



Planning Commission Meeting Agenda

ASHLAND PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, December 10, 2024

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

I. CALL TO ORDER

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

II. ANNOUNCEMENTS

1. Staff Announcements
2. Advisory Committee Liaison Reports

III. CONSENT AGENDA

1. Approval of Minutes
 - a. October 22, 2024

IV. PUBLIC FORUM

Note: To speak to an agenda item in person you must fill out a speaker request form at the meeting and will then be recognized by the Chair to provide your public testimony. Written testimony can be submitted in advance or in person at the meeting. If you wish to discuss an agenda item electronically, please contact PC-public-testimony@ashland.or.us by December 10, 2024 to register to participate via Zoom. If you are interested in watching the meeting via Zoom, please utilize the following link: <https://zoom.us/j/94447713936>

V. TYPE II PUBLIC HEARINGS

PLANNING ACTION: PA-T2-2024-00054
SUBJECT PROPERTY: Tax lot 8600 of assessor's map 39-1E-04-AD
OWNER: PDK Properties, LLC
APPLICANT: Taylored Elements Construction
DESCRIPTION: A request for outline plan approval for a 15-lot Performance Standards Option (PSO) subdivision, and a request for residential Site Design Review approval. The application also includes a request for a variance to driveway width. **COMPREHENSIVE PLAN DESIGNATION:** North Mountain Plan; **ZONING:** NM-MF; **MAP:** 39-1E-04-AD; **TAX LOT:** 8600, 4700, 7800

VI. OPEN DISCUSSION

VII. ADJOURNMENT

Next Meeting Date: January 14, 2025

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email Planning Manager Derek Severson at planning@ashlandoregon.gov or call (541)-488-5305. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).





Planning Commission Minutes

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

October 22, 2024

STUDY SESSION

***DRAFT* Minutes**

I. CALL TO ORDER:

Vice-Chair Knauer called the meeting to order at 7:00 p.m. at the Civic Center Council Chambers, 1175 E. Main Street. Commissioner Perkinson attended the meeting via Zoom.

Commissioners Present:

Doug Knauer
Kerry KenCairn
Susan MacCracken Jain
Gregory Perkinson
Russell Phillips
Eric Herron

Staff Present:

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

Absent Members:

Lisa Verner

Council Liaison:

Paula Hyatt

II. ANNOUNCEMENTS

1. Staff Announcements

Community Development Director Brandon Goldman made the following announcement:

- The City Council will hold its annual Commission/Committee workplan presentations on December 16, 2024. This event will also be held to show the City's appreciation for these volunteer groups.

2. Advisory Committee Liaison Reports

Commissioner MacCracken Jain gave the following announcements regarding the Public Arts Advisory Committee (PAAC):

- The first plaque of the Playwrights Walk was installed in front of the Chamber of Commerce. The remaining donated plaques are under development and will be installed in the near future.
- The project to paint and beautify Oregon Department of Transportation (ODOT) boxes has begun. One was completed at the corner of Beach Street and Siskiyou Boulevard, and a second was completed at the corner of Walker Avenue and Siskiyou Boulevard. The former was painted by the Ashland High School, though it was recently vandalized and is undergoing renovation.





Planning Commission Minutes

III. **CONSENT AGENDA**

1. **Approval of Minutes**

- a. October 8, 2024 Regular Meeting

Commissioners Herron/MacCracken Jain m/s to approve the consent agenda as presented. Voice Vote: All AYES. Motion passed 6-0.

IV. **PUBLIC FORUM** – None

V. **UNFINISHED BUSINESS**

A. Approval of Findings for PA-T2-2024-00050, 113 Pine Street

Senior Planner Aaron Anderson noted that a non-substantive grammatical change was made to page 1 of the Findings. A correction was also made to section 3.1 of the Findings to accurately refer to the development as being “for a 3-unit performance standards subdivision” since the open space lot had been removed from the proposal.

Commissioner MacCracken Jain noted that there appeared to be an incomplete sentence in section 2.7.1 of the Findings. Mr. Anderson responded that a period had been omitted from the end of the sentence and that this would be corrected in the final draft.

Commissioners Perkinson/MacCracken Jain m/s to approve the Findings with the amendments suggested by staff and the correction made by Commissioner MacCracken Jain. Roll Call Vote: All AYES. Motion passed 6-0.

VI. **OTHER BUSINESS**

A. Climate Friendly Areas Adoption – Public Engagement Summary & Next Steps

Mr. Goldman related how three consulting firms to assist with the development of the City’s Climate Friendly Areas (CFAs), and explained that the purpose of CFAs is to maximize development within established walkable areas. He explained that this work was initially due by December, 2024, but that the City requested and received a 6-month extension from the Department of Land Conservation and Development (DLCD).





Planning Commission Minutes

Vice-Chair Knauer asked if the Commission should keep certain issues in mind during the presentation in order to assist the development process more effectively. Planning Manager Derek Severson responded that the following topics should be kept in mind during the presentation: whether to recommend that certain regulations be adopted through an overlay; the option of allowing additional height for projects with deed restricted affordable housing; whether the Transit Triangle Overlay should be eliminated; and the adoption of the Railroad Property and the Transit Triangle as CFAs.

Consultant Team Presentation

Scott Fregonese of 3J Consulting introduced market feedback specialists Becky Hewitt and Mackenzie Visser of ECONorthwest, and Elizabeth Decker of Jet Planning who specializes in zoning code analysis. Mr. Fregonese provided a brief background on CFAs, noting their similarities to downtown and neighborhood centers, with a focus on walkable areas with a mix of residential, office, retail, and public uses, and an emphasis on multi-modal transportation options. He described how CFAs could be developed, or be placed on currently developed areas, with a total residential capacity of 30% or more of a city's projected housing need. He added that cities can have more than one CFA.

Mr. Fregonese stated that the areas chosen for consideration were the Transit Triangle, the Railroad Property, and the Croman Mill Site. He added that the Downtown area was briefly considered but was rejected due to its highly developed nature and lack of vacant land available, as well as its status as a Historic District on the National Register. He stated that CFAs are part of the state's Climate Friendly and Equitable Communities (CFEC) program, which also included parking reform and updates to cities' Transportation System Plan (TSP). Mr. Fregonese described the project overview, which would build on the Phase I CFA study, and include a code analysis, a market study, community engagement initiatives, and culminate with code adoption by June of 2025.

Ms. Decker related how the three CFA candidates were reviewed through a code audit and market study, and the consultants concluded by recommending that the City focus on the Railroad Property and portions of the Transit Triangle. The team also developed code updates that would bring these proposed areas into CFA compliance, help inform the TSP, and align with the City's long-term goals. Ms. Decker outlined the key CFA requirements that eligible cities must adopt:

- Allow multifamily residential (apartments or mixed-use)
- Allow townhouses
- Allow commercial, office, and civic uses
- Allow at least 50-foot building height
- Require at least a minimum density of 15 dwelling units per acre
- Apply no maximum density





Planning Commission Minutes

Ms. Decker reiterated that not all potential sites chosen for study need to be designated CFAs. The consultant team described the types of development and redevelopment that the Croman Mill Site, Railroad Property, and Transit Triangle could accommodate with the necessary code changes (see attachment #1). They outlined the public engagement process that the team has undertaken, which included presenting before various City Advisory Committees, hosting a public Open House on September 17, 2024, and concluding with a presentation to the Council on November 4, 2024. The team also conducted a survey to gauge public support for the designation of the selected sites as potential CFAs, and found that the public is in general favor of all sites.

The consultant team offered the following preliminary and implementation recommendations:

- Move forward with designation of:
 - **Railroad Property:** Near downtown, existing mix of development, significant gap between existing zoning and potential development, further study height impacts
 - **Commercial portion of Transit Triangle:** Aligns with intent for area, near SOU, need to update existing overlay, limit changes within residential areas
- Address development goals for **Croman Mill** through master plan process in negotiation with applicant
- Do not include the **Downtown** as a CFA as it is largely developed and gains no benefit from CFA status
- Develop CFA Overlay zone to apply to selected areas:
 - Repeal/replace existing Transit Triangle Overlay
 - Replace existing Residential Overlay in Railroad Property
 - Explore applicability of solar setbacks
- Explore height bonuses for deed-restricted affordable housing in CFAs:
 - Existing height and density bonuses to be allowed outright
 - Mostly superseded by bonuses in state statute

Discussion

Vice-Chair Knauer introduced the following discussion items to help guide the conversation:

- **Should the City adopt CFA regulations as a zone overlay or should new zones be created?**
 - The Commission agreed that the CFA changes should be adopted as an overlay in order to have greater flexibility regarding land use.
- **Should the City allow additional height allowances (five stories or more) for deed-restricted affordable housing?**
 - Vice-Chair Knauer noted that the City could explore state allowances for potential adoption. There was agreement by the Commission that bonus height allowances in the existing code could have unintended consequences when combined with CFA guidelines.





Planning Commission Minutes

- **Should the Transit Triangle overlay be eliminated if the Transit Triangle is selected as a CFA?**
 - o The Commission agreed that the Transit Triangle overlay should be retained as some portions of it would not be encompassed by the proposed CFA overlay.
- **Should the Railroad Property and the Commercial areas of the Transit Triangle be designated as CFAs?**
 - o The Commission recommended that the Railroad Property and the Commercial areas of the Transit Triangle be designated as CFAs. The Commission discussed the omission of Downtown from CFA status and recommended that further study be done to determine its feasibility as one, provided that more funding can be obtained from DLCDC to conduct said study. The Commission accepted the consultant team's recommendation to exclude the Croman Mill Site at this time.

VII. **OPEN DISCUSSION**

Mr. Goldman reminded the Commission that the annual retreat would be taking place on November 7, 2024. The Commission will have lunch at the Phoodery in Phoenix before moving on to site visits.

Commissioner MacCracken Jain requested that the Commission receive more information regarding the New Spirit Village development in the near future. Mr. Goldman described it as a new housing development done with the support of Proud Ground, which is an affordable housing land trust model being applied to the property. He stated that the City could ask Proud Ground to provide a presentation for the Commission and that the City could ask other land trusts about their current projects.

VIII. **ADJOURNMENT**

Meeting adjourned at 9:02 p.m.

*Submitted by,
Michael Sullivan, Executive Assistant*



Ashland Climate Friendly Areas

Planning Commission

Study Session

October 22, 2024

3J CONSULTING
CIVIL ENGINEERING | WATER RESOURCES | COMMUNITY PLANNING



Overview

- I. CFA & Project Background
 - II. Candidate CFA Analysis
 - III. Community Engagement
 - IV. Recommendations & Discussion
- Team Introductions
 - ◆ Scott Fregonese, 3J Consulting
 - ◆ Elizabeth Decker, JET Planning
 - ◆ Becky Hewitt, ECOnorthwest
 - ◆ Mackenzie Visser, ECOnorthwest

CFA & Project Background

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Background



Source: Metrol

**What is a
Climate
Friendly Area?**

- CFAs similar to downtowns and neighborhood centers:
 - ◆ Walkable area with mix of residential, office, retails, services and public uses
 - ◆ Multimodal transportation options

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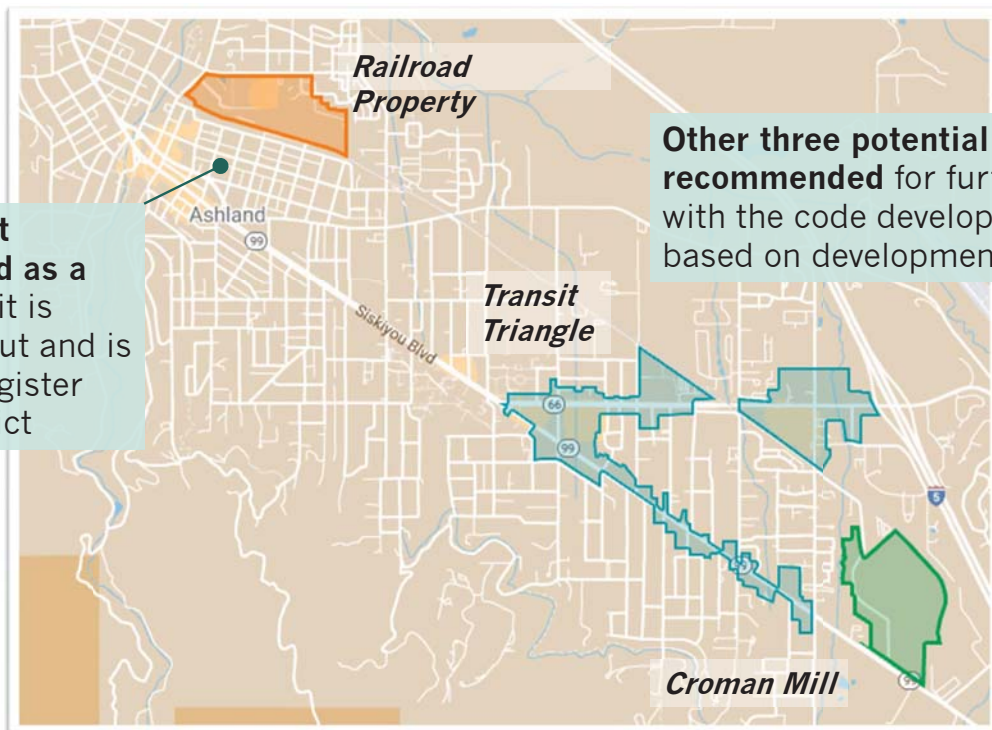
Selecting Climate-Friendly Areas

- CFAs can be developed or developing areas
- CFA size determined by residential capacity:
 - ♦ Must have capacity for 30% of the City's projected housing needs (3,496 dwellings)
- Can be one or more CFAs

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Potential Climate Friendly Areas

Downtown not recommended as a CFA because it is largely built out and is a National Register Historic District



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Climate Friendly & Equitable Communities (CFEC) program

Parking Reform

Climate Friendly Areas

TSP Update

7

Project Overview

Designate one or more Climate Friendly Areas (CFAs) and update zoning code and maps to implement

Build on Phase 1 CFA Study

Code Analysis

Market Study

Community Engagement

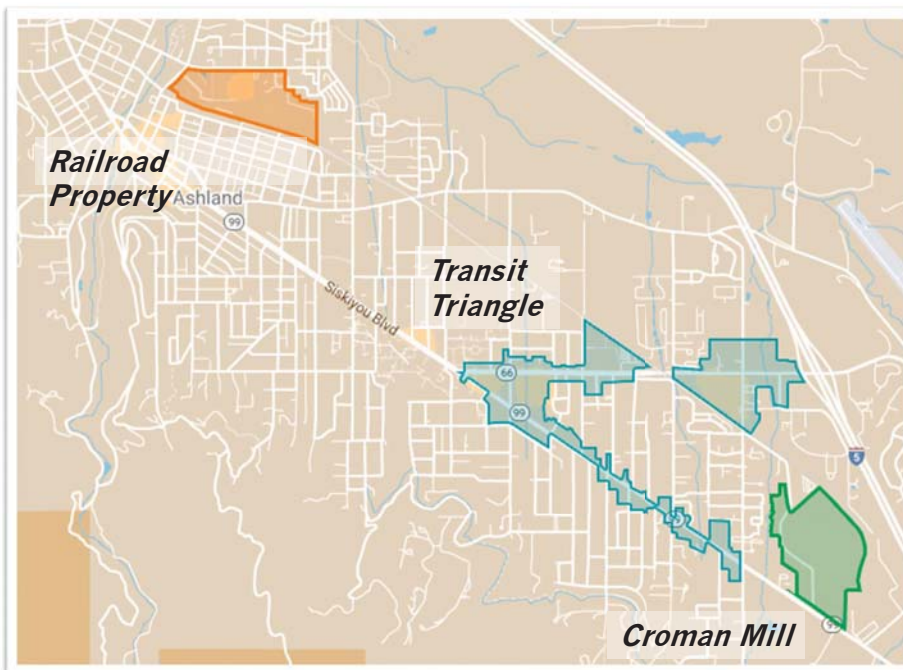
Code Adoption (mid 2025)

8

Candidate CFA Analysis

9

Candidate CFAs



- Three sites under consideration as CFAs
- Reviewed through code audit and market study
- Designate one or more with updated zoning now, future consideration in TSP
- Ideally, designation advances City goals for the area(s)

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Key CFA Requirements

Allow multifamily residential (apartments or mixed-use)

Allow townhouses

Allow commercial, office and civic uses

Allow at least 50-foot building height

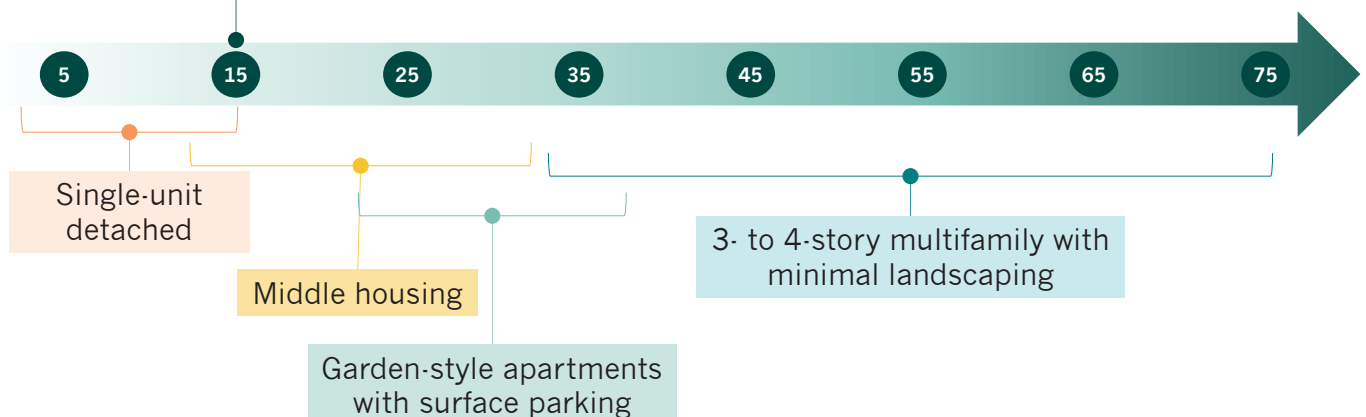
Require at least a minimum density of 15 du/ac

Apply no maximum density

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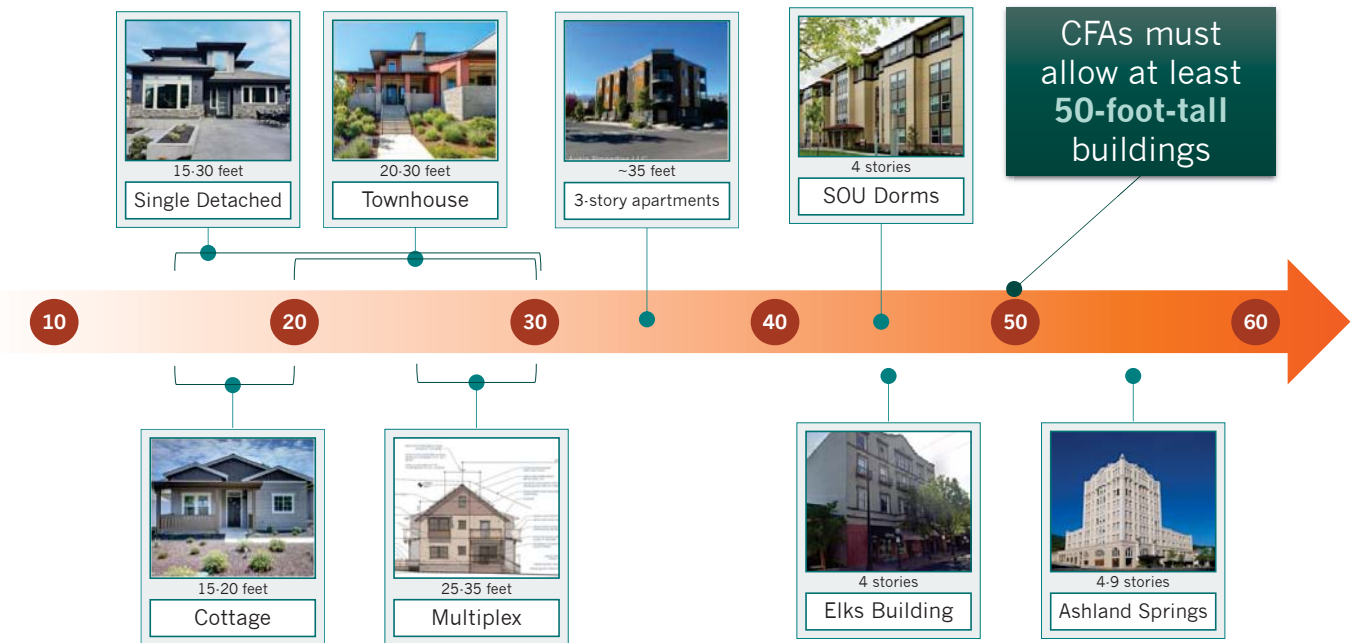
Residential Density

CFAs must have a minimum density of **15** dwelling units per acre and **no maximum** density



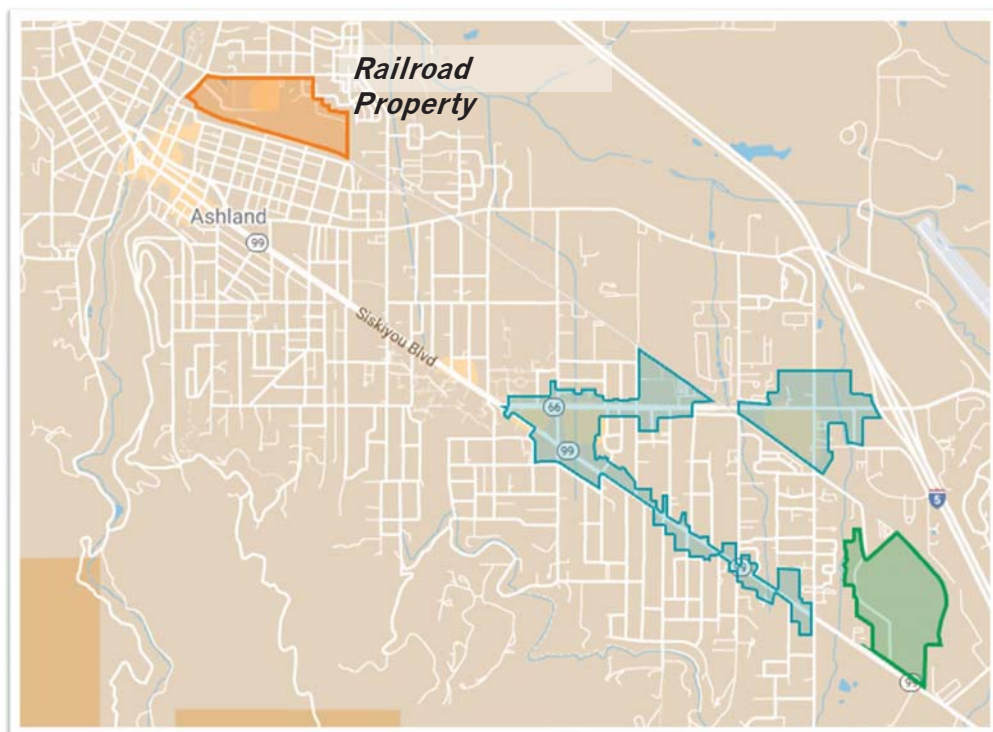
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Building Height



13

Railroad Property



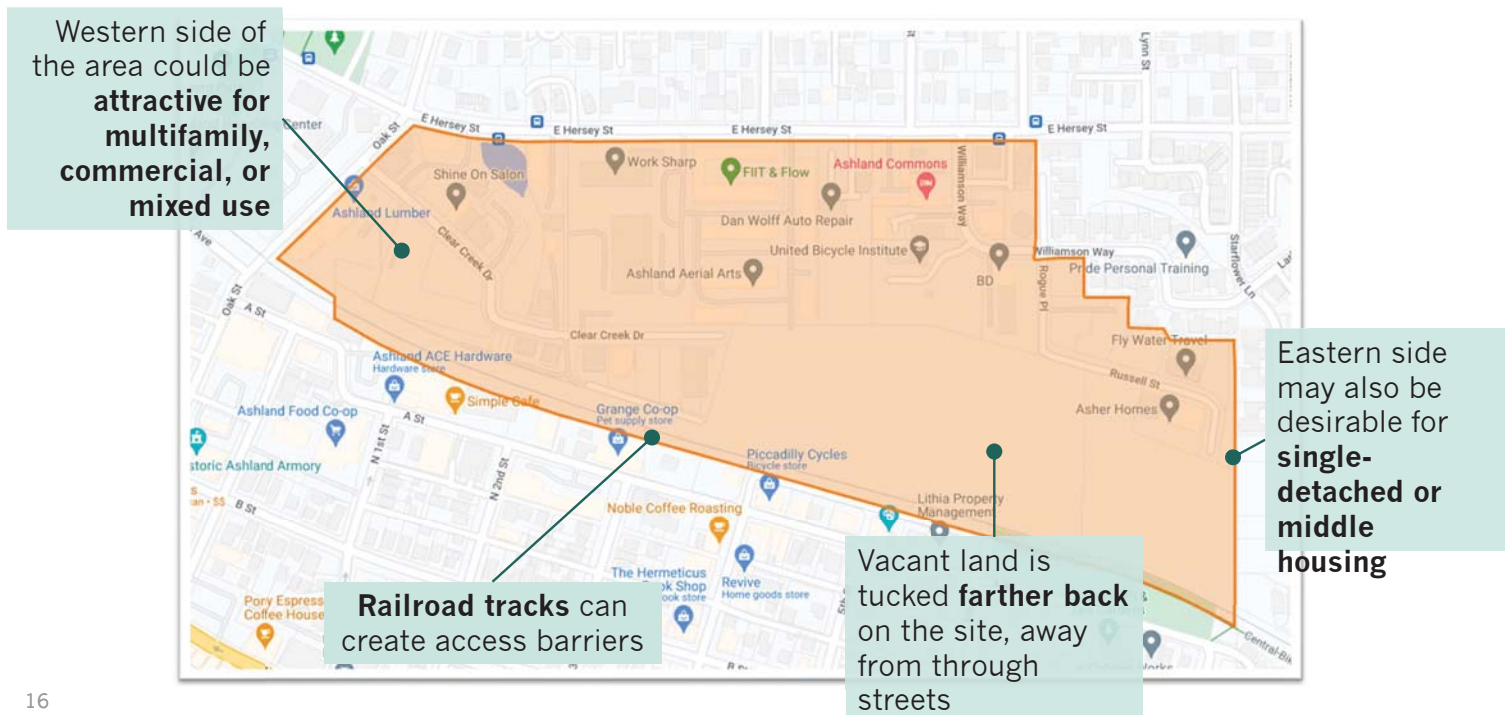
14

Code Analysis: Railroad Property

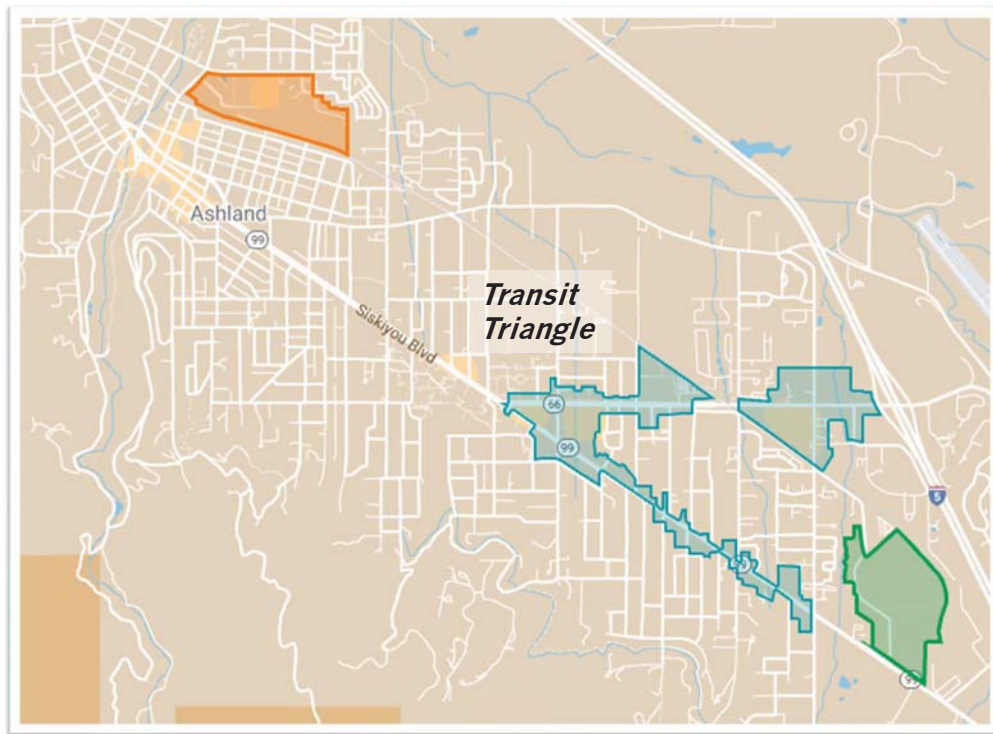
- Existing employment, residential zoning with district goals for a mix of uses; earlier Master Plan
- CFA implementation would require code changes to:
 - ♦ Maintain apartment uses
 - ♦ **Introduce townhouse uses**
 - ♦ Expand commercial, office and **civic uses**
 - ♦ Increase maximum height from 40 to at least 50 feet
 - ♦ **Introduce minimum density of 15 du/ac**
 - ♦ **Remove current maximum density of 15 du/ac**

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Market Considerations: Railroad Property



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Code Analysis: Transit Triangle

- Multiple overlays to support mix of walkable commercial, employment and residential development
- CFA implementation would require code changes to:
 - ◆ Expand apartment uses in E-1
 - ◆ **Introduce townhouse uses** (beyond R-2 and R-3)
 - ◆ Expand commercial, office and civic uses, **especially in residential**
 - ◆ **Increase maximum heights to 50 ft** from 35-50 ft currently
 - ◆ Increase minimum densities to at least 15 du/ac
 - ◆ Remove current maximum densities (15-30+ du/ac)
 - ◆ Consolidate some of the existing overlays to reduce complexity

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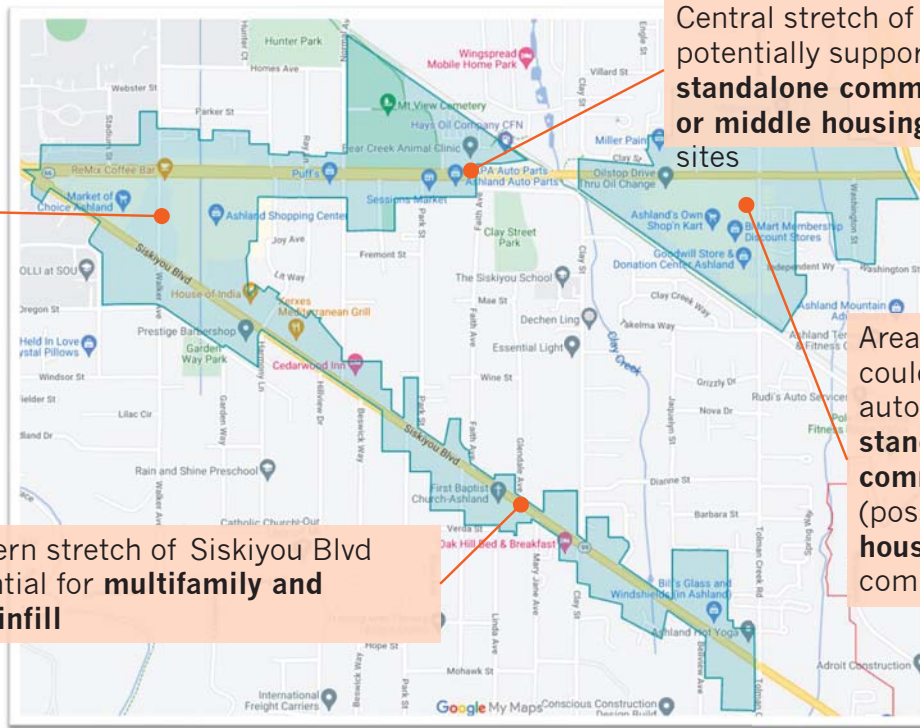
Market Considerations: Transit Triangle

Visibility, proximity to SOU, and upgraded streetscape could create potential for **commercial, multifamily, or mixed-use redevelopment**

Central stretch of Ashland St could potentially support additional **standalone commercial, multifamily, or middle housing** on underutilized sites

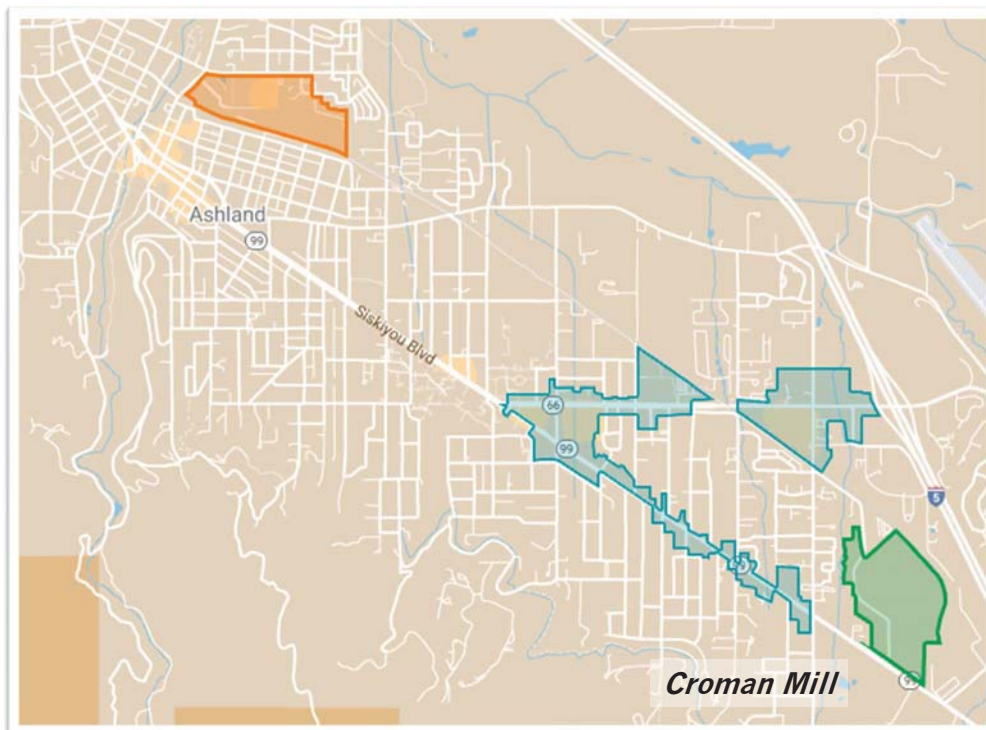
Less busy southern stretch of Siskiyou Blvd could have potential for **multifamily and middle housing infill**

Area closer to I-5 could be appealing for auto-oriented **standalone commercial, flex, or (possibly) multifamily housing** catering to commuters



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Croman Mill



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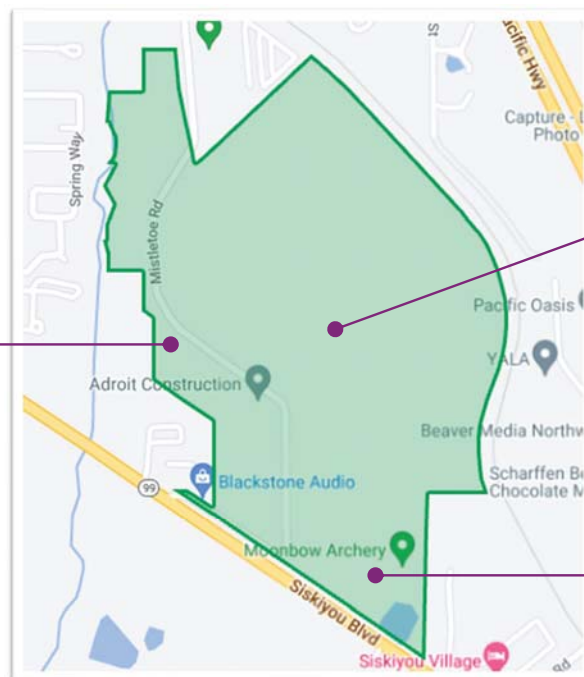
Code Analysis: Croman Mill

- Redevelopment planned to create mix of employment, recreation and residential options, limited commercial
- CFA implementation would require code changes to:
 - ◆ Expand apartment uses
 - ◆ **Introduce townhouse uses district-wide**
 - ◆ Expand **commercial**, office and **civic uses**
 - ◆ Increase maximum heights to 50 ft (currently 35-40 ft, remove bonus height structure)
 - ◆ **Introduce minimum densities of at least 15 du/ac**
 - ◆ Remove current maximum densities (15-60 du/ac)
 - ◆ **Align with pending land use application for district**

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Market Considerations: Croman Mill

Could be demand for **light industrial** near other industrial development



Area could support a **mix of single- and multifamily housing** in a master-planned development

Could be demand for **commercial** development closer to Siskiyou if part of a master plan

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Community Engagement & Preliminary Survey Results



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Community Engagement

Advisory Committees, Planning Commission & Council

September – November 2024

- **2024-0904 4:00 P.M.** Historic Preservation Advisory Committee
- **2024-0912 5:30 P.M.** Climate and Environment Policy Advisory Committee
- **2024-0919 6:00 P.M.** Transportation Advisory Committee
- **2024-0926 4:00 P.M.** Housing and Human Services Advisory Committee
- **2024-1003 4:00 P.M.** Social Equity and Racial Justice Advisory Committee
- **2024-1022 7:00 P.M.** **Planning Commission Study Session**
- **2024-1104 5:30 P.M.** City Council Study Session

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Public Meeting/Open House

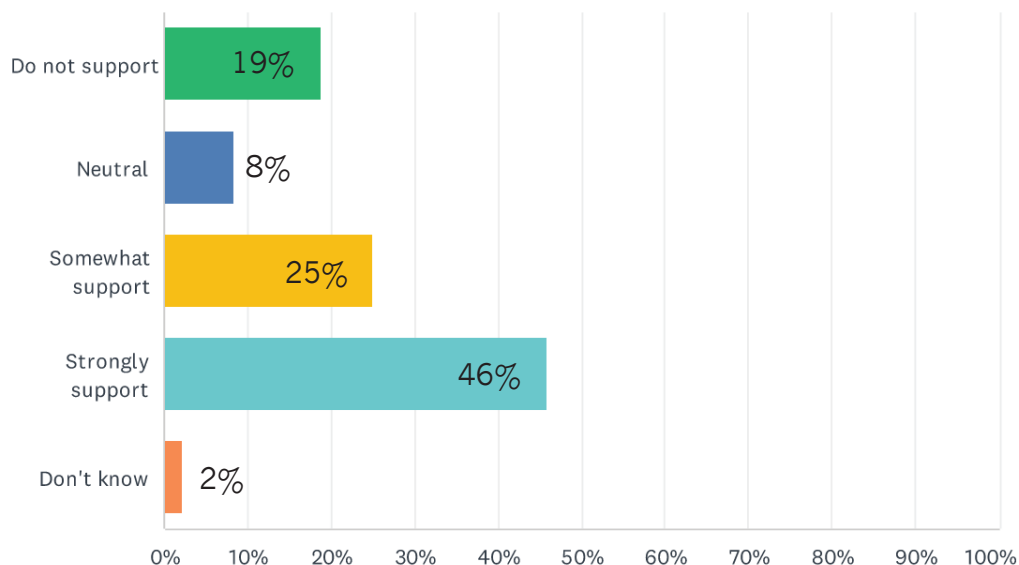
September 17, 2024

- Present Project Scope, Goals & Recommendations
 - o Code Audit Findings
 - o Market Study Findings
 - o Code Concepts
- In-person and online, with 25-30 attendees
- Interest to learn more about CFAs generally and specific questions:
 - o Impacts of height in Railroad Property for solar, viewsheds
 - o Whether promoting Croman Mill site would be detrimental to downtown businesses
 - o How to incorporate equity and affordable housing into CFAs

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Preliminary Survey Results (48 Responses) 10/22/2024

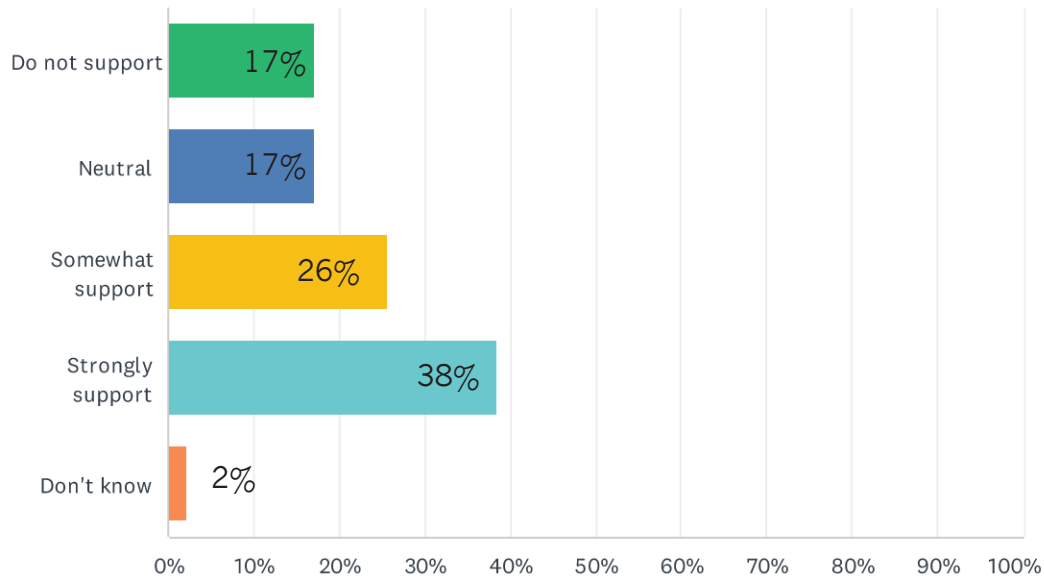
Do you support making the code changes and designating the **Railroad Property** as a CFA?



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Preliminary Survey Results (48 Responses) 10/22/2024

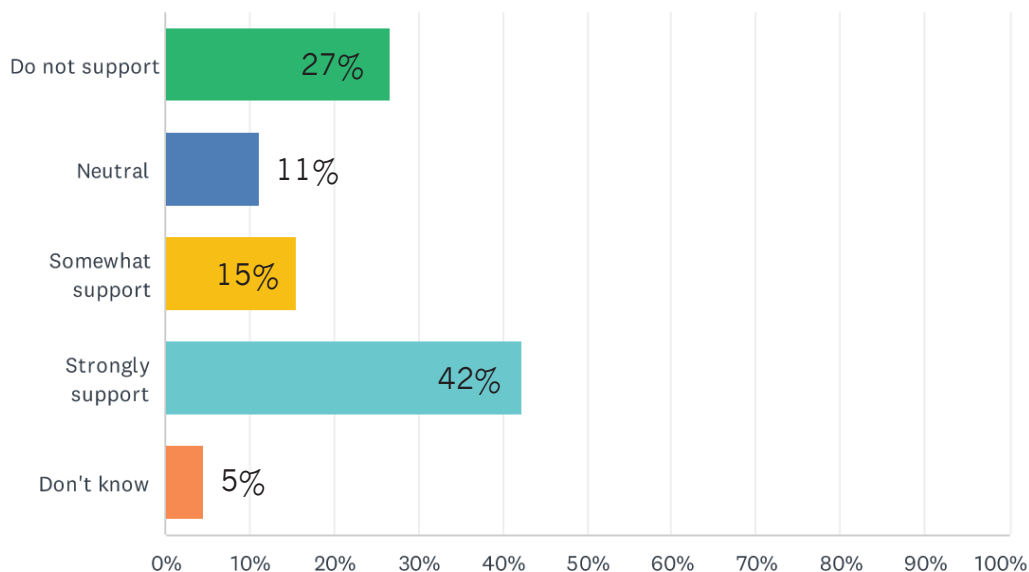
Do you support making the code changes and designating the **Transit Triangle** as a CFA?



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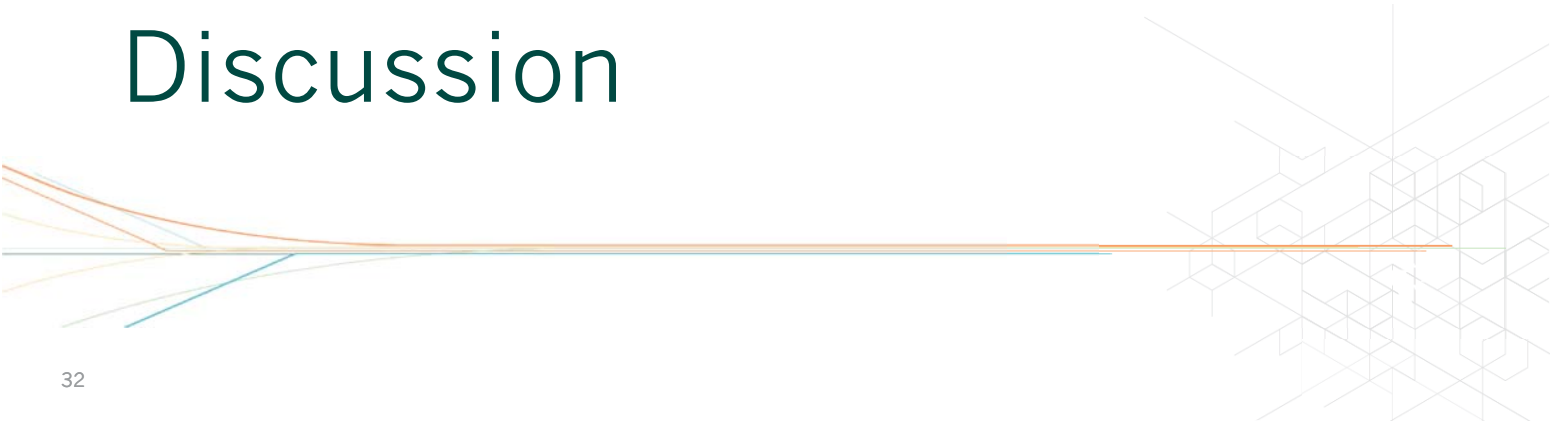
Preliminary Survey Results (48 Responses) 10/22/2024

Do you support making the code changes and designating the **Croman Mill** as a CFA?



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Recommendations & Discussion



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Preliminary Recommendations

- Move forward with designation of:
 - ♦ **Railroad Property:** Near downtown, existing mix of development, significant gap between existing zoning and potential development, further study height impacts
 - ♦ **Commercial portion of Transit Triangle:** Aligns with intent for area, near SOU, need to update existing overlay, limit changes within residential areas
- Address development goals for **Croman Mill** through master plan process in negotiation with applicant
- **Downtown** is already developed, no benefit from CFA

33

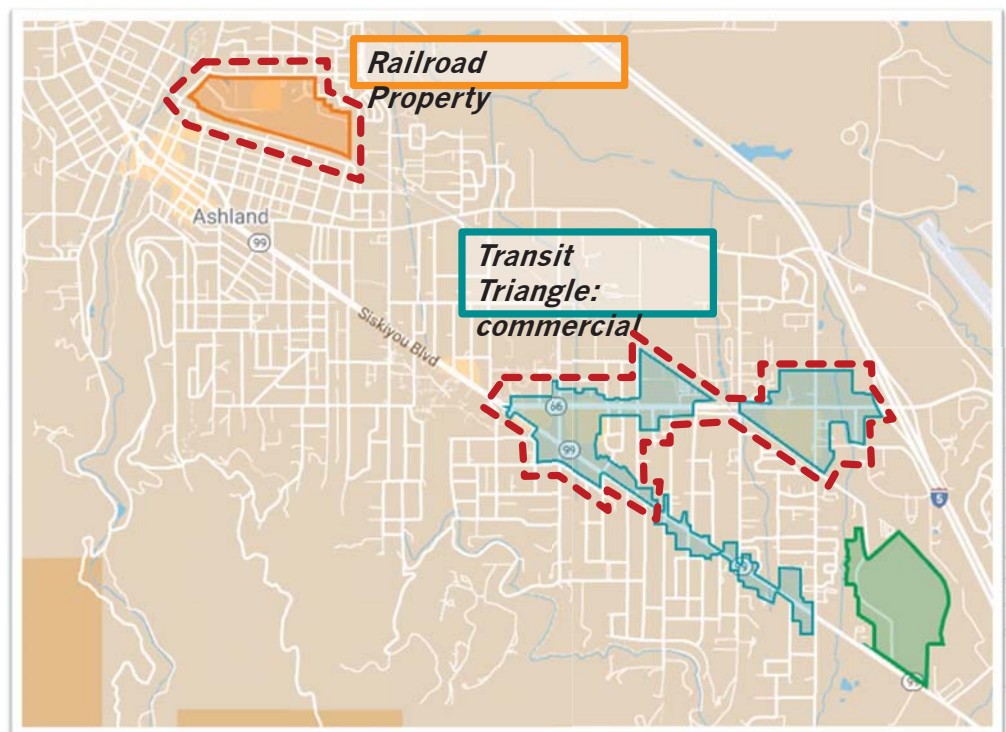
Implementation Recommendations

- Develop CFA Overlay zone to apply to selected areas:
 - ♦ Repeal/replace existing Transit Triangle Overlay
 - ♦ Replace existing Residential Overlay in Railroad Property
 - ♦ Explore applicability of solar setbacks
- Explore height bonuses for deed-restricted affordable housing in CFAs:
 - ♦ Existing height and density bonuses to be allowed outright
 - ♦ Mostly superseded by bonuses in state statute

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Discussion

- Do you support the proposed CFAs or other CFA designations?
- What opportunities or concerns do you note specific to proposed CFAs?
- Other questions or priorities?



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TYPE II PUBLIC HEARING

**PA-T2-2024-00054,
Kestrel Park Phase III**

NOTICE OF APPLICATION

PLANNING ACTION: PA-T2-2024-00054

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

OWNER: PDK Properties, LLC

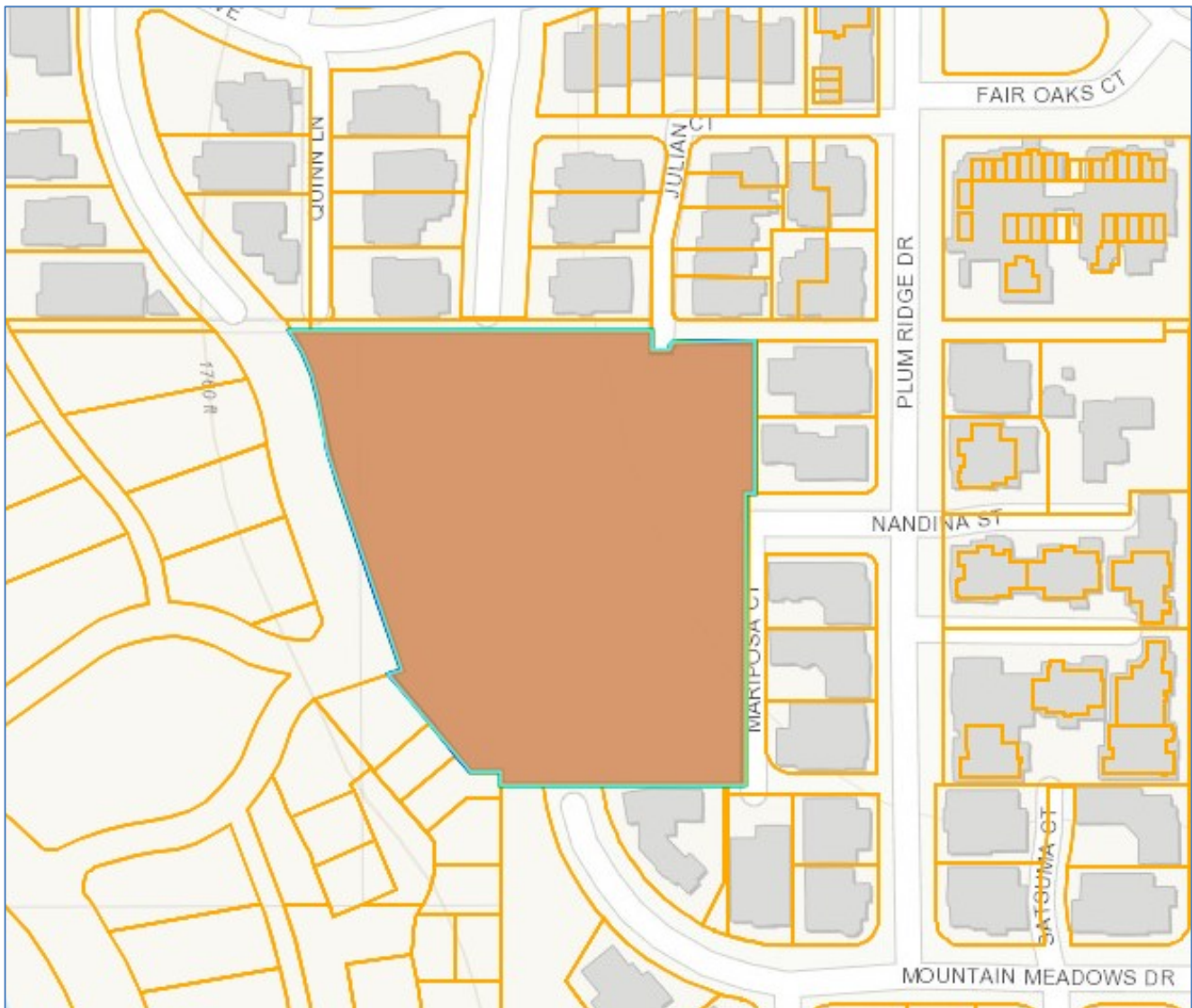
APPLICANT: Taylored Elements Construction

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

COMPREHENSIVE PLAN DESIGNATION: North Mountain Plan; ZONING: NM-MF;

MAP: 39-1E-04-AD; TAX LOT: 8600, 4700, 7800

ASHLAND PLANNING COMMISSION MEETING: *Tuesday December 10, 2024 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

Notice is hereby given that a PUBLIC HEARING on the following request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION on meeting date shown above. The meeting will be at the ASHLAND CIVIC CENTER, 1175 East Main Street, Ashland, Oregon.

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

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, either in person or by letter, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes your right of appeal to the Land Use Board of Appeals (LUBA) on that issue. Failure to specify which ordinance criterion the objection is based on also precludes your right of appeal to LUBA on that criterion. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow this Commission to respond to the issue precludes an action for damages in circuit court.

During the Public Hearing, the Chair shall allow testimony from the applicant and those in attendance concerning this request. The Chair shall have the right to limit the length of testimony and require that comments be restricted to the applicable criteria. Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing.

If you have questions or comments concerning this request, please feel free to contact Aaron Anderson at 541-552-2052 or aaron.anderson@ashland.or.us

In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting. (28 CFR 35.102.-35.104 ADA Title I).

OUTLINE PLAN SUBDIVISION APPROVAL (AMC 18.3.9.040.A.3)

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

- a. The development meets all applicable ordinance requirements of the City.
- b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
- d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. The proposed density meets the base and bonus density standards established under this chapter.
- g. The development complies with the Street Standards.
- h. The proposed development meets the common open space standards established under section [18.4.4.070](#). Common open space requirements may be satisfied by public open space in accordance with section [18.4.4.070](#) if approved by the City of Ashland.

SITE DESIGN AND USE STANDARDS

18.5.2.050

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

- A. **Underlying Zone:** The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.
- B. **Overlay Zones:** The proposal complies with applicable overlay zone requirements (part 18.3).

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900



- C. **Site Development and Design Standards:** The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.
- D. **City Facilities:** The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.
- E. **Exception to the Site Development and Design Standards:** The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1 or 2, below, are found to exist.
 - 1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or
 - 2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.

TREE REMOVAL PERMIT (AMC 18.5.7.040.B)

Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
- b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
- c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
- d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
- e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

VARIANCE

18.5.5.050

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

NORTH MOUNTAIN NEIGHBORHOOD

SECTION 18.3.5.030 Site Plan & Architectural Review Procedure

- C. **Supplemental Approval Criteria.** In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.
 - 1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.
 - 2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
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Tel: 541.488.5305
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Staff Report

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT**

Before the Planning Commission – December 10, 2024

PLANNING ACTION: PA-T2-2024-00054
OWNER: CMK Development LLC
APPLICANT: Taylored Elements

LOCATION: 39-1E-04-AD Tax Lot 8600, 4700, 7800, & 4900
ZONE DESIGNATION: North Mountain Multi-Family (NM-MF)
COMP. PLAN DESIGNATION: North Mountain

ORDINANCE REFERENCES:

18.2.4	General Regulations for Base Zones
18.2.5	Standards for Residential Zones
18.3.5	North Mountain Neighborhood District
18.3.9	Performance Standards Overlay
18.5.1	General Review Procedures
18.5.2	Site Design Review
18.5.3	Land Divisions & Property Line Adjustments
18.6.1	Definitions

APPLICATION DATE: November 1, 2024
APPLICATION COMPLETE: November 15, 2024
PUBLIC NOTICE: November 19, 2024
MEETING DATE: December 10, 2024

120-DAY DEADLINE: March 1, 2025

PROPOSAL: A request for Outline Plan approval for a 15-lot Performance Standards Option (PSO) subdivision and a request for residential Site Design Review approval. The application also includes a request for a variance to driveway width as well as a request to remove a single non-hazard tree that is within a proposed building envelope.

I. Introduction

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

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

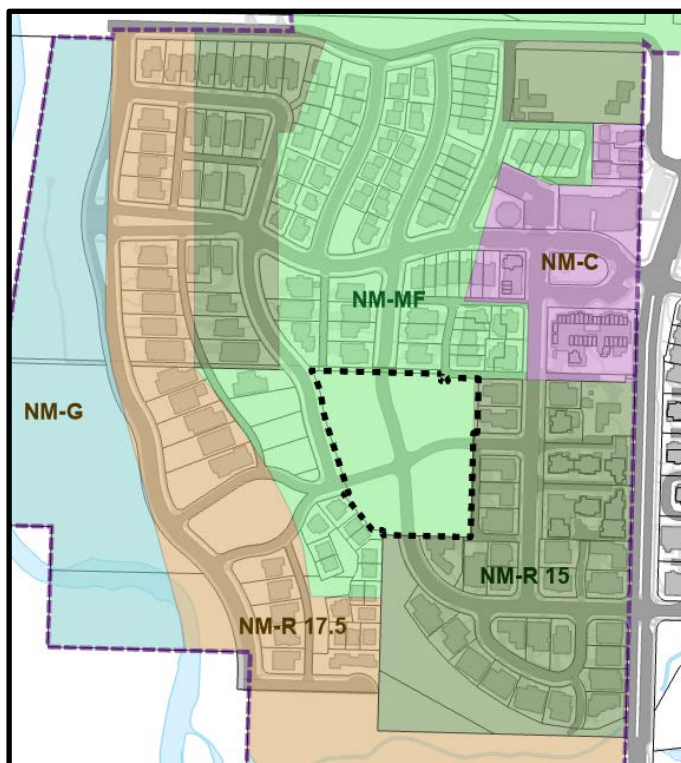
Plan may be filed concurrently with the Final Plan, however for developments of ten or more lots, separate Outline Plan approval is mandatory prior to Final Plan. The code requires a type-1 land use action for Final Plan approval to ensure that there are findings of substantial conformance with the Outline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

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

1) North Mountain Neighborhood Plan (NMNP)

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

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

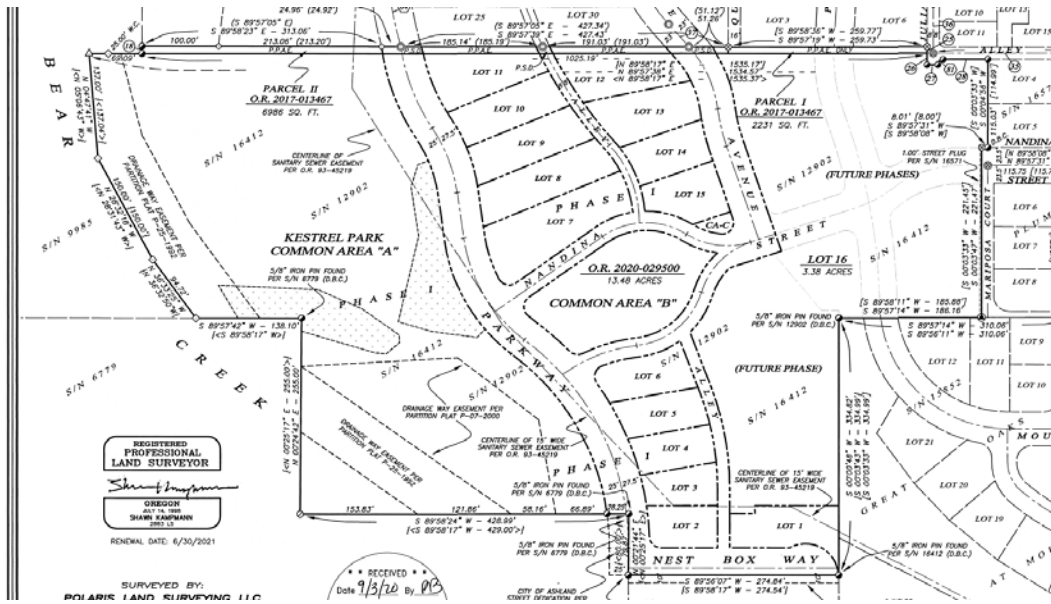


2) Background

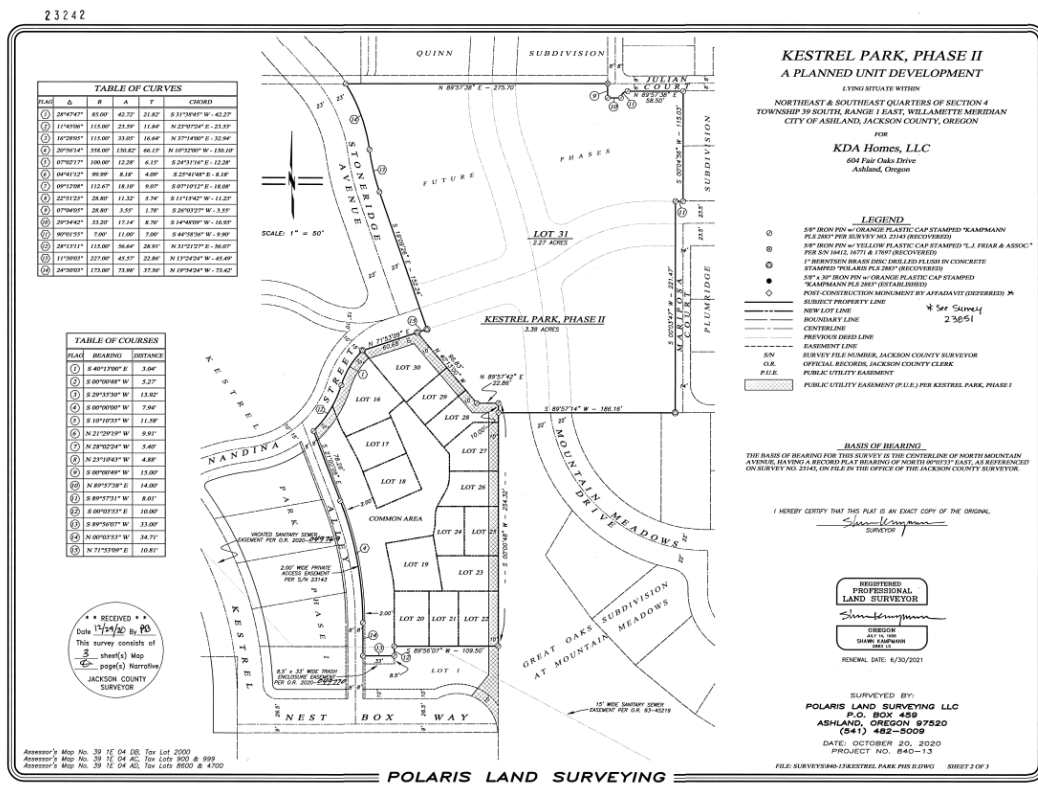
This is the 3rd Phase of the Kestrel Park Subdivision which began in 2018. The subject property is Lot 31 of Phase 2 and was reserved for this final phase. The proposed subdivision will connect both Nandina Street and Patton Lane / Mountain Meadows Drive to create four blocks that have been identified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

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

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



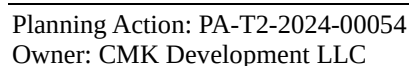
Phase 2 which consisted of the "cottage development" and was approved as Outline Plan PA-T2-2020-00016 in March of 2020 followed by Final Plan PA-T1-2020-00113 in June of 2020. The final plat was recorded as CS23242 in December of 2020, and reserved lot 31 for phase 3. The plat is shown below.



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

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

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



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

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

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

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

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

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

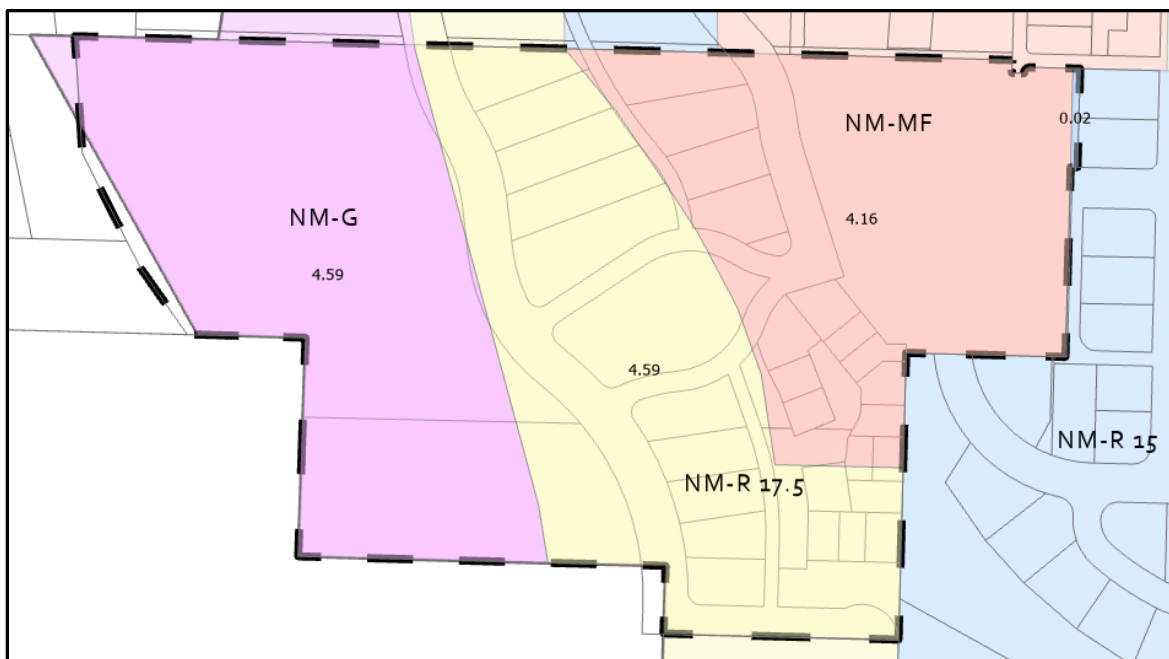
The fourth approval criterion is that *“the development of the land will not prevent adjacent land from being developed.”* The subject property is surrounded by land that have already fully

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

2) Residential Site Design Review

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

The first criterion of approval for Site Design Review is that “*The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.*” PSO subdivisions are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by AMC 18.3.9. By virtue of being a PSO development this approval criterion is effectively not applicable. Staff conclude that findings can be made that this approval criterion will be met.

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

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

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

The fourth criterion of approval for Site Design Review is that *“The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.”* As discussed above the proposed street network and proposed City facilities have been sized specifically for the proposed density. The application includes detailed civil plans and staff are confident that findings can be made that this approval criterion has been met.

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

3) Tree removal

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

4) Variance

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

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

5) Public Input

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

Staff would first note that the alley in question was created as a 16' wide alley when the Plum Ridge Subdivision was created (see: CS 16571, PA2000-007), and the present proposal includes an additional dedication of 4 additional feet to meet the NMNP standards for alley width of 20'. Staff would highlight that AMC 18.3.5.040.D provides that *"If an alley serves the site, access and egress for motor vehicles shall be to and from the alley. In such cases, curb openings along the street frontage are prohibited."* Staff would further note that AMC 18.3.5.100.C.3 which provides details on Street Types and Design standards in the NMNP states the following: *"One of the most important features making up the neighborhood is the alley. Alleys allow parking to be located at the property's rear and diminish the negative impact of garages proliferating along street frontages, reduces pedestrian and vehicle conflicts at curb-cuts, and reduces impervious hard surface. In addition, homes, instead of garages, fill the street frontages, providing maximum opportunity for social interaction..."* Finally, Staff would note that the proposal only includes a total of six driveway curb cuts on street frontages for the entire proposal for all 38 dwelling units providing uninterrupted landscaped park row creating an engaging streetscape consistent with the rest of the NMNP area.

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

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

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

III. Procedural – Approval Criteria

1) Outline Plan

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

A.3 Approval criteria for Outline Plan. The planning commission shall approve the Outline Plan when it finds all of the following criteria have been met:

- A. the development meets all applicable ordinance requirements of the city.
- B. adequate key city facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a city facility to operate beyond capacity.
- C. the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the common open space, common areas, and unbuildable areas.
- D. the development of the land will not prevent adjacent land from being developed for the uses shown in the comprehensive plan.
- E. there are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- F. the proposed density meets the base and bonus density standards established under this chapter.
- G. the development complies with the street standards.
- H. the proposed development meets the common open space standards established under section 18.4.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the city of Ashland.

2) Supplemental Approval Criteria

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

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

1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.
2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

3) Site Design Review

AMC 18.5.2.050 provides the approval criteria and standards for Site Design Review:

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

A. Underlying Zone. The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part 18.3).

C. Site Development and Design Standards. The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.

D. City Facilities. The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.

E. Exception to the Site Development and Design Standards. The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1, 2, or 3, below, are found to exist.

1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty;
2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards; or

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

4) Tree Removal

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

2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.
- b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
- c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
- d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
- e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

5) Variance

AMC 18.5.5.050 provides the approval criteria and standards for a variance.

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

1. The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance.
2. The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site.

3. The proposal's benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.
4. The need for the variance is not self-imposed by the applicant or property owner. For example, the variance request does not arise as result of a property line adjustment or land division approval previously granted to the applicant.

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

IV. Conclusion and Recommendations

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

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

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
- 2) That all new addresses shall be assigned by City of Ashland Planning Department.
- 3) That permits shall be obtained from the Ashland Public Works Department prior to any work in the public right of way, including but not limited to permits for driveway approaches, street improvements, utilities or any necessary encroachments.
- 4) That the properties within the project sign in favor and agree to participate in a local improvement district (LID) for future construction of the Nevada Street bridge across Bear Creek. The agreement shall be prepared by the City of Ashland and signed by the property owner prior to signature of the final survey plat. Nothing in this condition is intended to prohibit an owner/developer, their successors or assigns from exercising their rights to freedom of speech and expression by orally objecting or participating in the LID hearing or to take advantage of any protection afforded any party by City ordinances and resolutions.
- 5) That a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
- 6) That the Final Plan application shall include:
 - a. Final electric service, utility and civil plans including but not limited to the water, sewer, storm drainage, electric, street and driveway improvements shall be submitted for the review and approval of the Planning, Building, Electric, and Public Works/Engineering Departments with the Final Plan submittal. The street

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

- b. That the applicant shall submit a final electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets, street lights and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to the signature of the final survey plat. Transformers and cabinets shall be located in areas least visible from streets and outside of the sidewalk corridor and vision clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all lots within the applicable phase prior to signature of the final survey plat. At the discretion of the Staff Advisor, a bond may be posted for the full amount of underground service installation (with necessary permits and connection fees paid) as an alternative to installation of service prior to signature of the final survey plat. In either case, the electric service plan shall be reviewed and approved by the Electric, Engineering, Building and Planning Departments prior to installation of facilities.
- c. A final storm drainage plan detailing the location and final engineering for all storm drainage improvements associated with the project shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
- d. A final grading and erosion control plan.
- e. That the parking lot tree canopy plan shall be prepared by a licensed landscape architect or International Society of Arboriculture (ISA) certified arborist, and include certification that the plan is consistent with ANSI A300 standards.
- f. Calculations demonstrating that the proposed new lots have been designed to permit the location of a 21-foot high structure with a solar setback that does not exceed 50 percent of the lot's north-south dimension based on Solar Standard A, or identification of a solar envelope for each lot which provides comparable solar access protections, as required in AMC 18.4.8.040

- g. That the requirements of the Ashland Fire Department relating to approved addressing; fire apparatus access, fire apparatus access approach, aerial ladder access, firefighter access pathways, and fire apparatus turn-around; fire hydrant distance, spacing and clearance; fire department work area; fire sprinklers; limitations on gates, fences or other access obstructions; and addressing standards for wildfire hazard areas including vegetation standards and limits on work during fire season shall be satisfactorily addressed in the Final Plan submittals. Fire Department requirements shall be included in the civil drawings.
 - h. That draft CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor with the Final Plan submittal. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including driveway, open space, landscaping, utilities, and stormwater detention and drainage system, and shall include an operations and maintenance plan for the stormwater detention and drainage system.
 - i. A fencing plan which demonstrates that all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060, and that fencing around common open space, except for deer fencing, shall not exceed four feet in height. Fencing limitations shall be noted in the subdivision CC&R's. The location and height of fencing shall be identified at the time of building permit submittals, and fence permits shall be obtained prior to installation.
- 7) That a final survey plat shall be submitted within 18 months of Final Plan approval. Prior to submittal of the final subdivision survey plat for signature:
- a. All easements including but not limited to public and private utilities, public pedestrian and public bicycle access, drainage, irrigation and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.
 - b. The final survey plat shall include the dedication of right-of-way necessary to accommodate the proposed street system.
 - c. Subdivision infrastructure improvements including but not limited to utilities, driveways, streets and common area improvements shall be completed according to approved plans, inspected and approved.
 - d. Irrigated street trees selected from the Recommended Street Tree Guide and planted according to city planting and spaces standards shall be planted along all street frontages pursuant to the proposed landscape plan, inspected and approved by the Staff Advisor.
 - e. Electric services shall be installed underground to serve all lots, inspected and approved. The final electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.
 - f. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within the applicable phase, inspected and approved.

Public Comments

From: [Dennis Holeman](#)
To: [Aaron Anderson](#)
Cc: [Rich Kinsinger](#); [David Runkel](#); ["Jeff Thompson"](#); ["Cathy George"](#); ["Lee Bowman"](#)
Subject: Submittal of written testimony prior to the Planning Commission hearing on the Kestrel Park Phase III proposed development
Date: Friday, November 29, 2024 11:26:48 AM

[EXTERNAL SENDER]

Aaron,

As you know, a group of Mountain Meadows residents that will be directly affected by the proposed Kestrel Park Phase III development have been meeting to examine possible consequences for our properties. We plan to attend the hearing on December 10th to discuss some concerns of ours. We understand we are to provide a written summary of the testimony we will give at the meeting. When must that information be in your hands? When I called your office this morning, the automated phone message indicated that you are out of the office today, presumably for the Thanksgiving four day weekend.

One primary issue our group has identified is that Mariposa Court currently meets the Ashland Street Standards for an Alley to serve access to the garages for five Mountain Meadows homes that have their frontages on Plum Ridge Drive and Mountain Meadows Drive. However, it appears to us that Ashland's standards for sole access to the proposed 12-unit over-under apartment building would call for a Neighborhood Street, rather than an Alley. There do not appear to be provisions in the Taylored Elements Construction proposal to upgrade Mariposa Court to the standards of a Neighborhood Street, in terms of the required pavement widths, curbs, sidewalks, etc., even assuming no provisions for street parking. Note particularly that the stub of the current Mariposa Court alley that connects the Alley to Plum Ridge Drive is constrained by the properties of 803 and 813 Plum Ridge Drive on both sides of the stub and cannot practically be widened.

Please let us know what we need to get in your hands and when so our representative can speak at the hearing on December 10th.

Thanks very much,

Dennis Holeman
Chair, Mountain Meadows Emergency Preparedness and Safety Committee
President, Plum Ridge Condominium Association
822 Plum Ridge Drive
Ashland, OR 97520-9730
dennis.holeman@gmail.com
650-218-9501 (cell)

From: [REK](#)
To: [Aaron Anderson](#)
Cc: [Dennis Holeman](#); [David Runkel](#); [Jeff Thompson](#); [Lee Bowman](#); [Robert Tower](#); [Cathy George](#)
Subject: Preliminary Testimony Regarding Kestrel Park Phase III Site Development
Date: Friday, November 29, 2024 4:44:37 PM

[EXTERNAL SENDER]

To: Ashland Planning Department, Aaron Anderson

November 29, 2024

Preliminary Written Testimony Regarding Kestrel Park Phase III Site Development

Several owners of property in close proximity to the proposed Kestrel III development will testify both in writing and at the Planning Commission hearing on December 10th. We are in the process of preparing our detailed written testimony. It will be submitted as soon as it is ready and no later than at the hearing. This email submitted on November 29th, eleven days before the hearing, gives a brief overview of our issues as we see them at this time so that the Planning Department is aware of them.

Insufficient access for the twelve apartment units at the top of Area 7. It is not appropriate to make Mariposa Court the sole access to these apartments. Chapter 18.3.5.100.C.2 of the Ashland Land Use Ordinance, North Mountain Neighborhood District describes an Alley as servicing the rear of a property to diminish use of the main access at property frontage. It also gives standards for the traffic lane plus clearances of an Alley which are not met in the project plans. Similar conflicts are found with the Ashland Street Standards. The current Alley cannot be converted into a Neighborhood Street because there is insufficient space to meet the required width. Other required features such as curbs and sidewalks cannot be accommodated.

Appropriateness of the twelve apartment buildings to their surroundings. We disagree with Finding 5 that these apartments are in keeping with the surrounding neighborhood or the natural environment. The twelve apartments, all approximately 500 sq.ft., are proposed at a location which is closely surrounded by single-family homes of greater than 1500 sq.ft.. The disparity of design is enormous.

Problems with the design of the twelve apartment units. All parking spaces are sized for compact cars putting a severe limitation on potential renters. The lower units have access only through an external flight of stairs encumbering all transport of goods in and out, including in emergencies, and not accommodating handicapped use.

Limitations on Julian Court alley north of Area 6 and its extension to Area 5 The Julian Court Alley does meet the North Mountain Neighborhood District standard on width, but is the frontage street for Units 5,6,7 and 8 against that standard. The intended extension of that Alley westward becomes the sole access for Lot 43 and 44 violating the standard that an Alley serves as a back entrance for homes with a street frontage.

Appropriateness of proposed homes on Lot 37 and Lot 38 to their surroundings We disagree with Finding 5 that these homes are in keeping with the surrounding neighborhood or the natural environment.

Dave Runkel

Richard Kinsinger
Dennis Holeman
Lee Bowman

Applicant Submittal

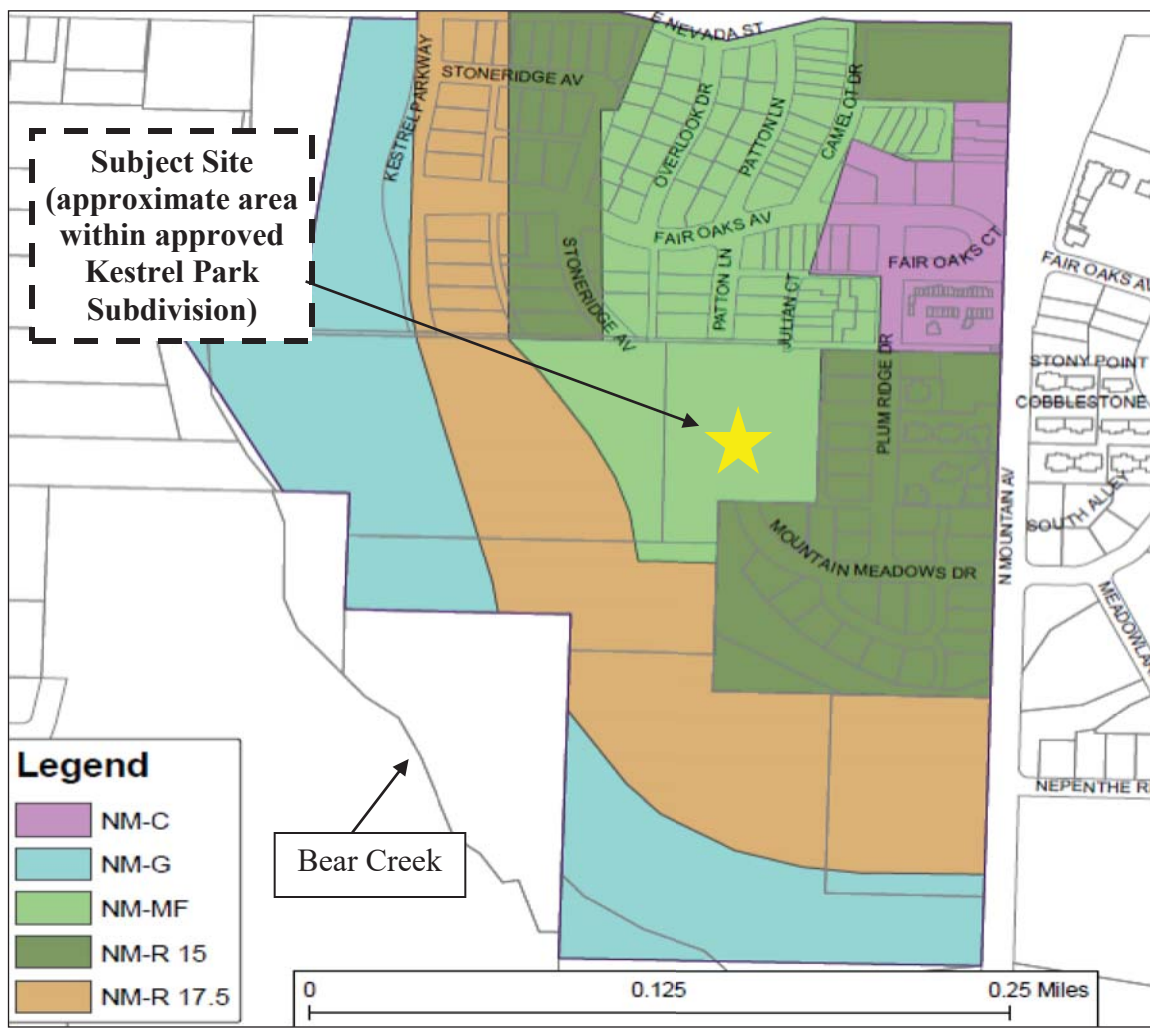
“KESTREL PARK, PHASE 3”

Tract “B” - Areas 4, 5, 6 & 7

A PROPOSAL FOR A 15-LOT PERFORMANCE STANDARDS SUBDIVISION, SITE REVIEW PERMIT AND TREE REMOVAL PERMIT

**SUBMITTED TO
CITY OF ASHLAND**

**FOR
TAYLORED ELEMENTS
1679 JACKSON RD, ASHLAND, OR 97520**



North Mountain Zoning Map

NOVEMBER 1ST, 2024

I. PROJECT INFORMATION:

PROJECT NAME: “Kestrel Park Phase 3”

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

APPLICANT:

PDK Properties, LLC
1679 Jackson Road
Ashland, OR 97520

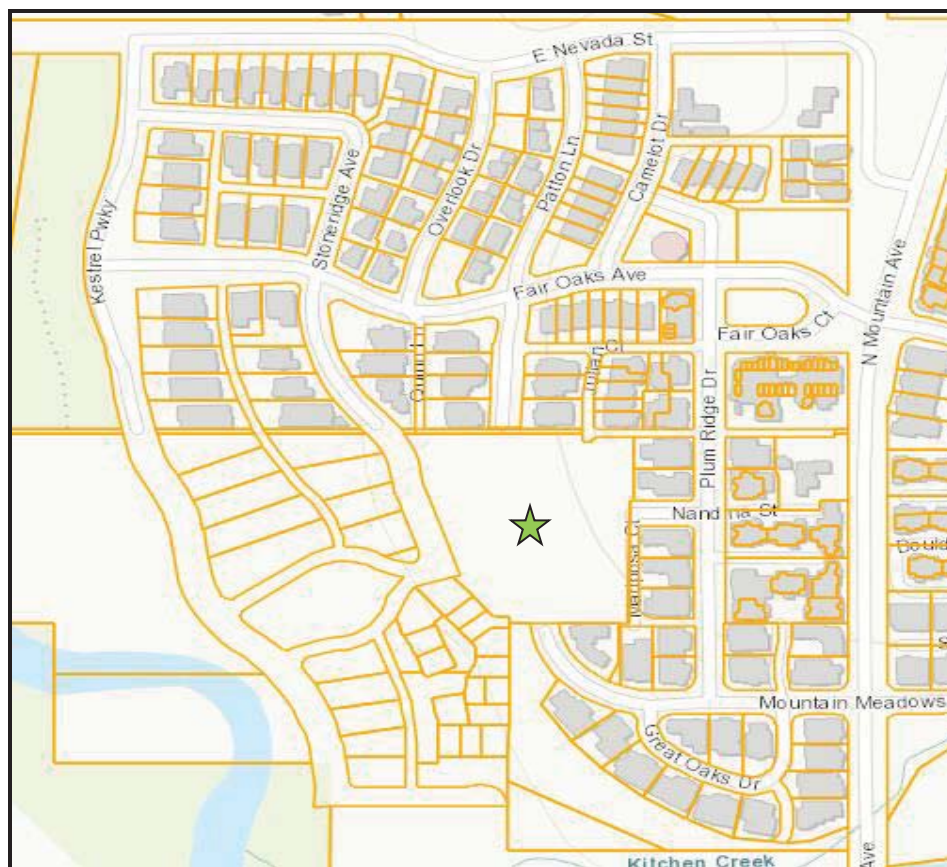
LAND USE PLANNING:

Urban Development Services, LLC
670 Nepenthe Road
Ashland, OR 97520

ENGINEER:

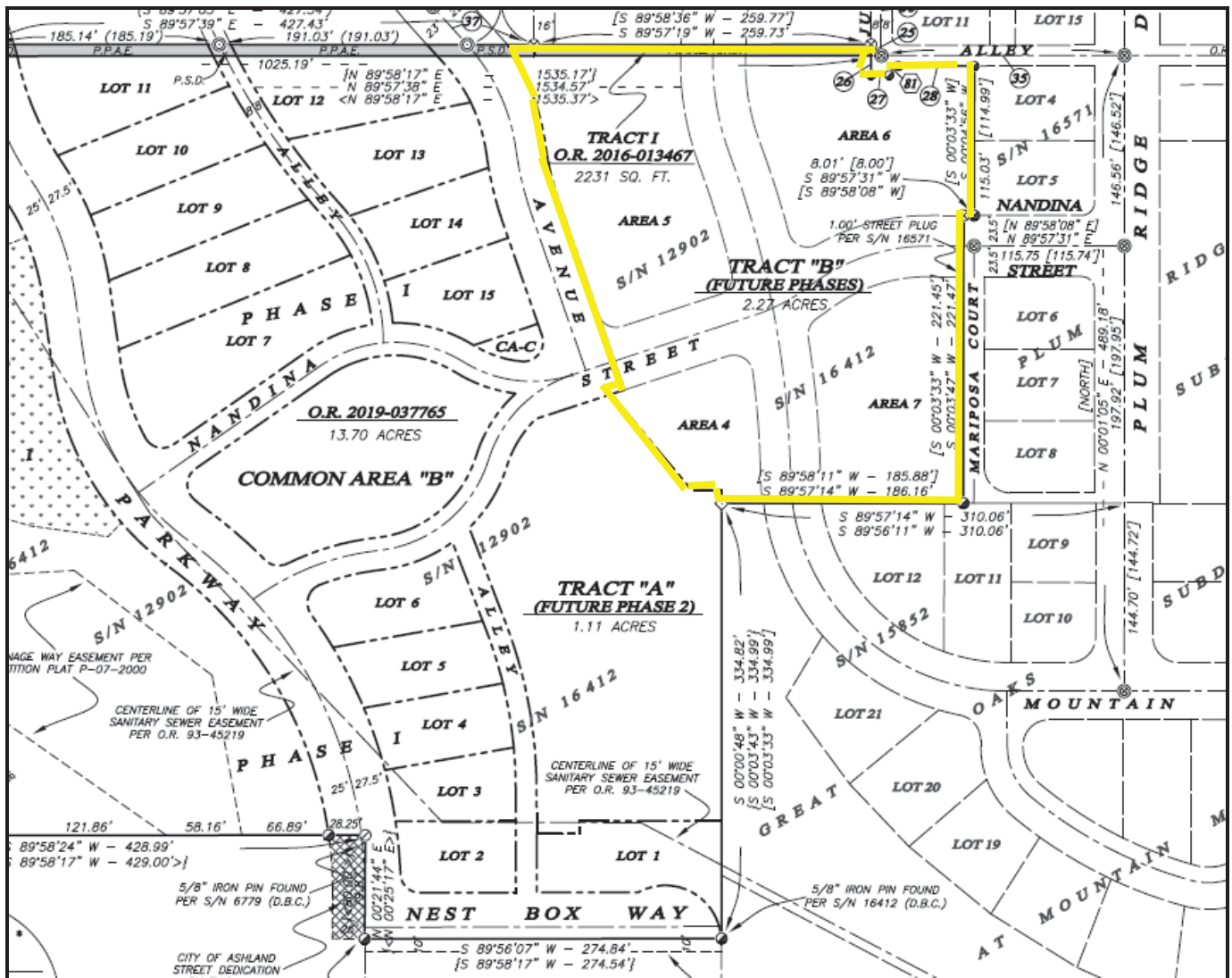
CEC Engineering
132 W. Main Street
Medford, Oregon 97501

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



PROJECT PROPOSAL: The applicant is requesting approval for a Performance Standards Option Subdivision to create 15 lots within the Kestrel Park Subdivision within the North Mountain Park Neighborhood Master Plan area. A total of 38 units are proposed, consisting of a mixture unit sizes and

housing types, including multi-family apartments which are subject to a Site Review Permit. Of the proposed 38 units, 28 are apartment units on four lots and 10 are single family residences. Of the 38 units identified on the site plans, 20 units are less than 500 sq. ft. and 18 are greater than 500 sq. ft. A Tree Removal permit is also being sought to remove a volunteer multi-trunk Cherry Tree. *Note: With previously completed site plan studies, including design plans and infrastructure plans, the applicants had identified accessory units with each single family residence as a comprehensive approach to planning the subject property, however, the ultimate decision of including an accessory unit is dependent on the preferences of future home owners and not part of this application.*



Kestrel Park Subdivision Plan (portion of) – Outlined Proposed Development Area (Tract “B” – Phase III)

PROJECT HISTORY: Beginning in 1995, the City of Ashland held a number of neighborhood meetings, including a design charrette, between property owners and neighbors of the North Mountain area which included City staff and Professional Land Use Consultants. The effort eventually culminated in a master plan called the North Mountain Neighborhood Plan which was adopted in 1997 (Ord #2800) and included amendments to the City’s Comprehensive Plan, Zoning Map, Land Use Code and Site

Design and Use Standards to guide the eventual development. The expected build-out period at that time was estimated at 20 years.

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

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

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

PROPERTY DESCRIPTION: Areas 4, 5, 6 & 7 of the Kestrel Park Subdivision is 2.27 acres. The property is surrounded by existing development within the North Mountain Neighborhood and developed as part of the North Mountain Neighborhood Master Plan. The subject property is vacant and relatively steep. The slope of the property is generally east to west and ranges from 7% to 15%. Other than the slope of the property and a multi-pronged Cherry Tree, there are no other natural features on the property, but there are multiple public streets or alleys that extend to the property that were designed to connect and extend through the property.

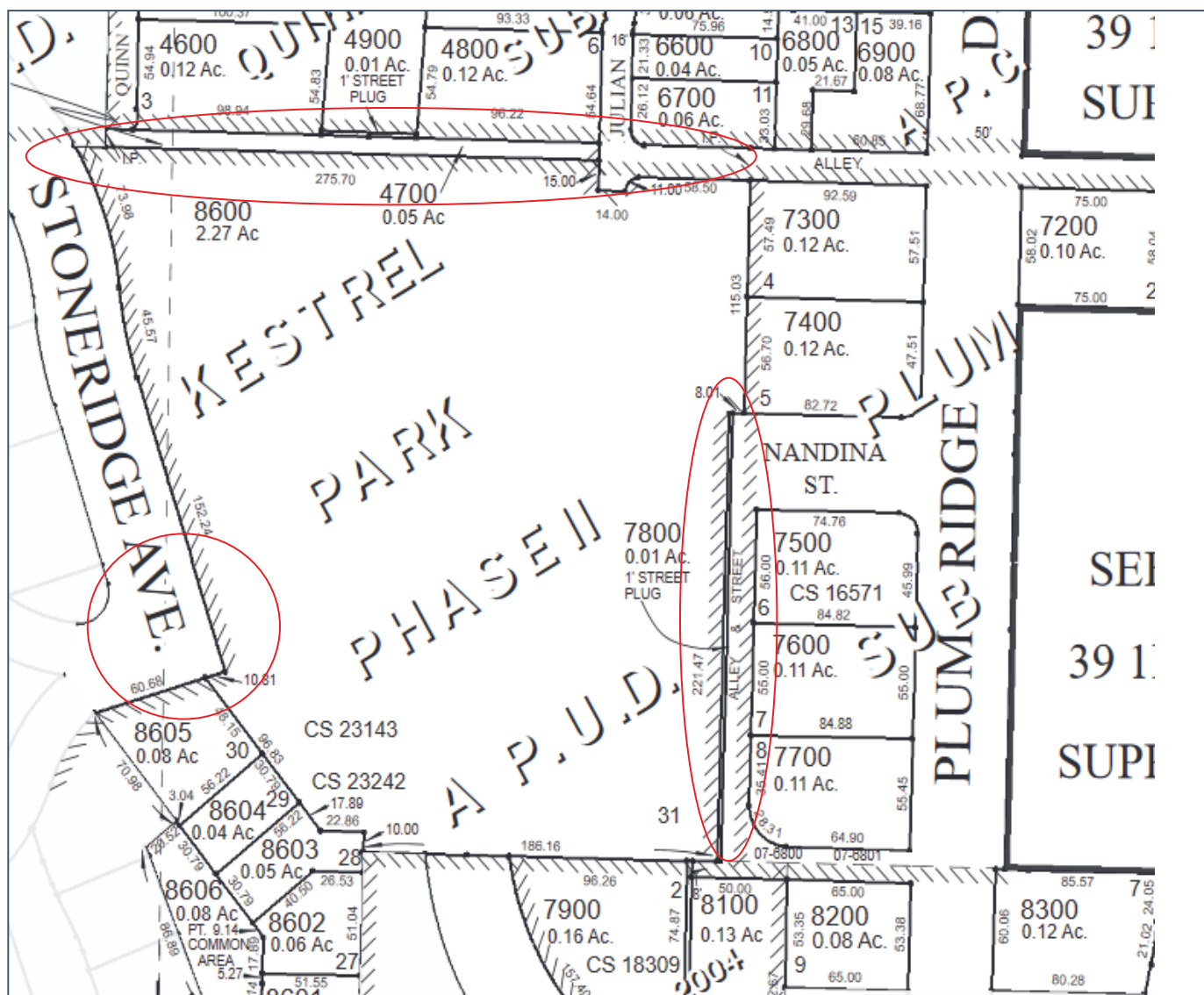
PROJECT DESCRIPTION:

Subdivision: As illustrated within the attached Preliminary PUD Map (Kestrel Park, Phase III), the applicants are proposing Tract B (as illustrated within the insert on Page 3 (Areas #4, #5, #6 and #7)) be divided into 15 lots with the majority of the housing being on the most level and least sloping area of the property (Areas #6 and #7). These areas will be divided by public streets which will extend to and through the property from the adjoining neighborhoods (see Assessor's Map insert on Page 5 - hi-lighted areas). There are two existing alleys abutting the property that will eventually be extended or widened to accommodate City Street Standards and the North Mountain Plan's intent for street and pedestrian connectivity.

The alley (no name) within the northeast corner of the property will extend along the north side of the property in an east to west direction and cross through the rights-of-way of Patton Lane and Stoneridge Avenue as well as two existing public alleys. This particular alley aligns with a pedestrian path that

connects from Stoneridge down to Kestrel Parkway and Kestrel Park. The other existing public alley is called Mariposa Court which extends north to south connecting to Nandina Street and Plum Ridge Drive (see insert on Page #5 - below). The alley as well as the necessary infrastructure to serve the proposal exists within the adjacent rights-of-way and was originally designed and installed by the original developers to extend to and through the subject property.

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



Site Review Permit: A Site Review Permit is also being proposed for all attached housing, including the proposed apartments. The general purpose of the Site Review Permit is for the City to evaluate project landscaping, screening, exterior building design and parking, in accordance with Chapter 18.5.2. Site plans, Landscaping plans and architectural elevation plans have been submitted identifying compliance with Chapter 18.5.2.

Tree Removal: As identified within the photo to the right, a multi-trunk volunteer Cherry Tree has been identified in the upper southeast corner of property, within Area 7, that will need to be removed due to its proximity to the proposed structures and parking area (specifically Units 1 & 2) and would also conflict with planned utilities, drainage and grade changes within the immediate vicinity. The tree is roughly 14” dbh at its base (combined trunk dimension) and stands roughly 10’ tall.



A total of 29 trees will be planted specifically within Area 7, including multiple mitigations trees within the vicinity of the Cherry Tree.

PROJECT DETAILS:

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

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

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

* *Minimum Density:* There are a total of 15 lots proposed, 10 of which are single family residences with “potential” accessory dwelling units. Accessory units are planned, but not guaranteed as explained below. However, the remaining 5 lots are to accommodate a total of 28 multi-family apartments. Combined with the single family parcels, the minimum density would be no less than 38 dwelling units.

** *Maximum Density:* As noted previously, the proposed 10 single family residences may or may not have accessory units, which will be determined based on the preference of the home owners. However, in a best case scenario, if all ten single family home owners chose to add an accessory residential unit, it

would equate to 10 single family units, 10 accessory units, in addition to the 28 multi-family apartments (48 total).

Note: It's important for the applicant and consultants to convey to the decision makers as well as neighbors, accessory residential units are NOT subject to City review or approval, per recent State of Oregon land use decisions or density calculations per City Code (AMC 18.2.3.040 C.) However, the applicants contend the planning, design concepts and evaluation of potential infrastructure needs and potential impacts to the surrounding neighborhood is simply thorough planning. In doing so, the applicants believe the proposal is not only more capable of adapting over time (up front consideration of utility sizing, building codes, fire codes, etc.), but also is simply more transparent to all parties about possible outcomes.

Unit Size and Type:

As noted, a total of 38 units are proposed for Phase III with this application, but have varying unit sizes and types. There are a total of 28 multi-family dwelling units less than 600 sq. ft. of which 8 are less than 400 sq. ft., 12 units under 500 sq. ft. and 8 under 600 sq. ft. for an average of 487 sq. ft. per unit with a range from 363 sq. ft. to 603 sq. ft. There are also units that are single family detached and single family attached units. In addition to the proposed apartments, any provided accessory unit in the future, due to the slope of the property and their design above/below a single family residence, would be considered “rental” housing both of which have been considered needed housing types in multiple housing studies adopted by the City of Ashland.

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

Architectural elevations have been included with the application and illustrate attractive facades for all of the proposed units and reflect designs that include a variety of architectural elements that break-up the facades such as added gables, windows, porches, decks, changes in materials, inset and reset volumes, etc. All of the proposed designs are similar to what can be found within the North Mountain Neighborhood. The design team has considered neighborhood input which have included changes to include shallow roof pitches to reduce building mass and to preserve views. Also, the multi-family units in Area 6, along the east side, have changed from a linear plane of mass along the east property line to two buildings separated by the driveway.



Traffic – Trip Generation: As noted, the subject property is the third phase of a three-phase subdivision (Kestrel Park Subdivision) and thus multiple neighborhood meetings have occurred with primary concerns relating to view impacts, construction noise, HOA dues and traffic. This is understandable and the applicants have attempted to address concerns as practicably as possible which include providing various plans and documents, re-design of various units and in both July of 2018 and most recently in September of 2024, the applicants have consulted with two independent Traffic Engineers who have concluded no intersection traffic impacts occur or mitigations are necessary as each operate at above Level of Service Standard B or higher currently and after the Kestrel Park Subdivision is fully developed. Furthermore, during informal discussions, both Traffic Engineers stated the subdivision’s “street connectivity” design is a means to spread not only proposed vehicular trips, but also existing vehicle trips that are currently concentrated at Fair Oaks Avenue and North Mountain Avenue, but with the proposed street connections with Nandina Street and Plum Ridge Drive as well as Patton Lane / Mountain Meadows Drive and North Mountain Avenue, traffic (vehicle trips) will be spread more evenly throughout the North Mountain Master Plan area AND give alternative means for ingress/egress of emergency vehicles. Lastly, all of the planned streets, alleys and private driveways have been designed in accordance with City Street Standards, including on-street parking dimensions, curb radius, street widths, etc., all of which “mirror” existing streets within the Master Plan Area. *Note: As noted previously, the applicant has attempted to evaluate the Kestrel Park Subdivision in a comprehensive manner that helps evaluate building design, infrastructure capacity, parking and traffic impacts. In this specific case, only 38 units are proposed, but 48 units have been evaluated in the traffic study.*

Circulation: The proposal includes various connection points, both vehicular and pedestrian in context with not only the existing neighborhood(s), but also the intent of the original North Mountain Master Plan as a neo-traditional neighborhood which allows vehicle trips to be spread via a multiple street grid pattern

as well as short pedestrian connections to and through multiple blocks. Specifically, as identified in the northwest corner of Area 5 stairs are proposed that will connect “partial” and proposed pathways/alleys on the east side of the neighborhood to the recently completed pedestrian path on the west side and down to Kestrel Park. Further, the extension of Patton Way follows a well-worn pedestrian path where pedestrians walk from the lower side of the neighborhood to the upper where the ending terminus of Mountain Meadows Drive exists. As proposed, the proposal will continue to enhance the North Mountain Neighborhood’s various routes to walk, bike or drive and continue to improve on the overall livability of the neighborhood.

Stoneridge Avenue, Patton Lane and Nandina Streets: Instead of the required 48’ right-of-way, Stoneridge Avenue, Patton Lane and Nandina Street’s 46’/47’ current right-of-way width was approved by the Planning Commission (PA-T1-2019-00075) at the time of the original Kestrel Park Subdivision application in 2019 with the condition the North Mountain street standards for driving width (22’), plant strip (8’) and sidewalk (5’) be retained and that such improvements could be allowed within a public easement. The general reasoning behind the request during that time was to mitigate excessive cut and fill areas along both sides of the street, but to also recognize an error in the original NM street standards that did not include the dimension of curbs (6” on each side of street). In this case, the applicants are complying with the approved decision as illustrated on Sheet A.2 of the preliminary civil plans which identifies 22’ of street width, a 6” curb, 8’ plant strip and 5’ of sidewalk, of which, a portion of the sidewalk extends (roughly 6” on each side of street) into the planned public utility and sidewalk easement along the property’s frontage.

Landscape Plan: Within the submittals, a fully developed landscape plan is provided which illustrates planting of trees, shrubs and groundcover through-out the Phase III subdivision, including the park-rows along the streets. The plan was developed by KenCairn Landscape Architects located in Ashland with over 30 years of experience with planting plans, tree preservation and xeriscape designs within the Southern Oregon climate. The planting legend identifies plantings that thrive in the region, most which can be found in the surrounding neighborhoods, and comply with City standards.

Utilities: Existing public utilities with capacity to service the proposed housing units have been designed and installed during the construction of the abutting streets and alleys. The attached Civil Plans illustrates the various utilities and their extension to the proposed units. The project’s Civil Engineer has communicated with City staff to insure the subject infrastructure needs meet City standards and address all capacity requirements. At the time of the Final Plan submittal, as well as the Engineering Departments final sign-off of the street construction drawings, the plans will be further refined and formalized.

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

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

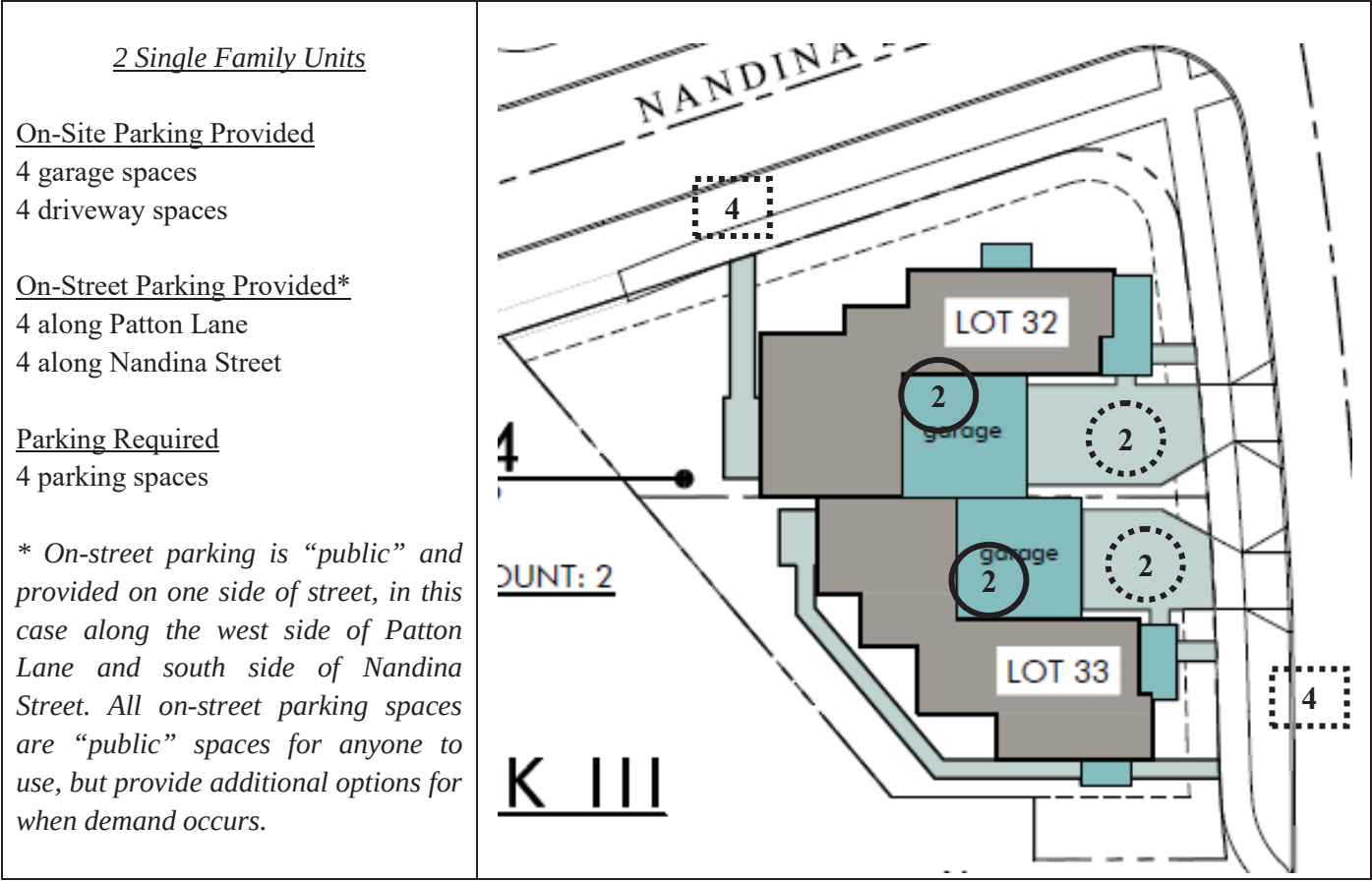
Electricity: The applicants have met with the Electric Department and discussed the backbone installation of a three-phase system to serve the development. The Electric Department has suggested that the

applicant carefully consider the needs for later phases of the development, including such details as accessory units and chargers for electric vehicles, will be provided, up front as addressing these in the initial infrastructure design will be more efficient and less costly than adding them after the fact in a later phase. The applicants indicate that a final electrical distribution will be provided for review with the Final Plan submittal.

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

Vehicular Parking: Parking has been provided per City code based on the type and size of the proposed units. See below:

Area #4:



Area #5:

6 Single Family Units

On-Site Parking Provided

8 garage spaces
7 driveway spaces

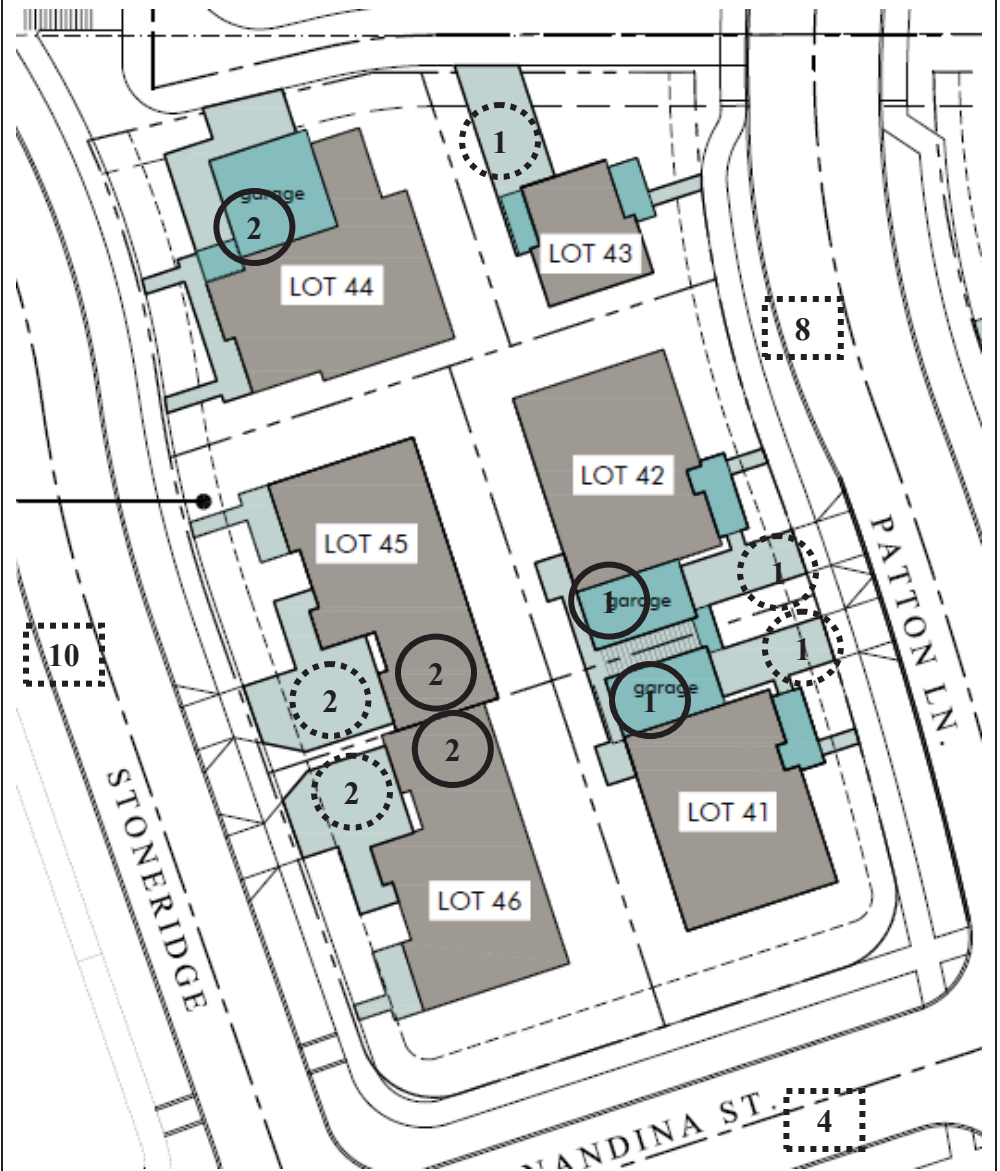
On-Street Parking Spaces*

10 along Stoneridge Ave
8 along Patton Lane
4 along Nandina Street

Parking Required

11 parking spaces

* On-street parking is "public" and provided on one side of street, in this case, along the west side of Stoneridge Ave., west side of Patton Lane and south side of Nandina Street. All on-street parking spaces are "public" spaces for anyone to use, but provide additional options for when demand occurs.



Area #6:

16 Apartment Units

367 sq. ft. (8)

617 sq. ft. (8)

On-Site Parking

16 garage spaces

4 open spaces

1 open handicap space

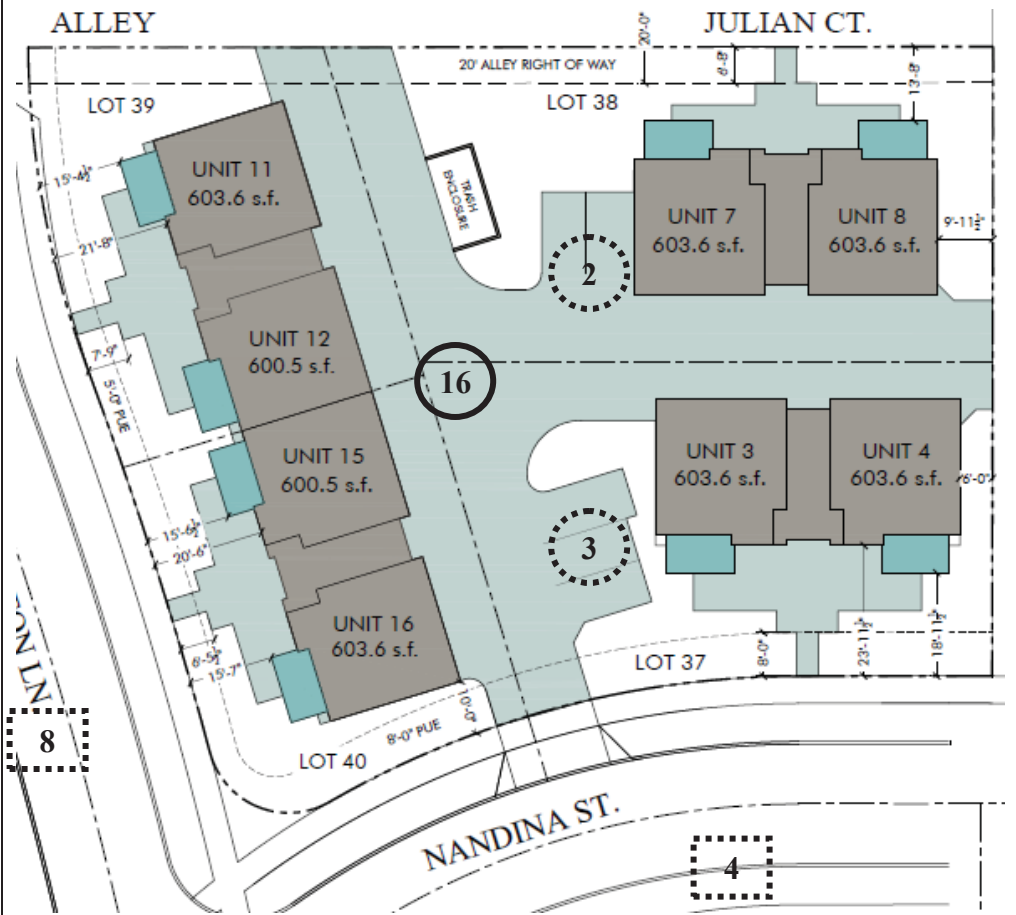
On-Street Parking*

4 on-street spaces shared w/

Area #7

8 along Patton Lane

* On-street parking is "public" and provided on one side of street, in this case, along the west side of west side of Patton Lane and south side of Nandina Street.. All on-street parking spaces are "public" spaces for anyone to use, but provide additional options for when demand occurs.



Area #7:

2 Single Family Units

&

12 Apartment Units

498 sq. ft. (6)

434 sq. ft. (5)

400 sq. ft. (1)

On-Site Parking

4 garage spaces

4 driveway spaces

11 open spaces

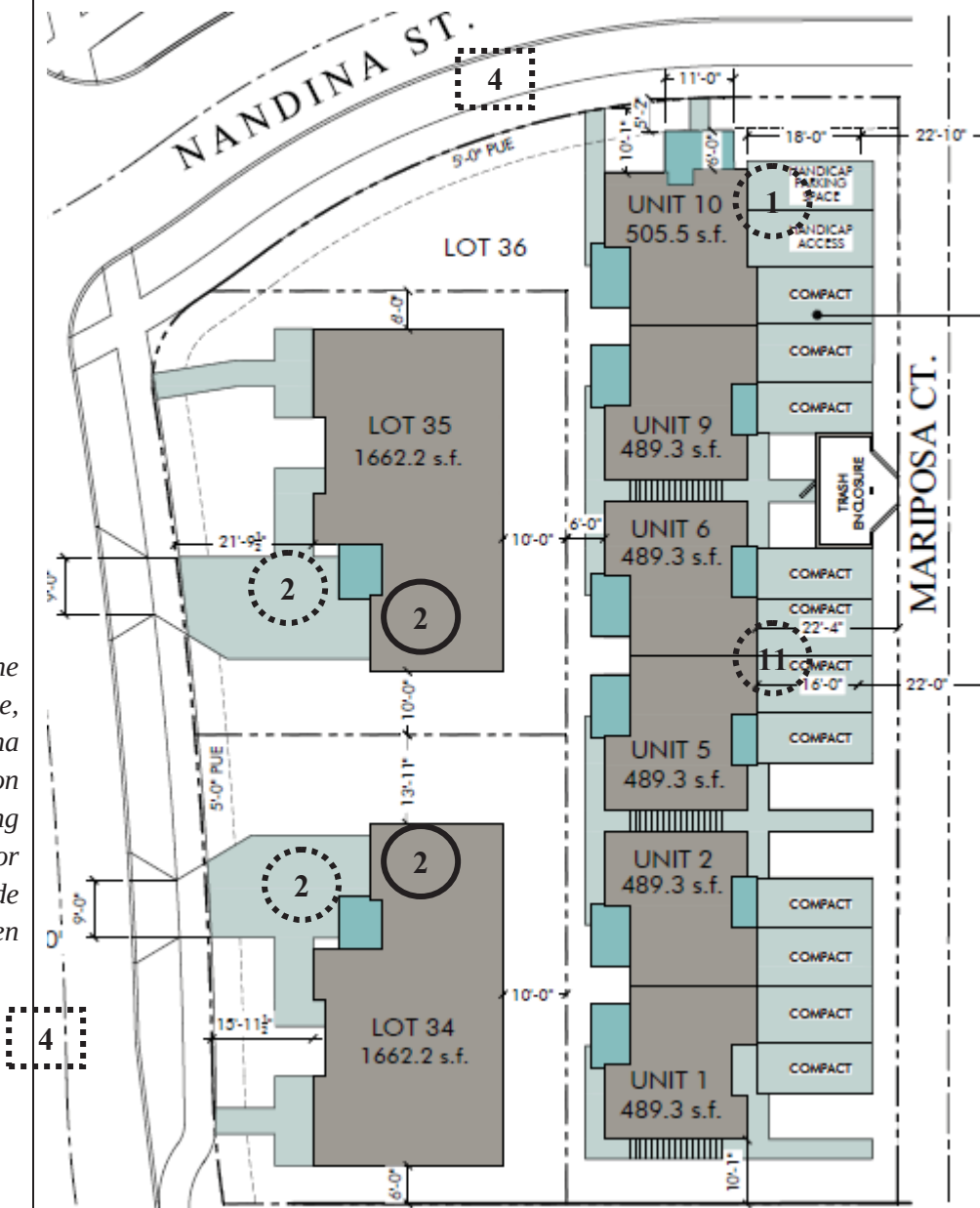
1 open handicap space

On-Street Parking*

4 along Nandina Street

4 along Patton Lane

** Parking is provided on one side of street, in this case, along the south side of Nandina Street and west side of Patton Lane. All on-street parking spaces are “public” spaces for anyone to use, but provide additional options for when demand occurs..*



Bike Parking: The apartment units within Areas 6 and 7 require covered bike parking – one per unit. In Area 6, 16 bike parking spaces are located on the ground floor between parking stalls, under the canopy of the upper floor area. In Area 7, each unit includes a bike parking space within the unit, to be provided and verified at the time of a final Certificate of Occupancy.

Recycling & Refuse Areas: Single family residences will include individual recycling and refuse cans stored within the garages and/or screened. The multi-family units within Areas 6 and 7 include shared receptacle facilities as identified on the site plans. Such facilities will be screened from neighboring properties and public rights-of-way via a solid wood fence or masonry wall five to six feet in height.

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

As noted, the subject property is identified as Phase III of the Kestrel Park Subdivision with Phase I approved in 2019 (15 single family houses) and Phase II approved in 2020 (15 residential cottages). Phase III has been identified on each Phase I and II plats as a future phase and also included within the overall subdivision's legal documents (CC&Rs, Plat, HOA Board) for a variety of reasons, most notably for management of the subdivision's shared open spaces, common utilities, common landscape areas, street trees and irrigated park rows. The three phases are also tied together through monetary commitments (HOA Dues) for the maintenance of common areas and improvements such as the site's wetlands, common spaces, park benches, park row vegetation and irrigation and street trees.

It should also be noted that Phase I's Board is the overarching Board of the other phases and each other Phase, primarily for Phases II and III, include their "own" specific HOA Board and legal documents for the management and maintenance of specific elements within each of those phases such as common area trash and recycle receptacles, common stairs, railings, parking, landscaping, etc. As such, Phase III will include similar provisions, for example Area 6, will include legal agreements for the maintenance and financial commitments of common areas such as the shared driveway and shared trash and recycling receptacle. Areas 4, 5 and 7 do not share common areas, but will have maintenance provisions for common wall construction and be subject to the subdivision's HOA dues.

Electric Vehicle Charging: Multi-family 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. The applicants are aware of this provision and will include with the building construction documents.

Solar Access: All proposed structures as illustrated within the submittals have been designed to meet Chapter 18.4.8, Solar Access. Specifically, the proposed structures will comply with Solar Access Standard "A" which is intended to not have a building's shadow exceed a height of 6' at the shared northern property line on December 21st (Winter Solstice). The 6' fence dimension noted, is part of a standard formula intended to replicate a typical 6' fence along the property's northern property line meaning no shadow impacts will occur on the adjacent properties to the north other than what a permitted 6' fence creates. That said, because home designs and heights vary for articulated interest, handicap access, building codes, owner preference or physical characteristics of the property, the applicant will submit building permits for each of the proposed structures which will include data (height, slope, setback, etc.) verifying compliance with Chapter 18.4.8., Solar Access.

Time Schedule of the Development: The applicant intends to install the streets and infrastructure in a single period which will improve the circulation of the neighborhood prior to dwelling unit construction. The proposed dwelling units will be constructed as the market dictates and/or financing permits. At the present time, the applicant is working with a design team to develop building permit drawings and the project's Civil Engineers are communicating with City Engineers to refine the civil plans in preparation of a spring of 2025 construction date.

Neighborhood Meetings: Over the last few years, the consultant has held at least four neighborhood meetings to discuss the Kestrel Park Subdivision plan, including the future development of Areas 4, 5, 6 and 7 (Phase III). The intention of the neighborhood meetings were an attempt to inform neighbors, some of which have moved since the initial 2018 meetings, of the pending development of the property and hear their input about the proposal. These meetings included the background history of the North Mountain Master Plan as well as the plan's zoning, street connectivity, design concepts, purpose, etc. One specific request was to redesign Area 6's housing footprints in order to reduce building and roof mass along the adjoining neighbor(s) property (east side).

Other: The subject property is owned by PDK Properties, LLC and managed by Taylored Elements, located in Ashland. The applicant intends to self-finance the proposal and use conventional lending when necessary.

II. PROJECT FINDINGS OF FACT:

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the requirements and procedures outlined in the Ashland Municipal Code (AMC) pertaining to Performance Standards Options Subdivision requirements in Chapter 18.3.9 and Site Design Review in Chapter 18.5.7.040.

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

AMC 18.3.9.040 A.3. Outline Plan Approval Criteria (Subdivision)

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.

Unless otherwise noted herein, the applicants contend the proposed subdivision meets all applicable ordinance requirements of the City of Ashland.

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

- 1) *Stressed energy efficiency, architectural creativity and innovation:* The applicants are proposing to construct Earth Advantage homes with an architectural style that provides for a variety of housing types that are consistent with the volume and mass of housing in the adjoining subdivisions;
- 2) *Used the natural features of the landscape to their greatest advantage:* Phase III of the Kestrel Park Subdivision has the least amount of natural features, compared to Phases I and II which included the Bear Creek Greenway dedication, improvements, numerous trees and wetlands. Phase III has little natural features, but recognizes the site’s significant east to west slope. That said, the proposed streets and house plans are designed to terrace themselves into the slopes in an attempt to reduce excessive cut and fill areas. In this regard, the subdivision’s design and street patterns remain consistent with the surrounding neighborhood. Further, the applicants have purposefully placed the densest housing type (rental apartments) on the least sloping areas of the property (east side – Areas 6 and 7).
- 3) *Provide for a quality of life equal to or greater than that provided in developments built under the standard zoning codes:* The applicants have generated a plan that incorporates the site’s slope and embraced the “human scale” concepts of found in other Performance Standard Options Subdivisions which have produced neighborhoods such as the North Mountain Neighborhood, Kestrel Park, Ashland Village, Beach Creek and Clay Creek Gardens neighborhoods which include various neo-traditional elements such as porches, street connectivity, use of alleys where possible, mitigated garage façades, street facing homes, etc.;
- 4) *Provide for more efficient land use:* The mixture of housing types within the planned range of densities in an integrated pattern improves transportation options and maximizes community interaction;
- 5) *Reduces the impact of development on the natural environment and neighborhood:* As noted, this particular phase is part of the Kestrel Park Subdivision which incorporated multiple preservation efforts in both Phase I and II. Phase III does not really have any significant natural features, but does include climate friendly construction techniques including full utilization of the property with small to medium sized housing units with the densest housing being constructed on the least sloping areas of the property (east side). Further, it has been the primary goal of the application to mitigate impacts to the surrounding neighborhoods by ensuring street, alley and pedestrian connectivity aligns with the surrounding neighborhood’s streets, alleys and pedestrian paths. The applicants contend the overall design of the Kestrel Park Subdivision and inclusion of these elements noted herein reduce the impacts of development on the natural environment and surrounding neighborhoods.

b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.

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

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

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

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

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

c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the common open space, common areas, and unbuildable areas.

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

extending from the top of the subdivision (east side) down to the Bear Creek Greenway and Kestrel Park (west side).

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

The subject property is surrounded on all sides by urbanized lands in compliance with the City's Comprehensive Plan, including existing residential subdivisions to the north, east and west. As such, the development of the subject property will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

e. There are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

Most of the Kestrel Park Subdivision's open space areas have been incorporated within the initial Phase I and Phase II areas. No open space areas are proposed in Phase III, but common areas do exist in Areas #6 and 7 for shared driveways, common landscaping and irrigation as it relates to the individual parcels occupied with multi-family housing. At the time of the Final Plan application, draft CC&Rs will be submitted detailing the maintenance responsibilities of such areas.

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

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

As noted on Pages 5 and 6, the proposed density meets the base density standards for the zone and remain in compliance with the original density allocations provided for in the Kestrel Park Subdivision approval documents.

g. The development complies with the street standards.

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

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

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

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

- **Stoneridge Avenue** – As illustrated, the curb to curb width includes a single 15-foot queuing lane and parking on both sides except where bump-outs are proposed. Standard sidewalks and parkrows are illustrated on the downhill side, but on the uphill side, sidewalks are shown at the curbside presumably in response to site topography. The proposed right-of-way dedication is 46 feet where the standard cross-section calls for 48 feet, with six-inches of sidewalk on the uphill side and 18-inches of sidewalk on the downhill side illustrated being provided outside of the right-of-way.
- **Nandina Street** – The upper sections of Nandina, from Mariposa to Stoneridge, are illustrated with a 29-foot curb-to-curb width within a 47-foot right-of-way, and on-street parking on both sides. Standard sidewalks and parkrow planting strips are illustrated on the south side, and on-street parking is in bays with curbside sidewalks on the north side. Sidewalks on the south side are illustrated extending one-foot beyond the dedicated right-of-way.

The applicants have requested a major modification of the NMNP to install Nandina Street as a one-way couplet around Wetland #2. As proposed, Nandina within the couplet would have an 18-foot curb-to-curb width with curbs but no sidewalks or parkrow planting strips on the interior, wetland side and five-foot width curbside sidewalks on the exterior side adjacent to the surrounding developable lots. The applicants assert that additional area has been provided for the wetland buffer, and that this area already contains a number of trees that will be preserved and will be further enhanced with new plantings. The Planning Commission finds that an Exception is merited to limit impacts of the development upon the wetland and its protection zone, however the Commission further finds that even with an Exception irrigated larger-stature species street trees should be planted at a standard spacing of one per 30 feet within the private yard areas behind the sidewalk to provide canopy and associated streetscape benefits (shade, traffic calming, etc.).

- **Patton Lane** – The two illustrated segments of Patton Lane include varying right-of-way widths from 46 to 50 feet, and illustrate some portion of the sidewalks outside of the proposed right-of-way. The section between the existing Patton Lane extending to Nandina Street does not include parkrows on the downhill side in response to site topography.

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

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

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

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

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

AMC 18.5.2.050 Site Design Review 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 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 proposal complies with all of the applicable provisions of the North Mountain Zone including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.

B. Overlay Zones. The proposal complies with applicable overlay zone requirements (part 18.3).

Unless previously granted an exception at the time of the original Kestrel Park Subdivision application (PA-T1-2019-00075), the applicants contend the proposal complies with all of the applicable provisions of the North Mountain Neighborhood District (Chapter 18.3.5).

C. Site Development and Design Standards. The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.

The proposal does comply with all Site Development and Design Standards included in Chapter 18.4. No exceptions are proposed with the application.

D. City Facilities. The proposal complies with the applicable standards in section 18.4.6 Public Facilities, and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property.

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

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

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

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

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

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.

No exceptions are proposed with this proposal.

AMC 18.3.5.030 C. Site Plan and Architectural Review

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

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

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

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

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

AMC 18.5.7.040 B. Tree Removal Permit.

2. Tree that is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

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

The subject multi-trunk Cherry Tree is not a hazard, but does lay within the footprint of the proposed building in Area #7 and is to be removed. The tree is not native or a significant specimen and is a volunteer tree. Removal of the tree is consistent with the Land Use Ordinance where trees are permitted to be removed if they pose a loss in permitted density. Retaining the subject tree would cause the loss removal of possibly four multi-family apartment units which are already at a minimum size. Further, the site's urbanization near the tree, including planned grade changes and changes in soil and hydrological conditions would cause the tree to imminently die.

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

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

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

Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

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

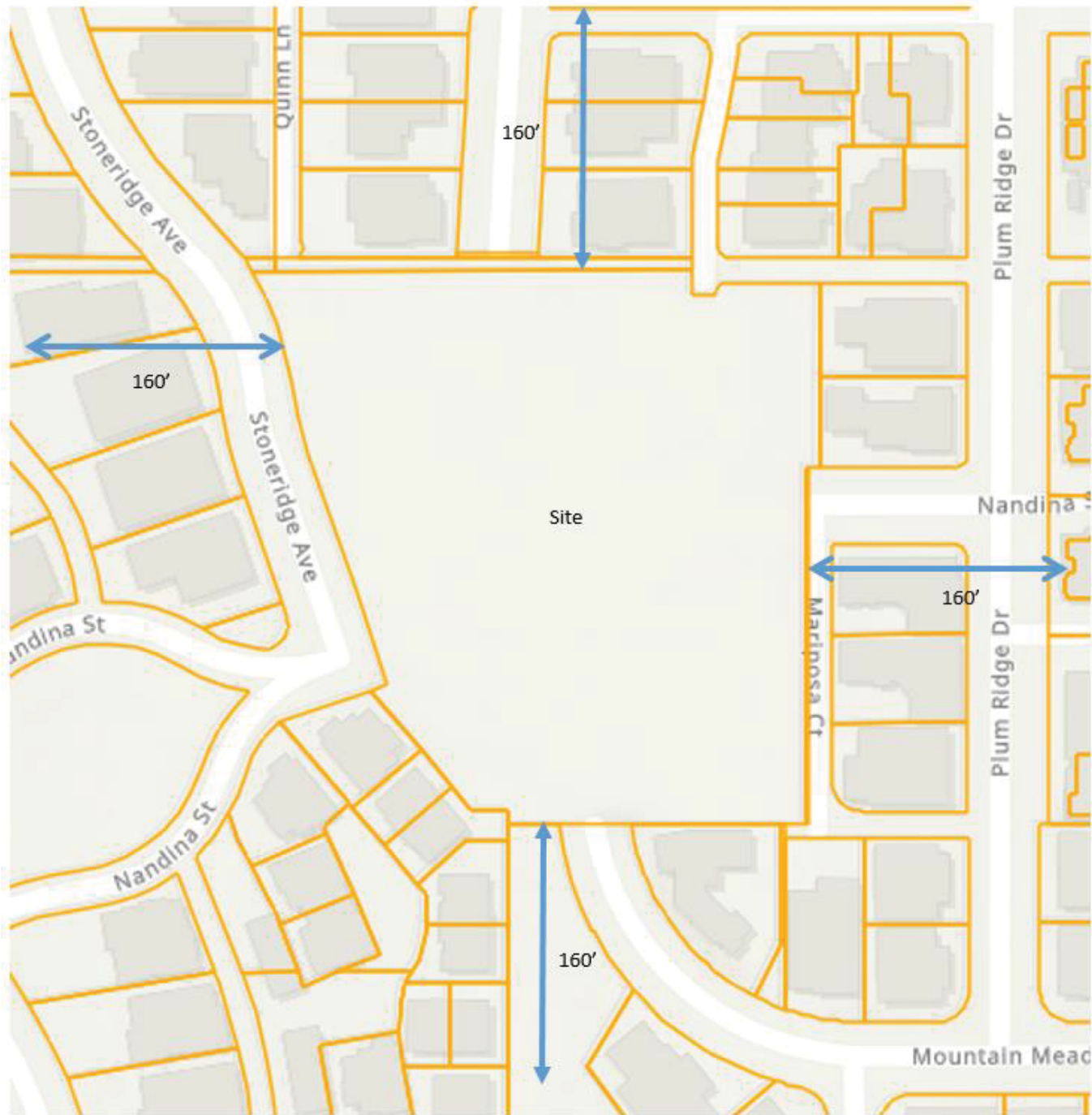
As noted above, the subject multi-trunk Cherry Tree lays within the footprint of the proposed building in Area #7 and should be removed. The tree is not native or a significant specimen and is a volunteer. Retaining the subject tree would cause the loss removal of possibly four multi-family apartment units which are already at a minimum size (400 sq. ft.).

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

As illustrated with the Landscape Plan, roughly 29 trees are to be planted within Area 7, some of which will be planted in the near vicinity of the subject tree.

III. SUPPLEMENTAL EXHIBITS/PHOTOS:

Enlarged Vicinity Map – Identifies Adjacent Structures w/in 160'





Mountain Meadows Drive – Looking North towards Patton Lane



Looking South – at Mountain Meadows Drive / Patton Lane



Nandina Street – Looking East



Looking East at North Property Line – Area 5 and future alley



Looking North – from end of Nandina Street (Area 6)



Mariposa Court – Looking Southeast (Area 7)



Looking North (R) and South (L) – from Mariposa Court (alley adjacent to Area 7)



Looking West from end of Nandina Street



Looking West – from end of Nandina Street

“KESTREL PARK, PHASE 3”

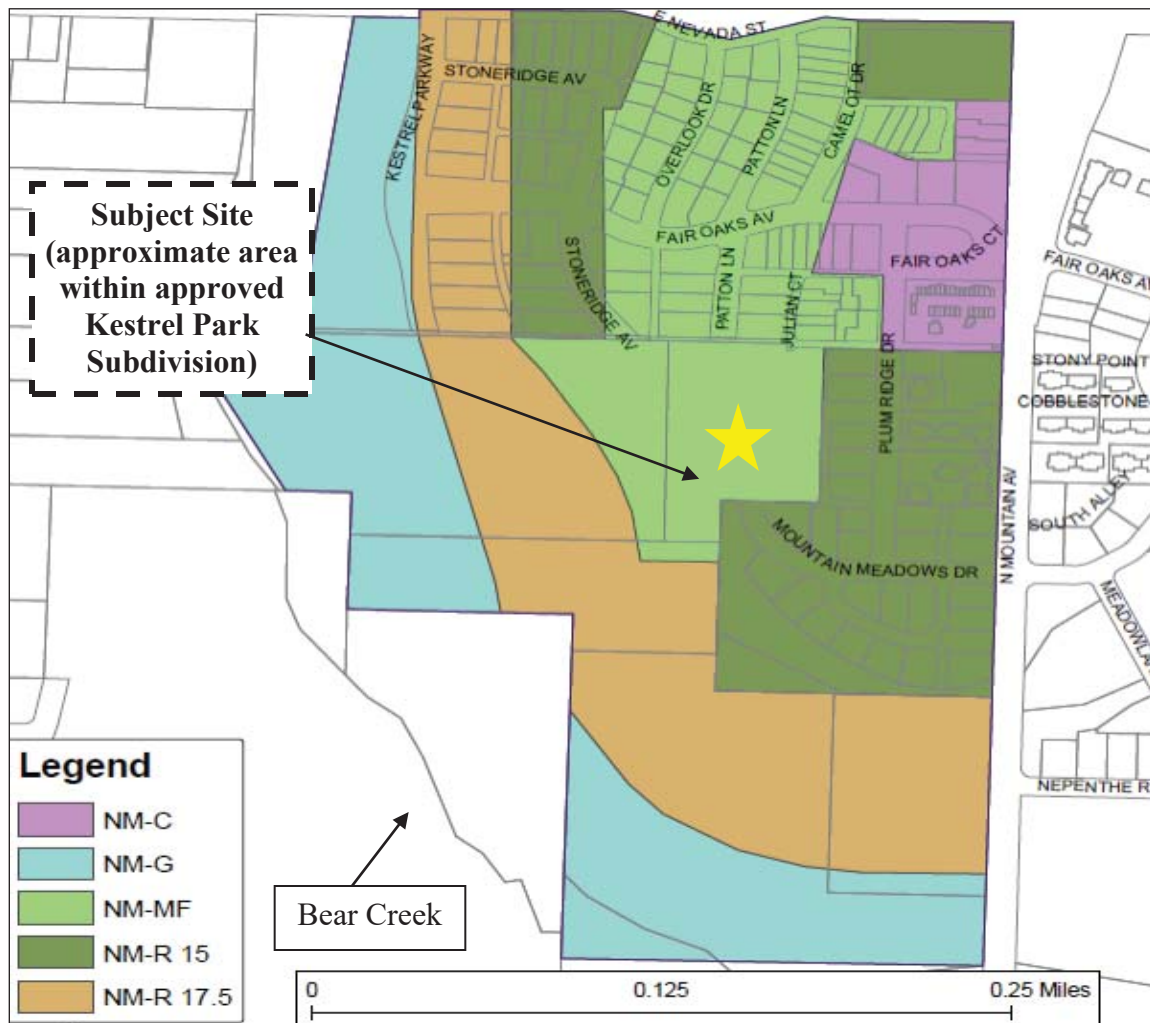
Tract “B” - Areas 4, 5, 6 & 7

ADDENDUM

THE PROPOSAL INCLUDES A VARIANCE FOR DRIVEWAY WIDTH

**SUBMITTED TO
CITY OF ASHLAND**

**FOR
TAYLORED ELEMENTS
1679 JACKSON RD, ASHLAND, OR 97520**



North Mountain Zoning Map

NOVEMBER 15TH, 2024

I. PROJECT DESCRIPTION:

Variance: The proposal submitted on November 1st, 2024, for a Performance Standards Option Subdivision, Site Review Permit and Tree Removal Permit to create 15 lots within the Kestrel Park Subdivision within the North Mountain Park Neighborhood Master Plan area also includes an addendum to that application for a Variance for driveway width.

The applicant's addendum request for a Variance to driveway width is based on multiple factors relating to the site's steep grade, practicality, neighborhood precedence, driveway separation standards and discrepancies between the City's Engineering Standards and the City's Land Use Ordinance, specifically, the North Mountain Neighborhood District, Chapter 18.3.5.100.A.7.

Note: for clarity, the "width" referenced herein is NOT the driveway's parking surface area, but the width of the driveway's opening between the street and sidewalk.

The City's Engineering Department minimum width standard for a driveway off of a public street cannot be less than 12' where as the North Mountain Neighborhood Standards it is no greater than 9'. The original application, submitted November 1st, 2024, illustrated driveways to be 9' in width but after initial staff review, the discrepancies between the two codes was noted. The applicants contend this is an unusual circumstance as whatever the applicant proposes would require a Variance to either the City's street standards or land use ordinance. Further compounding the request for a Variance is the driveway separation standard of 24' (24' between driveways) due to the fact that as two adjacent driveways expand to the 12' Engineering standard, the width between is reduced to less than 24'.

In order to address the conflicting driveway standards as noted, including the City's Engineering street standards, the applicants have revised the site plan drawings to illustrate a "single" curb cut of 18' in width which will serve "two" attached units. The proposed 18' driveway width allows users to access their side of the driveway without interfering with the other unit's parking area space as illustrated on site plans. The request pertains to the driveways between Lots 32/33, 45/46 and 41/42 as illustrated on the Site Plan Addendum.

II. PROJECT FINDINGS OF FACT – ADDENDUM FOR DRIVEWAY VARIANCE:

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the requirements and procedures outlined in the Ashland Municipal Code (AMC) pertaining to Chapter 18.5.5, Variances.

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

AMC 18.5.5 Variance Approval Criteria

18.5.5.010 Purpose: Where practical difficulties, unnecessary hardships, and results inconsistent with the general purpose of the Land Use Ordinance (“this ordinance”) may result from the strict application of certain provisions thereof, a Variance may be granted as provided in this chapter.

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

1. The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance.

The proposed Variance is necessary for a number of reasons, one specifically being the land use code for the North Mountain District is inconsistent with the City’s street standards. Based on filed observations of similar driveway circumstances within the North Mountain area, none of the driveways within the North Mountain area meet the North Mountain District’s driveway standards, but do meet the City’s street standards.

2. The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site.

The applicant’s contend variance is the minimum necessary to address the special or unique physical circumstances related to the subject site as the 18’ driveway opening is “typical” for single family homes throughout Ashland (and often found throughout the North Mountain Area), but in this case the 18’ width dimension is serving two abutting single-family homes. Although not ideal from a vehicular maneuvering perspective, the 18’ driveway width at the street and the widening of the driveway between the sidewalk and the house(s), allows for users to access the garage or parking space without conflict as illustrated on site plans.

3. The proposal’s benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.

The applicants contend the proposal’s benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City as a single 18’ driveway width is superior than two independent 12’ driveways (totaling 24’) for a couple of reasons: First, vehicular maneuvering in and out of the property is more accommodating with an 18’ opening compared to a 12’ opening, especially when an adjacent vehicle is already parked within the driveway. A 12’ driveway opening accommodating multiple side by side 8’ + wide vehicles (mirror to mirror) and maneuvering in and out of the driveway is not practical and often causes conflicts between vehicles or damage to the plant strip’s landscaping or city curbs. Second,

two independent 12' driveways consume not only more on street parking and planting strip landscaping compared to a single 18' driveway, but also creates more driveway encumbrances for pedestrians to maneuver.

4. The need for the variance is not self-imposed by the applicant or property owner. For example, the variance request does not arise as result of a property line adjustment or land division approval previously granted to the applicant.

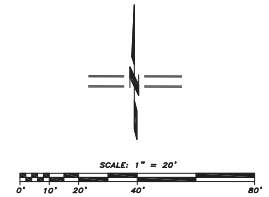
The need for the Variance is not self-imposed by the applicants as there is a conflict with City codes and there are multiple practical difficulties when applying the standard while serving attached dwellings as it relates to vehicle maneuvering, excessive cut and retaining walls, and damage to public infrastructure and landscaping.

PRELIMINARY PUD MAP KESTREL PARK, PHASE III

LYING SITUATE WITHIN
NORTHEAST & SOUTHEAST QUARTERS OF SECTION 4
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR
Taylorred Elements, LLC
1679 Jackson Road
Ashland, Oregon 97520

LEGEND	
	SUBJECT PROPERTY LINE
	NEW LOT LINES
	BOUNDARY LINE
	CENTERLINE
	BASEMENT LINE
	PUBLIC UTILITY EASEMENT
	PUBLIC PEDESTRIAN ACCESS EASEMENT



SURVEY NOTES

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS A CITY OF ASHLAND BENCHMARK, BEING A 9-1/2" BRONZE DISK IN A MONUMENT WALL LOCATED IN THE CENTERLINE INTERSECTION OF MOUNTAIN AVENUE AND FAIR OAKS AVENUE. BENCHMARK ELEVATION = 188.95', BASED ON THE NATIONAL GEODETIC DATUM OF 1988, ADJUSTED BY 1996 (NOV 20 2000).

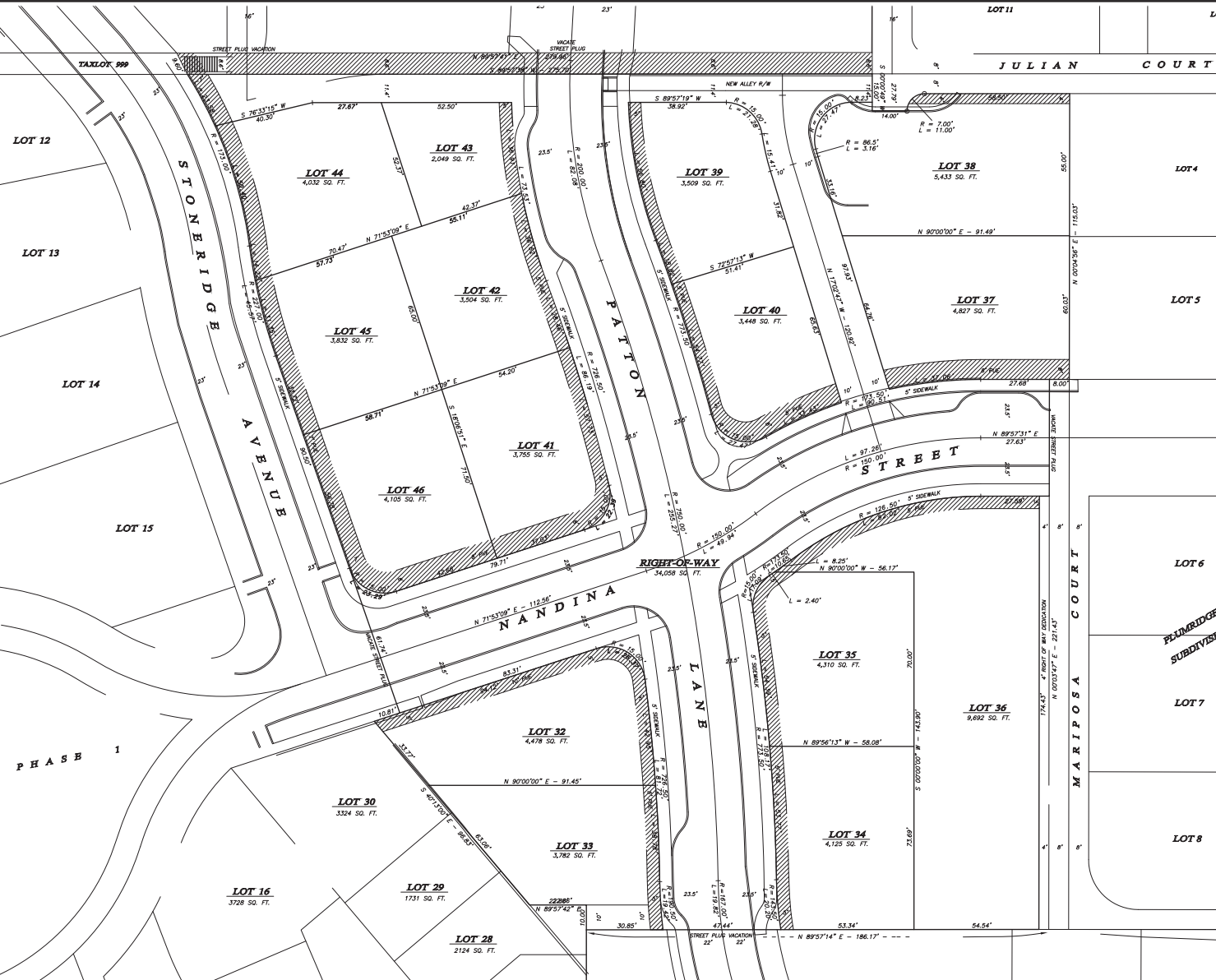
EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PARTY MARKS AND "AS-BUILT" RECORDS OR WINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES. ARE APPROXIMATE AND SHOWN HEREON FOR CLARIFY PURPOSE ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.



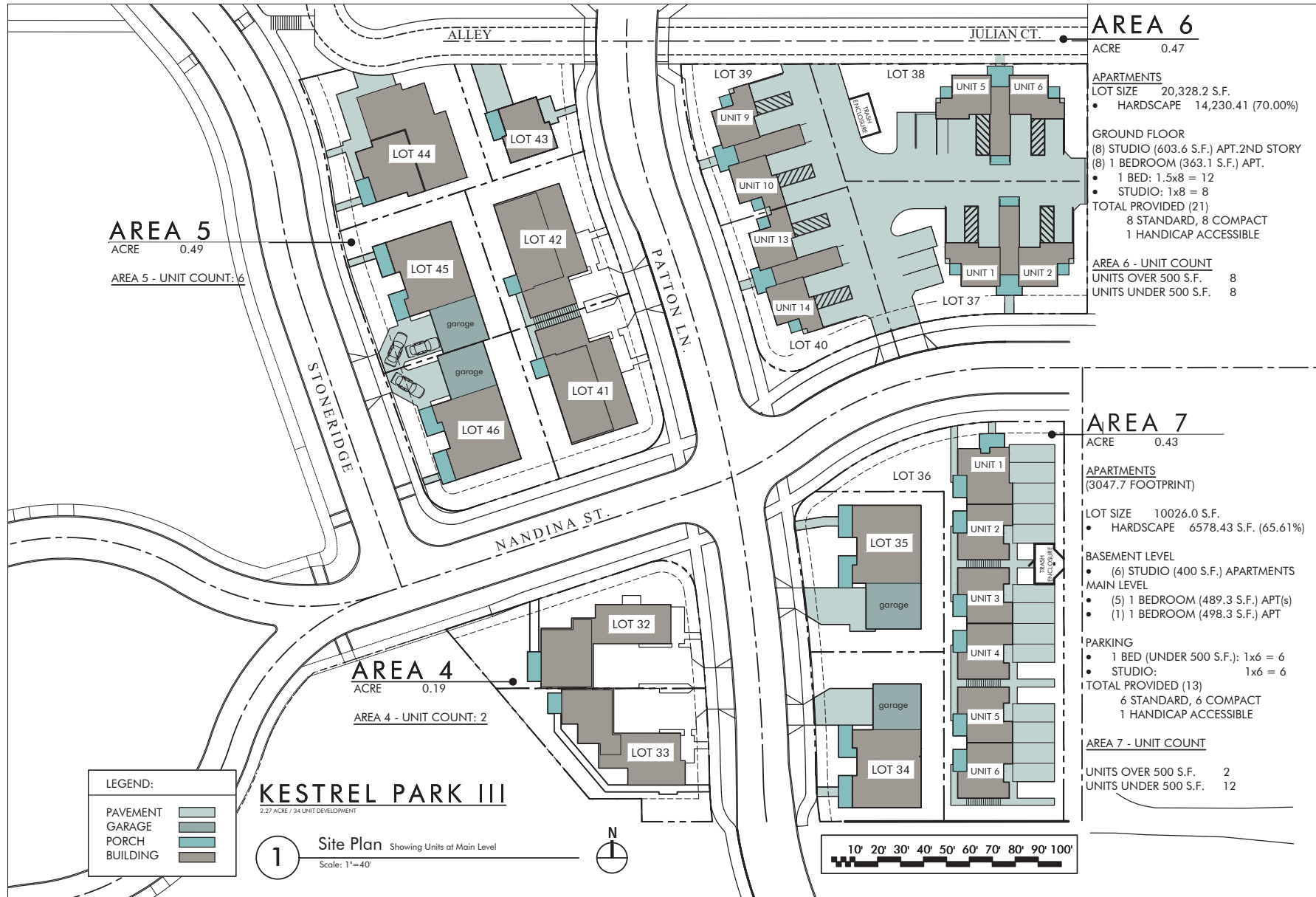
RENEWAL DATE: 6/30/2025

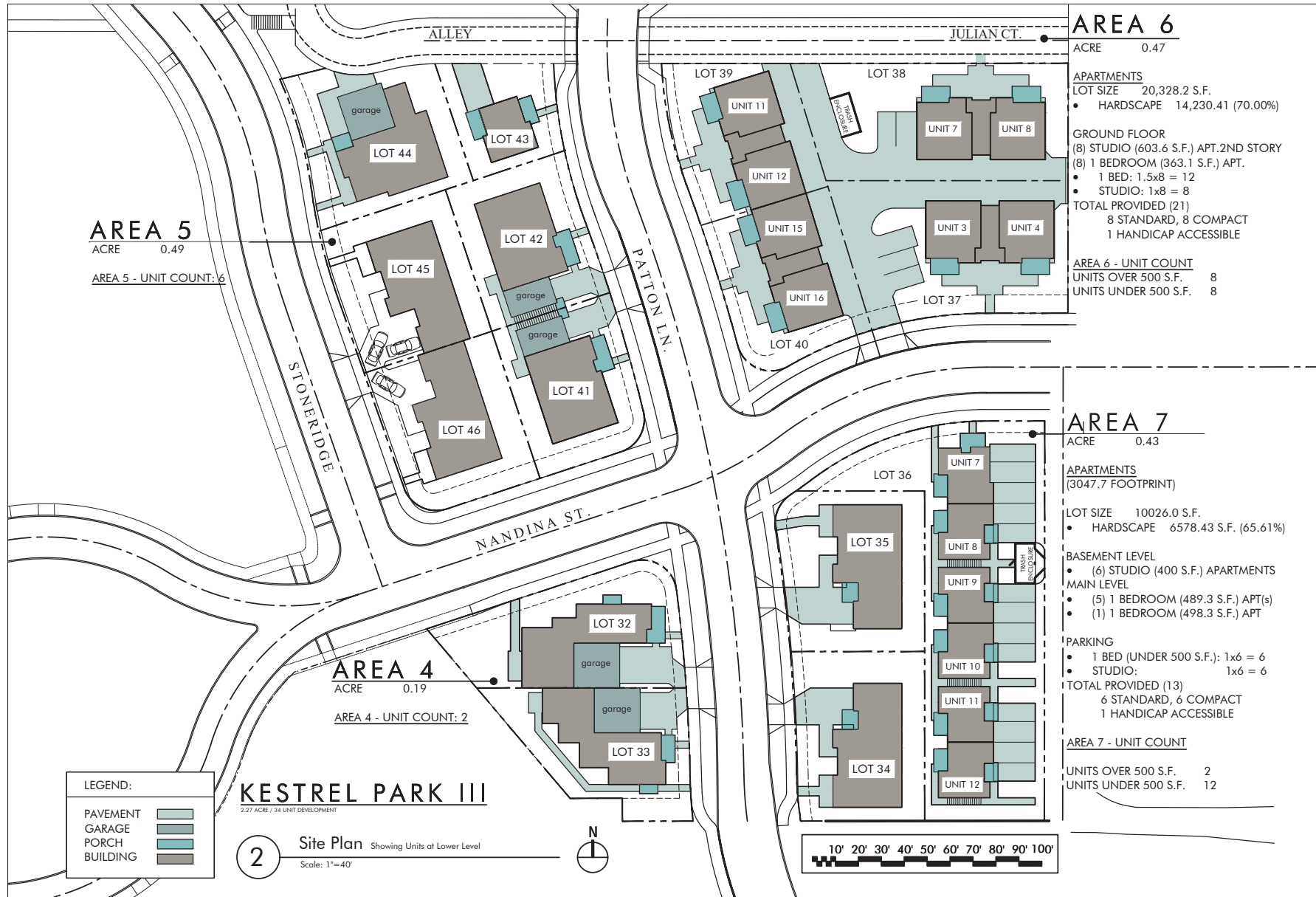
SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009
DATE: OCTOBER 30, 2024
PROJECT NO. 1505-24

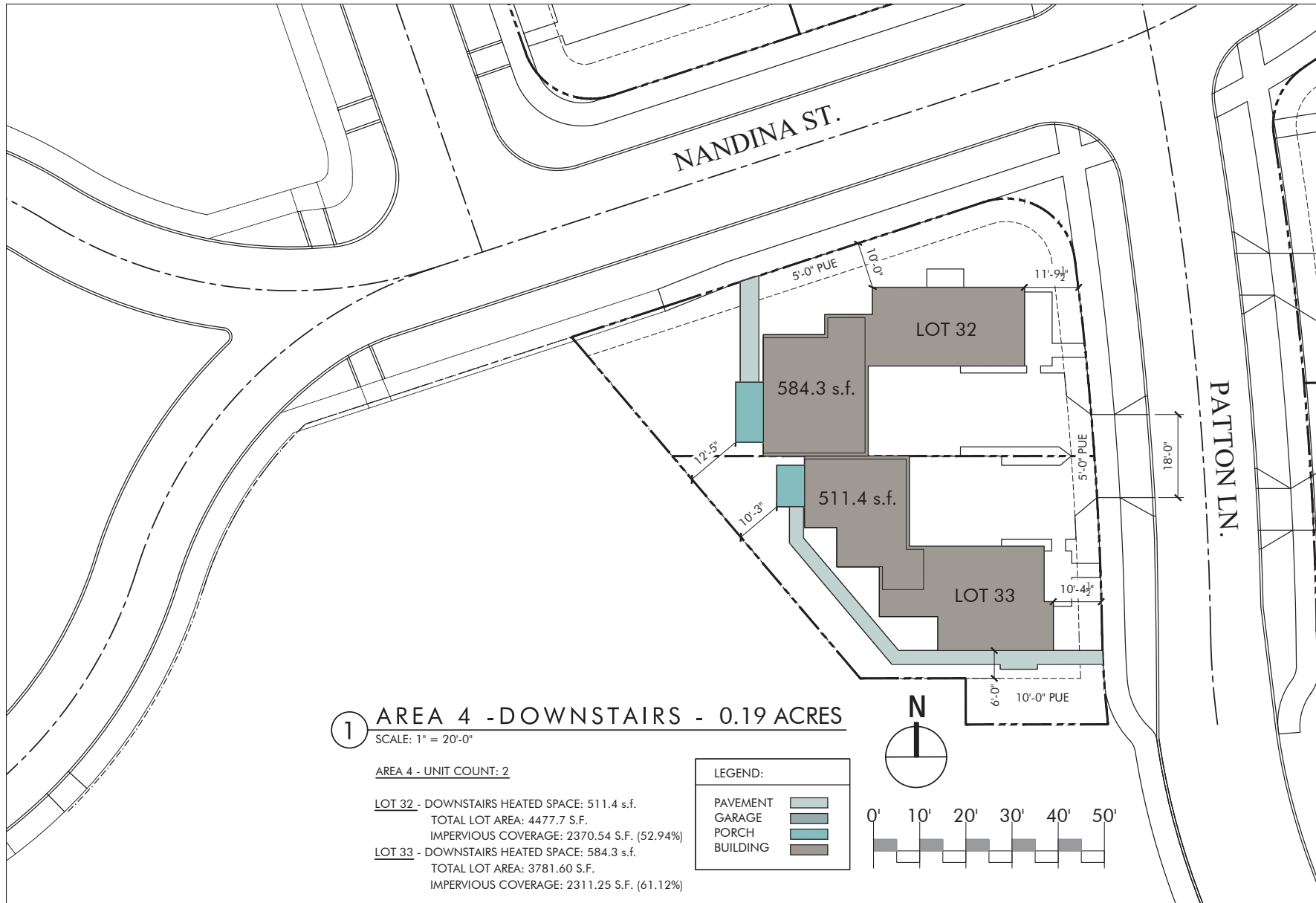
POLARIS LAND SURVEYING

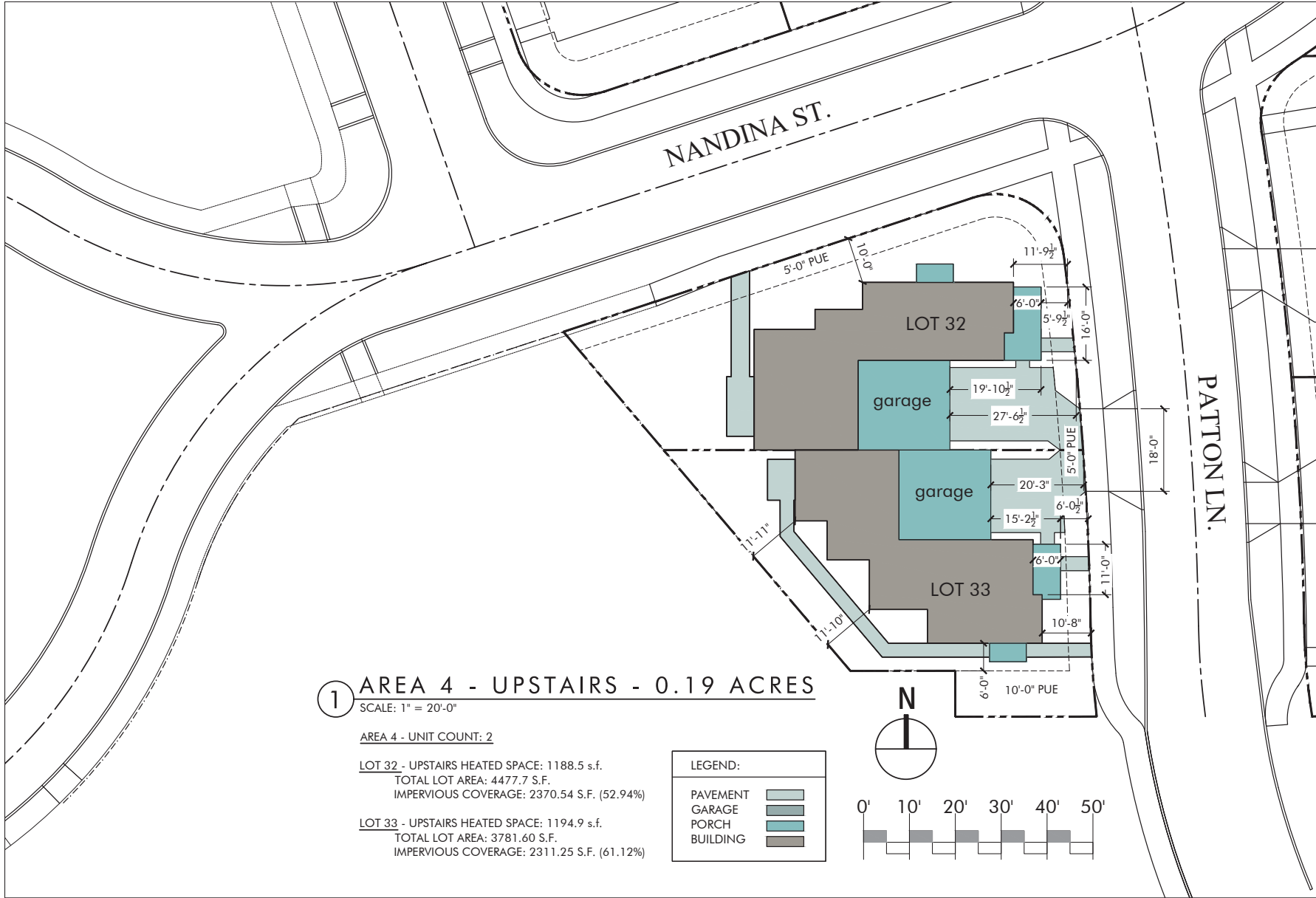


Assessor's Map No. 39 1E 04 AC, Tax Lot 900
Assessor's Map No. 39 1E 04 AD, Tax Lot 8600
Assessor's Map No. 39 1E 04 DB, Tax Lot 2000









ACRES

0' 10' 20' 30' 40' 50'

10 20 30 40 50

N

SCALE: 1" = 20'-0"
AREA 5 - UNIT COUNT: 6

LOT 41:
DOWN S. HEATED SPACE: 751.2 s.f.
TOTAL LOT AREA: 3538.4 S.F.
IMPERVIOUS COVERAGE:
2017.3 S.F. (57.01%)

LOT 42:
DOWN S. HEATED SPACE: 751.2 s.f.
TOTAL LOT AREA: 3501.4 S.F.
IMPERVIOUS COVERAGE:
2018.00 S.F. (57.63%)

LOT 43:
DOWN S. HEATED SPACE: 468 s.f.
TOTAL LOT AREA: 2086.5 S.F.
IMPERVIOUS COVERAGE:
883.5 S.F. (42.34%)

LOT 44:
DOWN S. HEATED SPACE: 583 s.f.
TOTAL LOT AREA: 4106.5 S.F.
IMPERVIOUS COVERAGE:
2315.8 S.F. (56.39%)

LOT 45:
DOWN S. HEATED SPACE: 624.3 s.f.
TOTAL LOT AREA: 3835.00 S.F.
IMPERVIOUS COVERAGE:
2601.2 S.F. (67.83%)

LOT 46:
DOWN S. HEATED SPACE: 624.3 s.f.
TOTAL LOT AREA: 3870.4 S.F.
IMPERVIOUS COVERAGE:
2045.00 S.F. (52.84%)

LEGEND:

PAVEMENT
GARAGE
PORCH
BUILDING



PATTON LN.

STONERIDGE AVE.

NANDINA ST.

de'zin
HOME DESIGN SPECIALISTS
AND INDEMANN DESIGN LLC

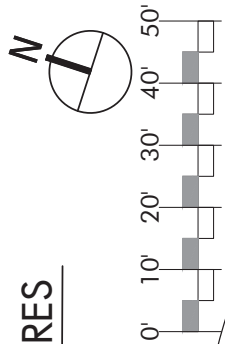
Kestrel Hillside Site Plan

Client/Owner:
Taylored Elements
November 15, 2024

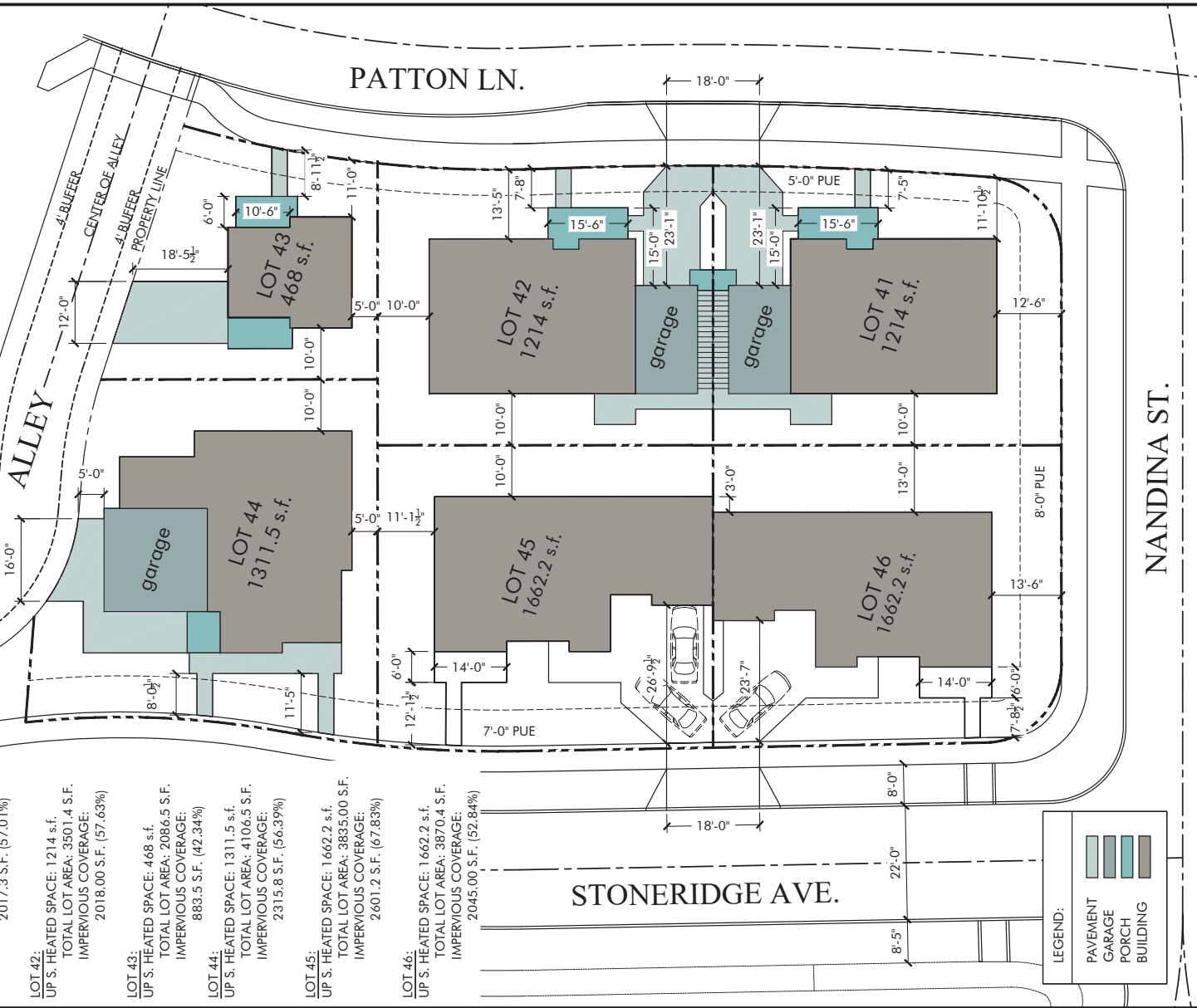
AREA 5 -
DOWNSTAIRS

SHEET 5 OF 10

SCALE: 1" = 20'-0"
AREA 5 - UNIT COUNT: 6



<u>LOT 41:</u>	
UP S. HEATED SPACE: 1214 s.f.	
TOTAL LOT AREA: 3538.4 S.F.	
IMPERVIOUS COVERAGE:	
2017.3 S.F. (57.01%)	
<u>LOT 42:</u>	
UP S. HEATED SPACE: 1214 s.f.	
TOTAL LOT AREA: 3501.4 S.F.	
IMPERVIOUS COVERAGE:	
2018.00 S.F. (57.63%)	
<u>LOT 43:</u>	
UP S. HEATED SPACE: 468 s.f.	
TOTAL LOT AREA: 2086.5 S.F.	
IMPERVIOUS COVERAGE:	
883.5 S.F. (42.34%)	
<u>LOT 44:</u>	
UP S. HEATED SPACE: 1311.5 s.f.	
TOTAL LOT AREA: 4106.5 S.F.	
IMPERVIOUS COVERAGE:	
2315.8 S.F. (56.39%)	
<u>LOT 45:</u>	
UP S. HEATED SPACE: 1662.2 s.f.	
TOTAL LOT AREA: 3835.00 S.F.	
IMPERVIOUS COVERAGE:	
2601.2 S.F. (67.83%)	
<u>LOT 46:</u>	
UP S. HEATED SPACE: 1662.2 s.f.	
TOTAL LOT AREA: 3870.4 S.F.	
IMPERVIOUS COVERAGE:	
2045.00 S.F. (52.84%)	



LEGEND:

PAVEMENT	
GARAGE	
PORCH	
BUILDING	

① AREA 6 - DOWNSTAIRS ACRE 0.47

APARTMENTS

- LOT SIZE 20,328.2 S.F. (100%)
- HARDSCAPE 9268.8 S.F. (45.6%)
 - STRUCTURES 4022.5 S.F. (19.8%)
 - TOTAL 13291.3 S.F. (65.4%)

GROUND FLOOR

- (8) STUDIO (363.1 S.F.) APARTMENTS
 - (2) STUDIO (362.2 S.F.) APARTMENTS
- ## 2ND STORY
- (6) 1 BEDROOM (603.6 S.F.) APARTMENTS
 - (2) 1 BEDROOM (600.5 S.F.) APARTMENTS

PARKING

- 1 BED: 1.5x8 = 12
- STUDIO: 1x8 = 8
- TOTAL REQUIRED (20)
- TOTAL PROVIDED (21)
- 8 STANDARD, 8 COMPACT
- 1 HANDICAP ACCESSIBLE

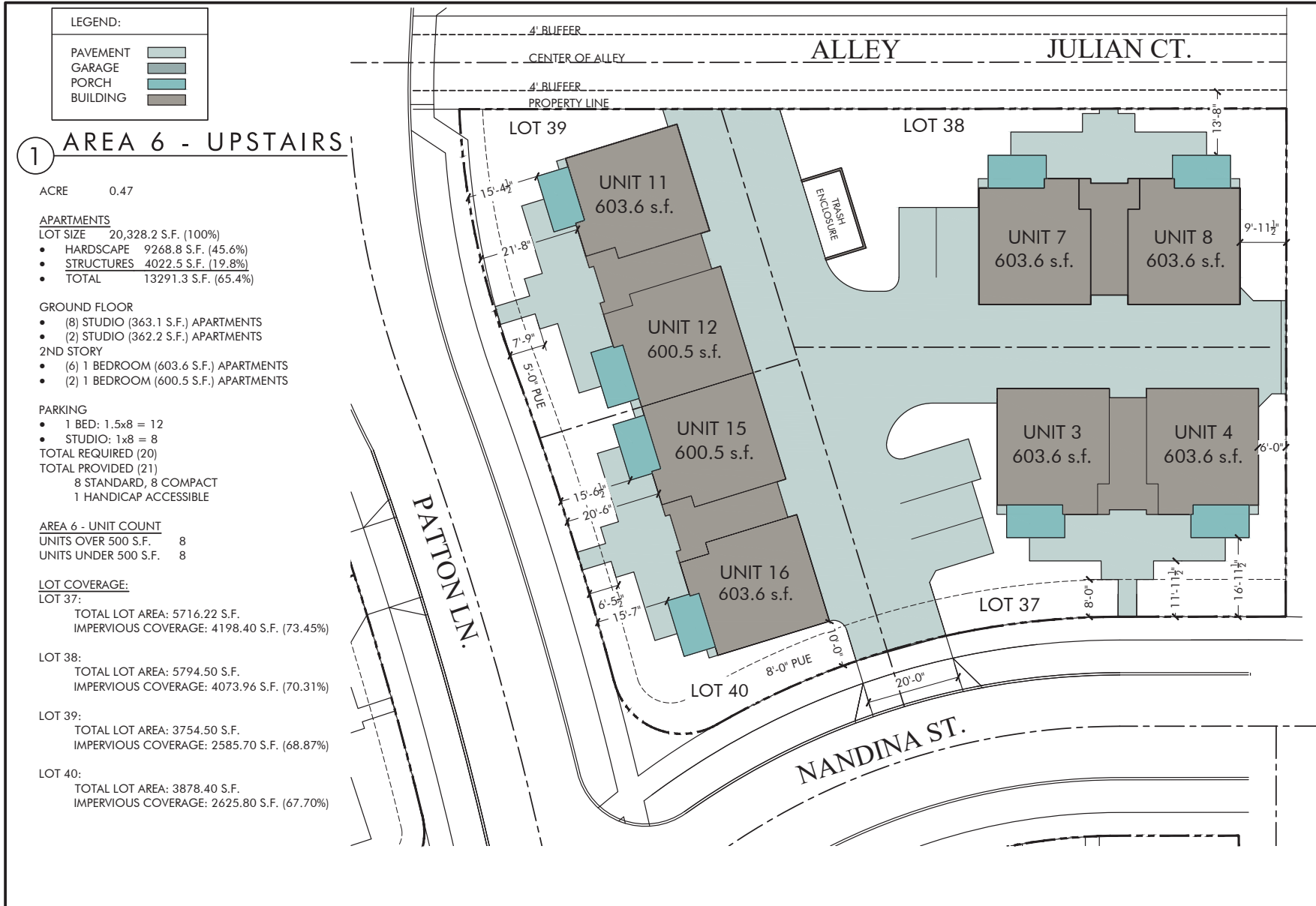
AREA 6 - UNIT COUNT

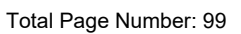
- UNITS OVER 500 S.F. 8
UNITS UNDER 500 S.F. 8

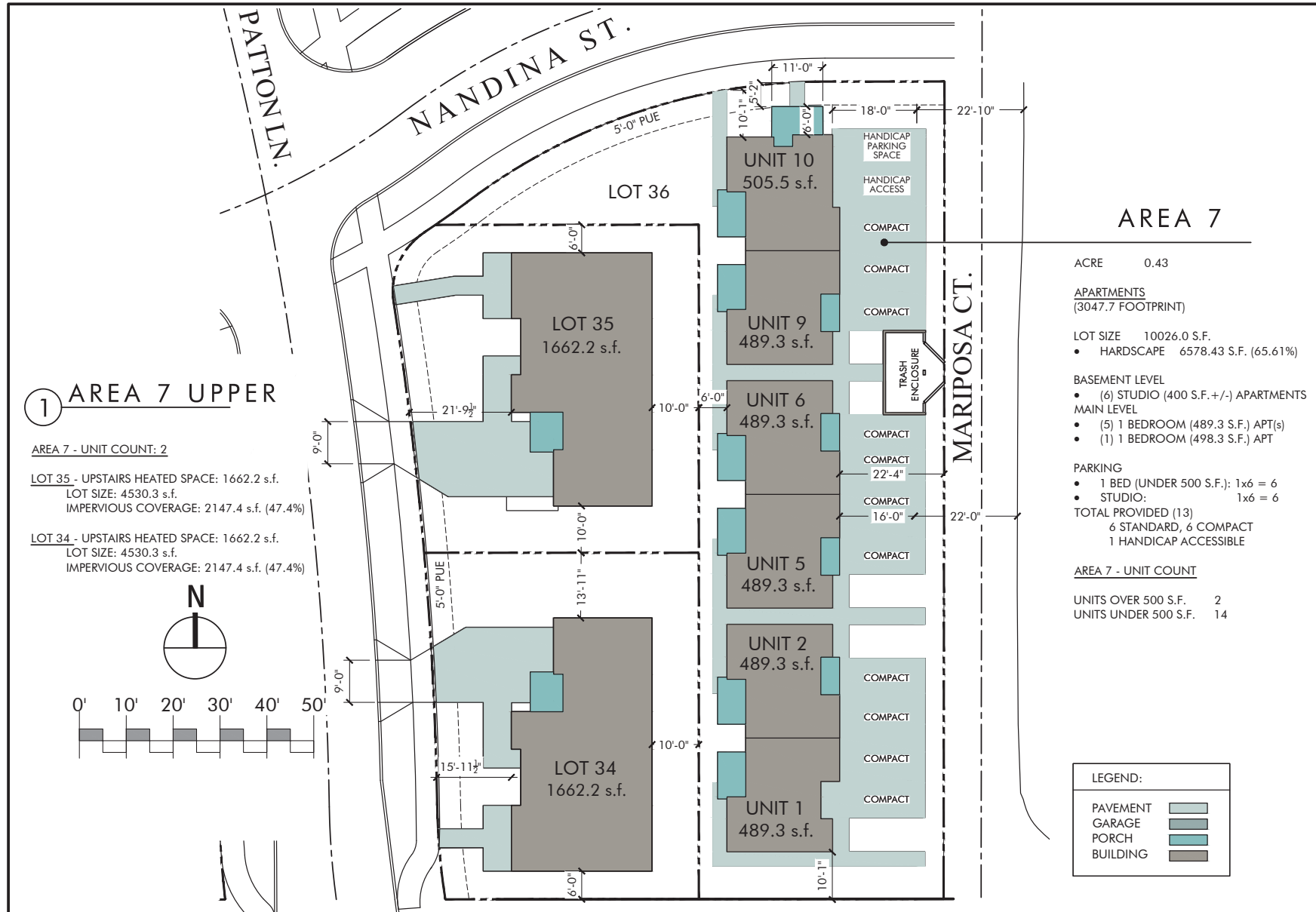
LOT COVERAGE:

- LOT 37:
TOTAL LOT AREA: 5716.22 S.F.
IMPERVIOUS COVERAGE: 4198.40 S.F. (73.45%)
- LOT 38:
TOTAL LOT AREA: 5794.50 S.F.
IMPERVIOUS COVERAGE: 4073.96 S.F. (70.31%)
- LOT 39:
TOTAL LOT AREA: 3754.50 S.F.
IMPERVIOUS COVERAGE: 2585.70 S.F. (68.87%)
- LOT 40:
TOTAL LOT AREA: 3878.40 S.F.
IMPERVIOUS COVERAGE: 2625.80 S.F. (67.70%)











KESTREL PARK PHASE THREE CONCEPTUAL ARCHITECTURE

October 30, 2024 - 11 x 17 Format - Over/Under Apartments & Townhouses Schematic Design

THESE CONCEPTUAL SCHEMATIC DRAWINGS & RENDERINGS ARE NOT FOR CONSTRUCTION © 2024 DE'ZIN LLC & LINDEMANN DESIGN LLC



	DARK body/trim	MEDIUM body/trim	LIGHT body/trim	ADDITIONAL ACCENT & TRIM COLORS	"TRUE" NEUTRAL
STONE HUES 150-250	 R-0528 "Graybeard"	 R-0534 "Subtle Shadow"	 R-0524 "Nomadic Travels"	 R-0472 "Micropolis"	 R-0486 "Paradise City"
CANOPY HUES 70-150	 CA-179 "Cypress"	 R-0442 "Dowager"	 CA-177 "Feldspar"	 R-0429 "Pendula Garden"	 CA-172 "Spring Green"
MEADOW HUES 50-70	 R-0423 "Eye of the Storm"	 R-0379 "Orestes"	 R-0414 "Plume Grass"	 R-0401 "Bamboo Forest"	 SW6179 "Artichoke"
WOOD HUES 0-50	 CA-084 "Foothills"	 CA-141 "Cardamom"	 CA-139 "Claystone"	 R0059 "Quintessential"	 SW2803 "Rookwood Terra Cotta"
				 SW6117 "Smokey Topaz"	

COLOR PROFILE KEY: H | S | B = HUE, SATURATION, BRIGHTNESS

COLOR GUIDANCE FOR THIRD-PARTY DESIGNERS OR COLOR CONSULTANTS:

- 1) Hues of comparable saturation and value to those shown here may be submitted to the Architectural Control Board on a case-by-case basis for amendment to this exterior color palette.
- 2) Contrasting values (DARK, MEDIUM, LIGHT) in body/trim colors may be used as accents in lieu of the bolder saturated accent colors, i.e., "mostly neutral is okay," but homeowners are encouraged to introduce spots of saturated color (patterned on the accent color examples shown here) in at least one front façade element (e.g., front door, porch posts, or a landscape focal point such as a Maple tree, etc.)
- 3) Saturation levels for body/trim colors should not exceed 30% in dark colors, 24% in medium colors or 12% in light colors. Proposals for exceptions based on local context are welcome on a case-by-case basis.
- 4) Saturation levels for accent colors should be in proportion to the inherent LRV of the hue (e.g., yellows are intrinsically more saturated). Colors that are likely to fade quickly in direct sun should be avoided: Follow paint suppliers' guidance for fade-resistant selections of bolder and brighter colors.
- 5) Designers are encouraged to combine neutrals that share analogous undertones (similar or neighboring hues on the 0-359 color wheel). "True neutral grays" such as Sherwin Williams 7674 "Peppercorn" or Benjamin Moore 2121-10 "gray" may be used at will or where undertones are problematic. Accent colors may be employed per standard color wheel principles: complementary, triadic, split-complement, analogous, etc.

MATERIALS' SCHEMES: PRIMARY | ACCENT

- | | |
|-----------------|--|
| Scheme A | 8" Cementitious Lap "Cedarmill" 5" Cementitious Lap "Cedarmill" |
| Scheme B | 8" Cementitious Lap "Smooth" Hardie® Multi-groove Panel (16" o.c. vert.) |
| Scheme C | 6" Cementitious Lap "Cedar" NEW Hardie® Textured Panel (studs 16" o.c.) |
| Scheme D | 8" Cementitious Lap "Smooth" True stucco or stone |

FAN DECKS KEY:

- BM = BENJAMIN MOORE
CA = CASCADIA COLLECTION
H = HISTORIC COLORS**
PL = PRATT & LAMBERT
R = RODDA PROVISIONS**
SW = SHERWIN WILLIAMS
** These color collections are also available from Miller Paint

AERIAL VIEW



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

REAR VIEW



LOT 33 - PATTON LANE VIEW



LOT 32 - PATTON LANE VIEW



LOT 32 - REAR VIEW

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



South Elevation - not to scale

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



North Elevation



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

East Elevation

SHEET
5
OF 29

AREA 4 - LOTS 32-33
ELEVATIONS

Client/Owner: Taylored
Elements
October 30, 2024

Kestrel Hillside
Conceptual Architecture





AERIAL VIEW

LOT 43 - STONERIDGE AVENUE VIEW



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

LOT 44 - STONERIDGE AVENUE VIEW

REAR VIEW

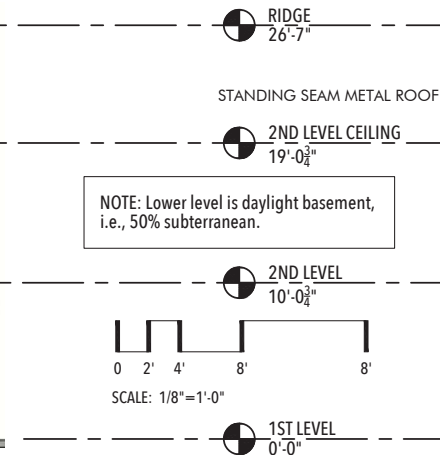




West Elevation - Facing Stoneridge



North Elevation



South Elevation



East Elevation

CEMENTITIOUS LAP SIDING



ALLEY VIEW



AERIAL VIEW



STONERIDGE AVENUE VIEW

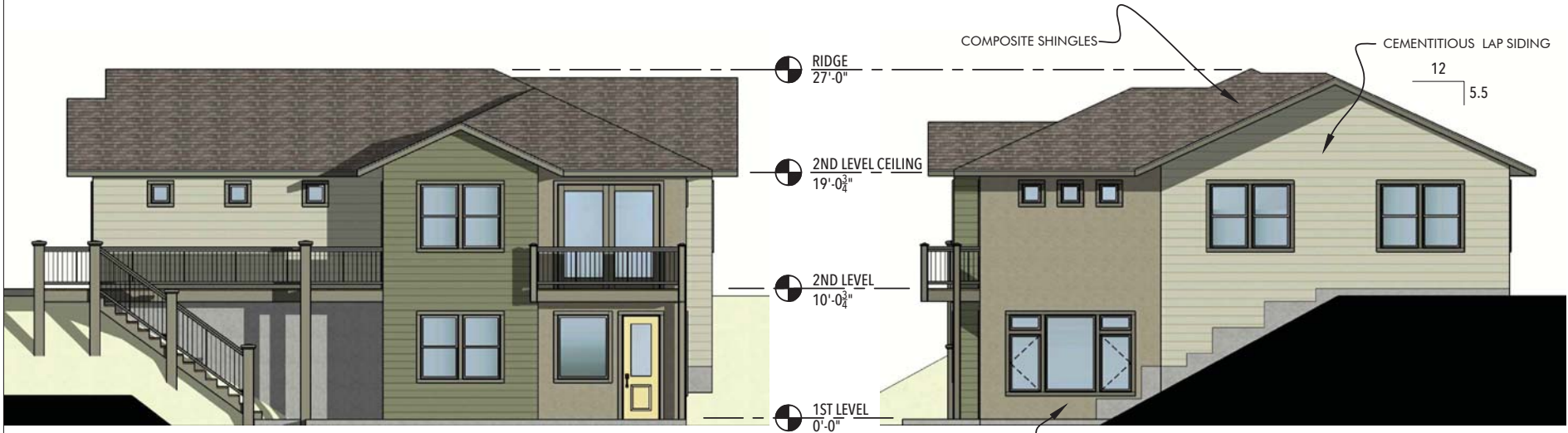
STONERIDGE AVENUE VIEW



REAR WINDOW VIEW

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





West Elevation - Facing Stoneridge

South Elevation

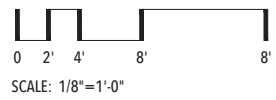
NOTE: Lower level is daylight basement,
i.e., 50% subterranean.



East Elevation



North Elevation





PATTON LANE VIEW



REAR VIEW



REAR VIEW

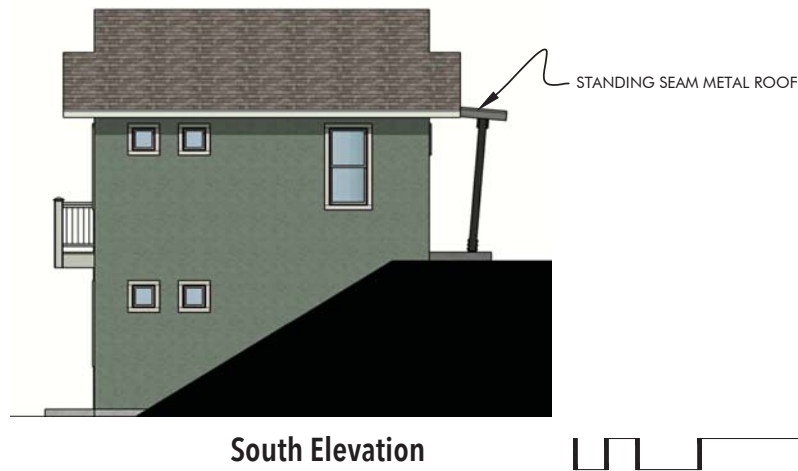
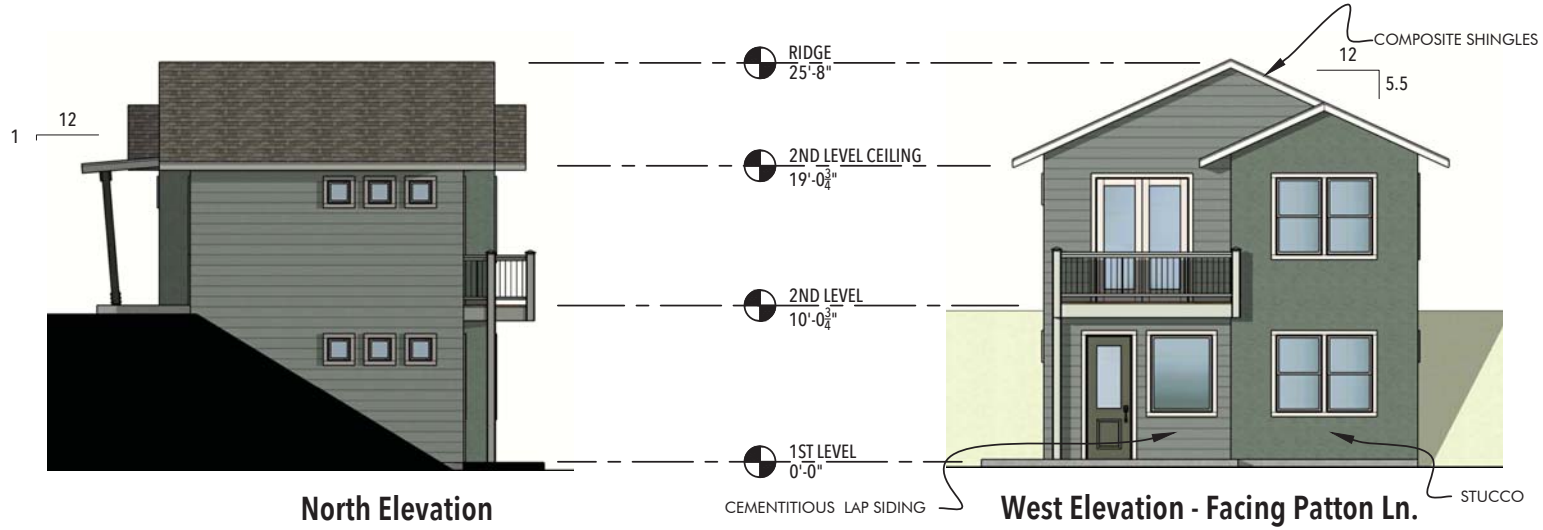


AERIAL VIEW



PATTON LANE VIEW

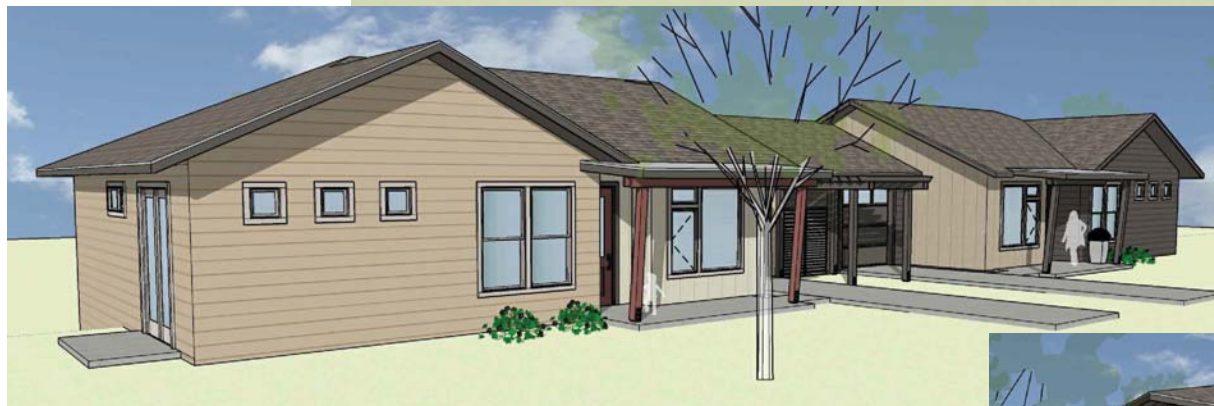
NOTE: Lower level is daylight basement,
i.e., 50% subterranean.





AERIAL VIEW

LOT 41 - PATTON LANE VIEW



LOT 42 - PATTON LANE VIEW

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

LOT 41 - REAR VIEW



LOT 42 - REAR VIEW





East Elevation - Facing Patton Ln.

HARDIE MULTI-GROOVE PANEL

COMPOSITE SHINGLES

CEMENTITIOUS LAP SIDING



South Elevation



North Elevation

RIDGE
27'-10"

STANDING SEAM METAL ROOF

2ND LEVEL CEILING
19'-0 3/4"

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

2ND LEVEL
10'-0 3/4"

0 2' 4' 8' 8'

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

1ST LEVEL
0'-0"



West Elevation

HARDIE MULTI-GROOVE PANEL

SHEET
15
OF 29

AREA 5 - LOTS 41-42
ELEVATIONS

Client/Owner: Taylored
Elements
October 30, 2024

Kestrel Hillside
Conceptual Architecture

de'zín
HOME DESIGN SPECIALISTS
AND LINDEMANN DESIGN LLC



AERIAL VIEW



ALLEY VIEW

NANDINA STREET VIEW



NANDINA STREET VIEW

ALLEY & PATTON LANE VIEW

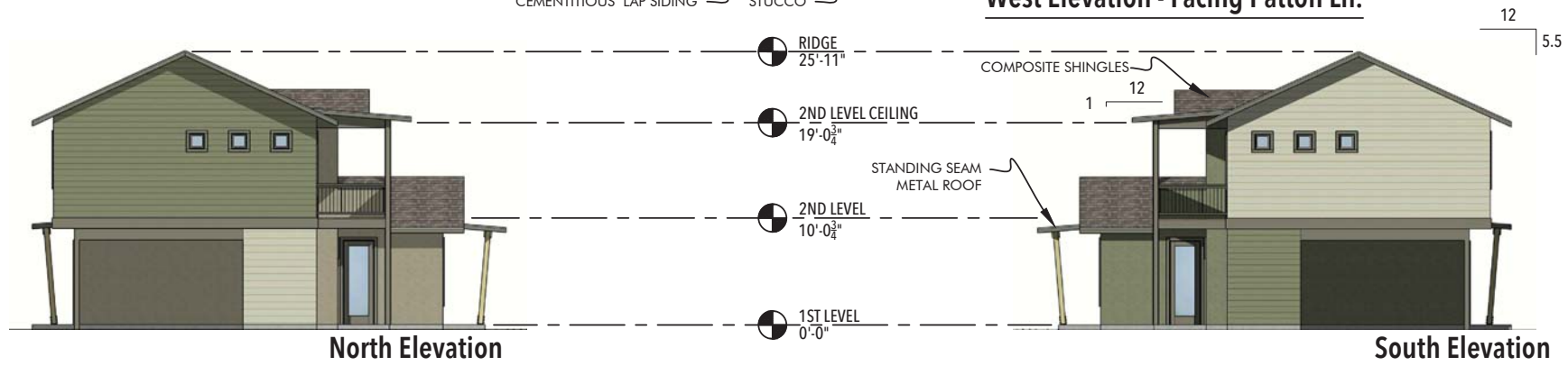








West Elevation - Facing Patton Ln.

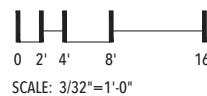


North Elevation

South Elevation



East Elevation





AERIAL VIEW

REAR VIEW



PATTON LANE VIEW



NANDINA STREET VIEW

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

PATTON LANE VIEW

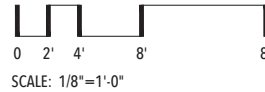


West Elevation - Facing Patton Ln.

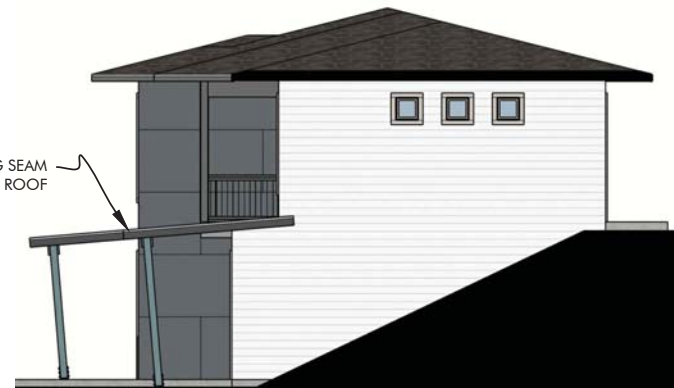


North Elevation

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



STANDING SEAM
METAL ROOF



South Elevation



East Elevation



AERIAL VIEW

PATTON LANE VIEW



REAR VIEW



SIDE VIEW

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

PATTON LANE VIEW

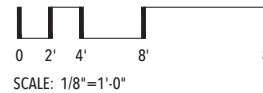


West Elevation - Facing Patton Ln.



North Elevation

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



STANDING SEAM
METAL ROOF



South Elevation



East Elevation



AERIAL VIEW

SHEET
27
OF 29

AREA 7 - LOT 36
AERIAL/OVERVIEW

Client/Owner: Taylored
Elements
October 30, 2024

Kestrel Hillside
Conceptual Architecture

de'zīn
HOME DESIGN SPECIALISTS
AND LINDEMANN DESIGN LLC

REAR VIEW



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

MARIPOSA COURT VIEW

MARIPOSA COURT VIEW





East Elevation - Facing Mariposa Ct.



West Elevation

STANDING SEAM METAL ROOF

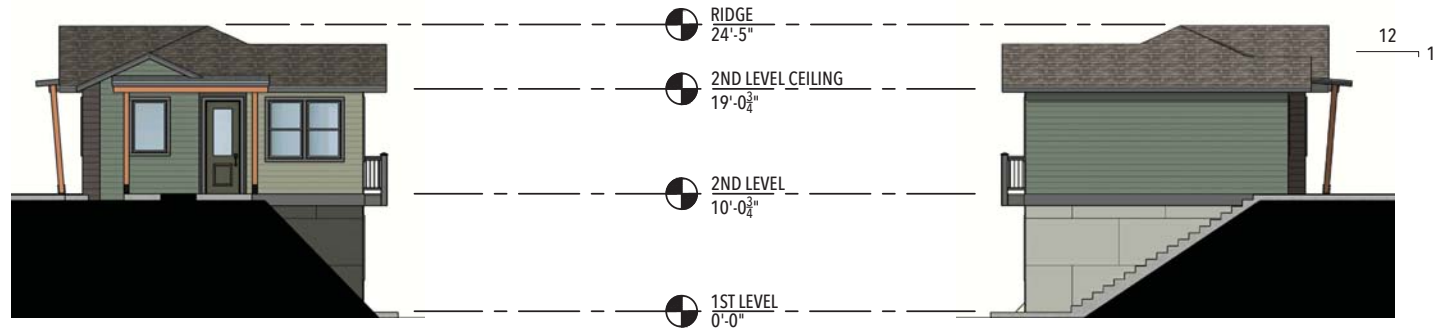
HARDIE MULTI-GROVE PANEL

COMPOSITE SHINGLES

CEMENTITIOUS LAP SIDING

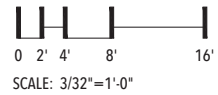
HARDIE TEXTURED PANEL

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



North Elevation

South Elevation



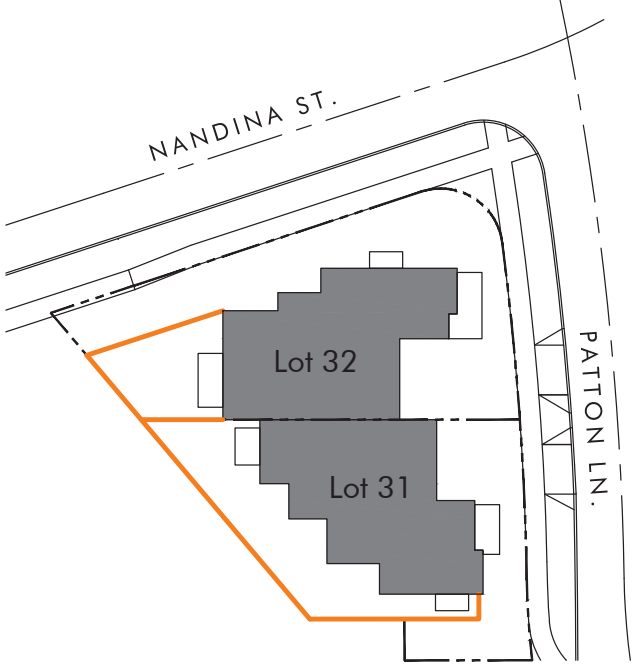
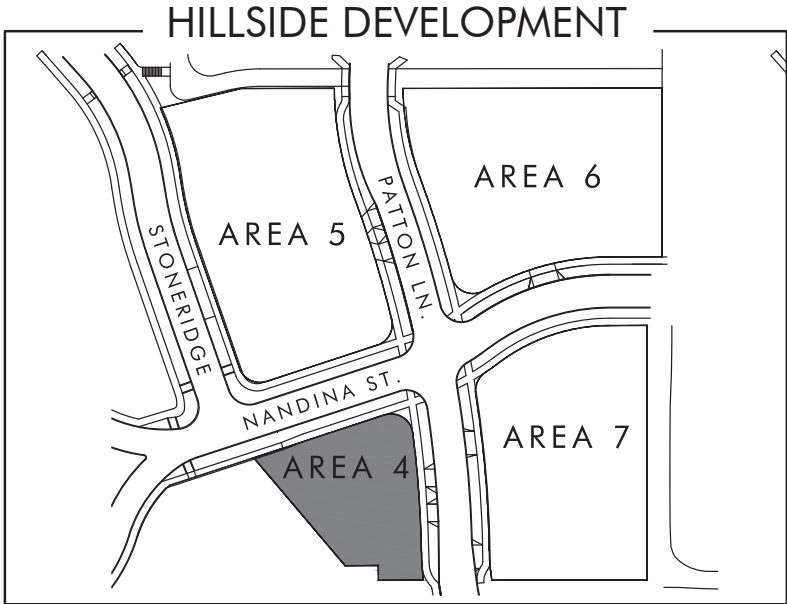
KEY:

UP TO 3'-6" TALL: —

UP TO 6' TALL: —

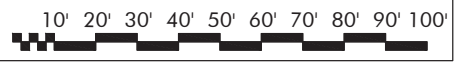
CENTRAL RETAINING: —

- FENCING SCOPE AND HEIGHTS ARE MAXIMUM ALLOWED
- OWNERS MAY CHOOSE TO REDUCE THE AMOUNT OR HEIGHTS OF FENCING
- FENCING WILL BE WHITE VINYL WITH FINAL DESIGN TO BE APPROVED BY THE ARCHITECTURAL REVIEW BOARD



AREA 4

SCALE: 1"=30'



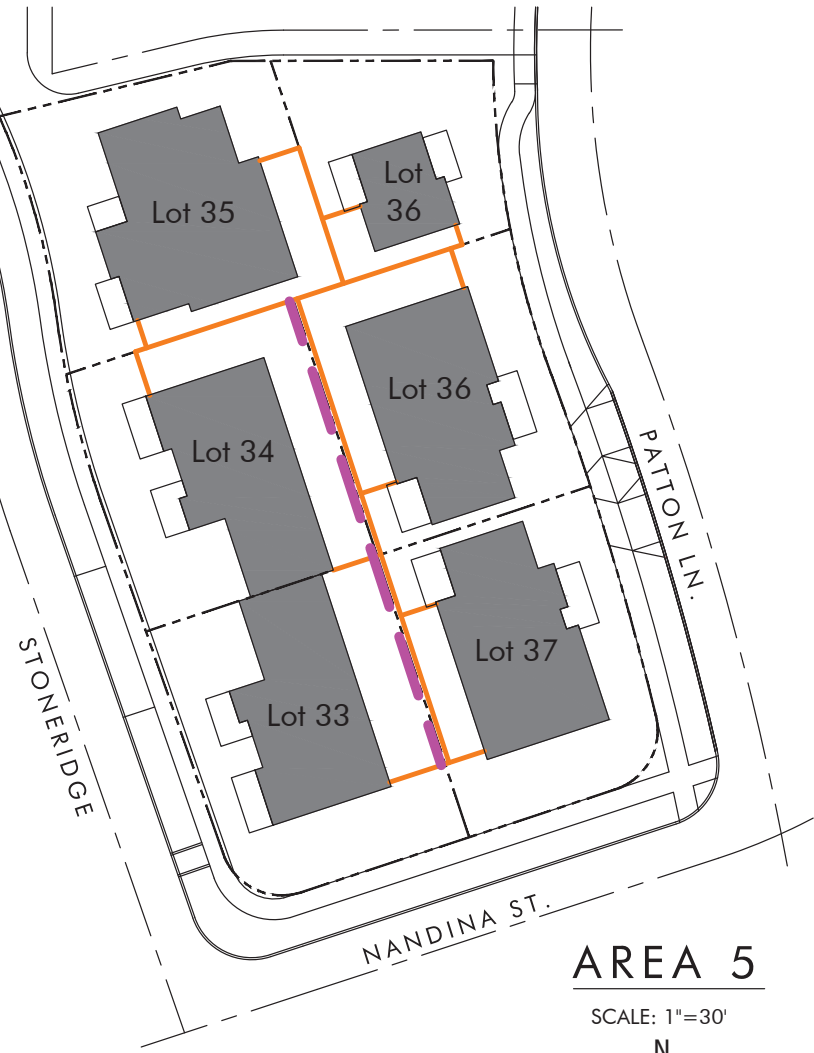
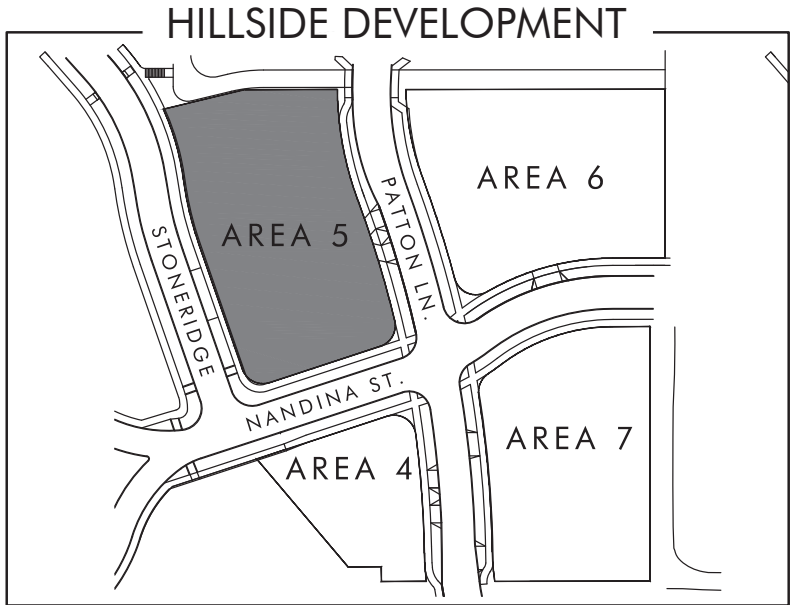
KEY:

UP TO 3'-6" TALL: —

UP TO 6' TALL: —

CENTRAL RETAINING: —

- FENCING SCOPE AND HEIGHTS ARE MAXIMUM ALLOWED
- OWNERS MAY CHOOSE TO REDUCE THE AMOUNT OR HEIGHTS OF FENCING
- FENCING WILL BE WHITE VINYL WITH FINAL DESIGN TO BE APPROVED BY THE ARCHITECTURAL REVIEW BOARD



AREA 5

SCALE: 1"=30'



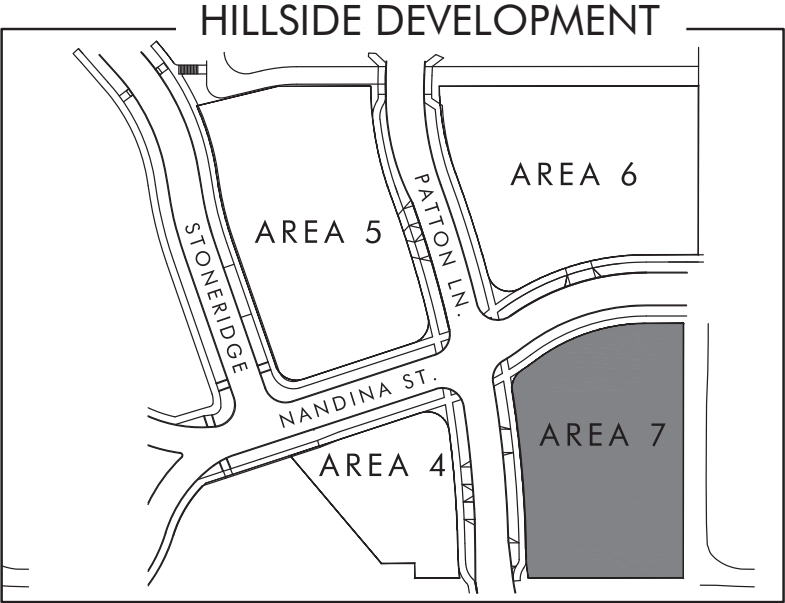
KEY:

UP TO 3'-6" TALL: —

UP TO 6' TALL: —

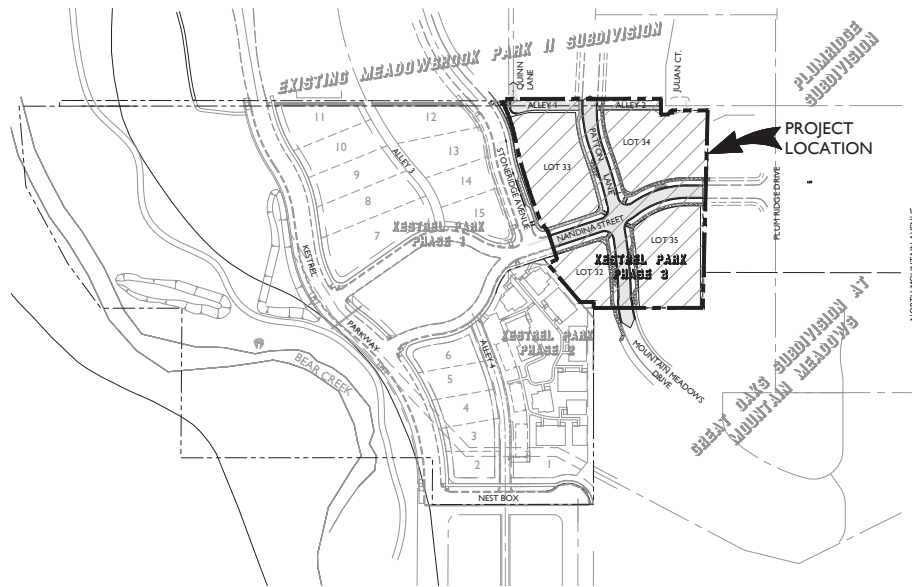
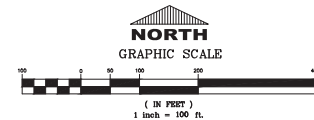
CENTRAL RETAINING: —

- FENCING SCOPE AND HEIGHTS ARE MAXIMUM ALLOWED
- OWNERS MAY CHOOSE TO REDUCE THE AMOUNT OR HEIGHTS OF FENCING
- FENCING WILL BE WHITE VINYL WITH FINAL DESIGN TO BE APPROVED BY THE ARCHITECTURAL REVIEW BOARD



1. ALL WORK SHALL CONFORM TO THE AWWA/ODOT STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OREGON CHAPTER, 2018 AND AS AMENDED BY THE CITY OF ASHLAND.
2. STORM DRAIN PIPE SHALL BE AS INDICATED ON THE PROJECT PLANS. PRIVATE STORM DRAIN PIPE (4", 6" & 8") SHALL BE PVC CONFORMING TO ASTM D-3034. EACH SERVICE TERMINATION POINT SHALL BE MARKED WITH A PAINTED "x" 4" STORM DRAIN PIPE DETECTOR SHALL BE USED.
3. SANITARY SEWER PIPE SHALL BE PVC (ASTM D-3034). SANITARY SEWER LATERALS SHALL BE CONNECTED TO THE MAIN BY USING A ONE PIECE PREFABRICATED SEWER WYE AND 4" MINIMUM DUCTILE IRON PIPE. DETECTOR SHALL BE MARKED WITH THE CITY OF ASHLAND MARKED WITH PAINTED GREEN "x". SANITARY SEWER DETECTOR SHALE SHALL BE USED. ONLY GREEN PIPE ALLOWED PER CITY STANDARDS.
4. CLASS "B" BACKFILL SHALL BE USED IN ALL TRENCHES WITHIN THE RIGHT OF WAY OR OUTSIDE THE RIGHT OF WAY. CLASS "C" BACKFILL SHALL BE USED IN ALL TRENCHES UNDER EXISTING ASPHALT.
5. GRANULAR MATERIALS SHALL BE OBTAINED FROM A CITY APPROVED SOURCE. CONTRACTOR SHALL NOTIFY THE CITY ENGINEER OF THE MATERIAL SOURCE PRIOR TO ANY GRANULAR MATERIAL PLACEMENT. CONTRACTOR SHALL NOT CHANGE MATERIAL SOURCE WITHOUT PRIOR APPROVAL FROM THE CITY ENGINEER.
6. ALL STORM DRAIN CURB INLETS SHALL BE CITY OF ASHLAND TYPE 4A WITH A 4" CURB OPENING UNLESS OTHERWISE SPECIFIED ON THE PLANS.
7. ALL STORM DRAIN PIPES SHALL HAVE WATER-TIGHT JOINTS. PVC AND SANITARY SEWER PIPES SHALL BE REQUIRED TO ASTM D-3034. PRE-FABRICATED PRE-MANUFACTURED TEES SHALL BE USED FOR LATERALS CONNECTING TO NEW STORM DRAIN/SANITARY SEWER MAINS.
8. ALL WATER MAINS SHALL BE PER CURRENT CITY OF ASHLAND STANDARDS, BE FULLY COVERED AND VISIBLE. RESPONSIBLE AS SUCH (E.G. AS MESSAGE ON APPROVED EQUAL).
9. PIPE: AWWA 21.5" DUCTILE IRON, CLASS 54, FULLY RESTRAINED JOINT UNLESS NOTED OTHERWISE.
10. FITTINGS: AWWA C105 OR C153 WITH "LEAKA MEGALOGS" OR APPROVED EQUAL. RESTRAIN JOINTS UNLESS OTHERWISE NOTED.
11. C. INSTALL THURST BLOCKS AS SHOWN ON PLANS.
12. DETECTOR SHALL BE USED TO DETECT ALL PIPES INCLUDING THE TAP, SERVICE LINE & METER. THE CONTRACTOR SHALL INSTALL THE METER BOX, LID, AND ACCESSORY.
13. THE OWNER SHALL ENTER INTO AN AGREEMENT WITH THE CITY TO LIEBILIZE ALL ASHLAND PROPERTY TO THE CITY. THE CITY SHALL BE RESPONSIBLE BY THE CITY TO THE OWNER ON AN ACTUAL COST BASIS FOR LABOR, MATERIALS, EQUIPMENT RENTAL AND OVERHEAD.
14. CONTRACTOR SHALL FURNISH EVIDENCE OF RECORD AND CITY WITH DATA ON ALL VALVES AND PIPE APPURTENANCES WITH THE AS-BUILTS.
15. SEPARATION OF SANITARY SEWER AND WATER MAINS SHALL BE IN ACCORDANCE WITH OREGON STATE WATER MAIN DESIGN RULES AND/OR AS MODIFIED BY THE CITY OF ASHLAND.
16. ALL GIVEN PIPE LENGTHS AND SLOPES ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
17. ALL WORK ON GRAVITY STORM DRAIN AND SANITARY SEWER SYSTEMS SHALL BEGIN AT THE LOWEST POINT AND PROCEED UPGRADE TO THE HIGHEST POINT. WORK SHALL PROCEED IN THE ORDER SHOWN ON THE PLANS. CONTRACTOR SHALL NOT LEAVE OUT SECTIONS OF THE SYSTEM AND RESTART AT A HIGHER POINT. CAP/PLUG SUS DAILY DURING CONSTRUCTION.
18. LOCATING AND MARKING OF ALL EXISTING UTILITIES AND STRUCTURES ARE APPROXIMATE. UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO CONSTRUCTION.
19. CONTRACTORS AND SUBCONTRACTORS SHALL BE RESPONSIBLE FOR DEALING WITH THE CITY OF ASHLAND ENGINEERING (541-486-5343) FOR ANY CHANGES TO THE PLANS. CONTRACTOR SHALL NOTIFY OREGON UTILITY NOTIFICATION CENTER (1-800-332-2344) AND THE CITY OF ASHLAND ENGINEERING (541-486-5343) 48 HOURS PRIOR TO STARTING WORK.
20. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE VARIOUS UTILITY AGENCIES REGARDING INSTALLATION AND/OR RELOCATION REQUIREMENTS FOR THEIR FACILITIES.
21. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
22. STABILIZATION FABRIC SHALL CONFORM TO ODOT 2018 SPECIAL PROVISIONS 02320.
23. POWER FACILITIES SHOWN ON THESE PLANS ARE FOR REFERENCE ONLY. SEE POWER PERMITTING BY CITY OF ASHLAND ELECTRIC DEPARTMENT FOR DETAILED PLANS & SPECIFICATIONS.
24. BASIS OF BEARING: SEE TOPOGRAPHIC SURVEY, SHEET T.1
25. BENCHMARK: SEE TOPOGRAPHIC SURVEY, SHEET T.1

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



ENGINEER OF RECORD: ANTHONY BAKKE, P.E. E.C.E., INC. 1100 N. MAIN ST., SUITE 103 MEDFORD, OR 97501 PH: (541) 779-5268	QTY/ASHLAND PUBLIC WORKS KARL JOHNSON ENGINEERING DIVISION 51 WINGBURY AVE. ASHLAND, OR 97520 PH: (541) 552-2415	CABLE COMPANY CHARTER COMMUNICATIONS P.O. BOX 100 1154 CENTER DR., SUITE C MEDFORD, OR 97501 PH: (541) 500-8992
SURVEYOR OF RECORD: SHAWN KAMPMANN ASHLAND SURVEYING P.O. BOX 459 ASHLAND, OR 97502 PH: (541) 462-5000	ELECTRIC/AFN: DAVE TIGERSON ASHLAND UTILITIES 90 NORTH MOUNTAIN ASHLAND, OR 97520 PH: (541) 552-2839	GAS COMPANY: ERIK ENRIQUEZ ASHLAND UTILITIES 580 BUSINESS PARK DR MEDFORD, OR 97504 PH: (458) 225-4732
DEVELOPER/OWNER: MARK KNOX KOA 604 FAR OAKS COURT ASHLAND, OR 97520 PH: (541) 835-1234	IRRIGATION: JIM WYATT KOA 1000 VALLEY VIEW DRIVE ASHLAND, OR 97520 PH: (541) 835-1529	TELEPHONE COMPANY: DEREK BELICK CENTURY LINK 132 W. 4TH STREET MEDFORD, OR 97501 PH: (541) 776-8128

LINES			
	PROPOSED P/WMT	EX SD	EXISTING STORM
	PROPOSED SIDEWALK	EX SS	EXISTING SEWER
	PROPOSED STORM	EX W	EXISTING WATER
	PROPOSED SEWER	EX G	EXISTING GAS
	PROPOSED WATER	EX P	EXISTING POWER
	PROPOSED R/W	EX T	EXISTING PHONE
	PROPERTY LINE	EX TV	EXISTING TV
	CENTER LINE	EX P/WMT	EXISTING P/WMT
	PUE	EX C & G	EXISTING C & G
	PROPOSED C & G	EX SIDEWALK	EXISTING SIDEWALK
	PROPOSED DITCH	EX DITCH	EXISTING DITCH
		EX FENCE	EXISTING FENCE

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

COVER SHEET	A.1
SECTIONS	A.2
UTILITY, SITE, LIGHTING, & SIGNING PLAN	B.1
NANDINA STREET	C.1
PATTON LANE	C.2
ALLEY I	C.3
CURB RETURNS	C.4
GRADING PLAN	D.1
NANDINA SECTIONS	D.2
PATTON SECTIONS	D.3
EROSION & SEDIMENT CONTROL PLAN	E.14
DETAILS	F.14
TOPOGRAPHIC SURVEY	T.1

No.	REVISION		DATE	BY
C.S.				
E.S. -2				

CITY OF ASHLAND - ENGINEERING DEPARTMENT

KESTRAL PARK SUBDIVISION
PHASE 3
CIVIL IMPROVEMENTS

COVER SHEET

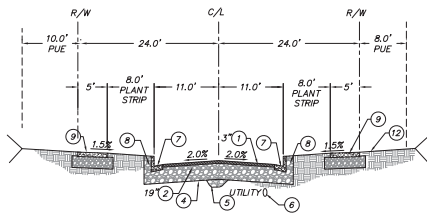
PROJECT NO:
—

DRAWING NO:

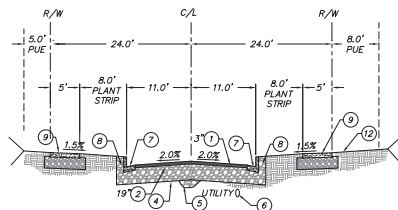
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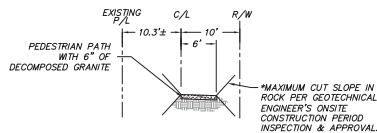
REVIEWED PUBLIC WORKS DIRECTOR:	DATE:
NAME: KES-PH3.DWG	PROJ: 22-30 PLOT DATE: 3/14/2023



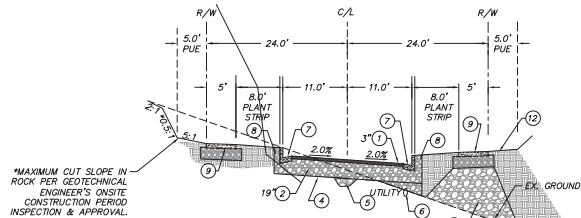
TYPICAL SECTION - 48' R/W
NANDINA STREET
(STA: 46+00.00 TO STA: 47+17.78)
N.T.S.



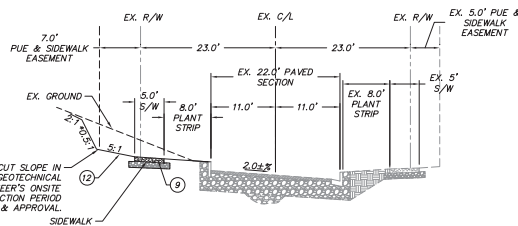
TYPICAL SECTION - 48' R/W
NANDINA STREET
(STA: 47+17.78 TO STA: 48+76.00)
N.T.S.



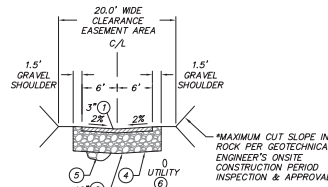
PEDESTRIAN PATH
N.T.S.



TYPICAL SECTION - 48' R/W
PATTON LANE
(STA: 28+00.00 TO STA: 32+08.50)
N.T.S.



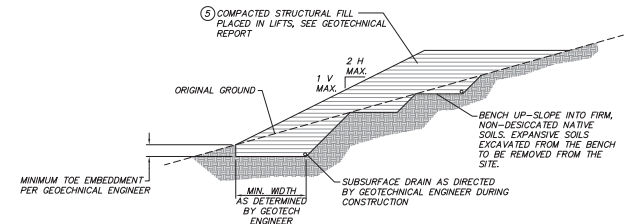
TYPICAL SECTION - 46' R/W
STONERIDGE AVENUE
(STA: 19+23.00 TO NANDINA)
N.T.S.



TYPICAL SECTION
ALLEY I
N.T.S.

TYPICAL SECTION CONSTRUCTION NOTES

- ① LEVEL 2, 1/2" HMAC (DEPTH AS NOTED).
 - ② 3/4"-MINUS CRUSHED ROCK (DEPTH AS NOTED).
 - ③ NOT USED
 - ④ WOVEN GEOTEXTILE STABILIZATION FABRIC PER 2018 OREGON STANDARD SPECIFICATION, SPECIAL PROVISION 02.320 (SUBGRADE GEOTEXTILE).
 - ⑤ IMPORTED SUB-BASE (WHERE APPLICABLE) TO BE 4"-0" CRUSHED ROCK OR APPROVED EQUIVALENT.
 - ⑥ CONTRACTOR TO MOUND OVER UNDERGROUND UTILITIES WITH 3/4"-MINUS GRAVEL FOLLOWING UTILITY INSTALLATION TO MAINTAIN 18" MINIMUM COVER AT ALL TIMES.
 - ⑦ 24" CURB & GUTTER, E-6", PER CURRENT ODOT STANDARD DRAWING NO. RD700.
 - ⑧ BASE MATERIAL TO EXTEND 12" BEHIND CURB (TYPICAL). PROVIDE BASE MATERIAL A MINIMUM OF 3' BEHIND CURB WHERE NOT CONSTRUCTING PLANTER, SIDEWALK, OR PUE GRADE IN FULL SECTIONS.
 - ⑨ SIDEWALK W/PARK STRIP PER CURRENT ODOT STANDARD DRAWING NO. RD720 WITH 6" OF 3/4"-MINUS AGGREGATE BASE COMPACTED TO 95% OF ASTM D 698 AND EXTENDED 6" BEYOND EDGE OF SIDEWALK. SIDEWALK AND BASE ROCK TO BE INSTALLED BY HOMEOWNER U.N.O.
 - ⑩ SIDEWALK ADJACENT TO CURB PER CURRENT ODOT STANDARD DRAWING NO. RD720. AGGREGATE BASE DEPTH SHALL MATCH ADJACENT ROADWAY SECTION AND EXTEND 12" BEYOND EDGE OF SIDEWALK. SIDEWALK AND BASE ROCK TO BE INSTALLED BY HOMEOWNER U.N.O.
 - ⑪ MAXIMUM CUT & FILL SLOPES (SEE PLAN FOR ADDITIONAL REQUIREMENTS).
 - ⑫ PUE GRADE AS SHOWN. EMBANKMENT, WHERE REQUIRED, SHALL BE CONSTRUCTED PER GEOTECHNICAL REPORT.
 - ⑬ NOT USED
- NOTE: CROSS SECTIONS ARE ALWAYS VIEWED LOOKING "UP-STATION".



FILL BENCHING EXHIBIT

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

GEOTECHNICAL NOTES

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

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

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

GEOTECHNICAL PRE-CONSTRUCTION & SUBGRADE APPROVAL

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

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

FOR GEOTECHNICAL NOTES
AND SPECIFICATIONS ONLY

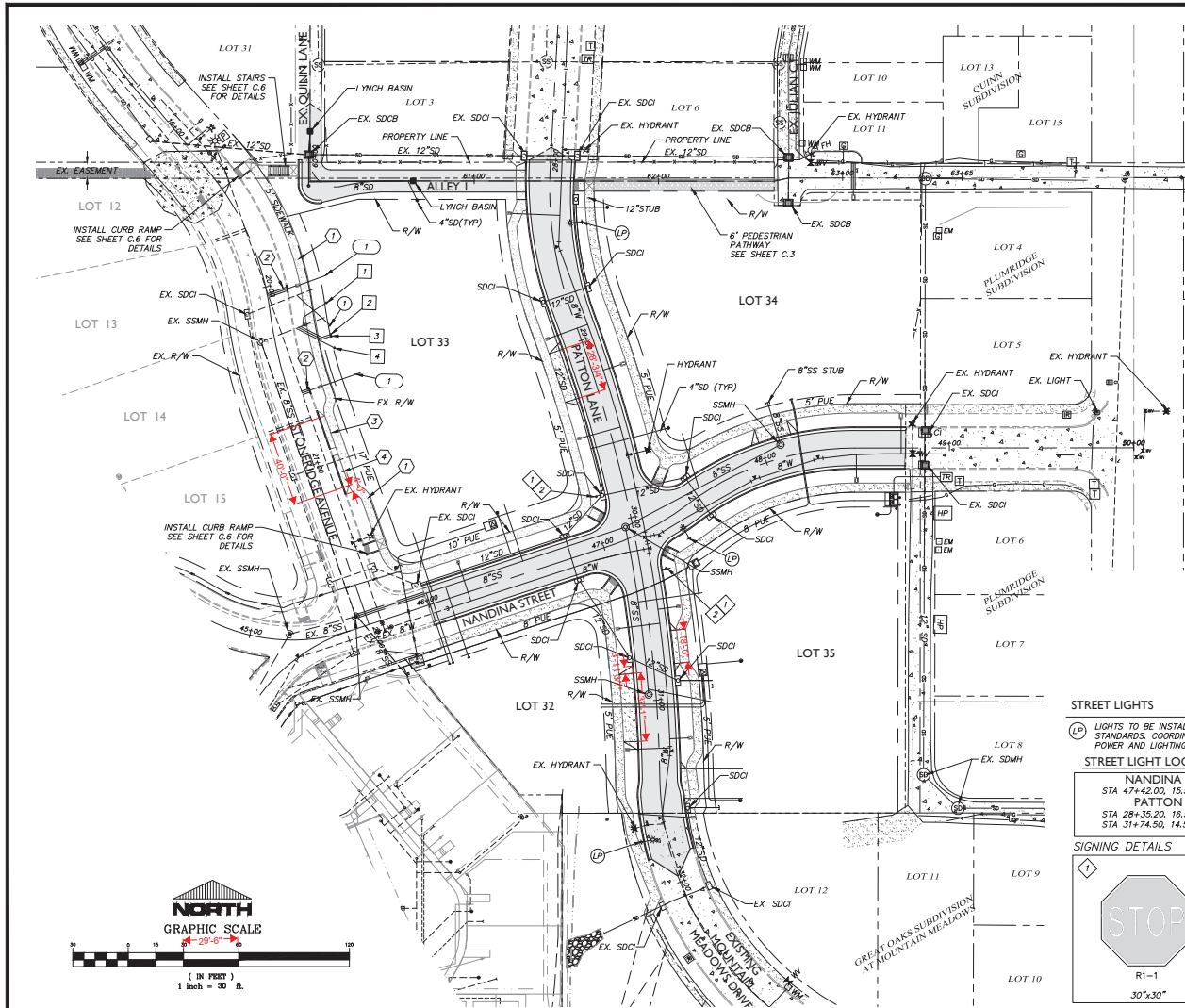


DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MBK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY



CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	PROJECT NO. -
SECTIONS	DRAWING NO. A.2
REV. CITY ENGINEER:	DATE
NAME: KES-PHSDWG	PLOT DATE: 11/7/2024



ELECTRICAL SERVICE FACILITIES

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

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

UTILITY NOTE:

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

CONSTRUCTION NOTES

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

PRIVATE SEWER CONSTRUCTION NOTES

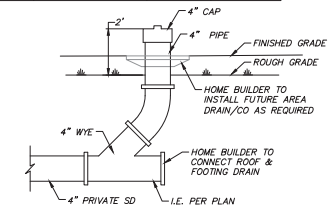
1. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+13.00, 31.51.T
2. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+32.50, 31.51.T
3. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+33.70, 31.51.T
4. INSTALL PRIVATE 4"SS STUB @ MIN. 2.0% SLOPE. MAINTAIN MINIMUM OF 2' OF COVER THROUGHOUT LENGTH. STA 20+41.30, 31.51.T

PRIVATE WATER CONSTRUCTION NOTES

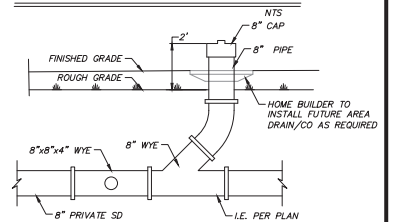
1. CITY WATER DEPT. TO TAP WATER MAIN AND INSTALL WATER SERVICE AND WATER METER. WATER SERVICE SIZING TO BE VERIFIED BY MECHANICAL ENGINEER/PROJECT PLUMBER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF ASHLAND WATER DEPARTMENT FOR INSTALLATION OF SERVICES.

WATER SERVICE TABLE

DESCRIPTION	STATION	OFFSET	DESCRIPTION
WM	20+02.50 (STONERIDGE)	16.5' LT	SINGLE
WM	20+61.00 (STONERIDGE)	16.5' LT	SINGLE



INDIVIDUAL PRIVATE STORM AREA DRAIN AND TEE DETAIL



COMMON PRIVATE STORM AREA DRAIN AND TEE DETAIL

NTS

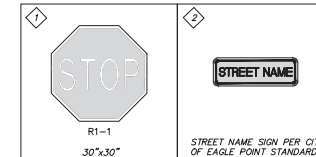
STREET LIGHTS

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

STREET LIGHT LOCATION TABLE

NANDINA STREET
STA 47+42.00, 15.51.T
PATTON LANE
STA 28+35.20, 16.51.T
STA 31+74.50, 14.51.T

SIGNING DETAILS



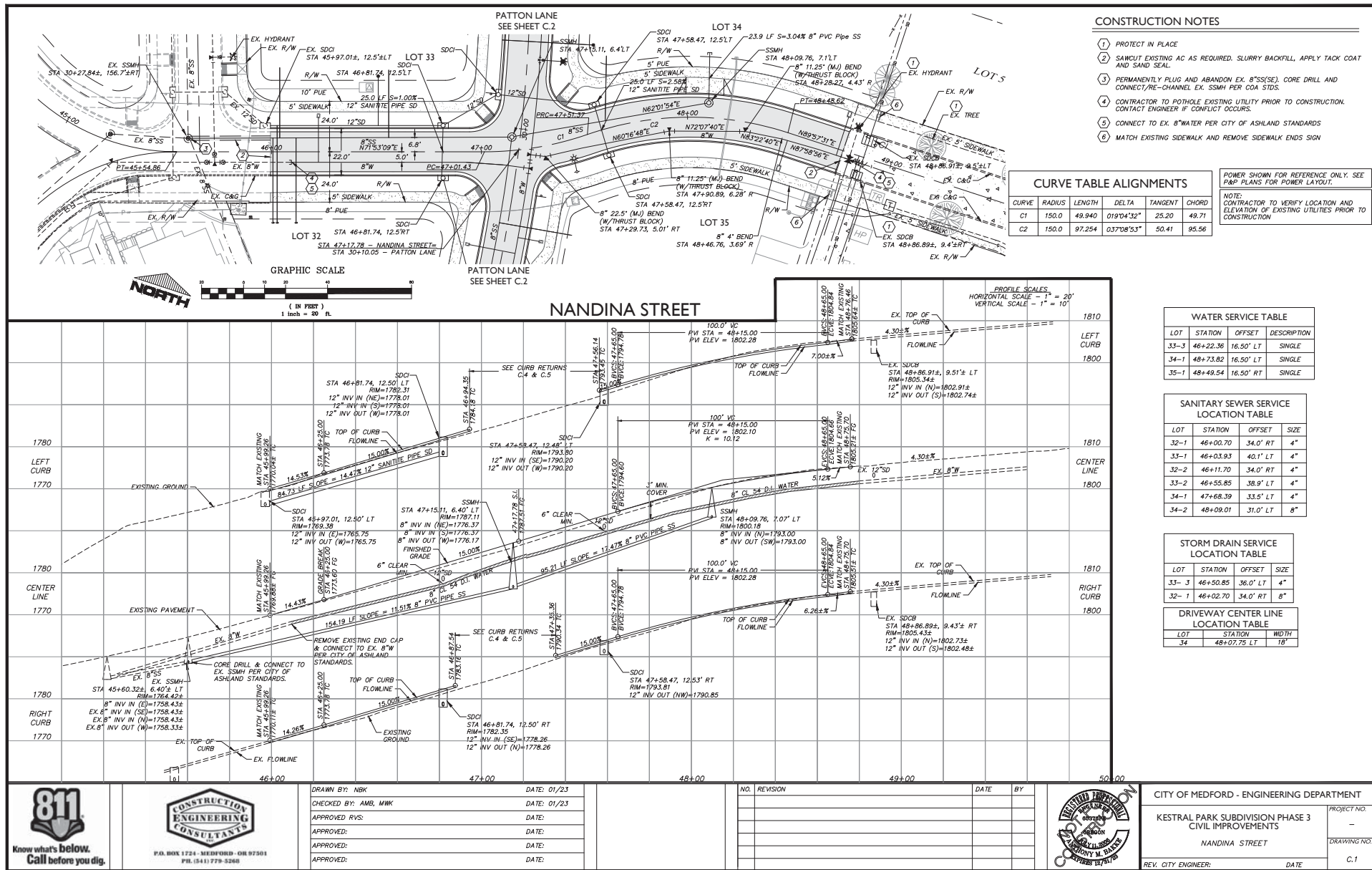
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CHECKED BY: AMB, MBK	DATE: 01/23
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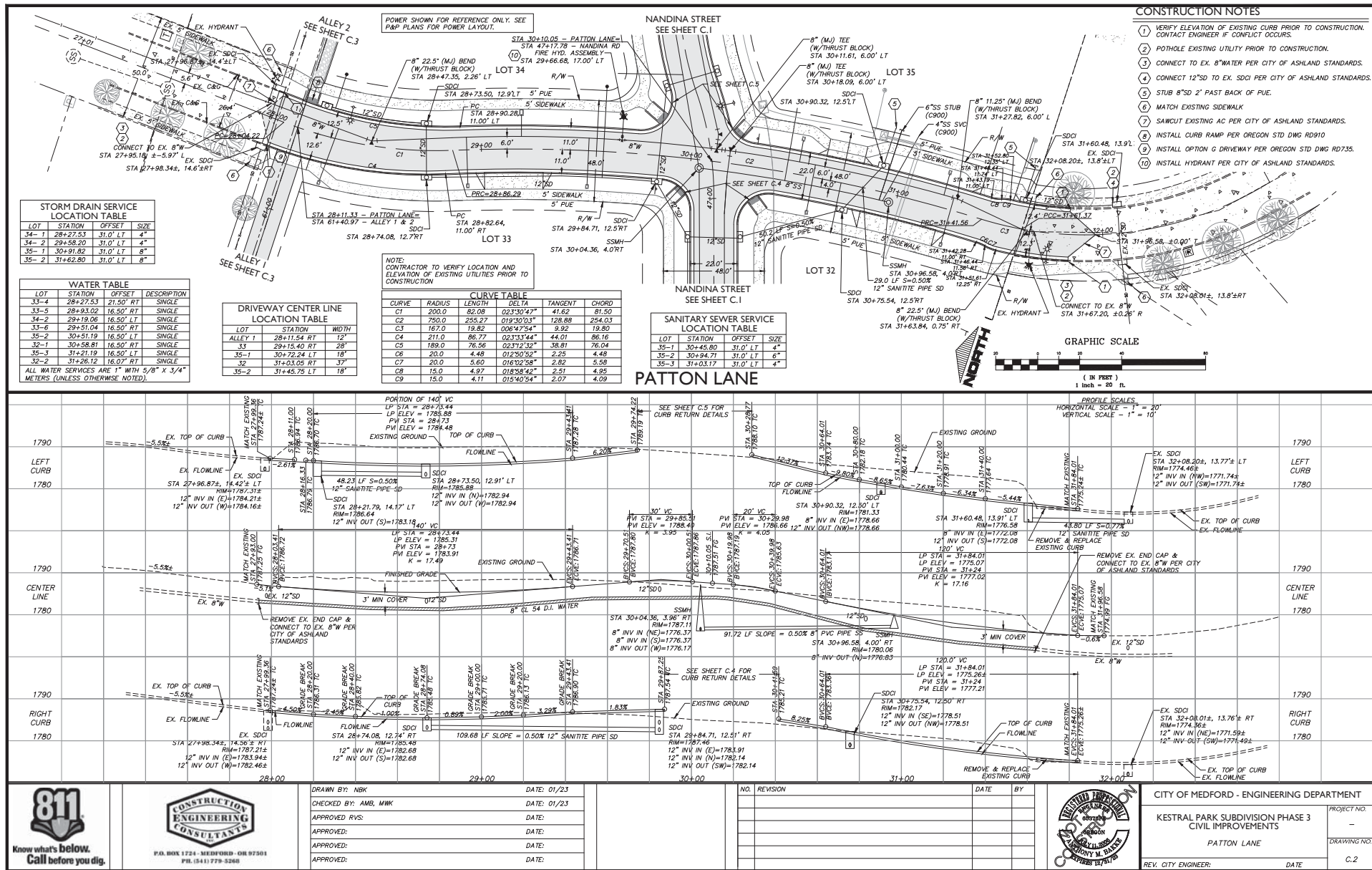
NO.	REVISION	DATE	BY

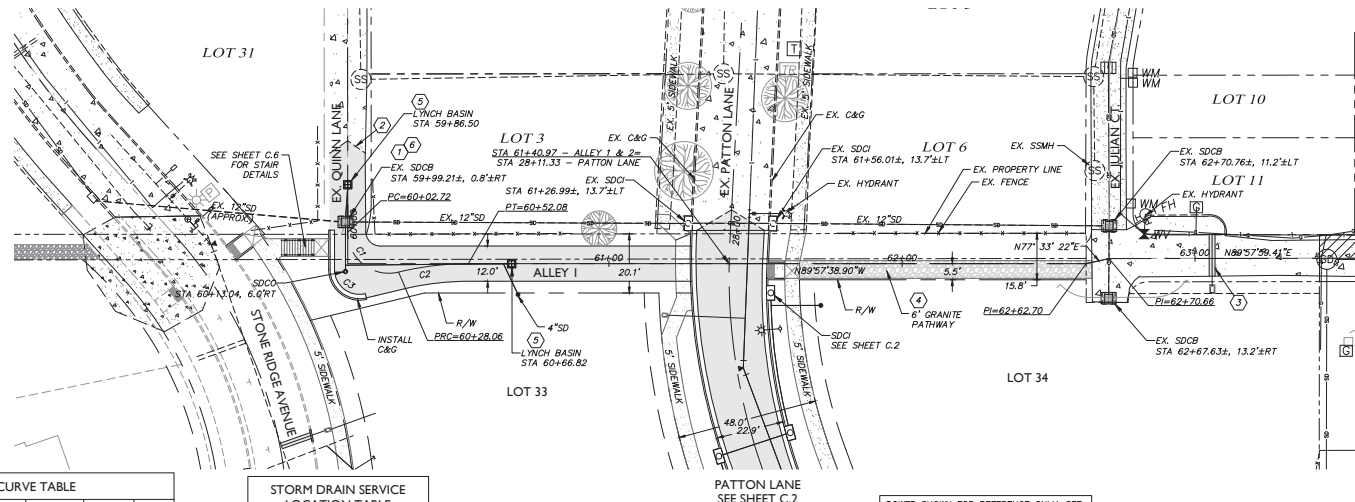


CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	PROJECT NO. -
UTILITY, SITE, LIGHTING, & SIGNING PLAN	DRAWING NO. B.1
REV. CITY ENGINEER:	DATE

NAME: KES-PHSDWG PROJ: 22-30 PLOT DATE: 3/14/2023

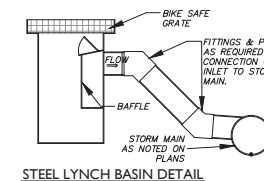






CONSTRUCTION NOTES

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



NOTE: MODEL OR SERIES AS MANUFACTURED BY N.T.S. GRAFTECH, INC. HALLSBURG, OR (O.A.E.) (PRIVATE)

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD
C1	14.0	25.35	103°44'4"	17.83	22.02
C2	100.0	24.02	013°45'44"	12.07	23.96
C3	8.5	15.35	103°27'36"	10.77	13.35

STORM DRAIN SERVICE LOCATION TABLE			
LOT	STATION	OFFSET	SIZE
33-4	60+69.02	10.5' RT	4"

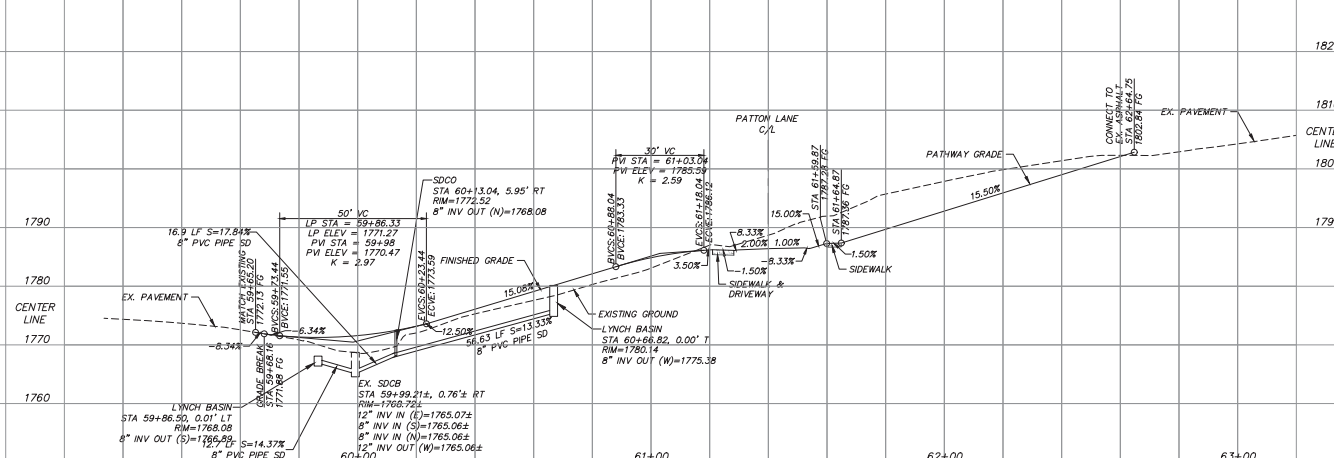
POWER SHOWN FOR REFERENCE ONLY. SEE P&P PLANS FOR POWER LAYOUT.

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

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

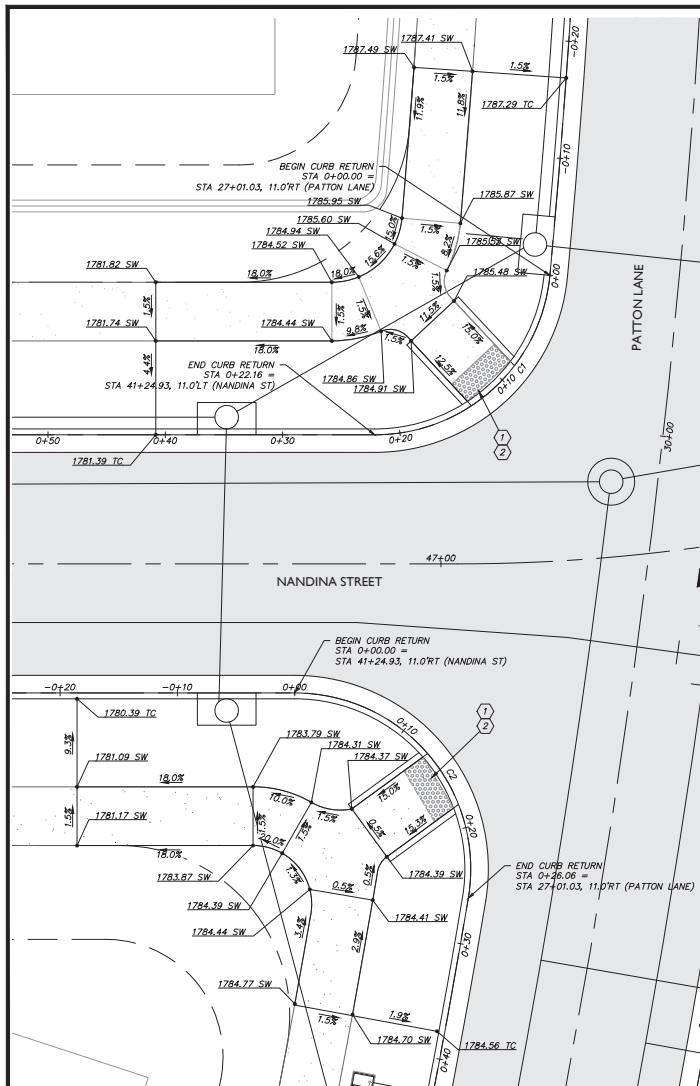


ALLEY I & 2



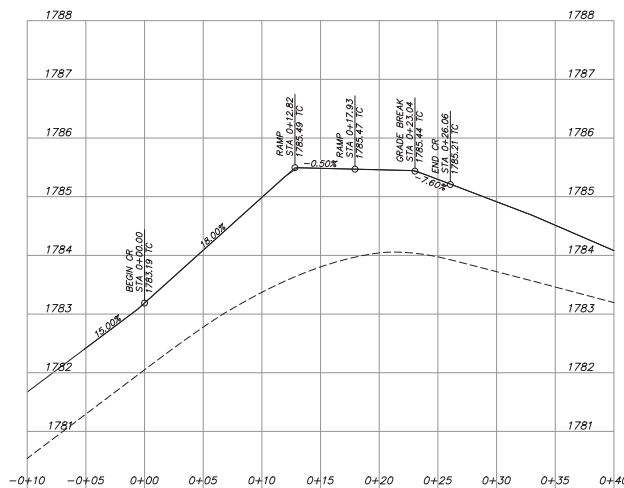
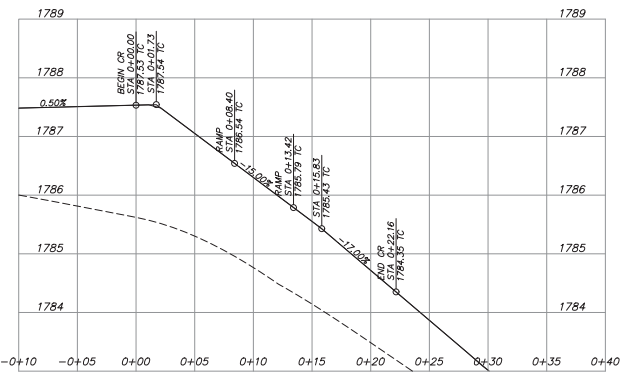
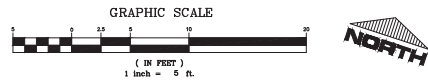
PROFILE SCALES
HORIZONTAL SCALE - 1" = 20'
VERTICAL SCALE - 1" = 10'

		DRAWN BY: NKB	DATE: 01/23		CITY OF MEDFORD - ENGINEERING DEPARTMENT		
		CHECKED BY: AMB, MKK	DATE: 01/23		PROJECT NO. -		
		APPROVED RVS:	DATE:		DRAWING NO. C.3		
		APPROVED:	DATE:		REV. CITY ENGINEER: DATE		
		APPROVED:	DATE:		NAME: RES-PHSDWG		
		NO. REVISION		DATE BY		KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS ALLEY 1 REV. CITY ENGINEER: DATE	



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

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



DRAWN BY: NBK

CHECKED BY: AMB, MBK

APPROVED RVS:

APPROVED:

APPROVED:

APPROVED:

DATE: 01/23

DATE: 01/23

DATE:

DATE:

DATE:

DATE:

NO.	REVISION	DATE	BY

CITY OF MEDFORD - ENGINEERING DEPARTMENT

KESTRAL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

CURB RETURNS

REV. CITY ENGINEER: DATE

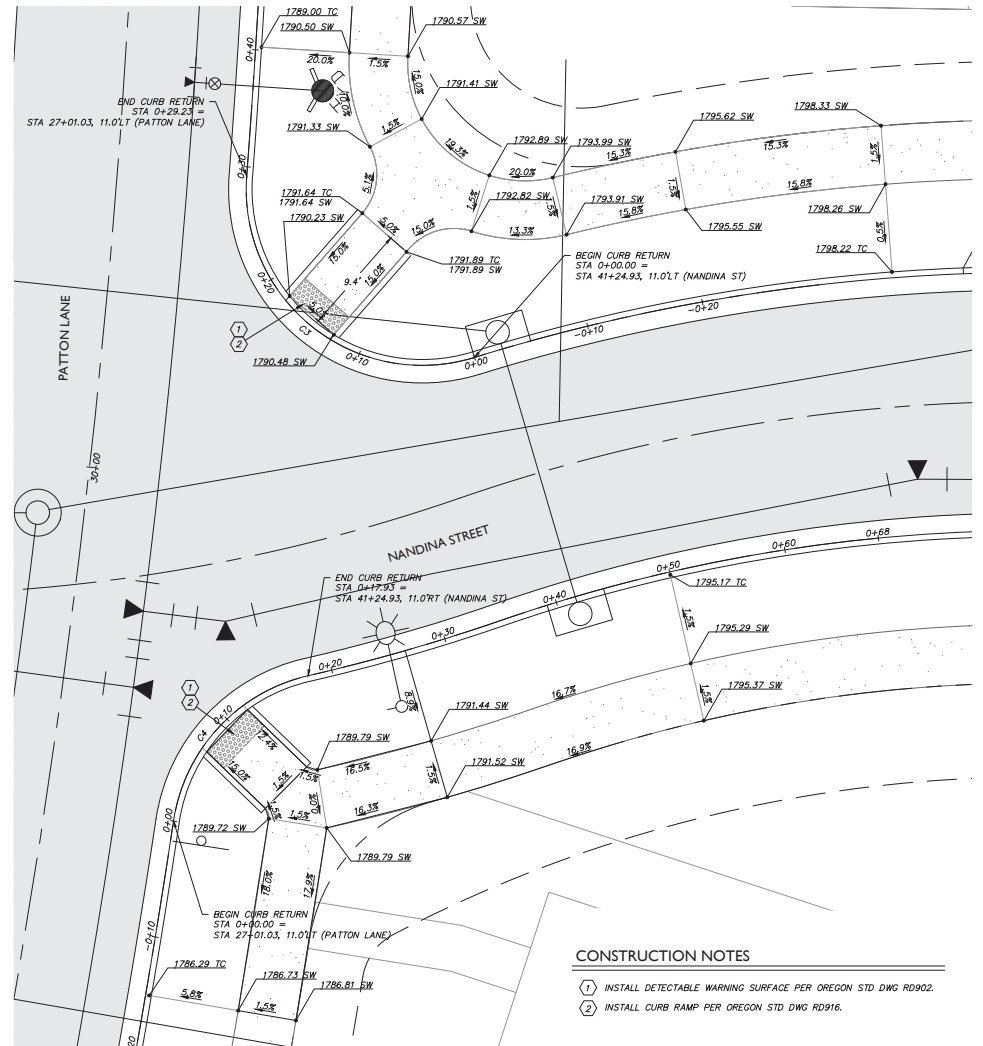
PROJECT NO. -

DRAWING NO. C.4

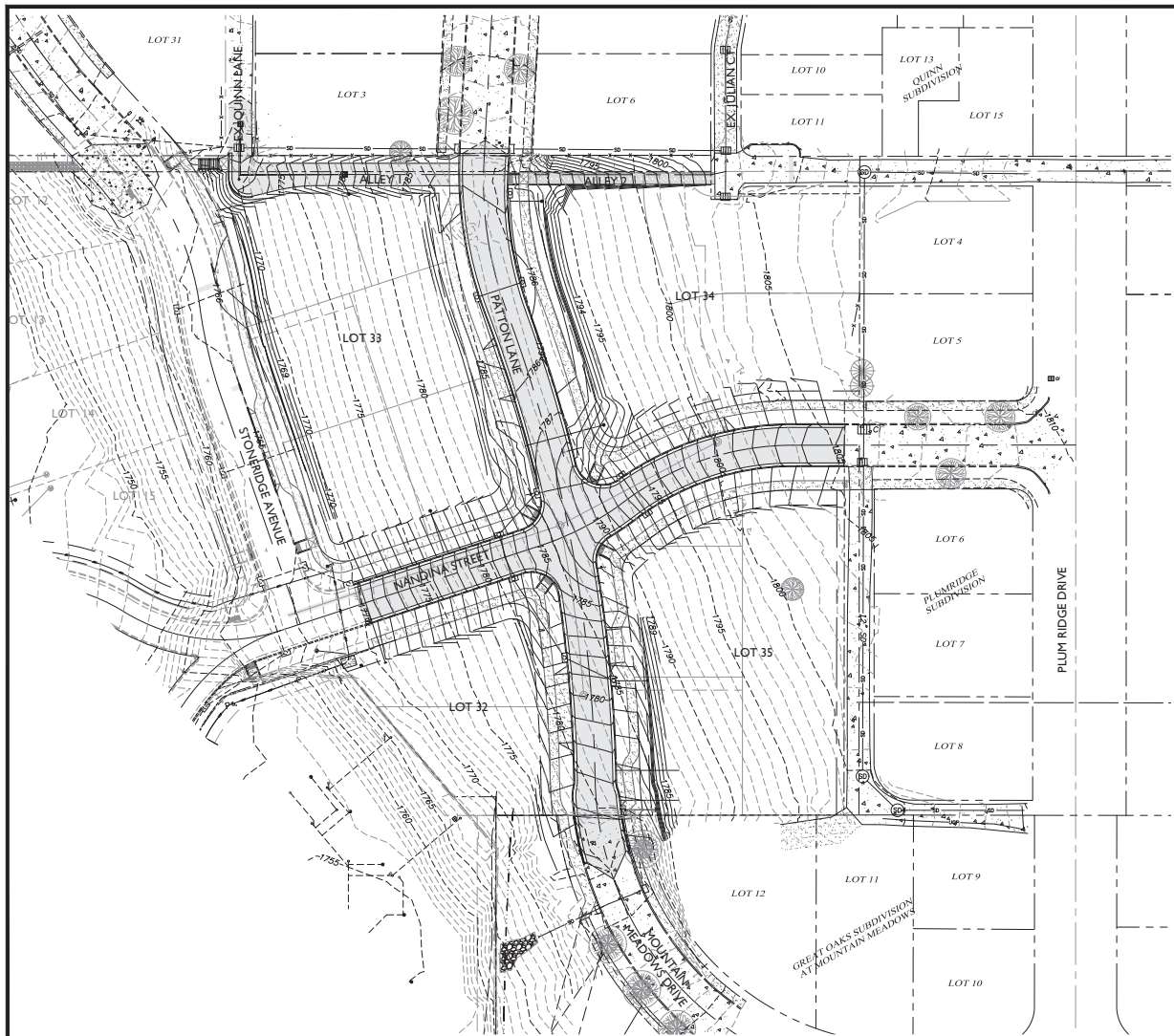
NAME: RES-PHSDWG

PROJL: 22-30

PLOT DATE: 3/14/2023



 Know what's below. Call before you dig.	 P.O. BOX 1724 - MEDFORD - OR 97501 PH: (541) 779-5260	DRAWN BY: NIK DATE: 01/23 CHECKED BY: AMB, MMB DATE: 01/23 APPROVED RVS: DATE: APPROVED: DATE: APPROVED: DATE: APPROVED: DATE:	NO. REVISION DATE BY		CITY OF MEDFORD - ENGINEERING DEPARTMENT KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS CURB RETURNS REV. CITY ENGINEER: DATE NAME: KES-PL3406- SHEET: 12 OF 12 01/01 DATE: 1/24/2023 PROJECT NO. - DRAWING NO. C.5
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CONTOURS

CONTOUR INTERVAL = 2'

INDEX INTERVAL = 10'

EXISTING GROUND — ELEV —

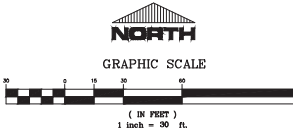
FINISHED GROUND — ELEV —

GENERAL NOTES:

1. STORM DRAIN LINES SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY. SEE PLAN & PROFILE SHEETS FOR DETAIL INFORMATION.
2. PROPOSED CONTOURS SHOWN REPRESENT FINISHED GRADES IN ROAD AREAS. PROPOSED CONTOURS SHOWN IN ALL OTHER AREAS REPRESENT APPROXIMATE GRADING PRIOR TO CONSTRUCTION OF BUILDINGS. FINISHED GRADING AFTER COMPLETION OF BUILDING CONSTRUCTION MAY VARY FROM THE PROPOSED CONTOURS SHOWN ON THIS DRAWING.
3. EXCESS SPOILS SHALL BE REMOVED FROM THE PROJECT AS NEEDED UNLESS OTHERWISE COORDINATED WITH THE PROJECT ENGINEER. MATCH EXISTING GRADES AT ADJACENT PROPERTY LINES & MAINTAIN EXISTING DRAINAGE DIRECTION. DO NOT BLOCK ANY OFF SITE DRAINAGE PATHS.

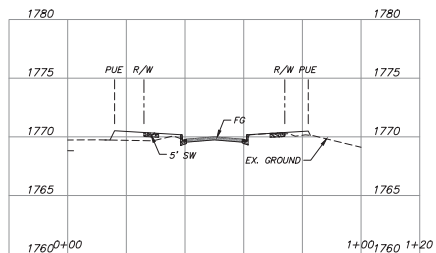
GEOTECHNICAL NOTES

THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF THE GEOTECH REPORT PREPARED BY THE PROJECT GEOTECHNICAL ENGINEER, AND FOLLOW ALL OF THE RECOMMENDATIONS CONTAINED WITHIN THE REPORT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE PROJECT GEOTECHNICAL ENGINEER FOR REQUIRED REMEDIATION. THE CONTRACTOR SHALL COORDINATE WITH THE GEOTECHNICAL ENGINEER FOR REQUIRED SITE OBSERVATIONS AND TESTING OF ALL EARTHWORK OPERATIONS.

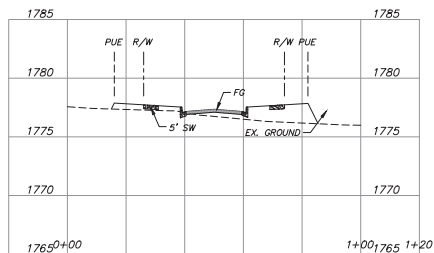


		DRAWN BY: NBK	DATE: 01/23	NO. REVISION	DATE	BY		CITY OF MEDFORD - ENGINEERING DEPARTMENT	
		CHECKED BY: AMB, MBK	DATE: 01/23						PROJECT NO.
		APPROVED RVS:	DATE:						—
		APPROVED:	DATE:						DRAWING NO.
		APPROVED:	DATE:						D.1
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS GRADING PLAN REV. CITY ENGINEER: DATE: NAME: RES-PHSDWG PROJECT: 22-30 PLOT DATE: 3/14/2023									

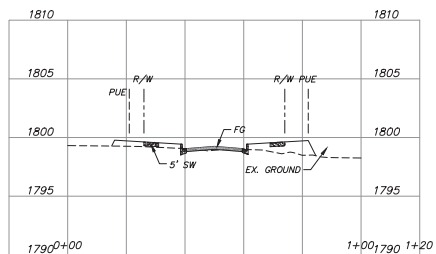
PROFILE SCALES
HORIZONTAL SCALE = 1" = 20'
VERTICAL SCALE = 1" = 10'



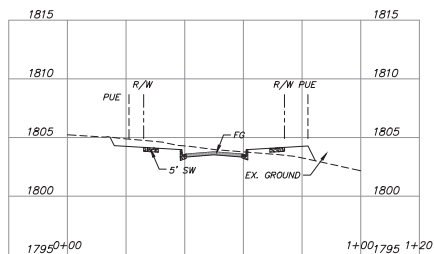
NANDINA - 46+00



NANDINA - 46+50



NANDINA - 48+00



NANDINA - 48+50



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

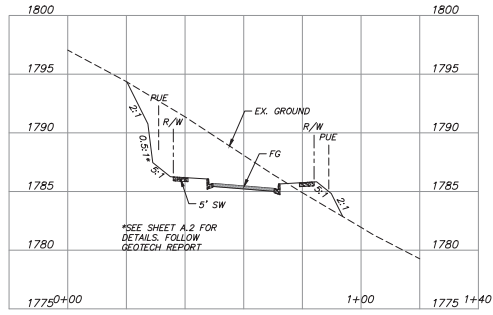
NO.	REVISION	DATE	BY



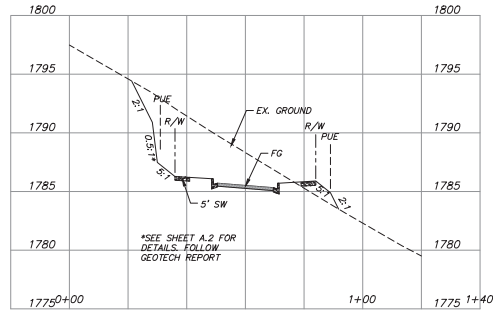
CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	
NANDINA SECTIONS	
REV. CITY ENGINEER:	DATE
NAME: KES-PHSDWG	PLOT DATE: 3/14/2023

PROJECT NO.	-
DRAWING NO.	D.2

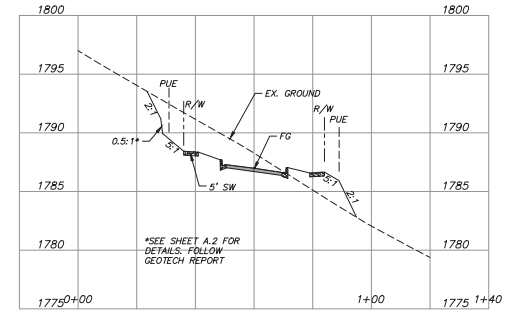
PROFILING SCALES
HORIZONTAL SCALE - 1" = 20'
VERTICAL SCALE - 1" = 10'



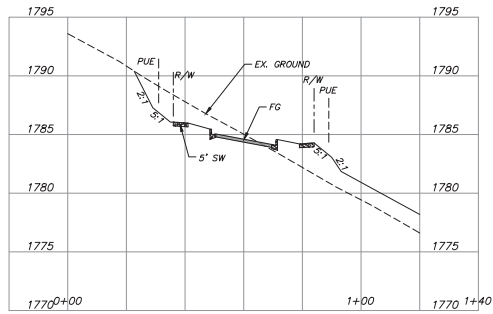
PATTON - 28+50



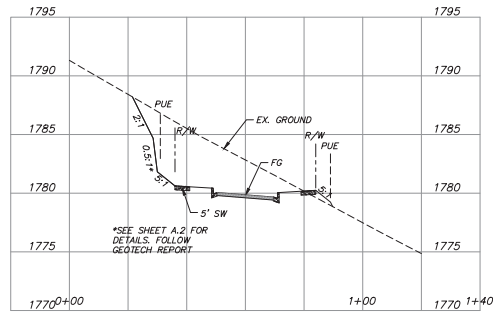
PATTON - 29+00



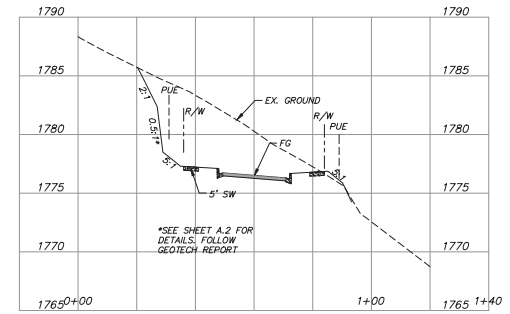
PATTON - 29+50



PATTON - 30+50



PATTON - 31+00

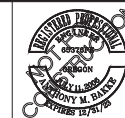


PATTON - 31+50



DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MBK	DATE: 01/23
APPROVED RVS:	DATE:
APPROVED:	DATE:
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NO.	REVISION	DATE	BY

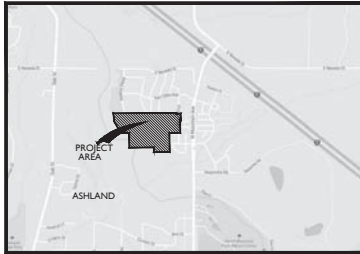


CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	
PATTON SECTIONS	
REV. CITY ENGINEER:	DATE
NAME: KES-PHSDWG	PLOT DATE: 3/14/2023

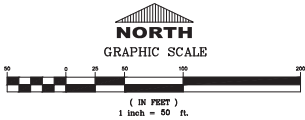
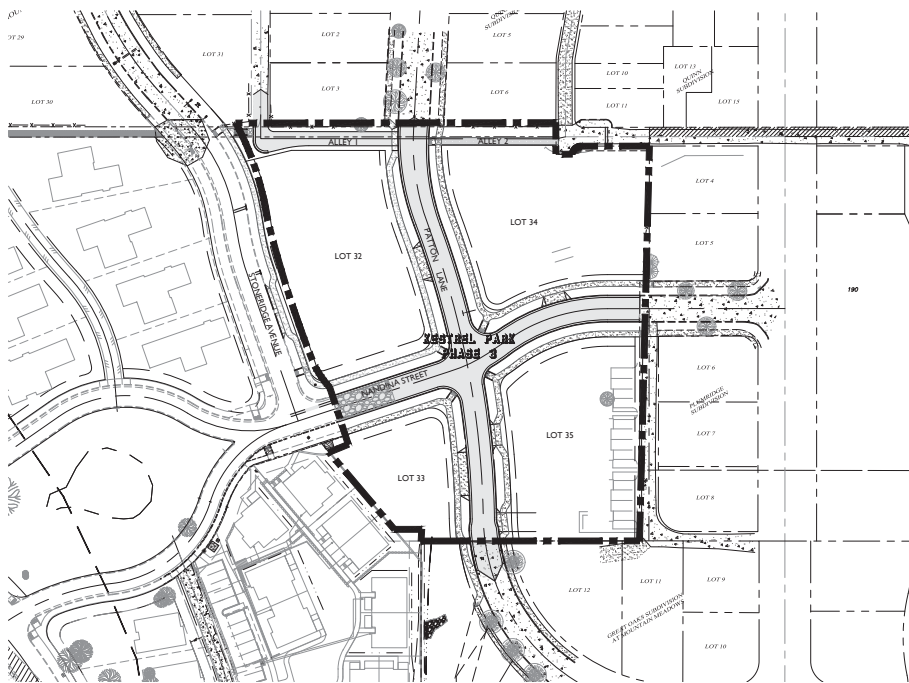
PROJECT NO.	-
DRAWING NO.	D.3

EROSION & SEDIMENT
CONTROL PLAN FOR
**KESTREL PARK SUBDIVISION
PHASE 3**

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



VICINITY MAP



DRAWN BY: MCK	DATE: 1/23
CHECKED BY: MCK, AMB	DATE: 1/23
APPROVED PYS.	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

SHEET INDEX		CITY OF ASHLAND - ENGINEERING DEPARTMENT	
COVER SHEET	E.1	KESTREL PARK SUBDIVISION	PROJECT NO. -
GENERAL NOTES	E.2	PHASE 3	
DEMOLITION, CLEARING, GRADING & EXCAVATION	E.3	EROSION & SEDIMENT CONTROL PLAN	DRAWING NO. E.1
STREETS, UTILITIES, VERTICAL CONSTRUCTION, &	E.4	EROSION & SEDIMENT CONTROL PLAN	
FINAL STABILIZATION	E.5		
DETAILS			
REVIEWED PUBLIC WORKS DIRECTOR:		DATE:	
NAME: KES-PH3.DWG		PLOT DATE: 3/14/2023	

ESC CONSTRUCTION NOTES:

- 1) INSTALL ROCK CONSTRUCTION ENTRANCE PER OREGON STD DWG RD1000, SEE SHEET E.5.
- 2) FILTER FABRIC SEDIMENTATION FENCE INSTALLED AT THE LOCATIONS SHOWN PER OREGON STD DWG RD1040, SEE SHEET E.5.
- 3) CONCRETE WASH-OUT PER OREGON STD DWG RD1070, SEE SHEET E.5, OR APPROVED EQUAL. LOCATION MAY VARY.
- 4) STOCKPILE AREA, STOCKPILES SUBJECT TO EROSION OF SEDIMENT SHALL BE PROTECTED PER OREGON TECHNICAL SERVICES DETAIL DT6001, SHEET E.5. O.A.E. LOCATION MAY VARY.
- 5) CONSTRUCTION EQUIPMENT STAGING & POTENTIAL POLLUTANT-GENERATING MATERIAL STORAGE AREA. LOCATION MAY VARY.
- 6) SANITARY FACILITY SHALL BE PLACED MIN. 30' AWAY FROM ANY STORM DRAIN INLET. QUANTITY & LOCATION MAY VARY.
- 7) PROPOSED & EXISTING STORM DRAIN INLETS SHALL BE PROTECTED BY INLET BARRIERS PER OREGON STD DWG RD1010, SEE SHEET E.5.
- 8) USE EXISTING CURB FOR SEDIMENT CONTROL, SIMILAR TO SEDIMENTATION FENCE.

STABILIZATION NOTE:

CONTRACTOR TO PHASE CLEARING AND GRADING TO THE MAXIMUM EXTENT POSSIBLE TO PREVENT AREAS OF EROSION. IF AN AREA IS NOT TO BE WORKED WITHIN A 14 DAY PERIOD, THE CONTRACTOR IS TO APPLY TEMPORARY HYDROSEED, STRAW, OR OTHER APPROVED BMP TO ANY AREA THAT IS CLEARED AND HAS POTENTIAL FOR RUNOFF. SEE ESTABLISHING TEMPORARY GRASSES AND PERMANENT VEGETATIVE COVER, SHEET E.4.

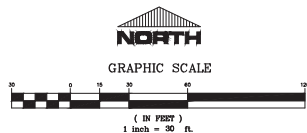
CONTOURS

CONTOUR INTERVAL = 1'

INDEX INTERVAL = 5'

EXISTING GROUND --- ELEV ---

FINISHED GROUND --- ELEV ---



P.O. BOX 1724 - MEDFORD - OR 97501
PH: (541) 779-5360

DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MBK	DATE: 01/23
APPROVED RVS:	DATE:
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NO.	REVISION	DATE	BY



CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	PROJECT NO. -
EROSION & SEDIMENT CONTROL PLAN	DRAWING NO. E.3
REV. CITY ENGINEER:	DATE:

NAME: RES-PHSDWG PROJ#: 22-30 PLOT DATE: 3/14/2023

ESC CONSTRUCTION NOTES:

- 1) INSTALL ROCK CONSTRUCTION ENTRANCE PER OREGON STD DWG RD1000, SEE SHEET E.5.
- 2) FILTER FABRIC SEDIMENTATION FENCE INSTALLED AT THE LOCATIONS SHOWN PER OREGON STD DWG RD1040, SEE SHEET E.5.
- 3) CONCRETE WASH-OUT PER OREGON STD DWG RD1070, SEE SHEET E.5, OR APPROVED EQUAL. LOCATION MAY VARY.
- 4) STOCKPILE AREA, STOCKPILES SUBJECT TO EROSION OF SEDIMENT SHALL BE PROTECTED PER OREGON TECHNICAL SERVICES DETAIL DET6001, SHEET E.5. O.A.E. LOCATION MAY VARY.
- 5) CONSTRUCTION EQUIPMENT STAGING & POTENTIAL POLLUTANT-GENERATING MATERIAL STORAGE AREA. LOCATION MAY VARY.
- 6) SANITARY FACILITY SHALL BE PLACED MIN. 30' AWAY FROM ANY STORM DRAIN INLET. QUANTITY & LOCATION MAY VARY.
- 7) PROPOSED & EXISTING STORM DRAIN INLETS SHALL BE PROTECTED BY INLET BARRIERS PER OREGON STD DWG RD1010, SEE SHEET E.5.
- 8) USE EXISTING CURB FOR SEDIMENT CONTROL SIMILAR TO SEDIMENTATION FENCE.
- 9) STRAW, MULCH, HYDROSEED OR OTHER DEQ ACCEPTABLE BMP TO BE INSTALLED 20' MINIMUM BEYOND BACK OF CURB OR OVER ANY PREVIOUS CONSTRUCTION. INSTALL PRIOR TO FINAL ACCEPTANCE.



STABILIZATION NOTE:

CONTRACTOR TO PHASE CLEARING AND GRADING TO THE MAXIMUM EXTENT POSSIBLE TO PREVENT AREAS OF EROSION. IF AN AREA IS NOT TO BE WORKED WITHIN A 14 DAY PERIOD, THE CONTRACTOR IS TO APPLY TEMPORARY HYDROSEED, STRAW, OR OTHER APPROVED BMP TO ANY AREA THAT IS CLEARED AND HAS POTENTIAL FOR RUNOFF. SEE ESTABLISHING TEMPORARY GRASSES AND PERMANENT VEGETATIVE COVER, SHEET E.4.

CONTOURS

CONTOUR INTERVAL = 1'

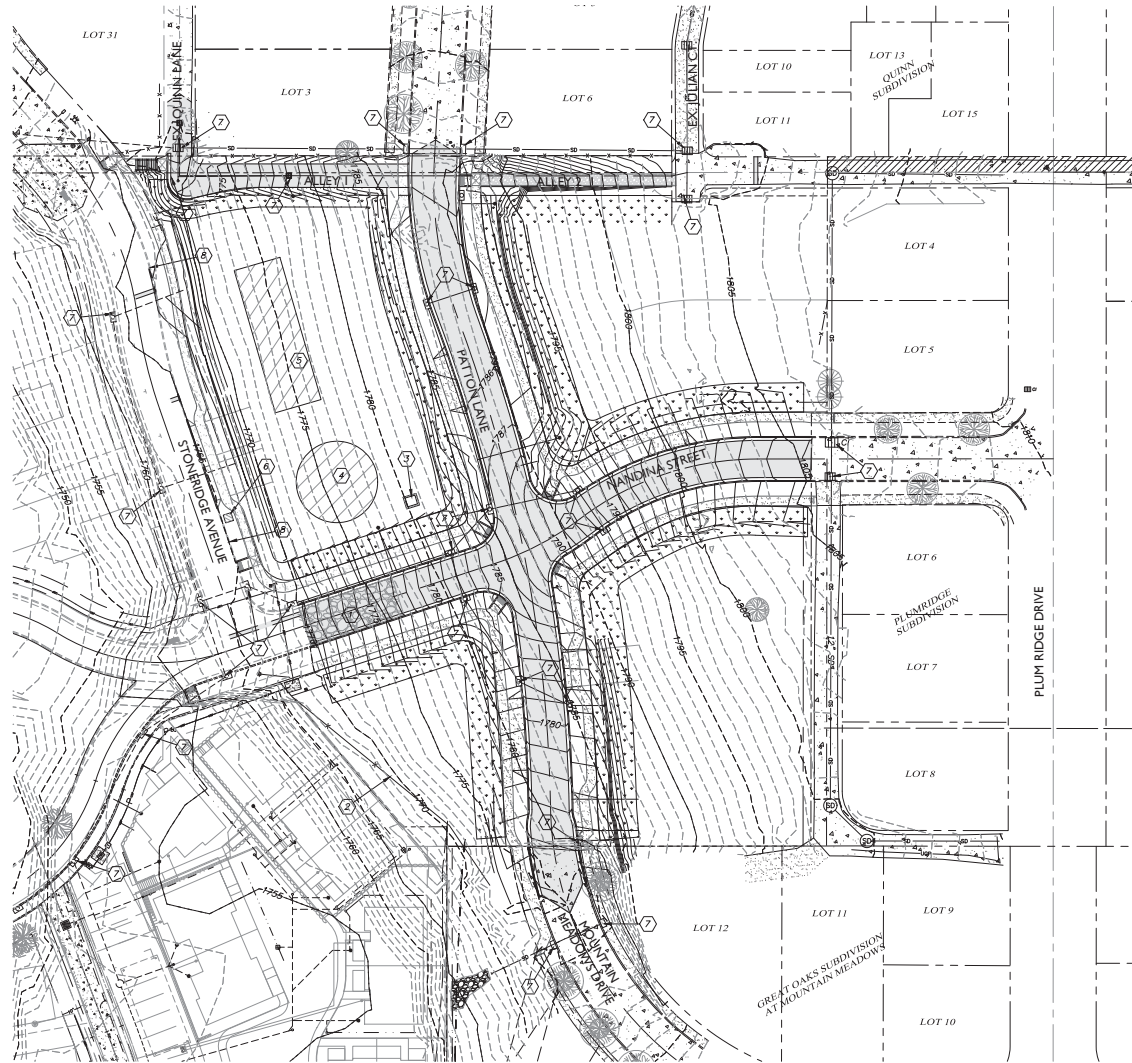
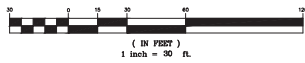
INDEX INTERVAL = 5'

EXISTING GROUND --- ELEV ---

FINISHED GROUND --- ELEV ---



GRAPHIC SCALE

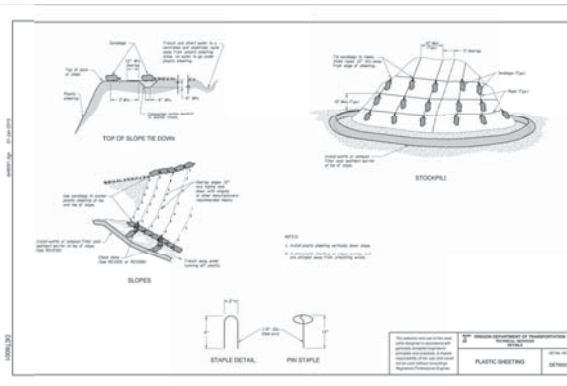
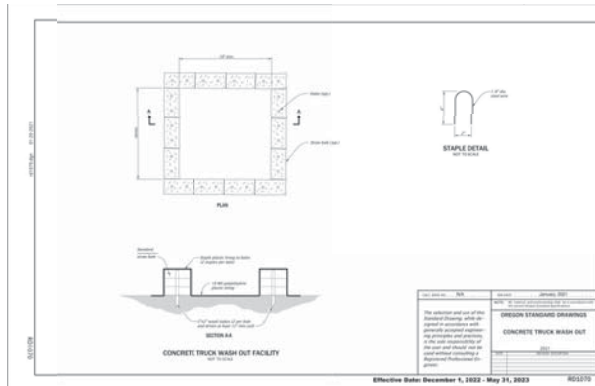
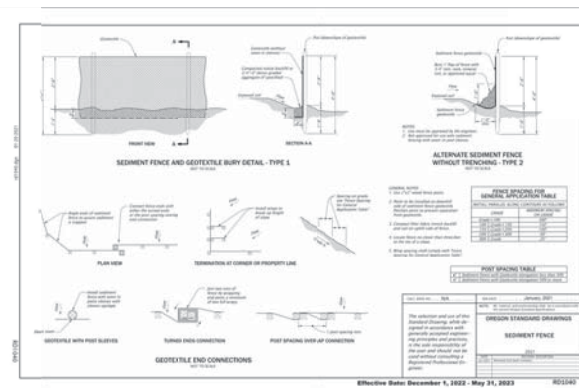
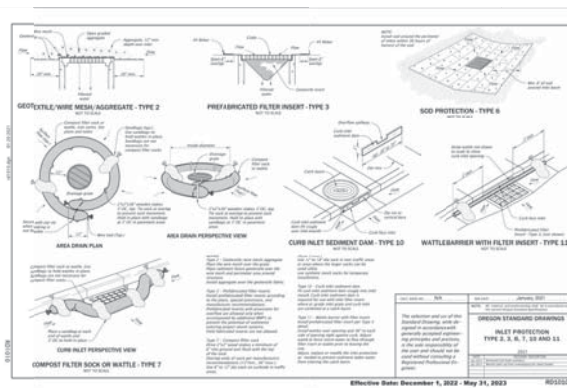
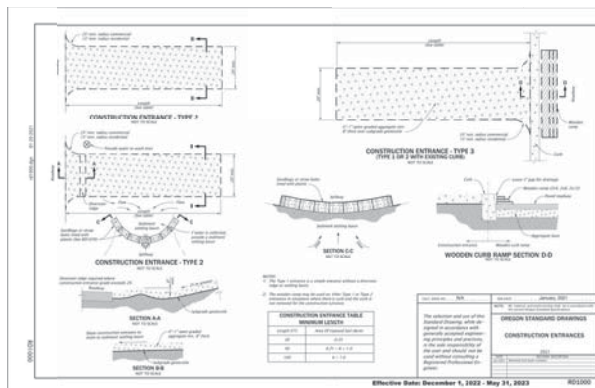


DRAWN BY: NBK	DATE: 01/23
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NO.	REVISION	DATE	BY



CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	
EROSION & SEDIMENT CONTROL PLAN	
REV. CITY ENGINEER:	DATE:
NAME: RES-PHSDWG	PROJECT NO. -
PROJECT NO. 22-30	DRAWING NO. E.4
PLOT DATE: 3/14/2023	



Fact Sheet

What to do when you've had a spill

Confirm local emergency services

Call 911 to report emergency and police and fire services.

Report the spill immediately

Immediately report the spill to the nearest local law enforcement agency.

Report the spill to the nearest local law enforcement agency.

Report the spill to the nearest local law enforcement agency.

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Other actions to take

Take steps to prevent the spill from spreading.

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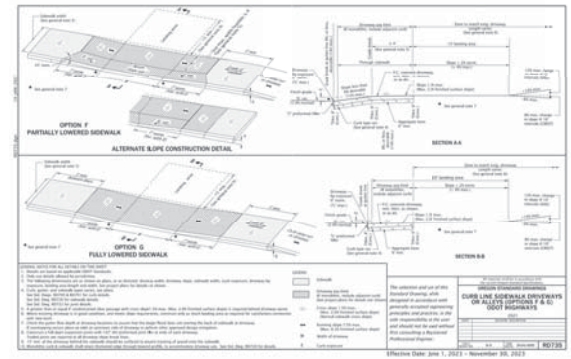
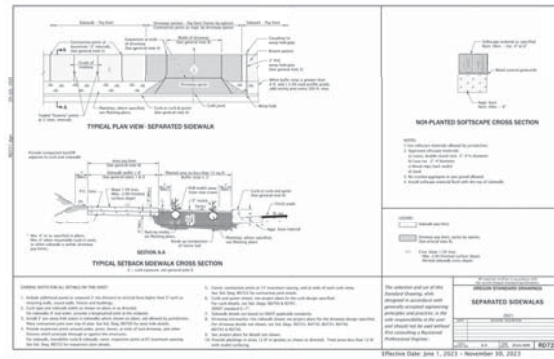
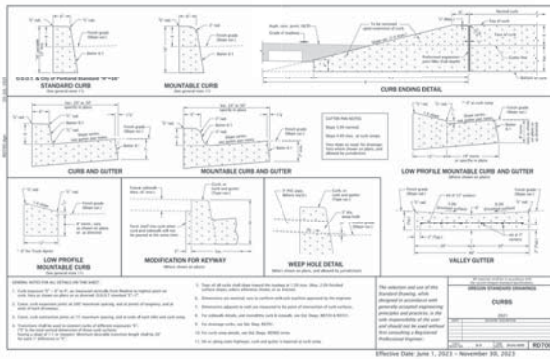
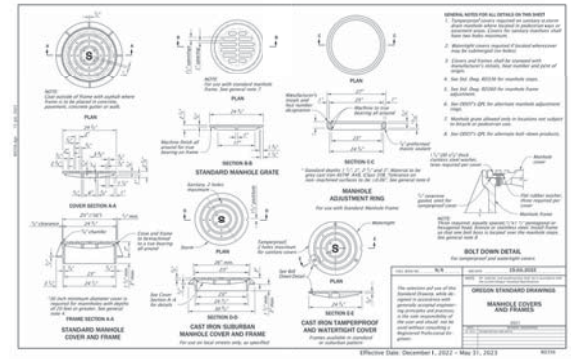
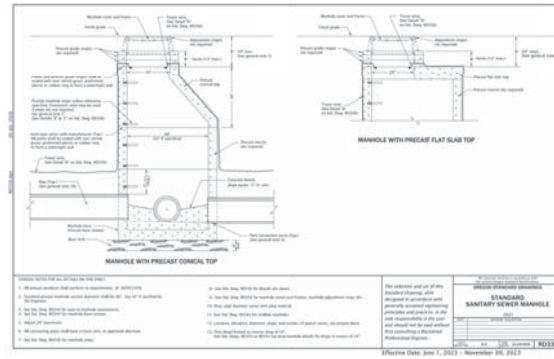
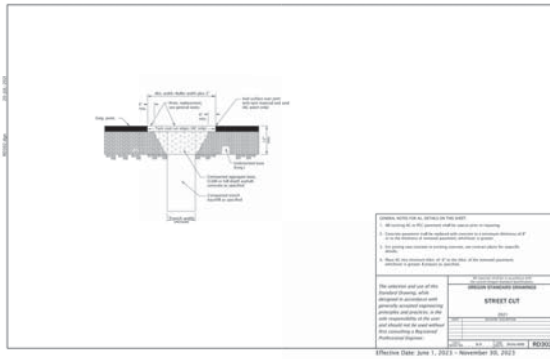


DRAWN BY: NBK	DATE: 01/23
CHECKED BY: AMB, MBK	DATE: 01/23
APPROVED RVS:	DATE:
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NO.	REVISION	DATE	BY



CITY OF MEDFORD - ENGINEERING DEPARTMENT	
KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS	PROJECT NO. -
EROSION & SEDIMENT CONTROL PLAN	DRAWING NO. E.5
REV. CITY ENGINEER:	DATE
NAME: RES-PHSDWG	PLOT DATE: 3/14/2023



811

Know what's below.
Call before you dig.

**CONSTRUCTION
ENGINEERING
CONSULTANTS**

P.O. BOX 1724 - MEDFORD - OH 45051
TEL: (513) 778-3360

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

NO.	REVISION	DATE	BY

CITY OF MEDFORD - ENGINEERING DEPARTMENT

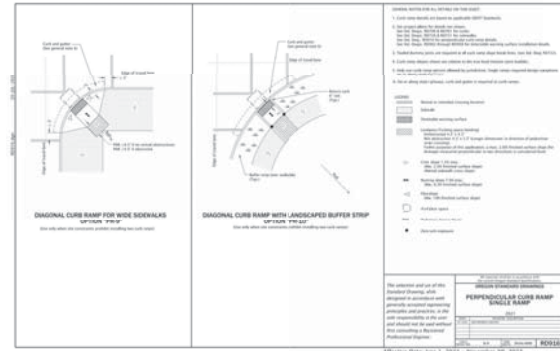
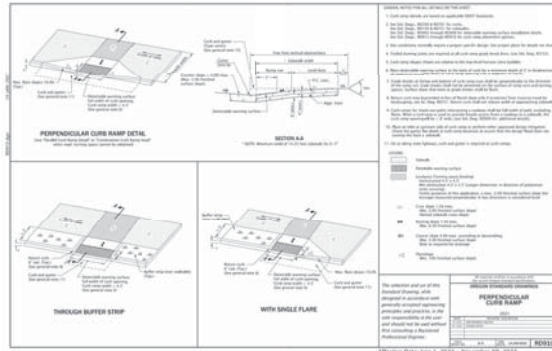
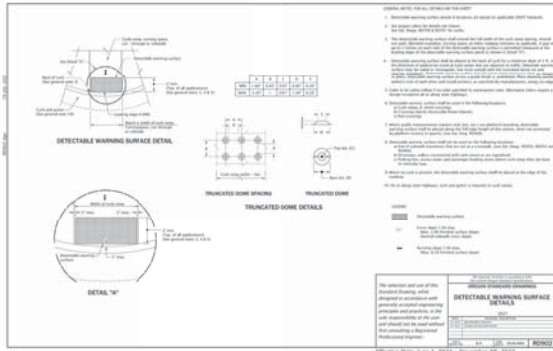
KESTRAL PARK SUBDIVISION PHASE 3
CIVIL IMPROVEMENTS

DETAILS

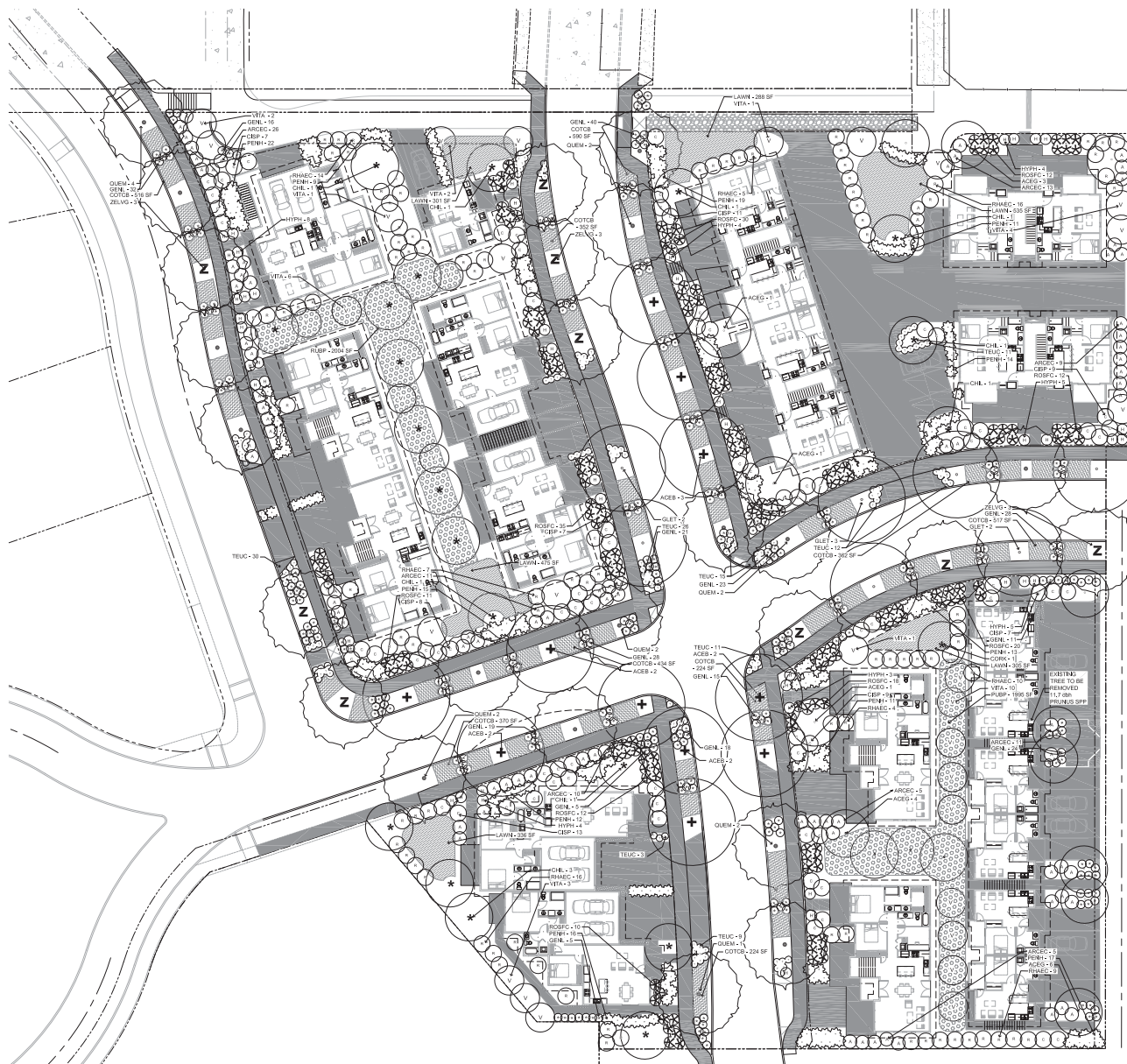
REV. CITY ENGINEER: _____ DATE: _____

NAME: RES-PLS/DWG _____ PLOT DATE: 3/14/2023

PROJECT NO.
—
DRAWING NO.
F.1



	P.O. BOX 1724 - MEDFORD - OR 97501 PH: (541) 778-5360	DRAWN BY: NBK	DATE: 01/23	<table border="1"> <thead> <tr> <th>NO.</th> <th>REVISION</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	REVISION	DATE	BY																																						CITY OF MEDFORD - ENGINEERING DEPARTMENT	
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KESTRAL PARK SUBDIVISION PHASE 3 CIVIL IMPROVEMENTS		PROJECT NO. -																																													
DETAILS		DRAWING NO. F.2																																													
REV. CITY ENGINEER:	DATE	NAME: KES-PHS/DWG																																													
PROJ: 22-30		PLOT DATE: 3/14/2023																																													



PRELIMINARY PLANT LEGEND			
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
TREES			
ACEB	ACER SACCHARUM 'BONFIRE'	BONFIRE SUGAR MAPLE	2' CAL
ACEG	ACER GINNALLA 'FLAME'	FLAME AMUR MAPLE	15' GAL
CHIL	CHILIPSPIS LINEARIS	DESERT WILLOW	1.5' CAL
CORC	CORNUS KOUSA 'VENUS'	VENUS KOUSA DOGWOOD	15' GAL
GLET	GLEDITSIA TRICANTHOS INERMIS	THORNLESS HONEY LOCUST	2' CAL
PRUK	PRUNUS SERRULATA 'KWAZAN'	KWAZAN FLOWERING CHERRY	1.5' CAL
QUEN	QUERCUS MACROCARPA	BURR OAK	2' CAL
ZELVO	ZELKOVA SERRATA 'VILLAGE GREEN'	VILLAGE GREEN ZELKOVA	2' CAL
SHRUBS			
ARCEC	ARCTOSTAPHYLOS 'EMERALD CARPET'	EMERALD CARPET MANZANITA	1 GAL
CISP	CISTIS X PULVERULENTIS 'SUNSET'	SUNSET ROCKROSE	2' GAL
COTCB	COTONEASTER DAMMERI 'CORAL BEAUTY'	CORAL BEAUTY LOWFASH	1 GAL
GENSL	GENISTA LYCIA	LYCIA SPROCA	1 GAL
HYPH	HYPERICUM HODICOTE	HODICOTE SAINT JOHNS WORT	5 GAL
POTA	POTENTILLA 'ABBOTTSWOOD'	ABBOTTSWOOD CINQUEFOIL	1 GAL
ROSGF	ROSA FLOWER CARPET	FLOWER CARPET ROSE	1 GAL
PERH	PENSTEMITUM ALOPECUROIDES 'HAMEL'	HAMEL FOUNTAIN GRASS	1 GAL
RHAE	RHAMNUS 'EVE CASE'	EVE CASE COFFEEBERRY	5 GAL
TEUC	TEUCRIUM CHAMAEDRYS	WAL GERMANDER	1 GAL
GROUND COVER			
	IRIS	COMMON BEARDED IRIS	1 GAL 3' O.C.
	LAWN		
	COTONEASTER DAMMERI 'CORAL BEAUTY'		1 GAL 3' O.C.
	RUBUS PENTABOLIS		1 GAL 4' O.C.

NOTE: MATURE COMPOST SHALL BE ADDED TO THE TOPSOIL OF LANDSCAPING AREAS AT A RATE OF THREE CUBIC YARDS OF COMPOST PER 1,000 SQUARE FEET OF LANDSCAPING AREA TO BE PLANTED.

SCALE: 1"=40'-0"



KenCairn
Landscape Architecture



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541.488.3194



DRAWN BY:
KENCAIRN

SCALE
1" = 40'

KESTREL PARK PHASE 3

ASHLAND, OR 97520

JOB NO. 2413
REVISION DATE

PLANTING PLAN

ISSUE DATE:
11.01.24

L 1.0