

DATE: November 14, 2025
TO: Derek Severson - City of Ashland Public Works Director
FROM: Darren Sandeno & Russell Pettit
SUBJECT: Ashland Mill Preliminary Utility Feasibility
CC: Michael Mehaffy & Mike Weinstock
PROJECT NUMBER: 217-7489-004
PROJECT NAME: Ashland Mill

Project Overview

The proposed Ashland Mill project currently consists of 8 parcels totaling 60.92 acres. The development is anticipated to be constructed in 3 phases and will contain approximately 550 single family residences and 150,000 sf of commercial/light industrial uses. See Section 2.1 of the Master Plan application for the project boundary. The purpose of this technical memorandum is to demonstrate utility feasibility based upon preliminary design information. This information will be subject to modification as design progresses.

Water:

The project will connect to the city's 12-inch water main in Mistletoe Road and extend new 8-inch water lines throughout the development (looped system). City Engineering has analyzed the water distribution and determined that, with this looped configuration and a planned upsizing of a segment of main on Tolman Creek Road, water service is adequate for both domestic and fire flow needs of the project. Fire hydrants will be installed per Fire Code spacing, and preliminary fire flow tests indicate flows of 1,500 gpm at 20 psi can be achieved, which is sufficient for the largest proposed buildings (three-story mixed-use). The City's Water Treatment Plant and storage reservoirs have capacity for the growth projected (this area was included in demand forecasts in the Water Master Plan).

- **Existing System:** 12" water main in Mistletoe
- **Current Capacity:** ~6.8 gpd
- **Anticipated Demand:** ~220,000 gpd (180 gpd/ERU)
- **Potential Upgrades:** None anticipated

Attached is a conceptual WSFU (Water Supply Fixture Units) which is based upon the UFC (Uniform Plumbing Code) estimate per phase. This provides an estimate of demand based upon flow rate and frequency of use. At full build out, the conceptual estimate of WSFU's is approximately 12,200. To convert to gallons per minute, the following calculation is applied:

$$Q = 1.4 \times (WSFU)^{0.5}$$

where:

- Q = total demand (GPM)
- $WSFU$ = total water supply fixture units



$$Q = 1.4 \times (12,200)^{0.5}$$

$$Q = 1.4 \times 110.45 = 154.63 \text{ GPM (approx.)}$$

Preliminary peak flow is then estimated at 155 gallons per minute or $\times 60 = 9,300$ gallons per hour

Sewer:

An 8-inch public sanitary sewer line will be extended into the site from the existing manhole at Siskiyou Blvd/Mistletoe (near the railroad tracks). All buildings will gravity-flow to this new line, with the exception of several buildings that may require grinder pumps (to be conditioned to provide their own maintenance). The City's Wastewater Division confirmed that the downstream sewer interceptor on Ashland Street has capacity for the additional flow from up to 550 homes and associated employment uses. This was analyzed in the 2012 Wastewater Master Plan and again in updated modeling for this proposal. If any minor bottlenecks are identified, the applicant has agreed to fund necessary upsizing (none are identified at this time). The connection to the 6-acre annexation parcel will be made as part of Phase Two to ensure that all areas are served

- **Existing System:** 8" City sewer main within Mistletoe Rd
- **Current Capacity:** ~Treatment plant capacity 7 million gpd
- **Anticipated Demand:** 200,000 gpd (350 gpd/ERU)
- **Anticipated Improvements:** To address capacity the project will provide a 8" sewer main which will be reduced to 8" side laterals to ensure services to project.

Stormwater:

The development will implement a comprehensive stormwater management plan consistent with City codes and the Stormwater Master Plan. Given the site's current extensive concrete surfaces (and industrial debris piles), developing it will actually formalize and improve runoff handling. Each new phase will include adequate facilities to detain and treat stormwater. Bio-swales and/or retention basins in parks will be used to capture the 25-year storm event on-site, releasing at pre-development rates. The plan is to route overflow to the existing Hamilton Creek drainage. The City has reviewed preliminary calculations and finds that with the proposed on-site detention (including permeable surfaces in some parking areas and vaults in other locations), the post-development discharge will not exceed pre-development and will meet water quality requirements.

- **Existing System:** 18" storm main within Mistletoe Rd
- **Current Capacity:** 18 cfs (pipe capacity)
- **Anticipated Demand:** ~24 cfs
- **Anticipated Improvements:** Potential upgrade to a 24" storm main (depending on existing storm main pipe slope)

In the predevelopment condition, the site contains 3 drainage basins. In post development conditions the site currently has 13 subbasins proposed (See Attached)– each subbasin will provide on-site stormwater detention via surface water pond or underground storage. Control structures will be included to discharge detained stormwater at flow rates less than or equal to predevelopment conditions. Runoff treatment will be provided prior to detention facility via stormwater planters and/or cartridge treatment device.

Electricity:

The City Electric Department has confirmed that electrical capacity is available to serve the Ashland Mill site. Transformer locations will be identified in collaboration with the City Electric Department and will be screened per design standards. Additionally, the project will be able to accommodate future solar photovoltaic panels (e.g. on building rooftops and possibly a solar trellis over a parking area) in line with the eco-friendly design. The electric utility has capacity for peak loads even with EV charging stations that are planned in the live-work and commercial areas (roughly 5% of parking spaces will have EV chargers, consistent with state code).

- **Existing System:** <.75 MW (to be verified)
- **Current Capacity:** ~.5 MW
- **Anticipated Demand:** 2.5 MW
- **Anticipated Improvements:** A new electrical looped feeder line within the site which will be run from the Ashland substation.

Streets/Vehicular Access/Circulation:

The transportation network serving the site has been analyzed in a Traffic Impact Analysis (TIA) prepared by a licensed engineer, Kelly Sandow of Sandow Engineering, to be reviewed by the City and ODOT. The TIA considered full build-out traffic and found that most nearby intersections will continue to operate at acceptable Levels of Service (LOS) with the addition of project traffic, **provided certain improvements are made**. Those improvements will include realignment and enhancement of the Mistletoe Road intersection with Siskiyou Blvd to improve safety (likely converting the awkward angled intersection into a safer T-intersection, per ODOT's prior input), and the construction of half-street improvements along Mistletoe Road. With these improvements (which the applicant will either construct or financially contribute to, as conditioned by the City), the analysis shows the transportation system will operate within City standards. **Street Infrastructure:** All streets conform to City standards or to the Alternate Standards as specified in the Development Agreement. All streets will be dedicated to the public and maintained by the City (except private drives serving apartments and businesses). **Pedestrian & Bike Facilities:** As mentioned, sidewalks and bike lanes (or paths) are part of the design, ensuring that non-motorized travel is well accommodated. This also effectively provides additional capacity by shifting some trips to walking/biking. **Transit:** RVTD has reviewed the plans and is in discussions to route a future bus line through or to the edge of the site. A bus route plan with four stops is included in the plan. In the interim, the site is within 1/4 mile of an existing Route 10 bus stop on Siskiyou Blvd. The project's contribution to a more robust transit network is consistent with Transportation Goal 12 and city policies. In conclusion, with the committed improvements, **transportation facilities have adequate capacity** to serve the development's needs and meet City concurrency requirements.

Other relevant public services (e.g. Fire, Police, Schools)

While not explicitly listed in AMC 18.5.2.050.D, general capacity of public services is considered. The site will be served by Ashland Police and Fire. The Fire Department has reviewed the plans for station response times and finds it acceptable (Station 2 on Ashland Street is approximately 1.5 miles away, within the targeted 4-minute response range). Fire apparatus can navigate the new streets; fire sprinklers will be installed in all commercial and multi-family structures as required. Police have no concerns with their ability to serve the area, and the project's design (with eyes on the street, good lighting, and active uses) is expected to foster a safe environment (Crime Prevention Through Environmental Design principles applied). The addition of families in up to 550 homes will have an

impact on Ashland School District enrollment. The applicant has coordinated with the School District, and capacity exists in local schools to absorb the new students over the multi-year build-out (Bellview Elementary, for instance, is nearby and can take additional students).

Croman Mill
Fixture Counts by Phase and Unit Type - With WSFU Calcs
Updated July 15 2025

Note: Total WSFU calcs are at bottom

PHASE ONE:		<i>Toilets</i>	<i>Bath Sinks</i>	<i>Showers</i>	<i>Kit. Sinks</i>	<i>Dishwashrs</i>	<i>Washers</i>	<i>Comm Sinks</i>
Single Family Detached	41	123	123	82	41	41	41	
Single Family Attached	50	150	150	100	50	50	50	
Carriage Houses / ADUs	15	15	15	15	15	15	15	
Multi-Family	88	132	132	132	88	88	88	
Total Units	194	420	420	329	194	194	194	0
Retail	-							
Hotel	-							
Wellness Center	-							
Light Industrial	25,000	25	25	10			10	5
TOTAL	25,000	25	25	10	-	-	10	5

PHASE TWO:		<i>Toilets</i>	<i>Bath Sinks</i>	<i>Showers</i>	<i>Kit. Sinks</i>	<i>Dishwashrs</i>	<i>Washers</i>	<i>Comm Sinks</i>
Single Family Detached	25	75	75	50	25	25	25	
Single Family Attached	17	51	51	34	17	17	17	
Carriage Houses / ADUs	31	31	31	31	31	31	31	
Multi-Family	77	115.5	115.5	115.5	77	77	77	
Total Units	150	272.5	272.5	230.5	150	150	150	0
Retail	30,000	12	12			15		15
Hotel	40,000	90	90			4	10	4
Wellness Center	25,000	15	15	10		4	2	4
Light Industrial	18,000	18	18	10		4	8	4
TOTAL	113,000	135	135	20	-	27	20	27

PHASE THREE:		<i>Toilets</i>	<i>Bath Sinks</i>	<i>Showers</i>	<i>Kit. Sinks</i>	<i>Dishwashrs</i>	<i>Washers</i>	<i>Comm Sinks</i>
Single Family Detached	50	150	150	100	50	50	50	
Single Family Attached	23	69	69	46	23	23	23	
Carriage Houses / ADUs	27	27	27	27	27	27	27	
Multi-Family	106	159	159	159	106	106	106	
Total Units	206	405	405	332	206	206	206	0
Retail	5,000	3	3			2		2
Hotel	-							
Wellness Center	-							
Light Industrial	55,000	55	55	22			22	12
TOTAL	60,000	58	58	22	-	2	22	14

CALCULATION OF WSFUs

		WSFUs - ea.	Tot WSFUs
Toilets	1,316	3.0	3,946.50
Bath Sinks	1,316	1.0	1,315.50

Showers	944	2.0	1,887.00
Kitchen Sinks	550	2.0	1,100.00
Dishwashers	579	2.0	1,158.00
Clothes Washers	602	2.5	1,505.00
Commercial Sinks	46	4.0	184.00

TOTAL **11,096.00**

Additional - irrigation, etc? **1100.00**

TOTAL **12,196.00**

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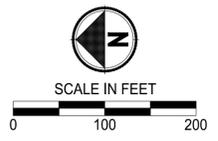
**DRAINAGE
BASIN C**

**DRAINAGE
BASIN A**

**DRAINAGE
BASIN B**

EXISTING GROUND
(2-FOOT CONTOURS), TYP.

EXISTING DRAINAGE BASINS		
BASIN ID	AREA (AC.)	CN _{AVG}
A	7.32	83
B	34.54	95
C	16.92	94



XX % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

PRELIMINARY

REVISIONS	DATE	BY	DESIGNED

**ONE INCH AT FULL SCALE.
IF NOT, SCALE ACCORDINGLY**
FILE NAME
JOB No. 217-7489-004
DATE JULY 2025

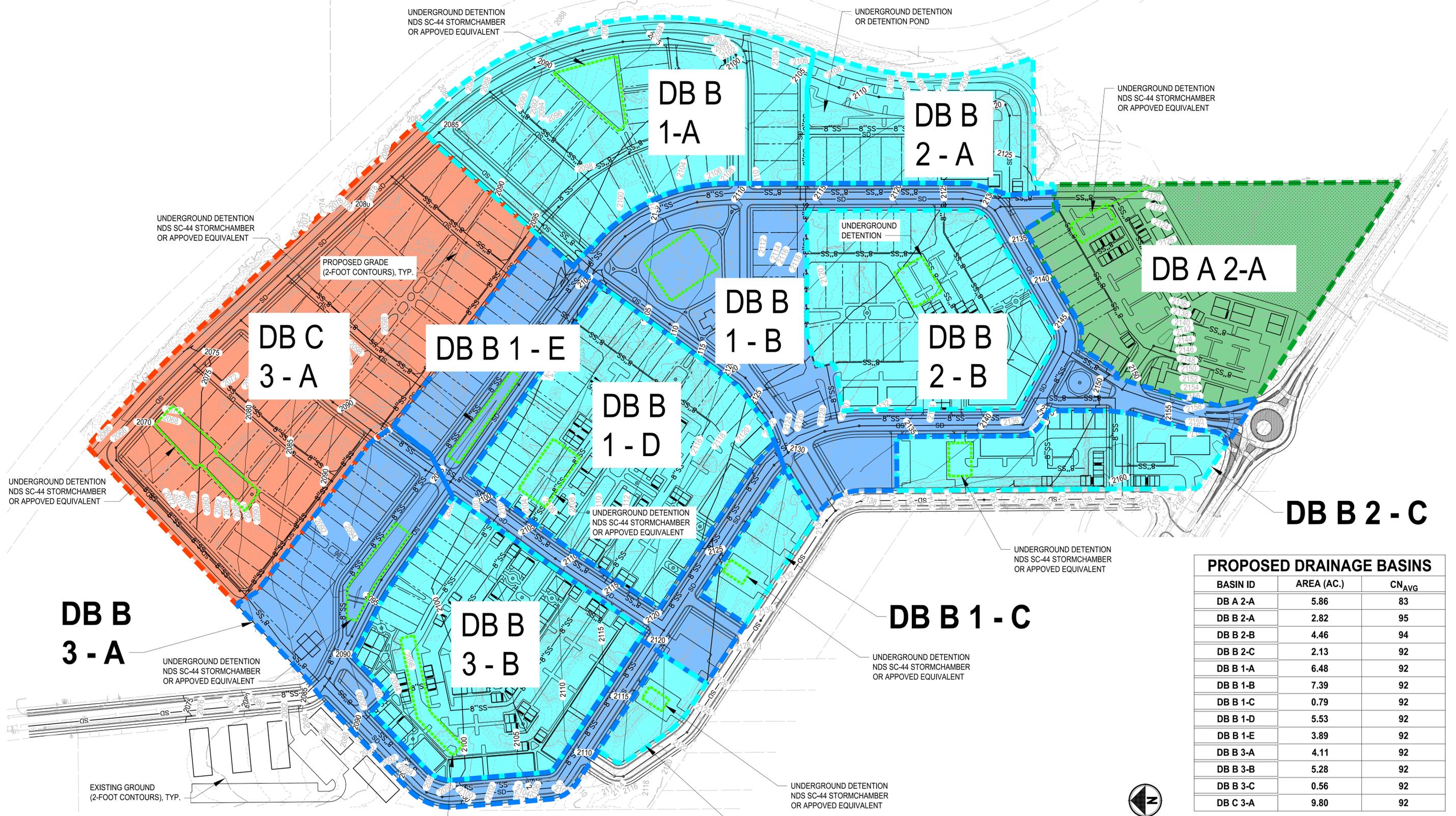


PROJECT NAME
**CROMAN MILL
ASHLAND, OR**

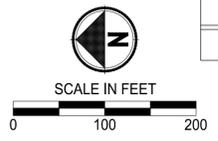
**EXISTING CONDITIONS
DRAINAGE BASIN MAP**

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OF XX
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PROPOSED DRAINAGE BASINS		
BASIN ID	AREA (AC.)	CN _{AVG}
DB A 2-A	5.86	83
DB B 2-A	2.82	95
DB B 2-B	4.46	94
DB B 2-C	2.13	92
DB B 1-A	6.48	92
DB B 1-B	7.39	92
DB B 1-C	0.79	92
DB B 1-D	5.53	92
DB B 1-E	3.89	92
DB B 3-A	4.11	92
DB B 3-B	5.28	92
DB B 3-C	0.56	92
DB C 3-A	9.80	92



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PROJECT NAME
**CROMAN MILL
ASHLAND, OR**

**PROPOSED
DRAINAGE BASIN MAP**

DRAWING NO.
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