middle of photograph indicates 2017 plot locations.



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Survey provided by Polaris Land Surveying, LLC.
Survey accuracy is sub-centimeter. Sample point accuracy is sub-meter.

Wetland Delineation Overview
Grand Terrace II - Ashland , Oregon

FIGURE
6

8-21-2018

Wetland Delineation
for
Grand Terrace II, Ashland, Oregon

(Section 32, Township 38 South, Range 1 East,
Tax lot 1700 and Tax Lot 1702)

Prepared for

Casita Developments, LLC
Attn: Robert Kendrick
153 Will Dodge Way
Ashland, OR 97520

Prepared by

Joe Thompson
Carlee Michaelson
John van Staveren
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PHS Project Number: 6326

August 17, 2018

TABLE OF CONTENTS

Page

I. INTRODUCTION.....1

II. RESULTS AND DISCUSSION.....1

A. Landscape Setting and Land Use.....1
B. Site Alterations.....1
C. Precipitation Data and Analysis.....2
D. Methods.....3
E. Description of All Wetlands and Other Non-Wetland Waters.....3
F. Deviation from LWI or NWI.....4
G. Mapping Method.....4
H. Additional Information.....4
I. Results and Conclusions.....4
J. Required Disclaimer.....4

III. REFERENCES.....5

APPENDIX A: Figures

Figure 1: Vicinity Map (USGS)
Figure 2: Tax Lot Map
Figure 3: National Wetlands Inventory Map
Figure 4: Soil Survey Map
Figure 5: Recent Aerial Photograph
Figure 6: Wetland Delineation Map

APPENDIX B: Wetland Delineation Data Sheets
APPENDIX C: Study area Photos
APPENDIX D: Wetland Definitions, Methodology (client only)

I. INTRODUCTION

Pacific Habitat Services, Inc. (PHS) conducted a wetland delineation for the Grand Terrace II residential development in Ashland, Oregon (Township 38 South, Range 1 East, Section 32, Tax Lots 1700 and 1702). This report presents the results of PHS's delineation of the study area for potentially jurisdictional wetlands and waters of the United States and the state of Oregon. Figures, including a map depicting the location of wetlands within the study area, are in Appendix A. Data sheets documenting study area conditions are provided in Appendix B. Ground-level photos of the study area are included in Appendix C. A discussion of the wetland delineation methodology (for the client) is provided in Appendix D.

II. RESULTS AND DISCUSSION

A. Landscape Setting and Land Use

The approximately 17-acre study area is located at 1511 Highway 99 (North Main Street) in Ashland, Oregon in an area that is undergoing a gradual transition from rural homes on small acreage to commercial and residential development. The center of Ashland lies approximately one mile southeast and the City of Talent lies approximately 3.3 miles northwest. The north adjacent parcel is a car dealership, while other adjacent properties are agricultural or undeveloped, and a railroad line is adjacent to the site's southern boundary. The western portion of the study area is on a relatively steep north facing slope and is forested with Oregon white oak (*Quercus garryana*, UPL) being the dominant tree species and Ponderosa pine (*Pinus ponderosa*, FACU) and madrone (*Arbutus menziesii*, UPL) being subdominant. Thickets of Himalayan blackberry (*Rubus armeniacus*, FAC) and trailing blackberry (*Rubus ursinus*, FAC) shrubs are present in some areas. Dominant herbaceous species include bromes (*Bromus* spp.), tall fescue (*Schedonorus arundinaceus*, FACU), orchard grass (*Dactylis glomerata*, FACU), and bulbous bluegrass (*Poa bulbosa*, FACU).

A perennial stream in the western portion of the study area enters via a culvert and exits via the northern boundary. A very old excavated pit is also located in the western part of the study area and is dominated by a dense shrub layer of Himalayan blackberry with a minor component of poison hemlock (*Conium maculatum*, FACW). North (downslope) of the excavated pit there is a small section of a shallow ditch that was probably connected to the pit at one time; however, there is no longer a pipe or any other means of connecting the ditch to the pit. The ditch contains a small wetland with several large cottonwood trees (*Populus balsamifera*, ssp. *trichocarpa*, FAC) partially within its banks. Upslope areas from the ditch are dominated by Himalayan blackberry shrubs with small pockets of poison hemlock.

An older residence and a barn reside near the center of the study area with a gravel driveway that extends off-site to the north, Vegetation surrounding the house and barn consists of Oregon white oak trees and ruderal upland grasses, including bulbous bluegrass, bromes, and foxtail barley (*Hordeum murinum*, FACU). The eastern portion of the study area slopes gently to the northeast and consists of a pasture that does not appear to have been grazed or irrigated in recent years. The vegetation is mainly non-native grasses and herbaceous species, including foxtail barley, bulbous bluegrass, orchard grass, timothy (*Phleum pretense*, FACU), tall oat grass

(*Arrhenatherum elatius*, UPL), yellow star thistle (*Centaurea solstitialis*, UPL), ox-eye daisy (*Leucanthemum vulgare*, FACU), teasel (*Dipsacus fullonum*, FAC), and poison hemlock. A wetland dominated by lamp rush (*Juncus effusus*, FACW) is located in the southeast portion of the study area.

B. Site Alterations

The perennial stream enters the site via a culvert from under the railroad line adjacent to the southwestern boundary of the study area. The excavated pit in the western part of the study area appears to be a remnant of an abandoned stock pond, but it does not appear to have been filled/used in decades. Aerial photography indicates that a ditch (now abandoned), south of the pit, likely provided a water source and a smaller ditch approximately 80 feet north of the pit likely served as a drainageway. Sample Points 4, 6, 7, and 8, located in the southeastern part of the study area meet the requirements for depleted matrix, but do not meet the requirements for hydrophytic vegetation or wetland hydrology. It is likely that redoximorphic features in these soil samples are relict features from past irrigation practices.

C. Precipitation Data and Analysis

Table 1 compares the average monthly precipitation (Ashland WETS Table) to the observed monthly precipitation at the Ashland Weather Station, for the three months prior to the December 4 and 5, 2017 wetland delineation field work. Table 1 also compares the observed precipitation to the 30 percent average for the period of 1971 through 2000 (Ashland WETS table).

As shown in Table 1, observed precipitation was well below normal during September and October and within normal range during November. In the two weeks prior to the field visit, 0.76 inches of precipitation were recorded at the Ashland Weather Station, which is 143 percent of normal (0.53 inches). Hydrological conditions were considered to be slightly below normal for the December field work.

Table 1. Comparison of average and observed monthly precipitation for Ashland, prior to the December 2017 delineation field work.

Month	Average Precipitation[1]	30% chance will have[1]		Observed Precipitation[2]	Percent of Normal
		Less than	More than		
September	0.88	0.47	1.02	0.44	50
October	1.48	0.87	1.79	0.60	41
November	2.85	1.74	3.46	2.28	80

[1] NRCS WETS Table for the Ashland, OR Weather Station Source: (http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/technical/fotg/)
[2] Data obtained from the Ashland, OR Weather Station Source: (http://www.nrcs.usda.gov/wps/portal/nrcs/main/national/technical/fotg/)

D. Methods

PHS delineated the limits of wetlands within the study area based on the presence of wetland hydrology, hydric soils, and hydrophytic vegetation, in accordance with the routine onsite determination method, as described in the *Corps of Engineers Wetland Delineation Manual, Wetlands Research Program Technical Report Y 87 1* ("The 1987 Manual") and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region.* PHS conducted the wetland/waters delineation and data collection on December 4 and 5, 2017. Because hydrological conditions were considered to be slightly below normal, oxidized rhizospheres along living roots were relied upon for evaluating hydrology when saturation and/or a high water table were not observed.

E. Description of all Wetlands and Other Waters

PHS identified the jurisdictional limits of two wetlands and a stream within the study area. A description of the delineated features is provided below.

Wetland A

Wetland A (0.001 acre / 60 square feet) is a palustrine emergent persistent, seasonally flooded excavated (PEM1Cx) wetland with a hydrogeomorphic (HGM) classification of Depressional, located in a narrow section of ditch that is part of the former drainageway of the abandoned stock pond. The ditch has been filled with dirt at either end so that it no longer conveys flows. Hydrology is mainly provided by runoff from adjacent slopes. Sample Point 11 characterizes the wetland, and vegetation consists of a tree layer of black cottonwood with no shrub or herbaceous layer. Soils meet the requirements for loamy mucky mineral and hydrogen sulfide. A restrictive layer of bedrock at eight inches depth inhibits drainage and surface water was approximately one inch deep.

Sample Point 12 characterizes the adjacent uplands, and vegetation consists of a tree layer of black cottonwood and Oregon white oak. A shrub layer of Himalayan blackberry is also present with a minor component of English hawthorn (*Crataegus monogyna*, FAC); there is no herbaceous layer. Hydric soils and wetland hydrology are absent.

Wetland B

Wetland B (0.11 acre / 4,606 square feet) is a palustrine emergent, persistent, seasonally flooded (PEM1C) wetland with a HGM classification of Slope. Sample Points 3 and 5 characterize the wetland. Vegetation consists of an herbaceous layer that is dominated by lamp rush, tall fescue, velvet grass (*Holcus lanatus*, FAC), colonial bentgrass (*Agrostis capillaris*, FAC), bird's-foot trefoil (*Lotus corniculatus*, FAC), and teasel. Hydric soils meet the requirements for redox dark surface and wetland hydrology meets the requirements for oxidized rhizospheres along living roots.

Sample points 4 and 6 characterize the adjacent uplands. The vegetation consists of an herbaceous layer that is dominated by foxtail barley and yellow star thistle. Both sample points meet the hydric soil requirements for redox dark surface; however, no wetland hydrology indicators are present. Wetland B continues to the east, outside of the study area.

Tributary 1

Tributary 1 (0.08 acre / 3,409 square feet) is a riverine upper perennial streambed (R3SB) with a HGM classification of riverine flow-through. The tributary enters the site via a very old culvert that conveys flows from upslope, below the railroad grade and flows northwest where it exits the study area, and enters another culvert, eventually discharging into Bear Creek. The ordinary high water (OHW) was identified by abrupt changes in contour and distinct vegetation community boundaries. Most of the streambed has down-cut to bedrock due to lack of sediment deposition and concentration of high energy flows from the culvert, particularly in the northern (downstream) reach. Areas below OHW are generally unvegetated with the exception of a few red alder (*Alnus rubra*, FAC), red-osier dogwood (*Cornus alba*, FACW), and ninebark (*Physocarpus capitatus*, FACW) rooted in rock crevices. Deposits of sand and gravel are only found in a few minor depressions within the rock channel.

Sample Points 1 and 2 characterize the riparian vegetation community above OHW, adjacent to the stream. A well-developed tree layer is present and consists of Oregon white oak, red alder, and ponderosa pine. A dense shrub understory is also present and consists of Pacific ninebark, red-osier dogwood, and snowberry *(Symphoricarpos albus*, FACU). The herbaceous layer is dominated by unidentified grasses and Siberian spring beauty (*Claytonia sibirica*, FACU). Hydric soils and wetland hydrology are absent.

F. Deviation from Local Wetland or National Wetland Inventories

The City of Ashland's Local Wetlands Inventory (LWI) prepared by SWCA Environmental Consultants (2007) depicts a "Possible Wetland" that generally corresponds with the boundaries of Wetland B. Wetland A was not depicted in the LWI, presumably due to a lack of site access and heavy cover of Himalayan blackberry. The LWI also depicts a tributary to Bear Creek in the same location as Tributary 1.

The Billings Siphon, an underground irrigation pipe in the eastern portion of the study area is depicted on the National Wetlands Inventory (NWI) but not the LWI; however, as it is an underground pipe, it was not part of the delineation prepared by PHS.

G. Mapping Method

PHS marked the boundaries of Wetlands A and B with blue pin flags and the OHW of Tributary 1 with blue flagging tape. Lime-green surveying tape was used to mark the locations of sample points. The wetland boundaries and OHW were surveyed by Polaris Land Surveying, LLC with an accuracy of sub-centimeter. Locations of sample points were drawn onto an aerial photo in the field and are estimate to have an accuracy of sub-meter.

H. Additional Information

According to Streamnet, Bear Creek, located approximately 900 feet northeast of the study area is a spawning and rearing tributary for steelhead and ESA-listed coho salmon. Tributary 1 is not listed in Streamnet, but discharges into Bear Creek. Wetlands A and B do not have a surface connection to Bear Creek or other off-site wetlands or waters.

I. Results and Conclusions

The following table summarizes the wetlands and waters of the state/U.S. delineated by PHS within the study area.

Table 2. Total wetland and other waters within the study area

Feature	Area square feet / acre	Cowardin Class	HGM Class
Wetland A	60 / 0.001	PEM1Cx	Depressional
Wetland B	4,606 / 0.11	PEM1C	Slope
Total Wetlands	**4,666 / 0.11**		
Tributary to Bear Creek	3,409 / 0.08	R3SB	Riverine Flow-Through
Total Waters	**3,409 / 0.08**		

J. Required Disclaimer

This report documents the investigation, best professional judgment, and conclusions of the investigators. It is correct and complete to the best of our knowledge. It should be considered a Preliminary Jurisdictional Determination of wetlands and other waters and used at your own risk unless it has been reviewed and approved in writing by the Oregon Department of State Lands in accordance with OAR 141-090-0005 through 141-090-0055.

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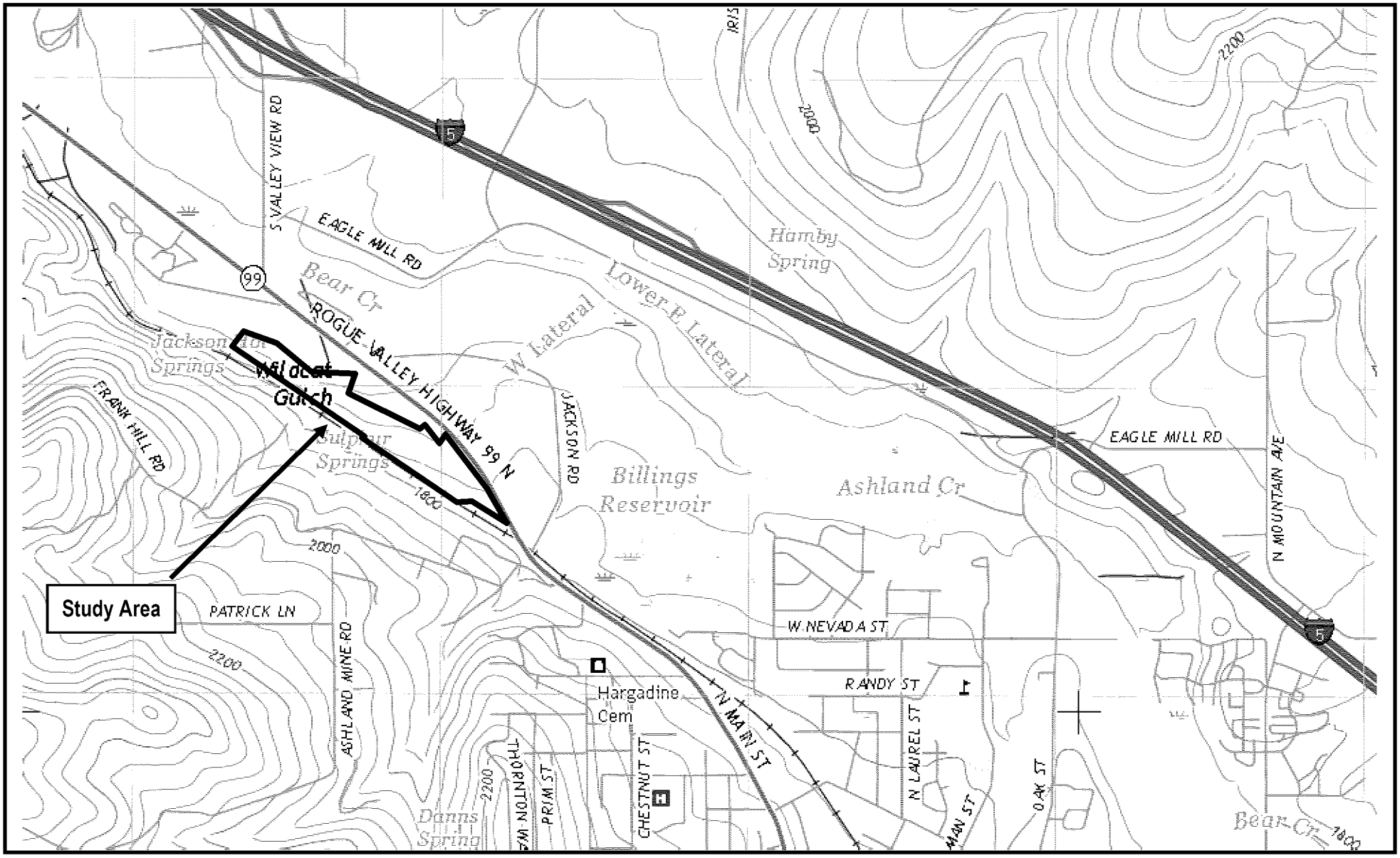
Appendix A

Figures



#6326
9/22/2017

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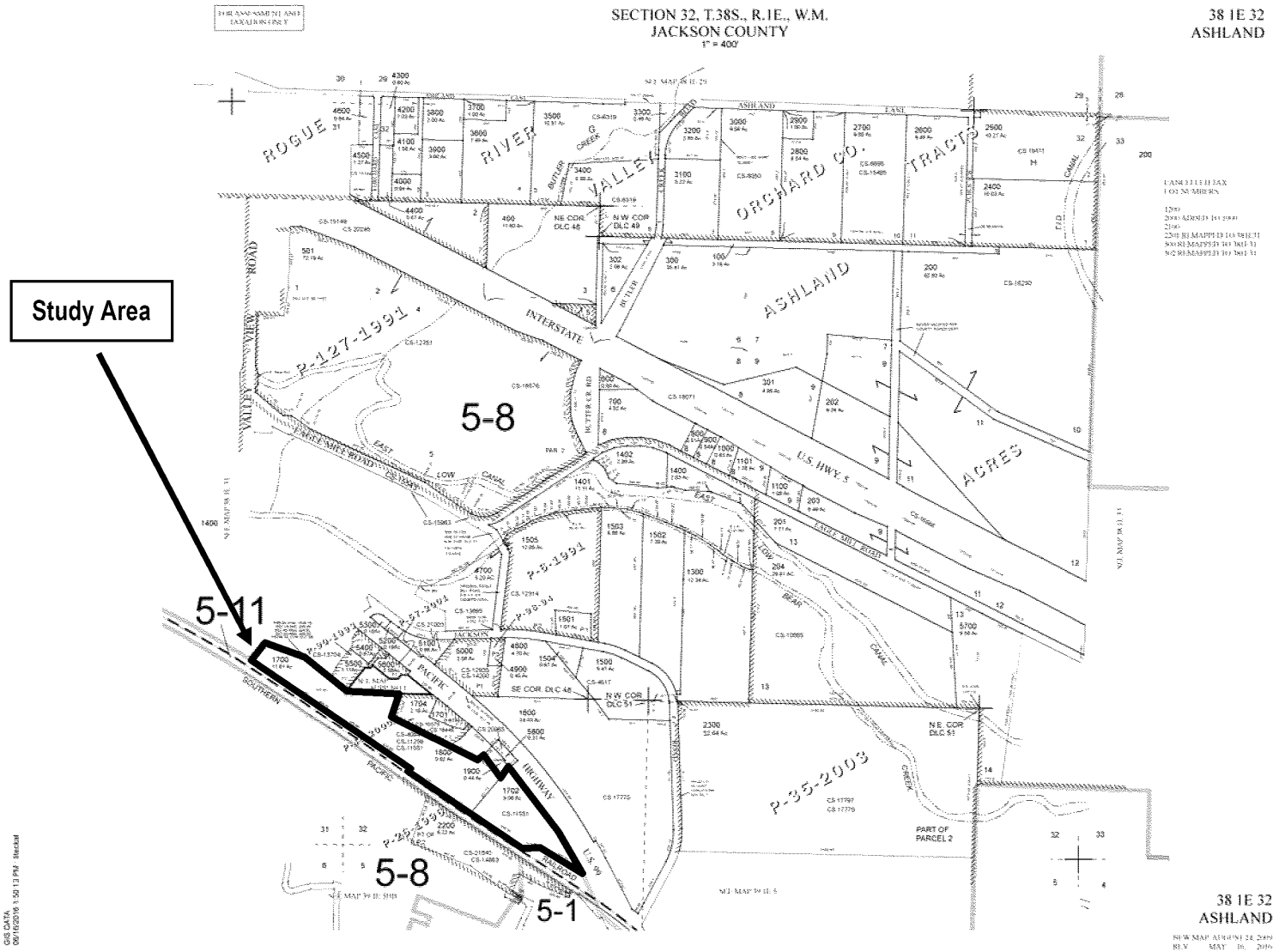
Wilsonville, OR 97070

General Location and Topography
Grand Terrace II - Ashland, Oregon
United States Geological Survey (USGS), Ashland, Oregon-Jackson Co., 7.5 Quadrangle, 2017
(viewer/nationalmap.gov/basic)

FIGURE
1



#6326
9/22/2017

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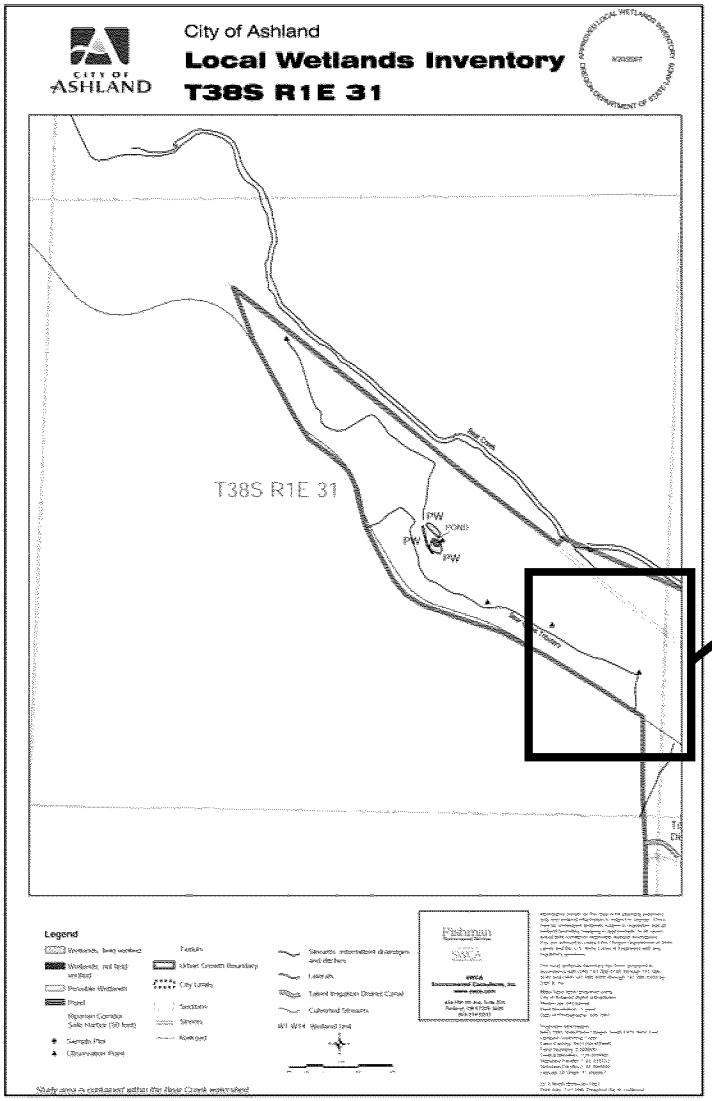
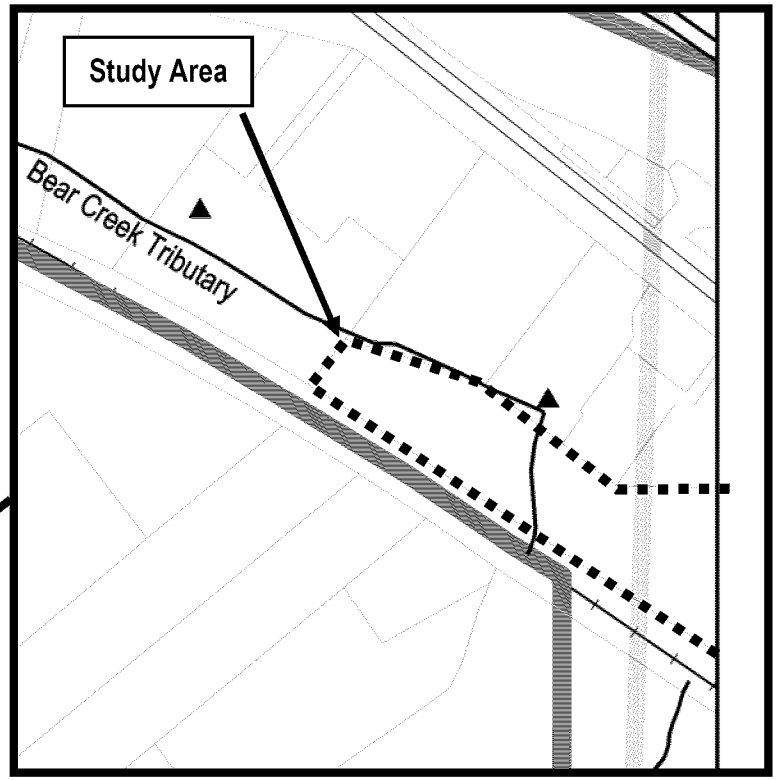
Tax Lot Map
Grand Terrace II - Ashland, Oregon
The Oregon Map (ormap.net)

FIGURE
2





Legend

- Wetlands, field verified
- Wetlands, not field verified
- Possible Wetlands
- Pond
- Riparian Corridor Safe Harbor (50 feet)
- Sample Plot
- Observation Point

Taxlots

- Urban Growth Boundary
- City Limits
- Sections
- Streets
- Railroad

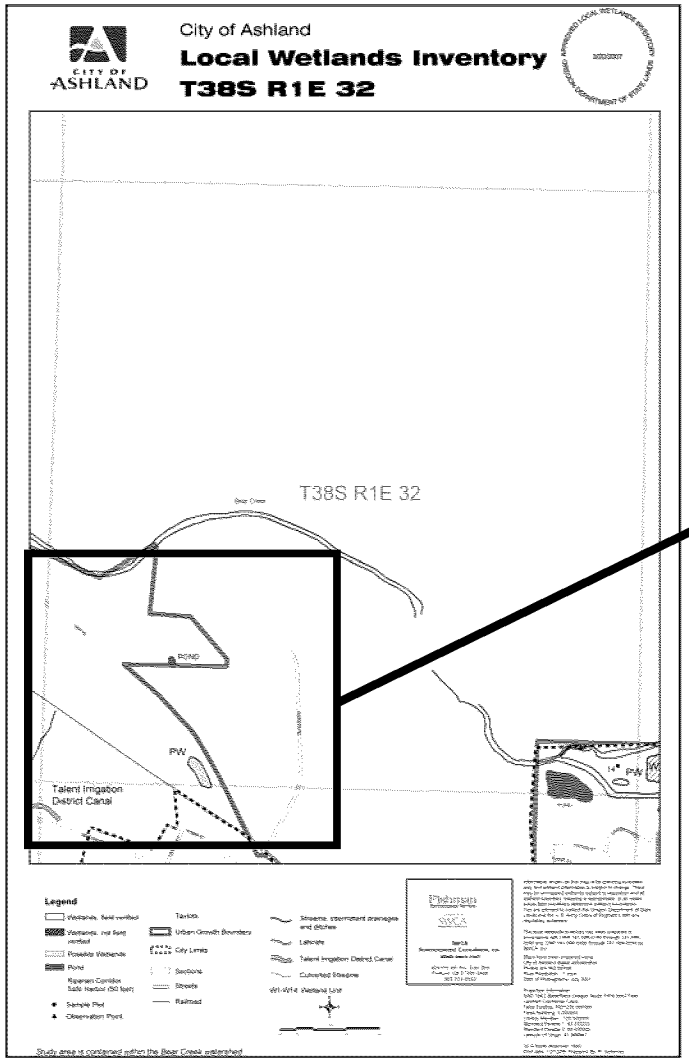
- Streams, intermittent drainages, and ditches
- Laterals
- Talent Irrigation District Canal
- Culverted Streams
- W1-W14 Wetland Unit

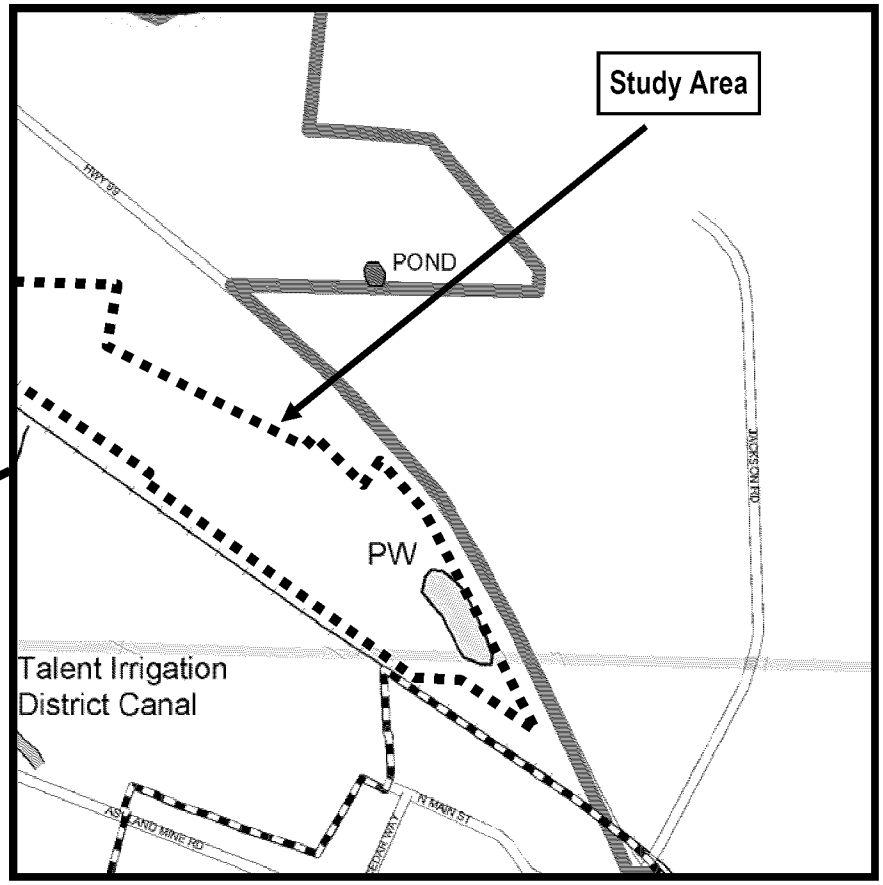
#6326
6/15/2018

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Local Wetland Inventory Map
Grand Terrace II - Ashland, Oregon
SWCA Environmental Consultants, 2007

FIGURE
3A



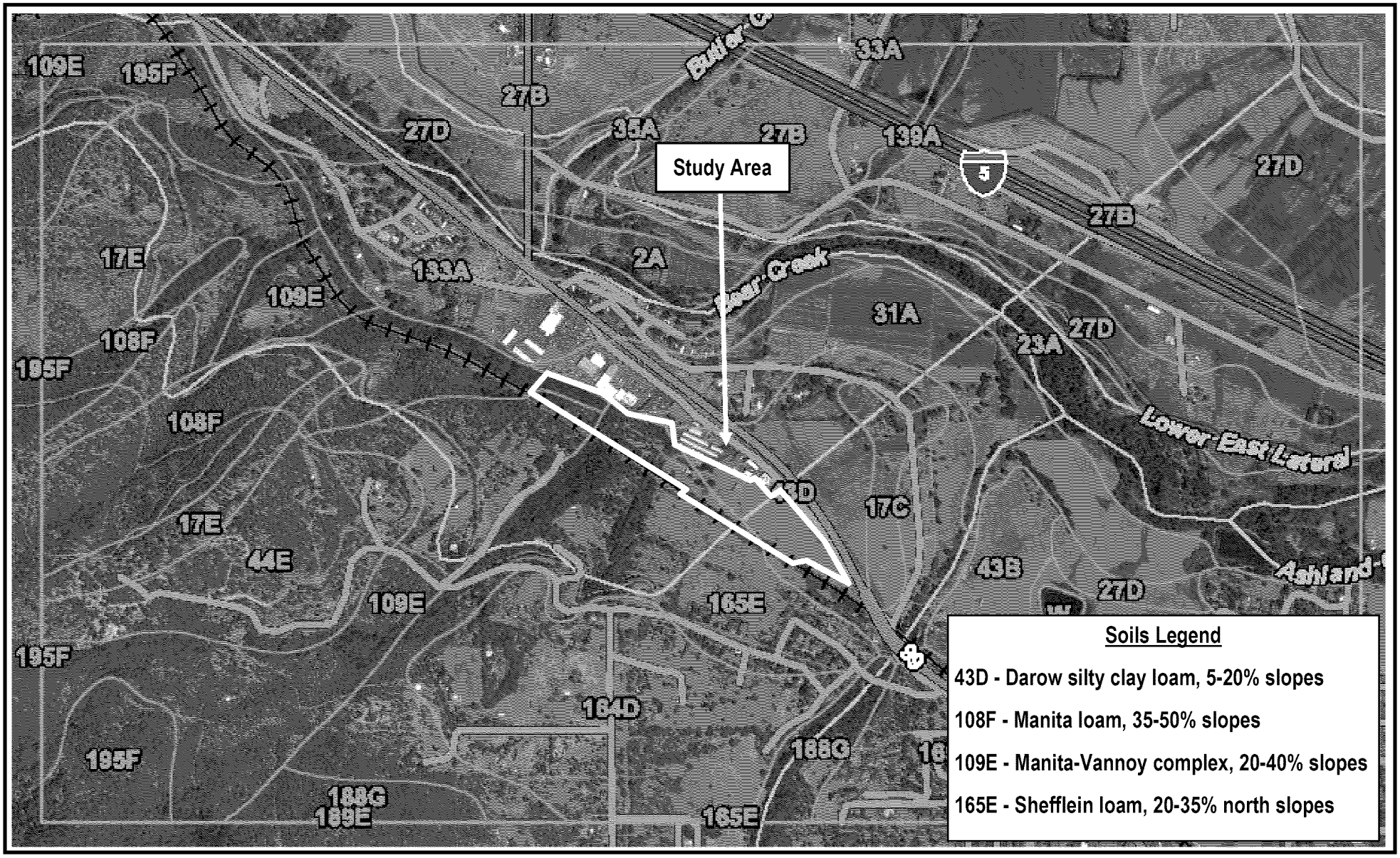


#6326
6/15/2018

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Local Wetland Inventory Map
Grand Terrace II - Ashland, Oregon
SWCA Environmental Consultants, 2007

FIGURE
3B

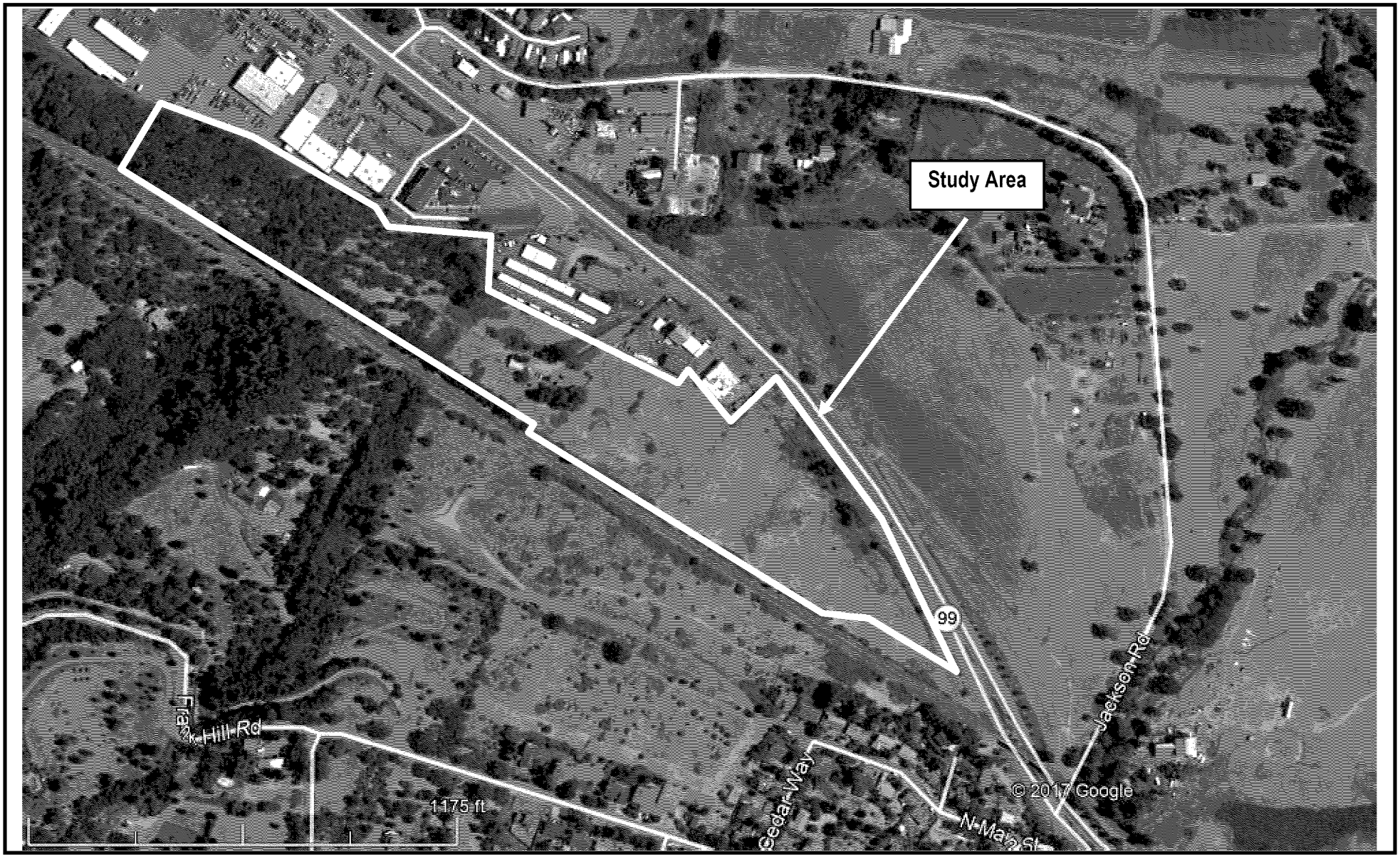


#6326
9/22/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Soils
Grand Terrace II - Ashland, Oregon
Natural Resources Conservation Services, Web Soil Survey, 2017
(websoilsurvey.sc.egov.usda.gov)

FIGURE
4

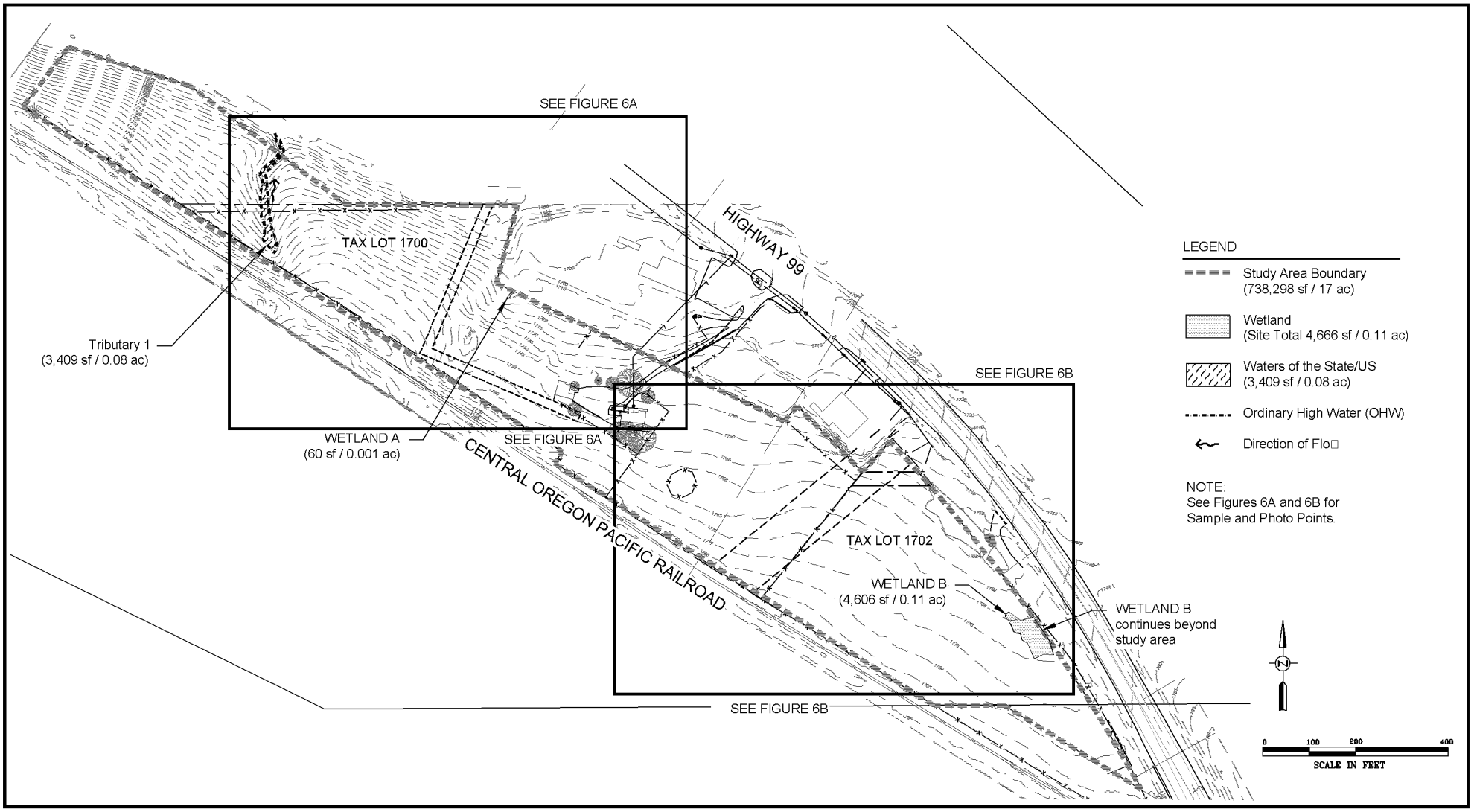


#6326
9/22/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Aerial Photo
Grand Terrace II - Ashland, Oregon
GoogleEarth, 2017

FIGURE
5



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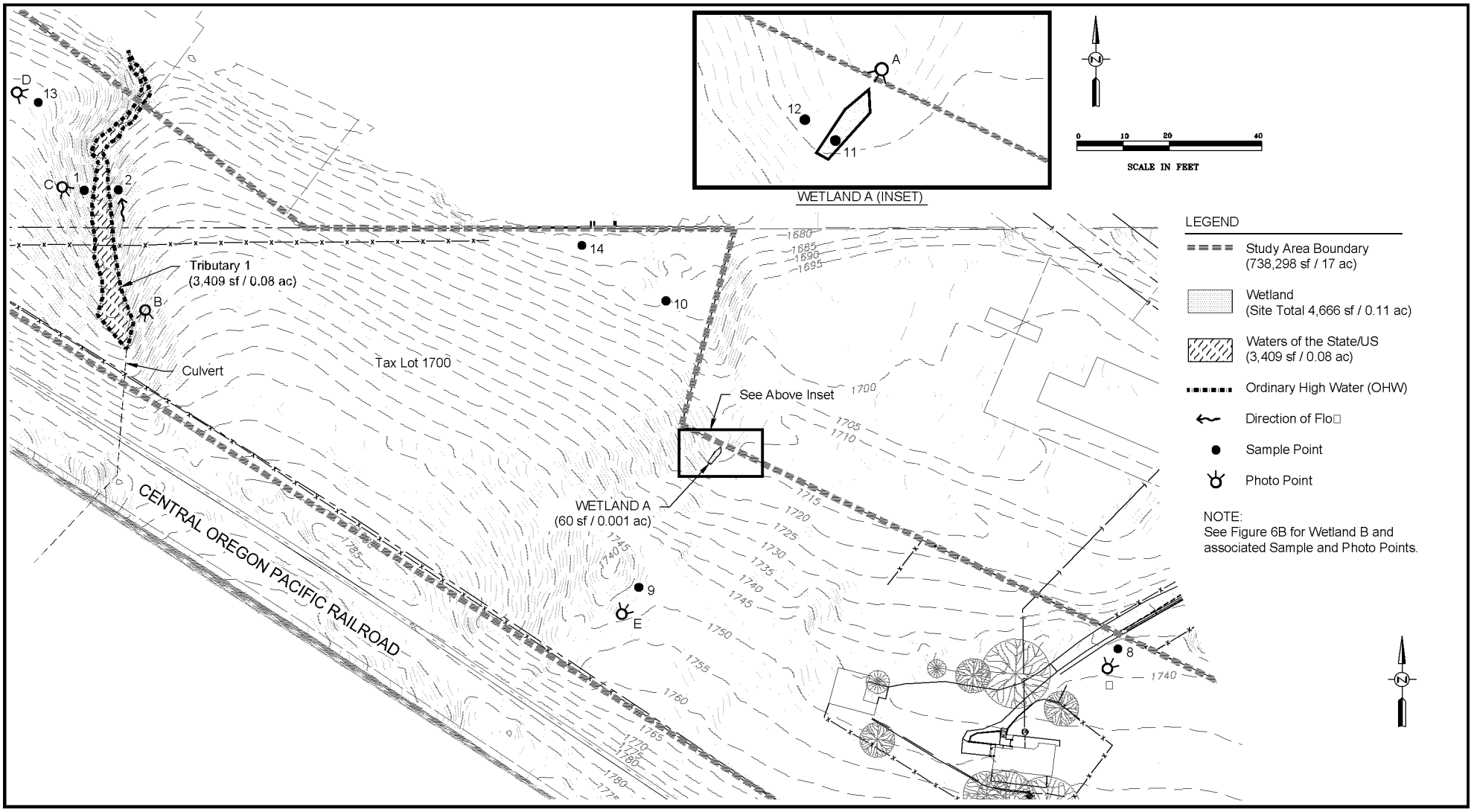
Survey provided by Polaris Land Surveying, LLC.
Survey accuracy is sub-centimeter. Sample point accuracy is sub-meter.

Wetland Delineation Overvie
Grand Terrace II - Ashland , Oregon

FIGURE
6

8-21-2018

Project Directories\6300\6326 1511 Hwy. 99 North Main, Ashland\AutoCAD\Plot Dwg\Fig6 WetDel.dwg, 8/23/2018 9:06:50 AM



Pacific Habitat Services,Inc.
9450 SW Commerce Circle, Suite 180 Wilsonville, Oregon 97070
Phone: (503) 570-0800 Fax: (503) 570-0855

Survey provided by Polaris Land Surveying, LLC.
Survey accuracy is sub-centimeter. Sample point accuracy is sub-meter.

Wetland Delineation
Grand Terrace II - Ashland , Oregon

FIGURE
6A

8-21-2018

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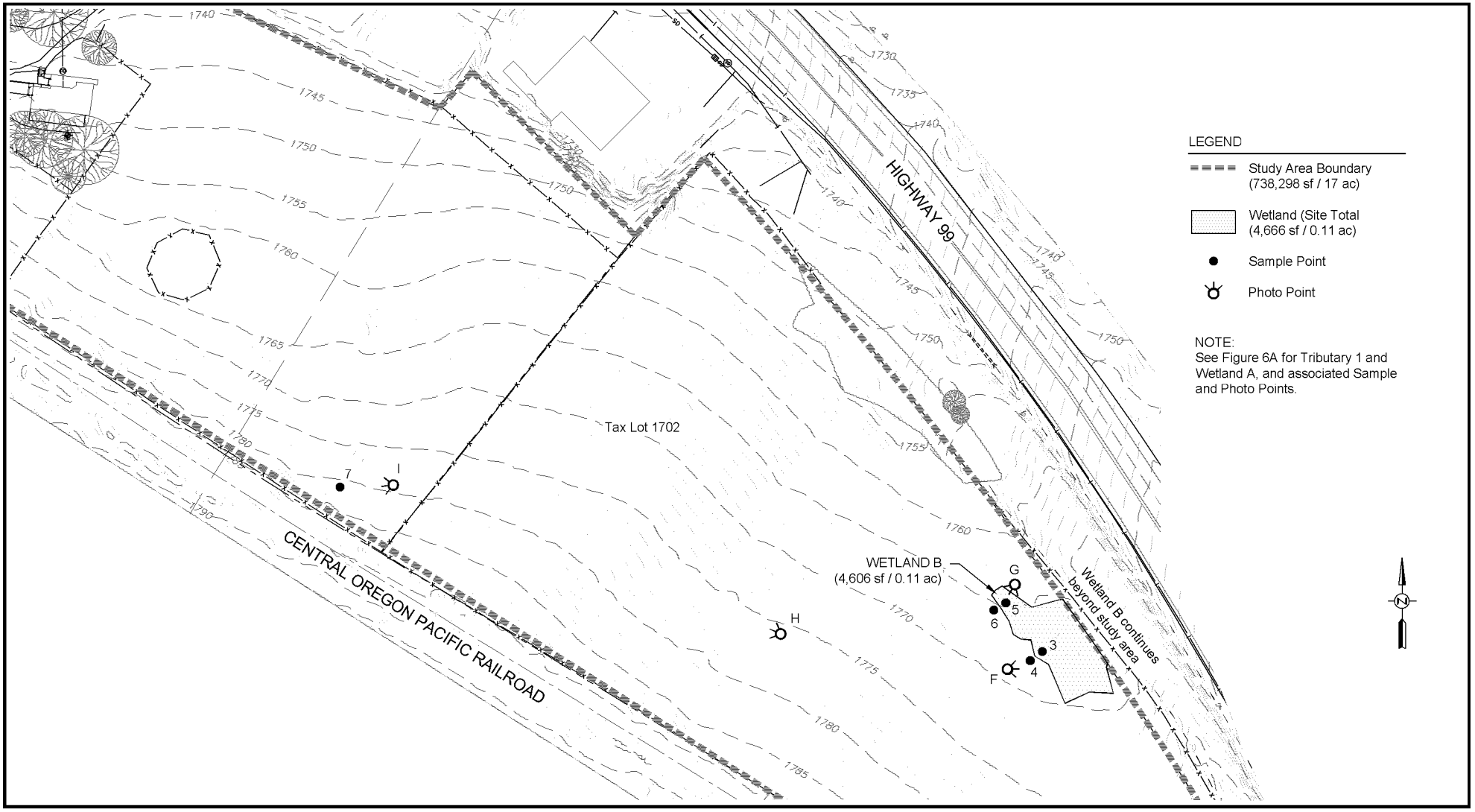

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Survey provided by Polaris Land Surveying, LLC.
Survey accuracy is sub-centimeter. Sample point accuracy is sub-meter.

Wetland Delineation
Grand Terrace II - Ashland, Oregon

FIGURE
6B

8-21-2018

Project Directories\6300\6326 1511 Hwy. 99 North Main, Ashland\AutoCAD\Plot Dwg\Fig6B WetDel.dwg, 8/23/2018 9:17:01 AM

Appendix B

Wetland Determination Data Sheets

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 1

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope of bank Local relief (concave, convex, none): none Slope (%): 50

Subregion (LRR): LRR A Lat: 42.21769349 Long: -122.7383932 Datum: WGS84

Soil Map Unit Name: Manita Loam, 35-50% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes	No X		
Wetland Hydrology Present?	Yes	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Quercus garryana*	20	X	UPL
2			
3			
4			
	20	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Physocarpus capitatus*	50	X	FACW
2 *Cornus alba*	20	X	FACW
3 *Rubus ursinus*	10		FAC
4			
5			
	80	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Unidentified grass*	40	X	(FAC)
2 *Claytonia sibirica*	10	X	FAC
3			
4			
5			
6			
7			
8			
	50	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 50

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 80% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

PHS # 6326 Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-14	10YR 3/1	100					Silt Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes ___ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>14	**Wetland Hydrology Present?**
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>14	Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 2

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope of bank Local relief (concave, convex, none): none Slope (%): 50

Subregion (LRR): LRR A Lat: 42.21767876 Long: -12.7383418 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes	No X		
Wetland Hydrology Present?	Yes	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Alnus rubra*	40	X	FACW
2 *Quercus garryana*	20	X	UPL
3 *Pinus ponderosa*	10		FACU
4			
	70	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Physocarpus capitatus*	30	X	FACW
2 *Rubus armeniacus*	10		FAC
3 *Alnus rubra*	10		FACW
4 *Symphoricarpos albus*	5		FACU
5			
	55	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Claytonia sibirica*	10	X	FAC
2 *Unidentified grass*	5	X	(FAC)
3			
4			
5			
6			
7			
8			
	15	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 85

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 80% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

Ground covered in duff and leaf litter

SOIL

PHS # 6326 Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-2	10YR 2/1	100					Loamy Sand	Medium
2-12	7.5YR 2.5/2	98					Loamy Sand	Medium
2-12	Gravel	2						Gravel

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ____ Histosol (A1)
- ____ Histic Epipedon (A2)
- ____ Black Histic (A3)
- ____ Hydrogen Sulfide (A4)
- ____ Stratified Layers (A5) (LRR C)
- ____ 1 cm Muck (A9 (LRR D)
- ____ Depleted Below Dark Surface (A11)
- ____ Thick Dark Surface (A12)
- ____ Sandy Mucky Mineral (S1)
- ____ Sandy Gleyed Matrix (S4)
- ____ Sandy Redox (S5)
- ____ Stripped Matrix (S6)
- ____ Loamy Mucky Mineral (F1) (except MLRA 1)
- ____ Loamy Gleyed Matrix (F2)
- ____ Depleted Matrix (F3)
- ____ Redox Dark Surface (F6)
- ____ Depleted Dark Surface (F7)
- ____ Redox Depressions (F8)
- ____ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ____ 1 cm Muck (A9) (LRR C)
- ____ 2 cm Muck (A10) (LRR B)
- ____ Reduced Vertic (F18)
- ____ Red Parent Material (TF2)
- ____ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ____

Depth (inches): ____

Hydric Soil Present? Yes ____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ____ Surface Water (A1)
- ____ High Water Table (A2)
- ____ Saturation (A3)
- ____ Water Marks (B1) (Nonriverine)
- ____ Sediment Deposits (B2) (Nonriverine)
- ____ Drift Deposits (B3) (Nonriverine)
- ____ Surface Soil Cracks (B6)
- ____ Inundation Visible on Aerial Imagery (B7)
- ____ Water stained leaves (B9)
- ____ Salt Crust (B11)
- ____ Biotic Crust (B12)
- ____ Aquatic Invertebrates (B13)
- ____ Hydrogen Sulfide Odor (C1)
- ____ Oxidized Rhizospheres along Living Roots (C3)
- ____ Presence of Reduced Iron (C4)
- ____ Recent Iron Reduction in Tilled Soils (C6)
- ____ Thin Muck Surface (C7)
- ____ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ____ Water Marks (B1) (Riverine)
- ____ Sediment Deposits (B2) (Riverine)
- ____ Drift Deposits (B3) (Riverine)
- ____ Drainage Patterns (B10)
- ____ Dry-Season Water Table (C2)
- ____ Crayfish Burrows (C8)
- ____ Saturation Visible on Aerial Imagery (C9)
- ____ Shallow Aquitard (D3)
- ____ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No X	Depth (inches):	____	
Water Table Present?	Yes ____	No X	Depth (inches):	>12	
Saturation Present? (includes capillary fringe)	Yes ____	No X	Depth (inches):	>12	

Wetland Hydrology Present? Yes ____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 3

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Mild Slope Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): LRR A Lat: 42.2149352 Long: -122.7321763 Datum: WGS84

Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes X No
Hydric Soil Present?	Yes X	No		
Wetland Hydrology Present?	Yes X	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Unidentified grass*	40	X	(FAC)
2 *Agrostis capillaris*	20	X	FAC
3 *Holcus lanatus*	20	X	FAC
4 *Hordeum murinum*	20	X	FACU
5 *Dipsacus fullonum*	<1		FAC
6			
7			
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 75% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

PHS # 6326 Sampling Point: 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-7	10YR 2/1	100					Silty Clay	
7-14	10YR 2/1	96	7.5YR 4/6	3	C	PL	Silty Clay	
7-14			7.5YR 4/6	1	C	M	Silty Clay	Fine

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- X Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- X Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>14	**Wetland Hydrology Present?**
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>14	**Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 4

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): LRR A Lat: 42.24190578 Long: -122.7322303 Datum: WGS84

Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil X or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is Sampled Area within a Wetland? Yes ____ No X
Hydric Soil Present?	Yes X	No ____	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:
Hydric soil indicators are likely a relect of past irrigation.

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Hordeum murinum*	50	X	FACU
2 *Centaurea solstitialis*	20	X	UPL
3 *Unidentified grass*	10		(FAC)
4 *Holcus lanatus*	9		FAC
5 *Leucanthemum vulgare*	5		UPL
6 *Dipsacus fullonum*	5		FAC
7 *Rumex crispus*	1		FAC
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 0% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

____ Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks:

SOIL

PHS # 6326 Sampling Point: 4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-2	10YR 2/1	99	10YR 4/6	1	C	PL	Silty Clay	Medium
2-6	10YR 2/1	99	10YR 5/6	1	C	M	Silty Clay	Medium
6-14	10YR 2/1	97	10YR 5/6	3	C	M	Silty Clay	Medium

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>14	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>14	

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 5

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): none Slope (%): 0

Subregion (LRR): LRR A Lat: 42.215096 Long: -122.7323261 Datum: WGS84

Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes X No
Hydric Soil Present?	Yes X	No		
Wetland Hydrology Present?	Yes X	No		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Holcus lanatus*	30	X	FAC
2 *Dipsacus fullonum*	20	X	FAC
3 *Lotus corniculatus*	20	X	FAC
4 *Alopecurus pratensis*	10		FACW
5 *Epilobium ciliatum*	10		FACW
6 *Agrostis capillaris*	5		FAC
7 *Rumex crispus*	5		FAC
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

PHS # 6326 Sampling Point: 5

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR 2/1	100					Silty Clay	
4-14	10YR 2/1	96	7.5YR 4/4	2	C	PL	Silty Clay	
4-14			7.5YR 4/4	2	C	M	Silty Clay	Fine/Medium

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- X Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>14	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>14	

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 6

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): _____ Slope (%): _____

Subregion (LRR): LRR A Lat: 42.21509126 Long: -122.7324065 Datum: WGS84

Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No _____ (if no, explain in Remarks)

Are vegetation ____ Soil X or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	No	X
Hydric Soil Present?	Yes	X	No
Wetland Hydrology Present?	Yes	No	X

Is Sampled Area within a Wetland? Yes _____ No X

Remarks:
Hydric soil indicators are likely a relect of past irrigation.

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: _____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: _____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Hordeum murinum*	60	X	FACU
2 *Centaurea solstitialis*	15		UPL
3 *Schedonorus arundinaceus*	10		FACU
4 *Alopecurus pratensis*	5		FACW
5 *Dipsacus fullonum*	5		FAC
6 *Geranium lucidium*	3		UPL
7 *Poa bulbosa*	1		FACU
8 *Rumex crispus*	1		FAC
	100	= Total Cover	
Woody Vine Stratum (plot size: _____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 0% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

_____ Dominance Test is >50%

_____ Prevalence Index is ≤ 3.0[1]

_____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

_____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes _____ No X

Remarks:

SOIL

PHS # 6326 Sampling Point: 6

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR 2/1	99	10YR 4/6	1	C	PL	Silty Clay	Medium
4-16	10YR 3/1	97	10YR 4/6	3	C	M	Clay	Fine

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>16	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>16	

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 7

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): none Slope (%): 5

Subregion (LRR): LRR A Lat: 42.21551048 Long: -122.7346118 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil X or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is Sampled Area within a Wetland? Yes ____ No X
Hydric Soil Present?	Yes X	No ____	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:
Hydric soil indicators are likely a relect of past irrigation.

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Hordeum murinum*	80	X	FACU
2 *Poa bulbosa*	10		FACU
3 *Lactuca serriola*	5		FACU
4 *Dipsacus fullonum*	3		FAC
5 *Cardaria draba*	2		UPL
6			
7			
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 0% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

____ Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks:

SOIL

PHS # 6326 Sampling Point: 7

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-3	10YR 3/1	99	5YR 3/4	1	C	PL	Clay	
3-10	10YR 3/1	96	5YR 3/4	3	C	M	Clay	
3-10			5YR 3/4	1	C	PL	Clay	
10-14	10YR 4/2	99	10YR 4/6	1	C	M	Clay	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>14	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>14	

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 8

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): none Slope (%): 2

Subregion (LRR): LRR A Lat: 42.2165538 Long: -122.7350433 Datum: WGS84

Soil Map Unit Name: Darrow Silty Clay Loam, 5-20% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil X or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is Sampled Area within a Wetland? Yes ____ No X
Hydric Soil Present?	Yes X	No ____	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:
Hydric soil indicators are likely a relect of past irrigation.

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Rubus armeniacus*	40	X	FAC
2			
3			
4			
5			
	40	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Brassica nigra*	80	X	UPL
2 *Conium maculatum*	8		FACW
3 *Dipsacus fullonum*	5		FAC
4 *Cirsium vulgare*	5		FACU
5 *Rumex crispus*	2		FAC
6			
7			
8			
	100	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 0

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

____ Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks:

SOIL

PHS # 6326 Sampling Point: 8

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR 3/1	100					Silty Clay Loam	
4-14	10YR 3/1	98	7.5YR 6/8	2	C	M	Silty Clay Loam	Fine

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>14	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>14	

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 9

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): concave Slope (%): 5

Subregion (LRR): LRR A Lat: 42.21667004 Long: -122.7366447 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes	No X		
Wetland Hydrology Present?	Yes	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: ____)			
1			
2			
3			
4			
	0	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Rubus armeniacus*	100	X	FAC
2			
3			
4			
5			
	100	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Conium maculatum*	90	X	FACW
2			
3			
4			
5			
6			
7			
8			
	90	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 10

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

PHS # 6326 Sampling Point: 9

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-10	10YR 3/1	100					Silt Loam	
10-16	10YR 3/1	98	7.5YR 3/4	2	C	M	Silty Clay Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ____ Histosol (A1)
- ____ Histic Epipedon (A2)
- ____ Black Histic (A3)
- ____ Hydrogen Sulfide (A4)
- ____ Stratified Layers (A5) (LRR C)
- ____ 1 cm Muck (A9 (LRR D)
- ____ Depleted Below Dark Surface (A11)
- ____ Thick Dark Surface (A12)
- ____ Sandy Mucky Mineral (S1)
- ____ Sandy Gleyed Matrix (S4)
- ____ Sandy Redox (S5)
- ____ Stripped Matrix (S6)
- ____ Loamy Mucky Mineral (F1) (except MLRA 1)
- ____ Loamy Gleyed Matrix (F2)
- ____ Depleted Matrix (F3)
- ____ Redox Dark Surface (F6)
- ____ Depleted Dark Surface (F7)
- ____ Redox Depressions (F8)
- ____ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ____ 1 cm Muck (A9) (LRR C)
- ____ 2 cm Muck (A10) (LRR B)
- ____ Reduced Vertic (F18)
- ____ Red Parent Material (TF2)
- ____ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ____

Depth (inches): ____

Hydric Soil Present? Yes ____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ____ Surface Water (A1)
- ____ High Water Table (A2)
- ____ Saturation (A3)
- ____ Water Marks (B1) (Nonriverine)
- ____ Sediment Deposits (B2) (Nonriverine)
- ____ Drift Deposits (B3) (Nonriverine)
- ____ Surface Soil Cracks (B6)
- ____ Inundation Visible on Aerial Imagery (B7)
- ____ Water stained leaves (B9)
- ____ Salt Crust (B11)
- ____ Biotic Crust (B12)
- ____ Aquatic Invertebrates (B13)
- ____ Hydrogen Sulfide Odor (C1)
- ____ Oxidized Rhizospheres along Living Roots (C3)
- ____ Presence of Reduced Iron (C4)
- ____ Recent Iron Reduction in Tilled Soils (C6)
- ____ Thin Muck Surface (C7)
- ____ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ____ Water Marks (B1) (Riverine)
- ____ Sediment Deposits (B2) (Riverine)
- ____ Drift Deposits (B3) (Riverine)
- ____ Drainage Patterns (B10)
- ____ Dry-Season Water Table (C2)
- ____ Crayfish Burrows (C8)
- ____ Saturation Visible on Aerial Imagery (C9)
- ____ Shallow Aquitard (D3)
- ____ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ____	No X	Depth (inches):	____	
Water Table Present?	Yes ____	No X	Depth (inches):	>16	
Saturation Present? (includes capillary fringe)	Yes ____	No X	Depth (inches):	>16	

Wetland Hydrology Present? Yes ____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 10

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope/Swale Local relief (concave, convex, none): none Slope (%): 5

Subregion (LRR): LRR A Lat: 42.21736203 Long: -122.7365298 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes ____	No X		
Wetland Hydrology Present?	Yes ____	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Quercus garryana*	30	X	UPL
2 *Arbutus menziesii*	10	X	UPL
3			
4			
	40	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Rubus armeniacus*	40	X	FAC
2			
3			
4			
5			
	40	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Schedonorus arundinaceus*	60	X	FACU
2 *Conium maculatum*	20	X	FACW
3 *Claytonia siberica*	10		FAC
4			
5			
6			
7			
8			
	90	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum ____

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 40% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

____ Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks:

SOIL

PHS # 6326 Sampling Point: 10

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-12	10YR 2/1	100					Loam	Coarse

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes ___ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>12	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>12	

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 11

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Ditch Local relief (concave, convex, none): none Slope (%): 10

Subregion (LRR): LRR A Lat: 42.21701438 Long: -122.7364326 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	Is Sampled Area within a Wetland?	Yes X No ____
Hydric Soil Present?	Yes X	No ____		
Wetland Hydrology Present?	Yes X	No ____		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Populus balsamifera*	100	X	FAC
2			
3			
4			
	100	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: ____)			
1			
2			
3			
4			
5			
6			
7			
8			
	0	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 100

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

PHS # 6326 Sampling Point: 11

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-8	10YR 2/1	100					Silt Loam	Mucky

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- X Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- X Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Bed Rock

Depth (inches): 8

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- X Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes	X	No	___	Depth (inches):	1
Water Table Present?	Yes	___	No	X	Depth (inches):	>8
Saturation Present? (includes capillary fringe)	Yes	X	No	___	Depth (inches):	0

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 12

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): concave Slope (%): 0

Subregion (LRR): LRR A Lat: 42.21702911 Long: -122.7364839 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes	No X		
Wetland Hydrology Present?	Yes	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Populus balsamifera*	60	X	FAC
2 *Quercus garryana*	20	X	UPL
3			
4			
	80	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Rubus armeniacus*	80	X	FAC
2 *Crataegus monogyna*	10		FAC
3			
4			
5			
	90	= Total Cover	
Herb Stratum (plot size: ____)			
1			
2			
3			
4			
5			
6			
7			
8			
	0	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 100

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 67% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

Duff covering 100% of ground

SOIL

PHS # 6326 Sampling Point: 12

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-12	10YR 2/1	100					Loam	Medium

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes ___ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>12	**Wetland Hydrology Present?**
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>12	Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 13

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): none Slope (%): 5

Subregion (LRR): LRR A Lat: 42.21791288 Long: -122.7364839 Datum: WGS84

Soil Map Unit Name: Manita Loam, 35-50% Slopes NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes ____	No X		
Wetland Hydrology Present?	Yes ____	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Pinus ponderosa*	70	X	FACU
2 *Quercus garryana*	50	X	UPL
3			
4			
	120	= Total Cover	
Sapling/Shrub Stratum (plot size: ____)			
1			
2			
3			
4			
5			
	0	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Unidentified grass*	90	X	(FAC)
2 *Claytonia siberica*	3		FAC
3 *Vicia sp.*	2		(FAC)
4			
5			
6			
7			
8			
	95	= Total Cover	
Woody Vine Stratum (plot size: ____)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 5

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 33% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

____ Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks:

SOIL

PHS # 6326 Sampling Point: 13

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-12	7.5YR 2.5/2	100						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes ___ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches):	___	
Water Table Present?	Yes ___	No X	Depth (inches):	>12	
Saturation Present? (includes capillary fringe)	Yes ___	No X	Depth (inches):	>12	

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

PHS # 6326

WETLAND DETERMINATION DATA FORM - Arid West Region

Project/Site: Grand Terrace II City/County: Ashland/Jackson Sampling Date: 12/4/2017

Applicant/Owner: Casita Developments, LLC State: OR Sampling Point: 14

Investigator(s): JT/CM Section, Township, Range: Section 32, Township 38S, Range 1E

Landform (hillslope, terrace, etc.:) Slope Local relief (concave, convex, none): none Slope (%): 5

Subregion (LRR): LRR A Lat: 42.21752982 Long: -122.7368027 Datum: WGS84

Soil Map Unit Name: Shefflein Loam, 20-35% North Slope NWI Classification: None

Are climatic/hydrologic conditions on the site typical for this time of year? Yes X No ____ (if no, explain in Remarks)

Are vegetation ____ Soil ____ or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? (Y/N) Y

Are vegetation ____ Soil ____ or Hydrology ____ naturally problematic? If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No	Is Sampled Area within a Wetland?	Yes ____ No X
Hydric Soil Present?	Yes	No X		
Wetland Hydrology Present?	Yes	No X		

Remarks:

VEGETATION - Use scientific names of plants.

	absolute % cover	Dominant Species?	Indicator Status
Tree Stratum (plot size: 30)			
1 *Quercus garryana*	10	X	UPL
2			
3			
4			
	10	= Total Cover	
Sapling/Shrub Stratum (plot size: 15)			
1 *Crataegus monogyna*	20	X	FAC
2 *Rubus armeniacus*	5	X	FAC
3			
4			
5			
	25	= Total Cover	
Herb Stratum (plot size: 5)			
1 *Brassica nigra*	5	X	UPL
2 *Poa sp.*	5	X	(FAC)
3 *Conium maculatum*	2		FACW
4			
5			
6			
7			
8			
	12	= Total Cover	
Woody Vine Stratum (plot size:)			
1			
2			
	0	= Total Cover	

% Bare Ground in Herb Stratum 88

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 60% (A/B)

Prevalence Index Worksheet:

Total % Cover of		Multiply by:	
OBL Species		x 1 =	0
FACW species		x 2 =	0
FAC Species		x 3 =	0
FACU Species		x 4 =	0
UPL Species		x 5 =	0
Column Totals	0 (A)		0 (B)

Prevalence Index =B/A = #DIV/0!

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

____ Prevalence Index is ≤ 3.0[1]

____ Morphological Adaptations[1] (provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

Ground is worked and bare; used as a small garden.

SOIL

PHS # 6326 Sampling Point: 14

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox %	Type[1]	Loc[2]	Texture	Remarks
0-12	10YR 2/1	100					Silty Clay Loam	Medium

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (LRR C)
- ___ 1 cm Muck (A9 (LRR D)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1) (except MLRA 1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (LRR C)
- ___ 2 cm Muck (A10) (LRR B)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes ___ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (Nonriverine)
- ___ Sediment Deposits (B2) (Nonriverine)
- ___ Drift Deposits (B3) (Nonriverine)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water stained leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (Riverine)
- ___ Sediment Deposits (B2) (Riverine)
- ___ Drift Deposits (B3) (Riverine)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ Fac-Neutral Test (D5)

Field Observations:

	Yes	No	Depth (inches)
Surface Water Present?	___	X	___
Water Table Present?	___	X	>12
Saturation Present? (includes capillary fringe)	___	X	>12

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix C

Site Photos

Photo A:

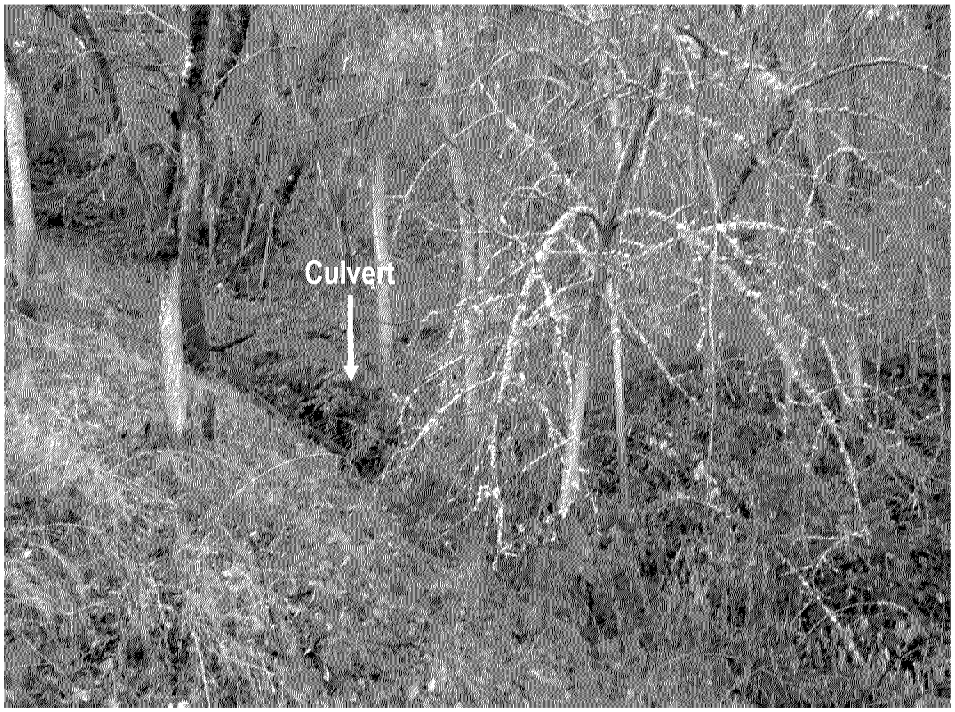
Looking south at Wetland A and Sample Point 11.

Photo taken on 12/4/2017

Photo B:

Looking south at Tributary 1, which enters the site via a culvert.

Photo taken on 12/4/2017



Project #6326
12/8/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon

Photo C:

Looking southeast at Tributary 1 and Sample Point 1.

Photo taken on 12/4/2017

Photo D:

Looking east at Sample Point 13, which characterizes the upland habitat of the western portion of the study area. The vegetation community is dominated by Oregon white oak *(Quercus garryana*, FACU) with occasional ponderosa pine (*Pinus ponderosa*, FACU) and madrone (*Arbutus menziesii*, UPL) on moderate to steep slopes.

Photo taken on 12/5/2017

Project #6326
12/8/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon

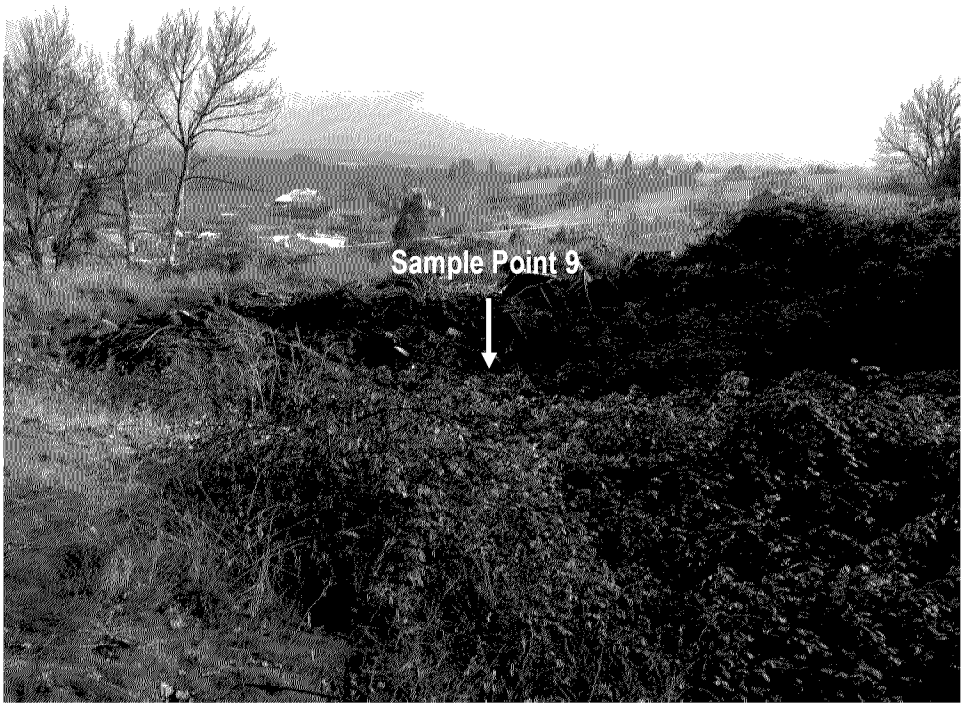


Photo E:

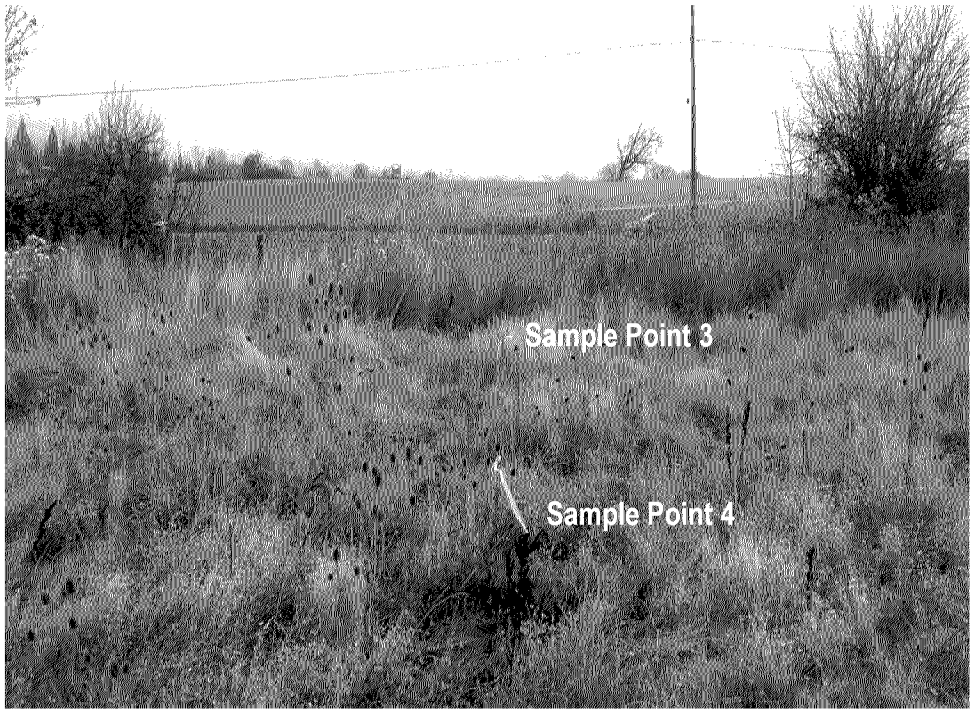
Looking northeast at an abandoned former stock pond and Sample Point 9. The excavated basin is dominated by Himalayan blackberry (*Rubus armeniacus*, FAC) and poison hemlock (*Conium maculatum*, FAC).

Photo taken on 12/5/2017

Photo F:

Looking east at Wetland B and Sample Points 3 (wetland) and 4 (upland). The wetland is dominated by soft rush (*Juncus effusus*, FACW) and the adjacent upland is dominated by foxtail barley (*Hordeum murinum*, FACU) .

Photo taken on 12/5/2017



Project #6326
12/8/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon

Photo G:

Looking south at the northern boundary of Wetland B. Hydrophytic vegetation at the wetland boundary in this location includes teasel (*Dipsacus fallonum*, FAC) and fringed willowherb (*Epilobium ciliatum*, FACW). Adjacent upland vegetation includes foxtail barley and yellow star thistle (*Centaurea solstitialis,* UPL).

Photo taken on 12/5/2017

Photo H:

Looking northwest at the eastern portion of the study area. The upland vegetation community is dominated by foxtail barley, yellow star thistle and ox-eye daisy (*Leucanthemum vulgare*, FACU).

Photo taken on 12/5/2017

Project #6326
12/8/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon

Photo I:

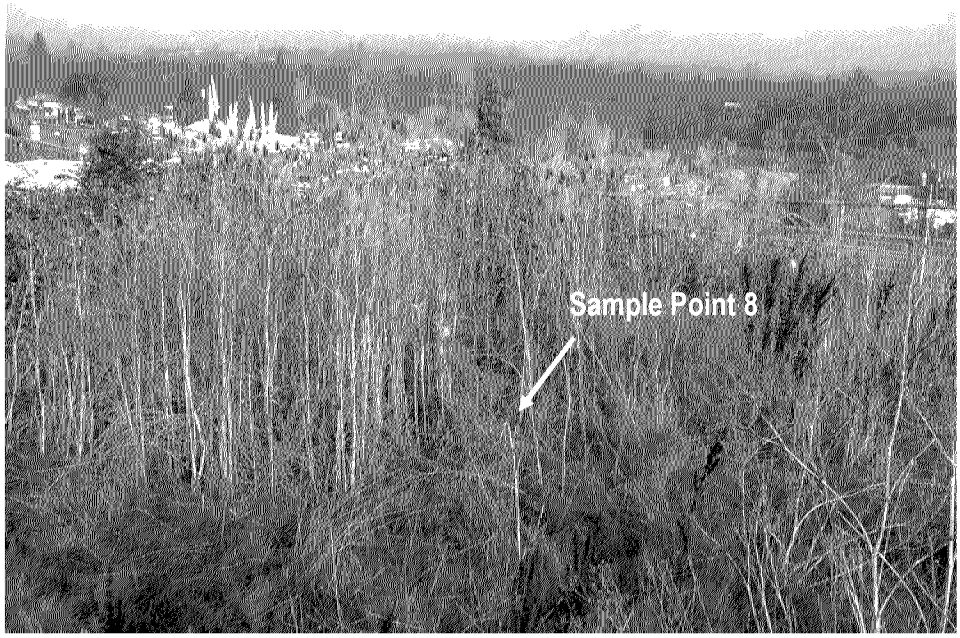
Looking west at Sample Point 7. This area meets the requirements for hydric soil (redox dark surface). Wetland vegetation and hydrology indicators, however, were not present. The vegetation community was dominated by foxtail barley.

Photo taken on 12/5/2017

Photo J:

Looking north at Sample Point 8, which was investigated due to the presence of poison hemlock. This area meets the requirements for hydric soil (redox dark surface). Wetland vegetation and hydrology indicators, however, were not present. The vegetation community was dominated by black mustard (*Brassica nigra*, UPL) and Himalayan blackberry.

Photo taken on 12/5/2017



Project #6326
12/8/2017

Pacific Habitat Services, Inc.
9450 SW Commerce Circle, Suite 180
Wilsonville, OR 97070

Photo documentation

Grand Terrace II Residential Development

Ashland, Oregon

Appendix D

Wetland Definitions, Methodology

WATERS OF THE STATE AND WETLAND DEFINITION AND CRITERIA

Regulatory Jurisdiction

Wetlands and water resources in Oregon are regulated by the Oregon Department of State Lands (DSL) under the Removal-Fill Law (ORS 196.800-196.990) and by the U.S. Army Corps of Engineers (COE) through Section 404 of the Clean Water Act.

The primary source documents for wetland delineations within Oregon is the *Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-1* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement (Version 2.0)* (U.S. Army Corps of Engineers, 2010), which are required by both DSL and COE.

Waters of This State and Wetland Definition

Waters of This State are defined as "all natural waterways, all tidal and non-tidal bays, intermittent streams, constantly flowing streams, lakes, wetlands, that portion of the Pacific Ocean that is in the boundaries of this state, all other navigable and non-navigable bodies of water in this state and those portions of the ocean shore …" (DSL, 2009).

Wetlands are defined as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (DSL 2009).

Wetland Criteria

Based on the above definition, three major factors characterize a wetland: hydrology, substrate, and biota.

Wetland Hydrology

Wetland hydrology is related to duration of saturation, frequency of saturation, and critical depth of saturation. The 1987 manual defines wetland hydrology as inundation or saturation within a major portion of the root zone (usually above 12 inches), typically for at least 12.5% of the growing season. The wetland hydrology criterion can be met, however, if saturation within the major portion of the root zone is present for only 5% of the growing season, depending on other evidence.

The growing season is defined as the portion of the year when soil temperatures at 12.0 inches below the soil surface are higher than biological zero (41 degrees Fahrenheit, 5 degrees Celsius), but also allows approximation from frost-free days, based on air temperature. The growing season for any given study area or location is determined from US Natural Resources Conservation Service, (formerly Soil Conservation Service) data and information.

Wetland hydrologic indicators include the following: visual observation of inundation or saturation, watermarks, drift lines, sediment deposits, and/or oxidized rhizospheres with living roots. Oxidized rhizospheres are defined as yellowish-red zones around the roots and rhizomes of some plants that grow in frequently saturated soils. Other indicators of hydrology, including algal mats or crust, iron deposits, surface soil cracks, sparsely vegetated concave surface, salt crust, aquatic invertebrates, hydrogen sulfide odor, reduced iron, iron reduction in tilled soils, and stunted or stressed plants can also be used to determine the presence of wetland hydrology.

Wetland Substrate (Soils)

Most wetlands are characterized by hydric soils. Hydric soils are those that are ponded, flooded, or saturated for long enough during the growing season to develop anaerobic conditions. Periodic saturation of soils causes alternation of reduced and oxidized conditions, which leads to the formation of redoximorphic features (gleying and mottling). Mineral hydric soils will be either gleyed or will have bright mottles and/or low matrix chroma. The redoximorphic feature known as gley is a result of greatly reduced soil conditions, which result in a characteristic grayish, bluish or greenish soil color. The term mottling is used to describe areas of contrasting color within a soil matrix. The soil matrix is the portion of the soil layer that has the predominant color. Soils that have brightly colored mottles and a low matrix chroma are indicative of a fluctuating water table.

Hydric soil indicators include organic content of greater than 50% by volume, and/or presence of redoximorphic features and dark soil matrix, as determined by the use of a Munsell Soil Color Chart. This chart establishes the chroma, value and hue of soils based on comparison with color chips. Mineral hydric soil must meet one of the 16 definitions for hydric soil indicators, or be classified as a “problem soil” in the Regional Supplement.

Wetland Biota (Vegetation)

Wetland biota is defined as hydrophytic vegetation. A hydrophyte is a plant species that is capable of growing in substrates that are periodically deficient in oxygen as a result of saturated soil conditions. The U.S. Fish and Wildlife Service, in the *National List of Plant Species that Occur in Wetlands*, has established five basic groups of vegetation based on their frequency of occurrence in wetlands. These categories, referred to as the "wetland indicator status”, are as follows: obligate wetland plants (OBL), facultative wetland (FACW), facultative (FAC), facultative upland (FACU), and obligate upland (UPL). Table 1 gives a definition of the plant indicator codes.

Table 1. Description of Wetland Plant Indicator Status Codes

Indicator Code	Status
OBL	Obligate wetland. Plants that always occur in standing water or in saturated soils.
FACW	Facultative wetland. Plants that nearly always occur in areas of prolonged flooding or require standing water or saturated soils but may, on rare occasions, occur in non-wetlands.
FAC	Facultative. Plants that occur in a variety of habitats, including wetland and mesic to xeric non-wetland habitats but commonly occur in standing water or saturated soils.
FACU	Facultative upland. Plants that typically occur in xeric or mesic non-wetland habitats but may frequently occur in standing water or saturated soils.
UPL	Obligate upland. Plants that rarely occur in water or saturated soils.

Observations of hydrology, soils, and vegetation, were made using the "Routine On-study area" delineation method as defined in the 1987 manual and the Regional Supplement for areas that were not currently in agricultural production. One-foot diameter soil pits were excavated to 20 inches and soil profiles were examined for hydric soil and wetland hydrology field indicators. In addition, a visual absolute-cover estimate of the dominant species of the plant community was performed using soil pit locations as a center of reference. Dominant plant species are based on estimates of absolute cover for herbaceous, and shrub species within a 5-foot radius of the sample point, and basal area cover for tree and woody vine species within a 30 foot radius of the sample point. Plant species in each vegetative layer, which are estimated at less than 20% of the total cover, are not considered dominant. The wetland indicator status is then used to determine if there is an overall dominance (greater than 50%) of wetland or upland plant species. If less than 50% of the dominant species are hydrophytic, then the prevalence index may be used to determine if the subdominant species are hydrophytic. If the prevalence index is less than or equal to three, hydrophytic vegetation criterion is met.

During data collection, the soil profiles were examined for hydric soil and wetland hydrology field indicators. Plant species and cover were recorded. Data was recorded on standard data sheets, which contain the information specified in the 1987 Corps Manual and the Regional Supplement.

PROPOSED FRONT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

General Notes

1. ALL WORK SHALL CONFORM TO THE OREGON STRUCTURAL SPECIALTY CODE.
2. ATTIC VENTILATION SHALL BE 1/150TH OF ATTIC AREA.
3. PROVIDE MINIMUM OF 22"x30" READILY ACCESSIBLE ATTIC ACCESS
4. PROVIDE MINIMUM OF 18"x24" CRAWL SPACE ACCESS
5. FOUNDATION VENTS:
   a. PROVIDE A NET VENTILATION AREA OF NOT LESS THAN 1 SQUARE FOOT FOR EACH 150 SQUARE FEET.
   b. PROVIDE ONE VENTILATION OPENING WITHIN 3 FEET OF EACH CORNER OF THE BUILDING.

DESIGN LOADS

SNOW LOAD	25 PSF
ROOF DEAD LOAD	15 PSF
FLOOR LIVE LOAD	40 PSF
FLOOR DEAD LOAD	15 PSF
WIND PRESSURE	18 PSF
WIND SPEED	95 MPH EXP. B
SEISMIC ZONE	D1

PROJECT DATA

PROPOSED APARTMENT BUILDING

PROPOSED LIVING AREA

BASEMENT	1763 SQ.FT.
MAIN FLOOR	4589 SQ.FT.
UPPER FLOOR	4589 SQ.FT.
TOTAL PROPOSED AREA	10,941 SQ.FT./BLDG.

OWNER: KENDRICK ENTERPRISES, LLC
153 WILL DODGE WAY,
ASHLAND, OR 97520

PROJECT ADDRESS: BUILDING #1
HIGHWAY 99,
ASHLAND, OR 97520
MAP & TAX LOT# 38-1E-32, 1700 & 1702

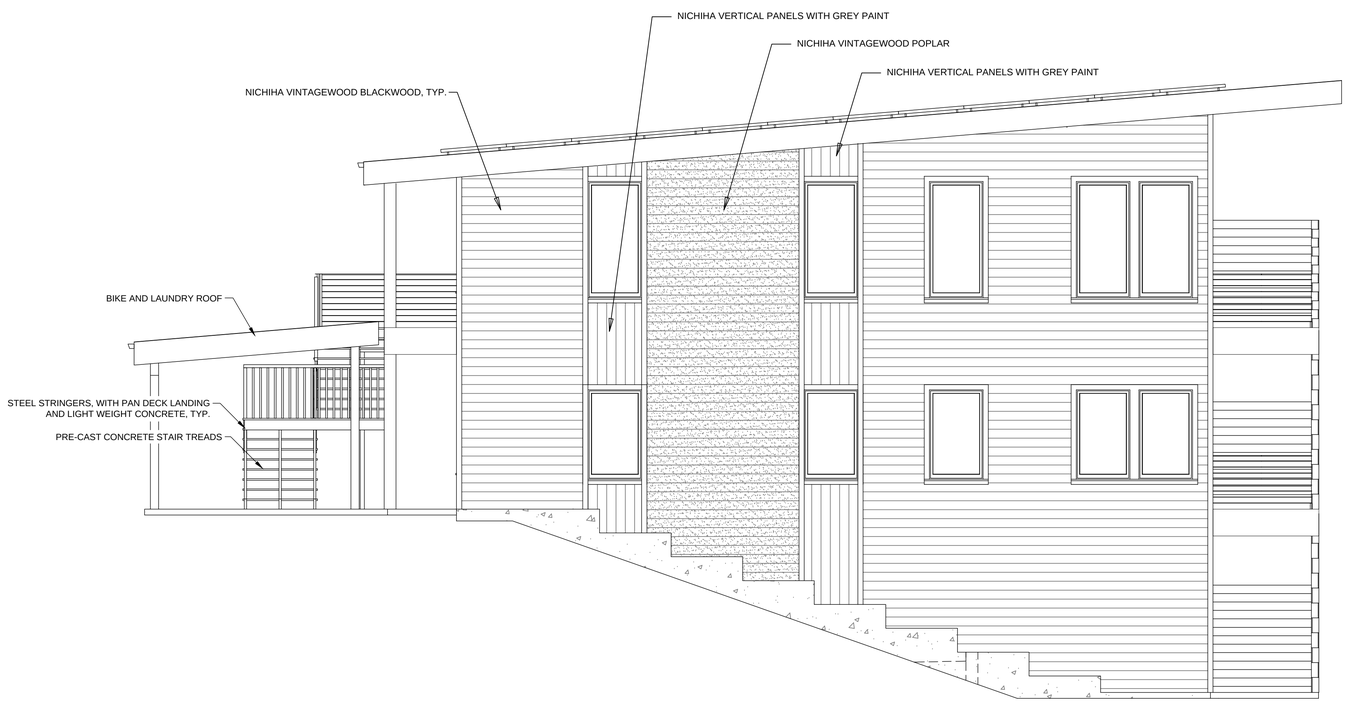
MINIMUM ENERGY COMPLIANCE NOTES

WALL INSULATION	R-21 INTERMEDIATE
WALL INSULATION---BELOW GRADE	R-21 c.i. / R-21
FLAT CEILINGS	R-49
VAULTED CEILINGS	R-30/R30A
UNDERFLOOR INSULATION	R-30
SLAB FLOOR EDGE INSULATION	R-15
HEATED SLAB INTERIOR	R-10
WINDOW S	U = 0.27
SKYLIGHT CLASS	U = 0.50
EXTERIOR DOORS	U = 0.20
EXTERIOR DOORS > 2.5sqft GLAZING	U = 0.40

CONDITIONED SPACE SHALL COMPLY WITH TABLE N1101.1(1) AND ONE ADDITIONAL MEASURE PICKED FROM TABLE N1101.1(2)

SHEET INDEX

A1.0	PROJECT INFORMATION, BUILDING ELEVATIONS
A1.1	BUILDING ELEVATIONS
A1.2	BUILDING SECTION, FLOOR AND WALL ASSEMBLIES
A2.0	BASEMENT, CRAWLSPACE FLOOR PLAN
A2.1	MAIN FLOOR PLAN
A2.2	UPPER FLOOR PLAN
S1.0	GENERAL NOTES AND STRUCTURAL DETAILS
S1.1	STRUCTURAL DETAILS CONT'D
S1.2	STRUCTURAL DETAILS CONT'D
S1.3	STRUCTURAL DETAILS CONT'D
S2.0	FOUNDATION & CRAWLSPACE PLAN
S3.0	MAIN FLOOR FRAMING PLAN
S3.1	UPPER FLOOR FRAMING PLAN
S3.2	ROOF FRAMING PLAN
S4.0	BASEMENT, CRAWLSPACE WIND AND SEISMIC LATERAL PLAN
S4.1	MAIN FLOOR WIND AND SEISMIC LATERAL PLAN
S4.2	UPPER FLOOR WIND AND SEISMIC LATERAL PLAN



PROPOSED RIGHT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

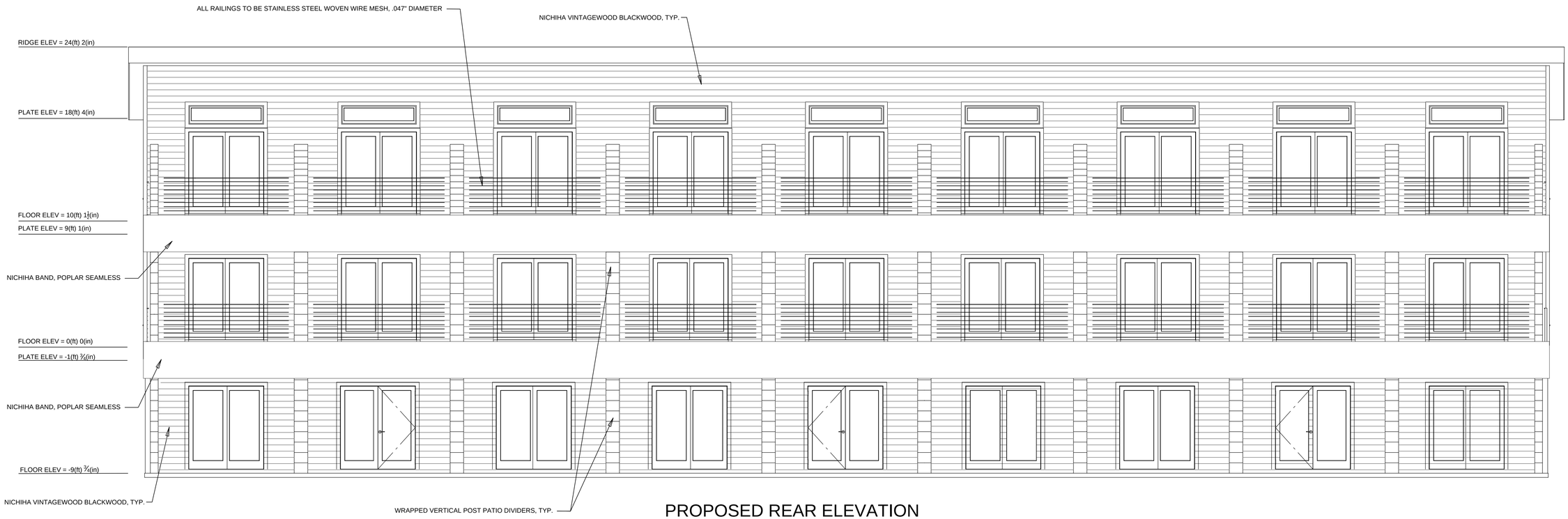
Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

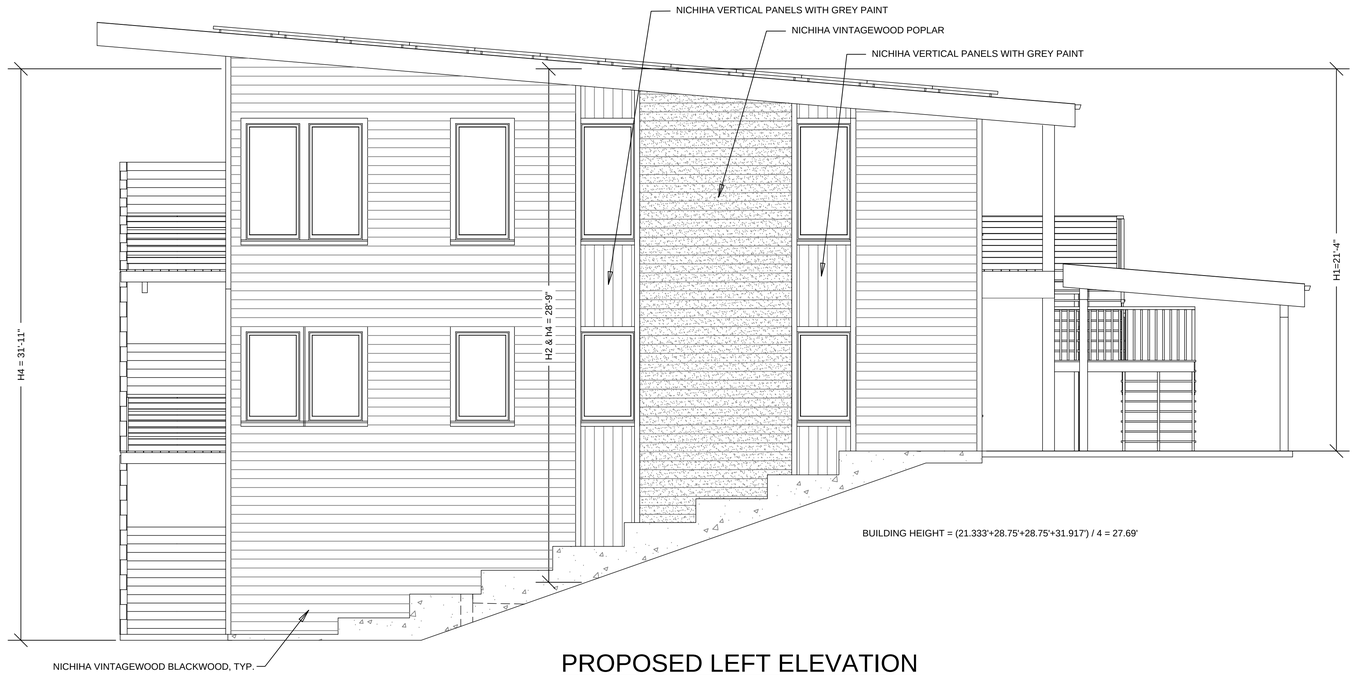
Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: ELEVATIONS

SHEET
A1.0



PROPOSED REAR ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"



PROPOSED LEFT ELEVATION

SCALE: $\frac{1}{4}$"=1'-0"

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Stamp:

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JANUARY 13, 2006
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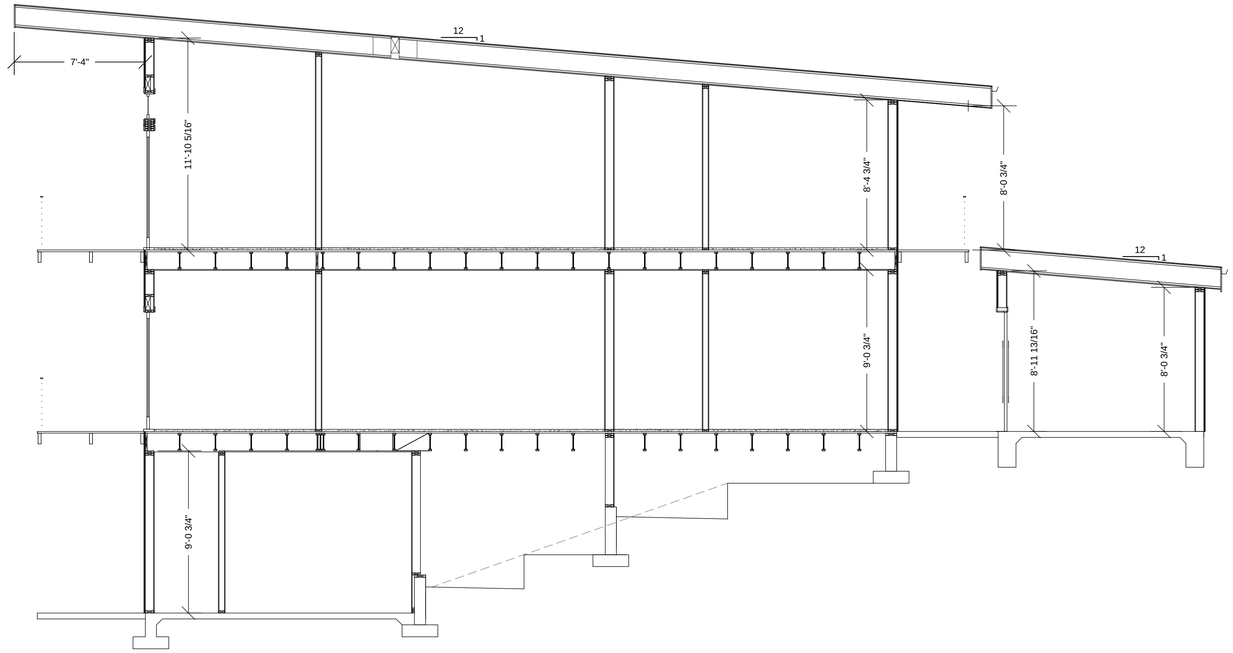
EXPIRES: 12/2026

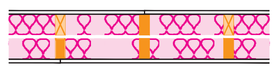
GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: ELEVATIONS
SHEET
A1.1



TYPICAL BUILDING / SECTION A

SCALE: $\frac{1}{4}$"=1'-0"

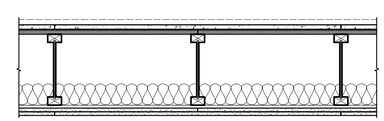
REFERENCE.	FIRE RATING	TEST NO.	STC	OC ASSEMBLY NO.	CONSTRUCTION DESCRIPTION
NBC-W13a (16" o.c.)	1 h, L.B.	NBC-W13a (16" o.c.)	57	SLDWS217 	Double 38 mm x 89 mm (1-1/2" x 3-1/2") wood studs spaced 400 mm (16") or 600 mm (24") o.c., on separate 38 mm x 89 mm (1-1/2" x 3-1/2") wood plates set 25 mm (1") apart; single layer 15.9 mm (5/8") type "X" gypsum board each side; two thicknesses, 89 mm (3-1/2") thick EcoTouch™ QuietZone® PINK™ FIBERGLAS® Acoustic Batt Insulation.
NBC-W13a (16" o.c.)	1 h, N.L.B.	NBC-W13a (24" o.c.)	57		
NBC-W13a (24" o.c.)	1 h, L.B.	NRC-TL-93-266 (16" o.c.)	56		
NBC-W13a (24" o.c.)	1 h, N.L.B.	W02985 (24" o.c.)	60		

PROPOSED WALL ASSEMBLY

SCALE: $\frac{1}{4}$"=1'-0"

UL DESIGN NO. L570 2

FIRE RATING:	1 HOUR	IIC:	57
STC:	59	SOUND TEST:	H5048.04
SOUND TEST:	H5048.04		
SYSTEM THICKNESS:	1' 4 3/32"		



ASSEMBLY OPTIONS:

FINISH FLOORING:	
FLOOR TOPPING MIXTURE:	3/4" USG LEVELROCK® BRAND 2500 SERIES UNDERLAYMENT
FLOOR MAT:	1/8" USG LEVELROCK® BRAND SAM-N12™ SOUND ATTENUATION MAT
SUBFLOORING:	23/32" PLYWOOD PANEL
STRUCTURAL WOOD MEMBERS:	11-7/8" WOOD I-JOISTS
INSULATION:	3-1/2" UNFACED GLASS FIBERGLASS INSULATION
RESILIENT CHANNELS:	25 GA. RESILIENT CHANNELS SPACED 16" O.C. (SOUND TESTED WITH RC DELUXE®)
GYPSUM BOARD:	TWO LAYERS 5/8" USG SHEETROCK® BRAND ECOSMART PANELS FIRECODE® X (UL TYPE ULIX™)

PROPOSED FLOOR ASSEMBLY

SCALE: $\frac{1}{4}$"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE

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Phone: 541-892-3289;

Stamp:

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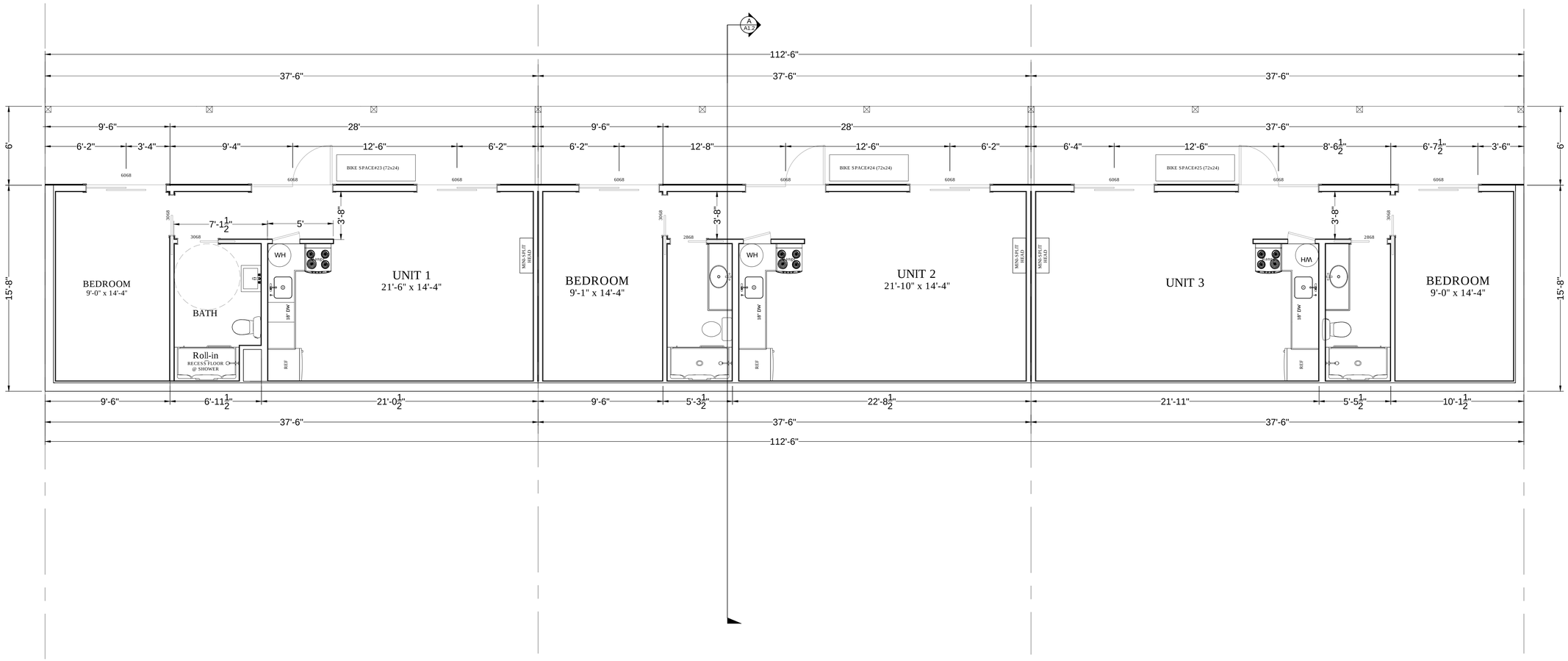
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: BUILDING SECTIONS
SHEET
A1.2



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PROPOSED BASEMENT FLOOR PLAN

SCALE: $\frac{1}{4}$"=1'-0"

REVISIONS

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OREGON
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EXPIRES: 12/2026

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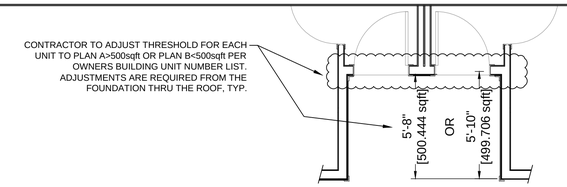
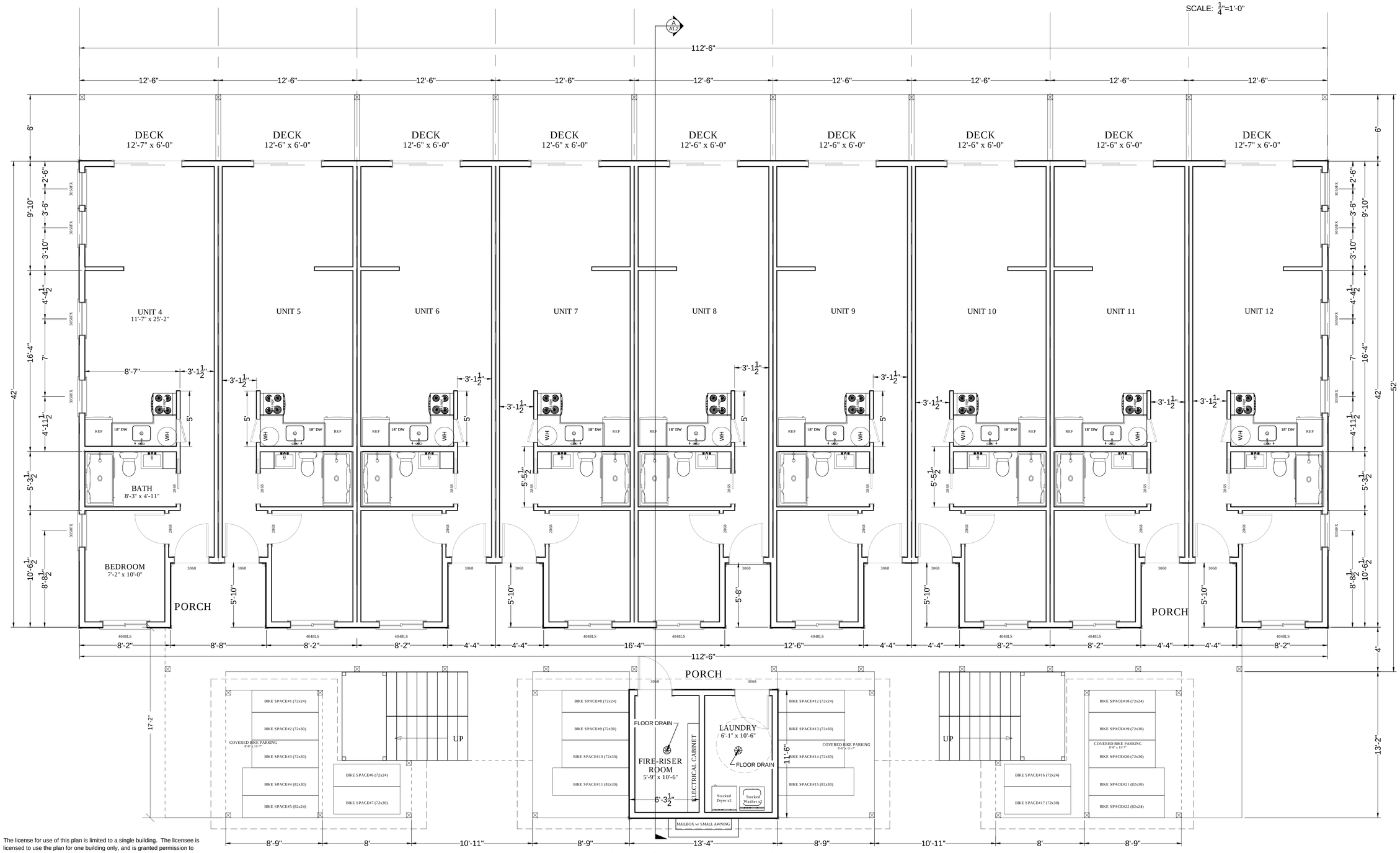
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Basement Floor Plan
SHEET
A2.0



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}$"=1'-0"



PROPOSED MAIN FLOOR PLAN

SCALE: $\frac{1}{4}$"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE
01	BM	Porch Size	5/05/25

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

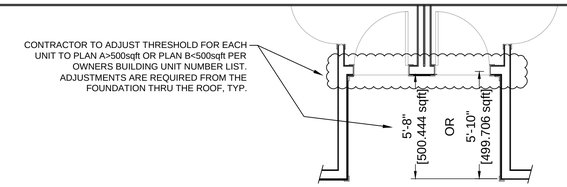
Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2006
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

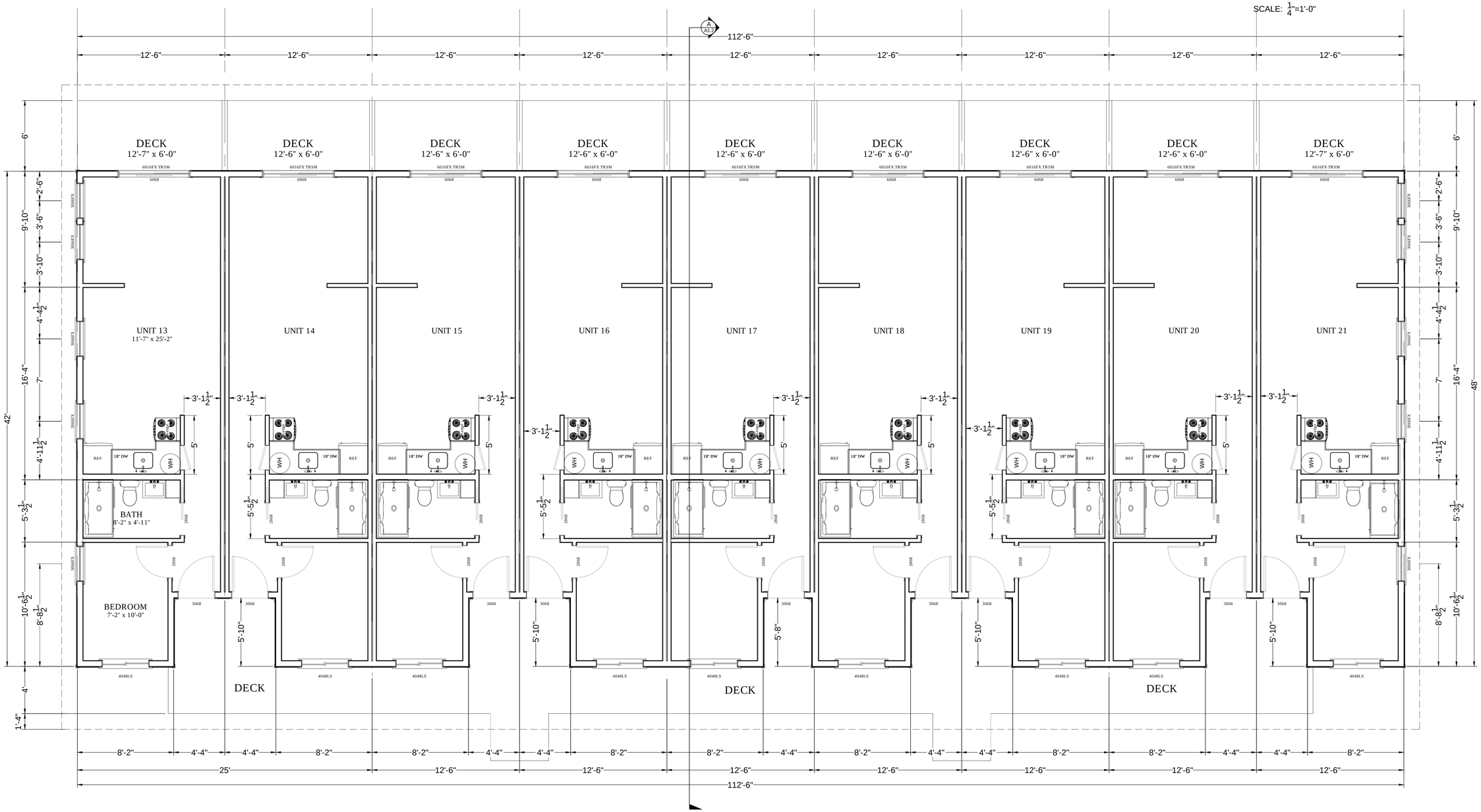
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Main Floor Plan
SHEET
A2.1



ENTRY THRESHOLD PLAN

SCALE: $\frac{1}{4}$"=1'-0"



PROPOSED UPPER FLOOR PLAN

SCALE: $\frac{1}{4}$"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE
01	BM	Porch Size	5/05/25

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2006
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Plan
SHEET
A2.2

GENERAL
1. NOT USED.
2. THE STRUCTURAL DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE, AND, EXCEPT WHERE SPECIFICALLY SHOWN, DO NOT INDICATE THE METHOD OR MEANS OF CONSTRUCTION. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK AND SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, PROCEDURES, TECHNIQUES, AND SEQUENCE. ALL APPLICABLE SAFETY REGULATIONS TO BE STRICTLY FOLLOWED.
3. THE STRUCTURE HAS BEEN DESIGNED TO RESIST DESIGN LOADS ONLY AS A COMPLETED STRUCTURE. APPLICATIONS OF CONSTRUCTION LOADS TO THE PARTIALLY COMPLETED STRUCTURE SHALL BE CONSIDERED BY THE CONTRACTOR AND SO INCLUDED IN THE DESIGN OF SHORING, BRACING, FORMWORK, AND ANY OTHER SUPPORTING ELEMENTS PROVIDED FOR CONSTRUCTION OF THE STRUCTURE. DURING ERECTION AND UNTIL ALL PERMANENT CONNECTIONS ARE MADE, THE CONTRACTOR MUST PROVIDE TEMPORARY BRACING FOR THE STRUCTURE IN ALL DIRECTIONS.
4. THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND GRADE CONDITIONS, (BOTH NEW AND EXISTING) REPORTING ANY DISCREPANCIES TO THE ARCHITECT OR ENGINEER PRIOR TO ORDERING MATERIALS OR PROCEEDING WITH ANY PHASE OF THE WORK.
5. THE CONTRACTOR SHALL COMPARE STRUCTURAL SECTIONS WITH ON-SITE SECTIONS AND REPORT ANY DISCREPANCY TO THE ENGINEER PRIOR TO FABRICATION OR INSTALLATION OF STRUCTURAL MEMBERS.
6. DO NOT SCALE DIMENSIONS FROM DRAWINGS. THE CONTRACTOR SHALL REQUEST, FROM THE ENGINEER, NECESSARY DIMENSIONS NOT SHOWN ON THE DRAWINGS.

INSPECTIONS
1. ALL CONSTRUCTION SHALL BE INSPECTED BY THE LOCAL BUILDING OFFICIAL ACCORDING TO THE BUILDING CODE LISTED BELOW.
2. IT IS RECOMENDED THAT THE OWNER/CONTRACTOR HIRE MOCKRIDGE ENGINEERING OR OTHER QUALIFIED ENGINEER TO PROVIDE STRUCTURAL INSPECTION PRIOR TO COVERING OF STRUCTURAL MEMBERS.

DESIGN CRITERIA
1. APPLICABLE CODES:
   A. OREGON STRUCTURAL SPECIALTY CODE
   B. NOT USED
   C. BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (ACI 318)
   D. BUILDING CODE REQUIREMNETS FOR MASONRY STRUCTURES (ACI 530)
   E. MIN. DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES (ASCE 7)
2. SNOW LOAD:
   GROUND SNOW LOAD (Pg). . . . . 25 PSF
   ROOF SNOW LOAD (Pf) . . . . . 25 PSF
3. WIND LOAD: (ORSC)
   BASIC DESIGN WIND VELOCITY . . . 95 MPH
   EXPOSURE CATEGORY. . . . . B
   COMPONENTS AND CLADDING:
   ALL BUILDING COMPONENTS AND CLADDING ENGINEERED BY THE COMPONENT MANUFACTURER ARE TO BE DESIGNED BY THE MANUFACTURER'S ENGINEER FOR WIND LOADS DETERMINED PER THE OREGON STRUCTURAL SPECIALTY CODE FOR THE BASIC DESIGN WIND VELOCITY, AND EXPOSURE LISTED ABOVE.
4. SEISMIC CRITERIA
   DESIGN CATEGORY. D1
5. FUTURE LOADS: UNLESS SPECIFICALLY NOTED, THERE ARE NO PROVISIONS MADE FOR FUTURE FLOORS, ROOFS, OR OTHER LOADS.

FOUNDATIONS
1. IT IS RECOMENDED THAT THE OWNER/CONTRACTOR ORDER A GEOTECHNICAL INVESTIGATION REPORT. DUE TO THE LACK OF SPECIFIC GEOTECHNICAL INFORMATION FOR THIS SITE, THE FOUNDATION HAS BEEN DESIGNED ON AN ASSUMED BEARING CAPACITY OF 1500 PSF. MOCKRIDGE ENGINEERING IS NOT RESPONSIBLE FOR ANY FUTURE DEFECTS RESULTING FROM UNREPORTED CONDITIONS MITIGATING THE ABOVE ASSUMPTION.
2. SOFT SOIL AND FILL SHALL BE REMOVED AND REPLACED AS INDICATED BELOW, AND BE CAPABLE OF SUPPORTING THE BEARING CPACITY STATED ABOVE.
3. MINIMUM SUBGRADE PREPARATION REQUIREMENTS ARE AS FOLLOWS: COMPACT ALL FILL UNDER BUILDING TO 98% MAXIMUM DENSITY AS DETERMINED BY ASTM D698. PLACE IN LAYERS OF 8" MAXIMUM LOOSE THICKNESS. VERIFY FIELD DENSITY, ASTM D1556, WITH AT LEAST ONE TEST PER 2000 SQUARE FEET PER LAYER.

CONCRETE/REINFORCING STEEL
1. CONCRETE COMPRESSIVE STRENGTH IN 28 DAYS:
   SLAB ON GRADE, FOOTINGS, GRADE BEAMS. . 2500 PSI DESIGN, 3000 PSI MIX, NORMAL WEIGHT
2. PROVIDE SLAB CONTROL JOINTS AS INDICATED PER PLAN. WHERE NOT SHOWN ON PLAN LIMIT THE SPACING OF CONTROL JOINTS TO 15' FOR INDOOR SLABS, 8' FOR OUTDOOR DRIVEWAYS, 5' FOR SIDEWALKS.
3. REINFORCING:
   ASTM A615 - GRADE 60.
   WELDED WIRE FABRIC - ASTM A185 (FLAT SHEETS ONLY)
4. GROUT UNDER BASE PLATES TO BE HIGH STRENGTH, NON-SHRINK.
5. REFER TO THE DRAWINGS FOR REINFORCING LAP REQUIREMENTS, WHERE LAP SPLICES ARE NOT SHOWN, LAP PER ACI 318 STANDARDS.
6. LAP WELDED WIRE FABRIC SHEETS 8" MINIMUM.
7. CLEAR COVER FROM FACE OF CONCRETE:
   CAST IN PLACE CONCRETE(measure to outermost reinforcing):
   FOOTINGS, ... 3"
8. PROVIDE REINFORCING IN SLABS ON GRADE, PLACE AT MID-THICKNESS OF SLAB:
   4" SLABS 6x6-W2.1xW2.1
   6" SLABS . . . . . .#4 @ 24" O.C. EA. WAY
9. REBAR SHALL NOT BE HEATED WITH A TORCH IN THE FIELD.

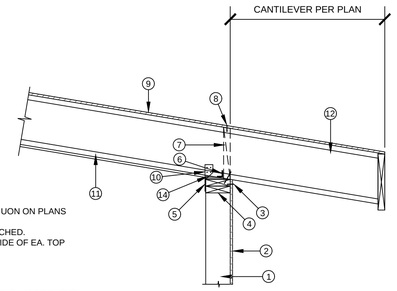
WOOD:
1. ALL WOOD EXPOSED TO THE WEATHER OR IN CONTACT WITH CONCRETE OR MASONRY SHALL BE PRESSURE TREATED OR PROTECTED WITH A WATERPROOF MEMBRANE. NEWLY EXPOSED SURFACES RESULTING FROM FIELD CUTTING, BORING OR HANDLING SHALL BE FIELD TREATED IN ACCORDANCE WITH AWPA M-4.
2. ALL WOOD STICK FRAMING SHALL BE DOUGLAS FIR/LARCH #2 (DF #2) OR BETTER UNLESS OTHERWISE NOTED ON THE DRAWINGS.
3. ALL ENGINEERED WOOD SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER RECOMMENDATIONS AND AS DETAILED ON DRAWINGS.
4. ALL JOISTS, CEILING JOISTS AND RAFTERS SHALL HAVE A MINIMUM OF 1-1/2 INCHES BEARING AT EACH END ON TOP PLATES.
5. TOP PLATES OR CHORDS SHALL BE CONTINUOUS OVER HEADERS UON.
6. TOP PLATES SHALL BE TWO PIECES, SAME SIZE AS STUDS. STAGGER SPLICES 6'-0" MINIMUM. CENTER SPLICES OVER STUDS.

WOOD CONNECTIONS:
1. ALL FRAMING HARDWARE SHALL BE MANUFACTURED BY USP STRUCTURAL CONNECTORS OR SIMPSON STRONG-TIE. ALL FASTENER HOLES SHALL BE FILLED WITH NAILS, SCREWS OR BOLTS AS SPECIFIED BY THE MANUFACTURER'S LITERATURE
2. HOLDOWNS ANCHOR BOLTS SHALL BE FINGER TIGHT PLUS AN ADDITIONAL 1/3 TURN WITH A WRENCH.
3. STRUCTURAL CONNECTORS PLACED IN CONTACT WITH PRESERVATIVE TREATED WOOD OR IN EXTERIOR APPLICATIONS SHALL HAVE A COATING AS INDICATED ON THE RECOMMENDED CONNECTOR COATING FOR CORROSION PROTECTION CHART.
4. CONNECTOR HARDWARE MODEL NUMBERS ARE THOSE FOR THE SIMPSON-STRONG TIE COMPANY.
5. CONNECTIONS SHALL BE AS DETAILED ON THE DRAWINGS. IF NOT SHOWN, MINIMUM CONNECTIONS SHALL BE AS FOLLOWS:
   A) JOIST OR RAFTER TO SILL OR GIRDER, TOE NAIL.....3-8d
   B) BRIDGING TO JOIST, TOENAIL EACH END.....2-8d
   C) SILL PLATE TO JOIST, SOLID DECK, OR BLOCKING, FACE NAIL [SN].....16d AT 6" O.C.
   D) TOP PLATE TO STUD, END NAIL.....2-16d
   E) STUD TO SILL PLATE.....4-8d TOENAIL, OR 2-16d END NAIL
   F) DOUBLE STUDS, FACE NAIL.....16d AT 12" O.C. STAGGERED
   G) DOUBLE TOP PLATES:
      TOP PLATE TO LOWER PLATE, FACE NAIL.....16d @ 18" O.C.
      TOP PLATE TO LOWER PLATE AT LAP SPLICE [4'-0" MINIMUM].....8-16d EA. SIDE OF SPLICE,
   H) BLOCKING BETWEEN JOISTS OR RAFTERS TO TOP PLATE, TOENAIL.....3-8d
   I) RIM JOIST TO TOP PLATE, TOENAIL.....8d @ 6" O.C.
   J) TOP PLATES, LAPS AND INTERSECTIONS.....3-16d
   K) CEILING JOISTS TO PLATE, TOENAIL.....3-8d
   L) CEILING JOISTS, LAPS OVER PARTITIONS, FACE NAIL.....3-16d
   M) CEILING JOISTS TO PARALLEL RAFTERS, FACE NAIL.....3-16d
   N) RAFTER TO PLATE, TOENAIL.....2-16d
   O) BUILT-UP CORNER STUDS.....16d @ 12" O.C.
   P) WOOD STRUCTURAL PANELS, SUBFLOOR, ROOF AND WALL SHEATHING TO FRAMING, UON ON PLANS
      5/16"-1"-.....8d COMMON @ 6" O.C. AT ALL PANEL EDGES.....8d COMMON @ 12" O.C. (6" O.C. @ GABLE END WALLS) AT INTERMEDIATE SUPPORTS
      1-1/8"-1-1/4".....10d COMMON @ 6" O.C. AT ALL PANEL EDGES.....10d COMMON @ 12" O.C. (6" O.C. @ GABLE END WALLS) AT INTERMEDIATE SUPPORTS
   Q) FOR ADDITIONAL CONNECTIONS REFER TO THE LOCAL BUILDING CODE OR CONTACT THE ENGINEER OF RECORD.

REPRODUCTION NOTE
1. THE USE OF REPRODUCTIONS OF THESE CONTRACT DRAWINGS BY ANY CONTRACTOR, SUBCONTRACTOR, ERECTOR, FABRICATOR, OR MATERIAL SUPPLIER IN LIEU OF PREPARATION OF SHOP DRAWINGS SIGNIFIES HIS ACCEPTANCE OF ALL INFORMATION SHOWN HEREON AS CORRECT, AND OBLIGATES HIMSELF TO ANY JOB EXPENSE, REAL OR IMPLIED, ARISING DUE TO ANY ERRORS THAT MAY OCCUR HEREON.

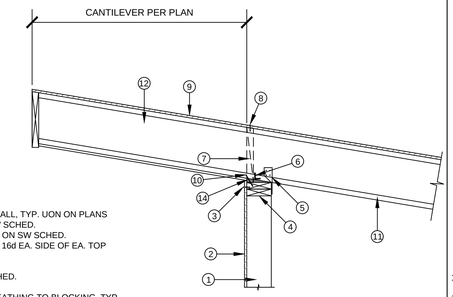
ABBREVIATIONS:

AB	ANCHOR BOLT	BN	BOUNDARY NAILING	CLR	CLEAR
EA	EACH	EOR	ENGINEER OF RECORD	EN	EDGE NAILING
NTS	NOT TO SCALE	OH	OPPOSITE HAND	PT	PRESSURE TREATED
SN	SHEAR NAILING	STD	STANDARD	SW	BRACED/SHEAR WALL
TYP.	TYPICAL	UON	UNLESS OTHERWISE NOTED		



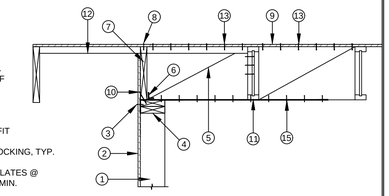
1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
2- WALL SHEATHING PER SW SCHED.
3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- H2.5, EA. RAFTER
6- RBC, AS REQ'D BY SW SCHED.
7- RIM JOIST BLOCKING
8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
9- ROOF SHEATHING PER PLAN
10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
11- I-JOIST ROOF RAFTERS PER PLAN
12- CANTILEVER RAFTERS PER PLAN
13- NOT USED
14- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
15- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

2 I-JOIST RAFTER TO WALL CONNECTION DETAILS
Scale: NTS (ROOF PITCH <3:12)



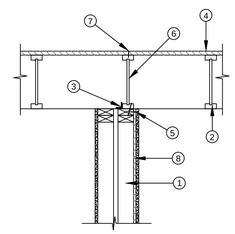
1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
2- WALL SHEATHING PER SW SCHED.
3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- H2.5, EA. RAFTER
6- RBC, AS REQ'D BY SW SCHED.
7- RIM JOIST BLOCKING
8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
9- ROOF SHEATHING PER PLAN
10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
11- I-JOIST ROOF RAFTERS PER PLAN
12- CANTILEVER RAFTERS PER PLAN
13- NOT USED
14- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
15- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

3 I-JOIST RAFTER TO WALL CONNECTION DETAILS
Scale: NTS (ROOF PITCH <3:12)



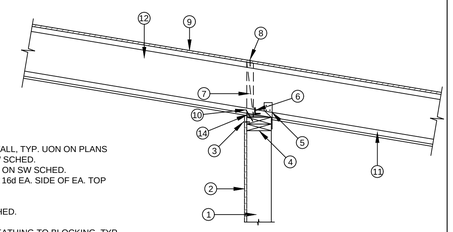
1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
2- WALL SHEATHING PER SW SCHED.
3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- RAFTER BLOCKING @ 8'O.C., FIRST TWO RAFTER BAYS
6- RBC, AS REQ'D BY SW SCHED.
7- GABLE END JOIST PER PLAN, NOTCH TO FIT OUTRIGGERS, TYP.
8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
9- ROOF SHEATHING PER PLAN
10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
11- I-JOIST ROOF RAFTERS PER PLAN
12- 2x6 MIN. OUTRIGGER @ 24" O.C. MAX
13- 8d @ 4" O.C., ROOF SHEATHING TO OUTRIGGER AND RAFTER BLOCKING, TYP.
14- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS
15- CMST16 STRAP, LENGTH=42", BEND 3" OVER TOP PLATES AND FASTEN TO UNDERSIDE OF RAFTER BLOCKING

4 I-JOIST GABLE WALL CONNECTION DETAILS
Scale: NTS



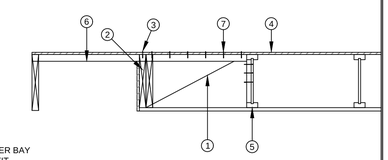
1- WALL STUDS PER PLAN
2- ROOF RAFTERS PER PLAN
3- A35 OR RBC IF REQUIRED PER SW SCHEDULE, TYP.
4- ROOF SHEATHING PER PLAN
5- EN-8d @ 6" O.C., TYP., UON PER SW SCHED.
6- PROVIDE ADDITIONAL RAFTER ABOVE SHEARWALL BELOW, TOENAIL TO WALL BELOW WITH 10d @ 6" O.C., TYP., UON PER SW SCHEDULE
7- BN-8d @ 4" O.C., SHEATHING TO RAFTER, FULL LENGTH OF RAFTER
8- WALL SHEATHING AND NAILING AS REQUIRED PER LATERAL PLAN

6 RAFTER CONNECTION DETAILS @ SHEARWALL BELOW
Scale: NTS



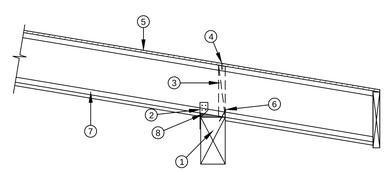
1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
2- WALL SHEATHING PER SW SCHED.
3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- H2.5, EA. RAFTER
6- RBC, AS REQ'D BY SW SCHED.
7- RIM JOIST BLOCKING
8- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
9- ROOF SHEATHING PER PLAN
10- 10d TOENAILS, BLOCKING TO WALL TOP PLATES @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
11- I-JOIST ROOF RAFTERS PER PLAN
12- CANTILEVER RAFTERS PER PLAN
13- NOT USED
14- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
15- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

7 I-JOIST RAFTER TO WALL CONNECTION DETAILS
Scale: NTS (ROOF PITCH <3:12)



1- RAFTER BLOCKING @ 8' O.C., FIRST RAFTER BAY
2- GABLE END JOIST PER PLAN, NOTCH TO FIT OUTRIGGERS, TYP.
3- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
4- ROOF SHEATHING PER PLAN
5- I-JOIST ROOF RAFTERS PER PLAN
6- 2x6 MIN. OUTRIGGER @ 24" O.C. MAX
7- 8d @ 4" O.C., ROOF SHEATHING TO OUTRIGGER AND RAFTER BLOCKING, TYP.

8 I-JOIST GABLE WALL CONNECTION DETAILS
Scale: NTS



1- BEAM PER PLAN
2- H2.5, EA. RAFTER, SIMPSON SDWC15600 UPLIFT SCREW MAY BE USED IN LIEU OF H2.5
3- RIM JOIST BLOCKING
4- BN-8d @ 6" O.C. ROOF SHEATHING TO BLOCKING, TYP.
5- ROOF SHEATHING PER PLAN
6- 10d @ 6" O.C. TOENAILS, BLOCKING TO BEAM
7- I-JOIST ROOF RAFTERS PER PLAN
8- 2x BEVELED PLATE BETWEEN RAFTER AND WALL TOP PLATES
9- REFER TO MANUFACTURER ROOF FRAMING DETAILS FOR ADDITIONAL DETAILS

2 I-JOIST RAFTER TO WALL CONNECTION DETAILS
Scale: NTS (ROOF PITCH <3:12)

REVISIONS

NO.	BY	DESCRIPTION	DATE

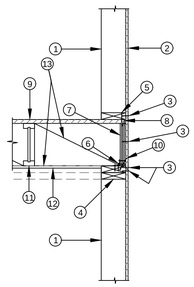
MockridgeEngineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:
REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

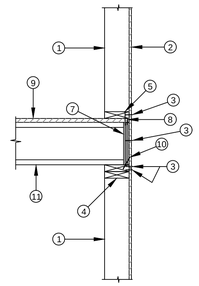
Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: GEN. NOTES-DETAILS
SHEET
S1.0

1- 2x6 @ 16" O.C. BEARING WALL, TYP. UON ON PLANS
2- WALL SHEATHING PER SW SCHED.
3- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
4- DOUBLE TOP PLATES, (20) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- SN-16d @ 6" O.C., TYP., UON ON SW SCHED.
6- A35, IF REQ'D PER SW SCHED.
7- RIM JOIST
8- BN-8d @ 6" O.C., TYP.
9- FLOOR SHEATHING PER PLAN
10- 8d TOENAILS @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
11- FLOOR JOISTS PER PLAN
12- DRYWALL
13- JOISTS BLOCKING FIRST TWO JOIST BAYS, FASTEN FLOOR SHEATHING TO BLOCKING w(8) 8d AND BLOCKING TO WALL TOP PLATES w/(2)A35 CLIP ANGLES OR PERPENDICULAR INTERIOR WALL @ 12' O.C. MAX, TYP.



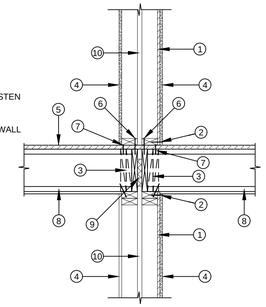
1 JOIST CONNECTION DETAILS
Scale: NTS

1- 2x6 BEARING WALL
2- WALL SHEATHING PER LATERAL PLAN
3- EN-8d @ 6" O.C., TYP.
4- DOUBLE TOP PLATES, (8) 16d EA. SIDE OF EA. TOP PLATE SPLICE
5- SN-16d @ 6" O.C., TYP.
6- NOT USED
7- RIM JOIST
8- BN-8d @ 6" O.C., TYP.
9- FLOOR SHEATHING PER PLAN
10- 8d TOENAILS @ 6" O.C. MIN.
11- FLOOR JOISTS PER PLAN



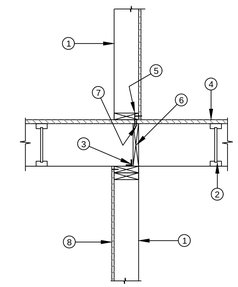
2 JOIST CONNECTION DETAILS
Scale: NTS

1- WALL SHEATHING AS REQUIRED PER LATERAL PLAN, INSTALL BEFORE SHEETROCK, TYP.
2- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
3- CONTINUOUS RIM JOIST w/ DOUBLE 2x BLOCKING EA BAY, FASTEN TO WALL TOP PLATES w/10d TOENAILS @ 6" O.C., TYP.
4- (1) LAYERS $\frac{5}{8}$" TYPE "X" GYP. BRD.
5- FLOOR SHEATHING PER PLAN, CONTINUOUS THRU DIVIDING WALL
6- SN-16d @ 6" O.C., TYP.
7- BN-8d @ 6" O.C., TYP.
8- FLOOR JOISTS PER PLAN
9- FIREBLOCK AT CEILING
10- 1" AIR SPACE BETWEEN WALLS, FIREBLOCK AT 10' o.c. HORIZ. AND VERT.

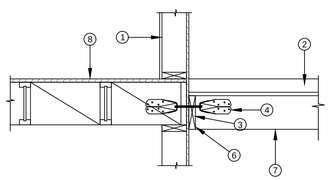


3 1HR FIREWALL CONNECTION DETAILS
Scale: NTS

1- WALL STUDS PER PLAN
2- FLOOR JOISTS PER PLAN
3- A35 @ 12" O.C. RIM JOIST DRAG TO WALL PLATES BELOW
4- FLOOR SHEATHING PER PLAN
5- SN-16d @ 6" O.C., WALL PLATE TO JOIST BELOW
6- RIM JOIST DRAG ABOVE SHEARWALL BELOW, TOENAIL TO WALL BELOW WITH 8d @ 6" O.C.
7- BN-8d @ 4" O.C., SHEATHING TO RIM JOIST DRAG, FULL LENGTH OF DRAG
8- WALL SHEATHING AND NAILING AS REQUIRED PER LATERAL PLAN



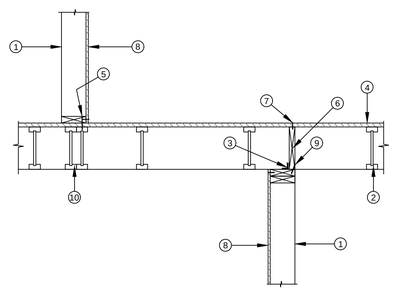
4 JOIST CONNECTION DETAILS
Scale: NTS



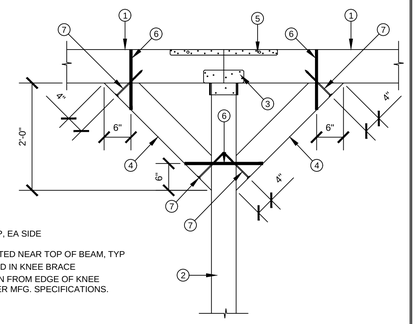
1- WALL STUDS BY OTHERS
2- DECKING PER PLAN
3- 2x8 PRESSURE TREATED LEDGER, FASTEN TO $1\frac{3}{4}$" LVL RIM BOARD WITH (3) ROWS SIMPSON SDS$\frac{1}{4}$"X$3\frac{1}{2}$" WOOD SCREWS @ 12" O.C. STAGGERED. [(3) SCREWS PER FOOT]
4- SIMPSON LATERAL TIE PER PLAN @ BEGINNING OF DECK, END OF DECK, AND @ 12"-O" O.C. MAX IN BETWEEN
5- NOT USED
6- LUS28 JOIST HANGER
7- DECK JOISTS PER PLAN
8- RESIDENCE FLOOR FRAMING

5 LEDGER CONNECTION DETAIL
Scale: NTS

1- WALL STUDS PER PLAN
2- FLOOR JOISTS PER PLAN
3- A35 @ 16" O.C. RIM JOIST DRAG TO WALL PLATES BELOW
4- FLOOR SHEATHING PER PLAN
5- SN-16d @ 6" O.C., WALL PLATE TO JOIST BELOW
6- RIM JOIST DRAG ABOVE SHEARWALL BELOW, TOENAIL TO WALL BELOW WITH 8d @ 6" O.C.
7- BN-8d @ 4" O.C., SHEATHING TO RIM JOIST DRAG, FULL LENGTH OF DRAG
8- WALL SHEATHING AND NAILING AS REQUIRED PER LATERAL PLAN
9- 8d TOENAILS @ 4" O.C., RIM JOIST DRAG TO WALL TOP PLATES, TYP.
10- DOUBLE JOISTS BENEATH SHEARWALL ABOVE



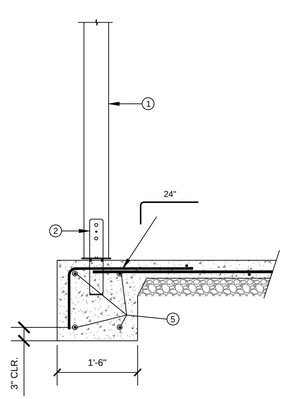
6 JOIST CONNECTION DETAILS
Scale: NTS



1- BEAM PER PLAN
2- POST PER PLAN
3- SIMPSON AC6 OR EQUAL POST CAP, EA SIDE
4- 6x6 KNEE BRACE
5- LSTA24 STRAP, BOTH SIDES, LOCATED NEAR TOP OF BEAM, TYP
6- $\frac{3}{8}$" DIAM. THROUGH BOLT, CENTERED IN KNEE BRACE
7- (2) $\frac{1}{2}$" DIAM. LAG BOLT, LOCATE $1\frac{1}{2}$" IN FROM EDGE OF KNEE BRACE, PRE-DRILL AND INSTALL PER MFG. SPECIFICATIONS.

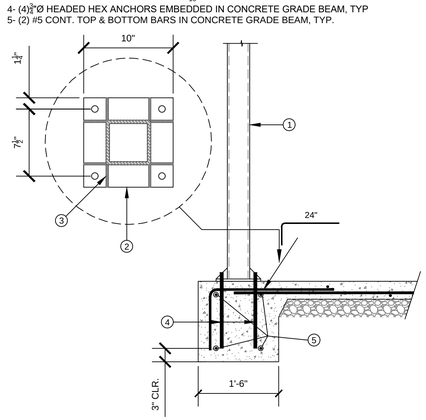
8 DECK BEAM/BRACE CONNECTION DETAILS
Scale: NTS

1- WOOD POST PER PLAN
2- SIMPSON CB POST BASE
3- NOT USED
4- NOT USED
5- (2) #5 CONT. TOP & BOTTOM BARS IN CONCRETE GRADE BEAM, TYP.



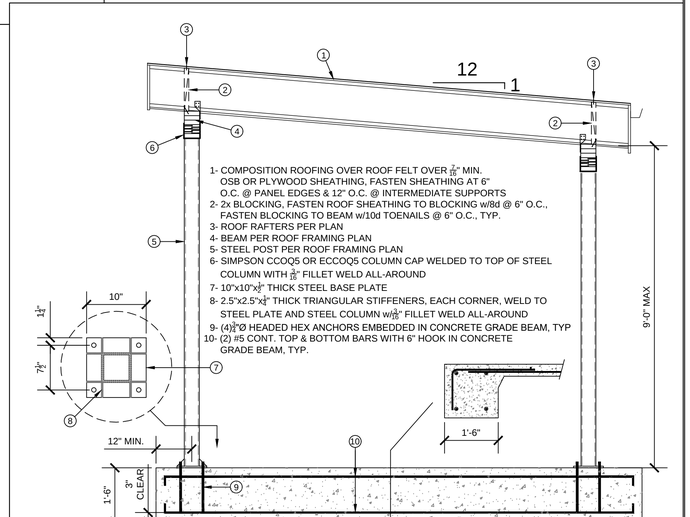
11 WOOD POST TO GRADE BEAM/FOOTING DETAIL
Scale: NTS

1- STEEL POST PER FRAMING PLAN w/ SIMPSON CCOQ5 OR ECCOQ5 COLUMN CAP WELDED TO TOP OF STEEL COLUMN WITH $\frac{3}{16}$" FILLET WELD ALL-AROUND
2- 10"x10"x$\frac{1}{4}$" THICK STEEL BASE PLATE
3- 3"x3"x$\frac{1}{4}$" THICK TRIANGULAR STIFFENERS, EACH CORNER, WELD TO STEEL PLATE AND STEEL COLUMN w/$\frac{3}{16}$" FILLET WELD ALL-AROUND
4- (4)$\frac{3}{4}$"Ø HEADED HEX ANCHORS EMBEDDED IN CONCRETE GRADE BEAM, TYP
5- (2) #5 CONT. TOP & BOTTOM BARS IN CONCRETE GRADE BEAM, TYP.



11 OPTIONAL STEEL POST TO GRADE BEAM/FOOTING DETAIL
Scale: NTS

1- COMPOSITION ROOFING OVER ROOF FELT OVER $\frac{7}{16}$" MIN. OSB OR PLYWOOD SHEATHING, FASTEN SHEATHING AT 6" O.C. @ PANEL EDGES & 12" O.C. @ INTERMEDIATE SUPPORTS
2- 2x BLOCKING, FASTEN ROOF SHEATHING TO BLOCKING w/8d @ 6" O.C., FASTEN BLOCKING TO BEAM w/10d TOENAILS @ 6" O.C., TYP.
3- ROOF RAFTERS PER PLAN
4- BEAM PER ROOF FRAMING PLAN
5- STEEL POST PER ROOF FRAMING PLAN
6- SIMPSON CCOQ5 OR ECCOQ5 COLUMN CAP WELDED TO TOP OF STEEL COLUMN WITH $\frac{3}{16}$" FILLET WELD ALL-AROUND
7- 10"x10"x$\frac{1}{4}$" THICK STEEL BASE PLATE
8- 2.5"x2.5"x$\frac{1}{4}$" THICK TRIANGULAR STIFFENERS, EACH CORNER, WELD TO STEEL PLATE AND STEEL COLUMN w/$\frac{3}{16}$" FILLET WELD ALL-AROUND
9- (4)$\frac{3}{4}$"Ø HEADED HEX ANCHORS EMBEDDED IN CONCRETE GRADE BEAM, TYP
10- (2) #5 CONT. TOP & BOTTOM BARS WITH 6" HOOK IN CONCRETE GRADE BEAM, TYP.



12 TYPICAL COVERED BIKE BUILDING SECTION
Scale: NTS

REVISIONS			
NO.	BY	DESCRIPTION	DATE

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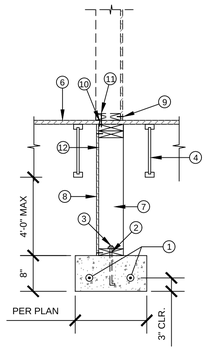
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises	
Phone: 541-944-0131	
Drawn By: BM	
Checked By: BM	
Issue Date: 09/25/2024	
ME Job #: 23-062a	
Scale: AS NOTED	
Title: DETAILS	
SHEET	
S1.1	

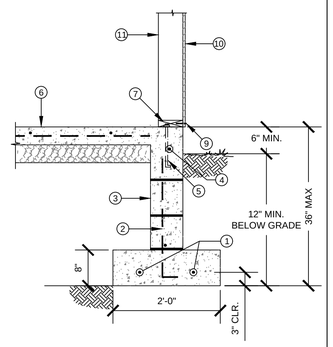
1- (1) #4 CONT. BOTTOM BAR FOR 12" FOOTINGS,
(2) #4 CONT. BOTTOM BARS FOR 16" FOOTINGS
2- 2x PT SILL PLATE
3- $\frac{5}{8}$"Ø AB @ 60" O.C. MAX, 7" MIN. EMBEDMENT
4- FLOOR JOISTS PER PLAN
5- NOT USED
6- FLOOR SHEATHING PER PLAN
7- 2x6 CRIPPLE WALL STUDS, MATCH SPACING TO WALL FRAMING ABOVE

**NOTES 8-12 APPLICABLE @ SHEARWALL AND/OR BRACED WALL PANEL ABOVE LOCATIONS ONLY
8- $\frac{7}{16}$" WALL SHEATHING, BENEATH BRACED/SHEARWALL LOCATIONS ABOVE, TYP.
9- WALL EN PER BRACED/SHEAR WALL SCHEDULE
10- BN-8d @ 4" O.C., FLOOR SHEATHING TO CRIPPLE WALL TOP PLATES
11- SN-16d @ 6" O.C.



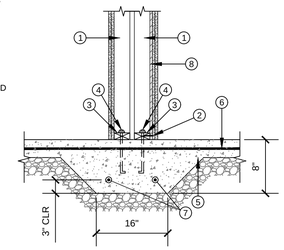
1 CRIPPLE WALL FOUNDATION PARALELL TO JOIST DETAIL
Scale: NTS

1- (2) #4 CONT. BOTTOM BARS
2- #4 VERTICAL W/ STD. HOOK @ 48" O.C., MAX
3- 8" CONCRETE OR FULLY GROUTED MASONRY STEMWALL
4- #4 HORIZONTAL BARS @ 24" O.C. & AT TOP OF WALL
5- AB SIZE AND SPACING PER SW SCHED. AND WITHIN 12" OF SILL PLATE ENDS, 7" MIN. EMBEDMENT.
6- SLAB, BASE COARSE, AND REINFORCMENT PER PLAN
7- 2x PT SILL PLATE
8- NOT USED
9- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @ 6" O.C., TYP.
10- WALL SHEATHING PER SW SCHED., MIN $\frac{7}{16}$" PLYWOOD OR OSB, TYP.
11- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.



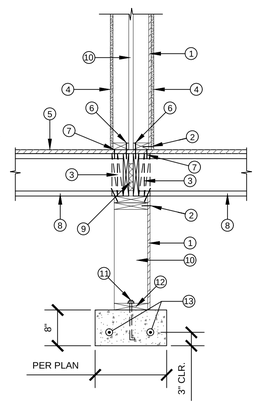
2 DAYLIGHT BASEMENT FOUNDATION DETAIL
Scale: NTS

1- WALL STUDS PER PLAN
2- EN-8d @ 6" O.C., TYP. UON PER LATERAL PLAN
3- PT SILL PLATE
4- J-BOLTS OR SIMPSON "TITEN HD" AB's SPACED AS INDICATED BY SW SCHEDULE, PROVIDE 3x3x$\frac{1}{4}$" PLATE WASHERS AT SHEARWALLS/ BRACED WALLS, TYP.
5- SLAB AND BASE COURSE PER PLAN
6- SLAB REINFORCEMENT PER PLAN
7- (2) #4 CONTINUOUS BOTTOM BAR
8- WALL SHEATHING AS SPECIFIED PER SW SCHEDULE.
9- FOOTING SHALL BE POURED AGAINST UNDISTURBED NATIVE SOIL OR APPROVED STRUCTURAL FILL.



3 THICKENED SLAB AT INTERIOR BEARING
Scale: NTS

1- WALL SHEATHING AS REQUIRED PER LATERAL PLAN, INSTALL BEFORE SHEETROCK, TYP.
2- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
3- CONTINUOUS RIM JOIST w/ DOUBLE 2x BLOCKING EA BAY, FASTEN TO WALL TOP PLATES w/10d TOENAILS @ 6" O.C., TYP.
4- (1) LAYERS $\frac{5}{8}$" TYPE "X" GYP. BRD.
5- FLOOR SHEATHING PER PLAN, CONTINUOUS THRU DIVIDING WALL
6- SN-16d @ 6" O.C., TYP.
7- BN-8d @ 6" O.C., TYP.
8- FLOOR JOISTS PER PLAN
9- FIREBLOCK AT CEILING
10- 2x8 CRIPPLE WALL STUDS @ 16" O.C.
11- $\frac{5}{8}$"Ø AB @ 48" O.C. MAX, TYP., UON PER SW SCHEDULE, 6" MIN. EMBEDMENT
12- 2x PT SILL PLATE
13- (2) #4 CONT. BOTTOM BARS



6 CRIPPLE WALL FOUNDATION DETAIL
Scale: NTS

RETAINING WALL NOTES:

1. PROVIDE 2FTx2FT CORNER BARS FOR ALL HORIZONTAL WALL REINFORCING AT ALL CORNERS AND INTERSECTIONS UNLESS SHOWN OR NOTED OTHERWISE. BARS TO BE THE SAME SIZE AND SPACING AS HORIZONTAL REINFORCING.
2. ALL BENT REBAR (90 DEGREES) TO HAVE A RADIUS OF 4 BAR DIAMETERS AND A HOOK LENGTH OF 12 BAR DIAMETERS.
3. REFER TO FOUNDATION DETAILS FOR CONNECTION DETAILS OF WALL AND JOIST FRAMING AS APPLICABLE, TYP.

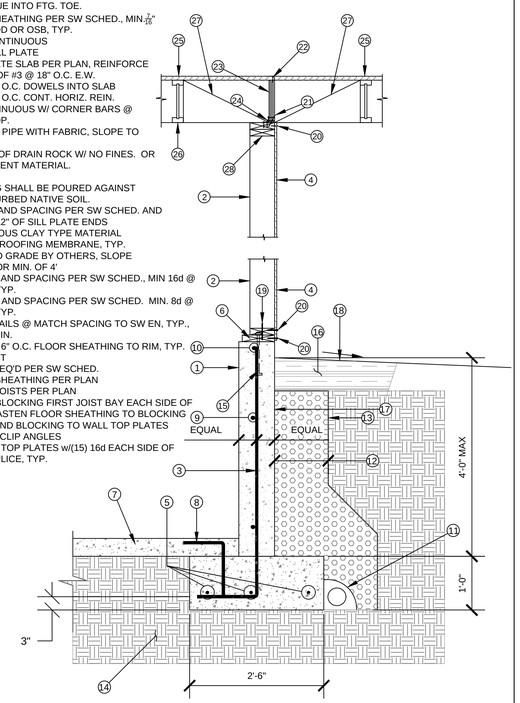
SPECIAL NOTE:

GROUNDWATER ELEVATION IS ASSUMED TO BE BELOW FOOTING LEVEL.

ALL DAMPPROOFING, WATERPROOFING, DRAINAGE COLLECTION, & DRAINAGE DISCHARGE IS THE RESPONSIBILITY OF THE CONTRACTOR / OWNER.

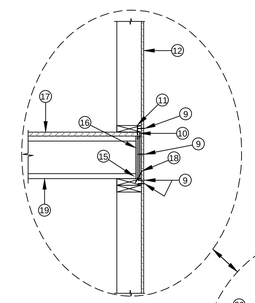
G.C. TO BACKFILL RETAINING WALL PRIOR TO CONSTRUCTING WOOD FRAMED STRUCTURAL COMPONENTS.

1- 8" NOMINAL CONCRETE BLOCK or POURED CONCRETE STEMWALL
2- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.
3- #5 @ 32" O.C. L-SHAPED BAR CONTINUE INTO FTG. TOE.
4- WALL SHEATHING PER SW SCHED., MIN $\frac{7}{16}$" PLYWOOD OR OSB, TYP.
5- (3)#5 CONTINUOUS
6- 2x PT SILL PLATE
7- CONCRETE SLAB PER PLAN, REINFORCE W/ MIN. OF #3 @ 18" O.C. E.W.
8- #4 @ 24" O.C. DOWELS INTO SLAB
9- #4 @ 32" O.C. CONT. HORIZ. REIN.
10- #4 CONTINUOUS W/ CORNER BARS @ WALL TOP.
11- 4" DRAIN PIPE WITH FABRIC, SLOPE TO DRAIN.
12- 12" MIN. OF DRAIN ROCK W/ NO FINES. OR EQUIVALENT MATERIAL.
13- FABRIC
14- FOOTING SHALL BE POURED AGAINST UNDISTURBED NATIVE SOIL
15- AB SIZE AND SPACING PER SW SCHED. AND WITHIN 12" OF SILL PLATE ENDS
16- IMPERVIOUS CLAY TYPE MATERIAL
17- WATERPROOFING MEMBRANE, TYP.
18- FINISHED GRADE BY OTHERS, SLOPE AWAY FOR MIN. OF 4`
19- SN, SIZE AND SPACING PER SW SCHED., MIN 16d @ 6" O.C., TYP.
20- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @ 6" O.C., TYP.
21- 8d TOENAILS @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
22- BN-8d @ 6" O.C. FLOOR SHEATHING TO RIM, TYP.
23- RIM JOIST
24- A35, IF REQ'D PER SW SCHED.
25- FLOOR SHEATHING PER PLAN
26- FLOOR JOISTS PER PLAN
27- JOISTS BLOCKING FIRST JOIST BAY EACH SIDE OF WALL, FASTEN FLOOR SHEATHING TO BLOCKING w(8) 8d AND BLOCKING TO WALL TOP PLATES w/(2)A35 CLIP ANGLES
28- DOUBLE TOP PLATES w/(15) 16d EACH SIDE OF EACH SPLICE, TYP.



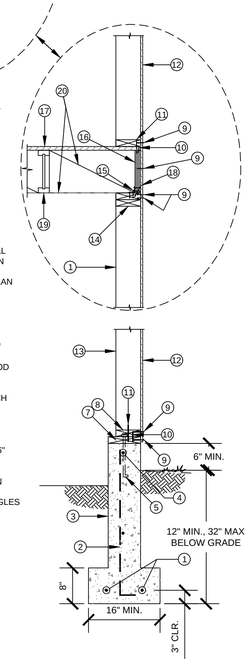
11 4' BASEMENT RETAINING WALL SECTION
Scale: N.T.S.

NOTE: MASONRY RETAINING WALLS REQUIRE SPECIAL INSPECTION. CONTRACTOR SHALL BE BILLED FOR THE ENGINEERS INSPECTION.



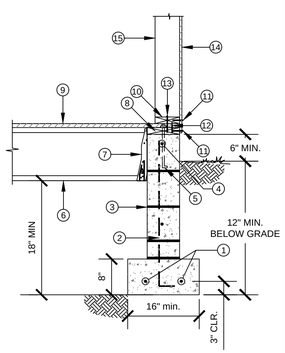
B JOIST PERPENDICULAR

1- (2)#4 BOTTOM BARS
2- #4 VERTICAL W/ STD. HOOK @ 48" O.C., MAX
3- 8" CONCRETE STEMWALL
4- #4 HORIZONTAL BARS @ 24" O.C. & AT TOP OF WALL
5- AB SIZE AND SPACING PER SW SCHED. AND WITHIN 12" OF SILL PLATE ENDS, 7" MIN. EMBEDMENT.
6- SLAB, BASE COARSE, AND REINFORCMENT PER PLAN
7- 2x PT SILL PLATE
8- 2x BOTTOM PLATE, UON PER PLAN
9- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @ 6" O.C., TYP.
10- BN-8d @ 6" O.C. FLOOR SHEATHING TO RIM, TYP.
11- SN, SIZE AND SPACING PER SW SCHED., MIN 16d @ 6" O.C., TYP.
12- WALL SHEATHING PER SW SCHED., MIN $\frac{7}{16}$" PLYWOOD OR OSB, TYP.
13- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.
14- DOUBLE TOP PLATES w/(15) 16d EACH SIDE OF EACH SPLICE, TYP.
15- A35, IF REQ'D PER SW SCHED.
16- RIM JOIST
17- FLOOR SHEATHING PER PLAN
18- 8d TOENAILS @ MATCH SPACING TO SW EN, TYP., 6" O.C. MIN.
19- FLOOR JOISTS PER PLAN
20- JOISTS BLOCKING FIRST TWO JOIST BAYS, FASTEN FLOOR SHEATHING TO BLOCKING w(8) 8d AND BLOCKING TO WALL TOP PLATES w/(2)A35 CLIP ANGLES



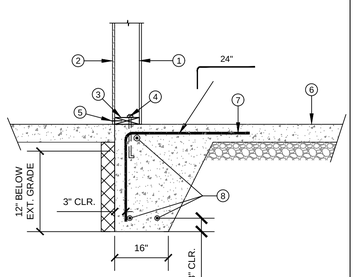
12 CRIPPLE WALL FOUNDATION DETAIL

1- (2)#4 BOTTOM BARS
2- #4 VERTICAL W/ STD. HOOK @ 48" O.C., MAX
3- 8" CONCRETE OR 8" FULLY GROUTED MASONRY STEMWALL.
4- #4 HORIZONTAL BARS @ 24" O.C. & AT TOP OF WALL
5- AB SIZE AND SPACING PER SW SCHED. AND WITHIN 12" OF SILL PLATE ENDS, 7" MIN. EMBEDMENT.
6- FLOOR JOISTS PER PLAN
7- ITS JOIST HANGER
8- 2x PT SILL PLATE
9- FLOOR SHEATHING PER PLAN
10- 2x BOTTOM PLATE, UON PER PLAN
11- EN, SIZE AND SPACING PER SW SCHED. MIN. 8d @ 6" O.C., TYP.
12- BN-8d @ 6" O.C. FLOOR SHEATHING TO SILL, TYP.
13- SN, SIZE AND SPACING PER SW SCHED., MIN 16d @ 6" O.C., TYP.
14- WALL SHEATHING PER SW SCHED., MIN $\frac{7}{16}$" PLYWOOD OR OSB, TYP.
15- 2x6 @ 16" O.C. WALL STUDS, TYP. UON ON PLANS.



9 FOUNDATION DETAIL
Scale: NTS

1- 2x6 WALL STUDS @ 24" O.C. MAX
2- WALL SHEATHING PER SW SCHED.
3- PT SILL PLATE
4- J-BOLTS OR SIMPSON "TITEN HD" AB's SPACED AS SPECIFIED BY SW SCHED.
5- EN-8d @ 6" O.C., TYP. UON ON SW SCHED.
6- SLAB AND BASE COURSE PER PLAN
7- #4 DOWELS @ 24" O.C., TYP
8- (2) #4 CONTINUOUS BOTTOM BARS AND (1)#4 TOP BAR
9- EXTERIOR FINISHED GRADE, SLOPE AWAY FROM BUILDING, TYP.
10- FOOTING SHALL BE POURED AGAINST UNDISTURBED NATIVE SOIL OR APPROVED STRUCTURAL FILL.



10 EXTERIOR FOOTING DETAIL
Scale: NTS

REVISIONS			
NO.	BY	DESCRIPTION	DATE

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OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises	
Phone: 541-944-0131	
Drawn By:	BM
Checked By:	BM
Issue Date:	09/25/2024
ME Job #:	23-062a
Scale:	AS NOTED
Title:	DETAILS
SHEET	
S1.2	

LEGEND:

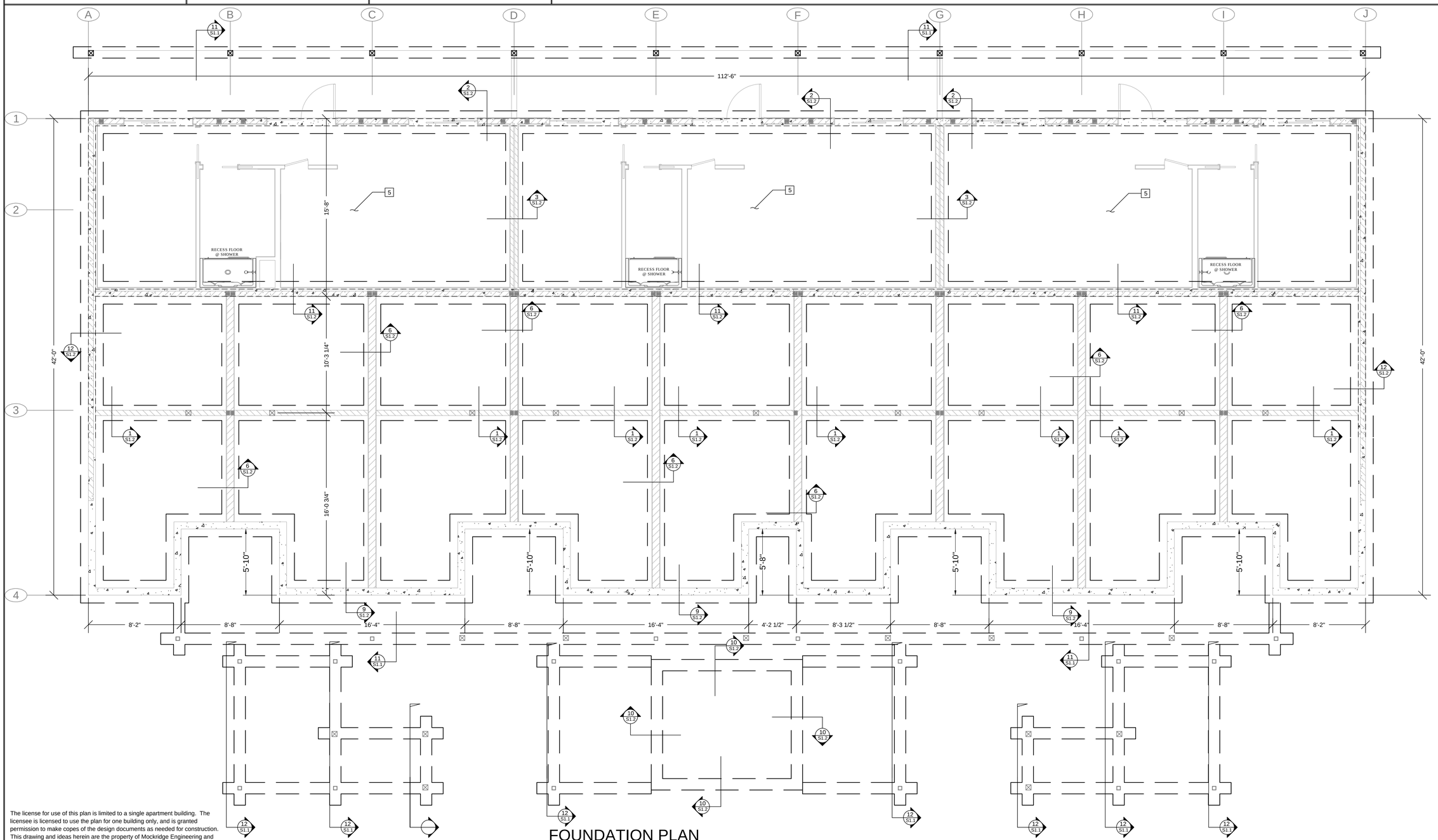
- Load bearing wall above this floor
- Load bearing wall below this floor
- Load bearing wall above and below this floor

GENERAL SHEET NOTES:

1. Provide multiple studs beneath beams/trusses to match width of supported member, typ. Continue multiple studs in lower floors/crawlspace to foundation.
2. Provide solid blocking beneath posts/multiple studs to transfer loads to posts/multiple studs below.
3. Lay floor and roof structural panel sheathing perpendicular to the joist/rafter direction and continuous over two or more spans.
4. All exterior walls shall be type 6 per SW sched. unless otherwise noted on plans.
5. All posts that are not in a wall shall have post cap AND base capable of resisting 1000(lb) lateral load and 1500(lb) uplift, ref: Simpson CCQ
6. Floor sheathing shall be 7/8" or more thick with 48"/24" span rating. Use 8d @ 4" o.c. (BN) at exterior walls and interior shearwalls. 8d @ 6" o.c. at all panel edges and 8d @ 10" o.c. along intermediate supports. Provide $1\frac{3}{8}$" min. penetration into framing.
7. $11\frac{7}{8}$" BCI 6000's @ 16" o.c., typ., refer to floor assembly on sheet A1.2 for floor topping, sound mat, resilient channel, etc.
8. 4" thick concrete slab-on-grade over 4" of $\frac{3}{4}$" compacted crushed rock. It is recomended that the slab be reinforced with #3 @ 18" o.c. EW or #4 @ 24" o.c. EW at mid-thickness of slab.
9. Center footing under post/walls uon on plans or details.

MARK	DIMENSIONS			BOTTOM REINFORCMENT (3" CLEAR)	
FX	LENGTH	WIDTH	DEPTH	LONGITUDINAL	TRANSVERSE
F18	1'-6"	1'-6"	0'-8"	(3) #4	(3) #4
F24	2'-0"	2'-0"	0'-8"	(3) #4	(3) #4
F30	2'-6"	2'-6"	1'-0"	(4) #4	(4) #4
F36	3'-0"	3'-0"	1'-0"	(5) #4	(5) #4
F42	3'-6"	3'-6"	1'-0"	(5) #5	(5) #5
F48	4'-0"	4'-0"	1'-0"	(6) #5	(6) #5
F54	4'-6"	2'-6"	1'-0"	(4) #5	(6) #5

COLUMN FOOTING SCHEDULE



FOUNDATION PLAN

SCALE: $\frac{1}{4}$"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE
01	BM	Porch Size	5/05/25

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OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

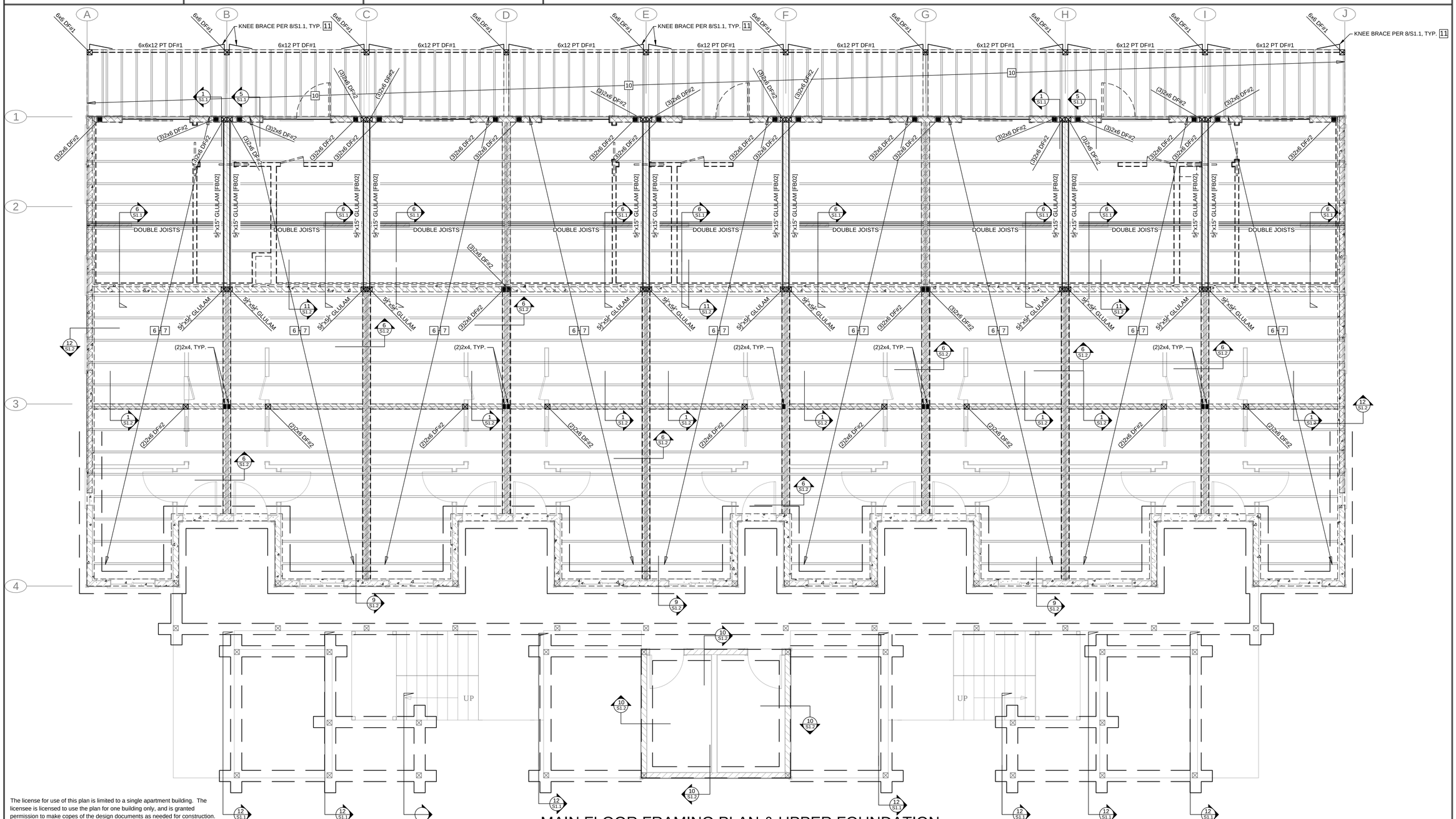
Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: FOUNDATION PLAN
SHEET
S2.0

LEGEND:

- Load bearing wall above this floor
- Load bearing wall below this floor
- Load bearing wall above and below this floor

GENERAL SHEET NOTES:

1. Provide multiple studs beneath beams/trusses to match width of supported member, typ. Continue multiple studs in lower floors/crawlspace to foundation.
2. Provide solid blocking beneath posts/multiple studs to transfer loads to posts/multiple studs below.
3. Lay floor and roof structural panel sheathing perpendicular to the joist/rafter direction and continuous over two or more spans.
4. All exterior walls shall be type 6 per SW sched. unless otherwise noted on plans.
5. All posts that are not in a wall shall have post cap AND base capable of resisting 1000(lb) lateral load and 1500(lb) uplift, ref: Simpson CCQ
6. Floor sheathing shall be 7/8" or more thick with 48"/24" span rating. Use 8d @ 4" o.c. (BN) at exterior walls and interior shearwalls. 8d @ 6" o.c. at all panel edges and 8d @ 10" o.c. along intermediate supports. Provide $1\frac{3}{8}$" min. penetration into framing.
7. $11\frac{1}{4}$" BCI 6000's @ 16" o.c., typ., refer to floor assembly on sheet A1.2 for floor topping, sound mat, resilient channel, etc.
8. 4" thick concrete slab-on-grade over 4" of $\frac{3}{4}$" compacted crushed rock. It is recomended that the slab be reinforced with #3 @ 18" o.c. EW or #4 @ 24" o.c. EW at mid-thickness of slab.
9. Center footing under post/walls uon on plans or details.
10. 4" max Lightweight concrete over $\frac{3}{4}$" min. marine grade plywood over 2x8 treated DF#2 @ 16" o.c., typ.
11. Knee braces may be eliminated by use 6x6x$\frac{1}{2}$" thick steel post continuous from foundation to second floor deck beams



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MAIN FLOOR FRAMING PLAN & UPPER FOUNDATION

SCALE: $\frac{1}{4}$"=1'-0"

REVISIONS

NO.	BY	DESCRIPTION	DATE

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JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

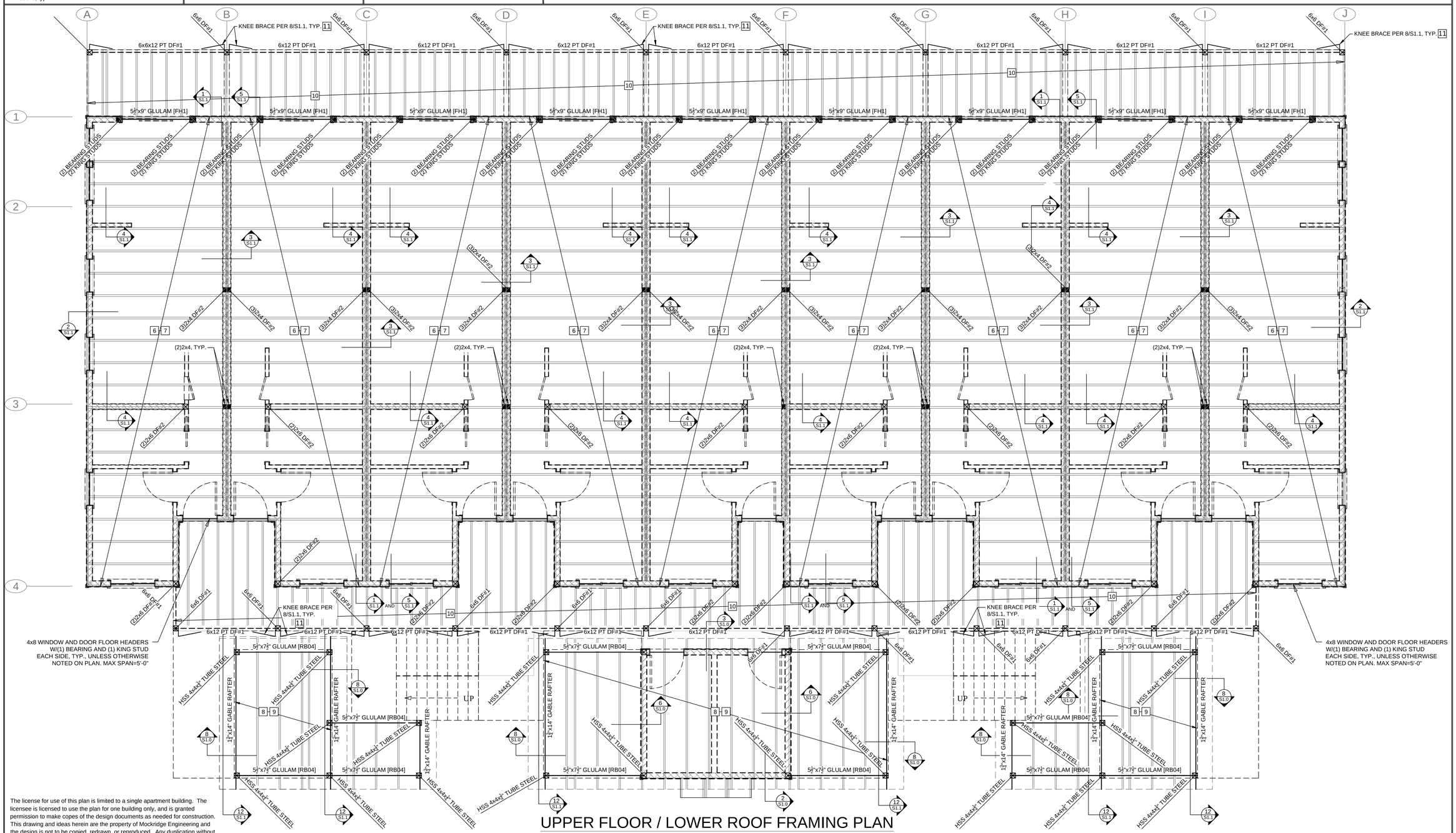
Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Main Floor Framing
SHEET
S3.0

LEGEND:

- Load bearing wall above this floor
- Load bearing wall below this floor
- Load bearing wall above and below this floor

GENERAL SHEET NOTES:

1. Provide multiple studs beneath beams/trusses to match width of supported member, typ. UON on plans Continue multiple studs in lower floors/crawlspace to foundation.
2. Provide solid blocking beneath posts/multiple studs to transfer loads to posts/multiple studs below.
3. Lay floor and roof structural panel sheathing perpendicular to the joist/rafter direction and continuous over two or more spans.
4. All load-bearing wall studs shall be 2x6 DF#2 spaced no more than 24" o.c., studs spaced more than 16" o.c. shall be framed in-line with joists and/or trusses above, typ.
5. All posts that are not in a wall shall have post cap AND base capable of resisting 1000(lb) lateral load and 1500(lb) uplift, ref: Simpson CCQ
6. Floor sheathing shall be 7/8" or more thick with 48"/24" span rating. Use 8d @ 4" o.c. (BN) at exterior walls and interior shearwalls. 8d @ 6" o.c. at all panel edges and 8d @ 10" o.c. along intermediate supports. Provide $1\frac{3}{8}$" min. penetration into framing.
7. $11\frac{7}{8}$" BCI 6000's @ 16" o.c., typ., refer to floor assembly on sheet A1.2 for floor topping, sound mat, resilient channel, etc.
8. Roof sheathing shall be 1/2" MIN., 5/8" recommended, APA rated plywood or OSB with 24/16 span rating. Fasten with 8d ring shank nails @ 6" o.c.(panel edges), 12" o.c.(field nailing), uon on plans.
9. 14" BCI 6000's Roof Rafters @ 24" o.c., typ.
10. 4" max Lightweight concrete over $\frac{3}{4}$" min. marine grade plywood over 2x8 treated DF#2 @ 16" o.c., typ.
11. Knee braces may be eliminated by use 6x6x$\frac{1}{2}$" thick steel post continuous from foundation to second floor deck beams



UPPER FLOOR / LOWER ROOF FRAMING PLAN

SCALE: $\frac{1}{4}$"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE
APARTMENT BLDG. #1

HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Framing

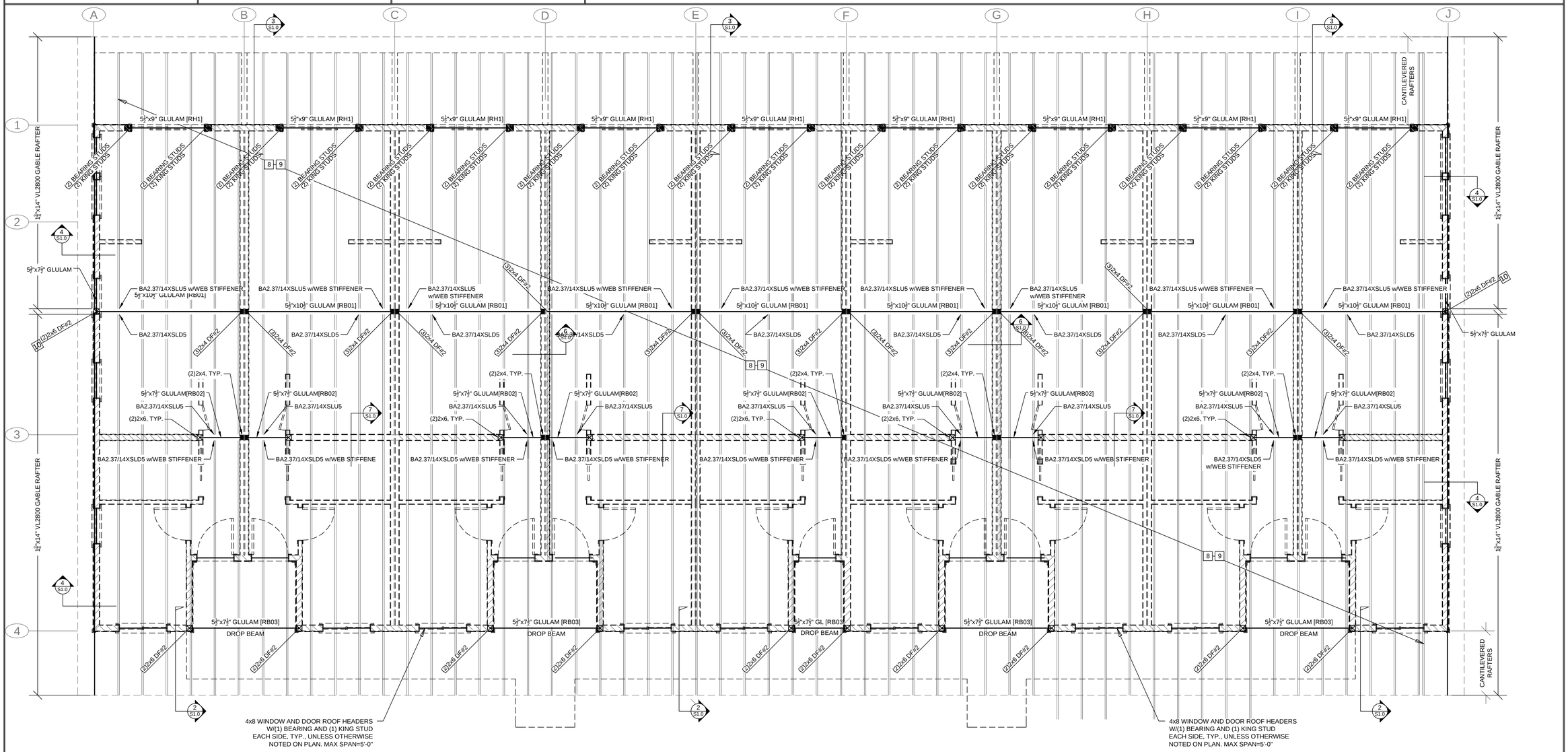
SHEET
S3.1

LEGEND:

- Load bearing wall above this floor
- Load bearing wall below this floor
- Load bearing wall above and below this floor

GENERAL SHEET NOTES:

1. Provide multiple studs beneath beams/trusses to match width of supported member, typ. UON on plans Continue multiple studs in lower floors/crawlspace to foundation.
2. Provide solid blocking beneath posts/multiple studs to transfer loads to posts/multiple studs below.
3. Lay floor and roof structural panel sheathing perpendicular to the joist/rafter direction and continuous over two or more spans.
4. All load-bearing wall studs shall be 2x6 DF#2 spaced no more than 24" o.c., studs spaced more than 16" o.c. shall be framed in-line with joists and/or trusses above, typ.
5. All posts that are not in a wall shall have post cap AND base capable of resisting 1000(lb) lateral load and 1500(lb) uplift, ref: Simpson CCQ
6. Not Used
7. Not Used
8. Roof sheathing shall be 1/2" MIN., 5/8" recommended, APA rated plywood or OSB with 24/16 span rating. Fasten with 8d ring shank nails @ 6" o.c.(panel edges), 12" o.c.(field nailing), uon on plans.
9. 14" BCI 6000's Roof Rafters @ 24" o.c., typ.
10. Stub post to roof header below



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ROOF FRAMING PLAN

SCALE: $\frac{1}{4}$"=1'-0"

REVISIONS

NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Roof Framing
SHEET
S3.2

LEGEND:

- Shear wall / braced wall
- Portal frame per details
- XXXX — Indicates holddown anchor
- XX — Shearwall type and length, nailing per sw schedule

GENERAL SHEET NOTES:

1. All exterior walls shall have structural sheathing applied and fastened to wall studs @ 6" o.c. max at all panel edges and 12" o.c. max at intermediate supports. Block all panel edges, typ.
2. Not used
3. Not used
4. Anchor schedule for HDU holdowns
   - HDU2 . . . . . USE SSTB16
   - HDU4 . . . . . USE SSTB24
   - HDU5 . . . . . USE SSTB24

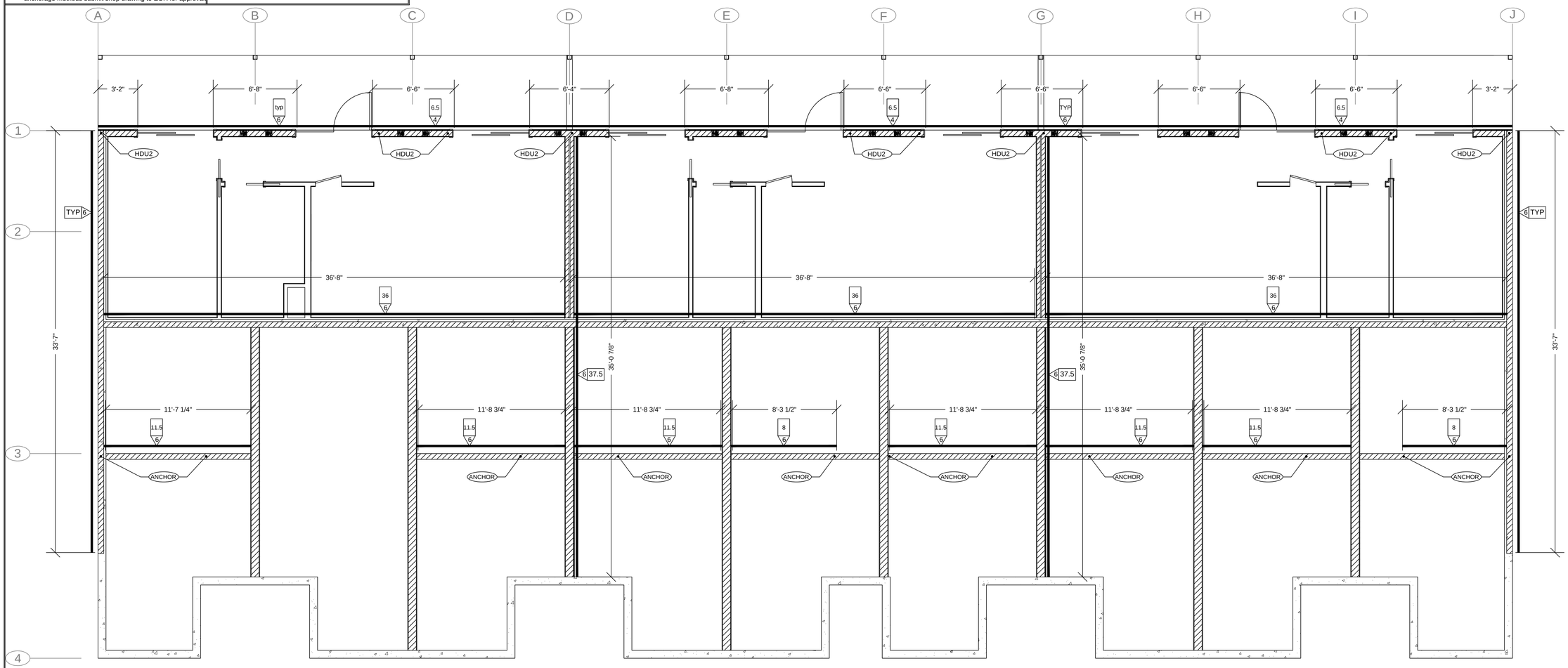
   All anchors shall be installed following all manufacturers specifications and recommendations. For alternative anchorage methods submit shop drawing to EOR for approval.

MARK	SHEATHING	SHEATHING EDGE NAILING (EN)	BOT. PLATE SHEAR NAILING (SN)	BOT. PLATE ANCHOR BOLTS (AB)	BLOCKING/RIM CONNECTION AT WALL TOP
XX					
3	7/16" APA RATED PLYWOOD/OSB	8d @ 3" O.C.	16d @ 3" O.C.	½"Ø @ 24" OR ⅝"Ø@ 16" O.C.	A35 OR RBC @ 24" O.C.
5	7/16" APA RATED PLYWOOD/OSB	8d @ 4" O.C.	16d @ 4" O.C.	½"Ø @ 32" OR ⅝"Ø@ 24" O.C.	8d TOENAIL @ 4" OC.
6	7/16" APA RATED PLYWOOD/OSB	8d @ 6" O.C.	16d @ 6" O.C.	½"Ø @ 60" OR ⅝"Ø@ 48" O.C.	8d TOENAIL @ 6" O.C.
8	½" APA RATED PLYWOOD/OSB	10d @ 4" O.C.	16d @ 4" O.C.	½"Ø @ 24" OR ⅝"Ø@ 16" O.C.	10d TOENAIL @ 4" OC.
PF1	APA SINGLE PORTAL FRAME PER PORTAL FRAME DETAILS				

NOTES

1) XX — MIN. LENGTH OF SHEAR WALL REQ'D (FT); SHEAR WALL MARK
2) NAILING AT INTERMEDIATE SUPPORTS (FIELD NAILING) SHALL BE SAME PENNY AS EN SPACED @ 12" O.C.
3) STUD SPACING SHALL BE 16" O.C. MAX
4) WALLS NOTED ON THIS PLAN REFER TO THE WALLS SUPPORTING THE FRAMING ABOVE

SHEAR WALL SCHEDULE



BASEMENT/CRAWLSAPCE WIND/SEISMIC PLAN

SCALE: $\frac{1}{4}$"=1'-0"

REVISIONS

NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Basement Lateral Plan
SHEET
S4.0

LEGEND:

- Shear wall / braced wall
- Portal frame per details
- XXXX — Indicates holddown anchor
- XX — Shearwall type and length, nailing per sw schedule

GENERAL SHEET NOTES:

1. All exterior walls shall have structural sheathing applied and fastened to wall studs @ 6" o.c. max at all panel edges and 12" o.c. max at intermediate supports. Block all panel edges, typ.
2. Not used
3. Not used
4. Anchor schedule for HDU holdowns
   - HDU2 . . . . . USE SSTB16
   - HDU4 . . . . . USE SSTB24
   - HDU5 . . . . . USE SSTB24

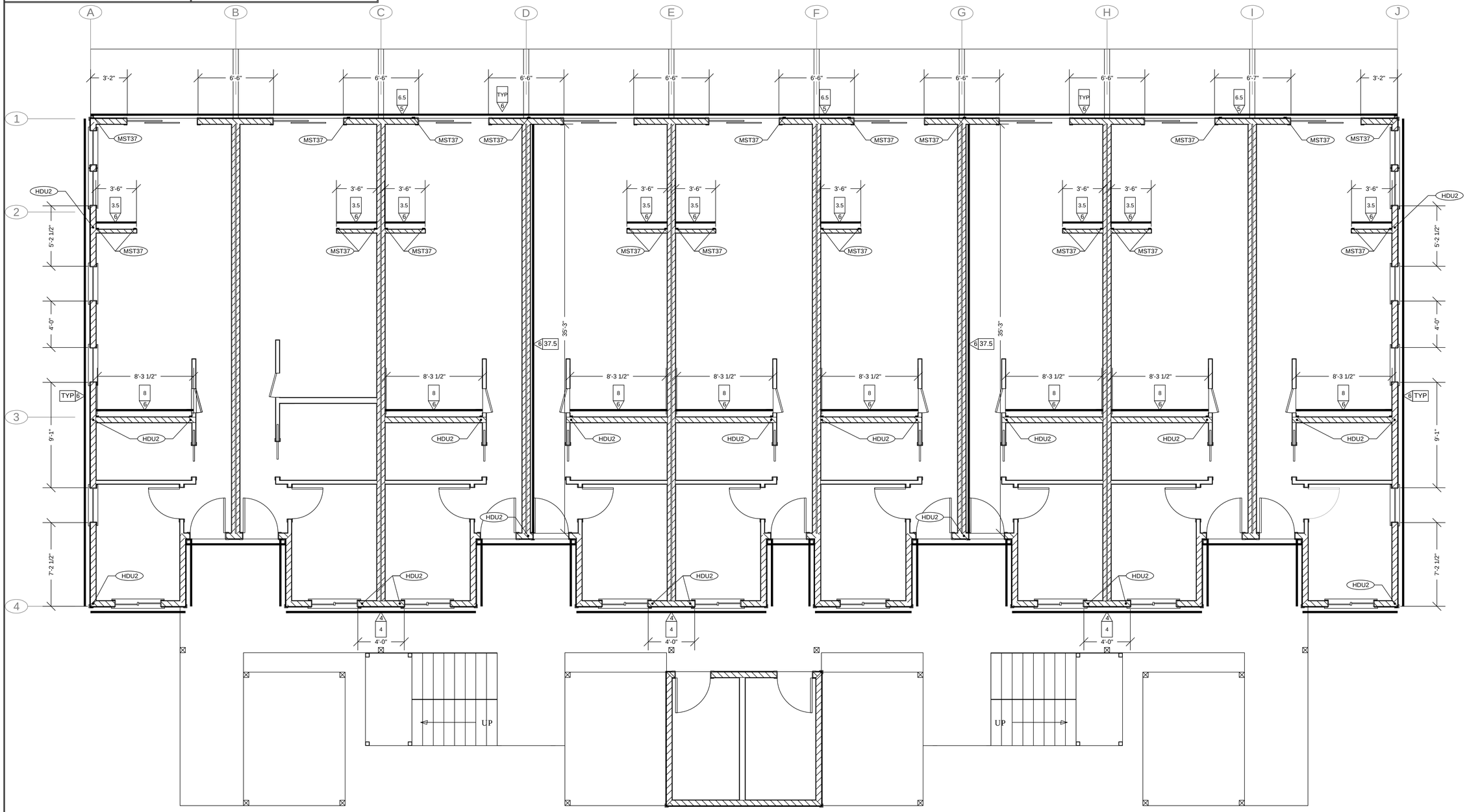
   All anchors shall be installed following all manufacturers specifications and recommendations. For alternative anchorage methods submit shop drawing to EOR for approval.

MARK	SHEATHING	SHEATHING EDGE NAILING (EN)	BOT. PLATE SHEAR NAILING (SN)	BOT. PLATE ANCHOR BOLTS (AB)	BLOCKING/RIM CONNECTION AT WALL TOP
7	7/16" APA RATED PLYWOOD/OSB	8d @ 3" O.C.	16d @ 3" O.C.	½"Ø @ 24" OR ⅝"Ø@ 16" O.C.	A35 OR RBC @ 24" O.C.
5	7/16" APA RATED PLYWOOD/OSB	8d @ 4" O.C.	16d @ 4" O.C.	½"Ø @ 32" OR ⅝"Ø@ 24" O.C.	8d TOENAIL @ 4" OC.
3	7/16" APA RATED PLYWOOD/OSB	8d @ 6" O.C.	16d @ 6" O.C.	½"Ø @ 60" OR ⅝"Ø@ 48" O.C.	8d TOENAIL @ 6" O.C.
1	½" APA RATED PLYWOOD/OSB	10d @ 4" O.C.	16d @ 4" O.C.	½"Ø @ 24" OR ⅝"Ø@ 16" O.C.	10d TOENAIL @ 4" OC.
PF1	APA SINGLE PORTAL FRAME PER PORTAL FRAME DETAILS				

NOTES

1) XX — MIN. LENGTH OF SHEAR WALL REQ'D (FT); SHEAR WALL MARK
2) NAILING AT INTERMEDIATE SUPPORTS (FIELD NAILING) SHALL BE SAME PENNY AS EN SPACED @ 12" O.C.
3) STUD SPACING SHALL BE 16" O.C. MAX
4) WALLS NOTED ON THIS PLAN REFER TO THE WALLS SUPPORTING THE FRAMING ABOVE

SHEAR WALL SCHEDULE



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MAIN FLOOR WIND/SEISMC PLAN

SCALE: $\frac{1}{4}$"=1'-0"

REVISIONS

NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Main Floor Lateral Plan

SHEET
S4.1

LEGEND:

- Shear wall / braced wall
- Portal frame per details
- XXXX Indicates holddown anchor
- XX Shearwall type and length, nailing per sw schedule

GENERAL SHEET NOTES:

1. All exterior walls shall have structural sheathing applied and fastened to wall studs @ 6" o.c. max at all panel edges and 12" o.c. max at intermediate supports. Block all panel edges, typ.
2. Not used
3. Not used
4. Anchor schedule for HDU holdowns
   - HDU2 . . . . . USE SSTB16
   - HDU4 . . . . . USE SSTB24
   - HDU5 . . . . . USE SSTB24

   All anchors shall be installed following all manufacturers specifications and recommendations. For alternative anchorage methods submit shop drawing to EOR for approval.

MARK	SHEATHING	SHEATHING EDGE NAILING (EN)	BOT. PLATE SHEAR NAILING (SN)	BOT. PLATE ANCHOR BOLTS (AB)	BLOCKING/RIM CONNECTION AT WALL TOP
XX					
3	7/16" APA RATED PLYWOOD/OSB	8d @ 3" O.C.	16d @ 3" O.C.	1/2"Ø @ 24" OR 5/8"Ø@ 16" O.C.	A35 OR RBC @ 24" O.C.
5	7/16" APA RATED PLYWOOD/OSB	8d @ 4" O.C.	16d @ 4" O.C.	1/2"Ø @ 32" OR 5/8"Ø@ 24" O.C.	8d TOENAIL @ 4" OC.
6	7/16" APA RATED PLYWOOD/OSB	8d @ 6" O.C.	16d @ 6" O.C.	1/2"Ø @ 60" OR 5/8"Ø@ 48" O.C.	8d TOENAIL @ 6" O.C.
8	5/8" APA RATED PLYWOOD/OSB	10d @ 4" O.C.	16d @ 4" O.C.	5/8"Ø @ 24" OR 3/4"Ø@ 16" O.C.	10d TOENAIL @ 4" OC.
PF1	APA SINGLE PORTAL FRAME PER PORTAL FRAME DETAILS				

NOTES

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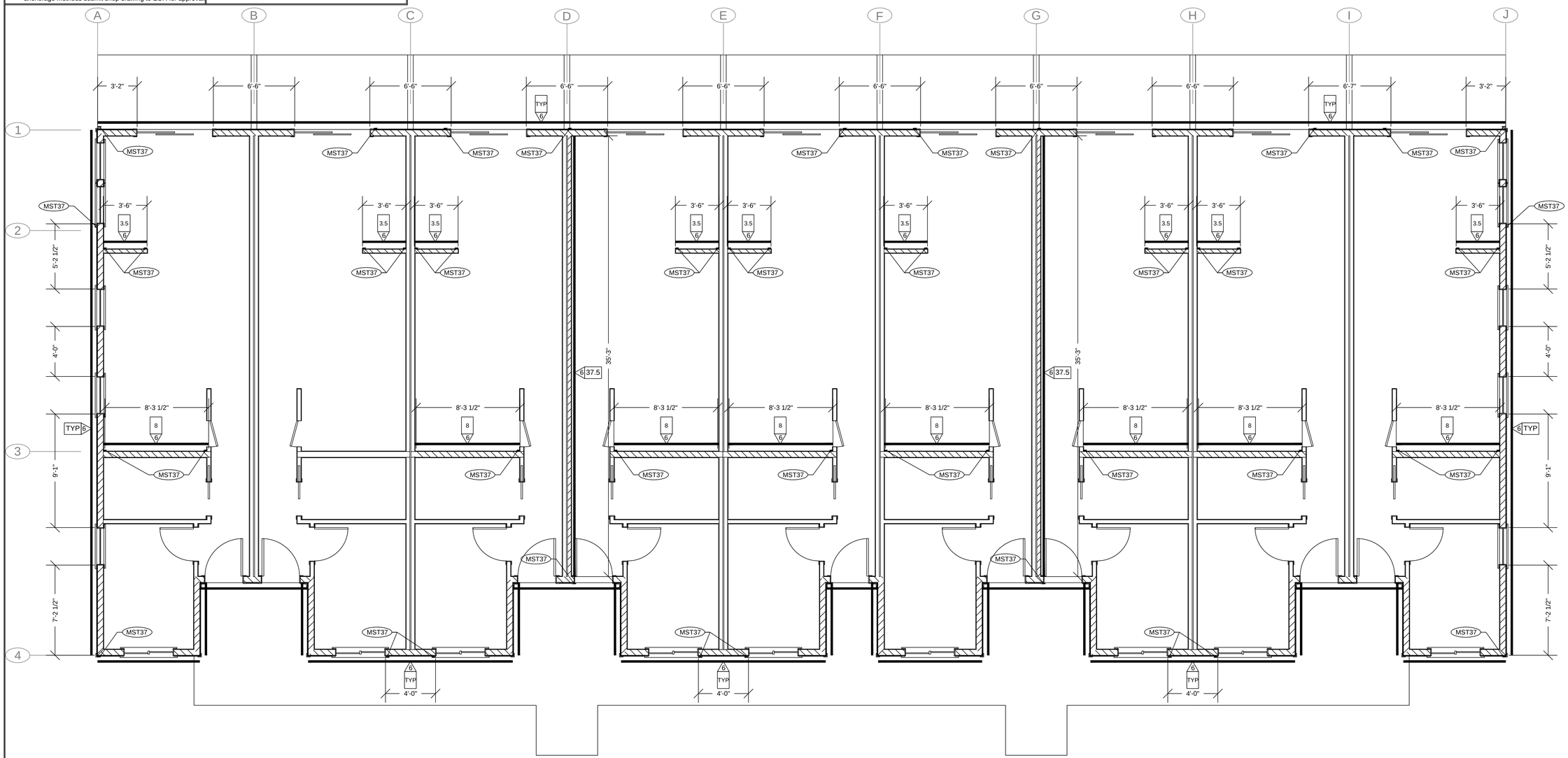
SHEAR WALL SCHEDULE



UPPER FLOOR WIND/SEISMC PLAN

SCALE: 1/4"=1'-0"

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REVISIONS

NO.	BY	DESCRIPTION	DATE

Mockridge Engineering
PO Box 1395 Merlin, OR 97532
Phone: 541-892-3289;

Stamp:

REGISTERED PROFESSIONAL ENGINEER
82248PE
OREGON
JANUARY 13, 2009
BRIAN MOCKRIDGE
EXPIRES: 12/2026

GRAND TERRACE APARTMENT BLDG. #1
HWY 99, Ashland OR
Map & Tax Lot 38-1E-32, 1700 & 1702

Client: Kendrick Enterprises
Phone: 541-944-0131
Drawn By: BM
Checked By: BM
Issue Date: 09/25/2024
ME Job #: 23-062a
Scale: AS NOTED
Title: Upper Floor Lateral Plan
SHEET
S4.2

Oregon
Kate Brown, Governor

Department of Transportation
Region 3 Planning and Programming
100 Antelope Drive
White City, Oregon 97503
Phone: (541) 774-6299

May 12, 2025

Mr. Aaron Anderson
City of Ashland – Community Development
51 Winburn Way
Ashland, OR 97529

RE: PA-T3-2024-00011, 1511 Highway 99 North

Dear Mr. Anderson,

Thank you for providing the Oregon Department of Transportation (the "Department" or "ODOT") with the opportunity to provide comments associated with the proposed annexation and concurrent outline plan and final plan approval of approximately 8.53 acres at 1511 Highway 99 North ("Subject Property"). ODOT has worked with the City and the applicant to find solutions which work for all parties. ODOT supports the proposal with conditions described below.

i. ODOT has reviewed the Traffic Impact Analysis ("TIA") and subsequent trip update and traffic volume memos prepared by Sandow Engineering and generally agree with the findings, believing that the analysis satisfies the requirements of the Transportation Planning Rule related to Plan and Land Use Amendments (OAR 660-012-0060).
ii. ODOT supports installation of frontage improvements including roadway, bike lane, and sidewalks along the Highway 99 parcel frontage, under the rail bridge and connecting south to existing sidewalks within City limits. In addition, we support installation of an RRFB and striped crosswalk near North Main Street and a southbound bus stop and pull out along the Subject Property Highway frontage. The sidewalk and bike lane improvements will generally be consistent with City of Ashland standards and the adopted Transportation System Plan, which exceed minimum standards identified in the State Highway Design Manual.
iii. The applicant shall enter into a Cooperative Improvement Agreement with ODOT outlining the design, construction and inspection of transportation improvements prior to any disturbance of State facilities.
iv. Legal access will not be granted to Highway 99 North until the applicant has obtained an ODOT reservation indenture and access permit.
v. ODOT will require a drainage report demonstrating the proposal will not adversely affect State facilities consistent with standards in the ODOT Hydraulics Manual Chapter 4 Appendix C.

Please feel free to contact me at Micah.HOROWITZ@odot.state.or.us or 541-774-6331 should you have any questions or concerns.

Sincerely,

Micah Horowitz

Micah Horowitz, AICP
Senior Transportation Planner

Affordable Units Total					24	Construction Concurent Completion		
Market Units Total					186	Market to Affordable		
Lot No	Bldg No	TOTAL MARKET UNITS	AFFORD UNITS IN BLDG	TOTAL ALL IN BLDG	Construction Total Completion	% Afford Units Completed	% All Completed U/Total	Total Units complete
1	1	19	2	21	2	8%	10%	21
2	2	19	2	21	4	17%	20%	42
3	3	18	3	21	7	29%	30%	63
4	4	18	3	21	10	42%	40%	84
5	5	19	2	21	12	50%	50%	105
6	6	19	2	21	14	58%	60%	126
7	7	19	2	21	16	67%	70%	147
7	8	18	3	21	19	79%	80%	168
8	9	18	3	21	22	92%	90%	189
8	10	19	2	21	24	100%	100%	210
		186	24	210	24			210

JACKSON COUNTY
DEVELOPMENT SERVICES

TYPE 1 LAND USE REVIEW

Property Line Adjustment- Non-Resource Lands
STAFF REPORT

DEVELOPMENT SERVICES

Samuel Beeler
Planner II

10 South Oakdale Ave.
Medford, OR 97501
Phone: (541) 774-6944
Fax: (541) 774-6791
beelersf@jacksoncountyor.gov

OWNER: Linda M Zare
716 N Laurel St
Ashland, OR 97520

FILE: 439-25-00027-SUB

AGENT: Kyle Taylor
1679 Jackson Road
Ashland, OR 97520

MAP DESCRIPTION:

TWP: 38S	RANGE: 1E	SECTION:	32	TAX LOT: 1700
TWP: 38S	RANGE: 1E	SECTION:	32	TAX LOT: 1702

LOCATION: 1511 Hwy 99 N. Ashland, OR 97520

NATURE OF APPLICATION: A Type 1 property line adjustment on non-resource lands on the subject parcels.

LOT LEGALITY: TL 1100 was created prior to adoption of county-wide zoning as recorded in V274 P545 dated 10/31/1946.
TL 1200 was created in accordance with land use laws via Minor Partition 439-88-24-MP dated 09/29/1988.

STAFF DECISION: Approved with conditions.

STAFF FINDINGS: The following serve as findings and show compliance with Sections 3.4, 8.5, and 8.7 of the LDO.

1. If in separate ownership, the owners of **both** properties that will be modified by the property line adjustment have signed the application form or a letter of authorization –OR– if in sole ownership, the owner of the properties has signed the application.
   Met ☒ Not Met ☐

2. A to-scale plot plan on 8 ½" x 11" paper is included in this application.
   Met ☐ Not Met ☒

   Key Issue: Revised plot plan was submitted on a large paper. Condition added for a to-scale plot plan on 8 1/2 " x 11" paper prior to ordering FSI.

3. The plot plan shows or includes the following:

   a. The existing property lines and the proposed property lines.
   Met ☒ Not Met ☐

   b. The amount of land in square footage or acres being added or subtracted and the resulting parcel size.
   Met ☒ Not Met ☐

   c. Legal Descriptions:

   TWP: 38 RANGE: 1E SECTION: 32 TAX LOT: 1700
   Zone: RR-5

   Acreage **before** the adjustment: 11.807 Acres
   Acreage **after** the adjustment: 8.333 Acres

   TWP: 38 RANGE: 1E SECTION: 32 TAX LOT: 1702
   Zone: RR-5

   Acreage **before** the adjustment: 5.056 Acres
   Acreage **after** the adjustment: 8.529 Acres

   d. Septic systems, and wells and their distance from the proposed property line and easements.
   Met ☒ Not Met ☐ N/A ☐

   Key Issue: All systems are accurately shown on the to-scale plot plan. This criterion is met.

   i. The parcel is served by sewer district. Yes ☒ No ☐
   ii. The parcel is served by water district. Yes ☐ No ☒

   e. The location of all above ground structures.
   Met ☒ Not Met ☐ N/A ☐

   Key Issue: All above ground structures are shown on the submitted Site Plan.

   f. The approximate location of areas subject to inundation or storm water overflow, all areas covered by water, and the location, width, and direction of flow of all water courses.
   Met ☒ Not Met ☐ N/A ☐

   Key Issue: Wetlands, TID canal and easement shown.

g. No new parcels are being created by the property line adjustment.
Met ☒ Not Met ☐ N/A ☐

h. All buildings comply with the minimum structural setbacks.
Met ☒ Not Met ☐ N/A ☐

Key Issue: All structures will remain in conformance with setbacks per LDO 8.2. The existing dwelling will have the minimum setback allowed in a RR-5 zone (20').

i. One or both of the abutting properties are smaller than the minimum lot or parcel size for the applicable zone before the property line adjustment and after the adjustment one is as large as or larger than the minimum lot or parcel size for the applicable zone -OR- both abutting properties are smaller than the minimum lot or parcel size for the applicable zone before and after the property line adjustment.
Met ☒ Not Met ☐

Key Issue: Both tax lots are greater than the 5 acre minimum for RR-5 zoning. Neither will be made smaller than 5 acres. This criterion is met.

j. The flagpole must maintain a minimum of 25' in width.
Met ☐ Not Met ☐ N/A ☒

Key Issue: No flagpole present, properties served by an easement off Hwy 99.

k. The access to a public or private road is provided.
Met ☒ Not Met ☐ N/A ☐

Key Issue: Access via easement to Hwy 99 N, a state maintained road, will remain for both properties.

4. Both properties were lawfully created. (see above)
Met ☒ Not Met ☐

5. Will the property line adjustment reduce the prescribed fuelbreak setback?
Yes. ☒ No. ☐ N/A ☐

6. If the answer to the above question is yes, the fuelbreak reduction or easement is attached.
Met ☐ No. ☒ N/A ☐

Key Issue: The subject site is within the Hazardous Wildfire Area Map. The standards of LDO 8.7 apply and the Applicant must have a minimum 100-foot

fuelbreak developed and maintained around all new and existing structures including the dwelling. A fuelbreak may be extended onto an adjoining property with a recorded fuelbreak easement. Alternatively, the Applicants may apply and receive a fuelbreak reduction authorization. The standards of LDO Section 8.7 will be verified through a Fire Safety Inspection as coordinated through Jackson County Development Services and shall occur prior to final recording of the property line adjustment.

7. The building or improvement will not be made more nonconforming by the adjustment. Additionally, conforming on-site characteristics (e.g., landscaping or access) will not be made nonconforming.

   Met ☒ Not Met ☐ N/A ☐

   Key Issue: Staff finds that no structures nor features will be made nonconforming.

8. The adjustment will not result in a parcel being made buildable that was not capable of being developed prior to the adjustment for reasons such as being too small or narrow.

   Met ☒ Not Met ☐ N/A ☐

   Key Issue: The proposed adjustment will not result in a parcel being made buildable that was not capable of being developed prior to the adjustment.

9. The adjustment is necessary to acquire road frontage.

   Yes ☐ No ☒

   Key Issue: N/A.

10. The adjustment will not result in a parcel overlap a city limit, urban growth boundary, county, or State line.

    Met ☒ Not Met ☐ N/A ☐

CONCLUSION

Based on the above findings, staff found the property line adjustment proposal to comply with the approval criteria of Section 3.4, 8.5, and 8.7 of the LDO. Conditions of approval are required to assure that the adjustment will be completed in conformance with the procedures required by Section 3.4.2.

DECISION

File 439-25-000027-SUB, an application for a Type 1 Permit to allow a property line adjustment on property described as Township 38 South, Range 1 East, Section 32, Tax Lot 1700, and Tax Lot 1702 is hereby approved, subject to the following conditions.

1) Revised Plot Plan: **Prior to ordering the FSI,** a revised plot plan must be submitted at a 1 to 10 scale on 8.5”x11” paper.

2) PTR – Fire Safety Inspection: **Prior to Recording of the Property Line Adjustment,** Fire

District #3 must inspect the property to verify that the Wildfire Safety Standards of Section 8.7.1 are in place. A Fire Safety Inspection must be requested and paid for at Development Services when all requirements have been met. An information sheet with a complete checklist of all requirements is available at Development Service or on-line on the Development Services page under ""Planning Guides.""

The following is a summary of the requirements that must be in place prior to the inspection request:

A) A plot plan indicating the proposed structure(s) must be on record in the Planning Department.

B) The proposed structure(s) must be staked out on the site.

C) Address signs must be installed at the driveway entrance (visible from both directions) and at all forks in the drive, with directional arrows as needed.

D) Driveway access to within 150' of all exterior first story walls of all buildings must be constructed to support a gross vehicle weight of 50,000 pounds and an occasional 60,000 pound load to accommodate heavy firefighting equipment. The driveway must terminate in an approved turnaround arrangement that meets the same load carrying capacity. A 22' fuelbreak including the driving surface is required along private accessways, driveways, private roads, and private access easements in accordance with Section 8.7.1(B)(1).

E) A 100 foot fuelbreak must be developed and maintained around all new construction. If the 100 foot fuelbreak extends onto an adjoining parcel(s), then either a fuelbreak easement(s) must be recorded and submitted or a fuelbreak reduction application must be approved by the County.

F) Other measures as recommended by the fire agency commenting on the application or the County Fire Safety Inspector.

Warning: In accordance with Section 8.6.4, no riparian habitat may be removed in order to comply with this section. Where the required fuelbreak is located within a protected riparian area, a fuelbreak reduction will be required for that portion of the required fuelbreak.

If Fire District #3 staff is not able to make the inspection, then the Applicant needs to hire an engineer or land surveyor to make a determination that the standards have been met.

3) Fuelbreak Reduction: The Owners/Applicants must apply for and receive approval of a Fuelbreak Reduction, OR provide copies of recorded fuelbreak easements to meet the required 100 foot fuelbreak around the dwelling.

4) FSI Fees: FIRE SAFETY INSPECTION fees must be paid at time of Fire Safety Inspection Request.

5) No New Parcels: No new parcels are authorized by this property line adjustment. (LDO

Section 3.4.3B)

6) Survey Requirements for PLA: A survey, consistent with the requirements in ORS Chapter 92, must be prepared by an Oregon licensed surveyor and submitted to the Planning Director for approval and signature. (LDO Section 3.4.2C) prior to filing with the County Surveyor.

7) PTR – Copies: **Prior to Recording of the Property Line Adjustment** for any of the adjusted parcels, a copy of the survey and/or new deed descriptions must be submitted to the Development Services Department.

8) Expiration: Within one **(1) year** of final approval of a property line adjustment application, the survey, if required, will be filed with the County Surveyor and the deeds or other instruments of conveyance will be recorded with the County Clerk. The deeds or other instruments will describe the adjusted properties in their entirety. Notwithstanding Section 2.6.8, a time extension of not more than 12 additional months may be granted by the Director based upon a written request from the applicant made prior to the expiration of the original 12 months, or within 30 days after that expiration date in accordance with Section 2.6.8. After 12 months, or at the end of any extension granted, the approval will be considered void if the required documents have not been recorded. In any event, the total time period within which to finalize the approval will not exceed two (2) years.

It is the applicant's responsibility to ensure that the property line adjustment occurs consistent with the submitted application. In order to complete the adjustment, new deeds must be prepared and recorded in the County Clerk's office for each parcel. The deeds must describe the new boundaries of each of the adjusted parcels. The deed should include a reference at the top stating "Property Line Adjustment, Jackson County File # 439-25-00027-SUB". A title company, attorney, or surveyor may be of assistance in preparing the deeds.

PLEASE NOTE THAT ALL TAXES MUST BE PAID IN FULL BEFORE THE ASSESSOR'S OFFICE WILL PROCESS THE PROPERTY LINE ADJUSTMENT.

This decision is limited to the County's review of applicable zoning rules and land use law, as outlined in the Jackson County Comprehensive Plan, the Jackson County Land Development Ordinance, and the Oregon Administrative Rules and Oregon Revised Statutes relating to land use. Other County, State and Federal agencies may have regulatory review authority for development projects. The decision rendered herein neither implies nor guarantees compliance with the requirements of any other regulatory agency. It is the property owner's responsibility to ensure that the development complies with the requirements of any other regulatory agency or provisions of law prior to initiating development.

JACKSON COUNTY PLANNING DIVISION

_____

By: Sam Beeler
Planner II

Date: _____

Attachments: Site Plan, cc: Owner/Applicant, Agent

MAP OF SURVEY

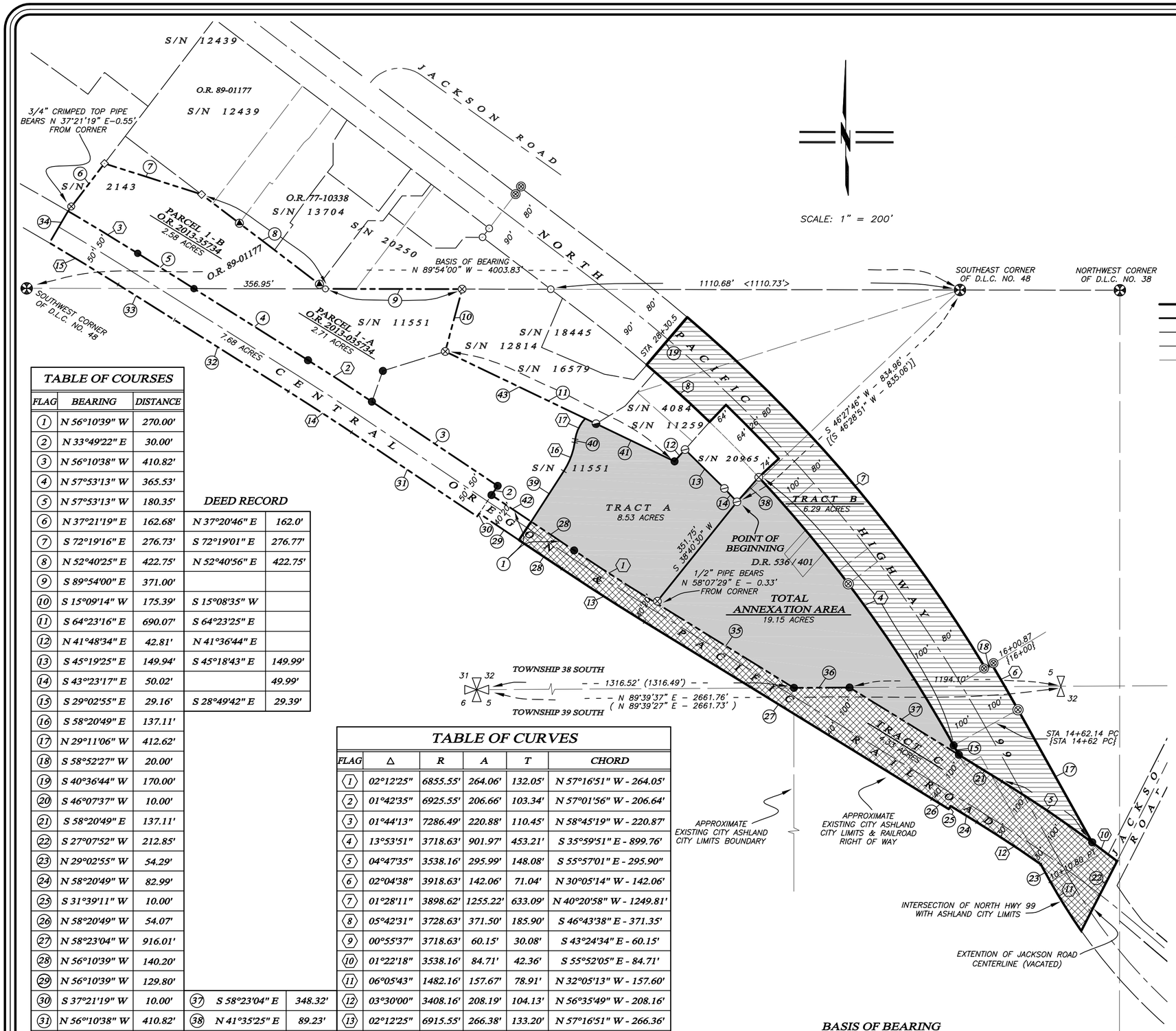
LYING SITUATE WITHIN

THE NORTHWEST QUARTER OF SECTION 5
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
& SOUTHEAST 1/4 OF SECTION 31 & SOUTHWEST 1/4 OF SECTION 32
TOWNSHIP 38 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
JACKSON COUNTY, OREGON

FOR

Casita Developments LLC

716 North Laurel Street
Ashland, Oregon 97520



LEGEND

- ANNEXATION LINE
- PROJECT PROPERTY LINE
- BOUNDARY LINE
- CENTERLINE
- PREVIOUS DEED LINE
- 2 1/2" BRASS CAPPED IRON PIPE SECTION CORNER PER SURVEY NO. 11551 AND JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE QUARTER SECTION CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 2 1/2" BRASS CAPPED IRON PIPE DONATION LAND CLAIM CORNER PER SURVEY NO. 11551 & JACKSON COUNTY SURVEYOR RE-ESTAB. NOTES (RECOVERED)
- 5/8" IRON PIN - NO OTHER MARKINGS - PER O.S.H.D. 1952 RIGHT-OF-WAY SURVEY & S/N 7020, 11551 & 18445 (RECOVERED)
- 5/8" IRON PIN w/ 2" ALUMINUM CAP STAMPED "SWAIN LS 759 1990" PER S/N 12047 (RECOVERED)
- 1/2" IRON PIPE w/ YELLOW PLASTIC PLUG STAMPED "SWAIN LS 759" PER S/N 11259, 11551, 12814 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "D. HUCK LS 2023" PER S/N 17105 & 20250 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "R. ROBERTS LS 1656" PER S/N 13704 (RECOVERED)
- 5/8" IRON PIN w/ RED PLASTIC CAP STAMPED "RPLS-2339" PER S/N 12439 (RECOVERED)
- 1/2" IRON PIPE - NO OTHER MARKINGS - PER BURRELL S/N 4084 (RECOVERED)
- 5/8" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" PER S/N 16579 & 18445 (RECOVERED)
- 5/8" x 24" IRON PIN w/ ORANGE PLASTIC CAP STAMPED "KAMPMANN PLS 2883" (ESTABLISHED)

O.R.	OFFICIAL RECORDS, JACKSON COUNTY CLERK
D.R.	DEED RECORD VOLUME / PAGE, JACKSON COUNTY CLERK
S/N	SURVEY FILE NUMBER, JACKSON COUNTY SURVEYOR
D.L.C.	DONATION LAND CLAIM, AS DESCRIBED
O.S.H.D.	OREGON STATE HIGHWAY DEPARTMENT (O.D.O.T.)
STA.	OREGON DEPT. OF TRANSPORTATION HIGHWAY STATION
[ ]	DEED RECORD DATA PER 2013-035734
( )	SURVEY RECORD DATA PER S/N 11551, 12047, 12814 (SWAIN)
< >	SURVEY RECORD DATA PER S/N 12439 & 13704 (EDWARDS)
{ }	SURVEY RECORD DATA PER OREGON STATE HIGHWAY DEPT.

TABLE OF COURSES

FLAG	BEARING	DISTANCE	DEED RECORD	
1	N 56°10'39" W	270.00'		
2	N 33°49'22" E	30.00'		
3	N 56°10'38" W	410.82'		
4	N 57°53'13" W	365.53'		
5	N 57°53'13" W	180.35'		
6	N 37°21'19" E	162.68'	N 37°20'46" E	162.0'
7	S 72°19'16" E	276.73'	S 72°19'01" E	276.77'
8	N 52°40'25" E	422.75'	N 52°40'56" E	422.75'
9	S 89°54'00" E	371.00'		
10	S 15°09'14" W	175.39'	S 15°08'35" W	
11	S 64°23'16" E	690.07'	S 64°23'25" E	
12	N 41°48'34" E	42.81'	N 41°36'44" E	
13	S 45°19'25" E	149.94'	S 45°18'43" E	149.99'
14	S 43°23'17" E	50.02'		49.99'
15	S 29°02'55" E	29.16'	S 28°49'42" E	29.39'
16	S 58°20'49" E	137.11'		
17	N 29°11'06" W	412.62'		
18	S 58°52'27" W	20.00'		
19	S 40°36'44" W	170.00'		
20	S 46°07'37" W	10.00'		
21	S 58°20'49" E	137.11'		
22	S 27°07'52" W	212.85'		
23	N 29°02'55" W	54.29'		
24	N 58°20'49" W	82.99'		
25	S 31°39'11" W	10.00'		
26	N 58°20'49" W	54.07'		
27	N 58°23'04" W	916.01'		
28	N 56°10'39" W	140.20'		
29	N 56°10'39" W	129.80'		
30	S 37°21'19" W	10.00'		
31	N 56°10'38" W	410.82'		
32	N 57°53'13" W	365.53'		
33	N 57°53'13" W	180.35'		
34	N 30°22'34" W	100.00'		
35	S 58°23'04" E	439.50'		
36	S 89°39'37" E	151.14'		
37	S 58°23'04" E	348.32'		
38	N 41°35'25" E	89.23'		
39	N 32°47'51" E	163.34'		
40	N 08°50'54" E	9.67'		
41	S 64°23'16" E	268.86'		
42	N 56°10'39" W	129.80'		
43	S 64°23'16" E	421.21'		

TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
1	02°12'25"	6855.55'	264.06'	132.05'	N 57°16'51" W - 264.05'
2	01°42'35"	6925.55'	206.66'	103.34'	N 57°01'56" W - 206.64'
3	01°44'13"	7286.49'	220.88'	110.45'	N 58°45'19" W - 220.87'
4	13°53'51"	3718.63'	901.97'	453.21'	S 35°59'51" E - 899.76'
5	04°47'35"	3538.16'	295.99'	148.08'	S 55°57'01" E - 295.90"
6	02°04'38"	3918.63'	142.06'	71.04'	N 30°05'14" W - 142.06'
7	01°28'11"	3898.62'	1255.22'	633.09'	N 40°20'58" W - 1249.81'
8	05°42'31"	3728.63'	371.50'	185.90'	S 46°43'38" E - 371.35'
9	00°55'37"	3718.63'	60.15'	30.08'	S 43°24'34" E - 60.15'
10	01°22'18"	3538.16'	84.71'	42.36'	S 55°52'05" E - 84.71'
11	06°05'43"	1482.16'	157.67'	78.91'	N 32°05'13" W - 157.60'
12	03°30'00"	3408.16'	208.19'	104.13'	N 56°35'49" W - 208.16'
13	02°12'25"	6915.55'	266.38'	133.20'	N 57°16'51" W - 266.36'
14	01°42'35"	6825.56'	203.68'	101.85'	N 57°01'56" W - 203.67'
15	01°44'13"	7186.49'	217.85'	108.93'	N 58°45'19" W - 217.85'
16	23°56'57"	200.00'	83.60'	42.42'	S 20°49'22" W - 82.99'
17	34°12'09"	105.00'	62.68'	32.30'	N 25°56'58" W - 61.75'
18	02°09'47"	3728.63'	140.76'	70.39'	N 44°57'16" W - 140.76'

Assessor's Map No. 38 1E 32, Tax Lots 1700 & 1702

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS SURVEY IS THE SOUTH LINE OF DONATION LAND CLAIM NO. 48, HAVING A PLAT RECORD BEARING OF NORTH 89°54'00" WEST, AS REFERENCED ON SURVEY NO. 11551, ON FILE IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2027

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482–5009

DATE: JULY 24, 2025
PROJECT NO. 855–14

POLARIS LAND SURVEYING

EXHIBIT "B"

LEGAL DESCRIPTION – LINDA ZARE ANNEXATION TRACT
CITY OF ASHLAND NORTH MAIN STREET ANNEXATION
ASSESSOR'S MAP NO. 38 1E 32, TAX LOTS 1700 & 1702

A portion those tracts of land described within Instrument No. 2013-035734 of the Official Records in Jackson County, Oregon, lying situate within the Southeast Quarter of Section 31 and the Southwest Quarter of Section 32 in Township 38 South, Range 1 East, and the Northwest Quarter of Section 5 in Township 39 South, Range 1 East of the Willamette Meridian in Jackson County, Oregon, being more particularly described and bounded as follows, to wit;

Commencing at the Southeast corner of Donation Land Claim No. 48 in Township 38 South, Range 1 East of the Willamette Meridian, Jackson County, Oregon; thence South 46°27'46" West, 834.96 feet [Deed Record South 46° 28' 51" West, 835.06 feet] to a 1/2 inch iron pipe at the TRUE POINT OF BEGINNING; thence North 41°35'25" East, 89.23 feet to a 1/2 inch iron pipe situated on the southwesterly line of relocated North Pacific Highway No. 99; thence along said southwesterly line the following survey courses: North 47°03'14" East, 74.00 feet to a point on the centerline of North Pacific Highway No. 99 being 26.00 feet at right angles to said described centerline of said Highway 99; thence 204.53 feet along the arc of a 3792.63 radius curve to the left, having a delta angle of 03°05'23" (Chord bearing North 44°29'28" West, 204.51 feet; thence South 43°57'51' West, 64.00 feet to the southwesterly line of said Highway; thence 230.76 feet along the arc of a 03°32'44" foot radius curve to the left, having a delta angle of 03°32'44" (Chord bearing South 47°48'32" West, 230.70 feet) to OSHD Sta 28+30.5, 90.00 left; thence North 40°36'44" East, along Sta 28+30.5', 170.00 feet to intersect the northeasterly line of Highway 99 of Highway 99; thence along said northeasterly line the following survey courses: 1255.22 feet along the arc of a 3898.62 foot radius curve to the right, having a central angle of 01°28'11" (long chord bears South 40°20'58" East, 1249.81 feet); thence North 58°52'27" East, 20.00; thence 142.06 feet along the arc of a 3918.63 foot radius curve to the right, having a central angle of 02°04'38" (long chord bearing South 30°05'14" East, 142.06 feet) to a 5/8 iron pin; thence South 29°11'06" East, 412.62 feet to a 5/8 inch iron pin on the northeasterly line of Central Oregon & Pacific Railroad; thence along said northeasterly line, 84.71 feet along the arc of a 3538.16 foot radius curve to the right, having a central angle of 01°22'18" (long chord bearing South 55°52'05" East, 84.71 feet) to a point on the centerline of Jackson Road; thence South 27°07'52" West along an extension of the centerline of Jackson Road, a distance of 212.85 feet to a point on the southwesterly line of relocated Pacific Highway No. 99; thence along said southwesterly line 157.67 feet along the arc of a 1482.16 foot radius curve to the right, having a central angle of 06°05'43" (long chord bearing North 32°05'13" West, 157.60 feet); thence North 29°02'55" West, 54.29 feet to a point on the southerly line of Central Oregon & Pacific Railroad; thence 208.19 feet along the arc of a 3408.16 foot radius curve to the right, having a central angle of 03°30'00" (long chord bearing North 56°35'49" West, 208.16 feet); thence North 58°20'49" West, 82.99 feet; thence South 31°39'11" West, 10.00 feet; thence North 58°20'49" West, 54.07 feet; thence North 58°23'02" West, 916.01 feet; thence 266.38 foot along the arc of a 6915.55 foot curve to the right, having a central angle of 02°12'25" (long chord bearing North 57°16'51" West, 266.36 feet); thence North 56°10'39" West, 140.20 feet; thence North 33°49'21" East, 60.00 feet to a point on the northeasterly line of said right of way; thence North 32°47'51" East, 163.34 feet; thence 83.60 feet along the arc of a 200.00 foot radius curve to the left, having a central angle of 23°38'52" (long chord bears North 20°49'22" East, 82.99 feet); thence North 8°50'54" East, 9.67 feet; thence 62.68 feet along the curve of a 105.00 foot radius curve to the right, having a central angle of 34°12'10" (long chord bearing North 25°56'59" East, 61.75 feet); thence South 64°23'16" East, 268.86 feet; thence North 41°43'34" East, 42.81 feet to a 1/2 inch iron pipe; thence South 45°19'25" East, 149.94 feet to a 1/2 inch iron pipe; thence South 43°21'12" East, 50.02 feet to THE POINT OF BEGINNING.

Containing 19.46 acres, more or less.

REGISTERED PROFESSIONAL LAND SURVEYOR

Shawn Kampmann

OREGON
JULY 14, 1998
SHAWN KAMPMANN
02/09/15

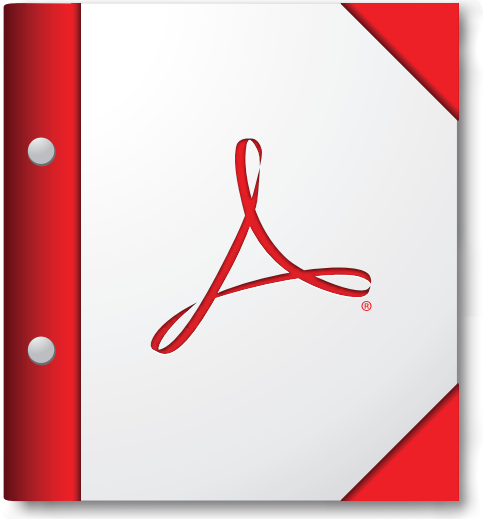
RENEWAL DATE: 6/30/27

Prepared by:

Shawn Kampmann
Professional Land Surveyor

Polaris Land Surveying LLC
P.O. Box 459
Ashland, Oregon 97520

Date: January 15, 2025
s:\surveys\855-14\Casita Developments LLC-CoA Annexation Legal.docx



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Get Adobe Reader Now!

Outlook

Re: From Martin Eldridge (AMC Firewise Neighbors)

From Marty Eldridge <marty@midgemedia.com>
Date Thu 2025-09-25 02:28 PM
To Derek Severson <derek.severson@ashland.or.us>
Cc Bob Kaplan <bob@council.ashland.or.us>; Morgan Strickland <morganjstrickland@gmail.com>

[EXTERNAL SENDER]

Hi Derek,

Thanks so much for your thoughts regarding our intention to somehow make an alternative exit for our community a reality.

Morgan Strickland, my co-chair of our FireWise group will attend the November 4 council meeting and request a few minutes to outline our thoughts to the City Council.
Thanks for including our email in the information that will be provided to the City Council. Much appreciated.

Your information regarding the addition of new railroad crossings is interesting. We can imagine how complicated these kind of infrastructure issues can be.

One thought that might add a bit of flexibility to the rule about adding new crossings…Might it be possible to have our crossing to the 99 be designated an '*emergency only*' access point, similar to the

Mountain Ave. on-ramp onto the 5 south that is only activated during an emergency? Just a thought.

Again, thanks for your communication. We'll keep you apprised with our progress and any further developments.

Take care, and thanks for keep our town in such fine shape!

Marty Eldridge

> On Sep 22, 2025, at 11:39 AM, Derek Severson <derek.severson@ashland.or.us> wrote:
>
> Mr. Eldridge,
>
> I received your e-mail forwarded through Councilor Kaplan, and wanted to confirm whether you intended this to be included as a public comment as the Council considers the Grand Terrace annexation and development on November 4th. Let me know, and I'm happy to include your email with the materials the Council receives to inform their discussion in advance of the hearing.
>
> Generally speaking, both the Railroad and the Oregon Department of Transportation Rail Division have made clear to cities that no new crossings can be approved unless a crossing on the system is eliminated elsewhere. Even if a crossing were available to be eliminated, new crossing approvals can take years. But with that said, there's no better time than now to begin those discussions.
>
> I appreciate your comments; please let me know if you intended them to be included for the Grand Terrace hearing.

Thanks,

From: Marty Eldridge <marty@midgemedia.com>
Sent: Thursday, September 18, 2025 2:18 PM
To: Bob Kaplan <bob@council.ashland.or.us>
Subject: From Martin Eldridge (AMR Firewise Neighbors)

[EXTERNAL SENDER]

Hi Bob,

Thanks in advance for your time. As we read about the Grand Terrace project possibly going through, we here in the Ashland Mine Rd. neighborhood are thinking about a second emergency exit in addition to the one available to us on N Main St.

One possible additional exit is off of Wildcat Canyon Road going over the railroad tracks down to the 99. We have tentative agreement from the neighbors at 138 Wildcat Canyon Rd. to use their property, which abuts the railroad tracks, as an exit if we can obtain permission to have some kind of access through the Grand Terrace development. That access could be a real lifesaver in the event of an emergency.

As you know, we are a growing part of the city/county with additional homes being built and additional residents moving in. There are more than 140 homes in this area now with only one exit.

I remember meeting with you in the City Council Chambers to get our WebCam at the corner of North Main and 99 approved and we thank you for that effort! It's been very

reassuring to know that the residents can view the conditions at North Main and the 99 in the event of an emergency.

Perhaps I could have a conversation with you about this before the November 4 meeting?

Thanks so much Bob!

Martin Eldridge
1331 Ashland Mine Rd.
(619) 723-6269

Derek Severson, Planning Supervisor
Pronouns He/him/his

City of Ashland
Community Development
51 Winburn Way, Ashland, Oregon 97520
541.552.2040 | TTY 800.735.2900
derek.severson@ashlandoregon.gov

Online ashlandoregon.gov; social media (Facebook @CityOfAshlandOregon | Twitter @CityofAshland)
This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at 541.552.2040.

RECEIVED
OCT 6 2025
By To the Council

Re: The Grand Terrace Planning Action #PA-T3-2024-00011
on North Main/ South Pacific Highway

To the editor

The Grand Terrace project should have been rejected months or years ago. It is "Sprawl Growth", and it violates the compact urban form concept Ashland Commissions, Councils and Staff worked to achieve over the last 40 years.

That evolution of perspective began in 1985 when two Planning Commissioners questioned the need for land in a single family zone annexation request at the top of Walker St on Peachy Lane. The question that arose was: Had the applicant and staff shown that the land to be annexed was really needed? Was there less than a 20 year supply already in the City of buildable land for single family residences?

What resulted was a policy regarding lands where it needed to be shown that in Ashland for a given classification of land to be annexed that there was less than a 20 year supply. That Ashland unofficially adopted this policy proved to be fortunate.

Staff made Inventories not just for vacant land but also ***underdeveloped land*** in a given zoning classification to determine what land was actually needed. This policy was labeled INFILL.

Thus, the trend was established for the Planning Department to not blindly recommend approval of annexation requests. The Planning Department began discouraging requests that added to the geographical growth of the City. At that time Ashland had about 2600 people per square mile which means that it had already sprawled- principally with the addition of the Bellevue area to the City Limit. And Planners began realizing that for all forms of transportation to be viable a density of 5000 people per square mile was needed.

In the early 1990's the Oregon Transportation Planning Rule was adopted where all forms of transportation not just the car had to be considered in all planning actions. For example in this Planning Action to accommodate pedestrians and public transit we have **Rectangular Rapid Flashing Beacons**. This is an important feature for pedestrian safety.

But the need for the Rectangular Rapid Flashing Beacons invalidates the traffic study because it is raises an issue that cannot accurately be dealt with. That is because no one can know with RRFB's what the reduction in the average speed of traffic will be. But the average speed of traffic will be significantly reduced thus adding to congestion on a street that at certain hours is already at or beyond capacity. This is before adding the 2300 daily vehicle trips that will be generated by the project itself. Thus, the particular "Public Facility" requirement of adequate streets and transportation cannot be said to be met despite the consultant's traffic counts.

Already to successfully access North Main from side streets one has to be as aggressive as a big city taxi driver. Why would Ashland decision makers choose to make things worse?

From experience in renting out apartments over the decades it became apparent when talking with prospective Ashland residents, that one of their first questions is, "Is the apartment located in a large complex?" What this means is **That prospective Ashland residents indicate a preference for small scale and the implied intimacy that represents.**

In the early 1990's Ashland finalized the Accessory Dwelling Ordinance meaning that in all single family zones Accessory Dwellings can be added to main residences. This added to the potential inventory of small rental units in the City thus lessening the need for multi family residential annexations. That supply of land was increased by ordinance changes encouraging mixed use zoning where apartments became acceptable in commercial zones in addition to the permitted commercial uses. But yes, we do need more.

Meanwhile parking standards were decreased from maximum possible need to normal need thus increasing the development potential of existing projects.

And now thanks to our legislature all single family zones in the state must accommodate Accessory Dwellings, thus adding to the available land inventories in every Oregon city. Thus, no city including Ashland should need to annex land for multi family projects. This statewide change happened since 2021 the initial application year for this project

In addition, since the initial 2021 proposal for this project, the City Council designated a CLIMATE FRIENDLY AREA bounded by Ashland Street, Tolman. Creek Road and Siskiyou Blvd. The City also reworked the plan for what is called the Croman Property (former McGrew Mill site) which hopefully will allow for another mobile home park which is the only proven type of assuredly affordable housing based on market values.

THUS, THIS PROJECT IS OBSOLETE BECAUSE IT FAILS TO CONFORM WITH THE CRITERIA FOR A CLIMATE FRIENDLY AREA. Our Climate Friendly Area can handle great volumes of traffic because Ashland Street has four lanes- not two lanes and no narrow constraining underpass under railroad tracks.

Another issue is public services. The proposal would use City water but not City sewer services. **Thus, no water used by the residents of this project would be treated in Ashland**. The water consumed would not be released back into the Bear Creek to encourage or foster the viability of fish **and other wildlife.** Instead, the huge volume of water from 238? units and landscaping would be lost to the City and Bear Creek. It would be sent 15 miles down hill to Medford's sewage treatment plant. That loss is an environmental violation contrary to any concept of sustainability and contrary to any Ashland Comprehensive Plan concept or goal of protecting the viability of Bear Creek fish & wild life. That also violates the 1995 City decision to treat its waste water locally, not send it to Medford.

The traffic volume on North Main already provides a hostile environment for pedestrians and bicyclists. THERE IS NO SUITABLE ALTERNATIVE ROUTE. That is important because the project is beyond the acceptable walking distance to a city park as envisioned in Ashland's Open Space program.

Plus, there is no guarantee that sensitive Ashland residents will want to live in a large complex, but it is guaranteed that existing residents in the North Main area will be increasingly inconvenienced.

Thus, the Council must reject this proposal. The application is contrary to stated City goals of promoting general sustainability, protecting wild life, using water resources wisely, promoting multi modal equity, protecting (North Main) residents' livability by trying to foster free and unimpeded mobility with farsighted transportation planning, and ensuring that a given land's classification or zoning is really needed to accomplish Ashland housing goals.

Also large projects implicitly mean that a Real Estate Investment Trust will own and manage the project not local and more caring people.

When a Council rejects a project, it is the job of the Planning Department not the Council to formalize the reasons and findings for the rejection.

The rejection of this project will assuage the property and home owners in the North Main area who are already inconvenienced, irritated, and even angered by the congestion and difficulty to turn left from side streets resulting in the need to drive like a taxi driver to gain access to North Main Street.

Brent Thompson

Brent Thompson

Council Business Meeting

Date: November 4, 2025

Agenda Item	First Reading of Ordinance 3255: An Ordinance Relating to Liquor License Review; Repealing and Replacing AMC Chapter 6.32
Department	City Recorder
From	Alissa Kolodzinski, City Recorder

TIME ESTIMATE
15 minutes

CATEGORY
Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY
A comprehensive review of the City's liquor license code has been completed. The proposed revisions to AMC 6.32 aim to streamline the application and review process, enhance administrative efficiency, reduce costs, and allow the City to respond more quickly to the needs of the business community while maintaining appropriate oversight.

In summer 2024, the Oregon Liquor and Cannabis Commission (OLCC) updated its alcohol licensing procedures and revised the forms used for local government endorsements. These changes resulted in portions of AMC 6.32 becoming outdated and inconsistent with current OLCC requirements.

POLICIES, PLANS & GOALS SUPPORTED
Economic Development — The proposed ordinance advances the City's economic development goals by establishing a more predictable, timely, and business-friendly liquor license process. Local restaurants, retailers, and hospitality businesses often rely on these licenses to open or expand operations. By streamlining the review and approval procedures, the City will reduce delays associated with Council recesses, agenda scheduling, and administrative timing.

Efficient and effective government — The ordinance also supports the City's goal of maintaining an efficient and effective government. By eliminating redundant administrative steps and aligning local procedures with the Oregon Liquor and Cannabis Commission's modernized systems, the City will improve workflow, reduce the volume of Council agenda items, and conserve valuable staff time.

BACKGROUND AND ADDITIONAL INFORMATION
The City of Ashland first adopted an ordinance related to liquor license applications in 1984, with subsequent updates over time. Most of the existing language in AMC 6.32 dates back to 1998, with only minor revisions since then, the most recent in 2020, which primarily addressed terminology.

A review of internal administrative procedures was conducted to identify opportunities for greater efficiency and consistency with state processes. The proposed ordinance incorporates those findings, aligning local procedures with current OLCC practices and modernizing the City's approach to license review.

FISCAL IMPACTS
Currently, staff time is required to prepare each license item and place it on the City Council's Consent Agenda. The City processes approximately 20–30 new liquor licenses per year. By authorizing administrative approval of annual licenses, the proposed update will reduce staff time spent on these routine items, allowing resources to be redirected to higher-priority work.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS

I move to approve the first reading of Ordinance 3255: An Ordinance Relating to Liquor License Review; Repealing and Replacing AMC Chapter 6.32

REFERENCES & ATTACHMENTS

1. Ordinance 3255 Chapter 6.32 Liquor License Review Draft

ORDINANCE NO. 3255

AN ORDINANCE RELATING TO LIQUOR LICENSE REVIEW; REPEALING AND REPLACING AMC CHAPTER 6.32

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are ~~**bold lined through**~~, and additions are **bold underlined.**

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

> Powers of the City. The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, The Oregon Liquor and Cannabis Commission (OLCC) requires that every applicant for issuance of a liquor license obtain a written recommendation from its local governing body: and

WHEREAS, the criteria for approving or denying liquor license applications and renewals are generally limited by state law and do not involve a significant degree of local discretion, being primarily based on specific factors such as past or present criminal behavior; and

WHEREAS, City staff, under the direction of the City Manager, are best positioned to review and process routine requests from applicants for the City's recommendation regarding liquor license applications and renewals; and

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. Chapter 6.32 of the Ashland Municipal Code is amended to read:

Chapter 6.32
LIQUOR LICENSE REVIEW

~~Sections:~~
~~6.32.010 Purpose and Scope~~
~~6.32.020 Definitions~~
~~6.32.030 Application Process~~
~~6.32.040 Application Fees~~
~~6.32.050 City Council Delegation; City Recorder Duties~~
~~6.32.065 License Application~~
~~6.32.067 Criterion for Unfavorable Recommendation~~
~~6.32.070 Appeal Procedures~~
~~6.32.080 Coordination with Other Fees~~

~~6.32.010 Purpose and Scope~~
~~The purpose of this chapter is to establish the principal criteria which shall be considered by the City council in making recommendations to the Oregon Liquor Control Commission (O.L.C.C.) concerning the granting, denying, modifying or renewing of all liquor licenses within the City; and to establish fees and a process, pursuant to ORS 471.210(4) to be utilized for the investigation of such license applications. (Ord. 2833, amended, 11/18/1998)~~

Sections:

6.32.010 Purpose and Scope
6.32.020 City Council Delegation; City Recorder Duties
6.32.030 New Annual License Application
6.32.040 Temporary Licenses
6.32.050 Application Review and Investigation
6.32.067 Criterion for Unfavorable Recommendation
6.32.070 Appeal Procedures
6.32.080 Coordination with Other Fees

6.32.010 Purpose and Scope
The purpose of this chapter is to establish the criteria by which the City of Ashland will evaluate and make recommendations to the Oregon Liquor and Cannabis Commission (OLCC) regarding the issuance, denial, modification, or renewal of liquor licenses within the City. This chapter also established the applicable fees and investigation process as authorized under ORS 471.166.

~~6.32.020 Definitions~~
~~A. Administrator. The City Manager or designee.~~
~~B. Applicant. The person or persons submitting an application for a liquor license.~~
~~C. Application. The application forms supplied by the Oregon Liquor Control Commission.~~
~~D. City. The City of Ashland. (Ord. 3192 § 72, amended, 11/17/2020; Ord. 2833, amended, 11/18/1998)~~

6.32.020 City Council Delegation; City Recorder Duties
The City Council delegates to the City Recorder the responsibility to receive, process, and coordinate the review of OLCC liquor license applications and renewals, and to make recommendations to the Oregon Liquor and Cannabis Commission.

~~6.32.030 Application Process~~
~~A. Procedure. Any person, firm or corporation requesting a liquor license through the O.L.C.C. shall present the completed license application forms prescribed by O.L.C.C. to the City recorder.~~
~~B. Additional Information. An O.L.C.C. Personal History form shall be completed for each person named on the license application.~~
~~C. Completed Applications. Liquor license applications forms shall be accepted only when all required forms are properly completed, the requested information is submitted, and the required application fee, as set forth in Section 6.32.040, has been paid. (Ord. 2866, amended, 02/06/2001; Ord. 2833, amended, 11/18/1998; Ord. 2774 § 13, amended, 1996)~~

6.32.030 New Annual License Application
Any person or business seeking a city recommendation to the OLCC for a new liquor license must submit a completed application on the forms furnished by the OLCC. The City Recorder shall accept such applications only when the following conditions are met:
A. The applicant holds a valid City business license, unless exempt under AMC 6.04.085.
B. The application is complete.
C. Any additional information requested by the City Recorder has been provided.
D. The appropriate application fees, as established by resolution of the City Council, has been paid.

~~6.32.040 Application Fees~~
~~The City recorder shall charge and collect a license investigation fee at the time the application is filed. The fees for such services shall be established by resolution of the City council. (Ord. 2833, amended, 11/18/1998; Ord. 2774 § 16, amended, 1996; Ord. 2622 § 2, amended, 1991; Ord. 2352, amended, 1985)~~

6.32.040 Temporary Licenses
The City Recorder is authorized to review and issue City recommendations on applications for temporary or special event OLCC licenses. Such applications may be processed administratively. If the City Recorder determines that the applicant has met the criteria in AMC 6.32.067, an unfavorable recommendation may be submitted to the OLCC. Either the applicant or the City Recorder may refer the application to the City Manager for further review or a hearing.

~~6.32.050 City Council Delegation; City Recorder Duties~~
~~The City Council hereby delegates to the City Recorder the ability to process all OLCC liquor license applications or requests, except for applications for new or renewal licenses. Upon receipt of an application for a new or renewal liquor license, the City Recorder shall:~~
~~A. Coordinate and conduct an investigation of each application for the purpose of determining what recommendation shall be made to the City Council. The City recorder may require the applicant to supply additional information that is relevant to determine if there is a sufficient basis for an unfavorable recommendation to the OLCC as provided by Oregon liquor laws.~~
~~B. Refer the application to the Department of Community Development who shall determine if the location of the licensee's business complies with the City's land use requirements.~~
~~C. Determine if the licensee has met the criterion for an unfavorable recommendation in accordance with AMC 6.32.067.~~
~~D. Report to the City council as to the filing of the application and prepare sufficient documentation and/or findings to support an unfavorable recommendation to the OLCC if there is a basis for such recommendation.~~
~~E. Mail a letter or personally contact the applicant if an unfavorable recommendation will be made to the City Council.~~
~~F. Make a recommendation and place the license on the consent agenda at the next regular council meeting.~~
~~G. After the recommendation is approved by the City Council, forward the recommendation and any necessary supporting documentation to the OLCC.~~
~~H. Endorse the application, if approved by the City Council.~~

~~I. Maintain a record of all OLCC applications. (Ord. 2995, amended, 10/20/2009; Ord. 2833, amended, 11/18/1998)~~

6.32.050 Application Review and Investigation
The City Recorder shall coordinate a review of each application to prepare a recommendation for the OLCC. Applications will be reviewed once the conditions have been met in 6.32.030.

A. Applications shall be referred to Community Development, Fire, and Police Departments for their review and approval
B. Upon receiving departmental approvals and confirmation that all applicable fees have been paid, the City Recorder is authorized to submit a favorable recommendation with the OLCC for Temporary Licenses.
C. The City Manager or their designee, is authorized to submit a favorable recommendation to the OLCC for New Annual Licenses, upon the City Recorder's recommendation, following departmental approvals and payment of fees.
D. The City Recorder shall maintain a record of all OLCC applications in accordance with the State of Oregon's official records retention schedule.
E. Either the Recorder or City Manager may make an unfavorable Recommendation if the criteria in AMC 6.32.067 are met.
F. Renewal applications are sent directly the license holder from OLCC. The City shall issue an invoice to the license holder for the applicable local renewal fee.

6.32.060 Application Fees
The City recorder shall collect a liquor license investigation fee at the time the application is filed. Fees amounts shall be established by resolution in accordance with ORS 471.166 (8) and approved by the City Council.

~~6.32.065 License Application~~
~~Any person or business requesting a city recommendation to the OLCC on a liquor license application shall apply upon suitable forms furnished by the OLCC. The City recorder shall accept liquor license applications only when the following conditions are met:~~
~~A. An applicant for an initial license or modification of a current license provides legible copies of the following forms supplied by the OLCC: liquor license application forms, individual history forms, and business information forms. An applicant for a temporary sales license (TSL) provides the temporary sales application form supplied by the OLCC.~~
~~B. The applicant has obtained a valid city business license when applicable.~~
~~C. The application is complete.~~
~~D. The applicant has provided any relevant additional information the City recorder requests to determine the qualifications of the applicant.~~
~~E. The application is accompanied by the appropriate fees, as established by resolution of the City council. (Ord. 2995, added, 10/20/2009)~~

~~6.32.067 Criterion for Unfavorable Recommendation~~
~~The City may make an unfavorable recommendation to the OLCC if it finds sufficient basis for such a recommendation under Oregon liquor laws, including but not limited to, the Oregon~~

~~Revised Statutes and the Oregon Administrative Rules. (Ord. 2995, amended, 10/20/2009; Ord. 2995, added, 10/20/2009)~~

6.32.067 Criterion for Unfavorable Recommendation
The City may make an unfavorable recommendation to the OLCC if there is sufficient basis under Oregon liquor laws, including but not limited to, the Oregon Revised Statutes and the Oregon Administrative Rules. Examples include but are not limited to: the applicant's criminal history; documented incidents involving disorderly conduct or public safety concerns at the premises; misrepresentations or omissions in the application; failure to comply with applicable City codes or state laws.

~~6.32.070 Appeal Procedures~~
~~An appeal of the City Recorder's recommendation pursuant to AMC 6.32.050 shall be processed in accordance with AMC Chapter 2.30, except that the appeal shall be filed and processed in the office of the City Manager. The appeal must be filed within ten (10) calendar days of the date of the letter or personal notice from the City Recorder stating that an unfavorable recommendation will be made to the City Council. (Ord. 3192 § 73, amended, 11/17/2020; Ord. 2995, amended, 10/20/2009; Ord. 2833, amended, 11/18/1998)~~

6.32.070 Appeal Procedures
An applicant may appeal an unfavorable recommendation issued by the City Recorder or City Manager. Appeals shall be processed in accordance with AMC Chapter 2.30. The appeal must be filed with the City Manager's office within ten (10) calendar days from the date of written notice of the unfavorable recommendation

~~6.32.080 Coordination with Other Fees~~
~~The application fee set forth in Section 6.32.040 shall be in lieu of all other investigation fees, but shall not be in lieu of the regular Business License Tax set forth in Chapter 6.04. (Ord. 2833, amended, 11/18/1998; Ord. 2581, amended, 1990; Ord. 2318, amended, 1989)~~

6.32.080 Coordination with Other Fees
The application fee set forth in Section- 6.32.060 shall be in lieu of all other investigation fees, but shall not replace or exempt the application from paying the City's regular Business License fee as set forth in Chapter 6.04.

SECTION 5. **Severability.** Each section of this ordinance, and any part thereof, is severable, and if any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

SECTION 6. **Codification**. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 3-5) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first read by title only in accordance with Article X, Section 2(C) of the City Charter on the _____day of_____, 2025, and duly PASSED and ADOPTED this _____day of_____, 2025.

PASSED by the City Council this _____ day of _____, 2025.

ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

Council Business Meeting

Date: November 4, 2025

Agenda Item	Second Reading and Adoption of Findings for a Legislative Amendment to the Southern Oregon Un Masterplan and Implementing Ordinances #3267, #3268, and #3269 (#PA-L-2025-00016)
Departme nt	Community Development
From	Brandon Goldman, Director of Community Development, Derek Severson, Planning Manager

TIME ESTIMATE
15 Minutes

CATEGORY
Ordinance/Resolution - a motion is needed to adopt the ORD. or RESO.

SUMMARY
On October 7, 2025, the City Council conducted a new first reading of Ordinances No. 3267 (Comprehensive Plan Amendment), No. 3268 (Municipal Code Amendments), and No. 3269 (Zoning and Comprehensive Plan Map Amendments) to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment.

These ordinances are now before the Council for Second Reading and final adoption.

The Council voted to re-open the ordinances for a new first reading in order to incorporate additional revisions submitted by Southern Oregon University on September 26, 2025. The ordinances now before Council for Second Reading and adoption integrate those redline revisions into the final version of Ordinance No. 3268.

POLICIES, PLANS & GOALS SUPPORTED
Ashland Comprehensive Plan – The Economy Element
Policy (7.07.03.6) *The City shall work with the College to encourage the growth of research and graduate programs. The City shall encourage the establishment of the Asian Studies facility, and other such facilities that provide a bridge to the international marketplace.*

Ashland Comprehensive Plan – Public Services Element
Goal (9.07.03): *To make maximum effort toward utilization of present and future educational and recreational facilities and resources through public, private and city cooperation.*

BACKGROUND AND ADDITIONAL INFORMATION
Southern Oregon University submitted an application to amend the City's Comprehensive Plan to adopt its 2025 Facilities Master Plan Amendment, updating the University's long-term vision for campus development, site design, and the disposition of surplus properties.

In response, City staff prepared a corresponding package of implementing ordinances, developed through Planning Commission review, to align the Ashland Municipal Code and land use maps with the proposed Master Plan. The Planning Commission held a duly noticed public hearing on June 24, 2025, and following deliberation, recommended approval of the proposed amendments as presented.

This legislative package includes:

- **Ordinance 3267** – Amends the Comprehensive Plan to incorporate the SOU 2025 Facilities Master Plan Amendment as a supporting document.
- **Ordinance 3268** – Amends sections of the Ashland Municipal Code (AMC 15.04, 18.3.6, 18.4.7, 18.5.2, and 18.5.7) for consistency with the Master Plan.

- **Ordinance 3269** – Updates the Zoning and Comprehensive Plan Maps to reflect university-owned properties identified for future transfer or redevelopment.

At its meeting on July 15, 2025, the City Council held a public hearing and approved First Reading of three ordinances, incorporating clarifications to height allowances and site design standards within the Southern Oregon University (SO) zoning district. When the ordinances returned for Second Reading on August 19, 2025, the Council chose not to adopt them and instead rescheduled a new First Reading for October 7, 2025. This delay was intended to allow additional public testimony and further consideration of possible ordinance modifications. During that interim period, Southern Oregon University submitted written comments and a "redline" version of Ordinance 3268 proposing revisions to clarify how Conditional Use Permit (CUP) review applies within the SO Zone and to ensure the language is more consistent with SOU's objectives to streamline development and public review processes. As summarized in the October 7, 2025 Council Business Report, SOU's proposed amendments focused on CUP applicability for development near privately owned properties, particularly within the Cascade Complex area.

At the October 7, 2025 Business Meeting, the City Council reopened the legislative record and approved the following motion:
"Bloom moved to approve first reading of Ordinances 3267, 3268, and 3269 adopting Southern Oregon University's 2025 Facilities Master Plan Amendment, including the red-line revisions submitted by Southern Oregon University in their letter dated September 26, 2025, as part of the official record and incorporated by reference. Dahle seconded the motion.
Roll Call Vote: Bloom, Dahle, DuQuenne, Kaplan, and Sherrell – YES. Motion passed."

As directed by that action, the version of Ordinance 3268 now before Council incorporates all of the redline revisions submitted by SOU in their letter dated September 26, 2025. Ordinances 3267 and 3269 are unchanged from First Reading. Staff will need to read into the record the amendments to Ordinance 3268 at Second Reading (as highlighted in the attached ordinance). The Ordinance 3268 revisions make three substantive changes to AMC 18.3.6.040 (Conditional Uses), modifying when and how a Conditional Use Permit is required within the Southern Oregon University zoning district.

1. **Removal of the 70-Foot Conditional Use Height Cap (AMC 18.3.6.040(C))**

As approved by Council at First Reading on October 7, the SOU-proposed amendment eliminates the former 70-foot height limit for Conditional Use Permit (CUP) approvals within the SO Zone. In the prior version reviewed by Council on July 15, buildings were permitted up to 60 feet outright and up to 70 feet through CUP review. The October 7th revisions remove that upper height limit entirely, allowing projects exceeding 60 feet to be considered through the CUP process without a fixed maximum, based solely on the discretionary criteria in AMC 18.5.4.

This change introduces greater flexibility for multi-story academic, housing, or research buildings, but also increases the potential range of building scales that could be considered conditionally permissible within the SO zone.

2. **Removal of CUP Requirement within 50 Feet of Privately Owned Property (AMC 18.3.6.020(B) and 18.3.6.040(B))**

At its October 7, 2025 meeting, the City Council considered and supported SOU's proposed revision to clarify when Conditional Use Permit (CUP) review is required for projects located within 50 feet of privately owned property.

The prior standard, originally adopted in 2010 with creation of the Southern Oregon University (SO) district, required CUP approval for any development near campus boundaries. That provision remained unchanged in all

subsequent drafts of Ordinance 3268 until Council's recent direction to amend. Under that earlier version, all construction or site design within 50 feet of privately owned land, regardless of scale, was subject to discretionary CUP review to evaluate potential impacts such as building scale, lighting, and access.

As amended in conformance with the SOU redline revisions and Council's October 7, 2025 motion, the ordinance now limits CUP requirements to substantial new projects within 50 feet of privately owned property. Minor alterations such as signage, driveways, sidewalks, access, and landscaping improvements are expressly exempt from addressing CUP criteria CUP. The amendments to 18.3.4.040 also exempt redevelopment or replacement existing buildings not exceeding their current height or size, and the future development within the former Cascade Complex per 18.3.4.040(E) from the CUP process (see section 3 below).

These changes distinguish between major development activity and routine site modifications, simplifying review for minor or previously developed sites while preserving discretionary review for projects with greater potential impact along shared campus and neighborhood boundaries.

3. Exemption for Redevelopment of the Cascade Complex (AMC 18.3.6.040(E))

Section 18.3.6.040(E), as revised, exempts any redevelopment within the former Cascade Complex from the requirement to obtain a Conditional Use Permit if the proposal does not exceed 60 feet in height, five stories, or 194,000 square feet of gross floor area.

Under the prior version, development within this area, particularly if near privately owned land or involving new uses, required CUP review to ensure compatibility with surrounding development. The revised language now allows projects meeting those dimensional standards to be reviewed under Type II Site Design Review, without a CUP, even if the use proposed is not specifically identified in the adopted SOU 2025 Facilities Master Plan.

As revised and approved by Council at First Reading, the amendment exempts development within the former Cascade Complex from Conditional Use Permit (CUP) review if it remains under 60 feet or five stories in height and below 194,000 square feet of gross floor area. In the existing ordinance, and the prior proposed amendments, any use not specifically identified in the SOU Facilities Master Plan was required to obtain CUP approval which would have applied across the entire campus. Under the new language, any use within that the area of the recently demolished Cascade Complex specifically, whether educational or not, may now be approved through a Type II Site Review if it meets the stated size thresholds. From a land use perspective, permitted uses could now include a range of public or private developments such as commercial, residential, office, institutional, industrial, warehousing, or data center uses that are not identified in the adopted Master Plan and are unrelated to SOU's educational programs. In adopting SOU's proposed language exempting the Cascade Complex from Conditional Use Permit (CUP) review, the Council broadened the range of development that may be approved within that area. The revision allows new uses to be authorized through standard Site Design Review rather than the CUP process, which would otherwise evaluate factors such as compatibility, intensity, and potential off-site impacts.

Together, these three revisions materially narrow the range of projects requiring Conditional Use review under AMC 18.3.6.040, providing Southern Oregon University with greater administrative flexibility for development within the SO zoning district but reducing the City's discretionary authority to evaluate height, proximity, and use compatibility through the CUP process.

The ordinances, incorporating the amendments made at First Reading, are now presented to the Council for Second Reading and final adoption.

ADOPTION OF FINDINGS

The Findings of Fact and Conclusions of Law prepared in support of Planning Action PA-L-2025-00016 and dated November 4, 2025 (Attached) document the factual basis for Council's adoption of Ordinances 3267, 3268, and 3269. These Findings establish that the Southern Oregon University 2025 Facilities Master Plan Amendment and related implementing ordinances are consistent with the Ashland Comprehensive Plan, the applicable provisions of the Ashland Municipal Code, and the Oregon Statewide Planning Goals.

The Findings summarize the Planning Commission's June 24, 2025 public hearing, recommendations, and the Council's subsequent reviews on July 15 and October 7, 2025 under AMC 18.5.9.020 (Type III Legislative Amendments). The document outlines the specific amendments to the Land Use Ordinance proposed through Ordinance 3268, including revisions to AMC 15.04.216, 18.3.6, 18.4.7, 18.5.2.030, and 18.5.7.020, and details how each supports the coordinated implementation of the SOU Facilities Master Plan.

The Council's October 7, 2025 action incorporated the redline revisions submitted by SOU on September 26, 2025, which modified several provisions of AMC 18.3.6.040 (Conditional Uses). The revised ordinance now before Council for Second Reading reflects those changes. The Findings will serve as the City Council's formal statement of the factual and legal basis for approval of the legislative amendment, ensuring that the record includes both the Planning Commission's original recommendations and the Council's subsequent modifications.

Accordingly, staff recommends that Council adopt Attachment 1, Findings of Fact and Conclusions of Law (as amended), in conjunction with Second Reading and final adoption of Ordinances 3267, 3268, and 3269.

Prior Public Meetings and materials in the record
Joint Planning Commission & Council Study Session: April 22, 2024
Planning Commission Public Hearing: June 24, 2025
City Council Public Hearing and First Reading: July 15, 2025
City Council Second Reading: August 19, 2025
City Council Public Hearing and First Reading: October 7

FISCAL IMPACTS
Adoption of the SOU 2025 Facilities Master Plan has no direct fiscal impact to the City. However, the plan supports the university's efforts to address financial challenges through the sale of surplus properties, which may generate new property tax revenue once in private ownership. Additionally, the plan facilitates future campus development that contributes to Ashland's economy through employment, student spending, and housing opportunities.

SUGGESTED ACTIONS, MOTIONS, AND/OR OPTIONS
Two distinct motions are required, one to approve Second Reading and adoption of Ordinances 3267, 3268, and 3269, and a second distinct motion to adopt the accompanying Findings of Fact and Conclusions of Law for Planning Action PA-L-2025-00016.

I move to approve Second Reading and adoption of the following ordinances, as amended at First Reading on July 15th and October 7th 2025:

- **Ordinance No. 3267**, an ordinance amending the City of Ashland Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan;
- **Ordinance No. 3268**, an ordinance amending AMC 15.04.210–.216, AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.020, AMC 18.5.2.030, and AMC 18.5.7.020 to be consistent with the Southern Oregon University 2025 Facilities Master Plan Amendment;
- **Ordinance No. 3269**, an ordinance amending the adopted Zoning and Comprehensive Plan maps to be consistent with the Southern Oregon University 2025 Facilities Master Plan Amendment;

I move to approve and adopt the Findings of Fact and Conclusions of Law for Planning Action PA-L-2025-00016, as amended to reflect the Council's October 7, 2025, action and to serve as the record in support of adoption of Ordinances 3267, 3268, and 3269.

REFERENCES & ATTACHMENTS
1. SOU Master Plan Ordinance Findings_Draft 11042025

2. ORD 3267_SOU Master Plan Update_11042025
3. ORD 3268_SOU Master Plan Update_11042025_AMENDED_SECOND READING
4. ORD 3269_SOU Master Plan Update_11042025
5. Ord 3269 ExhibitA_COMPPLAN_MAP
6. Ord 3269 ExhibitB_ZONING_MAP
7. Staff Exhibit S-1_Zone Changes
8. 2025 SOU FASCILITIES MASTER PLAN
9. SOU Master Plan Letter 9-26-2025

BEFORE THE CITY COUNCIL
CITY OF ASHLAND, JACKSON COUNTY, OREGON
November 4, 2025

IN THE MATTER OF PLANNING ACTION #PA-L-2025-00016, A REQUEST FOR A LEGISLATIVE AMENDMENT TO THE SOUTHERN OREGON UNIVERSITY FACLITIES MASTER PLAN. THIS AMENDMENT INCLUDES PROPOSED ZONE CHANGES FOR SURPLUS PROPERTIES IDENTIFIED TO BE SOLD BY SOUTHERN OREGON UNIVERSITY. WITH ADOPTION OF THIS MASTER PLAN AMENDMENT, THE ZONING FOR THESE PROPERTIES WILL BE CHANGED AS NOTED DETAILED IN THE PROPOSED MAPS UPON TRANSFER TO PRIVATE OWNERSHIP.	)	**FINDINGS, CONCLUSIONS & ORDERS.**
OWNER/APPLICANT: Southern Oregon University	)	

RECITALS:

1) The Southern Oregon University campus boundary includes approximately 164 acres split roughly north-south by Siskiyou Boulevard. The Ashland Comprehensive Plan identifies the Southern Oregon University (SOU) land use classification as areas designed to provide for the unique needs of SOU. The 'SOU' land use classification is delineated on the Comprehensive Plan Map, and as outlined in the Comprehensive Plan, the boundary of the SOU area was mutually approved by SOU and the City. The Comprehensive Plan's 'SOU' designation is implemented by Chapter 18..3.6 "Southern Oregon University District" of the Ashland Land Use Ordinance, and the corresponding special district is established on the Zoning Map.

2) The SOU Master Plan establishes the permitted uses, campus-specific procedures and design standards and delineates anticipates development projects in the SOU zoning district over the upcoming decade. The current plan, the 2010-2020 SOU Master Plan, was approved and adopted by the City Council in April 2010. The Master Plan is generally completed in ten-year cycles looking at the upcoming decade, although the ten-year cycle here was disrupted by the COVID-19 pandemic.

3) The application proposes a legislative amendment to adopt an update to the Southern Oregon University Facilities Master Plan. This amendment includes proposed zone changes for properties that may be sold into private ownership by Southern Oregon University which are identified in the proposed plan. With the adoption of this Master Plan amendment, the zoning for these properties will be changed as noted on the attached map, however they would remain subject to the SOU Masterplan and SO zoning overlay regulations for as long as they continue to be under SOU ownership.

Once sold and under private ownership, each of these properties would be subject to the zoning regulations of the underlying zoning proposed here.

4) On June 24, 2025, the City of Ashland Planning Commission considered the amendment of the City of Ashland's Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document; to amend the Zoning Map and Comprehensive Plan Map; and to amend the Ashland Municipal Code and Land Use Ordinances to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing, and following deliberations, recommended approval of the amendments.

5) On July 15, 2025 and October 7th, 2025, the City Council of the City of Ashland conducted a duly advertised public hearings on the above-referenced amendments following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter. The Council determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

6) AMC 18.5.9.020.B speaks to the requirements for "Type III" legislative amendments as follows:

B. Type III. It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.

1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to

subsection 18.5.9.020.A, above.

2. Comprehensive Plan changes, including text and map changes or changes to other official maps.

3. Land Use Ordinance amendments.

4. Urban Growth Boundary amendments. (Ord. 3195 § 5, amended, 12/01/2020)

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

2.1 The City Council 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 City Council further notes that as outlined in the Comprehensive Plan, the boundary of the SOU zoning district was mutually approved by SOU and the City. The campus boundary encompasses approximately 164-acres that are roughly split north and south by Siskiyou Boulevard. This Master Plan update does not propose an expansion of the existing Southern Oregon University campus boundary and its corresponding City of Ashland SOU special district zoning designation; however, this amendment does include proposed zone changes for properties identified on the attached map that may be sold into private ownership by Southern Oregon University. With adoption of this Master Plan amendment, the zoning for these properties is proposed to be changed as noted in the plan, however these properties would remain subject to the SOU Masterplan and SOU special district zoning overlay while under university ownership. Once under private ownership, these properties would be subject to the zoning regulations of the underlying zoning proposed here.

The Council also notes that the Master Plan proposes a number of code changes with regard to the campus, including:

- **AMC 15.04.216** – As proposed, the city's Demolition/Relocation Ordinance would no longer apply to university properties.
- **AMC 18.3.6** – Proposed revisions would clarify that the SOU zone is subject to the Water Resource Protection Zones regulations in AMC 18.3.11 and that areas within 50-feet of privately owned property would be subject to "Type II" Site Design Review with a public hearing before the Planning Commission rather than to a Conditional Use Permit, and that any construction greater than 70 feet in height would be subject to a Conditional Use Permit.
- **AMC 18.4.7** – As proposed, Southern Oregon University would not be subject to the sign regulations of AMC 18.4.7 but would be subject to a campus master sign program incorporated in the proposed Master Plan.
- **AMC 18.5.2.030** – The proposal would clarify that any new building on campus greater than 15,000 square feet shall be reviewed through a "Type II" procedure with a public hearing at the Planning Commission.
- **AMC 18.3.6.040** - The amendments remove a maximum height allowable for Conditional Use approvals within the SO Zone and exempts development within the former Cascade Complex from CUP review when under 60 feet (five stories) in height and less than 194,000 square feet of gross floor area. Projects to be developed within 50 feet of privately owned property continue to require a Conditional Use Permit, except for minor site alterations such as signage, access, driveway, sidewalk, or landscaping improvements.
- **AMC 18.5.7.020** – The proposal would exempt tree maintenance and removal on campus from the city's Tree Removal Permit process, but would require that SOU provide annual updates to the Planning Division through the Tree Management Advisory Committee similar to the handling of tree removals on Parks properties.

2.3 The City Council notes that the Planning Commission conducted a duly noticed public hearing on June 24, 2025. Following the close of that hearing, the Planning Commission recommended that the Council adopt the updated SOU Facilities Master Plan subject to a number of specific recommendations, including:

- The Planning Commission recommended that the Conditional Use Permit requirement be retained for any project or construction activity within 50 feet of private property in order to preserve discretionary review and require consideration through a public hearing. Planning Commissioners also recommended that any project of 15,000 or more square feet of gross habitable floor area (GHFA) be subject to Type II Site Design Review procedure.
- The Planning Commission recommended that solar arrays over parking lots meeting the specific design requirements presented in the proposed Master Plan and associated draft ordinance be exempted from the land use process and instead be subject to administrative land use approval in conjunction with building permit review. The Planning Commission also recommended that it be made clear that the

installation of solar arrays over existing parking lots would not trigger parking lots to be upgraded to new standards. The Commission further recommended that any newly constructed parking lots be required to comply with current parking lot standards.

- The Planning Commission recommended that a 50-foot height be outright permitted within the SOU district, with heights up to 60 feet to be outright permitted with the inclusion of affordable housing or student housing, with greater heights to require a Conditional Use Permit up to a maximum of 70 feet for the greater campus area. The Planning Commission further recommended that the height for the University District property bounded by Ashland Street, Walker Avenue, Webster and Stadium Streets be limited to no more than nine-stories or 110 feet under the Conditional Use Permit process.
- Planning Commissioners supported exempting the University from the Tree Removal Permit process in a manner similar to the treatment of the Parks Department in the code, with an annual report to the Tree Management Advisory Committee, provided that the University uses licensed professional arborists for tree removal work.
- In response to concern from neighbors over the lack of transparency with neighbors of the properties proposed for sale, Planning Commissioners also recommended that with Master Plan adoption, the University be required to establish a standard of direct communication with neighbors prior to the construction of new buildings, the sale of university property or the adoption of Master Plan updates.

2.4 The City Council notes that AMC 18.5.9.020 which speaks to Plan Amendments and Zone Changes, which are legislative in nature, in terms of achieving conformance with the Comprehensive Plan or meeting "*other changes in circumstances or conditions.*" There are no specific quasi-judicial land use approval criteria to be addressed.

The Council finds that The Economy Element of the Ashland Comprehensive Plan includes specific policy direction that, "*The City shall work with the College to encourage the growth of research and graduate programs. The City shall encourage the establishment of the Asian Studies facility, and other such facilities that provide a bridge to the international marketplace* ***(7.07.03.6).***" The Council further finds that the university is "*a motor of economic growth for the city through generation of payroll, local purchases by employees and students, enhancement of student abilities to find or make jobs for themselves in Ashland, and as an incubator for innovations and as a favorable attraction for education-intensive firms that may be considering the move to Ashland.*"

The Council finds that there have been significant changes in circumstances or conditions relative to the university which necessitate the requested update to the SOU Facilities Master Plan. As the university team has explained through the application process, college campuses must constantly evolve within a broader context of higher education that includes changes to available state funding, the broader national economy, fluctuations in admissions, and changing demands for specific programming. SOU continues to work tirelessly to build a solid foundation and to innovate, and the proposed updated SOU Facilities Master Plan

reflects new goals in response to these everchanging circumstances. This Master Plan identifies projects which the university indicates have a degree of certainty in terms of their need, funding and design, while also outlining future development opportunities and some base design standards to apply to those yet to be clearly defined projects. The university has explained that part of maintaining a solid foundation in terms of financial stability may necessitate the sale of certain properties, and as such this Master Plan identifies those lots which are being considered for potential sales and proposes changes to the underlying Zoning and Comprehensive Map designations, while maintaining the SOU District overlay until those properties are sold. Without this proposed change, these properties would remain subject to the requirement to develop according to the Master Plan in support of the educational functions of the university, even if privately owned, unless individual developers were to obtain Conditional Use Permit approval or request property-specific legislative amendments to the Master Plan.

2.5 The Council finds that the Ashland Comprehensive Plan's Public Services Element seeks to "*To make maximum effort toward utilization of present and future educational and recreational facilities and resources through public, private and city cooperation (Goal 9.07.03),*" and finds that coordinated master planning for the future development of the university district is beneficial to the city and the university.

2.6 The City Council finds that adoption of the SOU Facilities Master Plan update is in keeping with the Oregon Statewide Planning Goals and with OAR 660-030-0070 which calls for state agencies including universities to coordinate their land use planning efforts with cities to ensure compliance with local comprehensive plans.

Specifically with regard to state land use Goal 10 "Housing" which seeks "*To provide for the housing needs of citizen of the state*," the Council finds that the Statewide Planning Program requires each city to inventory its buildable residential lands, project future housing needs, and provide the appropriate types and amounts of land within the UGB necessary to meet those needs. The Housing Element of the *Ashland Comprehensive Plan* was amended and acknowledged in 2019. The City of Ashland has an acknowledged Housing Capacity Analysis (2021) and Buildable Lands Inventory (2024) which provide a factual basis for needed housing types and available land supply. The City has acknowledged zoning standards relating to residential development including provisions for housing density, setbacks, parking requirements, lot coverage, types, and development in environmentally or physically constrained areas. The requested zone changes here will add 6.15 acres of additional residentially zoned land, which was formerly identified for university development, to accommodate further housing development within the city. While this land may have developed to accommodate student or faculty housing were it to remain part of the SOU zone, the likelihood and timing would remain uncertain whereas the zone change here enables the immediate sale of these properties to support private residential development in a location near the university where there is a need for student and faculty housing, and in a manner which seeks zoning compatible with the adjacent residential neighborhoods.

The City of Ashland has an acknowledged Comprehensive Plan that complies with this goal, and the proposed amendments do not modify the existing goals and policies related to Goal

10. The proposed map and code amendments expand housing opportunities in ways consistent with comprehensive plan goals and policies, and as such, the Council finds that this Goal is met.

2.7 The City Council finds that several of the amendments adopted at First Reading on October 7, 2025, differ from the Planning Commission's prior recommendations but are consistent with the overall intent of the Southern Oregon University (SOU) 2025 Facilities Master Plan and the City's Comprehensive Plan. The Council determined that the revisions proposed by SOU and incorporated into Ordinance 3268 clarify the applicability of Conditional Use Permit (CUP) review and streamline the development review process in a manner that continues to provide for appropriate public oversight.

Specifically, the Council approves amendments to AMC 18.3.6.040 (Conditional Uses) to eliminate the 70-foot CUP height limit, to exempt redevelopment within the former Cascade Complex and replacement of existing buildings meeting defined thresholds from CUP review, and to clarify that minor site modifications such as signage, access, driveways, sidewalks, or landscaping do not trigger a Conditional Use Permit even when located within 50 feet of privately owned property.

The Council further found that "projects," as referenced in AMC 18.3.6.040(B), refer to new building development occurring within 50 feet of privately owned land, which remains subject to Conditional Use Permit (CUP) review to ensure potential impacts on adjacent properties are evaluated through a public review process. This requirement does not apply to ancillary site improvements such as signage, access, driveways, sidewalks, or landscaping, which are expressly excluded from the definition of "projects" in this context.

The Council finds that these refinements balance the City's interest in maintaining compatibility along campus boundaries with the University's need for flexibility in implementing its long-range facilities plan. By distinguishing between major development projects and minor site improvements, the adopted amendments reduce unnecessary procedural requirements while maintaining consistency with the Comprehensive Plan goals for intergovernmental coordination, institutional development, and land use compatibility.

The Council concludes that the adopted changes advance the objectives of the SOU 2025 Facilities Master Plan and facilitate efficient university development consistent with the intent of the SOU zoning district and the City's broader planning framework.

SECTION 3. DECISION

3.1 Ashland is fortunate to have Southern Oregon University within the community, as the university adds to the community's diversity, the richness of our culture, and strengthens the local economy. The master planning efforts of the university seek to ensure that it will remain a strong and viable institution within the Oregon University System, as well as to make certain that it recognizes the values and concerns of the Ashland community.

Based on the whole record of the public hearing on this matter, and all materials submitted by staff, the applicant and other participants, the City Council finds that this update of the SOU Facilities Master Plan is necessary to meet changing circumstances and conditions since the plan was last updated in 2010. As noted in the Economy Element of the Comprehensive Plan, "… *it is likely that ... [Southern Oregon University] will remain a motor of economic growth for the city through generation of payroll, local purchases by employees and students, enhancement of student abilities to find or make jobs for themselves in Ashland, and as an incubator for innovations and as a favorable attraction for education-intensive firms that may be considering the move to Ashland."* This Master Plan update incorporates zone changes intended to enable the sale of some University properties to help address budget shortfalls which the University must address in the current fiscal year, and as such will have an indirect but positive impact to the city in alleviating shortfalls affecting a "*motor of economic growth for the city*" while also providing additional land to support needed private housing development near campus.

Therefore, the City Council approves the application and adopts this update of the SOU Facilities Master Plan as a supporting document to the Ashland Comprehensive Plan, with the inclusion of the following conditions, noting that this decision is supported by evidence contained in the whole record.

1. All proposals of the applicant become conditions of approval unless otherwise specifically modified herein.
2. A Conditional Use Permit (CUP) shall be required for any project to be developed within 50 feet of privately owned land. This requirement does not apply to alterations limited to signage, access, driveways, sidewalks, or landscaping, nor to the replacement or redevelopment of existing buildings not exceeding their current height or gross floor area.
3. Any project of 15,000 square feet or more of gross habitable floor area (GHFA) shall be subject to a Type II Site Design Review procedure with a public hearing before the Planning Commission.
4. Redevelopment within the former Cascade Complex area that does not exceed 60 feet or five stories in height and 194,000 square feet of gross floor area shall be permitted through Type II Site Design Review and does not require a Conditional Use Permit, and shall be permitted outright, including associated site improvements such as signage, access, driveways, sidewalks, and landscaping.
5. Within the SO Zone, buildings up to 60 feet in height are permitted outright. Projects exceeding 60 feet may be considered through the CUP process without a fixed upper limit, subject to the discretionary approval criteria in AMC 18.5.4. Within the University District properties located within the SO zone on the property bounded by Ashland Street, Walker Avenue, Webster Street and Stadium Street shall align with the CFA regulations and allow only a 50-foot height as permitted outright, with up to a 60-foot height permitted outright with the inclusion of at least 25 percent affordable or student housing. To exceed the outright permitted 50-foot height along Ashland

Street without the inclusion of affordable or student housing, a CUP shall be required and the upper height limit for this 'university district' property at the corner of Ashland Street and Walker Avenue shall be nine-stories or 110 feet.

6. Solar arrays installed over parking lots or as ground-mounted systems, that are generally consistent with the illustrative design guidance in the SOU 2025 Facilities Master Plan shall be exempt from separate land use approval and may be reviewed administratively with building permits. The maximum allowable height for ground-mounted solar installations is 38 feet to accommodate dual-axis tracking systems. Installation of solar arrays over existing parking areas shall not trigger upgrades to current parking lot design standards; however, any newly constructed parking lots shall comply with applicable standards. The Master Plan's solar design standards are illustrative rather than mandatory and may be applied with reasonable flexibility to accommodate evolving solar technologies and design efficiencies.

7. That the University shall be exempted the Tree Removal Permit process in a manner similar to the treatment of the Parks Department in the code, with an annual report on removals over the past year and a plan for removals for the coming year to be provided to the Planning Division and its Tree Management Advisory Committee, and provided that the University uses licensed professional arborists for tree removal work.

8. That the University shall be required to provide public notice to neighboring property owners prior to the construction of new buildings, the sale of university property or the adoption of Master Plan updates.

_____ November 4, 2025

Tonya Graham, *Mayor* Date

ORDINANCE NO. 3267

AN ORDINANCE AMENDING THE CITY OF ASHLAND COMPREHENSIVE PLAN TO ADOPT AND INCORPORATE THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT AS A SUPPORTING DOCUMENT TO THE CITY OF ASHLAND COMPREHENSIVE PLAN.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

Annotated to show deletions and additions to the Ashland Municipal Code sections being modified. Deletions are ~~**bold lined through**~~, and additions are **bold underlined.**

WHEREAS, Oregon's Statewide Planning Goal 2 "Land Use Planning", Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University's land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university's facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland's Comprehensive Plan to adopt and incorporate the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document; to amend the Zoning Map and Comprehensive Plan Map; and to amend the Ashland Municipal Code and Land Use Ordinances to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and.

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS 2.04.15] is hereby amended to read as follows:

> **SOUTHERN OREGON UNIVERSITY (2.04.15)**
> These areas are designated to provide for the unique needs of Southern Oregon University (SOU). It is applied to areas that are located within the mutually approved SOU boundary **and under University ownership.** ~~**It is implemented by the Land Use Ordinance, but the actual rezoning of the property cannot occur until it is actually owned or controlled by the University.**~~ **The SOU 2025 Facilities Master Plan Amendment is incorporated into the City of Ashland Comprehensive Plan in the Comprehensive Plan Appendix.**

SECTION 3. The City of Ashland Comprehensive Plan, Chapter II, [INTRODUCTION AND DEFINITIONS 2.04.15] is hereby supported with the adoption and incorporation into the Comprehensive Plan Appendix of the document entitled *"Southern Oregon University 2025*

Facilities Master Plan Amendment" attached hereto as **Exhibit A**, as said plan is amended with conditions by the Planning Commission and City Council attached hereto as **Exhibit B**, said exhibits being attached hereto and incorporated herein by this reference.

SECTION 4. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____day of_____, 2025, and duly PASSED and ADOPTED this _____day of_____, 2025.
ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

Exhibit A

See attached "Southern Oregon University 2025 Facilities Master Plan Amendment"

Exhibit B

Conditions of Approval [PA-L-2025-00016]

Added by the Planning Commission and City Council through the public hearing process

The Planning Commission recommended adoption of the Southern Oregon University 2025 Facilities Master Plan Amendment including the zoning map amendment and zone changes for properties to be transferred and associated ordinance amendments, subject to the following adjustments:

1) That any project within 50 feet of private property shall require a Type II Conditional Use Permit.
2) That the construction of solar arrays over parking lots shall be exempt from land use review when proposed in a manner consistent with the illustrative standards detailed in the Facilities Master Plan with a maximum height not exceeding thirty-eight feet (38'). The construction of solar arrays over parking lots shall not trigger upgrades to the parking lots, however new parking lots shall comply with parking lot design requirements.
3) That maximum building heights within the SO zone shall be as follows: Throughout the SO zone exclusive of the University District noted below, building heights of up to 60 feet shall be permitted outright, and heights up to 70 feet shall be allowed with approval of a Conditional Use Permit. However, for properties within the University District bounded by Walker Avenue, Ashland Street, Webster Street, and Stadium Street, height allowances shall be consistent with those applied in Climate Friendly Areas (CFAs) with 50 feet permitted outright, up to 60 feet permitted outright with the inclusion of at least 25% affordable or student housing, and any height exceeding these permitted maximums shall require approval of a Conditional Use Permit, not to exceed 110 feet.
4) The projects with a gross habitable floor area (GHFA) of 15,000 square feet or more shall be subject to a Type II Site Design Review.
5) That properties within the SO zone shall be exempt from Tree Removal Permits provided that the work is completed by a licensed professional arborist, with the University to provide an annual report on tree-related activities on campus to the City and Tree Management Advisory Committee.
6) That properties within the SO zone shall be exempted from the sign ordinance and subject to the sign program put forth in the Facilities Master Plan.
7) That the University shall establish a standard of direct communication with neighbors before the construction of new buildings, sale of university property or future Master Plan updates.
8) That properties within the SO zone shall be subject to the Water Resources Protection Zones Ordinance.

ORDINANCE NO. 3268

AN ORDINANCE AMENDING AMC 15.04.210-.216, AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.020, AMC 18.5.2.030 & AMC 18.5.7.020 TO BE CONSISTENT WITH THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

Annotated to show **~~deletions~~** and **<u>additions</u>** to the code sections being modified. Deletions are **bold** ~~strikethrough~~ and additions are **bold** <u>underlined</u>.

WHEREAS, Oregon's Statewide Planning Goal 2 "Land Use Planning", Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University's land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university's facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: <u>Powers of the City</u>**.** The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. <u>City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop</u> 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland's Zoning Map and Comprehensive Plan Map to align with the Southern Oregon

University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan; and to amend the Ashland Municipal Code Section AMC 15.04.210-.216 and the Land Use Ordinances AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.030 & AMC 18.5.7.020 to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and.

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. Section 15.04.210 [Demolition or Relocation of Structures] of the Ashland Land Use Ordinance is hereby amended as follows:

AMC 15.04.210

C. No demolition or relocation permit is required:

1. For structures of less than 500 square feet in size.
2. For relocation of a structure upon the same lot.
3. To demolish a building declared to be dangerous under the Uniform Code for the Abatement of Dangerous Buildings pursuant to AMC 15.04.010.B.
4. **For any demolition within the SO district. Southern Oregon University shall be exempt from this ordinance, but shall comply with the demolition provisions within the adopted Southern University 2025 Facilities Master Plan Amendment.**

SECTION 3. Section 18.3.6 [Southern Oregon University District] of the Ashland Land Use Ordinance is hereby amended as follows:

18.3.6.020 Applicability

A. This chapter applies to properties designated as SO on the Zoning Map. The Southern Oregon University (SOU) district implements **the Southern Oregon University 2025 Facilities Master Plan Amendment** ~~**Campus Master Plan Update for Southern Oregon University dated April 12, 2010,**~~ with all conditions added by the ~~**Planning Commission and**~~ City Council, as adopted and incorporated into the Comprehensive Plan by **Ordinance No. 3267 on August 5, 2025** ~~**Ordinance No. 3014 on June 1, 2010.**~~ It can be applied to all areas now or hereinafter owned by the State of Oregon acting by and through the State Board of Higher Education, and located within the SOU **district** boundary, as shown on the SOU **2025 Facilities Master** Plan **Amendment**, adopted by SOU and approved by the City. **The District shall not apply to properties identified on the Zoning If Transferred Map and transferred by SOU and no longer owned by SOU.**

B. This chapter, together with chapters 18.5.2 Site Design Review, 18.4.3 Parking, Access, and Circulation, ~~**and 18.4.7 Signs are the only portions of this ordinance,**~~ and **18.3.11 Water Resource Protection Zones** are the only portions of this ordinance to be effective within the SOU zone; except that ~~**areas**~~ **projects to be developed** within 50 feet of privately owned land **(specifically not including alterations to a site such as signage, access, driveway, sidewalk or landscaping alterations)** are subject ~~**chapter 18.5.4 Conditional Use Permit**~~ to **a Type II Conditional Use Permit review process.** In addition, the creation or vacation of public streets or public ways shall be subject to mutual agreement between the City and SOU and all other applicable laws. **Prior to the sale of university property, or to the submittal of applications to the city for the construction of new buildings or the amendment of the Southern Oregon University Facilities Master Plan, the University shall provide written notice to neighboring property owners of record within 200 feet of the project and provide written evidence of such notice to the city with the application submittal.**

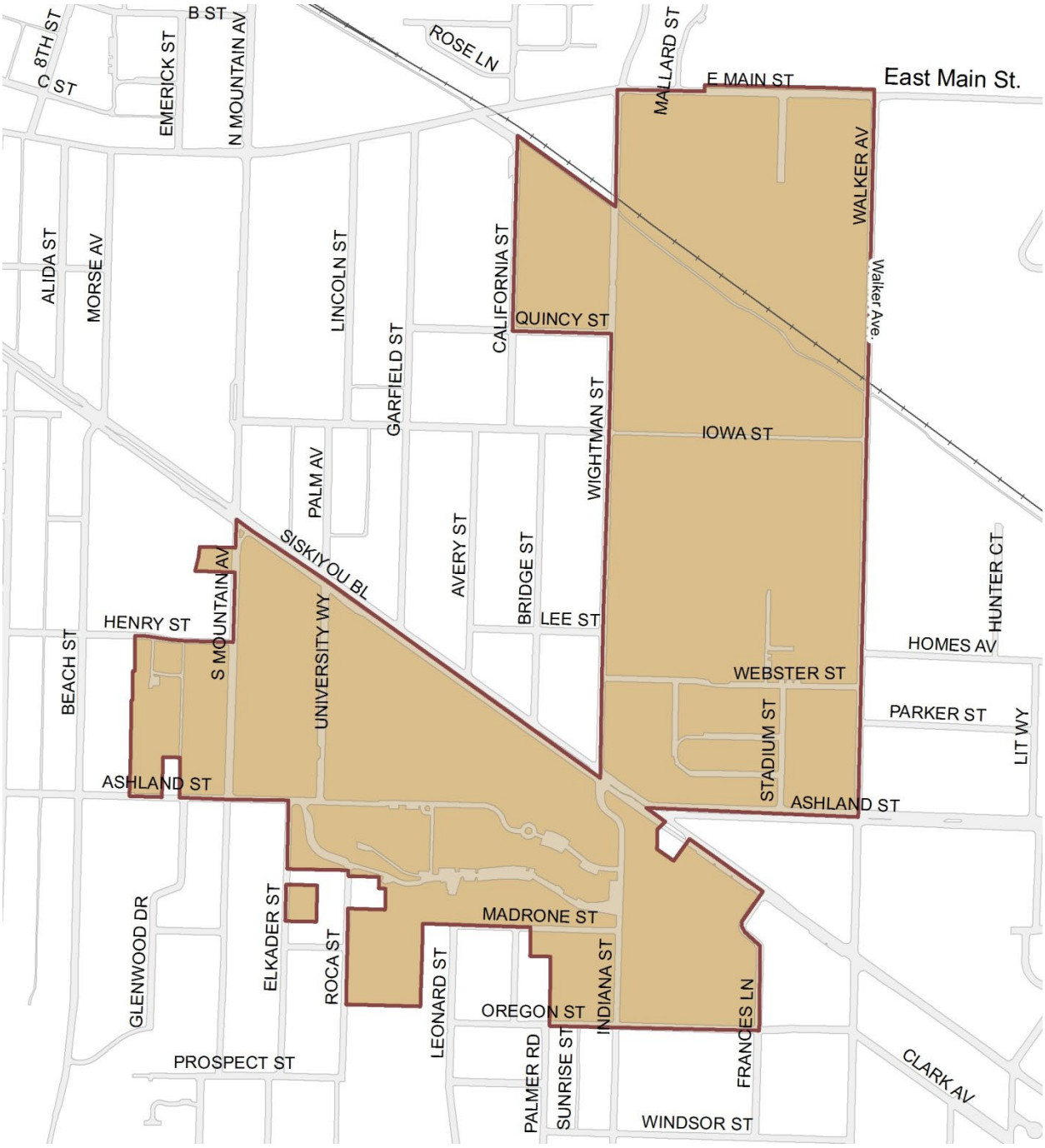


Figure 18.3.6.020. Southern Oregon University District

18.3.6.030 Permitted Uses

Permitted uses are as follows.

A. Uses permitted outright are all those which are directly **and indirectly** related to the educational functions of SOU, provided that such uses are indicated and located in conformance with the adopted and City approved SOU **2025 Facilities Master** Plan **Amendment** ~~**and are greater than 50 feet from privately owned property**~~.

B. Wireless Communication Facilities authorized pursuant to chapter 18.4.10 Wireless Communication Facilities.

18.3.6.040 Conditional Uses

Uses subject to approval of a conditional use permit, per chapter 18.5.4, are as follows.

A. Any use, site design, or construction or alteration of same not agreed upon in advance by the City and SOU in the SOU **2025 Facilities Master** Plan **Amendment.**

B. Any ~~use, site design, or construction within 50 feet of privately owned property~~ **projects to be developed within 50 feet of privately owned land (specifically not including alterations to a site such as signage, access, driveway, sidewalk or landscaping alterations).**

C. ~~**Any construction over 40 feet in height**~~ **Construction that exceeds 60 feet in height within the SO zone, exclusive of the** ~~**University District described in Section C D below, shall require approval of a Conditional Use Permit, up to a maximum height of 70 feet**~~ **properties described in Sections D thru G below, shall require approval of a Conditional Use Permit.**

D. Construction within the University District bounded by Walker Avenue, Ashland Street, Webster Street and Stadium Street that exceeds the permitted maximum height of 50 feet~~,~~ (or 60 feet with the inclusion of at least 25 percent affordable or student housing)~~,~~ ~~within the University District bounded by Walker Avenue, Ashland Street, Webster Street and Stadium Street,~~ shall require approval of a Conditional Use Permit, up to a maximum height of 110 feet.

E. Construction within the former Cascade Complex that does not exceed 60 feet in height, five stories, or 194,000 square feet [GFA], including associated site improvements such as signage, access, driveways, sidewalks, and landscaping, does not require a Conditional Use Permit, and is permitted through a Type II Site Review. Any proposal that exceeds the height or square footage limits established herein shall require approval of a Conditional Use Permit.

F. Construction of any replacement building that does not exceed the height or square footage of the existing building shall be permitted, including alterations to the site such as signage, access, driveway, sidewalk, and landscaping, and permitted under a Type II decision. Any proposal that exceeds the height and square footage enumerated herein shall require approval of a Conditional Use Permit.

~~**D.**~~ **G.** Wireless Communication Facilities not permitted outright and authorized pursuant to chapter 18.4.10 Wireless Communication Facilities.}

SECTION 4. Section 18.4.7.040 [Exempted Signs] of the Ashland Land Use Ordinance is hereby amended as follows:

18.4.7.040 Exempted Signs

The following signs and devices shall not be subject to the provisions of this chapter. All of the following exempted signs shall be subject to the other regulations contained in chapter 18.4.7 relative to the size, lighting, or spacing of such signs.

[A-M unchanged]

N. Southern Oregon University. Signs on properties within the Southern Oregon University District on lands owned by the University shall be exempted from this chapter, and shall follow the guidelines for Signage on Campus contained within the Southern Oregon University 2025 Facilities Master Plan Amendment.

SECTION 5. Section 18.5.2.020 [Review Procedures] of the Ashland Land Use Ordinance is hereby amended as follows:

[A-B unchanged]

C. Exempt from Site Design Review. The following types of uses and projects are exempt from site design review:

1. Detached single-family dwellings and associated accessory structures and uses.
2. Accessory residential units meeting the requirements of subsection 18.2.3.040 and duplexes meeting the requirements of section 18.2.3.110.
3. Land divisions and property line adjustments, which are subject to review under chapter 18.5.3.
4. The following mechanical equipment:
   a. Private, noncommercial radio and television antennas not exceeding a height of 70 feet above grade or 30 feet above an existing structure, whichever height is greater, and provided no part of such antenna shall be within the setback yards required by this chapter. A building permit shall be required for any antenna mast or tower over 50 feet above grade or 30 feet above an existing structure when the same is constructed on the roof of the structure.
   b. Not more than three parabolic disc antennas, each under one meter in diameter, on any one lot or dwelling unit.
   c. Roof-mounted solar collection devices in all zones, with the exception of E-1 and C-1 zoned properties located within designated historic districts. The devices shall comply with solar setback standards described in chapter 18.4.8 and the height standards of the respective zoning district.
   d. Roof-mounted solar collection devices on E-1 and C-1 zoned properties located within designated historic districts if the footprint of the structure is not increased, the plane of the system is parallel to the slope of the roof and does not extend above the peak height of the roof or existing parapets, or is otherwise not visible from a public right-of-way. The devices shall comply with solar setback standards described in chapter 18.4.8 and height requirements of the respective zoning district.
   e. Installation of mechanical equipment other than those exempted in subsections a-d, above, and which is not visible from a public right-of-way, except alleys, or adjacent residentially zoned property and consistent with other provisions of the ordinance codified in this section, including solar access in chapter 18.4.8, and noise and setback requirements of subsection 18.2.4.020.B. See also screening standards for mechanical equipment in subsection 18.4.4.030.G.4.

f. Routine maintenance and replacement of existing mechanical equipment in all zones. (Ord. 3229 § 9, amended, 12/19/2023; Ord. 3199 § 25, amended, 06/15/2021; Ord. 3155 § 15, amended, 07/17/2018)

5. **Solar Arrays Over Parking Lots in the SO-zone. Solar arrays over parking lots shall be exempt from Site Design Review, and subject to ministerial approval in conjunction with building permit issuance, where they meet the following standards:**
   - **a. The proposed solar array is consistent with the general design approach illustrated in the adopted SOU 2025 Facilities Master Plan Amendment, which is intended to be illustrative rather than prescriptive.**
   - **b. The proposed solar array does not exceed a height of 38 feet.**
   - **c. The proposed solar array complies with the Solar Access Ordinance in Chapter 18.4.8 where abutting privately-owned property to the north.**
   - **d. The proposed solar array does not impede emergency vehicle access or circulation.**
   - **e. Permits (structural and electrical) shall be obtained from the City of Ashland Building Division.**

SECTION 6. Section 18.5.2.030 [Review Procedures] of the Ashland Land Use Ordinance is hereby amended as follows:

18.5.2.030 Review Procedures

A. Type I Review. Except as provided by 18.5.2.030, subsections B - G, below, applications for Site Design Review are subject to the Type I procedure, pursuant to section 18.5.1.050.

B. C-1, E-1, HC, and M-1 Zones. In the C-1, E-1, HC, and M-1 zones, but not within the Downtown Design Standards or Detail Site Review overlays, new structures or additions greater than 15,000 square feet in gross floor area, or greater than 50 percent of an existing building's gross floor area are subject to Type II review.

C. Downtown Design Standards Overlay. In the Downtown Design Standards overlay, new structures or additions greater than 2,500 square feet in gross floor area, or greater than ten percent of an existing building's gross floor area are subject to Type II review.

D. Detail Site Review Overlay. In the Detail Site Review overlay, new structures or additions greater than 10,000 square feet in gross floor area, or longer than 100 feet in length or width are subject to Type II review.

E. Residential Site Review. Residential structures or additions greater than 10,000 square feet in gross floor area, other than single-family homes or accessory uses on individual lots, are subject to Type II review.

F. Croman Mill District. In the Croman Mill district, new structures or additions greater than 15,000 square feet in gross floor area are subject to Type II review.

G. Landscape and Irrigation Plan Amendments. Minor amendments to landscape and irrigation plans approved pursuant to chapter 18.4.4 to improve fire safety, public safety, water conservation, or energy efficiency may be processed as Ministerial or Type I actions.

H. Southern Oregon University District Site Review. In the SO District, new structures or additions greater than 15,000 square feet in gross habitable floor area (GHFA) are subject to Type II review. All other development subject to Site Design Review shall be reviewed as a Type I review for compliance with the current Southern Oregon University 2025 Facilities Master Plan Amendment development standards.

SECTION 7. Section 18.5.7.020 [Applicability and Review Procedure] of the Ashland Land Use Ordinance is hereby amended as follows:

AMC 18.5.7.020 Applicability and Review Procedure

All tree removal and topping activities shall be carried out in accordance with the requirements of this chapter and as applicable, the provisions of part 18.3, Special Districts and Overlay Zones, and chapter 18.4.4, Landscaping, Lighting, and Screening.

If tree removal is part of another planning action involving development activities, the tree removal application, if timely filed, shall be processed concurrently with the other planning action. Applications for tree removal permits are reviewed as follows:

A. Ministerial Action. The following tree removal permits are subject to the ministerial procedure in section 18.5.1.040:

1. Emergency tree removal permit.

B. Type I Reviews. The following tree removal permits are subject to the Type I review in section 18.5.1.050. This section applies to removal of trees that are a hazard or are not a hazard.

1. Removal of trees greater than six inches DBH on private lands zoned C-1, E-1, M-1, CM, or HC.

2. Removal of trees greater than six inches DBH on lots zoned R-2, R-3, and R-1-3.5 that are not occupied solely by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex.

3. Removal of significant trees, as defined in part 18.6, on vacant property zoned for residential purposes including but not limited to R-1, RR, WR, and NM zones.

4. Removal of significant trees as defined in part 18.6, on lands zoned SOU, on lands under the control of the Ashland School District, or on lands under the control of the City.

5. Tree topping permit.

C. Exempt from Tree Removal Permit. The following activities are exempt from the requirement for a tree removal permit in subsections 18.5.7.020.A and B, above:

1. Those activities associated with the establishment or alteration of any park under the Ashland Parks and Recreation Commission. However, the Parks and Recreation Department shall provide an annual plan in January to the Tree Commission outlining proposed tree removal and topping activities, and reporting on tree removal and topping activities that were carried out in the previous year.

2. Removal of trees in single-family residential zones on lots occupied only by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex, where the property is less than twice the minimum lot size or otherwise ineligible to be partitioned or subdivided, except as otherwise regulated by chapter 18.3.10, Physical and Environmental Constraints Overlay, and chapter 18.3.11, Water Resources Protection Zones (Overlays).

3. Removal of trees in multifamily residential and health care zones on lots occupied only by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex, where the property cannot be further developed with additional dwelling units other than an accessory residential unit or a duplex, except as otherwise regulated by chapter 18.3.10, Physical and Environmental Constraints Overlay, and chapter 18.3.11, Water Resources Protection Zones (Overlays).

4. Removal of trees less than six inches DBH in any zone, excluding those trees located within the public right-of-way or required as conditions of approval with landscape improvements for planning actions.

5. Removal of trees less than 18 caliper inches in DBH on any public school lands, ~~**Southern Oregon University**~~, and other public land, excluding heritage trees.

6. Removal of trees within the wildfire lands area of the City, as defined on adopted maps, for the purposes of wildfire fuel management consistent with the fuel modification area standards in section 18.3.10.100, and in accord with the requirements of chapter 18.3.10, Physical and Environmental Constraints Overlay, and chapter 18.3.11, Water Resources Protection Zones (Overlays).

7. Removal of dead trees.

8. Those activities associated with tree trimming for safety reasons, as mandated by the Oregon Public Utilities Commission, by the City's Electric and Telecommunication Utility. However, the Utility shall provide an annual plan to the Tree Commission outlining tree trimming activities and reporting on tree trimming activities that were carried out in the previous year. Tree trimming shall be done, at a minimum, by a journeyman tree trimmer, as defined by the Utility, and will be done in conformance and to comply with OPUC regulations.

9. Removal of street trees within the public right-of-way subject to street tree removal permits in AMC 13.16.

10. Those activities associated with tree trimming or removal at the airport, within the Airport (A) overlay zone for safety reasons, as mandated by the Federal Aviation Administration. The Public Works Department shall provide an annual report to the Tree Commission outlining tree trimming activities and reporting on tree trimming activities that were carried out in the previous year.

11. Those activities associated with the tree removal and maintenance of trees within the SO zone consistent with the current Southern Oregon University 2025 Facilities Master Plan Amendment when conducted by a licensed and certified arborist. However, Southern Oregon University shall provide an annual plan from its staff arborist or a contract arborist in January to the Tree Commission outlining proposed tree removal and topping activities, and reporting on tree removal and topping activities that were carried out in the previous year.

SECTION 8. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 9. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____day of_____, 2025, and duly PASSED and ADOPTED this _____day of_____, 2025.
ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

ORDINANCE NO. 3269

AN ORDINANCE AMENDING THE ADOPTED ZONING AND COMPREHENSIVE PLAN MAPS TO BE CONSISTENT WITH THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

WHEREAS, Oregon's Statewide Planning Goal 2 "Land Use Planning", Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University's land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university's facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: Powers of the City**.** The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland's Zoning Map and Comprehensive Plan Map to align with the Southern Oregon University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan; and to amend the Ashland Municipal Code and Land Use Ordinances to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly

advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and.

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The officially adopted City of Ashland Comprehensive Plan Map, adopted July 1, 2008 to guide development of the City to ensure the best use of financial, natural, and energy resources, and to serve as a guide for City planning, in conjunction with the Comprehensive Plan's goals and policies, is hereby amended to redesignate 26 properties totaling approximately 6.58 acres within the current Southern Oregon University District which have been identified by the University for disposition. With this redesignation and associated rezoning, these properties will be rezoned as noted in the attached maps. These properties will remain subject to regulation under the Southern Oregon University District zoning overlay while under University ownership, but with sale to non-University owners will be subject to regulation under the underlying zoning proposed herein. These amendments are reflected on the revised Comprehensive Plan Map, attached hereto as Exhibit A, and made a part hereof by this reference.

SECTION 3. The officially adopted City of Ashland Zoning Map, adopted and incorporated by Ashland Municipal Code Section 18.1.2.070 to delineate official zoning boundaries is hereby amended to rezone 26 properties totaling approximately 6.58 acres within the current Southern Oregon University District zoning overlay which have been identified by the University for disposition. These properties will be rezoned as noted in the attached map but will remain subject to regulation under the Southern Oregon University District zoning overlay while under University ownership. With sale to non-University owners, they will be subject to regulation under the underlying zoning proposed herein. These amendments are reflected on the revised Zoning Map, attached hereto as Exhibit B, and made a part hereof by this reference.

SECTION 4. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____day of_____, 2025, and duly PASSED and ADOPTED this _____day of_____, 2025.
ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

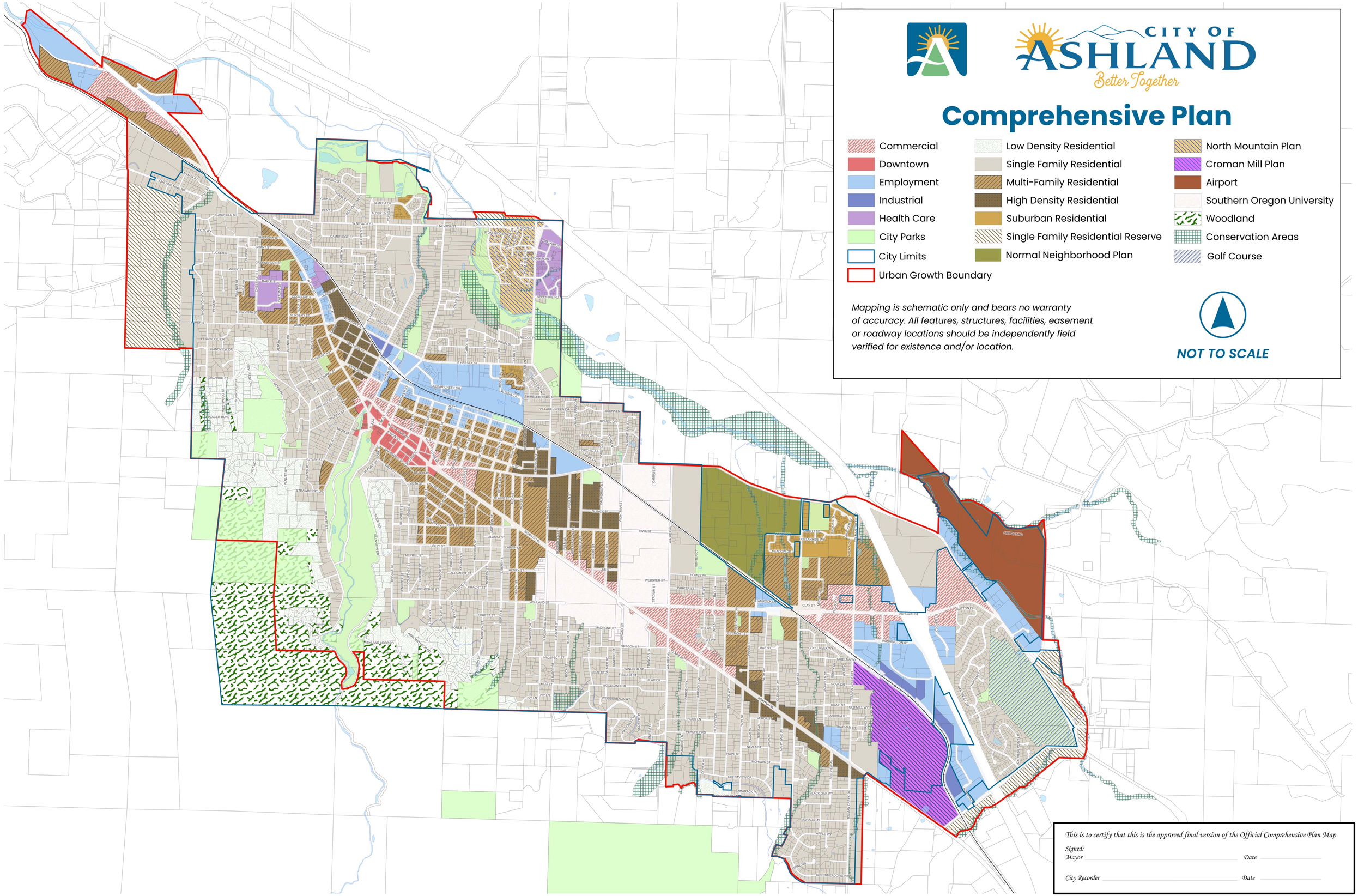
_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

Exhibit A
Amended Comprehensive Plan Map

Exhibit B
Amended Zoning Map


CITY OF ASHLAND
Better Together
Comprehensive Plan
Commercial
Downtown
Employment
Industrial
Health Care
City Parks
City Limits
Urban Growth Boundary
Low Density Residential
Single Family Residential
Multi-Family Residential
High Density Residential
Suburban Residential
Single Family Residential Reserve
Normal Neighborhood Plan
North Mountain Plan
Croman Mill Plan
Airport
Southern Oregon University
Woodland
Conservation Areas
Golf Course
Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.
NOT TO SCALE
This is to certify that this is the approved final version of the Official Comprehensive Plan Map
Signed:
Mayor
Date
City Recorder
Date

CITY OF ASHLAND
Better Together

Zoning Map

- City Limits
- CFA Overlay
- P-overlay
- Airport Overlay
- Freeway Overlay
- Residential Overlay
- North Mountain Zone
- Urban Growth Boundary
- C-1
- C-1-D
- E-1
- HC
- M-1
- NM
- Croman Zone
- R-1-10
- R-1-3.5
- R-1-5
- R-1-7.5
- R-2
- R-3
- RR-.5
- RR-1
- SO
- WR
- WR-20

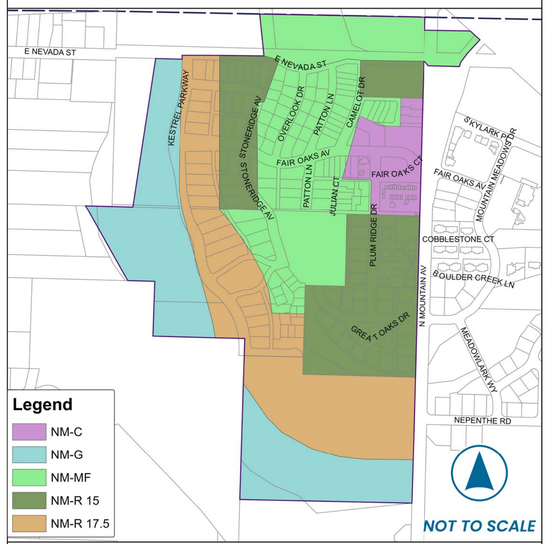
Mapping is schematic only and bears no warranty of accuracy. All features, structures, facilities, easement or roadway locations should be independently field verified for existence and/or location.

NOT TO SCALE

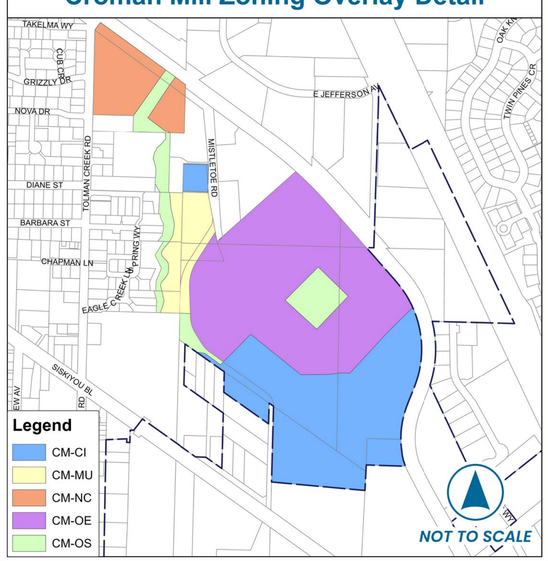
N Mountain Zone (see inset map)

Croman Zone (see inset map)

North Mountain Zoning Overlay Detail



Croman Mill Zoning Overlay Detail



This is to certify that this is the approved final version of the Official Comprehensive Plan Map

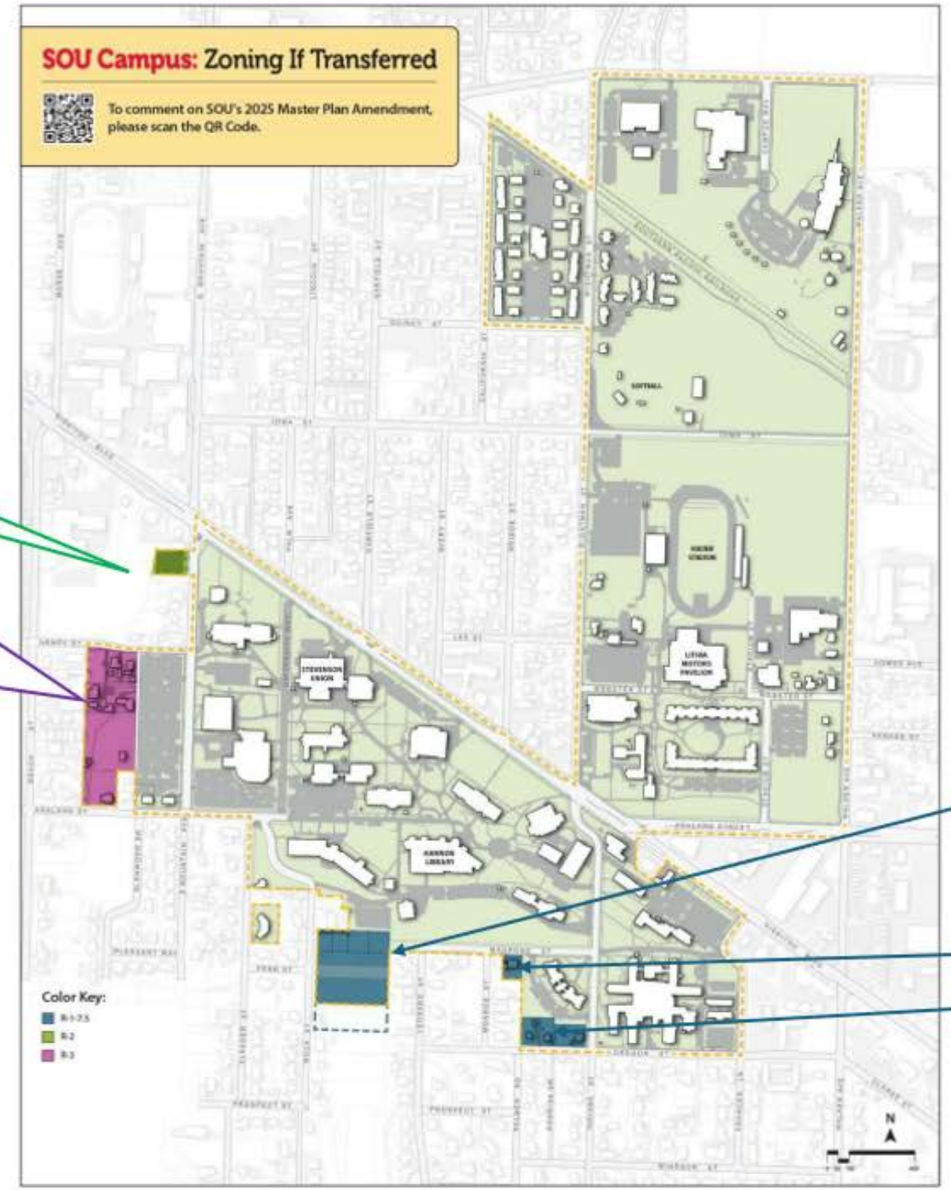
Signed:
Mayor _____ *Date* _____

City Recorder _____ *Date* _____

Staff Exhibit S-1. Zoning for Transferred Properties

ZONING IF TRANSFERRED: R-2		
LOCATION	MAP	TAX LOT #
S. Mountain Av. (Parking Lot #34)	39 1E 09DD	400
349 S. Mountain Av. (Parking Lot #34)	39 1E 09DD	500

ZONING IF TRANSFERRED: R-3		
LOCATION	MAP	TAX LOT #
1049 Ashland Street	39 1E 09DD	5300
Ashland Street	39 1E 09DD	5500
Beach Street	39 1E 09DD	5600
1060 Henry Street	39 1E 09DD	5700
1040 Henry Street	39 1E 09DD	5800
1038 Henry Street	39 1E 09DD	5801
1038 Henry Street	39 1E 09DD	6000
1056 Henry Street	39 1E 09DD	6100
Henry Street	39 1E 09DD	6198
Henry Street	39 1E 09DD	6199
1066 Henry Street	39 1E 09DD	6200



Those properties identified on this map may be sold into private ownership by Southern Oregon University. With this Masterplan adoption, their zoning is proposed to be changed as noted on this map, however they would remain subject to the SOU Masterplan and SO zoning overlay while under SOU-ownership. Once under private ownership, they would be subject to the zoning regulations of the underlying zoning proposed here.

ZONING CHANGE TO: R-1-7.5		
LOCATION	MAP	TAX LOT #
630 Roca Street	391E15BB	1500
620 Roca Street	391E15BB	1501
624 Roca Street	391E15BB	1502
628 Roca Street	391E15BB	1503
Fern Street	391E15BB	1600
648 Roca Street	391E15BB	6800
668 Roca Street	*391E15BB*	*6900*
Fern Street	391E15BB	Right-of-Way
1352 Madrone Street	391E15BB	9200
1349 Oregon Street	391E15BA	1200
1383 Oregon Street	391E15BA	1201
681 Indiana Street	391E15BA	1700
Indiana Street	391E15BA	1701

Southern OREGON UNIVERSITY

2025

FACILITIES MASTER PLAN AMENDMENT

Table of Contents

FACILITIES MASTER PLAN AMENDMENT **1**

SOU's Land Acknowledgment 3

Chapter 1—Introduction 4

Understanding the 2025-35 Facilities Master Plan Maps 5

Who We Are 6

Purpose of the Master Plan 6

Outreach 7

Chapter 2—Academic Facilities 13

Chapter 3—Athletics 19

Chapter 4—Housing 25

Chapter 5—Future Development 30

Chapter 6—Sustainability 35

Chapter 7—Zoning and Design Guidelines 43

Acknowledgments **61**

Appendix A — Maps **62**

Appendix B — Campus Facilities Detail **69**

Appendix C — The Farm Design and Site Plan Documents **73**

SOU's Land Acknowledgment

We acknowledge that Southern Oregon University is located within the ancestral homelands of the **Shasta, Takelma, and Latgawa** peoples who lived here since time immemorial. These Tribes were displaced during rapid Euro-American colonization, the Gold Rush, and armed conflict between 1851 and 1856. In the 1850s, discovery of gold and settlement brought thousands of Euro-Americans to their lands, leading to warfare, epidemics, starvation, and villages being burned. In 1853 the first of several treaties were signed, confederating these Tribes and others together – who would then be referred to as the Rogue River Tribe. These treaties ceded most of their homelands to the United States, and in return they were guaranteed a permanent homeland reserved for them. At the end of the Rogue River Wars in 1856, these Tribes and many other Tribes from western Oregon were removed to the Siletz Reservation and the Grand Ronde Reservation. Today, the Confederated Tribes of Grand Ronde Community of Oregon and the Confederated Tribes of Siletz Indians are living descendants of the Takelma, Shasta, and Latgawa peoples of this area. We encourage YOU to learn about the land you reside on, and to join us in advocating for the inherent sovereignty of Indigenous people.

Chapter 1—Introduction

Substantial changes have occurred in higher education since the adoption of the Southern Oregon University Master Plan in 2010. In 2013, the Oregon University System and the Chancellor's Office were eliminated by the Oregon Legislature and each university became self-governed with an independent board of trustees. The state also created a Higher Education Coordinating Commission. These changes substantially altered the funding model for higher education in Oregon as well as the model for capital construction for Oregon's Technical and Regional Universities (TRUs).

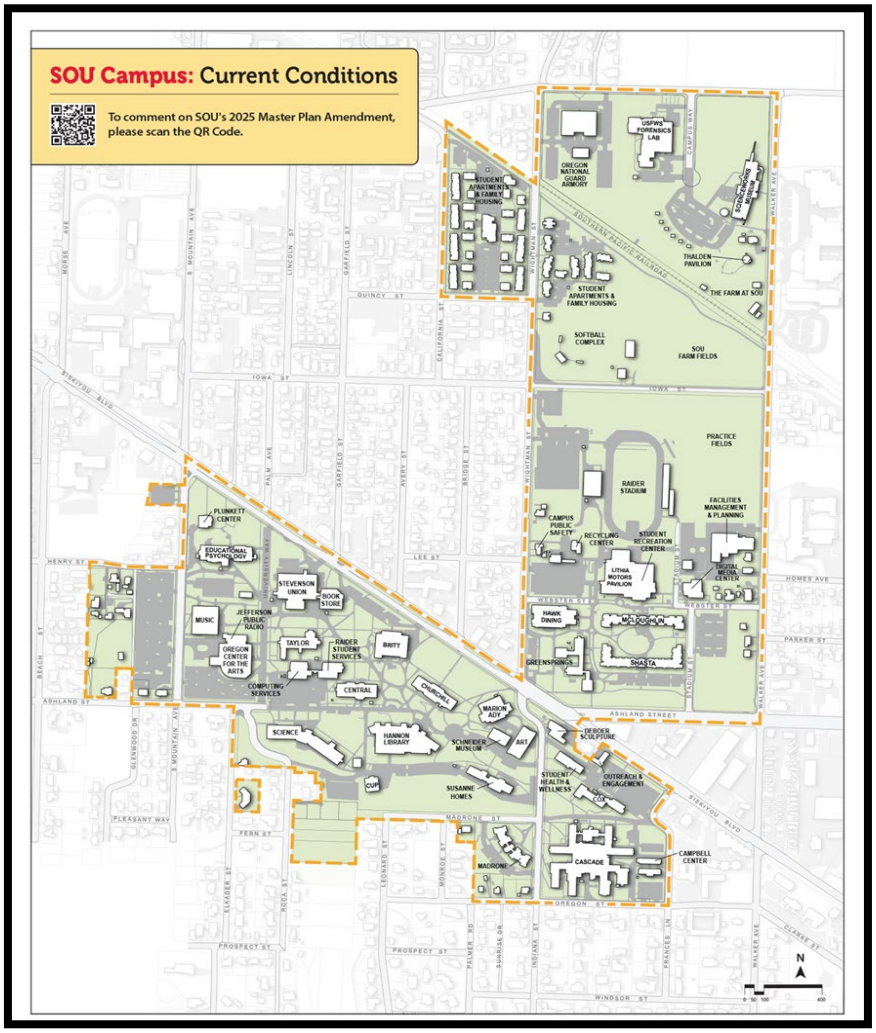
This 2025-35 Southern Oregon University Campus Facilities Master Plan (2025-35 Master Plan) is an update from the 2010-2020 SOU Master Plan and is prepared as a guide for campus facility development that is likely to occur during this cycle. This Facilities Master Plan seeks to embrace the current economic realities faced by SOU. With the State of Oregon's support of public universities and the reality that student tuition cannot continue to climb, this plan also addresses SOU's desire to create non-traditional revenue and cost containment methods for the long-term stability of SOU as well as put in place opportunities for SOU to build its reserve to face difficult times as we recently did during the pandemic.

SOU has intentionally not undergone extensive Visioning and Imagining exercises, as was done leading into the 2010-2020 Plan. This 2025-2035 Master Plan is designed to update changes from the 2010 plan that have occurred on campus as well as identify those projects which the University believes will occur in this cycle. Some Future Development areas are identified for desired projects which are, as yet, undefined and unfunded. The eventual design and use of these Future Development areas and potential projects, will likely require additional discussions and better development of the campus needs that each will address. It is anticipated that in the future, prior to the next iteration of a campus Facilities Master Plan, SOU will engage stakeholders and the community again, in a new strategic Visioning process. This 2025-35 Master Plan is broken down into sections that address the main facilities elements of the SOU campus, each with a map (See, Appendix A) identifying existing and future facilities:

- Capital Improvements generally;
- Academic Facilities;
- Housing Facilities;
- Athletic Facilities and
- Sustainability Infrastructure.

Understanding the 2025-35 Facilities Master Plan Maps

The maps are integral parts of this Master Plan. They both aide in the understanding of the future development of campus facilities and also help identify what is known about each project. To capture where we are going in the next decade, it is at times important to understand where we are today. Below is the map of the existing SOU campus:



Additionally, this Master Plan addresses some zoning and development code issues (See Appendix A, Map 6, Zoning if Transferred) which will help SOU and the City work together in the upcoming ten years.

This plan has been created by a Project Team tasked with identifying the facility needs that fit the goals and clear objectives of the University over this next ten-year period. This Facilities Master Plan supersedes the previous 2010-2020 Plan. In many ways, this 2025-35 Master Plan reflects where the University knows it is headed, while also anticipating the unknown demands on our campus, and provides the flexibility to respond to opportunities during this next ten-year period.

Who We Are

Southern Oregon University is a regionally-engaged learning community committed to being the educational provider of choice for learners throughout their lives.

WE INSPIRE curiosity and creativity, compel critical thinking, foster discovery, and cultivate bold ideas and actions.

WE ACHIEVE student success, professional preparation, and civic engagement through service excellence, evolving technologies, and innovative curriculum.

WE FOSTER access, equity, inclusion and diversity in thought and practice.

WE PREPARE our learners to be responsible, engaged citizens in our democracy.

WE PROMOTE economic vitality, sustainability, cultural enrichment, and social well-being in our region, the state, the nation, and the world.

Purpose of the Master Plan

The 2025 Master Plan serves several purposes. It is a guide to facility development, it anticipates student and faculty needs, and it creates certainty of process and understanding between SOU and the City of Ashland. This Master Plan supports the evolving academic and professional development needs of students by identifying facilities such as the Creative Industries Project and The Farm; it anticipates housing needs for the future such as the redevelopment of the Cascade future development area; and it fosters our culture and values by engaging tribal communities, celebrating and supporting our thriving Athletics programs, and embracing sustainability and renewable resources.

The Project Team conducted interviews with many stakeholders including Athletics staff; the SOU Native Nations Liaison; Sustainability Director; Facilities Management; University Housing staff; the Deans of Arts and Communication including Center for the Arts; Education, Leadership, Health, and Humanities; Social Sciences; Science and Business; Honors College; and the Dean of Undergraduate Studies and the University Library.

Outreach

The Project Team held two comment forums, both on-campus events, that were held on October 3, 2024 and October 10, 2024 to present the basic elements of this 2025-35 Master Plan. The goal of these sessions was to communicate the known projects for the next ten years, facilities challenges facing the University and the potential disposal of some University-owned property. During these forums participants could ask questions and concerns. SOU stakeholders and the surrounding community were invited by email and flyers. Based on stakeholder and community feedback, the Project Team included additional future development projects to the Master Plan and clarified the labeling and presentation of several items.

In addition to these forums, SOU created a website in order to make it easy for any interested party to submit comments to the Project Team. Examples of this successful outreach include the addition of more family housing for students on the map as well as refined places for public art.

The Project Team has also worked with Associated Students of Southern Oregon University (ASSOU) Leadership to discuss changes in the 2025-35 Master Plan.

Internal Comment Example

"The Hawk could improve the consistency and quality of offerings. The dorms could have maintenance promptly repair broken laundry machines. The dorm HVAC could be better explained to students and adjustments supported. The fire alarms could be monitored and false alarms fined to improve sleep quality for students."

External Comment Example

"It would be helpful to have more than a map to look at and guess the intention. Could some text be added to the website to explain the maps? Is student population increasing? Decreasing? What majors are seeing greater/less interest? Providing some context around the uni's patterns and goals would help us provide better feedback."

City of Ashland Goals

Statewide planning Rules (OAR 660-30) direct State institutions such as SOU to coordinate with local jurisdictions on campus facilities. This recognizes the unique longevity, growth, and renovation needs for University facilities and the unique role of a university campus within any city. The City of Ashland has created a zoning designation for the SOU campus properties (Southern Oregon University District) that governs the use and development of this area. The specific provisions of that use and development, contained in this Master Plan, are intended to govern how the campus grows and functions. Once adopted by the City of Ashland, the provisions in [Chapter 7] of this Master Plan become the primary governing rules for SO -zoned property, including the future zoning of some property should it be transferred out of University System ownership.

In addition to the use and development provisions, the City works in partnership with SOU to create effective transportation systems, infrastructure and services. Together, both SOU and the City work together to benefit the surrounding businesses and community as a whole.

SOU's direct academic programs involve over 5,000 individuals and create a large positive economic impact. Our graduates provide a workforce multiplier for the region and we offer many other campus outreach programs.

Southern OREGON UNIVERSITY

Contributing to Ashland and the Rogue Valley

Youth Programs/Summer Camps

SOU hosts and provides programming for more than 5,000 youth through our Youth Programs and Summer Camps, which include summer youth classes, the Black Youth Summer Institute, Konaway Nika Tillicum for Native American/ Indigenous students, Summer ACADEMY, and Academia Latina.

Oregon Center for the Arts at SOU

The OCA at SOU educates students, artist-practitioners, and scholars in a learning environment that cultivates SOU's values of creativity, collaboration, discovery and diversity. Cumulatively, among music, theater, special events, concerts and others events, more than 16,000 members of the community stepped onto SOU for a cultural connection, including:

- 10,500 theater goers
- 1,300 musical concert series attendees
- 3,800 chamber music concert attendees

SOU Community Preschool

The Community Preschool at SOU provides a play-based environment for community members where experiential learning is encouraged. Its play-based curriculum bridges theory into practice and is guided by professional staff through careful observation and planning based on children's strength, interests and needs.

Employer for the Community

SOU employers nearly 750 faculty, classified and unclassified staff and administrators, making it one of the largest employers in Jackson County.

Hannon Library

The 122,830 square foot Hannon Library offers access to an ever-growing number of resources for instructional, research, and general information needs. The collections complement the educational programs of SOU and include materials in a variety of formats. Students and community members have access to 340,000 print volumes and 115,000 e-books, 296,000 government publications, and 1,689 periodical, serial, and newspaper subscriptions.

Jefferson Public Radio

JPR is a regional public radio broadcasting network serving over a million potential listeners in a 60,000 square-mile area in Southern Oregon and Northern California. JRP is owned by SOU and is headquartered on the Ashland Campus.

Schneider Museum of Art

The Schneider Museum of Art is a vital force in the intellectual life of Southern Oregon University that promotes an understanding of the visual arts within a liberal arts education. SMA serves both an academic and community audience and builds a challenging environment that engages with the visual arts through exhibitions and programs supporting interdisciplinary study, research and discourse. The museum is open year-round and The museum's permanent collection is primarily focused on works on paper from the twentieth century and beyond, and includes artists Mark Tobey, David Siqueiros, Jack McLarty, George Inness, and Alexander Calder. Other works in the collection: lithographs by William Hogarth, Pre-Columbian ceramics from Costa Rica, Native American baskets, and woven artifacts from New Guinea.

SOU Food Pantry

The SOU Food Pantry ensures that SOU students have food and other basic necessities to alleviate the effects of hunger and poverty, easing the burden on the greater Ashland community.

The Osher Lifelong Learning Institute (OLLI)

OLLI at SOU is a member-driven educational community of more than 1700 adults, primarily aged 50 and older who live in the Ashland area. OLLI brings its participants into connection with courses, activities, events and excursions each year during SOU's fall, winter and spring terms.

History

Southern Oregon University began as Ashland Academy in 1872, and went through several changes prior to being an official state normal school in 1887. The school was closed due to lack of funding in 1890-95 but reopened in 1899. In 1904, the school became a full state school but funding was again eliminated in 1909, leading to the facility being closed. Finally, in 1926 the school was reestablished in its current location.

The initial school facility was Churchill Hall, followed by Britt Hall in 1936 and Susanne Homes 1947 (original section). In 1939 three state normal schools were designated Colleges of Education by the state.

Naming Heritage

In 1956, the Southern Oregon College of Education became Southern Oregon College, and in 1975 the name changed to Southern Oregon State College. The current moniker of Southern Oregon University was adopted in 1997. Throughout that time, while the name had changed, the mission of serving the educational needs of our students and helping make Ashland a vibrant community remained steadfast.

Bright Future

This 2025-35 Master Plan looks to a bright future honoring this legacy and charting a course to serve the students of a new era. Each section of this Master Plan addresses elements of campus and charts a path forward: Educational/Academic Facilities, Housing, Athletics, Sustainability, Future Development Areas, and Zoning and Development Standards.

A Master Plan is by its nature a forward-looking document but it is also an opportunity to reflect on the 2010-2020 Master Plan and identifies certain elements (completed, continuing, and discontinued), which will inform decisions for this next period of time. Each section of this Master Plan identifies some significant changes that have occurred in the past fifteen years such as upgrades to Churchill Hall and the Performing Arts / JPR Building, the creation of the Lithia Motors Pavilion and creation of Raider Village (Shasta Hall and McLoughlin Hall).

Changes Since 2010 Master Plan

Some projects identified in the 2010-2020 Master Plan have not been pursued and are now considered to be non-viable. These include the Arboretum, Faculty Housing facilities, and the stand-alone Jefferson Public Radio facility. Other priorities from that previous Master Plan have provided significant benefits to the SOU community, such as the pedestrian crossing upgrades along Siskiyou Blvd. and the SOU Solar Initiative. Solar power generation has continued through this past decade and is a significant part of SOU's ongoing success (see Sustainability, Chapter 5).

Some larger ideas discussed in the past, such as creating a special overlay zoning district with the City of Ashland, tentatively titled the "University District," or the construction of Faculty Housing, are no longer included. This idea of an overlay zoning district was discussed in the 2000 Master Plan and again is referenced in the 2010-2020 Master Plan. The potential benefits of providing for a pattern of development and redevelopment of property near or adjacent to the University is something that the University looks forward to discussing in the future, but is beyond the scope of a Facilities Master Plan.

By its nature, the creation of a University District zoning overlay will impact not only the University but our neighbors, so a larger process of engagement is critical and should be done through the leadership of the City. In 2018 the City did create the Transit Triangle District, which encompassed some of the area

Spotlight: Improved Safety

In 2012, as part of the North Campus Village ("NCV") residence halls project, SOU commissioned a traffic engineering study to analyze the vehicle and pedestrian traffic flow along and across Siskiyou Blvd and Ashland Street within the SOU campus boundaries. The consultants recommended installation of a new diagonal crosswalk at the major Siskiyou-Indiana-Wightman intersection as well as the installation of pedestrian-activated flashing crossing signals at other select locations along Siskiyou Blvd and Ashland St.

As part of the NCV construction project, SOU upgraded the traffic signals and installed the diagonal crosswalk at Siskiyou-Indiana-Wightman. As recommended by the traffic study, SOU also installed pedestrian -activated flashing crossing signals at Siskiyou Blvd & University Ave, Siskiyou Blvd & Garfield St, Siskiyou Blvd & Bridge St, Ashland St & Stadium St, and Siskiyou Blvd & Frances Lane.

Since the signalization and crosswalk improvements, pedestrian safety along Siskiyou has improved dramatically, with only 17 incidents down from 47 Motor Vehicle/Pedestrian incidents (as reported by Ashland Police Department) over this 12-year period.

bordering the University. Current discussions with the City indicated that this Transit Triangle District may evolve into a Climate Friendly Area, consistent with the state-wide Climate Friendly and Equitable Community Rules adopted by the State of Oregon. Faculty Housing was an approved element of the 2010-20 Master Plan but funding and design never occurred and has been removed. Related issues such as identifying the appropriate land use zone for property transferred by the University to a private party is addressed as part of the process of legislative adoption for this Master Plan by the City ("Zoning if Transferred" Map, Appendix A.)

Transportation System

Since the 2010-20 Master Plan the University has seen a significant reduction in enrollment, a significant increase in on-line or hybrid learning and a corresponding reduction in transportation impacts and needs. In recent years there has been a reduction in requested parking passes and no new parking facilities created. It is possible to get a discount for having a carpooling parking pass and the SOU community can get RVTD passes (free for faculty, staff, and discounted for students). RVTD reports increases in SOU pass usage. In light of current needs, no new or altered vehicle system elements (parking, roads or access points) are proposed to be changed.

Consistent with our goals of sustainability and multi-model transportation, SOU continues to encourage bicycle use. There are 13 covered bike parking locations on campus providing 260 spots. Understanding that the primary use of bicycles by the SOU community and that the center of campus is encouraged to be 'walkable', these bike shelters are located primarily around the perimeter of the academic campus and at residence halls. The most recent residence halls (Shasta and McLoughlin) have included bike hangers in each room to provide this option to student bike owners. This is a recognition of security preferences and value of today's bike. We will continue to review the needs of bike users and update our policies (currently evaluating how to address e-bikes in regard to safety and security) to reflect changing usage and equipment. This will also include working to add secure bike parking to the new Creative Industries project on the west side of campus that would be open to the public for visitors to that side of campus, including for theater or concert events.

Pedestrian connectivity and safety continue to be a focus for SOU (See Spotlight on Pedestrian Safety Crossing Siskiyou.) Facilities staff continue to work tirelessly to maintain the quality of pathways throughout campus as those are impacted by weather, landscaping and ordinary wear and tear. One significant project outlined in this Master Plan is within the Athletics core of campus - an improved pedestrian way from Raider Village to the new Softball Complex. This will connect the elements of the campus sporting facilities to the main residence and dining hub providing a comfortable and well signed spine through the north end of campus.

SOU prides itself in being a walk friendly and bike friendly campus and will continue to build on existing programs and initiatives through the length of this Master Plan.

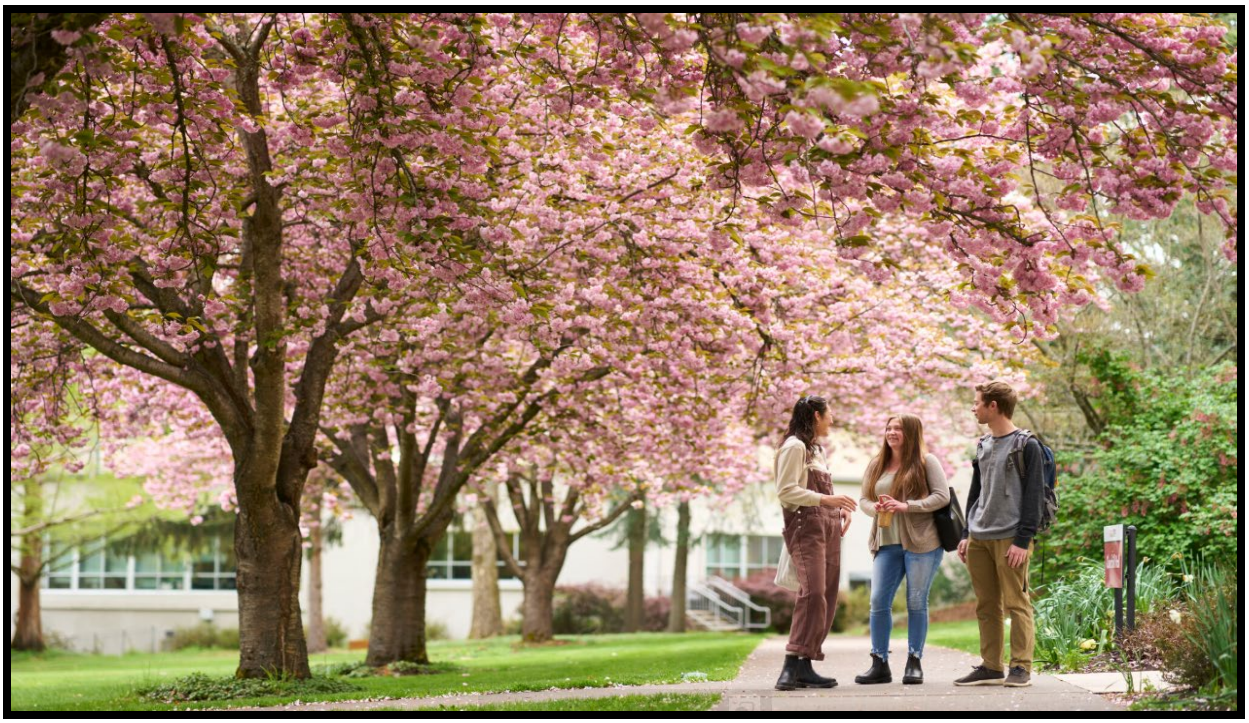
Chapter 2—Academic Facilities

Where We Have Been

The 2010-20 Facilities Master Plan identified several SOU buildings in need of upgrades & re-investment. Churchill, Britt, Central, McNeal, Science, Theater Arts, and Cascade were identified on that list. SOU has been able to address all of these buildings since 2010 and has also made significant improvements to Taylor Hall. A Map of Academic Facilities and supporting buildings is attached as Appendix A and a full list of facilities and information about each is set forth in Appendix B.

Significant Changes to SOU Buildings Since 2010

Academic Buildings	Reno Dates	Work Scope	Notes
Churchill Hall	2011	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new windows, new interior finishes throughout	
Britt Hall	2019-24 (4 phases)	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new roof, new interior finishes throughout	
Central Hall	2022-current	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new interior finishes, new roof, exterior refurbish	Upper floor TI buildout scheduled for 2025
McNeal	2017-18	Building replaced by the new Lithia Motors Pavilion and Student Recreation Center	
Science Building	2015-16	Seismic upgrade and complete systems replacement (HVAC, plumbing, electrical), new fire & life safety systems, ADA upgrades, new windows, new roof, exterior waterproofing, all new interior finishes and equipment	
Theater Arts (Oregon Center for the Arts)	2017-18	Interior renovations to the existing building. Building additions to add new program spaces and faculty offices. New interior finishes	A new wing was added to the existing building for new JPR studios & offices.
Taylor Hall	2013 & 2022	Replacement of all windows, new exterior finishes, renovation of public restrooms, ADA upgrades, upgrades to lobbies & corridors, Anthropology dept. renovation	
North Campus Village (New Res Halls)	2011-12	Two all-new residence halls (Shasta & McLoughlin-700 beds) and a new Dining/Kitchen facility (Hawk Dining) were constructed on the north campus	Replacement of Cascade was envisioned in the 2010 MP
Cascade Complex	2024	Abatement & hazardous materials removal in progress. Complete demolition to be completed in 2025	Replacement of the Cascade complex was anticipated in the 2010 MP



Where We Are Going

This Master Plan anticipates significant work (beyond maintenance and repair) to several existing buildings in this 2025-35 cycle:

Academic Buildings	Anticipated dates	Work Scope	Notes
Music (Creative Industries)	2025-27	Complete renovation of the existing building and an approx. 10,000 sq. ft. addition for a new teaching theater, new ADA restrooms & support spaces	
Education-Psychology	2025-27	Exterior rehabilitation (new windows & doors, skylights, exterior waterproofing, interior renovations	No change in building footprint anticipated
Digital Media Center (DMC)	2027-28	Interior renovations and an approx. 4,000 sq. ft. addition	
Susanne Homes	Future Dev TBD	Partial demolition of the west wing, complete renovation of original building.	
The Farm Administration Building	Future Dev TBD	Demolition of old the farmhouse (155 Walker Ave). Construction of a new multi-purpose building for food prep, education, and administration	

SPOTLIGHT: The Farm at SOU

Located at the far north end of the SOU campus, adjacent to the ScienceWorks Hands-on Museum, The Farm at SOU is a center for sustainability. The student-led organic farm produces healthy, sustainably harvested food for the SOU community. It is a hub for education, student and faculty research and community outreach to Ashland and the entire Rogue Valley. Our projects are inspiring a generation of ecologically-committed leaders who promote a vision of living and working sustainably in community and on the land. The Farm at SOU is and was conceived as a learning laboratory where students from all disciplines can dream big. Student research and projects on this site have already included work on K-12 curriculum to teach watershed restoration, research on solar technologies in agricultural landscapes, the role of visual art in environmental activism, and research on soil water retention. The Farm hosts Farm to School programs through a collaboration with Rogue Valley Farm to School.

As shown on the Academic Facilities Map in Appendix A, The Farm has significant investment and anticipated development.

Pending projects include the new farmhouse (2,200 sq. ft), classrooms, exhibition space, offices, restrooms, a pollinator garden, and a commercial kitchen.

These improvements have been designed and will be incorporated around the existing Thalden Pavilion. Together with the Ashland School District and ScienceWorks, SOU commissioned plans for the phases of improving The Farm which are incorporated into this Master Plan and attached as Appendix A.

The Farm currently employs up to 12 students at one time. The Farm is critical to two SOU degrees as well as a Certificate in Environmental Horticulture and Horticultural Business. In addition to restoration ecology, hydrology, soil science, and agroecology, the following courses are taught exclusively at The Farm:

- Sustainable Food Systems: The Land
- Sustainable Food Systems: The Harvest
- Sustainable Food Systems: The Planting
- Propagation, Integrated Pest Management
- Irrigation Management
- Greenhouse Management

Creative Industries

The Creative Industries represent a dynamic economic and occupational subsector that encompasses a broad spectrum of activities focused on culture, entertainment, arts, and information. This project will transform the existing Music Building into a state-of-the-art collaborative learning environment, equipping students with professional-grade facilities and tools to thrive in the Creative Industries economy.

The renovation will include a seismic upgrade, full replacement of mechanical, electrical, and plumbing systems, new life-safety systems (fire alarms and sprinklers), substantial ADA accessibility improvements, and energy efficiency enhancements. A key component of the project is a 10,000-square-foot expansion, featuring a new teaching studio and support facilities to enhance hands-on learning opportunities.

This upgraded facility will enable students to integrate creativity and innovation into their educational experiences and career pathways. SOU's Creative Industries curriculum emphasizes STEM competencies while prioritizing creative production and storytelling. Students will be

prepared for diverse careers across music, performing arts, film and video, digital media, design, software development, television, radio, video gaming, eSports, virtual and augmented reality, product design, fashion, architecture, advertising, strategic communication, publishing, journalism, and more.

The skills cultivated within this program are not only essential for success in creative fields but also applicable across numerous economic sectors, highlighting the versatility and adaptability of creative development and production. This project is a critical step in preparing students to lead and innovate in the fast-evolving Creative Industries landscape.

Education-Psychology Building Renovation

Education-Psychology Building is a 47,000 sq. ft. 3-story academic building that was constructed in 1973. The facility is home to the Education and Psychology departments and houses numerous classrooms, faculty offices and the community pre-school. The facility is substantially unchanged since it was constructed 52 years ago.

SOU will rehabilitate the Ed-Psych "exterior envelope" over the next 2-3 years. Work scope will include new roofing, replacing the existing skylights, replacing exterior doors and windows, re-sealing patio decks and stair landings, and re-pointing and re-sealing the exterior brick veneer.

The building footprint will remain unchanged. The building appearance will be substantially unchanged after this envelope rehabilitation project is completed

Digital Media Center

SOU's current Digital Media Center (DMC) is a vital hub for Creative Industries development and media literacy education in Southern Oregon. The DMC boasts unparalleled production resources in the region, including a sound recording booth, an equipment check-out facility, and a 1,000-square-foot multi-cam studio equipped with an LED lighting grid and green screen. These facilities have established the DMC as a key partner for local news organizations, K-12 media educators, and Southern Oregon Public Broadcasting Service (SOPBS).

As part of the Creative Industries Project, many current DMC functions will be merged into the new facility. Once the Creative Industries space is online, the existing DMC building will be repurposed for other academic and athletic uses, maximizing the value of SOU's infrastructure.

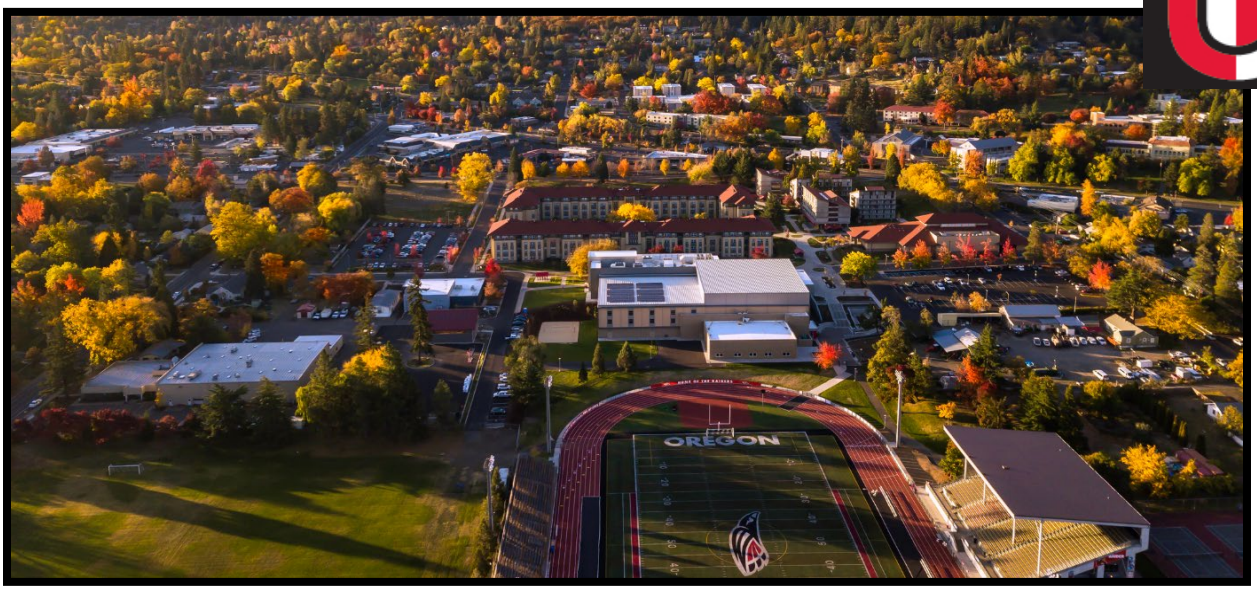
Susanne Homes Building

Susanne Homes, constructed in two phases (1947 and 1958), is another example of SOU's evolving campus needs. Originally designed as a dormitory to foster independent student living, its decades-old infrastructure—including obsolete and failing plumbing systems, steam heating, single-pane windows, community restrooms, and undersized electrical service—can no longer support student housing. Since 2018, the building has been partially occupied by the Honors College and SOU Service Center.

A high-level architectural review suggests that the 1958 addition should be demolished, while the original 1947 wing has potential for renovation into academic space. Although design and funding for a renovation have not yet begun, the deteriorating infrastructure necessitates future planning.

SOU's ability to fund academic structures largely relies on State bonding approved by the Oregon Legislature for maintenance, repairs, new construction, demolition, and substantial remodels. With significant deferred maintenance across campus, SOU has strategically allocated available funds to prioritize safe and effective learning environments. While the rising costs of renovation reflect the evolving nature of higher education and increasingly complex building operations, SOU remains committed to addressing these challenges.

Beyond maintenance, SOU has embraced innovation to meet the needs of modern students, offering flexible modalities such as online synchronous and asynchronous classes. These advancements require significant investment in physical spaces and technology to support delivery. Despite these shifts, SOU upholds the value of in-person instruction and human interaction, ensuring that the majority of courses continue to foster direct engagement in well-maintained and technologically advanced learning spaces.



Chapter 3—Athletics

Student-athletes play a substantial role in the fabric of SOU. With over 450 student-athletes, our athletic programs are key to SOU's recruitment and retention of students. Our student-athletes maintain higher-than-average grade point averages and tend to be some of our most involved students in both on- and off-campus activities.

SOU has a vision to provide student-athletes, alumni, donors, and fans with competitive facilities and outstanding game-day experiences.

A significant part of making this vision a reality was replacing McNeal Pavilion with the current Lithia Motors Pavilion and renovating Raider Stadium. These were key initiatives of the 2010 Master Plan which have been achieved.

Where We Have Been

The aging McNeal Pavilion was SOU's marquee athletics facility for nearly sixty years and was replaced with a state-of-the-art three-story building. The $22 million secured by SOU in 2012, however, was based on renovating, not replacing, the pavilion. When architects and engineers determined that a full replacement was necessary for safety reasons, the state allocation was simply not enough to construct a new facility and house all necessary programs. SOU's national championship football program, among others, like track and field, was without a locker room in the current plan. The "finished" 100,000 square-foot Lithia Motors Pavilion was not large enough to accommodate all the needs of a growing athletic program for men and women competing in thirteen sports (now nineteen), as well as academic offices and classrooms. To mitigate space issues, SOU simultaneously renovated Raider Stadium. This ensured that SOU

could remain competitive in the recruitment of student-athletes and compliant with federally mandated Title IX requirements for gender equity.

The new Lithia Motors Pavilion is now providing both competition space and locker room space for men's and women's indoor sports (basketball, volleyball, and wrestling), men's and women's soccer, office space for athletic administration, as well as other academic programs. The building also continues to house the Bob Riehm Arena offering 1,400 seats for spectators attending SOU basketball, volleyball, and wrestling competitions. There are also four classrooms for students enrolled in the Outdoor Adventure Leadership Program and Health and Physical Education.

The Raider Stadium renovation project ensured that outdoor sports (in particular football and track and field/cross country) had coach offices, locker rooms for the men's and women's teams, meeting and conference areas, a training room, and a weightlifting area for all programs. Improvements have extended beyond the Stadium to Wightman Street, where three dilapidated tennis courts have been converted into sand volleyball courts used by our new Beach Volleyball team. The continued rehabilitation of this area may include upgrades to make the remaining space multi-functional for other similar sports such as Pickleball.

Where We Are Going

As shown on the Athletic Facilities Map, our facilities will continue to be centered around the Lithia Motors Pavilion. The vision for the SOU Athletics District includes a new pedestrian mall that flows seamlessly between Raider Village, the Lithia Motors Pavilion, and Raider Stadium and it will extend to connect to the Softball Complex. This proposed pedestrian walkway and plaza space will use pavers and other natural materials to unite the Athletics District and direct the SOU community to athletic events.

Proposed Improvements during this Master Plan include a Softball Complex (Spotlight below), a small expansion to the Lithia Motors Pavilion, a Practice Building, and upgraded facilities for concessions and food trucks.

This Master Plan anticipates the continued growth and success of our Athletics programs. We have identified areas that will serve this growth and where future development will take place.

SOU does anticipate the use of Future Development Areas shown on the Athletics Map, to be developed under the Design and Development Guidelines and will be in furtherance of our educational Mission. The full design, programming, and funding of such areas are as-yet undetermined. One example of a need that may be addressed with such future development is that our current roster of 110 wrestlers, between our men's and women's teams, would benefit from a potential new facility (labeled as Future Development), located between the Lithia Motors Pavilion and the Beach Volleyball courts. Similarly, we appreciate and embrace the passionate Raider fans who attend events at Raider Stadium and want to make this an amazing experience for attendees. This is why the development of a tailgating area has been identified for Future Development, but because there is no current design, timing, or funding for the project, it has been designated for Future Development.

SOU also anticipates needed upgrades for Raider Stadium. This facility was built in the 1980s and needs additional renovations. An assessment of every aspect—from bleachers to bathrooms to the press box—will be undertaken to move forward with making this facility the center of a quality game-time or graduation experience.

The Athletics District is an exciting hub of student life and community engagement with SOU. Investments in these facilities will continue to pay off, creating academic opportunities and top-notch venues for our student-athletes.

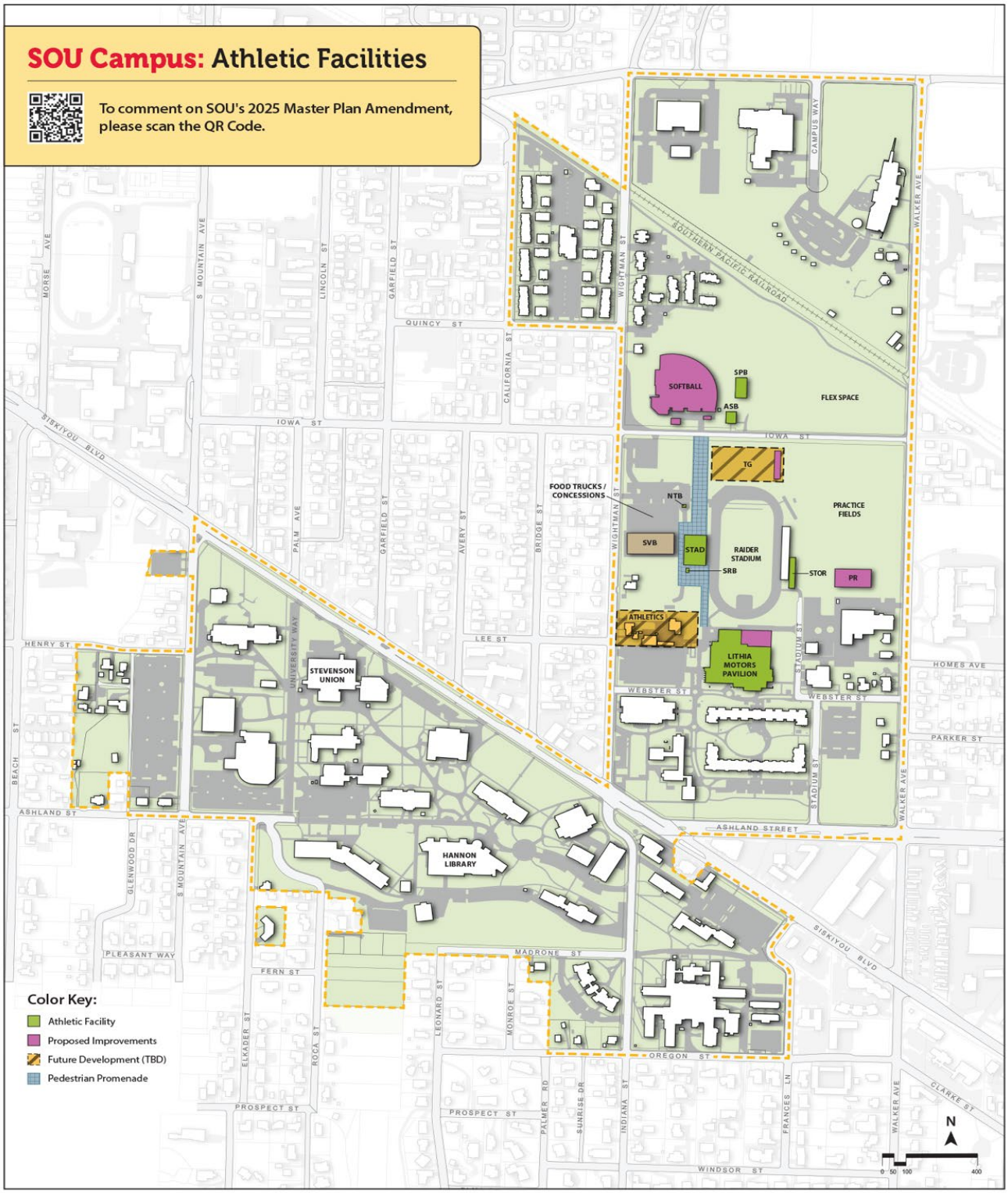
SPOTLIGHT: Softball Complex

Since the reintroduction of softball as an intercollegiate sport and the field conversion from baseball to softball, the SOU softball program has won several Conference Championships and three National Titles (2019, 2021 and 2023). The SOU softball program is one of the most popular sports with fans, SOU alumni, and community members.

Historically an underutilized baseball field, this portion of the Athletics District was revived in 2001 and the outfield and dirt infield were modified to softball field dimensions. The distance from the dugouts to the playing field remains at baseball field distances.

There is a seating capacity of 500 in the existing bleachers. The bleachers and press box have not been changed or upgraded since being installed or slightly improved in 2001 for the softball field conversion. The previous concession stand building has been converted to the team's locker room.

The City-approved plans for the new Softball Complex include new ADA facilities, increased seating capacity, a new entry plaza connecting the Softball Complex to Raider Village, new dugouts, concession facilities, a press box, and a renovated field to NCAA standards, including appropriate lighting and a scoreboard.



Building Key:

ATHLETICS

ASB	Athletics Services Building
NTB	North Ticket Booth
PR	Practice Building
SPB	Softball Practice Building
STAD	Stadium Facility
SRB	Stadium Retail Booth
STOR	Stadium Storage Facility
SVB	Sand Volleyball
TG	Tailgate Area / Food Trucks

Southern OREGON UNIVERSITY

Chapter 4—Housing

While SOU continues to modernize its curriculum and offer modalities like online learning, we strongly believe there is tremendous value to having in-person learning. We offer a variety of housing types and styles on campus including family housing. If SOU did not offer on-campus housing, there be further strain on local market rate housing which already has extremely low vacancy rates and, due to Ashland's limited public transportation, may price some students out of having a collegiate in-person learning experience.

Our campus housing provides a socially rich and academically supported experience. Living on campus gives the advantage of being closer to classes and participating in SOU activities. Living on campus leads to making more friends, having better success in any course of study, and creating a tremendous sense of community.

In addition to creating a strong experience, living on campus reduces the impacts created by commuting to SOU and also helps to alleviate some of the demand on housing surrounding campus. As shown on Housing Facilities Map in Appendix A, we currently have 962 unrestricted beds available for housing in residence halls and 178 seasonally available beds in Greensprings. SOU also has 166 apartments at SAFH ranging from studios to four bedroom units, as shown on the Housing Map.

Where We Have Been

The on-campus residence hall experience has changed significantly over the years. The modern housing experience reflects more privacy, independence, and better amenities than units built decades ago. Aging facilities such as Cascade and Greensprings have come with a host of issues. Cascade was approved for demolition as part of the last Master Plan and will be completed in 2025. Greensprings continues to suffer infrastructure challenges as a result of its age and initial design. One of the most significant developments during the past fifteen years was the creation of Raider Village and construction of Shasta and McLoughlin Halls. These additions have been critical to providing housing that meets the current expectations and needs of our students.

McLoughlin Hall

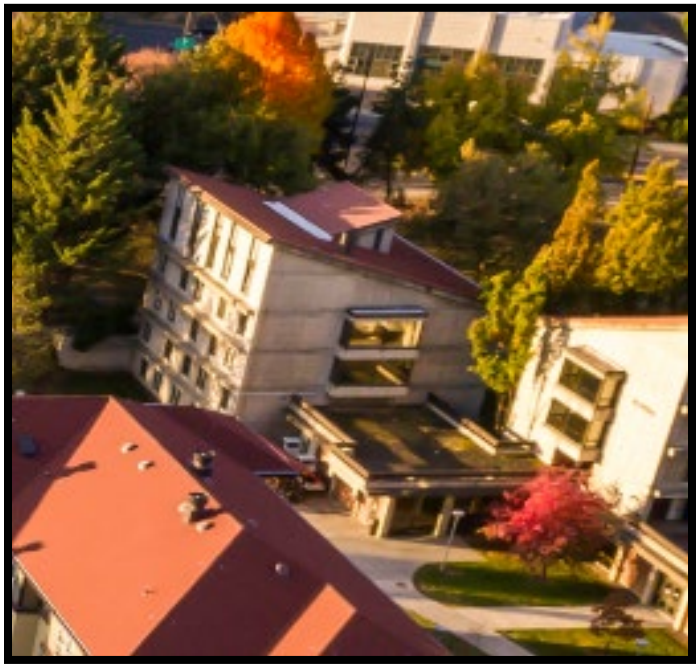
SOU broke ground on Raider Village in April 2012 and officially opened in fall of 2013. McLoughlin Hall is part of Raider Village and features a suite design with both single and double rooms available. It's primarily a community for returning and transfer students but is open to all students. McLoughlin Hall is also home to the Multicultural Community on the second floor. The purpose of this Multicultural Themed Housing Community is to provide a space for students of different cultures and backgrounds to live, study, and intentionally engage with and explore their unique histories.

Shasta Hall

Shasta Hall is part of Raider Village and features a semi-suite design with both single and double rooms available. This is primarily a first-year community, but open to all students. Shasta Hall is also home to The Garden

(LGBTQIA+) Community on the 2nd floor. The purpose of The Garden (LGBTQIA+) Themed Housing community is to provide a safe space for LGBTQIA+ students and allies to live, study, and engage together.

Greensprings



The Greensprings complex is currently used for seasonal housing because of the deferred maintenance challenges impacting these facilities. The failure of critical infrastructure in the 1960s structures has limited its current use. The physical limitations include a lack of air-conditioning, no ADA-compliant amenities, and outdated electrical and plumbing systems. The layout of units, ceiling height, and outdated resident common areas are also sub-optimal and not what current students desire. We believe that prior to 2035 we may no longer be able to house students at any time of year due to the failing facilities which include heating for the building.

We recognize that this facility is located at the heart of campus and could meet many future needs if funding became available. Various options are being explored, including keeping the existing concrete structures and creating new interior spaces and infrastructure. A critical first step will be understanding the seismic condition of the current buildings and suitability for renovation. With such substantial work pending and no current plans beyond the current use, the rehabilitation of Greensprings is included as part of this 2025-35 Master Plan.

Where We Are Going

Student Apartments and Family Housing

Student Apartments & Family Housing serves members of the SOU community who would benefit from this living situation. This is also an area that we heard addressed many times during our listening sessions with the community and SOU stakeholders. As a result of these conversations, a Future Development Area for expanding the Student Apartment and Family Housing has been added to the Housing Map. It is designated as Future Development because there is no current design or funding for this project. But it has clearly been identified as a need, being the type of housing most in demand with an extensive waiting list for available units. These units provide a flexible and economical option for members of the SOU community and particularly older students and those with families.

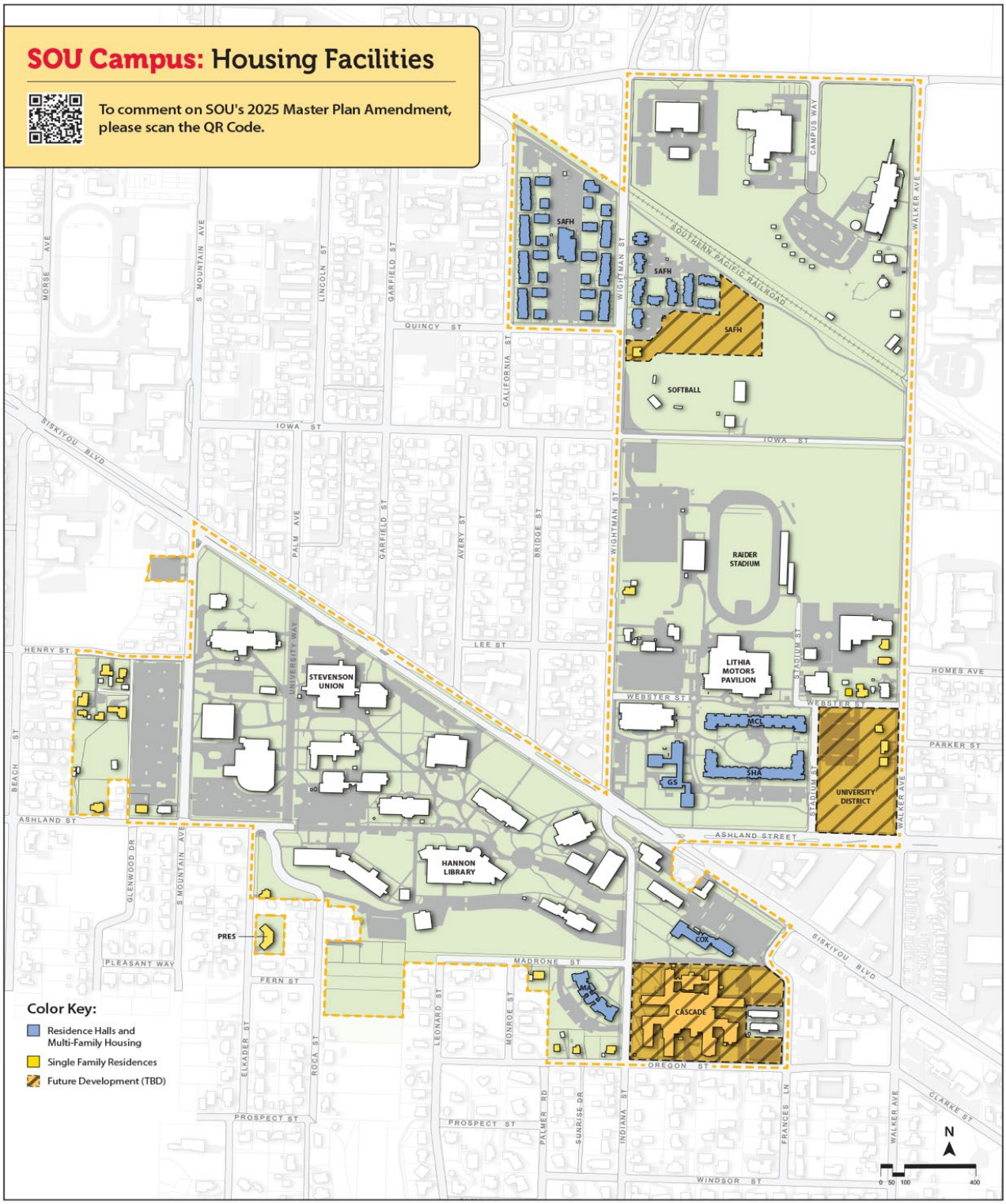
SPOTLIGHT: Cascade Future Development Area

As part of the 2010-20 Master Plan, the Cascade Complex was identified as having significant limitations and in need of massive renovation if it were to continue to serve as a residence hall. The scope of deficiencies and cost of even minimal upgrades made it unsustainable to continue its historic use. SOU discontinued use of Cascade as a residence hall in 2012. The building was used as flex space to support numerous capital renovations to other buildings on campus.

Aspen, Baker, and Cedar also functioned as SOU Conference space until the heating hot water infrastructure failed in late 2023. As part of the approval process for Shasta and McLoughlin Halls, Cascade was identified for demolition, with those facilities as replacements. The assessments and process for demolition are underway and this area is identified for future development. Funding for demolition was allocated to SOU in 2022, through the American Rescue Plan Act (ARPA) and will be completed in 2025. With the completion of the demolition of the old Cascade facility comes the opportunity to create something innovative and special. The options for the future of this area are vast, and discussed under the Future Development section of this Master Plan.

University District Lot

We also expect that the University District Future Development project will include housing facilities. The development of this important gateway to the SOU campus is too undefined in scope, design, or funding to discuss in detail. At some time in the future, should this project advance, we expect that there will be more opportunities to discuss the design and uses of this area. While being the most undefined of all potential projects identified in this Master Plan, we could see a housing component at this site should SOU grow to the extent that this project is likely.



Building Key:

HOUSING

COX	Cox Residence Hall
GS	Greensprings Residence Hall
MCL	McLoughlin Residence Hall
MA	Madrone Residence Hall
PRES	President's Residence
SAFH	Student Apartments and Family Housing
SHA	Shasta Residence Hall

HOUSING TYPE	QUANTITY	NOTES
Residence Halls		
Total Beds Available	962	Unrestricted
Greensprings Beds Available	178	Seasonal (4 Months)
Student Apartments and Family Housing		
Studios	8	
One Bedroom	5	
Two Bedroom	97	
Three Bedroom	52	
Four Bedroom	4	
Single Family Residences		
Total Houses	23	13 Rented

Southern OREGON UNIVERSITY

Chapter 5—Future Development Areas

Generally

As shown on the Capital Improvements Map, there are areas that SOU anticipates will be developed for certain uses in the future. At this time, because there is no specific design nor funding, these projects are identified as "Future Development." The University anticipates more discussion as the design of projects in these areas evolves, but it would be the intent of the University to develop projects within the approved Development and Design Guidelines contained in this 2025-35 Master Plan. These designated parts of campus are identified on both the Capital Improvements Map as well as the Maps for each type of use anticipated (Housing, Athletics, etc.)

Housing- Future Development

Faculty housing is no longer anticipated to be a project undertaken by the University. Land identified as potential faculty housing in the 2010-20 Master Plan is now targeted for rezoning and potential sale. While this is no longer a part of the Master Plan, the idea of housing for members of the SOU community, of all ages, continues to be an integral part of SOU's mission.

Student Apartments and Family Housing (SAFH)

One of the key comments during the open forums on this Master Plan (from student leadership) was an identification that the most in-demand housing for students is Family Housing, which is available at the complex of apartment housing located at the north-west extension of SOU. It is an excellent resource for a member of the SOU community, making higher education possible while having a working spouse and children. Identified on the Housing Map as SAFH – Student Apartments and Family Housing – this area imagines an expansion of the existing SAFH development. The University has identified this as an area that could meet this need and would be compatible with the adjacent new Softball Complex.

Cascade Housing Complex

Surrounding the Campbell Center (where the Osher Lifelong Learning Institute (OLLI) program is housed), the Cascade project is one of the most exciting projects on the horizon at SOU. It is identified as a Future Development because the design and funding models are just now beginning to be developed. The Cascade building was identified in the 2010-20 Master Plan as an aging facility, where demolition was a likely outcome for this resource and it is currently in the process of being demolished. The removal of this old facility will make way for a new housing facility and creates an opportunity for a new campus dynamic.

Retirement today looks very different than it did just decades ago. As people transition from full-time careers, today's active and engaged retirees are looking for dynamic places to live, learn, and play. Across the nation, communities and campuses are embracing a cohort of older people who want to be part of a college environment. A new facility on the Cascade site could provide a living environment where everyone is involved in not just OLLI courses, but other campus academic courses, concerts, art installations, and athletic events. The educational opportunities for a new residence are limitless. Similar in many ways to the newest student housing (McLoughlin and Shasta residence halls), SOU envisions that this project would be a public/private partnership. It has the potential to generate revenue and welcome a whole new demographic of SOU students and community members. It is easy to imagine a facility that is not just for living but incorporates educational spaces where students are engaged with and learning from older students and residents. Residents are anticipated to be part of the SOU community, just as students living in Shasta Hall or student and their families living in SAFH apartments are today.

The University expects that development partners would work within the Design and Development Guidelines within this Master Plan and with the City of Ashland. Determining the viability, programming, and design for this facility is a top priority for the University.

Academic Facilities- Future Development

Native Nations Gathering Space, Native Gardens, Learning Garden

Southern Oregon University, in this 2025-2035 Master Plan, identifies several spaces on campus to honor and respect the history and land stewardship of the Indigenous people who lived here since time immemorial.

We know that our community benefits from the sharing and fostering of the deep cultural traditions and teachings made available to us by Indigenous communities. As a University, we actively look for ways to continuously develop this connection and recognition. The 2025-35 Master Plan is just one way in which we illustrate this commitment. In partnership with Native students, Native community members and our Native Nations Liaison, the University has identified three Future Development Areas to intentionally create space: The Learning Garden, the Native Garden, and the Native Nations Gathering Space.

The Learning Garden is proposed to be located in the heart of the Educational and Academic core of campus while the Native Garden is proposed to be located near The Farm at SOU. Both of these projects will foster Indigenous Traditional Ecological Knowledge (ITEK), implementing and promoting biodiversity, soil health, and ecosystem resiliency. Each area will feature hands-on learning and engagement through workshops, demonstrations, and cultural events.

The Native Nations Gathering Space is designated for a location within the North Campus Zone, which contains most of the residential and recreational elements of campus. While there are no current plans for specific development within this envelope, this space is envisioned to enhance the partnership and collaboration between the SOU community and the local Indigenous communities.

Athletics- Future Development

Field House

Between the Lithia Motors Pavilion and Raider Stadium, Athletics has identified an area for a future facility. The popularity of certain programs with student athletes justifies considering where growth for indoor programming might occur. There is currently no design nor funding for this project.

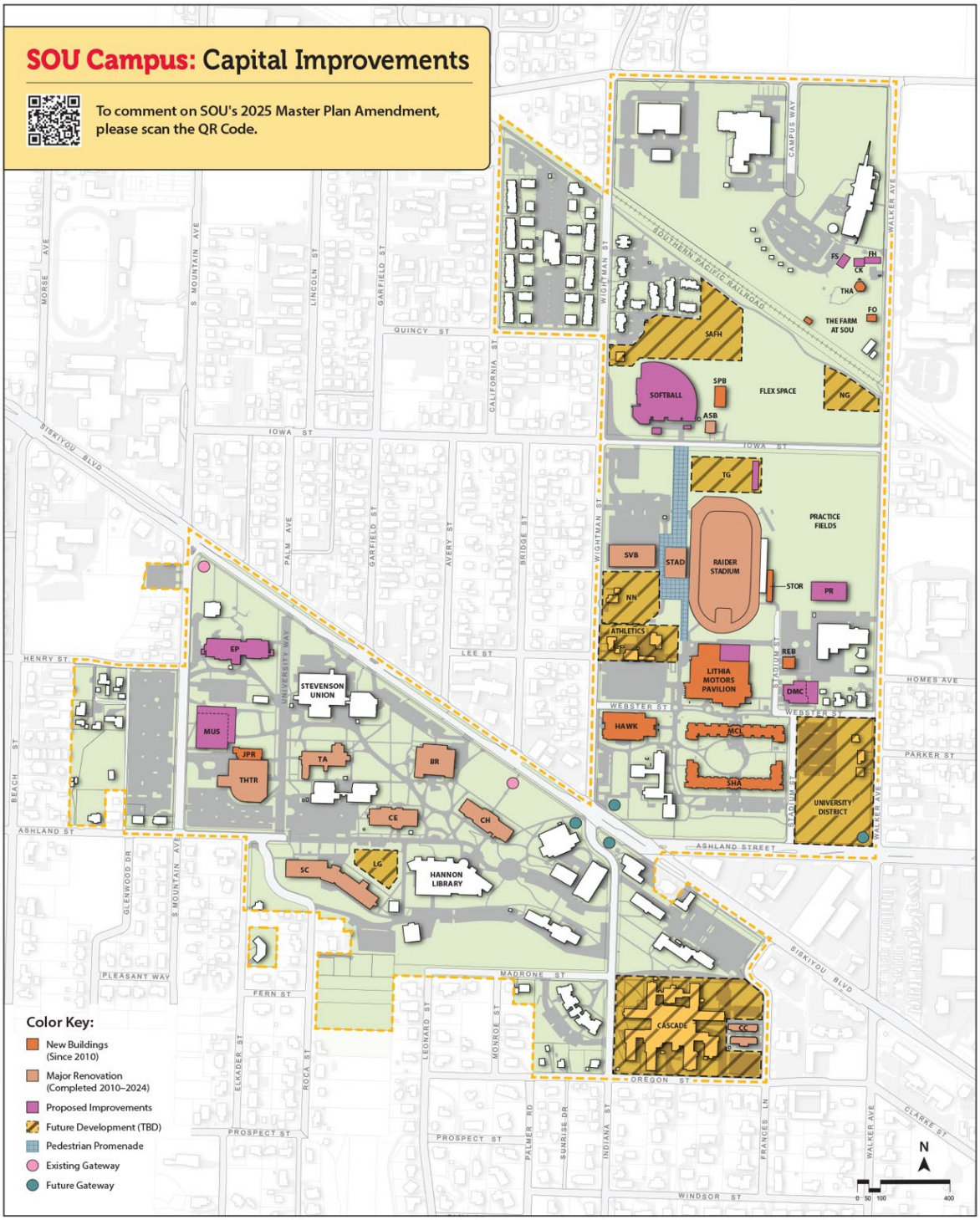
Tailgate area

Fantastic game day experiences are an important way for Ashland and all Raider fans to come to campus and be part of SOU. Located between Raider Stadium and the new Softball Complex, this area is identified for creating a place for game day experiences. Temporary food carts and concessions are existing uses and are will be connected by a new pedestrian mall, but this specific area is reserved for a more dynamic experiential area expanding and enhancing these offerings.

Mixed Use / Other – Future Development

University District Property

After the potential new Cascade project, the University District Property is the most dynamic and far-reaching. This property is truly a blank slate on the edge of campus. Located at the corner of Walker Avenue and Ashland Street, this area, when developed, will become a significant gateway and signature feature of the SOU community. It is easy to imagine a project here embracing campus needs for housing, support services, academic space, or other retail opportunities that would transition from adjacent commercial uses to campus residence halls. With the widest range of potential, SOU believes it should have the widest range of development options and standards. The City has indicated that new zoning standards related to responsible infill and density may be appropriate here – if Ashland is to preserve its current boundaries, creative infill will be required, which the City has chosen to pursue in many elements of its Development Code. As such, the Design and Development standards in this Master Plan have specific provisions addressing flexibility in the development of this University District property.



Building Key:

ASB	Athletics Services Building
BR	Britt Hall
CC	Campbell Center (OLLI)
CE	Central Hall
CH	Churchill Hall
CK	Commercial Kitchen / Processing
DMC	Digital Media Center
EP	Education / Psychology
FH	New Farmhouse
FO	Farm Operations
FS	Farm Storage
HAWK	Hawk Dining
JPR	Jefferson Public Radio
LG	Learning Garden
MCL	McLoughlin Residence Hall
MUS	Music Building / Creative Industries
NG	Native Garden / Greenhouse
NN	Native Nations Gathering Space
PR	Practice Building
REB	Recreation Equipment Building
SAFH	Student Apartments and Family Housing
SC	Science Building
SHA	Shasta Residence Hall
SPB	Softball Practice Building
STAD	Stadium Facility
STOR	Stadium Storage Facility
SVB	Sand Volleyball
TA	Taylor Hal
TG	Tailgate Area / Food Trucks
THA	Thalden Pavilion
THTR	Theatre (Oregon Center for the Arts)

Southern OREGON UNIVERSITY

Chapter 6—Sustainability

SOU has an extensive history of environmental initiatives and sustainability practices. Climate and Sustainability have only become more important to our communities and to our world over the past fifteen years since the last Master Plan was approved. As part of the 2010 Master Plan, SOU outlined certain goals relating to achieving carbon net zero, developing a strong economy, ensuring sustainable use of natural resources, and preserving those resources. As discussed in that 2010 Master Plan, SOU adopted its own Climate Action Plan and related goals. See https://sustainability.sou.edu/climate-action/. SOU is a GOLD-rated university under the Sustainability Tracking Assessment & Rating System (STARS), a program run by the Association for the Advancement of Sustainability in Higher Education.

In 2019 Southern Oregon University received the national "Excellence and Innovation Award" from the American Association of State Colleges and Universities for developing "a comprehensive and impactful sustainability program by collaborating across operations, academics, and engagement." This outstanding partnership continues as Southern Oregon University uses our land, buildings, and infrastructure as a living laboratory for hands-on learning in multiple disciplines including: hydrology, land use planning, restoration, sustainability management, climate and energy, project management, and art installation. Campus projects are intimately connected to the curriculum. Our students leave SOU knowing they can make a difference in the world, because they already have made a difference using the SOU campus as their lab.

In addition to the positive environmental impacts, SOU is also hoping our sustainability measures and goals will help to mitigate future costs. Our solar generation and energy efficiency goals, for example, will allow us to stabilize future costs and mitigate our need to raise fees to meet the continuously rising energy costs.

Where We Have Been

Transportation

SOU currently has 16 vehicle charging ports (8 double stations) on campus. These charging stations are located both at residential buildings and adjacent to workplace buildings. There are plans to continue to expand the number of electric vehicle charging ports on campus.

Recycling Program and Center

A recycling program with an on-campus recycling center for glass, plastics, paper, cardboard, and cans was founded by students in 2011 as part of a capstone project focused on diverting waste from landfill. This is supported by indoor and outdoor central collection points. Minimizing waste production and supporting reuse is our priority. Having a recycling center on campus helps ensure that the highest quality materials for recycling leave the campus. We also recycle a number of other materials and products including ink toner and cartridges, batteries, lamps, lightbulbs, electronic appliances and equipment, books, plants, oil, furniture, wood, scrap metal, marker pens, regular pens, and spray cans.

Energy Efficiency

SOU's proactive approach includes upgrading to energy-efficient lighting, boilers, and HVAC systems and installing new meters to better track energy consumption.

SOU upgraded the mechanical equipment at the Central Plant Building on campus in 2019. Boilers 1 and 2 were replaced with high-efficiency Hurst boilers with high-efficiency Riello Burners. Boilers 3 and 4 had the burners replaced with the same high-efficiency Riello Burners. A new Riello control system was installed to operate the boilers more efficiently. A new water softener system was installed to help reduce chemical usage. The existing 800-ton and 500-ton centrifugal chillers were replaced with two 800-ton, higher-efficiency centrifugal chillers. The roof-mounted, three-cell cooling tower was replaced with a larger-capacity, high-efficiency, two-cell cooling tower. One of the two existing condenser water pumps was replaced with a larger-capacity pump.

The operation of the HVAC system for each campus building on the University's direct digital control (DDC) system is scheduled based on the building occupancy information. When a building is not occupied, the temperature controls go into "unoccupied" status, with a lower setback temperature during the heating season and a higher setback temperature during the cooling season. HVAC systems are also upgraded during renovation projects across campus.

LED lighting became the SOU campus standard in 2016 and all new construction and renovation projects since 2016 have incorporated LED lighting. Projects with lighting retrofits throughout the building include the Theatre Building, The Lithia Motors/SRC, Britt Hall, and the Recycling Center. Other renovation projects with partial LED retrofits include the Music Building, Taylor Hall, the Science Building, the Osher Lifelong Learning Institute, and Raider Stadium. SOU has been gradually replacing exterior campus lighting with LED fixtures and more than half of the campus has been retrofitted with LED since 2016.

Solar

For a small public university, solar is a strong story for SOU. Ideally located in the Rogue Valley, the focus on solar energy dates back to 2000. The analysis of potential solar energy production was a significant goal of the 2010-20 Master Plan.

SOU currently has ten solar arrays on campus, totaling 696 kW of solar capacity, plus an array at the Higher Education Center in Medford and a pole-mounted array installed last year by a nonprofit on land leased from SOU. SOU's first solar array was installed on its Library in 2000. This 6kw solar array has 24 solar panels. In January 2019, SOU expanded and added an additional 55.65 kW of solar to the site, increasing the system's capacity to 62.37 kW.

In 2013, students allocated $85,000 from the student Green Fund to install a 32 kW solar array on the Stevenson Union.

In 2014, McLoughlin Hall and Shasta Hall both had solar panels added to their roof spaces. McLoughlin Hall has a 73.7kW solar photovoltaic (PV) system and solar thermal panels. Shasta Hall incorporates an 82.5 kW.

In October 2018, the Student Recreation Center/Lithia Motors Pavilion added a 63 kW solar PV system to its facilities. The solar array contributes to the SRC/Lithia Motors Pavilion's LEED Gold Certification as one of its many green building features.

Designed with solar energy in mind, SOU's Recreation Storage Building boasts a south-facing roof with an optimal tilt to maximize the region's solar resource. The building showcases a 24.14 kW system. This was SOU's first net zero building, generating more electricity than it uses. Two more solar arrays came online in 2021, The Farm Storage with a 15,48 kW array and the Stadium Storage building with a 49.68kW array. Both net zero buildings mark a total of 3 net zero buildings on campus. In June 2024, SOU installed a 241 kW solar array in addition to the existing one on Lithia' Motors Pavilion, making it the largest solar array in the City of Ashland.

Clean renewable energy is supported by numerous programs such as Oregon's Clean Energy Targets greenhouse gas emission reduction targets as well as City of Ashland Climate and Energy Action Plan. Solar Arrays are an ideal form of clean energy in the Rogue Valley with the abundance of sunlight and SOU has taken the initiative of working to become the first publicly funded university to generate on campus 100% of its electrical usage. Solar Array locations are identified on the Photovoltaic Array Map (see Appendix A) and design standards are included in the Zoning and Design Guidelines chapter of this Master Plan.

Stormwater, Fire Resiliency, and Biodiversity

SOU has a long history of pursing and achieving distinction relating to our efforts in managing landscaping and biodiversity. We continue to earn recognition as a Tree Campus USA—an honor we've held since 2014—and SOU was the first Bee Campus USA in 2014.

Our landscape planning relies heavily on ecological design practices, incorporating regionally-adapted, native, and drought-tolerant plant species. Our ongoing lawn conversion projects aim to increase plant biodiversity, continue to attract a greater number of bird and pollinator species as well as transition to a more drought-tolerant campus in recognition of the changing climate.

In 2019, a student project, funded by the Student Green Fund, led to the creation of a self-sustaining bioswale in parking lot 36, effectively managing stormwater and significantly reducing contaminants in local waterways. Additionally, it serves as a practical model for eco-friendly water management, enhancing the campus's landscape and providing educational opportunities in environmental

science. There is also a stormwater drainage project at parking lot 4. Together these projects show our ability to innovate, educate and be environmentally conscious all at the same time.

Our projects capture stormwater and incorporate drought-tolerant, native plant species. Our irrigation development projects serve the long-term goal of reducing our irrigation water use through data-driven and sensor-based technologies. Low-volume/high-efficiency sprinklers, weather-based control systems, and lawn-replacement projects all contribute to operate with the least possible impact to our local watershed.

Where we are going

Sustainability is more than just a design feature or construction element at SOU; it is part of the culture. We continue to set goals that illustrate this commitment and pave the way for our future, both environmentally and as a cost-containment measure. Some of these key goals are set forth below.

Transportation system goals

- Achieve a 100% electric campus fleet
- Expand the number of electric vehicle charging stations on campus
- Improve commuter transport-related greenhouse gas

Recycling Program and Center goals

- Enhance waste reduction and recycling on campus to minimize landfill waste
- Foster awareness and participation in waste reduction and SOU's recycling programs

Energy Efficiency Goals

- Achieve 100% daytime electricity use through renewable electricity generation on campus by 2035
- Improve energy efficiency by 25% within 10 years (base year 2022)
- Reduce Scope 1 and Scope 2 emissions by 50% by 2033 (base year 2022)

Solar Energy Goals

SOU has the goal to generate 100% of its daytime electricity use on campus by solar and be the first public university to do so. It is aiming to have this in place by 2035. See Appendix A for the location of existing and proposed arrays. The future development as outlined in this Master Plan will not only address energy efficiency but will create shading of parking areas and improve water conservation.

Stormwater, Fire Resiliency, and Biodiversity Goals

- SOU's landscape and biodiversity is managed in a way that helps prepare for the changing climate, including transitioning to more drought-tolerant areas as well as ensuring fire resilience.
- To continue to enhance pollinator areas and maintain our certification for Bee Campus USA
- To explore rainwater capture and use, specifically as part of any new solar canopy system.
- To continue to care for the trees on campus and maintain certification for Tree Campus USA.
- SOU will continue to pursue its Climate Action Plan published 2010 and updated in 2021/2022 https://sustainability.sou.edu/climate-action/. The City of Ashland's Climate and Energy Action Plan, published in 2017, includes an assessment of Ashland's changing climate. We anticipate that during this 2025-2035 Master Plan, efforts towards climate change resiliency will only intensify.

Sustainability lies at the heart of our vision for the future of this campus, driving environmental stewardship, social responsibility, and economic resilience. By integrating innovative green infrastructure, fostering inclusive and equitable community engagement, and optimizing resource efficiency, we aim to create a campus that not only reduces its ecological footprint but also enriches the lives of its students, faculty, staff and surrounding community. Southern

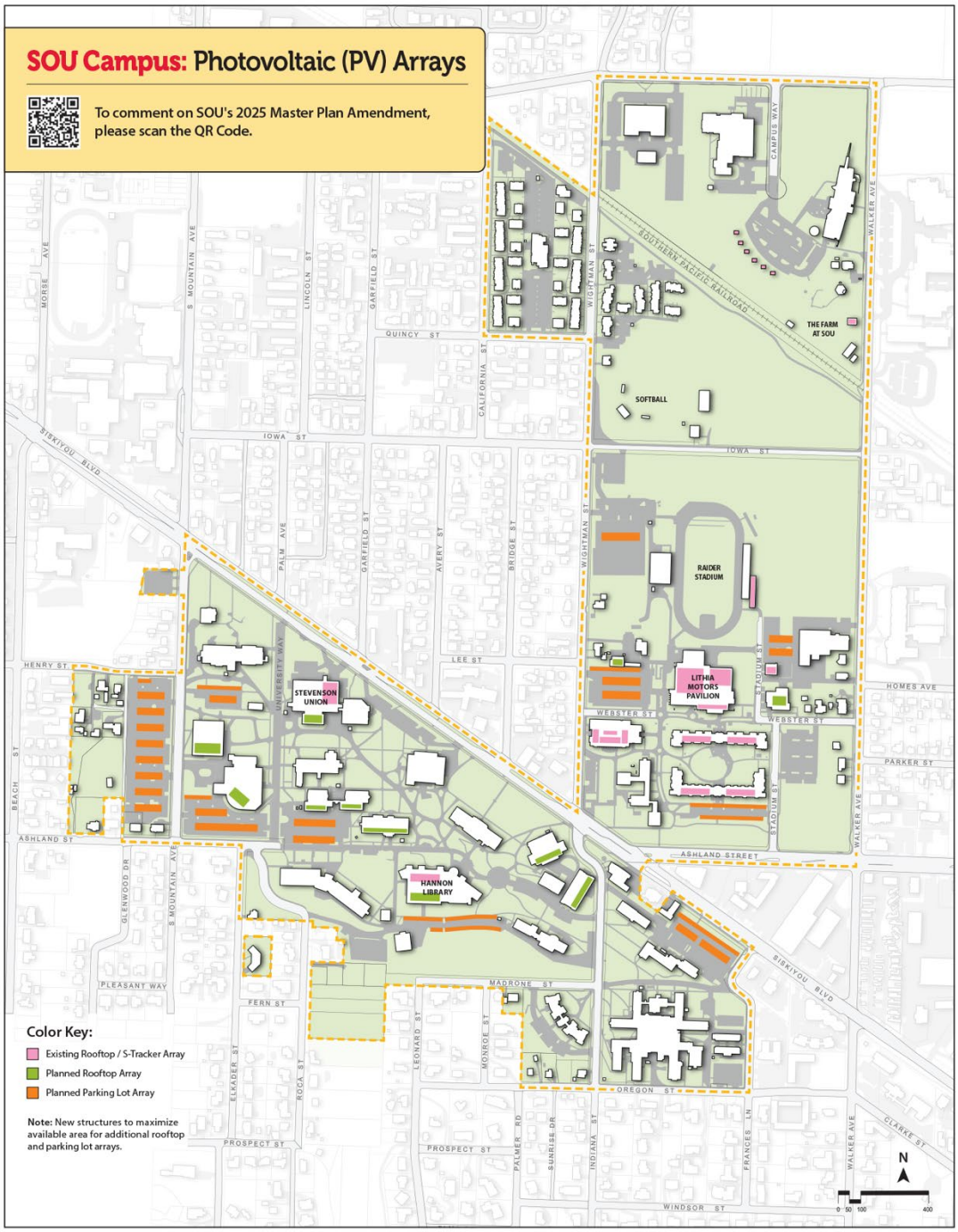
Oregon University (SOU) has long embraced sustainability as a core principle, weaving it into every aspect of campus operations, academics, and community engagement. The achievements outlined in this Master Plan reflect SOU's commitment to environmental stewardship, innovation, and leadership in addressing the challenges of our changing climate. From energy efficiency and solar power expansion to sustainable landscaping, waste reduction, and the transformative learning experiences provided by The Farm, SOU has established itself as a pioneer in sustainable higher education.

Through strategic investments in sustainable practices, we are preparing for a future that balances growth with environmental integrity, enhances social well-being, and promotes long-term financial stability. This master plan commits to leading by example, cultivating a culture of sustainability that extends beyond our campus borders and inspires change at local, national, and global levels.

Looking forward, this Master Plan builds on that legacy with ambitious yet attainable goals to enhance energy efficiency, achieve carbon net zero, expand renewable energy use, and foster a campus culture centered on resilience, ecological responsibility, and social equity. At the heart of these efforts is a commitment to social justice—ensuring that sustainability initiatives empower all members of our campus and surrounding community, reduce environmental disparities, and promote inclusivity. By aligning our actions with the principles of equity, SOU aims to create solutions that serve the most vulnerable populations, address systemic inequities, and amplify the voices of historically marginalized groups.

Whether through curriculum that equips students to tackle social and environmental challenges, partnerships with local organizations, or a focus on community resilience, SOU prioritizes a holistic approach to sustainability. These efforts underscore our belief that environmental justice and social justice are inextricably linked, and that a truly sustainable future is one where all people thrive.

Together, we can ensure that this campus thrives as a model for sustainable development—a place where innovation, creativity and education fuel a more equitable and resilient world. This Master Plan embodies SOU’s enduring commitment to shaping a more sustainable, equitable, and just world.



Southern OREGON UNIVERSITY

Southern Oregon University

Chapter 7—Zoning and Design Guidelines

The design guidelines for development under this Facilities Master Plan update are intended to serve several goals:

- Provide for buildings at a density appropriate both to a significant university and to the scale of the Ashland community;
- Ensure that the scale and articulation of buildings enhance the 'sense of place' of the campus and support walking within the campus environment;
- Provide direction and certainty to the future development within the SO Zone;
- Express the permanence and long-term role of the University in the community.

Application of Master Plan Development Standards

The design guidelines in this Master Plan apply within the SO zone and have been adopted by Ordinance. These guidelines apply to projects and uses related to the educational function of the University and those accessory uses such as Athletic facilities, Housing facilities, Offices, Classrooms and a variety of other facilities described and anticipated in this Master Plan. Development of the SOU campus shall comply with the provisions of the Southern Oregon University District Overlay in the Ashland Municipal Code (AMC) 18.3.6.

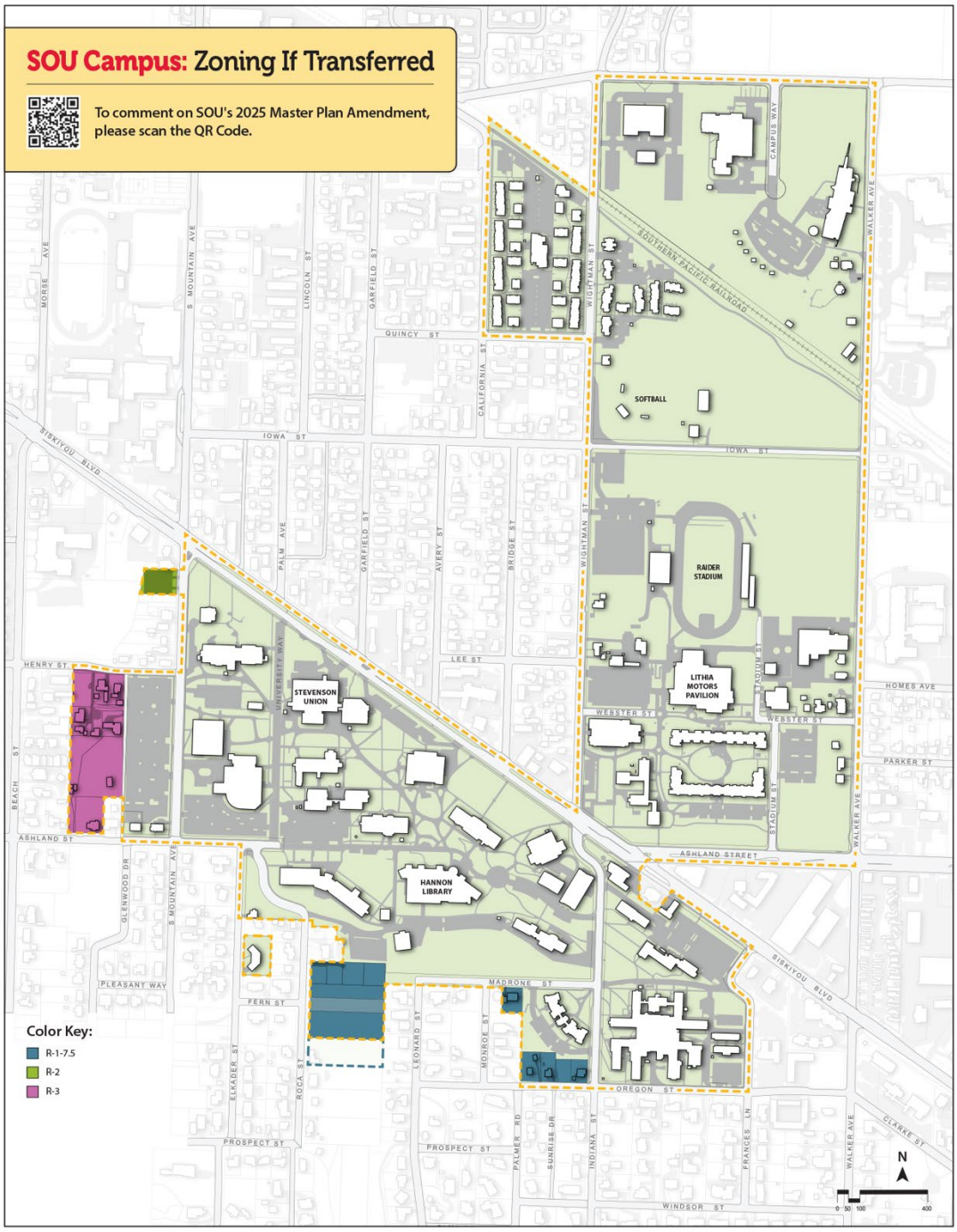
Zoning

Property owned by the University is currently zoned SO and the uses and development of this property are addressed in AMC 18.3.6. In the past, property that is transferred from University ownership into private ownership has been required to go through the often challenging process of legislatively amending the zoning designation for that specific lot and the related land use maps of the City. SO zoning uses and standards, as addressed in City Code and in this Master Plan, are not appropriate once property is transferred to private ownership. To address this future contingency, SOU is seeking to rezone certain property as part of this Master Plan. These lots will obtain a new residential zone designation but still be subject to the SO District overlay and standards until such a time as the property is no longer owned by the University.

The University has identified properties that are under-utilized (listed on the Zoning if Transferred Map), which could conceivably be transferred in the next ten years. Adoption of this 2025-35 Master Plan by the City is a Type IV, legislative approval process, so it is the process necessary to address the potential zoning of property that may be transferred to private parties. Rezoning these lots will provide certainty of future zoning and allow the City

the opportunity to evaluate appropriate zoning of all parcels at one time, rather than lot by lot. This process is also an opportunity to address one lot which is currently zoned SO but has already been transferred from the University to a private party on Roca Street (668n Roca St.) and who are joining in the application for review of this Master Plan solely for the purposes of the proposed change in zoning from SO to R 1.75, consistent with other similarly situated lots adjacent to it.

The zoning of properties identified on the Zoning If Transferred Map will, upon completion of a transfer of any designated lot from the University / State of Oregon to a private party, will no longer be subject to the SO District overlay. (which by its terms applies only to University owned property.)



ZONING IF TRANSFERRED: R-1-7.5

LOCATION	MAP	TAX LOT
Roca St.	39 1E 15BB	1500
"	"	1501
"	"	1502
"	"	1503
"	"	1600
"	"	6800
"	"	Fern St R.O.W.
Madrone St.	39 1E 15BB	9200
Oregon St.	39 1E 15BA	1200
"	"	1201
"	"	1700
"	"	1701

ZONE CHANGE PENDING: R-1-7.5

LOCATION	MAP	TAX LOT
668 Roca St.	39 1E 15BB	6900

ZONING IF TRANSFERRED: R-2

LOCATION	MAP	TAX LOT
Parking Lot 34	39 1E 09DD	400
"	"	500

ZONING IF TRANSFERRED:R-3

LOCATION	MAP	TAX LOT
Henry St.	39 1E 09DD	5300
"	"	5500
"	"	5600
"	"	5700
"	"	5800
"	"	5801
"	"	6000
"	"	6100
"	"	6198
"	"	6199
"	"	6200

Southern OREGON UNIVERSITY

Site Design Review

Projects as outlined in this 2025-35 Master Plan are anticipated to follow the standards of this Chapter. The City of Ashland has various levels of land use site plan review. For projects expressed in this Master Plan, within the areas identified on the applicable Maps, and within the design parameters of this Chapter and Master Plan, the following review process levels apply:

For projects 15,000 SF or less - Type I review

For projects greater than 15,000 - Type II review

Project Design Standards

Development density within a university campus is a complex issue, with advantages and disadvantages at both ends of the spectrum.

All new construction and major renovations by the University will strive to meet a minimum of Silver LEED standards. For projects serving the University built and operated by private partner, the University will encourage the builder to meet the LEED Silver standards.

Several factors specific to SOU support campus development at medium densities:

- SOU is relatively land-locked, and both the cost of land and the fact that the campus is surrounded by established neighborhoods limit the potential for expansion of the campus. Any future growth of campus will likely need to be accommodated within this limited land area.
- The nature of academic programs warrants durable construction at a scale that is cost effective and supports individual academic programs under one roof.
- Creating a cohesive campus community that is dense enough to support short walking distances – and ultimately improved transit – requires a density higher than low residential densities.

However, the University also recognizes that the land is located within a community with existing neighborhoods and that its developments ought to be of a compatible scale with those neighboring uses. This is recognized by the SO Zoning provisions calling for Type II or CUP approval processes for projects with potentially significant impacts to surrounding properties.

Building Massing and Orientation

Thoughtful orientation of buildings supports several important development goals. Orientation of entries to the pedestrian circulation system increases the walkable nature of the campus. A generally east-west orientation can help support energy efficiency in building design. And the treatment of building scale – how it is articulated and expressed – can help larger institutional

buildings be compatible with nearby residential uses. To accomplish the goals described above, the following guidelines apply to new campus construction and major renovations under this Master Plan.

Maximum Building Height

New construction will be limited to four story construction, except as specifically noted in this 2025-35 Master Plan document. Specific height in feet will be dependent on specific construction types.

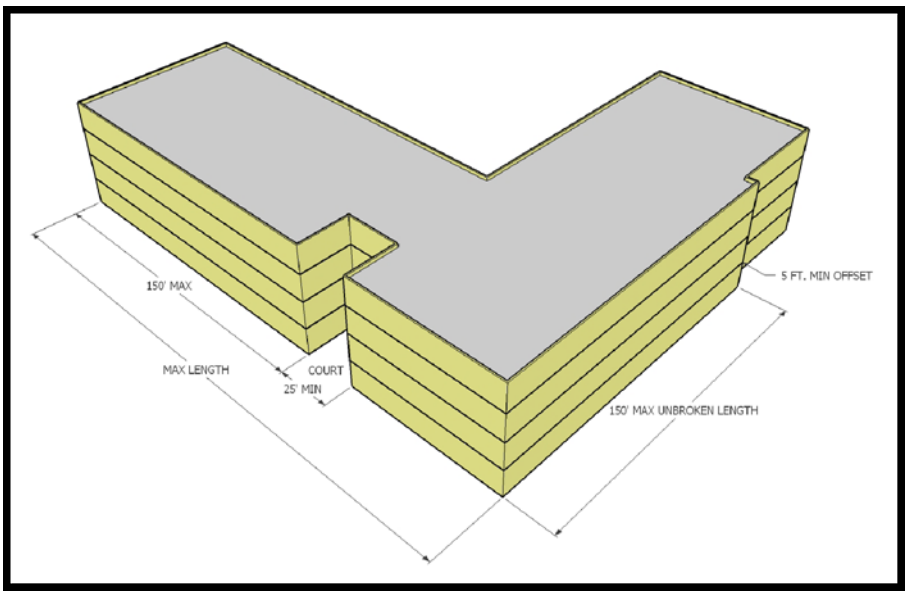
In areas adjacent to existing residential neighborhoods, building height will typically be lower in order to make an appropriate transition to the surrounding context. However, in order to create a campus that is compact, walkable, and more supportive of transit, single story buildings are strongly discouraged in all campus areas.

Maximum Building Size

In order to avoid potentially monotonous conditions, individual buildings shall be limited in overall length and footprint [i.e. ground area covered] as follows [See Figure 16]:

- 300’ maximum length for academic buildings
- 250’ maximum length for residential buildings
- 45,000 SF maximum footprint for buildings with retail uses open to the public
- No SF maximum footprint for academic or residential buildings

Figure 16: Building Length and Articulation Guidelines



Building Articulation

For any building longer than 200 feet, the plan shall include design elements to prevent unbroken wall lengths greater than 150 feet. These elements shall be an offset or 'jog' in the plan or a significant recessed entry or court of at least 25' in width.

Building Entries

Buildings that face a major street shall have a significant entry facing the street. Buildings facing the main campus open space shall have a major pedestrian entry facing that open space. Where a building faces both a significant street and the main campus open spaces, entries shall be provided to both. Entries shall be strongly articulated and clearly understandable as entries.

Development Along Siskiyou Boulevard

Any development or redevelopment along the south side of Siskiyou Boulevard shall seek to reinforce a strong relationship between the campus and the boulevard, through an appropriate combination of the following strategies:

- Development of a strongly articulated façade and pedestrian entries facing Siskiyou Boulevard.
- Minimization of service functions on the Siskiyou Boulevard face of the building, and enhanced screening of these functions where they exist.
- Improved, consistent and significant signage acknowledging that visitors have entered the campus.

Building Orientation

Wherever consistent with other design goals, such as street orientation, align buildings with the longer dimension in the east-west configuration, to improve potential for building design to capture energy savings related to passive solar management.

Setbacks

Where campus development occurs across a street from off-campus private housing, buildings shall be set back from the public right-of-way by at least 15 feet, to provide a buffering landscape.

Where campus development is across from commercial development and includes ground-floor non-residential uses, buildings shall be allowed and encouraged to be sited at the back of

the public right-of-way, to encourage a pedestrian-oriented urban streetscape pattern but also balanced with the historical pattern of campus development and building placement.

Materials and Character

Materials and construction systems shall be selected for long-term durability, and shall be generally consistent with existing campus buildings. While there is not a clear established palette of materials for campus buildings, preference should be given to materials similar to the more significant buildings on campus – such as Churchill Hall and Hannon Library – including red brick, concrete, and stucco. Scale, materials, and massing should be used to create an appropriate transition from the campus to adjacent neighborhoods. Rooftop mechanical equipment will be screened from street view.

Lighting

Integrate architectural lighting as cohesive elements of building designs in order to contribute to the atmosphere of the built environment and enhance safety. Exterior lighting will promote safe pedestrian environments along roadways, at intersections, and in public spaces.

Signage on Campus

SOU requires an effective system of visual communication that projects a uniform institutional identity, while at the same time integrating well with the present and future campus environment.

Good signage provides a harmonious and aesthetically pleasing arrangement in the following three areas of design:

1. **Communication:** What signs say, to whom, and for what purpose; how they say it; where the signs are located and how well signs communicate.
2. **Graphic Design:** How typography, maps, diagrams, iconic and coded symbols, and colors are used to organize information and emphasize messages to help create an overall visual identity.
3. **Sign Design:** How signs are fabricated and installed, their size and shape, how they are maintained and integrated within the campus physical environment and how they work within the City of Ashland.

All SOU signage shall be requested, designed and installed by Facilities Services to ensure all sign standards are followed. The SOU Sign Plan contained within this Master Plan governs the signs placed on property within the SO District overlay. All signs and sign structures shall comply with the standards identified in this Master Plan. When consistent with this Master Plan,

signage may be installed; any sign not within the size, display, or location standards in this Master Plan must have prior approval of the City of Ashland.

Signs that already exist upon adoption of the sign plan will continue to be approved signs. If an existing sign is replaced, then the sign plan policies apply. All signs shall be installed in a manner that does not damage existing buildings or structures or alter character defining features of buildings or structures. Additional care should be taken with the installation of signs on historic structures. Permanent signs required by building code shall be installed consistent with applicable regulations, standards, and guidelines. Signage along ODOT jurisdiction roadways will comply with any applicable standards and process prior to installation.

All other sign requests not included in this document must be submitted to SOU Facility Services for review and approval prior to installation. Any signs that exceed size limits or specific location standards shall be submitted to the City of Ashland for review and approval by the City.

Maximum Sign Sizes

Building Identification: 10 square feet.

Scoreboards: Any replacement of existing scoreboards may be the size of the current scoreboards at the Raider Stadium scoreboard and as approved for the Softball Complex.

Reader / Information boards: 9’-9” maximum height as described in this Master Plan. Display features, if visible from ODOT jurisdiction/roadway, shall comply with all applicable ODOT standards and shall go through any applicable ODOT approval process prior to installation.

Panel Boards; (3 feet square)
Sandwich Boards; (3 feet square)
Directional Signs; (ODOT Standards)
You are Here; (5 feet square unless otherwise placed in approved locations.)

Sign Area Calculations

Sign area shall include the entire area within a single perimeter composed of squares or rectangles.

When signs are constructed of individual elements, the area of all sign elements, which together convey a single, complete message, shall be considered as a single sign. The sign area is determined by calculating the area enclosed by the smallest single rectangle that will enclose the outside dimensions of the background panel or surface. The sign area is also determined by

calculating the area enclosed by the smallest single rectangle that will enclose the outside dimensions of the sign display.

SOU Banner Plan

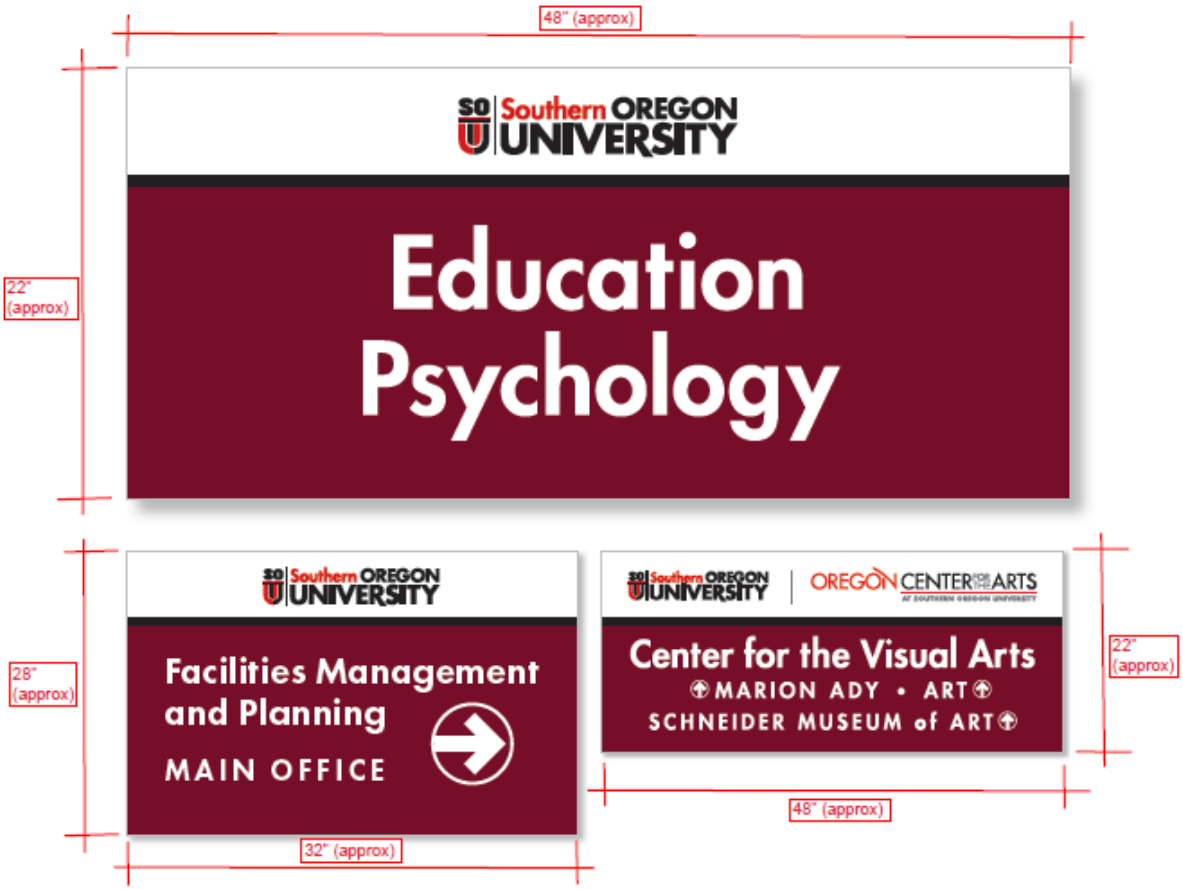
The SOU Banner Plan, as established by the SOU Facilities department, identifies the parameters for artwork, message, and placement to guarantee that banners are used for SOU-appropriate information and represent the University with an overall institutional message. Any banners visible from an ODOT Right-of-Way must also comply with the applicable ODOT regulations.

As temporary signage, banners meeting the SOU Banner Plan may, upon prior approval by Facilities, be installed for an established limited period of time. The University uses outdoor lamp post banners to create a sense of place and as a method of celebrating SOU achievements and the University's strategic mission. Nothing in this chapter permits the use of the public Right-of-Way facilities for signage without prior approval of the City.

Sign Graphic Standards

The graphic standards for SOU signage will provide uniformity throughout campus. Message design, nomenclature, and application will be standardized according to this Master Plan (see SOU Graphic Identity Guidelines). Message legibility is considered from the perspective of a variety of users: visitors, university community, vendors and service visitors, people with vision impairment and people with mobility impairment, and other users. SOU may revise and change the graphic design, logo, and messaging within any sign provided that specifications on size, display or location in this Master Plan are still met.

SOU Graphic Identity Guidelines:



SOU Signage Design Standards

- SOU logo (horizontal configuration) must appear in white field at top of sign.
- Main purpose of sign appears in white on burgundy field separated from white field by black band. Color field CMYK formula is 12 cyan, 95 magenta, 59 yellow, 54 black.
- Typeface (font) required for SOU signage is Futura, which is available in multiple weights for flexible applications.
- Wayfinding arrows must appear exactly as shown above, and may be rotated in increments of 45 degrees to indicate direction.
- Lowest edge of any pole mounted sign must be at least 24" above ground level. Top of sign maximum 60" above ground level.
- SOU Marketing and Facilities Management Planning must be consulted prior to the creation of any new signage. Every effort will be made to address special circumstances or concerns.

Monument / Gateway Signs

At the gateways to campus, the primary entry and directional signs should be consistent in scale and materials. The base or backdrop for these monument signs should be constructed of durable materials and selected for compatibility with existing campus architecture. The preferred composition shall include steel, natural stone, concrete, or masonry, sited to blend with the natural topography. Earthen berms may be used to blend the sign base into the natural grade where adjacent slopes warrant their use. The entry portals to the campus are an important part of the wayfinding experience and appropriate design of these gateways should enhance the sense of arrival for SOU visitors. There are five (5) identified gateways, two existing and three potential future gateways, as identified on the Master Plan Educational Facilities Map.

Smart Kiosks

SOU may place electronic smart kiosks internally and externally facing which will have the ability to change a digital screen for purposes like, way finding, campus information, campus events, security, and emergency purposes. The smart kiosks will be similar in design but not limited to the design and size of the kiosk.

Kiosks for gateway entry, direction or informational signs within campus will be the Smart City Kiosk (Smart City Kiosk with 55" Display and Speakers from Peerless-AV. 84.1 x 35.4 x 9.9" / 2137 x 899 x 252 mm) or similar.

Sign Locations

Signs will be placed in standard locations where they can easily be found. Wherever possible, signs will be placed together in a unified system to avoid clutter to the landscape. Site signage will be located so as not to become an obstacle or to conflict with exit signs or pedestrian traffic.

Signs will be placed to allow safe pedestrian clearance, vertically and laterally. Sandwich boards shall not be placed on the sidewalk along Siskiyou Blvd. **No sign shall be placed within the public Right-of-Way (including sidewalks) or within the areas adjacent to intersections defined by the City of Ashland as a "Clear Vision Triangle."**

Site location should avoid conflict with door openings or vehicular operations. Signs will be located wherever possible in the "natural line of vision." Consideration of those with limited head mobility and reduced peripheral vision will be given. Interior signage will be placed where it can easily be found, with consideration for tactile signs where possible.

Certain permitted signage, such as scoreboards or electronic reader boards, shall be allowed only in areas identified in this 2025-35 Master Plan. Any signage that is not in compliance with this Master Plan shall be approved by the City of Ashland through the normal process for obtaining a sign permit.

Sign Requests

Requests for signs can be made through the SOU Marketing Department.

Food Trucks

The perpetual operation of food trucks and seating may occur within the designated area for food trucks in this Master Plan (See, Maps). Temporary operation of food trucks and seating or the operation of a food truck and accessory seating lasting no more than 72 hours (including set-up and take-down) are permitted in the SO zone. Food truck vendors shall obtain a business license, register for, and pay applicable food and beverage tax, and receive any requisite inspections from the Building and Fire Departments and the Jackson County Environmental Public Health Department.

Tree Preservation and Removal

Climate change in the Rogue Valley has applied extreme stress to many of SOU's legacy trees, including campus Douglas Fir, Ponderosa Pine, Sequoia, Ash & Oak species. Drought, prolonged excessive heat, the flat-headed fir borer, the emerald ash borer and the pine beetle have put unprecedented strain on SOU's tree population. Despite our best efforts and practices, some of SOU's trees do fall ill and die or become so unsafe that they must be removed. The decision to remove a tree is not taken lightly. SOU adheres to the following principles when deciding the fate of a tree:

- Identify the affliction;
- Contract with a licensed arborist to confirm diagnosis and recommend a care plan;
- Implement an appropriate care plan to be performed by SOU landscapers or a licensed arborist. Appropriate personnel will be decided on a case-by case basis jointly between the SOU Landscape Supervisor and contracted arborist;
- Selectively prune & remove dead or dying branches to boost afflicted tree's survival chances;

- If a tree has died, it shall be removed as quickly as possible by SOU landscapers or a licensed arborist. Appropriate personnel will be decided on a case-by-case basis jointly between the SOU Landscape Supervisor and contracted arborist;
- SOU will replant a minimum of (1) tree for each tree that is removed.

Healthy trees shall be maintained wherever possible but can be removed if:

- The tree is unavoidably within the footprint of a remodeled or newly constructed building;
- The tree is causing significant damage to a building or infrastructure that cannot be economically remediated, other than through tree removal;
- The tree is deemed unsafe by a licensed arborist.

SOU shall have a certified arborist on staff or have a contract arborist (two year minimum agreement) who will maintain a comprehensive list of all significant trees as defined by Ashland Municipal Code 18.6.1.030, and who will document the reason for the removal of any such tree. The arborist shall maintain all supporting documentation demonstrating the need for removal.

The staff or contract arborist will deliver to the City an annual report (similar to what is provided at the time of this Master Plan by the City Parks Department) and documentation to the City. SOU will remove significant trees only upon consultation with licensed arborist (either on staff or contract). SOU will maintain records of any significant tree removal and arborists consultation and recommendations. The annual report will summarize significant tree removals on campus. Locations shall be marked on a campus map and an accompanying spreadsheet shall detail: location, species, cause of death (if applicable), reason for removal, actions taken for replacement.

Parking Lot Trees

The 2010 SOU Campus Master Plan established that: “Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses” and that new parking areas comply with City standards for parking lot shading and landscaping.

With SOU’s commitment to becoming the 1st publicly funded university to generate enough solar power to completely offset our daytime electrical consumption (estimated at 7.2GW), SOU will be installing parking lot canopies with solar arrays. This is consistent with the recently adopted Climate Initiatives adopted by the State and being implemented at the City level. Pursuing this Sustainability goal requires a change in SOU’s practices to prepare our parking lots

to be solar canopy ready. Parking lot design moving forward will prioritize maximum solar exposure to the South and limit tree plantings in traditional planter wells that used to be distributed throughout a parking lot. New parking facilities will comply with State and City standards for the number, location and maintenance of trees within parking areas and / or the creation of solar arrays.

Solar Arrays

Solar Arrays are supported by the Oregon Climate Initiative. SOU has taken the initiative of becoming the first publicly funded university to completely offset its electrical usage with solar power generation. Solar Array locations are identified on the Photovoltaic (PV) Array Map below (and in Appendix A) and equipment as described generally herein may be installed as rooftop or parking lot canopies. It is anticipated that while the technology of solar energy capture may evolve even through the duration of this Master Plan, SOU may continue to install similar equipment in these locations. Further, solar is anticipated to be an option on any new facilities, new development, or new parking areas on campus and is hereby approved to be installed in those locations consistent with the standards of this Master Plan.

Arrays within the areas identified on the Photovoltaic (PV) Map and meeting the following standards are permitted:

- painted steel canopies
- max length: approx. 120 ft
- max width: approx. 45 ft.
- max height: approx. 25 ft.

Demolition or Relocation of Buildings

As an enduring university institution, SOU has continually adapted to the needs of the community and its students. The combination of perpetual ownership and public benefit mission has

required an evolution of facilities, including the demolition and replacement of buildings. A university campus of this size is substantially different from the development and ownership of other individually owned lots within the City. As such, the provisions of Demolition and Relocation Standards of AMC 15.04 will generally not apply to redevelopment within the SO District overlay, except it is required to salvage or recycle construction and demolition debris. Prior to Demolition of facilities, SOU shall submit a plan for the salvage or recycling of construction and demolition debris to the City of Ashland Demolition Review Committee for conformance with City standards, which will reasonably approve or modify this Plan in accordance with those standards.

Art Installations

SOU believes that art in public places promotes visually diverse and culturally rich environments that enhance public spaces and contribute to the lives of Ashland's residents and visitors. Selection of art for permanent installation on Campus will be made by a SOU Arts Selection Committee. The installation of permanent artwork on Campus shall follow the guidelines of Art in Public Places legislation.

Temporary installations of artwork are an important part of the University culture and contribute to an environment of innovation and growth. Temporary installations of art shall be located in designated areas established in this Master Plan (see Academic Facilities Map) pursuant to approval by the SOU Arts Section Committee.

Water Resource Protection Zones

Nothing in this Master Plan exempts property within the SO District from the standards of AMC 18.3 as it implements State policy, providing that SOU may work with the City and state and federal agencies such as DSL or the Army Corps. to identify applicable Water Resources.

Future Development Areas – Special Standards

This 2025-35 Master Plan contemplates several distinct areas of Future Development, as shown on the Capital Improvements Map: The University District lot, the Cascade Housing Facility redevelopment, expanded Family Housing, a Native Nations Facility and Gardens, as well as a new Athletics Field House and Tailgating area. Unlike other designated projects which have a fixed scope, purpose, and funding – the University anticipates these general projects to happen in the area shown but does not currently have project designs. As discussed in more detail in

the chapter on Future Development, these projects will either be built to the standards of this Chapter or pursuant to a Conditional Use Permit, pursuant to City Code.

University District Lot – Corner of Walker St. and Ashland St.

The University and the City share common goals of in-fill, increased density, and efficient development where possible. The City has promoted higher density and innovative development in many ways such as with its Transit Triangle district and its Cottage Cluster ordinance. The University anticipates that the University District Lot and privately owned property surrounding will create a focal hub of living and working in Ashland, centrally located between the historic downtown and larger commercial / employment areas to the south of town (such as the Croman area). Building height is limited to the height of the tallest existing building in Ashland. While these standards differ from surrounding current development, the option of vertical development could contribute to this node of Ashland. Parking needs, if any will be evaluated on a campus-wide basis.

Cascade Housing

For the Cascade Future Development Area. While not intended to substantially alter the nature of the surrounding neighborhood the density may be higher than the density of the prior Cascade Complex which was approximately 194,000 square feet of student housing. A maximum of five stories including residential living, educational instruction space and mixed-use is allowed including; the establishment of common areas, classrooms, medical offices, daycare, support uses (e.g. haircare, nailcare), and retirement living and/or medical facilities which may or may not be required to be licensed by the State of Oregon. Parking needs, if any will be evaluated on a campus-wide basis. Alternatively, the design of a new facility could have a lower architectural profile creating an expansive footprint.

Student Apartment and Family Housing

The existing demand for units with the existing Student Apartment and Family Housing area is very high. The University and the City share a common value in addressing the housing crisis facing all members of the Ashland community. Adequate housing stock is a national, state and local issue but it is acute to Ashland because of the livability here and the demands of both the University and the tourism industry. The City has promoted higher density and innovative housing development. Expansion of the SAFH units, as shown on the Housing Map may be a maximum of four-story housing units. Residential living and mixed-use is allowed including; the establishment of common areas, classrooms, daycare, and support uses (e.g. laundry, university services, and counseling). Maximum parking standards for this intensity of residential use shall be followed for this project.

Native Nations

The Native Nations Future Development Area reflects a desire to create a meeting and programming space for Native Nations activities for the campus and to liaise with the community at large. The University envisions a remodel of the existing single-family residential home or a new facility to accommodate the meeting and programming needs. A maximum of a three-story building may be considered that would meet with the character of the surrounding university athletic property and the multi-family housing that is being built near it. Parking needs, if any will be evaluated on a campus-wide basis.

Learning Garden

For the Learning Garden area identified in Attachment A, Map 2, Capital Improvements, LG the University desires to create an educational space and gathering space for projects will foster Indigenous Traditional Ecological Knowledge (ITEK), implementing and promoting biodiversity, soil health, and ecosystem resiliency. This area will feature hands-on learning and engagement through workshops, demonstrations, and cultural events. The university envisions a new facility to accommodate the meeting and programming needs. A maximum of three-story building may be installed with both indoor and outdoor spaces and meet with the architecture of the academic buildings surrounding it. No minimum or maximum parking on-site shall be required.

Native Garden & Greenhouse

For the Native Garden & Greenhouse area identified in Attachment A, Map 2, Capital Improvements, NG, the University desires to create an educational gardening space with a greenhouse to jumpstart a vision for Indigenous Traditional Ecological Knowledge (ITEK), implementing and promoting biodiversity, soil health, and ecosystem resiliency. This area is currently raw land that is planted and has water and electricity. The university envisions a new facility to accommodate the meeting and programming needs. A greenhouse will be installed and outdoor gardens will be planted. The university may install adjacent parking. No minimum or maximum parking on-site shall be required.

Conclusion

Like all development codes, these Design Guidelines will provide specific standards and direction to the University and its stakeholders. Renovation, development and wayfinding will all be improved by having this understanding with the City. While Master Plans cannot capture

all the future changes that may occur on a dynamic campus, it will provide the base standards for a new decade of success and positive growth.

2025 Facilities Master Plan Amendment

Acknowledgments

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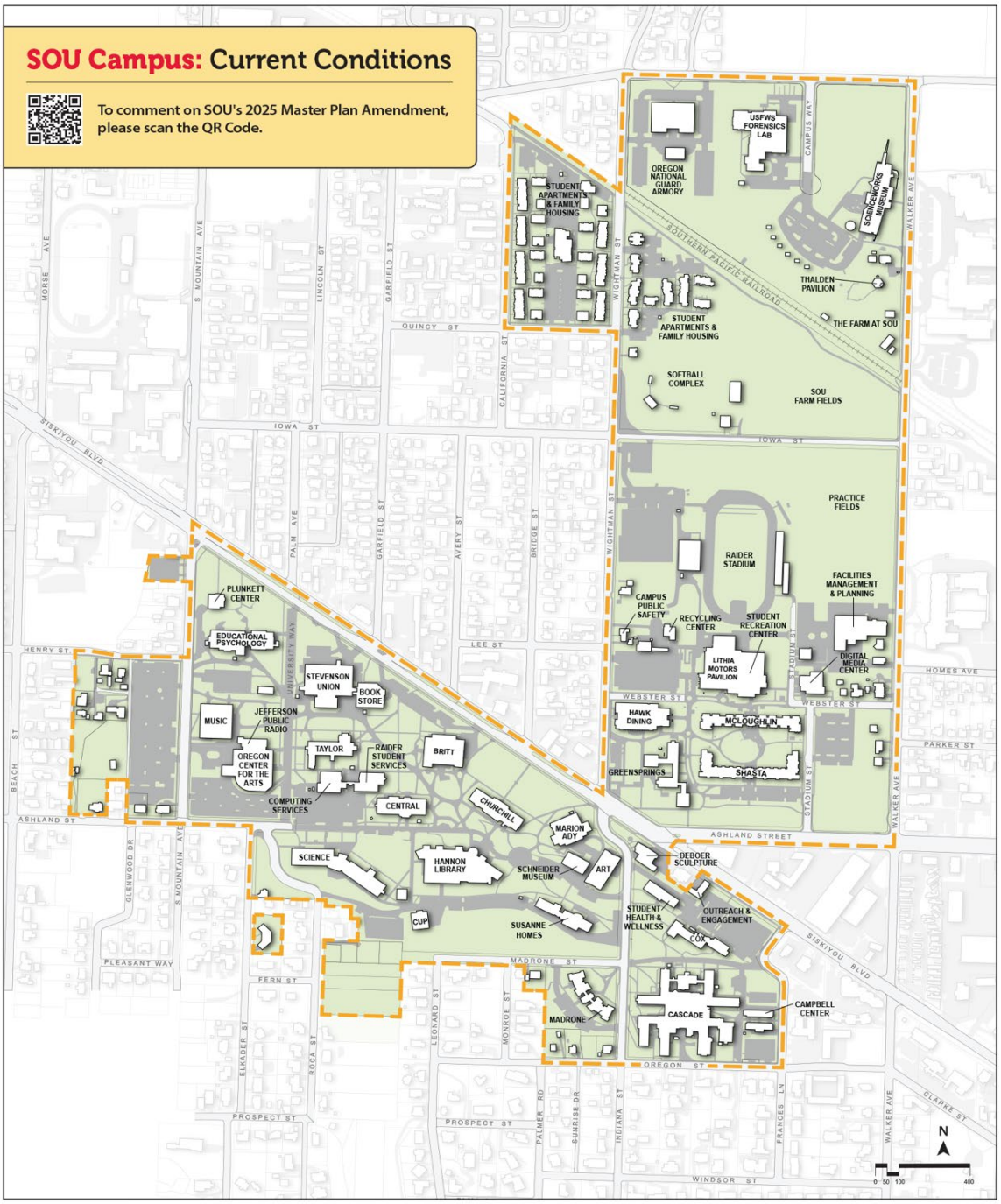
Appendix A — Maps

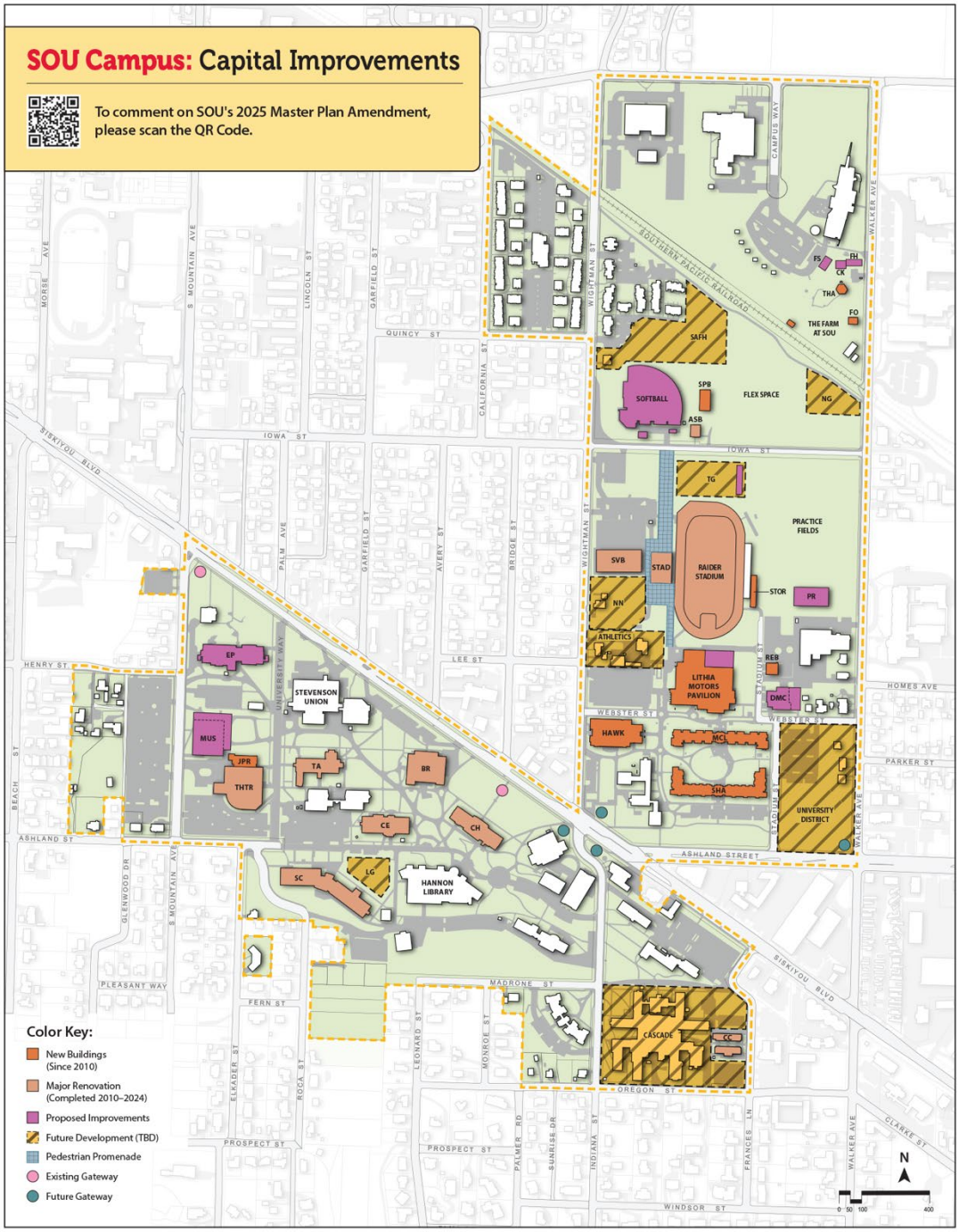
1) Current Conditions



Southern OREGON UNIVERSITY

Draft 11/01/2024

2) Capital Improvements



Building Key:

ASB	Athletics Services Building
BR	Britt Hall
CC	Campbell Center (OLLI)
CE	Central Hall
CH	Churchill Hall
CK	Commercial Kitchen / Processing
DMC	Digital Media Center
EP	Education / Psychology
FH	New Farmhouse
FO	Farm Operations
FS	Farm Storage
HAWK	Hawk Dining
JPR	Jefferson Public Radio
LG	Learning Garden
MCL	McLoughlin Residence Hall
MUS	Music Building / Creative Industries
NG	Native Garden / Greenhouse
NN	Native Nations Gathering Space
PR	Practice Building
REB	Recreation Equipment Building
SAFH	Student Apartments and Family Housing
SC	Science Building
SHA	Shasta Residence Hall
SPB	Softball Practice Building
STAD	Stadium Facility
STOR	Stadium Storage Facility
SVB	Sand Volleyball
TA	Taylor Hal
TG	Tailgate Area / Food Trucks
THA	Thalden Pavilion
THTR	Theatre (Oregon Center for the Arts)

3) Academic Facilities

Building Key:

INSTRUCTIONAL

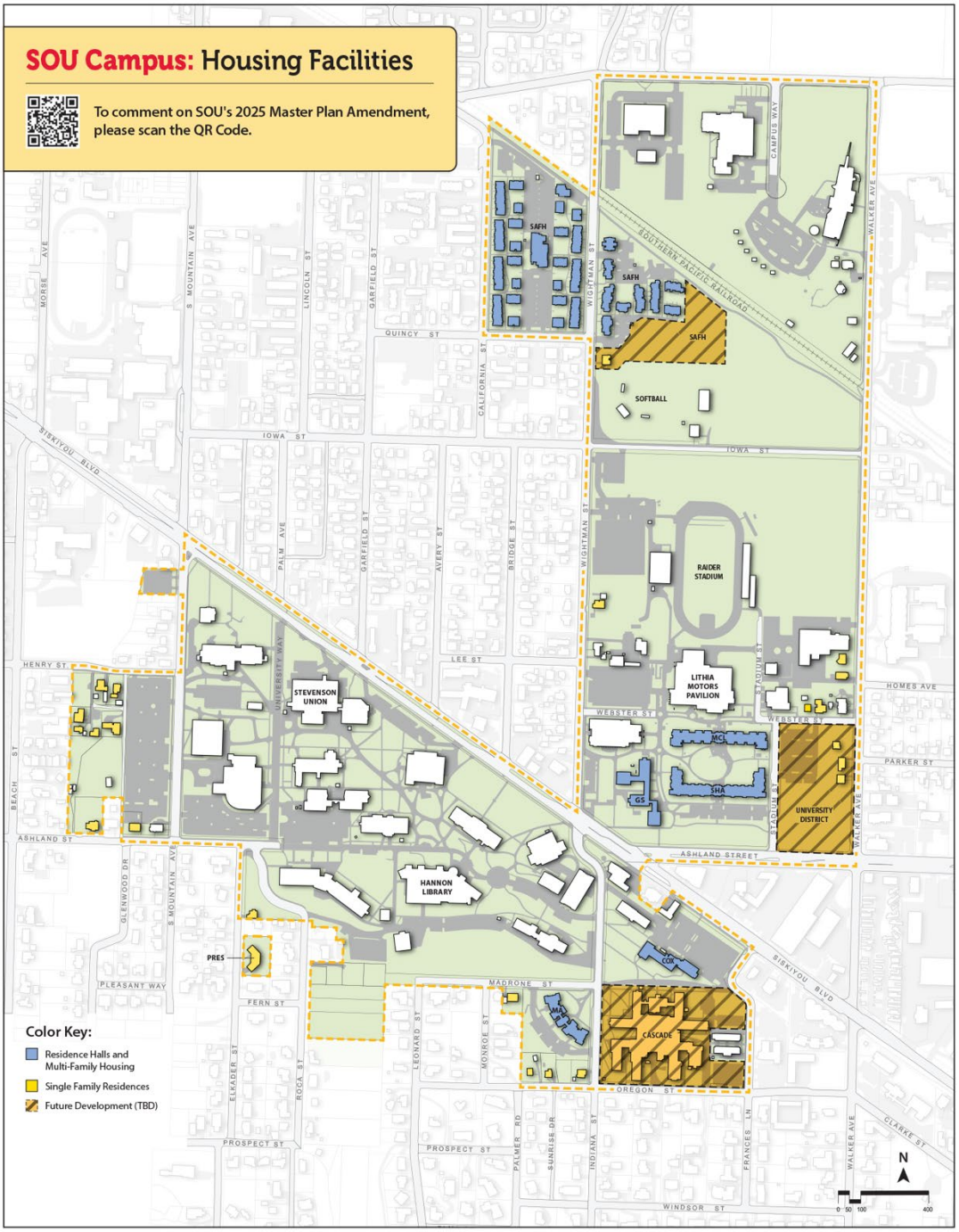
AB	Art Building	MUS	Music Building / Creative Industries
DB	Art East (DeBoer Sculpture)	NG	Native Garden / Greenhouse
BR	Britt Hall	SCH	Schneider Art Museum
CC	Campbell Center (OLLI)	SC	Science Building
CE	Central Hall	SCG	Sours Life Sciences Greenhouse
CH	Churchill Hall	SUS	Susanne Homes Hall
CS	Computing Services	TA	Taylor Hall
DMC	Digital Media Center	THA	Thalden Pavilion
EP	Education / Psychology	THTR	Theatre (Oregon Center for the Arts)
FO	Farm Operations		
LG	Learning Garden		
MA	Marion Ady		

SUPPORT

ASB	Athletics Services Building	MOT	Motor Pool Shop
BKS	Book Store	NTB	North Ticket Booth
CPS	Campus Public Safety	OFC	Offices (521 South Mountain)
CUP	Central Utility Plant	PLC	Plunkett Center
ECP	Extended Campus Programs	REB	Recreation Equipment Building
FA	Farm Admin Building	REC	Recycling Center
FMP	Facilities Management & Planning	SPB	Softball Practice Building
HAWK	Hawk Dining	SRB	Stadium Retail Booth
HAZ	Hazardous Materials Storage Building	STAD	Stadium Facility
IRR	Irrigation Filter Building	STOR	Stadium Storage Facility
JPR	Jefferson Public Radio	SHWC	Student Health & Wellness Center
MOD	Modular Office Building		

Southern OREGON UNIVERSITY

4) Housing Facilities



Building Key:

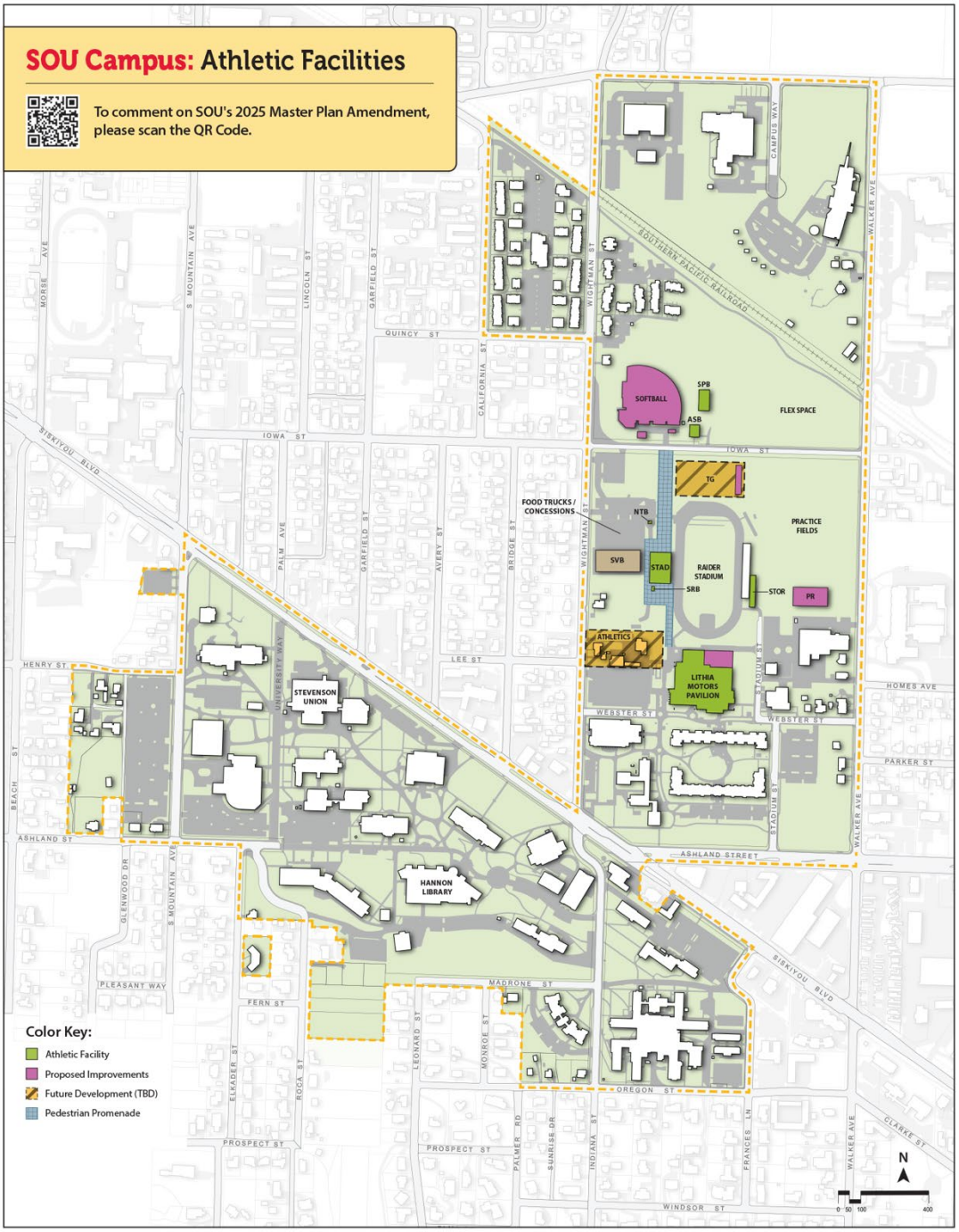
HOUSING

COX	Cox Residence Hall
GS	Greensprings Residence Hall
MCL	McLoughlin Residence Hall
MA	Madrone Residence Hall
PRES	President's Residence
SAFH	Student Apartments and Family Housing
SHA	Shasta Residence Hall

HOUSING TYPE	QUANTITY	NOTES
Residence Halls		
Total Beds Available	962	Unrestricted
Greensprings Beds Available	178	Seasonal (4 Months)
Student Apartments and Family Housing		
Studios	8	
One Bedroom	5	
Two Bedroom	97	
Three Bedroom	52	
Four Bedroom	4	
Single Family Residences		
Total Houses	23	13 Rented

Southern OREGON UNIVERSITY

5) Athletic Facilities



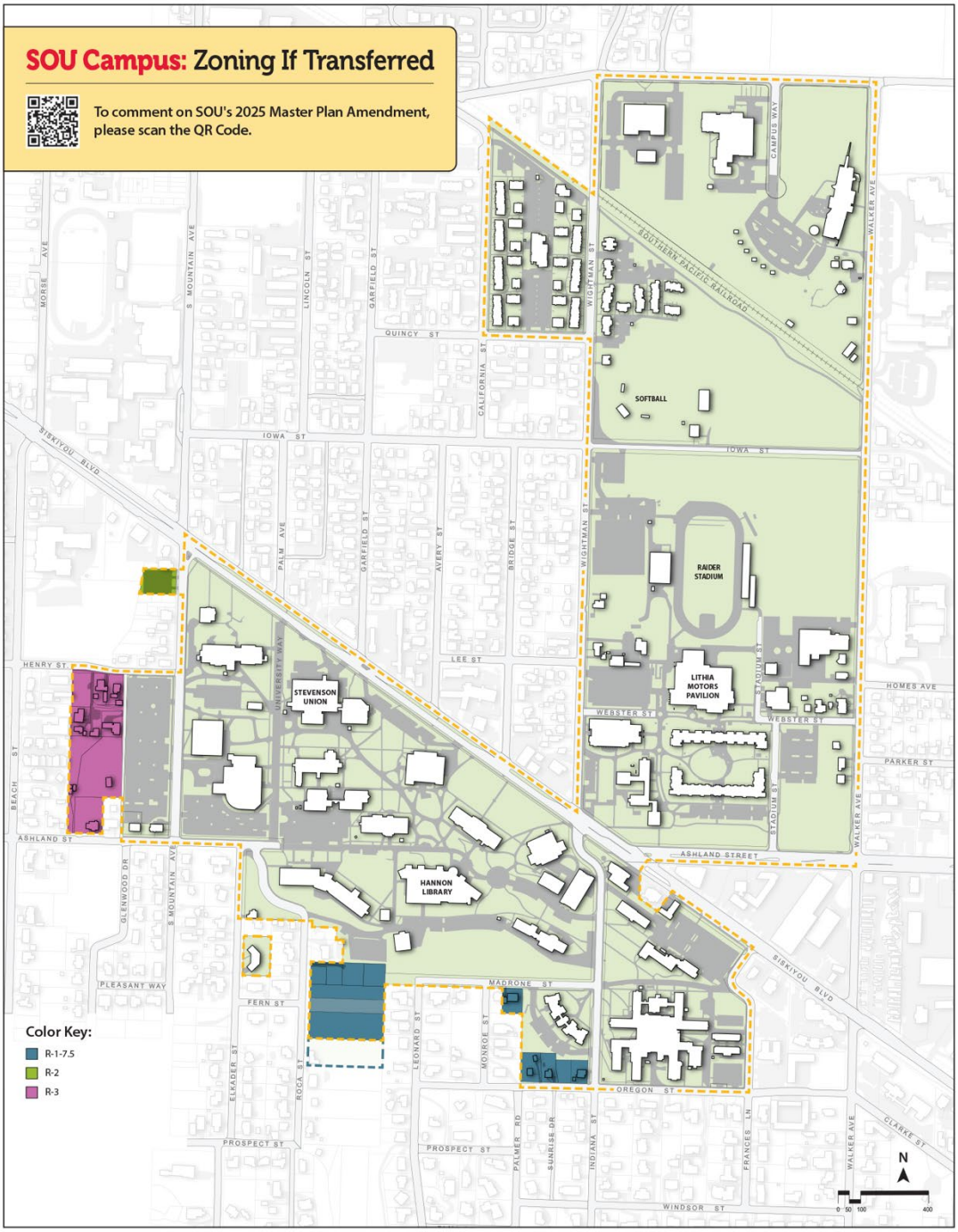
Building Key:

ATHLETICS

ASB	Athletics Services Building
NTB	North Ticket Booth
PR	Practice Building
SPB	Softball Practice Building
STAD	Stadium Facility
SRB	Stadium Retail Booth
STOR	Stadium Storage Facility
SVB	Sand Volleyball
TG	Tailgate Area / Food Trucks

Southern OREGON UNIVERSITY

6) Zoning if Transferred



ZONING IF TRANSFERRED: R-1-7.5

LOCATION	MAP	TAX LOT
Roca St.	39 1E 15BB	1500
"	"	1501
"	"	1502
"	"	1503
"	"	1600
"	"	6800
"	"	Fern St R.O.W.
Madrone St.	39 1E 15BB	9200
Oregon St.	39 1E 15BA	1200
"	"	1201
"	"	1700
"	"	1701

ZONE CHANGE PENDING: R-1-7.5

LOCATION	MAP	TAX LOT
668 Roca St.	39 1E 15BB	6900

ZONING IF TRANSFERRED: R-2

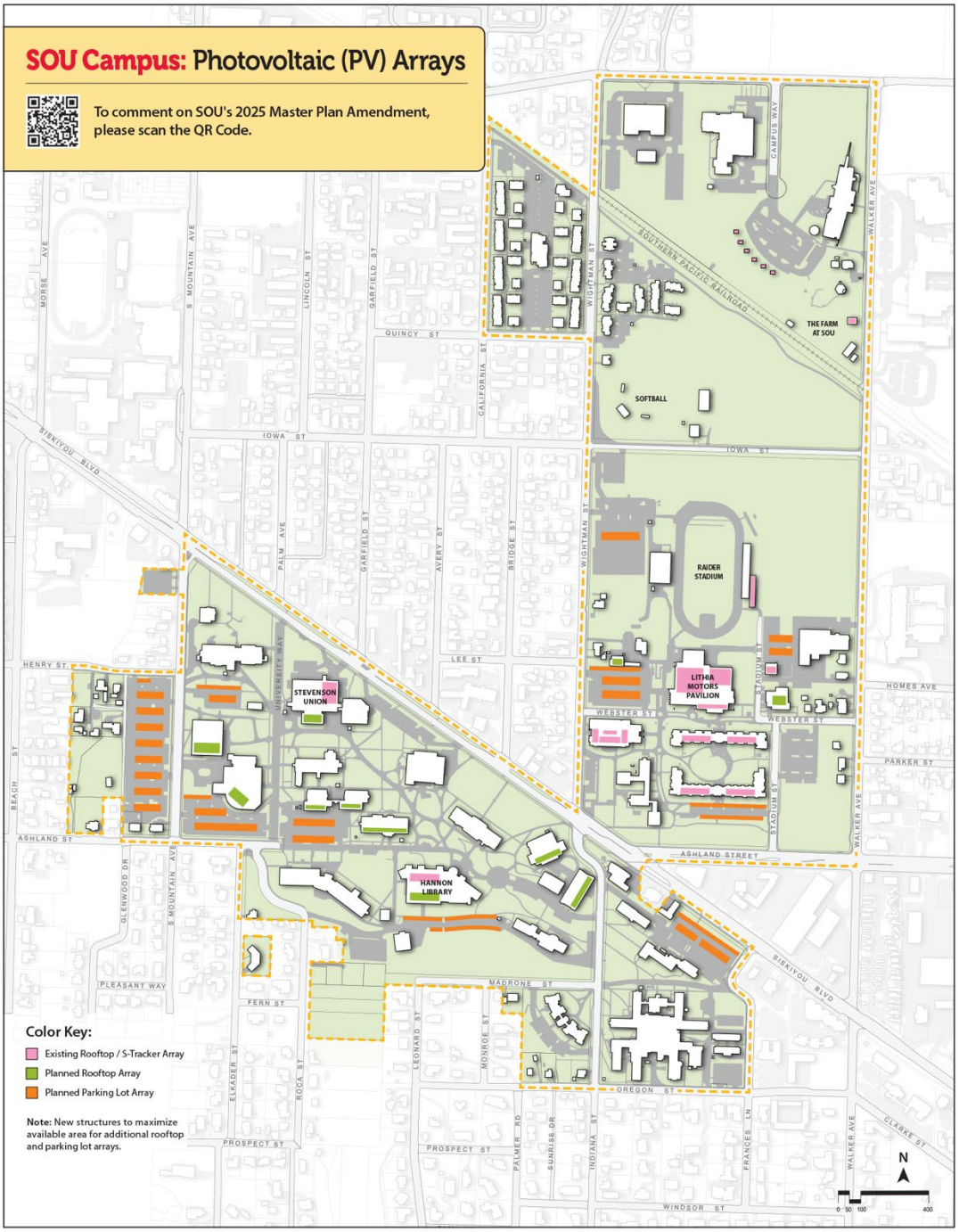
LOCATION	MAP	TAX LOT
Parking Lot 34	39 1E 09DD	400
"	"	500

ZONING IF TRANSFERRED:R-3

LOCATION	MAP	TAX LOT
Henry St.	39 1E 09DD	5300
"	"	5500
"	"	5600
"	"	5700
"	"	5800
"	"	5801
"	"	6000
"	"	6100
"	"	6198
"	"	6199
"	"	6200

Southern OREGON UNIVERSITY

7) Photovoltaic EV Arrays



Education & General (E & G) Buildings

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
SOU	B0035	ART BUILDING	Classrooms, Offices, Studios	19,254	100	2000		HVAC Upgrades scheduled 2025
SOU	B0128	ART EAST (DEBOER SCULPTURE)	Offices, Studios, Shops	6,870	100	1961	1997	
SOU	B0002	BRITT HALL	Classrooms, Offices	49,969	100	1936	2022-2024	Complete Building Renovation
SOU	B0182	CAMPBELL CENTER (OLLI)	Classrooms, Offices	5,311	100	1967	2019	
SOU	B0153	CAMPUS PUBLIC SAFETY	Offices, Storage	2,241	100	1958		Building in Poor Condition, Possible redevelopment of Site
SOU	B0012	CASCADE COMPLEX	Residence Halls	194,467	100	1964	1992(kitch-Din)	Complex to be demolished in 2025
SOU	B0013	CENTRAL HALL	Classrooms, Offices	56,544	100	1950	2022-2025	Complete Renewal to be completed 2025
SOU	B0018	CENTRAL HEAT PLANT	Utilities	9.918	100	1957	2019	
SOU	B0001	CHURCHILL HALL	Classrooms, Offices	36,098	100	1926	2011	Complete Building Renovation in 2012
SOU	B0006	COMPUTING SERVICES	Classrooms, Offices	32,770	100	1990		
SOU	B0056	DIGITAL MEDIA CENTER (DMC)	Classrooms, Offices	8,385	100	2003		Renovation & Small Addition planned for this MP cycle
SOU	B0020	EDUCATION/ PSYCHOLOGY	Classrooms, Offices	47,266	100	1973		Major Renovation planned in this MP cycle
SOU	B0191	EXTENDED CAMPUS PROGRAMS	Offices	2,384	100	1958		Building in Poor Condition, Possible redevelopment of Site
SOU	B0191	FACILITIES MANAGEMENT & PLANNING	Shops, Offices, Storage	34,375	100	1994		
SOU	B0222	FARM AT SOU - ADMIN BUILDING	Offices	1,612	100	1939		possible replacement in this MP cycle
SOU	B0222	FARM AT SOU - OPERATIONS BUILDING	Maintenance, Produce coolers	640	100	2019		
SOU	B0019	HANNON LIBRARY	Stacks, Classrooms, Offices	127,210	100	1967	2003	
SOU	B0060	HAZARDOUS WASTE STORAGE BUILDING	Storage	220	100	2007		
SOU	B0025	IRRIGATION FILTER BUILDING	Utilities	100	100	1970		
SOU	B0037	JEFFERSON PUBLIC RADIO (JPR)	Offices & Studios	6,468	100	2018		
SOU	various	JPR-REMOTE TRANSMITTER SITES	Utilities	2,356	100	various		
SOU	B0015(LITHIA), B0036(SRC)	LITHIA PAVILION-STUDENT REC CENTER	Gyms, Classrooms, Offices	94,021	100	2018		
SOU	B0009	MARION ADY	Classrooms, Offices, Studios	36,431	100	1958	2000	HVAC upgrades Planned for 2025
SOU	B0059	MEDFORD HIGHER EDUCATION CENTER	Classrooms, Offices, Labs	68,510	0.5	2008		
SOU	B0220	MODULAR OFFICE BUILDING	Offices	1,792	100	2011		

continues . . .

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
SOU	B0154	MOTOR POOL SHOP	Vehicle Maintenance	2,420	100	1958		Possible redevelopment of site in this MP cycle
SOU	B0027	MUSIC BUILDING	Recital Hall, Classrooms, Offices	45,461	100	1970		Major Renovation-addition planned for this MP cycle
SOU	B0221	HAWK DINING	Food Service, Dining Hall	24,324	10	2012		
SOU	B0179	PLUNKETT CENTER	Offices	6,378	50	1890	1985	
SOU	B0016	PRESIDENTS RESIDENCE (610 ELKADER)	Residence	5,285	30	1950		
SOU	B033B	RECREATION EQUIPMENT BUILDING	Storage	3,391	1	2019		
SOU	B0155	RECYCLING CENTER	Trash Sorting & Recycling	960	1	1958	2019	
SOU	B0029	SCHNEIDER ART MUSEUM	Galleries, Offices	6,035	1	1985		Possible expansion or replacement in this MP cycle
SOU	B0010	SCIENCE BUILDING	Classrooms, Offices, Labs	80,998	1	1958	2016	
SOU	B0031	SOURS LIFE SCIENCES GREENHOUSE	Greenhouse	2,162	1	1980	2018	
SOU	B0033AB	STADIUM STORAGE FACILITY	Storage	1,920	33	2021		
SOU	B0014	STUDENT HEALTH & WELLNESS CENTER	Offices, Councelling, Clinical	11,016	100	1964		
SOU	B0005	SUSANNE HOMES HALL	Classrooms, Offices	39,163	100	1947		Possible renovation/adaptive reuse in this MP cycle
SOU	B0004	TAYLOR HALL	Classrooms, Offices	45,867	100	1965	2020	
SOU	B0028	THEATRE (OREGON CENTER FOR THE ARTS)	Performance, Shops, Offices	51,346	100	1981	2018	
SOU	B0118	521 SOUTH MOUNTAIN	Tutoring, Offices	2,436	100	1950		former rental house
				1,164,466				
Auxiliaries								
	B6852	STEVENSON UNION	Mtg rooms, food service, offices	95,600	0	1972		Possible renovation in this MP cycle
	B6837	STADIUM FACILITY	Weight rm, locker rms, offices, seating	26,173	0	1983		
	B1917	ATHLETICS SERVICES BUILDING	Softball team room. Toilet rooms	1,380	0	1985		
		SOFTBALL PRACTICE BUILDING	Batting cages, storage	3,391	0	2014		
	B1916	NORTH TICKET BOOTH	Ticket sales	98	0	1983		
				126,642				
Residence Halls								
	B6858	COX HALL	Conference housing	43,826	0	1958		
	B6826	GREENSPRINGS	Residence Halls	84,799	0	1968		

continues . . .

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
	B6865	MADRONE HALL	Residence Hall	38,444	0	2005		
		SHASTA HALL	Residence Hall	106,582	0	2005		
		MCLOUGHLIN HALL	Residence Hall	89,729	0	2013		
				363,380				
SAFH Multi-Family Housing Complex								
	B6686	Family Housing Unit #2	Apartments	4,308	0	1990		
	B6683	Family Housing Unit #22	Apartments	4,308	0	1990		
	B6822	Family Housing Unit #13	Apartments	2075	0	1990		
	B4624	Family Housing Unit #6	Apartments	10,298	0	1990		
	B6821	Family Housing Unit #12	Apartments	10,398	0	1990		
	B4754	Family Housing Unit #18	Apartments	10,398	0	1990		
	B4679	Old Mill Village Unit H	Apartments	4008	0	1996		
	B6688	Family Housing Unit #4	Apartments	6732	0	1990		
	B6685	Family Housing Unit #1	Apartments	3,419	0	1990		
	B6819	Family Housing Unit #10	Apartments	5,280	0	1990		
	B6861	Family Housing Unit #16	Apartments	5,280	0	1990		
	B4849	Old Mill Village Unit C	Apartments	4,008	0	1996		
	B4678	Old Mill Village Unit G	Apartments	4,008	0	1996		
	B6860	Family Housing Unit #15	Apartments	7,790	0	1990		
	B6849	Old Mill Village Unit F	Apartments	6,680	0	1996		
	B6847	Old Mill Village Unit D	Apartments	2,906	0	1996		
	B4750	Old Mill Village Unit A	Apartments	4,008	0	1996		
	B4752	Old Mill Village Unit B	Apartments	5,526	0	1996		
	B6848	Old Mill Village Unit E	Apartments	5,708	0	1996		
	B4753	Old Mill Village Unit I	Apartments	5,600	0	1996		
	B4755	Family Housing Unit #19	Apartments	2,458	0	1990		
	B4625	Family Housing Unit #7	Apartments	2,458	0	1990		
	B6682	Family Housing Unit #21	Apartments	8,548	0	1990		
	B6818	Family Housing Unit #9	Apartments	8,548	0	1990		
	B6680	Family Housing Unit #20	Apartments	3,632	0	1990		
	B6687	Family Housing Unit #3	Apartments	3,632	0	1990		
	B4623	Family Housing Unit #5	Apartments	3,632	0	1990		
	B6726	Family Housing Unit #8	Apartments	3,632	0	1990		

continues . . .

Institution	Building ID	Building Name	Primary Building Use	Building GSF	% E & G	Year Built	Last Renovation	Master Plan Notes
	B6820	Family Housing Unit #11	Apartments	3,640	0	1990		
	B4677	Family Housing Unit #14	Apartments	3,640	0	1990		
	B1915	Family Housing Unit #17	Apartments	3,640	0	1990		
	B1919	FH Maintenance Bldg	Shop + Storage	2,020	0	1990		
	B6684	FH Community Bldg	mtg rooms, daycare, laundry, Offices	8,501	0	1990	Addition/remod-el 2004	
				170,719				
Houses (rentals & vacant)								
	B1507	1555 Webster St	house	1,630	0			SOU acquired 1966
	B2011	381 Walker Ave	house	1,124	0			SOU acquired 1970
	B2192	1049 Ashland St	house	2,200	0	1900		
	B1887	1066-1066 1/2 Henry St	house + convert-ed garage	1,428	0			SOU acquired 1973
	B1920	1038 Henry St	house	1,529	0			SOU acquired 1979
	B2279	393 Walker Ave	house	1,144	0			SOU acquired 1970
	B1881	1077 Ashland St	house	2,200	0	1940		
	B2010	1060 Henry St	house	1,396	0	1935		
	B2278	1551 Webster St	house	765	0			SOU acquired 1969
	B1884	380 Wightman St	house	3,128	0			SOU acquired 1979
	B1888	1040 Henry St	house	633	0	1950		
	B1889	1058 Henry St	house	754	0	1950		
	B1882	697 Indiana St	house	2,180	0			SOU acquired 1969
	B1933	580 Elkader	house	1,056	0	1961		
	B1883	164 Wightman St	house	798	0	1950		
	B1892	435 Walker Ave	house	850	0			SOU acquired 1966
	B2283	455 Walker Ave	house	2,710	0			SOU acquired 1966
	B1513	1352 Madrone St	house	1,333	0			SOU acquired 1973
	B1922	421 Walker Ave	house	1,732	0			SOU acquired 1966
		1349 Oregon St	house	667	0	1948		
		1383 Oregon St	house	2,296	0			SOU acquired 1964
	B1923	1056 Henry St	house	1,396	0	1890		
	B1891	467 Walker Ave	house	2,224	0			SOU acquired 1966
				35,173				
	Summary	Square Footage						
	E&G Buildings	1,164,466						
	Auxiliaries	126,642						
	Residence Halls	363,380						
	Family Housing Complex	170,719						
	Houses	35,173						
	SOU total(gsf)	1,860,380						

END

Appendix C — The Farm Design and Site Plan Documents

PHASE 1 IMAGERY

SOU SUSTAINABLE FARM
SOUTHERN OREGON UNIVERSITY

SCHEMATIC DESIGN

IMAGES

L 6

PHASE 2 IMAGERY

SOU SUSTAINABLE FARM
SOUTHERN OREGON UNIVERSITY

SCHEMATIC DESIGN

IMAGES

L 7

PHASE 3 IMAGERY

SOU SUSTAINABLE FARM
SOUTHERN OREGON UNIVERSITY

SCHEMATIC DESIGN

IMAGES

L 8

155 Walker Ave

THE FARM
AT SOUTHERN OREGON UNIVERSITY
A CENTER FOR SUSTAINABILITY

- Classroom/Lab
- Offices
- Sustainability Demonstration (ScienceWorks)
- Equipment Storage
- Commercial Kitchen
- Restrooms
- 3,960 Square feet

Southern OREGON UNIVERSITY

OFFICE OF THE GENERAL COUNSEL

September 26, 2025

The City of Ashland

Re: Southern Oregon University – SOU Master Plan

Hon. Mayor Graham and Council Members,

SOU has greatly appreciated the communication with City staff during the 2025 SOU Facilities Master Plan process. The City has been a wonderful partner in the establishment of the SO Zoning and a series of facility master plans over the years. We appreciate and respect this process and have been transparent about SOU's short-term and future needs. SOU requests that you consider the proposed revisions to the last staff-proposed draft of the ordinance adopting the 2025 Master Plan and associated legislation.

The 2025 SOU Facilities Master Plan provides the City of Ashland, its citizens, and the SOU community with clarity about the near-term and long-term direction of SOU campus facilities, all of which are crucial to the evolution and well-being of the University. Unfortunately, the ordinance proposed for second reading did not provide the supportive framework, certainty, and clarity necessary. That proposed ordinance would, as a practical matter, require the SOU to seek a Conditional Use (CUP) approval for most projects - buildings, signage, and other types of development (because it could be interpreted that any disturbance of any kind related to a project anywhere on campus, such as landscaping, access modification, sidewalks or signage, within 50' of private property would trigger a CUP.) As you are aware, the CUP process is time-consuming and expensive for both the City of Ashland and SOU. One of our initial goals with this Master Plan has been to be very transparent about what SOU expects to develop on campus and we understood Council to be supportive of making many of the projects expressly discussed permitted uses subject to either Type I or Type II review, but the ordinance language at the second reading created substantial ambiguity - many of the projects specifically agreed by Council to be permitted at a certain level of development, would have that process frustrated by another provision that would appear to require a CUP.

We believe our suggested ordinance language is in keeping with the discussion and decision of the Council in deliberations; we are asking the ordinance language provide clarity and consistency to what we believe was Council's intent. Our suggested revisions are based on a philosophy that SOU should be able to replace or remodel any building on campus within current square footage or height requirements without requiring a CUP process. Further, regarding the known short-term construction projects, we believe they should be permitted without a CUP process to provide certainty and enable SOU to rapidly move construction forward without additional cost burdens to Oregonians and our students.

Churchill Hall, Room 131 • 1250 Siskiyou Boulevard • Ashland, Oregon 97520-5015

As has been presented to Council several times - we have outlined several known projects in the ordinance that could fall into this category, specifically the replacement of Cascade Hall and development of the "University District" area. It is clear from the Master Plan and past staff reports that these projects will go through a Type II process, and a CUP if outside the Master Plan or ordinance guidelines.

Clarity and certainty in this legislation is critical because the landscape for higher education building construction has undergone substantial changes in the last decade, as universities now have independent boards of directors. The state is no longer providing funding for buildings other than academic buildings. SOU and all universities are having to look to third-party partners to provide construction financing, who expect a return on their funding and require additional clarity. Having certainty regarding the underlying land-use and permitting required to replace our current infrastructure, as well as the planned short-term construction projects, is critical for SOU to rapidly adapt and meet the needs of students, employers, and all Oregonians. SOU's suggestions we believe modernize the City of Ashland's ordinance to best support Ashland's future and the future of SOU.

Finally, we hope that our proposed ordinance revisions, along with the additional staff work, will solidify the public record, clarify property owner notification requirements, and provide a transparent pathway for every aspect of development at SOU.

We appreciate your consideration of SOU's revisions to the staff recommendation, and we will be at the Council meeting to provide any clarification regarding our proposal.

Again, we thank you and your staff as we work through this process together.

Sincerely,

Rob Patridge
General Counsel

ORDINANCE NO. 3268

AN ORDINANCE AMENDING AMC 15.04.210-.216, AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.020, AMC 18.5.2.030 & AMC 18.5.7.020 TO BE CONSISTENT WITH THE SOUTHERN OREGON UNIVERSITY 2025 FACILITIES MASTER PLAN AMENDMENT.

(SOU 2025 Facilities Master Plan Amendment: Planning Action #PA-L-2025-00016)

Annotated to show **~~deletions~~** and **additions** to the code sections being modified.
Deletions are **bold** ~~strikethrough~~ and additions are **bold** underlined.

WHEREAS, Oregon's Statewide Planning Goal 2 "Land Use Planning", Chapter 197 of the Oregon Revised Statutes and Chapter 660, Division 30 of the Oregon Administrative Rules require that the planning activities of universities, as state agencies, be coordinated with local Comprehensive Plans and Land Use Ordinances; and

WHEREAS, the City of Ashland and Southern Oregon University recognize that coordinated master planning is mutually beneficial; and

WHEREAS, Southern Oregon University has prepared master plans for adoption by the City of Ashland since 1990 to guide the strategic development of the university within the broader context of the city and ensure that the University's land use actions are consistent with local regulations and statewide land use planning goals; and

WHEREAS, Ashland Municipal Code (AMC) 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions; the City Council finds it is necessary to adopt the Southern Oregon University 2025 Facilities Master Plan Amendment as a roadmap to guide the strategic development of the public university's facilities and land use over the next decade, and to adopt new Zoning and Comprehensive Plan Maps and associated land use regulations to align with the Southern Oregon University 2025 Facilities Master Plan Amendment.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides: Powers of the City**.** The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities; as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d no, 734 (1975); and

WHEREAS, the City of Ashland Planning Commission considered the amendment of the City of Ashland's Zoning Map and Comprehensive Plan Map to align with the Southern Oregon

University 2025 Facilities Master Plan Amendment as a supporting document to the Comprehensive Plan; and to amend the Ashland Municipal Code Section AMC 15.04.210-.216 and the Land Use Ordinances AMC 18.3.6, AMC 18.4.7, AMC 18.5.2.030 & AMC 18.5.7.020 to align with the Southern Oregon University 2025 Facilities Master Plan Amendment at a duly advertised public hearing on June 24, 2025, following deliberations, recommended approval of the amendments; and

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on July 15, 2025; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of this Ordinance in accordance with Article 10 of the Ashland City Charter; and.

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan, that the proposed zoning map and land use code amendments are consistent with City of Ashland approval criteria for land use ordinance and zoning map amendments as set forth in AMC 18.5.9.020.B and are consistent with the City of Ashland Comprehensive Plan, with other City policies, and with the Oregon Statewide Planning Goals and OAR 660-030-0070, and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. Section 15.04.210 [Demolition or Relocation of Structures] of the Ashland Land Use Ordinance is hereby amended as follows:

AMC 15.04.210

C. No demolition or relocation permit is required:

1. For structures of less than 500 square feet in size.
2. For relocation of a structure upon the same lot.
3. To demolish a building declared to be dangerous under the Uniform Code for the Abatement of Dangerous Buildings pursuant to AMC 15.04.010.B.
4. **For any demolition within the SO district. Southern Oregon University shall be exempt from this ordinance, but shall comply with the demolition provisions within the adopted Southern University 2025 Facilities Master Plan Amendment.**

SECTION 3. Section 18.3.6 [Southern Oregon University District] of the Ashland Land Use Ordinance is hereby amended as follows:

18.3.6.020 Applicability

A. This chapter applies to properties designated as SO on the Zoning Map. The Southern Oregon University (SOU) district implements **the Southern Oregon University 2025 Facilities Master Plan Amendment** ~~**Campus Master Plan Update for Southern Oregon University dated April 12, 2010,**~~ with all conditions added ~~by the Planning Commission and~~ City Council, as adopted and incorporated into the Comprehensive Plan by **Ordinance No. 3267 on August 5, 2025** ~~**Ordinance No. 3014 on June 1, 2010.**~~ It can be applied to all areas now or hereinafter owned by the State of Oregon acting by and through the State Board of Higher Education, and located within the SOU **district** boundary, as shown on the SOU **2025 Facilities Master** Plan **Amendment**, adopted by SOU and approved by the City. **The District shall not apply to properties identified on the Zoning If Transferred Map and transferred by SOU and no longer owned by SOU.**

B. This chapter, together with chapters 18.5.2 Site Design Review, 18.4.3 Parking, Access, and Circulation, ~~**and 18.4.7 Signs are the only portions of this ordinance,**~~ and **18.3.11 Water Resource Protection Zones** are the only portions of this ordinance to be effective within the SOU zone; except that ~~areas~~ projects to be developed within 50 feet of privately owned land (specifically not including alterations to a site such as signage, access, driveway, sidewalk or landscaping alterations) are subject ~~**chapter 18.5.4 Conditional Use Permit**~~ to **a Type II Conditional Use Permit review process.** In addition, the creation or vacation of public streets or public ways shall be subject to mutual agreement between the City and SOU and all other applicable laws. **Prior to the sale of university property, or to the submittal of applications to the city for the construction of new buildings or the amendment of the Southern Oregon University Facilities Master Plan, the University shall provide written notice to neighboring property owners of record within 200 feet of the project and provide written evidence of such notice to the city with the application submittal.**

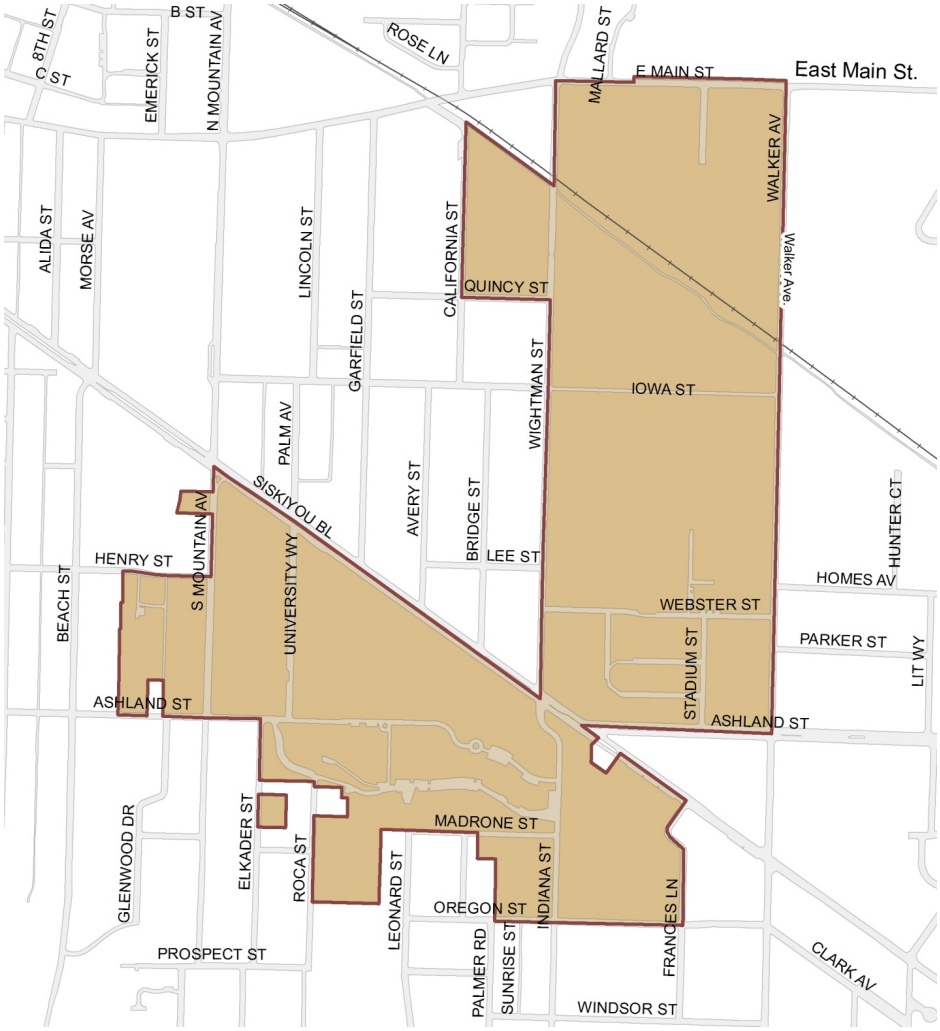


Figure 18.3.6.020. Southern Oregon University District

18.3.6.030 Permitted Uses

Permitted uses are as follows.

A. Uses permitted outright are all those which are directly **and indirectly** related to the educational functions of SOU, provided that such uses are indicated and located in conformance with the adopted and City approved SOU **2025 Facilities Master** Plan **Amendment** ~~and are greater than 50 feet from privately owned property~~.

Commented [BG1]: Preexisting language -relates to CUP per 18.3.6.020.B

B. Wireless Communication Facilities authorized pursuant to chapter 18.4.10Wireless Communication Facilities.

18.3.6.040 Conditional Uses
Uses subject to approval of a conditional use permit, per chapter 18.5.4, are as follows.
A. Any use, site design, or construction or alteration of same not agreed upon in advance by the City and SOU in the SOU **2025 Facilities Master** Plan **Amendment.**
B. Any projects to be developed within 50 feet of privately owned land (specifically not including alterations to a site such as signage, access, driveway, sidewalk or landscaping alterations)**use, site design, or construction within 50 feet of privately owned property.**
C. Any construction over 40 feet in height Construction that exceeds 60 feet in height within the SO zone, exclusive of the properties University District described in Sections D thru GE below, shall require approval of a Conditional Use Permit., up to a maximum height of 70 feet.
D. Construction within the University District bounded by Walker Avenue, Ashland Street, Webster Street and Stadium Street, that exceeds the permitted maximum height of 50 feet, (or 60 feet with the inclusion of at least 25 percent affordable or student housing), within the University District bounded by Walker Avenue, Ashland Street, Webster Street and Stadium Street, shall require approval of a Conditional Use Permit, up to a maximum height of 110 feet.
E. Construction within the former Cascade Complex that does not exceed 60 feet in height, five stories, or 194,000 square feet [GFA] , including associated site improvements such as signage, access, driveways, sidewalks, and landscaping, does not require a Conditional Use Permit, and is permitted through a Type II Site Review. Any proposal that exceeds the height or square footage limits established herein shall require approval of a Conditional Use Permit.
F. Construction of any replacement building that does not exceed the height or square footage of the existing building shall be permitted, including alterations to the site such as signage, access, driveway, sidewalk, and landscaping, and permitted under a Type II decision. Any proposal that exceeds the height and square footage enumerated herein shall require approval of a Conditional Use Permit.

D. G. Wireless Communication Facilities not permitted outright and authorized pursuant to chapter 18.4.10 Wireless Communication Facilities.}

SECTION 4. Section 18.4.7.040 [Exempted Signs] of the Ashland Land Use Ordinance is hereby amended as follows:

18.4.7.040 Exempted Signs
The following signs and devices shall not be subject to the provisions of this chapter. All of the following exempted signs shall be subject to the other regulations contained in chapter 18.4.7 relative to the size, lighting, or spacing of such signs.

[A-M unchanged]

Commented [BG2]: Preexisting language -relates to CUP per 18.3.6.020.B

N. Southern Oregon University. Signs on properties within the Southern Oregon University District on lands owned by the University shall be exempted from this chapter, and shall follow the guidelines for Signage on Campus contained within the Southern Oregon University 2025 Facilities Master Plan Amendment.

SECTION 5. Section 18.5.2.020 [Review Procedures] of the Ashland Land Use Ordinance is hereby amended as follows:

[A-B unchanged]

C. Exempt from Site Design Review. The following types of uses and projects are exempt from site design review:

1. Detached single-family dwellings and associated accessory structures and uses.
2. Accessory residential units meeting the requirements of subsection 18.2.3.040 and duplexes meeting the requirements of section 18.2.3.110.
3. Land divisions and property line adjustments, which are subject to review under chapter 18.5.3.
4. The following mechanical equipment:
   a. Private, noncommercial radio and television antennas not exceeding a height of 70 feet above grade or 30 feet above an existing structure, whichever height is greater, and provided no part of such antenna shall be within the setback yards required by this chapter. A building permit shall be required for any antenna mast or tower over 50 feet above grade or 30 feet above an existing structure when the same is constructed on the roof of the structure.
   b. Not more than three parabolic disc antennas, each under one meter in diameter, on any one lot or dwelling unit.
   c. Roof-mounted solar collection devices in all zones, with the exception of E-1 and C-1 zoned properties located within designated historic districts. The devices shall comply with solar setback standards described in chapter 18.4.8 and the height standards of the respective zoning district.
   d. Roof-mounted solar collection devices on E-1 and C-1 zoned properties located within designated historic districts if the footprint of the structure is not increased, the plane of the system is parallel to the slope of the roof and does not extend above the peak height of the roof or existing parapets, or is otherwise not visible from a public right-of-way. The devices shall comply with solar setback standards described in chapter 18.4.8 and height requirements of the respective zoning district.
   e. Installation of mechanical equipment other than those exempted in subsections a-d, above, and which is not visible from a public right-of-way, except alleys, or adjacent residentially zoned property and consistent with other provisions of the ordinance codified in this section, including solar access in chapter 18.4.8, and noise and setback requirements of subsection 18.2.4.020.B. See also screening standards for mechanical equipment in subsection 18.4.4.030.G.4.

f. Routine maintenance and replacement of existing mechanical equipment in all zones. (Ord. 3229 § 9, amended, 12/19/2023; Ord. 3199 § 25, amended, 06/15/2021; Ord. 3155 § 15, amended, 07/17/2018)

5. Solar Arrays Over Parking Lots in the SO-zone. Solar arrays over parking lots shall be exempt from Site Design Review, and subject to ministerial approval in conjunction with building permit issuance, where they meet the following standards:

a. The proposed solar array is consistent with the general design approach illustrated in the adopted SOU 2025 Facilities Master Plan Amendment, which is intended to be illustrative rather than prescriptive.

b. The proposed solar array does not exceed a height of 38 feet.

c. The proposed solar array complies with the Solar Access Ordinance in Chapter 18.4.8 where abutting privately-owned property to the north.

d. The proposed solar array does not impede emergency vehicle access or circulation.

e. Permits (structural and electrical) shall be obtained from the City of Ashland Building Division.

SECTION 6. Section 18.5.2.030 [Review Procedures] of the Ashland Land Use Ordinance is hereby amended as follows:

18.5.2.030 Review Procedures

A. Type I Review. Except as provided by 18.5.2.030, subsections B - G, below, applications for Site Design Review are subject to the Type I procedure, pursuant to section 18.5.1.050.

B. C-1, E-1, HC, and M-1 Zones. In the C-1, E-1, HC, and M-1 zones, but not within the Downtown Design Standards or Detail Site Review overlays, new structures or additions greater than 15,000 square feet in gross floor area, or greater than 50 percent of an existing building's gross floor area are subject to Type II review.

C. Downtown Design Standards Overlay. In the Downtown Design Standards overlay, new structures or additions greater than 2,500 square feet in gross floor area, or greater than ten percent of an existing building's gross floor area are subject to Type II review.

D. Detail Site Review Overlay. In the Detail Site Review overlay, new structures or additions greater than 10,000 square feet in gross floor area, or longer than 100 feet in length or width are subject to Type II review.

E. Residential Site Review. Residential structures or additions greater than 10,000 square feet in gross floor area, other than single-family homes or accessory uses on individual lots, are subject to Type II review.

F. Croman Mill District. In the Croman Mill district, new structures or additions greater than 15,000 square feet in gross floor area are subject to Type II review.

G. Landscape and Irrigation Plan Amendments. Minor amendments to landscape and irrigation plans approved pursuant to chapter 18.4.4 to improve fire safety, public safety, water conservation, or energy efficiency may be processed as Ministerial or Type I actions.

H. Southern Oregon University District Site Review. In the SO District, new structures or additions greater than 15,000 square feet in gross habitable floor area (GHFA) are subject to Type II review. All other development subject to Site Design Review shall be reviewed as a Type I review for compliance with the current Southern Oregon University 2025 Facilities Master Plan Amendment development standards.

SECTION 7. Section 18.5.7.020 [Applicability and Review Procedure] of the Ashland Land Use Ordinance is hereby amended as follows:

AMC 18.5.7.020 Applicability and Review Procedure

All tree removal and topping activities shall be carried out in accordance with the requirements of this chapter and as applicable, the provisions of part 18.3, Special Districts and Overlay Zones, and chapter 18.4.4, Landscaping, Lighting, and Screening.

If tree removal is part of another planning action involving development activities, the tree removal application, if timely filed, shall be processed concurrently with the other planning action. Applications for tree removal permits are reviewed as follows:

A. Ministerial Action. The following tree removal permits are subject to the ministerial procedure in section 18.5.1.040:

1. Emergency tree removal permit.

B. Type I Reviews. The following tree removal permits are subject to the Type I review in section 18.5.1.050. This section applies to removal of trees that are a hazard or are not a hazard.

1. Removal of trees greater than six inches DBH on private lands zoned C-1, E-1, M-1, CM, or HC.

2. Removal of trees greater than six inches DBH on lots zoned R-2, R-3, and R-1-3.5 that are not occupied solely by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex.

3. Removal of significant trees, as defined in part 18.6, on vacant property zoned for residential purposes including but not limited to R-1, RR, WR, and NM zones.

4. Removal of significant trees as defined in part 18.6, on lands zoned SOU, on lands under the control of the Ashland School District, or on lands under the control of the City.

5. Tree topping permit.

C. Exempt from Tree Removal Permit. The following activities are exempt from the requirement for a tree removal permit in subsections 18.5.7.020.A and B, above:

1. Those activities associated with the establishment or alteration of any park under the Ashland Parks and Recreation Commission. However, the Parks and Recreation Department shall provide an annual plan in January to the Tree Commission outlining proposed tree removal and topping activities, and reporting on tree removal and topping activities that were carried out in the previous year.

2. Removal of trees in single-family residential zones on lots occupied only by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex, where the property is less than twice the minimum lot size or otherwise ineligible to be partitioned or subdivided, except as otherwise regulated by chapter 18.3.10, Physical and Environmental Constraints Overlay, and chapter 18.3.11, Water Resources Protection Zones (Overlays).

3. Removal of trees in multifamily residential and health care zones on lots occupied only by a detached single-family dwelling and associated accessory structures including an accessory residential unit, or by a duplex, where the property cannot be further developed with additional dwelling units other than an accessory residential unit or a duplex, except as otherwise regulated by chapter 18.3.10, Physical and Environmental Constraints Overlay, and chapter 18.3.11, Water Resources Protection Zones (Overlays).

4. Removal of trees less than six inches DBH in any zone, excluding those trees located within the public right-of-way or required as conditions of approval with landscape improvements for planning actions.

5. Removal of trees less than 18 caliper inches in DBH on any public school lands, ~~**Southern Oregon University**~~, and other public land, excluding heritage trees.

6. Removal of trees within the wildfire lands area of the City, as defined on adopted maps, for the purposes of wildfire fuel management consistent with the fuel modification area standards in section 18.3.10.100, and in accord with the requirements of chapter 18.3.10, Physical and Environmental Constraints Overlay, and chapter 18.3.11, Water Resources Protection Zones (Overlays).

7. Removal of dead trees.

8. Those activities associated with tree trimming for safety reasons, as mandated by the Oregon Public Utilities Commission, by the City's Electric and Telecommunication Utility. However, the Utility shall provide an annual plan to the Tree Commission outlining tree trimming activities and reporting on tree trimming activities that were carried out in the previous year. Tree trimming shall be done, at a minimum, by a journeyman tree trimmer, as defined by the Utility, and will be done in conformance and to comply with OPUC regulations.

9. Removal of street trees within the public right-of-way subject to street tree removal permits in AMC 13.16.

10. Those activities associated with tree trimming or removal at the airport, within the Airport (A) overlay zone for safety reasons, as mandated by the Federal Aviation Administration. The Public Works Department shall provide an annual report to the Tree Commission outlining tree trimming activities and reporting on tree trimming activities that were carried out in the previous year.

11. Those activities associated with the tree removal and maintenance of trees within the SO zone consistent with the current Southern Oregon University 2025 Facilities Master Plan Amendment when conducted by a licensed and certified arborist. However, Southern Oregon University shall provide an annual plan from its staff arborist or a contract arborist in January to the Tree Commission outlining proposed tree removal and topping activities, and reporting on tree removal and topping activities that were carried out in the previous year.

SECTION 8. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 9. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions, and text descriptions of amendments (i.e., Section 2) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

The foregoing ordinance was first reading by title only in accordance with Article X, Section 2(C) of the City Charter on the _____day of_____, 2025, and duly PASSED and ADOPTED this _____day of_____, 2025.
ATTEST:

_____
Alissa Kolodzinski, City Recorder

SIGNED and APPROVED this _____ day of _____, 2025.

_____
Tonya Graham, Mayor

Reviewed as to form:

_____
Johan Pietila, City Attorney

City Manager's Report

November Report—11.4.2025

CITY MANAGER'S OFFICE:

- The NEW Ashland **City e-Newsletter** brings it all straight to your inbox. **Sign up Now for City e-News! View the October 24 issue.**
- In October, the City launched a new video series, ***3 Things to Know!*** See the **YouTube Playlist**.
- Discover the ways to **watch public meetings** at **ashlandoreogon.gov/WatchMeeting**, including the new **RVTV (Rogue Valley Television) app** where you can watch live or on demand! The app also features captioning and keyword-searchable videos for easier access.
- **Sign up for emergency alerts with JACKSON ALERTS!** The City partners with Jackson County under one alert messaging system called JACKSON ALERTS. Sign up your whole family by visiting **ashlandoregon.gov/Alerts. Don't want to create an account? Simply text 97520 to 888777 to sign up for Ashland alerts!**
- **Nominations for the annual James M Ragland "Volunteer Spirit" Community Service Award are underway.** This award recognizes outstanding volunteers who make a lasting impact on Ashland. The 2026 recipient will be acknowledged at Town Hall 2026 on January 21. **Apply now at ashlandoregon.gov/AnnualAwards.** The deadline is November 16.
- Ashland has partnered with Ashland Recology to launch the **first RecycleOn drop off site in the nation for hard to recycle items. See the City News post for more information.**
- In mid-October, **SERJAC (Social Equity Racial Justice Advisory Committee) launched their Community Belonging and Welcoming Survey.**

COMMUNITY DEVELOPMENT:

- **Code enforcement** is working with Bimart and Shop 'n Kart on enforcing clean-up of their back areas and progress is being made.
- **Eight low-income housing units were approved** as part of a 16-unit development at 300 Clay Street in Ashland.

FINANCE and DEPARTMENT OF INNOVATION & TECHNOLOGY:

- The **Citizens' Budget Committee has one citizen-vacancy**. The committee will reconvene after the first of the year, the deadline to apply is November 14. Learn more at **ashlandoregon.gov**.
- AFN (Ashland Fiber Network) has **signed new bandwidth contracts that will save the City 41K and provide customers with 33% more bandwidth.**

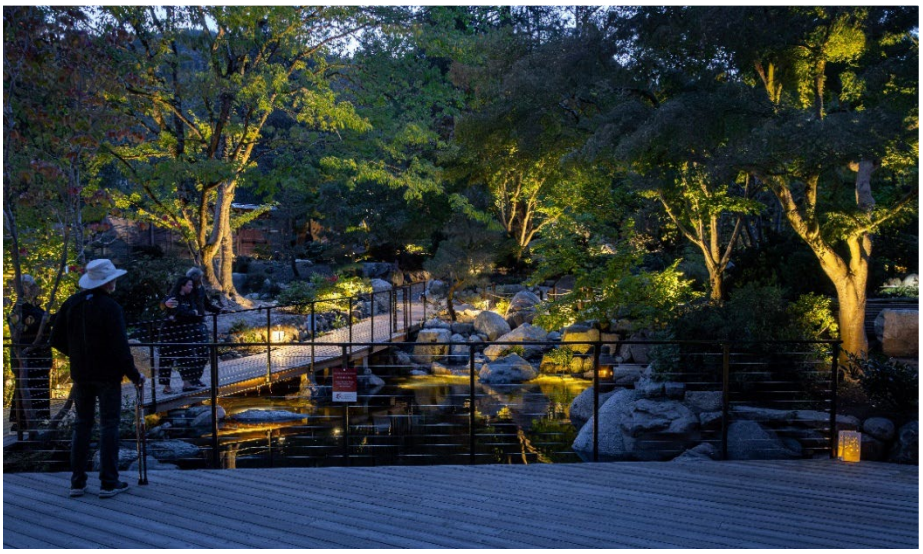
FIRE:

- The RFPs (Request for Proposals) for the **Regional Fire Study** have been reviewed, and a selection is being made.
- Sign up for **non-emergency notifications about controlled burns and wildfire smoke**. Join the City's Watershed group by texting **WATERSHED** to **888777**.
- As of **October 14, the summer fire season has ended**. Outside of fire season is a good time to work on your defensible space and home hardening! More at **ashlandoregon.gov/FireAdapted.**

City Manager's Report

PARKS & RECREATION:

- The Parks and Recreation Department has hired **Hamid El Ouafi** as Parks Tech 1. Hamid will be joining the Facilities Team. This past summer he worked as a temporary Parks Tech 1. *Welcome Hamid!*
- On October 18, Ashland Parks and Recreation hosted the **"Return of the Salmon Family Field Day."** This event, coordinated by *Salmon Watch,* saw about 250 people visit North Mountain Park and families were able to participate in hands-on, educational activities to learn about the salmon life cycle, local waterways and watershed health. The free event was organized by various local groups, including Rogue Valley Sewer Services, Ashland Parks and Recreation, Stream Smart, RVCOG (Rogue Valley Council of Governments) and the Southern Oregon Land Conservancy.
- The second annual **Otsukimi, Moon Gazing Festival**, took place at the **Japanese Garden** on October 5. Visitors enjoyed tea ceremony demonstrations, traditional shakuhachi flute and Dobra tea service. Over 1,000 visitors enjoyed the garden, with nearly 500 attending the event from 5 to 7:30 p.m.!



Japanese Garden photos courtesy Bob Palermini of Ashland.News.

- The Ashland Rotary Centennial Ice Rink will open for the season on November 21, 2025. View the full schedule at ashlandoregon.gov/IceRink.
- The annual **Firefighters' Union Thanksgiving Pie** event will be held on November 24, from 2 to 3:30 p.m. at the Ashland Senior Center, 1699 Homes Avenue. Registration is required for this free event. Please call 541.488.5342.

City Manager's Report

PUBLIC WORKS:

- **Owners Dam Safety Program did a site visit and walkthrough of Hosler Dam.** The final report regarding dam safety is expected sometime in November.
- Ashland Creek is now flowing through the **new culvert.** Learn more about the Water Treatment Plant project at **ashlandoregon.gov/WaterPlant**.